

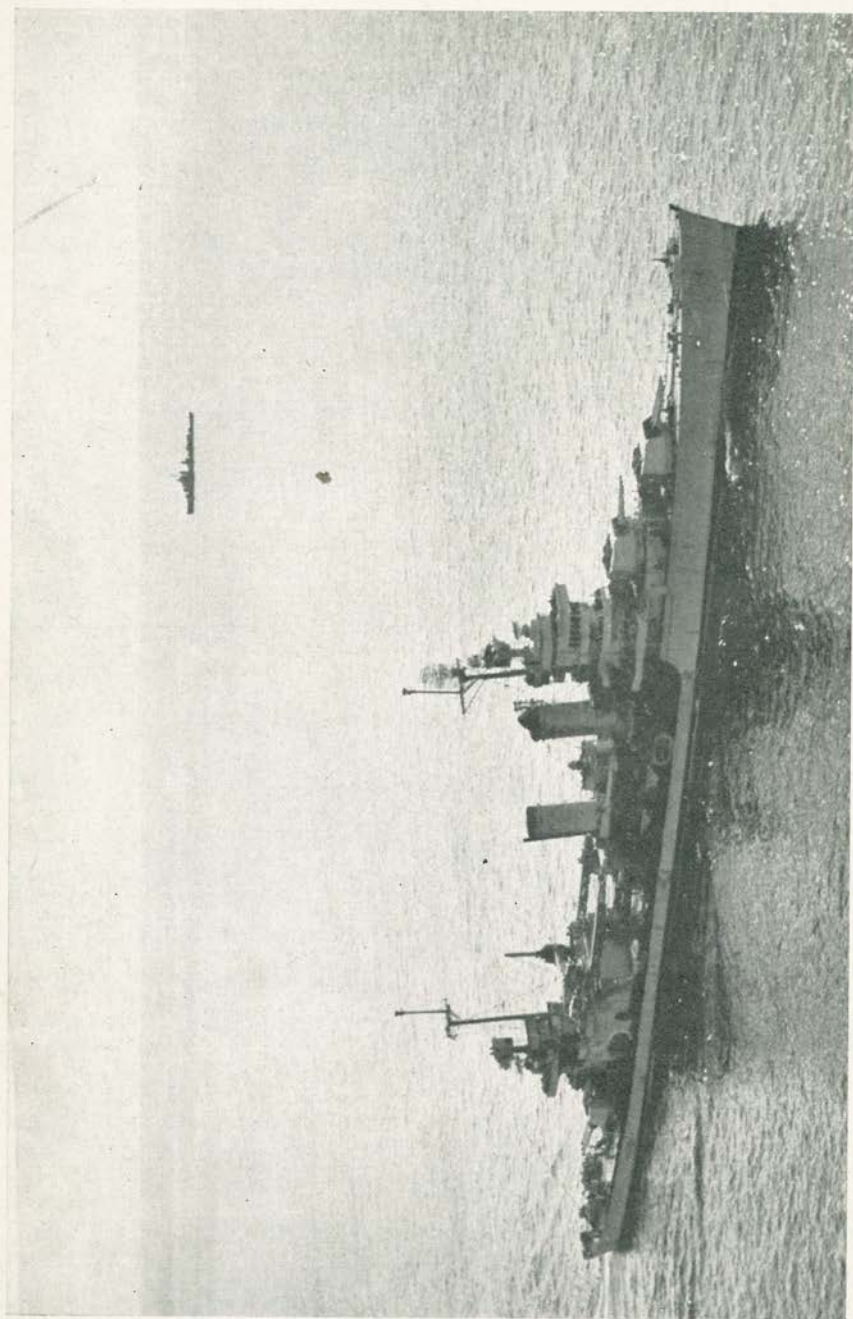
THE "MINNIE"

OR

THE WAR CRUISE OF THE U.S.S. MINNEAPOLIS

By

A. T. LUEY and H. P. BRUVOLD



U.S.S. MINNEAPOLIS — CA-36 — DISGUISED AS A DESTROYER

Dedication

THIS BOOK is dedicated to the brave men who lost their lives while serving on board the U. S. S. Minneapolis. Their supreme sacrifice in no small measure contributed to keeping the ship afloat and fighting, and her crew safe to accomplish their part in final victory with which this book deals.

The "Minnie"

or

The War Cruise

of the

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H. P. BRUVOLD

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PREFACE

When the war ended and good old Uncle Sam saw fit to return us to civilian life by way of the "Magic Carpet," we rejoiced. But it was with certain misgivings that we were leaving the ship which had seen us safely across the Pacific from every point of the compass and at times against terrific odds.

So we should not soon forget the adventure she had provided, we immediately began gathering material to use in telling the story of the wartime cruise of the U.S.S. MINNEAPOLIS. This story was written on the way back to San Francisco (changed enroute to Portland) aboard the U.S.S. CARTERET. There are undoubtedly discrepancies and omissions. But to those who have served aboard the MINNIE it should serve as a guide to remember incidents and details peculiar to your own life on board, and to the casual reader it should picture the shipboard life and accomplishments of a heavy cruiser during the war in the Pacific.

We are grateful to all who assisted in gathering and making material available to us. We especially wish to thank Lt. Cmdr. E. W. Dobie, Jr., and Chiefs Wheeler, Fristad and Wilson who reconstructed the first four months of the war for us in absence of the ship's log. Finally, and most definitely, thanks to our wives for trying to straighten out this jumbled report and helping to make it comprehensible.

A. T. LUEY

H. P. BRUVOLD

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PROLOGUE

The MINNIE was built in the Philadelphia Navy Yard, launched in September, 1933, and commissioned in May, 1934. She is slightly over 580 feet long and is 60 feet wide at the beam. Originally built as a ten thousand ton cruiser, she has taken on weight over the years and is now up to her full load displacement of over thirteen thousand tons. She is designed for and will do a little under 32 knots at this time of writing. At this top speed her cruising range is nearly 2,000 miles, while at her economical speed of 11 knots she will go one-third the distance around the world. Her turbins develop 107,000 horsepower.

At present the MINNIE carries only two motor whale boats, whereas in prewar days she accommodated several motor boats and motor launches on her boat deck. During the war she handled conveniently four of the old type Curtis scout observation biplanes, commonly known as "Socks." Now, she has only one catapult and has aboard but two of the new all-metal monoplanes referred to as "Sea Scouts." Her superstructure has been altered considerably during the war chiefly to accomodate automatic weapons and to provide for war-time ship handling. She was originally designed to accommodate 700 enlisted men and 60 officers but during the war this was increased to 1160 men and 90 officers.

There are three sister ships left, the *New Orleans*, *San Francisco*, and *Tuscaloosa*. The *New Orleans* had her bow blown off in the battle of Tassafaronga a few seconds after the MINNIE lost hers. The *San Francisco* was heavily damaged on August 13, 1942, while engaged in a duel with a Jap battlewagon.

DATA ON SISTER SHIPS OF THE U.S.S. MINNEAPOLIS

Name	Number	Commissioned	Builder
*Astoria	CA34	12 April '34	Puget Sound NY
New Orleans	CA32	15 Sept. '34	New York NY
San Francisco	CA38	10 Feb. '34	Mare Island NY
Tuscaloosa	CA37	17 Aug. '34	N.Y. Shipbuild'g Co.
*Quincy	CA39	9 June '36	Bethlehem; Quincy
*Vincennes	CA44	24 Feb. '37	Bethlehem; Quincy
* Sunk with the Australian cruiser Canberra on 9 August 1942 off Guadalcanal in the action known as the "Battle of Savo Island."			

The MINNIE is truly a veteran. Only a very few other fighting ships in Uncle Sam's navy have more battle stars than

the *Minneapolis*. During one twenty-month cruise in the Pacific she covered a distance equivalent to nearly seven times around the world. She was in port only eight days during this period which netted each crewman 48 hours of leave. The *Minneapolis* has served with the Third, Fifth and Seventh Fleets and in all types of operations. Many times the crew could not help but believe that the old ship was classed as expendable, as whenever there was a job to do, the MINNIE seemed to be assigned to help do it. Censorship kept her name out of the hometown papers because she was always in action. It has been said the ships that get the publicity are the ones that get sunk, but the Nips couldn't sink the MINNIE although they tried time after time.

RIBBONS AND STARS

For service on the *Minneapolis*, her men have earned the following ribbons:

1. American Defense Ribbon ____ 8 Sept. 1939 to 7 Dec. 1941
2. Asiatic-Pacific Ribbon _____ 7 Dec. 1941 to Dec. 1945
3. Philippine Liberation Ribbon 17 Oct. 1944 to 3 Mar. 1945

Stars on the Asiatic-Pacific Ribbon are accredited for service on board during the following events or dates:

1. 20 Feb. 1942 _____ Bougainville
2. 4-8 May 1942 _____ Coral Sea
3. 3-6 June 1942 _____ Midway
4. 7-9 Aug. 1942 _____ Guadalcanal
5. 10 Aug. 1942 _____ Guadalcanal
6. 23-25 Aug. 1942 _____ Eastern Solomons
7. 30 Nov. 1942 _____ Tassafaronga
8. 5 Oct. 1943 _____ Wake Island
9. 13 Nov. 8 Dec. 1943 _____ Gilbert Islands
10. 29 Jan. 8 Feb. 1944 _____ Marshall Islands
11. 16 Feb. 1944 _____ Truk
12. 11 June 15 Aug. 1944 _____ Saipan-Guam
13. 21 April 1 June 1944 _____ Western New Guinea—
Hollandia
14. 6 Sept. 4 Oct. 1944 _____ Western Carolines—Palau
15. 10 Oct. 16 Dec. 1944 _____ Leyte
16. 6 Jan. 14 Feb. 1945 _____ Luzon—Lingayen Gulf
17. 25 Mar. 12 April 1945 _____ Okinawa

The Philippine Liberation Ribbon is awarded as follows:

- a. If on board from 17 to 20 Oct. 1944.
 - b. If participant in any engagement during campaign.
 - c. If on board for thirty days from 17 Oct. 1944 to 3 March 1945 while ship was in Pacific waters.
1. Any two of the above entitles man to bronze star on ribbon.
 2. All three entitles man to two stars and ribbon.

CHRONOLOGICAL OUTLINE

1941

Operating in Pearl Harbor Area	Dec. 7 through 16
Relief of Wake Island	Dec. 16 through 29

1942

Patrol from Johnson Island to 180° Meridian	Dec. 31 through Jan. 12
Submarine "Field Day" entering Pearl Harbor	Jan. 13
Patrol Duty	Jan. 19 through 25
Battle of Bougainville	Feb. 20
Battle of Salamaua and Lae	March 10
Pearl Harbor	April 1 through 15
Battle of Coral Sea	May 4 through 7
Noumea	May 12 through 15
Battle of Midway	June 4 through 6
Pearl Harbor	June 13 through July 7
Guadalcanal Occupation	Aug. 7 through 28
Occupation of Funifuti	Sept. 29 through Oct. 5
Pearl Harbor Area	Sept. 20 through Nov. 17
Espiritu Santo	Nov. 23 through 29
Battle of Tassafaronga	
<i>MINNIE Torpedoed</i>	Nov. 30
Tulagi	Dec. 1 through 12

1943

Espiritu Santo	Dec. 16 through Jan. 6
Underway for Pearl Harbor (Boilers gave out)	Jan. 7 through 8
Espiritu Santo	Jan. 9 through Feb. 12
Pago Pago	Feb. 18
Pearl Harbor	March 2
Bremerton	April 19
Mare Island (overhaul)	April 24 through Sept. 9
Under the Golden Gate	Sept. 10
Pearl Harbor Area	Sept. 14 through 29
Wake Island	Oct. 5 through 6
Pearl Harbor Area	Oct. 11 through Nov. 10
Makin occupation	Nov. 20 through 25
Marshall Islands (raid and air attack)	Dec. 3 through 4
Pearl Harbor Area	Dec. 9 through Jan. 22

1944

Bombarded Taroa, Maleolap Atoll	Jan. 30
Bombarded Kwajalein Island and covered landings	Jan. 31 through Feb. 8
Majuro	Feb. 9 through 11
Circumnavigation of Truk and air strike	Feb. 16 through 17
Mariannas air strike	Feb. 22
Majuro	Feb. 26 through 28
Pearl Harbor	March 4 through 14
Majuro	March 20 through 22
Air strike on Palau, Woleai and Yap	March 30 through April 1
Majuro	April 6 through 13
Hollandia landing	April 21 through 25
Truk air strike (second).	
Satawan bombardment	April 29 through 30
Majuro	May 4 through June 6
Kwajalein	June 7 through 10
Bombarded Guam landings.	June 14 through 15
Bombarded Guam	June 17
First Battle of the Philippine Sea	June 19 through 21
Covering operations around Saipan	June 22 through July 7
Bombarded Guam	July 8 through 11
Off Saipan	July 13 through 18
Guam landings and fire support	July 18 through Aug. 9
Eniwetok	Aug. 12 through 19
Espiritu Santo	Aug. 24 through 27
Guadalcanal area	Aug. 29 through Sept. 6
Palau operation	Sept. 12 through 25
Manus	Sept. 28 through Oct. 12
Leyte operation (Oct. 25—Battle of Surigao)	Oct. 18 through 29
Ulithi	Nov. 1 through 5
Luzon air strikes with Task Force "38"	Nov. 9 through 16
Leyte Gulf covering operations	Nov. 17 through Dec. 3
Kossol Roads	Dec. 4 through 10
Leyte Gulf covering continued	Dec. 12 through 26
Mindoro pursuit	Dec. 26 through 28
San Pedro Bay, Leyte Gulf	Dec. 28 through Jan. 2

1945

Lingayen Gulf landings and fire support	Jan. 6 through 11
Lingayen protective force	Jan. 11 through 18
Lingayen Gulf	Jan. 18 through Feb. 14
Corregidor landing	Feb. 15 through 16
Lingayen Gulf	Feb. 17 through 26
San Pedro Bay	March 1 through 2
Ulithi	March 5 through 14
Drydock, Guam	March 15 through 19
Ulithi	March 20 through 21
Okinawa operation	March 25 through April 12
Ulithi	April 16 through 19
Typhoon weather enroute to Pearl Harbor	April 19 through 27
Pearl Harbor	April 27 through 29
Puget Sound Navy Yard, Bremerton, Washington	May 5 through July 2
San Diego area (shakedown cruise)	July 5 through 16
Pearl Harbor (additional shakedown)	July 22 through 31
Ulithi	August 9
Leyte	Aug. 11 through 12
Subic Bay	Aug. 14 through 27
V-J Day	August 15
Manila Bay—Admiral Kinkaid aboard	Aug. 27 through 28
Eighty miles east of Shanghai	August 31
Tsingtao "Show of Force"	September 1
Off west coast of Korea	September 2

SECOND WORLD WAR ENDS OFFICIALLY!!!

Visited ports of Dairen, Port Arthur and Chingwangtau	Sept. 3 through 6
Jinsen Harbor. Admiral Kin- kaid signs peace treaty and leaves the ship.	Sept. 6 through 12
Visited ports of Chefoo and Dairen	September 13
Jinsen Harbor	Sept. 16 through 19
Covered 1st Marine Div. land- ings at Taku	Oct. 1 through 2
Chingwangtau	Oct. 3 through 6
Chefoo	October 7
Weihaiwei	Oct. 8 through 14

THE "MINNIE"

PEARL HARBOR

7 December 1941

Fortunately for the MINNIE, the outbreak of the war found her operating several miles outside of Pearl Harbor, so she escaped the disaster which resulted from the Japanese treachery of unannounced war. As the ship steamed towards Pearl the smoke and fires from the attack became visible over the horizon and it was thought it was due to fires in the cane fields, as they were burned regularly each year in conjunction with the harvest.

News of the attack reached the ship shortly after 0830 when the well-known message was received, "The Japanese are attacking Pearl Harbor; this is no drill."

On the afternoon of the 7th, the MINNIE rendezvoused with a number of old cruisers and destroyers and headed southwest with the intent of closing the enemy. At that time our intelligence reported Japanese homing procedure from that area, but it turned out to be deceptive traffic from a Jap sub and the sortie was to no avail. On the 10th the MINNIE returned to Pearl for fuel and provisions and left the next day with 4 DD's to join and escort the Saratoga which was enroute from the States.

On December 16th the MINNIE left Pearl again with the Saratoga and other escorts to assist the garrison at Wake Island. Enroute, she put on her war paint of blue-grey and painted her brightwork—to the joy of the deck force. On the 23d the force was within 100 miles of Wake but word was received that the island had fallen, so the force turned about and commenced the return to Pearl. On the 24th the course was changed for Midway and on arriving there, planes and Marines were put ashore to strengthen their garrison.

On leaving Midway, the MINNIE returned to Pearl, arriving on the 29th. Two days later she was underway again with the Saratoga and 4 DD's with orders to drive off a Jap force that was bombarding the Johnston Islands. With most of our Pacific fleet lying in shambles at Pearl, the prospects of engaging the Japanese fleet were none too inviting. Many an old hand later remarked that they felt they had a new lease on life when failure to contact the Jap force indicated they had retired to one of their Pacific outposts.

However, all elements of the Japanese fleet had not retired and in the evening dusk on January 11th, the MINNIE spotted a torpedo headed for the Saratoga. A warning was immediately flashed by signal light but it was already too late to do

anything and the fish struck home. It was by no means a mortal blow and the *Saratoga* made for Pearl under her own power.

At this time the Japs were claiming they had Pearl Harbor bottled up—and they had good reason to believe so. When the *MINNIE* arrived off the entrance on the 13th she found herself in a wolf-pack of submarines which were determined to finish off the *Saratoga*. The sea seemed alive with the tin fish—but none of them found their mark. While planes, destroyers and smaller craft were racing around madly, dropping depth charges left and right, the *Saratoga* slipped into port. Unofficially, seven subs were sunk, none of our ships were damaged, and Pearl Harbor was no longer bottled up. The next day found the crew of the *MINNIE* enjoying their first liberty since the war started and an opportunity to see the extensive damage of the Dec. 7th attack.

CARRIER AIR BATTLES

20 February - 6 June 1942

During the early part of the war the *MINNIE* acted as a portion of the carrier screen for the *Lexington* and *Yorktown*. While thus engaged she took part in the Battles of Bougainville, Salamaua and Lae, Coral Sea and Midway. These actions consisted entirely of air strikes and, as a result, the role of the *MINNIE* was limited to defensive AA fire when our carriers were under attack. During these operations our planes sank 32 and damaged 28 Jap ships for a grand total of 60, while our losses, in comparison, were very light. This was a good start on our revenge for Pearl Harbor.

Bougainville

On the 19th of January the *MINNIE* left Pearl for a six-day patrol with several other cruisers and destroyers. The cruise was uneventful and the force returned to Pearl on the 25th. On the 31st the *MINNIE* sortied with the *Lexington*, *Pensacola*, *San Francisco* and nine destroyers for the southwest Pacific. Intelligence reports indicated that the Japs were using Rabaul as a major advance base and Vice Admiral Wilson Brown, in command of the task force, decided to make a surprise attack there.

At dawn, on the 20th of February, the force was within 400 miles of its objective with an additional 200 miles to go before the air strike could safely be launched. Success of the operation depended upon a surprise attack and when a Jap

patrol plane put in its appearance at 0930 every effort was made to shoot him down at once. However, the sky was filled with clouds and he managed to remain hidden long enough to get out a contact report to his home base before the combat air patrol shot him down. A little later a second patrol plane was discovered and "splashed" and all hopes of a surprise attack were put aside. In fact, the tables were now turned and our force prepared itself for the attack that was sure to follow.

Shortly after noon the first Jap attack came in. It consisted of nine twin-engined bombers flying in three vees of three. However, they didn't last long, six being shot down by the combat air patrol, two by a concentrated AA fire from the ships, while the last turned his damaged plane and fled. The second attack came in shortly after the first—once again nine twin-engined bombers in the same formation. This was the time Edward (Butch) O'Hare performed the remarkable feat of shooting down five and damaging a sixth Jap plane in a single handed attack. Two other planes were downed by the CAP and AA fire and the two survivors turned and fled.

In the light of later aerial engagements, this battle seems small, but at the time AA defensive weapons and tactics were so under-developed that it assumed major proportions. It was during this affair that Joe Daugherty and "Punchy" Tate got rifles from the Armory and manned the boat deck—augmenting the meager AA battery.

On the afternoon of the 20th, the force retired southeast, rounded the Solomon Islands and continued to the south, rendezvousing with a fueling group north of New Caledonia. Later this task force joined the Yorktown and her escorts and preparations were made for a strike on Lae and Salamaua.

Salamaua and Lae

As a result of the Japanese landings on Salamaua and Lae, the combined carrier task forces conducted a surprise attack across the Owen Stanley mountains of New Guinea on the 10th of March. Evidently, this maneuver was considered impossible by the Japs and they were completely unprepared for it. As a result, the Japs were caught utterly by surprise and our attacking planes had a field day. They sank 1 heavy cruiser, 1 light cruiser, 1 destroyer and 5 transports and in addition left 2 destroyers, 1 mine layer and 1 gun boat on fire. All of this was done at a cost of only one of our planes which was damaged by AA fire and was seen to make a perfect water landing. All of the other planes returned safely to their carriers.

After this operation, the MINNIE returned to Pearl Harbor, arriving on the 26th of March, for overhaul and installa-

tion of new equipment including automatic weapon directors and search radar. On the 15th of April the MINNIE put out to sea and joined the Lexington group enroute to the southwest Pacific.

Coral Sea

On the 28th of April the force arrived in the Coral Sea area and conducted patrol operations for several days. The Yorktown and her group made a rendezvous on May 1st and fueling operations were carried out in preparation for a strike at Tulagi. May 3rd found the force enroute to the objective and on the 4th, planes from the Yorktown carried out the strike. The Lexington, with the MINNIE and her other escorts, guarded the left flank during this operation. This was another surprise attack and caught the Japs "with their pants down" and sank 14 and damaged a 15th ship in the Gavatu and Tulagi harbors. Our plane losses were very small and the Japs had to cross off 3 cruisers, 3 destroyers, 3 transports, 4 gunboats and 1 seaplane tender and make preparations to repair 1 destroyer.

All was quiet for a few days until our search plane located a second enemy force on the 7th of May. Our planes attacked that morning and sank a carrier (Ryukaku) in 20 minutes. It was caught with its flight deck full of planes and didn't have a chance. In addition, one light cruiser was sunk and several other vessels damaged. That evening enemy planes located our force but did not press home an attack due to an efficient CAP and a heavy barrage of AA fire which drove them off with heavy losses.

Shortly after dusk, the Lexington almost took on board a flight of four Jap fighters. They got in a landing circle with their running lights on at only a few hundred feet altitude and commenced their run in. As the first one approached the stern of the Lex, she opened fire and put out a message that no U.S. planes in the air had rounded wing tips! Later that night we learned that the Jap force was only 30 miles from us.

On the morning of the 8th, a second strike group was launched to attack the enemy force, now 120 miles away. But that morning the Japs also attacked in force with torpedo planes and dive bombers in a coordinated assault that damaged the Lexington. The MINNIE was directly between the attacking planes and their target and succeeded in bringing down four of them in addition to making it impossible for several other planes to make an unopposed attack on the Lex. The Lex also shot down four planes with her AA fire but this was not enough and when the attacking planes departed at 1133, the

Lex was seriously on fire from three torpedo and two dive bomb hits. The MINNIE suffered two near misses which caused only minor damage. It was during this action that Van Wert, GM 3/c, brought down one attacking plane with only 20 rounds of 20mm fire.

Then followed one of the most dramatic chapters of naval history. Books have been written about it and still they fail to do complete justice to the event. Suffice to say here that the MINNIE rescued 624 men, 1 reporter and 49 officers, including Vice Admiral A. W. Fitch from the Lexington.

To the men on the *Minneapolis* nothing seemed too good for the oil-stained, battle-scarred veterans from the Lex, and while the supply officer was stretching Naval Regulations beyond their elastic limit to issue small stores and clothing to the survivors, the ship's crew literally gave them the shirts off their backs.

During the day's action, our planes damaged another carrier, three cruisers and three destroyers which brought the total Jap losses to 16 ships sunk and nine damaged. Our losses consisted of the Lexington, one destroyer and an oiler which was sunk several hundred miles away from the main scene of operations. The battle of the Coral Sea was one of the most expensive of the war for the Japanese and was the first real check to their southward expansion.

On the 9th of May the MINNIE headed for Noumea, New Caledonia, arrived on the 12th and ran into a revolution between the Vichy and Free French groups. The Free French had kidnapped the governor—so—no liberty for the crew. Two days later she was underway again for Pearl Harbor, which she reached on the 25th. After two days of rest and relaxation, during which time stores and ammunition were loaded, the MINNIE was underway again to operate in the screen of the Hornet.

Contrary to the ideas of a landlubber, when a warship puts into port after an extended operation, all is not a bed of roses. Dreams of liberty can't be fulfilled until the all-important jobs of preparing the ship for sea are completed. Even for the unskilled, this means hours of work handling stores which always seem to arrive during a meal or in the middle of the night. And for the rated men it is their only opportunity to get some difficult work done in the yard and installed and tested before putting to sea again. The unusually long cruises during this period, coupled with the short stays in port, made this normally difficult task even more hectic.

Midway

On the 3rd of June our reconnaissance planes spotted a large Jap force 600 miles from Midway proceeding to attack and occupy that island outpost. However, on the following day, planes from the Hornet, Yorktown and Enterprise, with Flying Fortresses from Midway, decided the battle at the start by sinking or damaging three of the four Japanese carriers. Later in the day, two large enemy air attacks on the Yorktown could be seen fifteen miles away but they did not attempt to attack the Hornet which the MINNIE was screening. As a result of these attacks, the Yorktown was disabled and later, while she was under tow, she was sunk by torpedoes from a Jap submarine.

On the following days the MINNIE sailed westward with the Hornet and Enterprise in pursuit of the remnants of the Japanese force. When the battle ended on the 6th of June the Jap losses stood at 2 large and 2 small carriers, 2 cruisers, 3 destroyers and 275 planes while 3 battleships, 4 cruisers, 5 destroyers and 5 transports limped off in a badly damaged condition. In addition, conservative estimates placed the Japanese loss of life at 20,000 men.

One day, during the westward pursuit of the remnants of the battered Jap fleet, the MINNIE catapulted two SOC's to take a "look see" at the show. Larry Booda was one of the pilots. They got within sight of the Japs and witnessed several dive bombing and torpedo attacks by our planes. Booda claimed one Jap heavy unit fired her AA at him. Also, as a point of human interest, Larry landed while on this flight, climbed out on a wing and obeyed an urgent call of nature. This feat he was quite careful to explain in detail upon his recovery that afternoon.

On the 8th of June, our force commenced retiring to the northeast and after fueling, steamed northward. After the ship was full of rumors of orders to go to Alaska, the course was altered to the southeast for Pearl Harbor, which was reached on the 13th. This time the crew had a better opportunity to rest and it wasn't until the 7th of July that the MINNIE got underway to join forces in the attack on Guadalcanal.

OCCUPATION OF THE SOLOMONS

August 7 to October 11, 1942

"D" Day for the attack on Guadalcanal was August 7th and found the MINNIE operating in the screen of the Saratoga whose planes were carrying out an aerial bombardment of the Japanese positions. Everything proceeded according to plan

and the Japs, who were caught by surprise, put up an ineffectual resistance to the landings. During the day the Japanese lost thirty planes in two air attacks, while our losses were light.

On the evening of the 9th, the MINNIE expected to be detached from the screen of the Saratoga to go in and support additional landings off Lunga Point. The assignment did not materialize as expected and instead, the Astoria, Quincy, Vincennes and Canberra were detached for the mission while the MINNIE remained with the carriers south of the island. The fate of the cruisers that went in is, of course, well known. Their loss was a shock to the men of the MINNIE—especially the Astoria, which was their berthmate.

This was the beginning of one of the bloodiest campaigns of the war—for the Marines and Army troops ashore and the Navy in the famous "Sleepless Lagoon." Jap naval prisoners spoke with horror of the operations in the area, while we soon began to call it "Iron Bottom Bay."

Jap military personnel were indoctrinated with the belief that were they ever captured they would soon be put to death by the cruel Americans. It is reported that one Japanese sailor while being interrogated by an intelligence officer made his supposedly dying request thusly, "Before you kill me I should like to see how one of your six-inch machine guns work." He had undoubtedly seen some of our six-inch cruisers in action from the receiving end.

On the evening of the 13th the MINNIE retired with the carriers for fuel while the San Francisco, Atlanta and Juneau, plus seven destroyers, engaged a Japanese task force just east of Savo Island. This is another well-known battle in which our only survivor, the heavily damaged San Francisco, earned a unit citation.

The MINNIE saw no action after the landings on Guadalcanal until the Battle of the Eastern Solomons which occurred on the 24th of August. During this engagement the MINNIE continued to operate in the screen of the Saratoga and helped fight off eighty enemy planes which came from two large and several small carriers. Seventy-one of the attackers were shot down—47 by the combat air patrol and 24 by ship's AA fire. During this attack we lost eight pilots and the Enterprise suffered one bomb hit.

For the remainder of the month the MINNIE continued to operate in the Guadalcanal sector to protect our landings. On August 31st the Saratoga was hit by a submarine torpedo and the MINNIE took her in tow for four and a half hours after which she was able to proceed under her own power. While the Sara was in tow she was able to launch her planes and sent

them into Henderson Field to augment the forces of U.S. planes there. All hands of the MINNIE layed aft to the fantail to watch these unique operations. At best, with the Sara's engines helping some, the MINNIE couldn't move the big girl much faster than ten knots, and all hands prayed when the first plane trundled down the flight deck. All planes were successfully launched, although several came dangerously close to going in the deep.

On September 6th the MINNIE was anchored at Tonga Tabu, waiting to escort the damaged Saratoga back to Pearl. On the 8th, Captain F. J. Lowry was relieved by Captain C. E. Rosendahl. Her orders were changed on the 9th and she was underway for Espiritu Santo to join forces with a marine landing group destined to augment our troops on Guadalcanal. The support force left on the 14th, but due to the appearance of an enemy formation of three battle wagons, four heavy cruisers and several destroyers northeast of Guadalcanal, they conducted a two-day retirement and then successfully landed the Marines on the 18th. The MINNIE laid off Lunga Pt. until dusk, then retired, leaving the beaches piled high with supplies. Just as she left Sealark Channel, with the transports in company, word was received that Jap battleships were raising hell bombarding the beaches at Lunga Pt. Had she remained in the area for another few hours the MINNIE would have had a nice little "brawl" on her hands.

The force retired without further trouble and arrived at Espiritu Santo on September 21st. On the 28th, the MINNIE left this harbor to take part in the unopposed occupation of Funafuti. This operation was completed by October 5th, at which time she returned to Espiritu. On October 11th she left for Pearl Harbor, arriving there on the 20th for the purpose of effecting repairs to her rudder. Sources that are usually very reliable indicate that the consumption of spirits in the Oahu area increased markedly upon her arrival.

BATTLE OF TASSAFARONGA

30 November 1942

On the 16th of November the MINNIE got underway from Pearl Harbor, bound for Espiritu Santo, arriving there November 23rd. The seven days in transit were crammed with drills except for a breather when the equator was crossed. The crossing of the equator is quite an event at sea. The "Pollywogs," or men who haven't had the privilege of sailing across Neptune's boundary line before are welcomed with open arms and a long line of paddles swung with vigor by the old hands.

The Pollywogs take generous drinks of mixtures consisting of mineral oil, mustard, quinine, salt peter and cascara. The results are wonderful to behold. And after the last egg is broken over a shaved head and King Neptune's barber gives the Pollywog a real haircut, he is admitted into the royal domain under the classification of "Shellback." Any sailor who has gone through this procedure is sure to have a certificate testifying that he has been properly initiated into the "Solemn Mysteries of the Ancient Order of the Deep"—because if he hasn't, he will be given a repeat performance the next time he crosses the line!

Espiritu offered a breathing spell—six days long, while the MINNIE fueled and lay peacefully at anchor awaiting orders. Then the orders came; to proceed to Guadalcanal at high speed, go into "Sleepless Lagoon" and stop the latest intrusion of the "Tokyo Express" bound for the reinforcement of Nippon's Guadalcanal invaders. This "Express" was reported to consist of 10 destroyers and 4 transports and had to be stopped at all costs. The MINNIE, carrying the flag of Rear Admiral Wright, under the command of Capt. Rosendahl, had the honor of leading into the engagement the cruisers Northampton, Pensacola, New Orleans and Honolulu, as well as several destroyers.

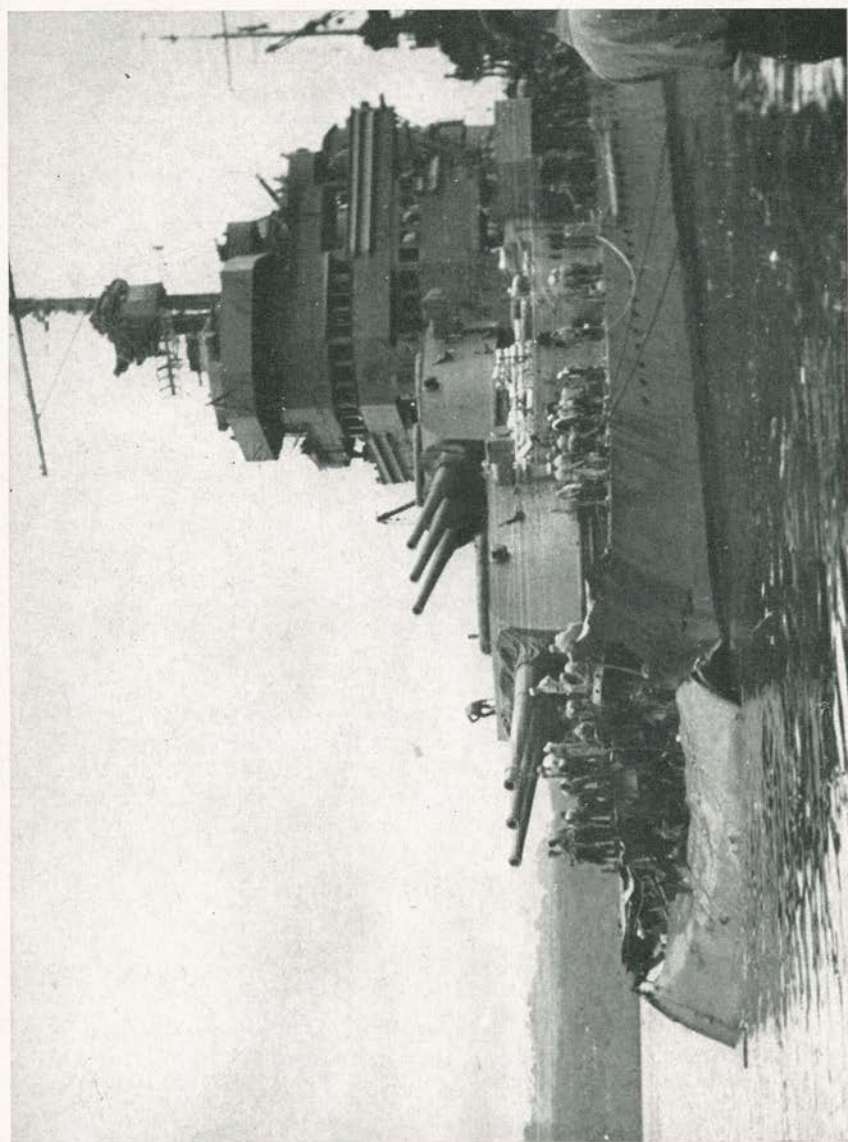
One of the very few newspaper articles to be printed about the MINNIE during the war resulted from this engagement. It was written by Foster Hailey and appeared in the *New York Times* on the 12th of March 1944. This expert account of the MINNIE'S actions is reprinted here in its entirety with the permission of Foster Hailey and the *New York Times*. In reply to our request Hailey wrote: "For the men of the Minnie-ha-ha you may have my 'ONE THOUSAND MEN AND A SHIP,' and my shirt, too, if you need it."

Out of the early morning mist off a Japanese-held island in the Central Pacific stood a big blue-grey cruiser with the white numeral 36 on her bow plate.

At the signal from the Flag to commence firing, flame and smoke gushed from the muzzles of her 8-inch rifles. Red hot bullets screamed through the blue air toward the white beach where the Japanese crouched in their pillboxes and slit trenches.

If the bandy legged men ashore that day last fall recognized the silhouette and read the number they could be pardoned for believing they were being shelled by a ghost ship. For by all the laws of buoyancy and the word of Radio Tokyo that heavy cruiser should have been on the bottom of Iron Bottom Bay off Savo Island in the Solomons.

The story of why she isn't on the bottom, of how she got back with the fleet, begins ten months before—on the black night of Nov. 30, 1942. It is the story of 1,000 unsinkable guys who refused to accept the inevitable, who fought and strained and almost by sheer will-



BEFORE REPAIRS STARTED IN TULAGI

power got their stricken cruiser alongside a friendly tropic beach, patched her up with coconut logs and baling wire and sailed her back to a drydock where America's great industrial machine could make her battleworthy again.

It is one of the unsung sagas of the fleet. With a few notable exceptions it has been permissible only to tell the story of those ships that were lost. This is the story of one that came back with her colors still flying. But to begin at the beginning.

The U.S.S. Minneapolis, Captain Charles E. Rosendahl commanding, stood westward through Lengo Channel off the north coast of Guadalcanal in the early evening of Nov. 30, 1942. She flew the flag of Rear Admiral Carleton H. Wright, Task Force Commander, South Pacific Fleet.

Ahead were four destroyers. Astern were the heavy cruisers New Orleans, Pensacola and Northampton, a light cruiser and two more destroyers. The sea was calm, the sky was overcast. The wake from the force, plowing the dark blue waters at twenty-seven knots, broke in a white phosphorescent froth on the coral beaches of Guadalcanal and the small islands that dot the passage to the north toward Florida. The eleven ships were in Condition 1, all guns manned, hatches battened down. They were looking for fight and ready for it.

Word had come that the Japanese were preparing for another large-scale effort to reinforce their hard-pressed troops on Guadalcanal. Twice before that November they had been turned back with crushing losses by South Pacific task forces and Navy and Marine fliers from Guadalcanal. They were making what turned out to be their last try.

Admiral William F. Halsey, South Pacific area commander, had sent the task force up the line with the same orders he had given Callaghan, Scott and Lee: "Find the enemy and destroy him."

As the force cleared the channel Admiral Wright turned his column of ships slightly to the northward to clear Lunga Point and gain an unobstructed sweep of the enemy-held beach from the Matanikau River to Cape Esperance.

The enemy transport train, entering Iron Bottom Bay (so-called by American sailors because of the many ships sunk in its once quiet waters) through the south passage between Savo and Cape Esperance, was approaching Tassafaronga Beach, the favorite Japanese unloading area. Admiral Wright turned back westward and bore in at high speed to engage.

At 2318 hours (11:18 P.M.) the leading destroyers reported they were in range and asked permission to launch torpedos and illuminate the targets. Permission was given.

As the brilliant flares broke from the destroyers' shells high over the Japanese vessels and floated down under their small white parachutes, illuminating the enemy transports, Admiral Wright ordered the cruisers to open fire. The Minneapolis, leading the column, immediately responded. The other cruisers followed as they closed.

What was not evident at the time and was learned too late to permit remedial action was that the Japanese had split their escort group when they steamed past Savo. Part of the group went in with the transports. The others maneuvered off Cape Esperance to guard against the approach of any American ships from that direction.

When the American force opened fire, quickly sinking or disabling two troop transports, an ammunition ship and two destroyers or light cruisers, the enemy vessels off Cape Esperance steamed in to the

attack. Seven minutes after the action had started they launched their torpedos.

In the violence of the firing against the transport train, with the flash of the American guns blinding lookouts on the American vessels, the approach of the enemy ships went undetected until it was too late. Four of the American cruisers were hit in almost as many minutes.

The Minneapolis was the first struck. Torpedos hit her. She stopped as if she had been slapped in the bow with the Empire State Building, and dropped out of line. The real battle aboard the Minneapolis began as the fighting ended for her.

The shock of torpedo explosions against a vessel of more than 10,000 tons doing twenty knots almost defies comparison. It is like an earthquake. It is like the collision of two trains. It is like a ship running at full speed against an iceberg, as the Titanic did thirty-two years ago.

For a moment everything was confusion. Practically every man aboard ship had been knocked down. Captain Rosendahl was slammed to his knees and then engulfed in a tidal wave. Half-dazed, their eyes full of oil and salt water, the men climbed back to their feet to keep on fighting and to start an action requiring much more courage than that needed to fire a gun at an enemy—the job of saving a ship that appeared to be sinking.

For those topside in the open air, their eyes already accustomed to the blackness of the night, the shock was bad enough. In the murmuring darkness of below-decks the effect was like a cataclysm. There always is the pound of the engines, the quiver of the propeller's drive, the creak and groan of straining beams. Now, as the battle lights went out, was added the scream of parting bulkheads, the ominous sound of rushing water, the smell of oil and salt water and blood.

Among the men below, like their brothers-in-arms above, there was only a momentary stunned immobility. Then the months and years of practice, the ingrained discipline of fighting men, asserted themselves. The men started to work; those who could.

Water Tender 2/c F. I. Coppage was with the amidships repair party, standing by in a compartment on the second deck between the places where the torpedos struck. With him was Chief Water Tender James W. Tompkins and Fireman 1/c Harold G. Tobin. All three were thrown violently to the deck. Coppage had a broken leg. The bones were sticking out on either side. The other leg was badly bruised.

With the water rushing in through the ruptured bulkhead, Coppage knew he had to get out. Even with his bad leg it would have been a comparatively simple matter for him. He could have crawled into the next compartment and dogged the door. But there were his two shipmates. They had been knocked unconscious. Dragging his shattered leg, he started pushing and pulling his two dazed companions toward safety.

Other damage-control men, working their way forward, heard him cajoling and commanding and tugging at his two dazed shipmates.

"Come on, we've got to get out of here," he was yelling. "Come on. It's only a little farther."

Before help reached them he had dragged himself and the two other men out of the damaged compartment and had the door dogged down behind them. Only then did he collapse. He was carried to the sick bay, where Dr. Harry Walker, the former University of Kentucky and Brooklyn Dodger quarterback, was at work on the bruised and



UNLOADING THE WOUNDED

bleeding men coming to him. He was working as calmly as if he were in the receiving ward of Harlem Hospital, where he served his internship. When the water threatened to inundate the sick bay he calmly took his patients and his staff to the after-dressing station and continued his work there.

Operating only with flashlight illumination part of the time, Dr. Walker did his job so well that of the thirty-five seriously injured men taken ashore the next day not a one needed further operative treatment. Working with him were Dr. V. J. Donnelly, junior medical officer, and Lieut. Don Thompson, dental officer. Dr. Thompson had taken pre-medicine with the idea of becoming a medical practitioner like his father back in Idaho. In times of stress he was like a third medical officer.

If there is one place worse than another on a ship that apparently is sinking it is the engine or fire rooms. When the torpedos struck the Minneapolis all three forward fire rooms were quickly flooded. Of the thirty-seven men working there only one got out, a slightly built youngster from McCamey, Texas. Bob Collins was a Water Tender 2/c. He was tending the fuel pumps.

"I was knocked off my feet," he said, "and then I remember seeing a wall of oil and water pouring across the fire room at me. I don't remember how I got into the air lock. I suppose the water lifted me up the ladder. I got into the lock just below the armored deck and dogged the door behind me. It wasn't tightly shut, though, because the water kept creeping in. I started to work on the dogs above me. They were tight and I had to use a hammer."

The water meantime had crept halfway up the lock. Collins was crouching on the upper steps of the ladder, pounding at the dogs of the hatch over his head.

"I had loosened three of the eight dogs on the door when I dropped the hammer. I suppose I was nervous. I held my breath and dived into the water trying to find the hammer, but I couldn't. Then I heard the people overhead opening the hatch."

He was all right when they pulled him out, and turned to in helping get the ship in shape.

The man who opened the lock and pulled Collins out was Water Tender 2/c Claud Hardy. He risked the possibility that opening the lock would let more water into the ship and trap him, too, just on the chance that someone had been able to reach it from the fire room.

After he had helped secure the second-deck hatches, Hardy, who had some knowledge of pharmacy and first aid, volunteered to help Dr. Walker, and worked with the injured the rest of the night.

Hardy was older than most of the crew; father, in fact, of a gunners mate on the New Orleans. Capt. Rosendahl remembered the relationship the next day and called Hardy to the bridge.

"I want a report," he told Hardy in dead seriousness, "on damage and injuries aboard the New Orleans" (which was lying not far away in Tulagi harbor). Especially, I want a report on Gunner's Mate Hardy."

With beaming face, Hardy shoved off in a small boat to check on his youngster, whom he found uninjured.

But to get below decks again. In charge of No. 1 engine room was Lieut. (j.g.) Herman Miller. In the dim light of the emergency circuit, which had gone on when the regular lights went out, he saw the pressure gauges from the forward fire rooms drop to zero. As calmly as if carrying out a damage-control problem he and his engine-room

crew shifted to the after fire room lines. Then the engine room began to fill with steam. The heat went up and up. Finally he ordered his men out and then himself left.

Among the crew was Machinist's Mate 1/c William Robert Anderson. In a hurried consultation outside the engine room they decided that if the leaking steam pipe was secured they might be able to return.

"I think I can make it, sir," Anderson volunteered.

They decided that the main steam line had been ruptured. The valve that controlled it was at the farther end of the engine room.

Three times Anderson plunged into the white opaqueness and the blistering heat, holding his breath as he felt his way along the familiar passageway toward the steam-line valve. Twice the heat, cooking exposed parts of his body like a chicken in a pot, drove him out. The third time he made it and closed the valve.

Still the steam came in, apparently from another leak, so Lieutenant Miller took his crew to the after engine room. Steam was coming from No. 4 fire room and the engines were turning over.

The men in No. 4 knew what had happened to their comrades forward—caught with no hope of escape and drowned in oil and water. They didn't know about conditions topside, didn't know what minute another torpedo might come tearing through the side of the ship and trap them, too.

There were no heroics. There seldom are. They just went ahead doing what they had always done, watching the fires, steam flowing to the engines that would keep the Minneapolis moving and take her safely to port.

She had not gone far when the twisted pipes leading to the fresh water tanks finally gave way.

"Go ahead on salt water," Captain Rosendahl ordered.

He thought enough of the guts of the No. 4 fireroom crew to mention them all in his recommendation for awards.

In a no less dangerous place than the "black gang", as the engineering division was called in the old coaling days, were the damage-control people in Central Station under Lieut. D. C. (Scotty) McIver, and those in the plotting room adjoining under the command of Lieut. E. W. (Gil) Dobie. Entry to their stations, deep in the bowels of the ship, was through a three-deck-high tube which was barely large enough to admit a full-size man.

Everyone had thought of Scotty as a sort of Nervous Nellie. He'd dress up for routine general quarters in more gear than Mrs. Astor ever hung on her horse—canteen, bowie knife, pistol, chlorine bag for sharks, extra clips of ammunition.

"Where you headed, Commando?" we used to call after him when he'd pass through the wardroom on his way to Central Station.

Scotty had no nerves when the torpedoes struck.

"It was just like damage-control drill," one of the men with him reported to his division officer. "Mr. McIver climbed up off the deck and went ahead checking damage just like it was a drill."

Every man jack that was down there in that constricted sweat box with Scotty voluntarily lauded his coolness and his courage.

The water creeping aft as the ship lost buoyancy forward finally threatened to cover their escape hatch and they were ordered topside. Last man up the narrow tube was Scotty.

Gil Dobie and his gang, including Ensign David Arthur Broad, took things just as easy. Before leaving on orders they secured all the gear, and Dobie took the records of the night's firing topside with him. Ensign Broad, when ordered from his station, joined the amidships repair party to take the place of injured men and worked all night helping to shore up threatened bulkheads, restore lighting and remove wounded.

It was well for the Minneapolis that her men thought little of their personal safety and only of their job and their ship. Eighty feet of the cruiser's bow twisted and torn like a tin Christmas toy, hung like a pendulant weight forward, pulling her down into the sea. Amidships a great hole yawned into which the water rushed after the explosion like a tidal wave.

Badly hurt, her screws barely turning, just coasting through the water on her momentum, she resumed firing.

Comdr. Richard G. (Dick) McCool, the executive officer, who was acting that night as gunnery officer, his old job (he had taken over the higher ranking position just the day before), had brought a Japanese cruiser under fire just before the torpedoes hit. When he found power still flowing to the turrets he opened again.

Down in the forward magazine, at the usual battle stations, were the mess boys and stewards. Among them was the captain's little Chamorro boy from Guam, Aguan.

"We were scared when the torpedoes hit, Captain," he told Captain Rosendahl the next day. "Then we got the order, 'more powder,' and we started to work again. Everybody was happy."

"It was some minutes after we were hit before I could get any kind of complete picture of our condition," said Captain Rosendahl, "and when it came it didn't look too happy for us. Admiral Wright thought we were going down and as soon as communication was restored turned command over to Admiral Tisdale aboard another cruiser.

"After a few minutes Parker (Lieut Comdr. Al Parker, the chief engineer) reported that he could get a few turns on the screws, so I decided to make for Lunga Point, where, if I had to beach her, we would be off a friendly territory. I wanted to give my men as good a chance of survival as I could.

"I still didn't think much of our chances. She was losing buoyancy forward and it didn't look like we could stop her. The fight had swept on past and there wasn't a friendly ship in sight. A big Japanese transport drifted past our stern and sank not far off. Then the bow of a Japanese destroyer or cruiser drifted past, almost fouling us.

"I didn't know radio communication had been restored, so I decided to send a small boat to Lunga Point to let the marines know we were coming and ask for some PT boats or destroyers to screen us. The chief quartermaster, Godsoe, who was a swell person to have around in a tight spot, volunteered to take it in. By the time he was ready to shove off things were more under control.

"McCool had left the director platform to take charge of damage control and with Chanler (Comdr. Hubert W. Chanler) and Scotty McIver had been able to stop the water forward and reduce the list. Al Parker reported he could make turns for three or three and a half knots. I decided to make for Tulagi.

"Those were the longest hours I ever spent. Lieut. Comdr. John Grider, the navigator, had to work with little information and improvised equipment. We had asked Tulagi for an escort, but they didn't



CHOW LINE AT TULAGI

pick us up until almost daylight. A minesweeper and several PT's escorted us in. Then the real job began."

The Minneapolis went alongside Tulagi in shallow water. There was no dock or even a semblance of one, so the lines holding her were made fast to stumps and trees ashore. Some abandoned Higgins boats were strung together to provide a gangway from the stern of the ship to the beach.

The first task was to camouflage the ship so that Japanese planes could not see her. Some camouflage nets were obtained from the marines ashore. Then the crew, using hatchets, cane knives and bowies, cut trees and branches and palm fronds to lace through the net and drape over turrets, guns and super-structure. Since the cut foliage browned up quickly, it had to be renewed often.

Oil and muck was all over the ship. Oily water was sloshing around as high as the second deck and as far aft as amidships. With no power except that supplied by the minesweeper and no fresh water, the job of trying to clean her up was almost hopeless.

Up on the hill above the beach was a spring. Parties were organized to carry water aboard. The metal tanks in which the powder bags for the 8-inch guns had been stored were found to be very handy water containers.

While the housekeeping was going on the ship's repair crews started to work. The forward bulkheads were shored up with timbers cut ashore. Where there was a leakage emergency patches were welded on. Much of the electric wiring had been shorted and emergency circuits had to be rigged.

The marines and Seabees ashore lent tools and materials and after a few days a submarine salvage tug, which had been working on the sunken transport President Coolidge at another base, was detached and steamed up to Tulagi. She had to spread her equipment through three damaged cruisers, however. The bulk of the work was done by each ship's company.

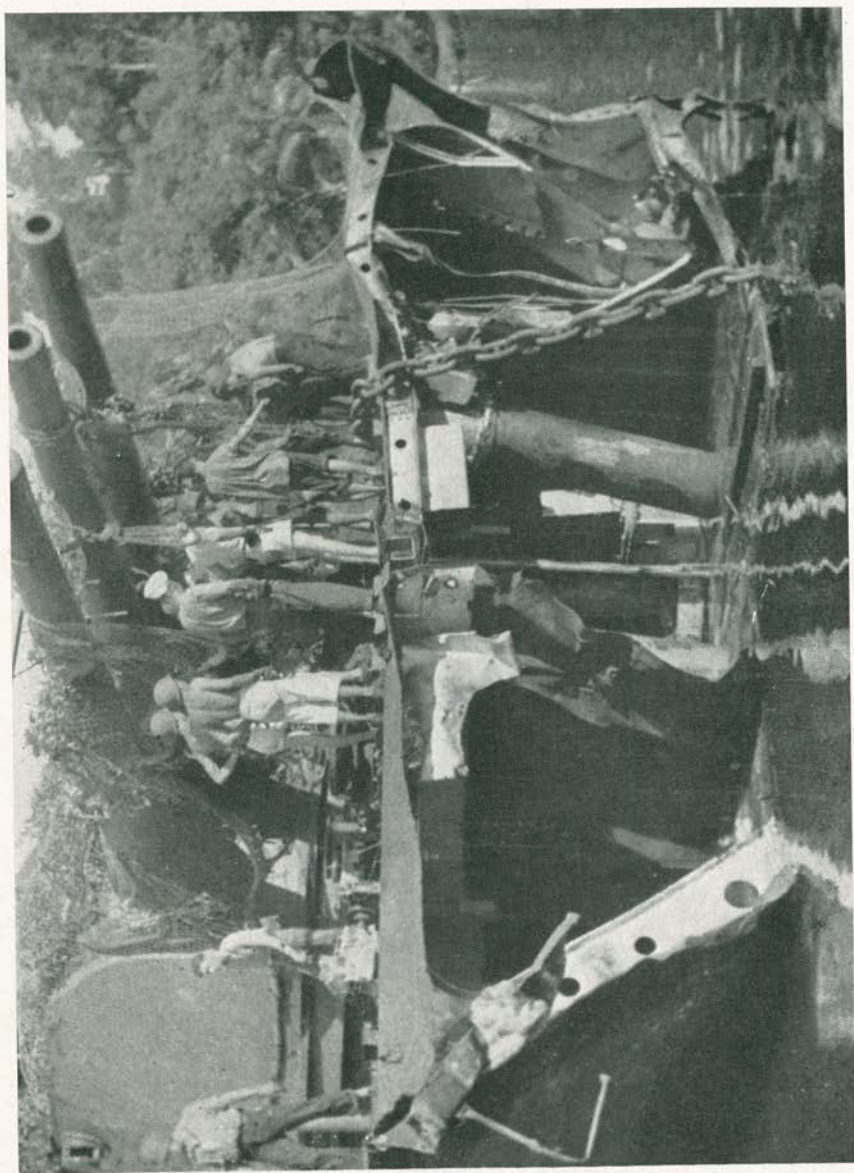
Tulagi at that time still was very much a front line and there was hardly a day without several air raid alarms. Fortunately, the Japanese apparently never discovered the Minneapolis. At least they never attacked. The Japanese fliers pounded at the much less vulnerable target of Henderson Field on Guadalcanal.

On Dec. 5, with watertight integrity largely restored, a spark from one of the torches being used to cut away the twisted bow apparently ignited trapped gasoline or torpedo gas in one of the partly submerged compartments. An explosion ripped out the repair work; the ship started to go down by the head.

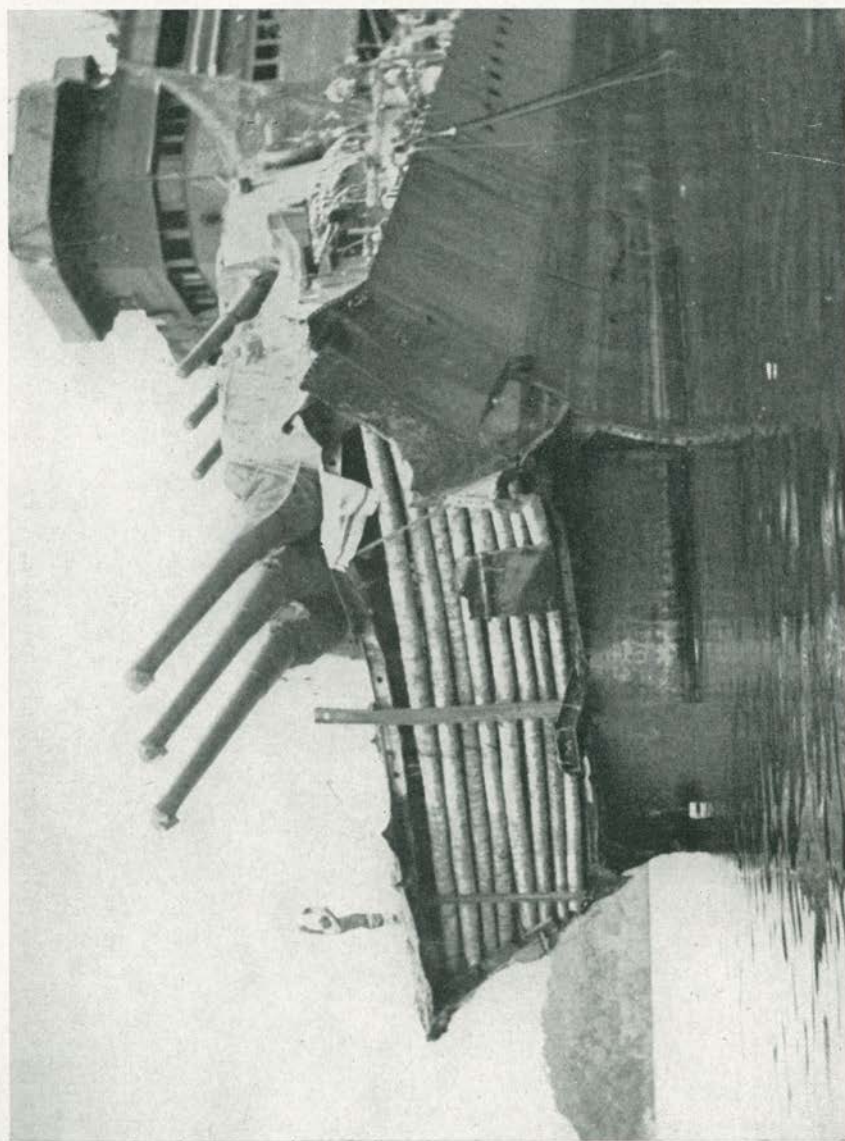
"I really thought we were going to lose her, right there alongside the beach," Captain Rosendahl said. "In a matter of minutes we lost seven feet of freeboard that had been won inch by inch with the most grueling sort of work."

The crew met this new disaster with the same calm courage and fortitude they had shown five nights before. Commander McCool, Commander Chanler and Scotty McIver rallied all available men to start the backbreaking job of restoring the shoring, repairing this new damage and again pumping out the flooded compartments.

Working day and night in the sizzling heat, with little rest, only emergency rations and not much sleep, the crew regained the freeboard the explosion had cost them. By Dec. 12 they were ready for sea.



BOW SETTLING AFTER EXPLOSION



A FOUR-DOLLAR COCOANUT PALM BOW TAKEN FROM TULAGI'S JUNGLES

"With only thin bulkheads to take the force of the seas," Captain Rosedahl explained, "we decided we had to get more protection there so we bought \$4 worth of logs from the Tulagi natives. We paid for them out of the welfare fund. We floated them out to the ship, hoisted them aboard and lashed them across the bow, making them fast to the exposed chain pipes"

The Minneapolis was an odd-looking ship as she stood out of Tulagi and headed east through Sealark Channel under escort of a salvage tug and two destroyers. Her stub bow of logs was pushing a great wall of water in front of her. Along her port side the water boiled in and out of the hole in her side, creating great whirlpools.

At slow speed she steamed crabwise toward a Pacific base, moving through waters where enemy submarines were thicker than porpoises. Fortunately, the weather remained good and although there were two submarine contacts, no attacks were made. On Dec. 16 she limped into port and tied up alongside a repair ship, safe at last.

As the Minneapolis limped into harbor, every ship there manned the rails. Those who had them broke out their bands. She crept to her mooring to a wave of martial music and cheers. Captain Rosedahl and his crew stood on her dirty, oily decks and cried unashamedly at the unexpected welcome.

With all the facilities available there the work of reconditioning went ahead swiftly. The temporary bow of logs was taken off and a stub bow of steel plates, extending a few feet below the water, was bolted and welded in place. More interior bracing was added and steel I-beams replaced the logs holding the bulkhead of No. 1 engine room, which had been cleared of muck and put back in operation.

On January 7, 1943, the Minneapolis left for Pearl Harbor with the damaged Pensacola, a mine sweeper and several destroyers. They were 185 miles at sea when the damaged boiler tubes, which Al Parker and his men had been nursing along like incubator babies, finally gave up the ghost. The Minneapolis had to take a tow from the minesweeper and turn back.

For another month, through several disheartening foul-ups that culminated when the ship carrying the new boiler tubes ran aground within a few miles of the base, the Minneapolis lay in port making shift with little water, lights or other ordinary conveniences of life afloat.

On Feb. 12 everything again was in readiness and with an escort of an old tanker and two destroyers she started again for Pearl Harbor. Enroute a battleship joined up to provide protection against Japanese surface interception. She reached the Hawaiian Islands safely on March 2.

When the report of her damage had been received in Pearl Harbor, blueprints had been broken out and the work of prefabrication begun in the shops there. By the time the Minneapolis arrived the bow plates were ready to be put in place.

Captain Rosedahl left her in Pearl Harbor to return to Washington, to elevation to rear admiral and appointment as commander of the expanding lighter-than-air program. Commander McCool moved into the skipper's cabin and took her home.

Late in the summer, battle-worthy again, the Minneapolis cleared the Golden Gate and stood westward to rejoin the Pacific Fleet—a better ship than she had ever been before. Aboard her now are only part of the crew that fought her and saved her and took her safely home. Wherever they are, whatever they are doing, each man can carry

with him the memory of what Captain Rosendahl told Washington in the final line of his report.

"The highest praise the commanding officer can offer," he wrote, "is that he cannot conceive of anyone doing any more or any better than did the Minneapolis personnel."

* * *

One man who also deserves mention—as well as many others—is "Whispering" Sam Jones, who held forth in No. 4 fire room and kept steam on the line during the return to Tulagi. He was later rewarded by the Navy with the Silver Star and a promotion to Ensign. "Whispering" Sam was well known and well liked on the MINNIE. Everything about him was big—his laugh, his voice, his unprintable stories and vocabulary, his unquenchable thirst and his stomach. The only thing that ever quieted him down, except a direct order from an extremely superior officer, was a hernia operation at Pearl—and that only for a day or two.

Several items that won't want to be forgotten: . . . the wave of water from the torpedo amidships which had men swimming on the boat deck and drenched the crews of sky forward and sky aft . . . jettisoning ship of tools, instruments, several hundred crates of potatoes—even preparations to throw over a catapult . . . emptying 8-inch powder tins at the bow while gun shields were being burnt off . . . transfer of personnel . . . the water situation—showers and laundry in the trickle of a stream at Tulagi . . . the Marines camping on the beach . . . waiting, waiting for boiler tubes.

On the 22nd of Jan. while waiting for the boiler tubes in Espiritu, a ceremony took place on the Enterprise in which Vice Admiral Fitch presented the following awards to Minneapolis personnel:

SILVER STAR MEDAL

Cmdr. H. W. Chanler; Lt. Comdr. A. E. Parker; Lt. (j.g.) H. Miller; Ensign A. W. Bain; C.Q.M. D. J. Godsoe; C.W.T. S. L. Jones; MM 1/c W. R. Anderson; WT 2/c Claud Hardy; GM 3/c W. D. Upshaw; WT 2/c F. I. Coppage (in hospital).

LETTERS OF COMMENDATION FROM COMSOPACFOR

Comdr. R. G. McCool; Capt. A. H. Schierman, USMC; Lieut. O. C. Ferrell, Jr.; Lieut. J. B. Kaye; Ensign D. A. Broad; SF 1/c H. T. Claudy, Jr.; SF 1/c L. W. Gibson; SF 2/c M. R. Box; SF 2/c R. B. Medearis; SF 2/c C. J. Sinclair.

In connection with the above, Capt. Rosendahl made the following statement to all hands: "On behalf of your other

shipmates and myself, I sincerely congratulate each of you Minneapolis officers and men who have just received awards or commendations from Comsopac. In my opinion, the award or commendation made to each one of you is richly deserved and represents the minimum recognition which is at all consistent with your conduct and performance of duty on the occasion of 30 Nov. - 1 Dec. and the trying days immediately following. As your Commanding Officer, I am proud of every one of you and indeed of every officer and enlisted man who was on board the Minneapolis on the night of 30 Nov. - 1 Dec.

"As a matter of fact, in justice to Minneapolis personnel who have been recommended for but have not yet received awards of commendations, in all candor I must state I am confident that collectively the awards and commendations just extended by Comsopac to some of our shipmates surely must be intended to represent only a TOKEN installment of the full recognition due the entire Minneapolis personnel universally for their outstanding performance in the engagement and in subsequently bringing their badly damaged ship into port."

NOTE: At a later date various other awards were made to the men, after most of them had been transferred to other duties. A commendation reached Comdr. T. Pearson a few months after the Battle of Surigao St.

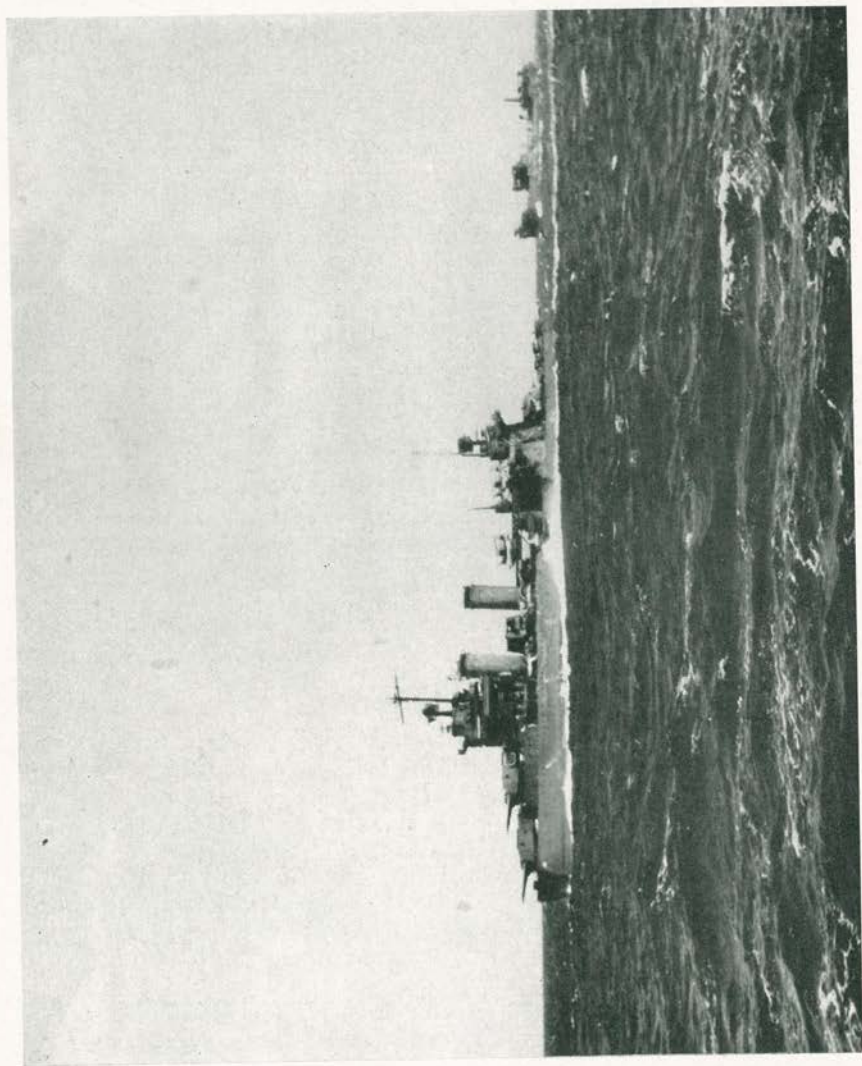
STATESIDE FOR OVERHAUL

12 February — 10 September 1943

On the second and successful attempt to leave Espiritu Santo on the 12th of February, the MINNIE made for Pago Pago as the first step in returning to Pearl Harbor. The trip was uneventful save for a few submarine scares. And although it was an undisputed fact that any type of torpedo hit would sink the ship, everyone went calmly about his duties.

On the 18th of February the MINNIE made a 24-hour stop at Pago Pago and then resumed her voyage to Pearl, arriving on the 2nd of March. Here the first leave party was detached and repairs were commenced on the hull. At this time Cmdr. R. G. McCool took command of the ship as Capt. Rosendahl left for Washington, D. C. to assume new duties in the lighter-than-air field.

With a new bow and a patch on the side, the MINNIE sailed from Pearl for Bremerton where she left her number one turret for the New Orleans. Then she sailed for Mare Island, arriving on the 24th of April after a very rough trip down the coast.



THE "MINNIE" ENROUTE FROM ESPIRITU TO PEARL

Here all the fittings were installed in her new bow—a new number one turret put in place, new boilers placed in the forward fire rooms, armor plates renewed on the port side, new automatic weapons installed, and a thousand and one other items of repair and overhaul necessary to a battle weary ship were made.

During this extended stay at Mare Island, the men and officers of the MINNIE also “suffered” an overhaul—of the most pleasant type. The remainder of the ship’s company left at various times on the 45-day leave, bringing back with them their wives and/or stories of wild escapades. The town of Vallejo—usually called “Valley-joe”—and surrounding area became dotted with the homes of the men of the MINNEAPOLIS. Chabot Terrace, more familiarly known as “Shabby Acres,” developed into quite a settlement while the afternoon’s “cruiser” bus to San Francisco carried men the other direction.

The tempo of the life was quick, sincere and yet full of gaiety and this brief interlude in the war will always be remembered by the crew of the MINNIE with a deep feeling of thankfulness.

Captain Richard W. Bates assumed command in July. On September 10th, the ship sailed from San Francisco for Pearl—the beginning of a cruise that was to last twenty long months. The sun was setting as she went under the Golden Gate Bridge, and the golden reflections of the windows made San Francisco a jewel studded city in the gathering darkness. Five months of yard overhaul plus a nearly 75 per cent turnover in personnel, many of whom heretofore had been strictly landlubbers, presented many knotty problems to be solved before things could be considered to be on an even keel again. And although the men found the change from “shore duty” at Mare Island to life at sea difficult to assimilate, they entered into their new jobs with a will.

The MINNIE arrived at Pearl Harbor on the 14th of September. The next week was spent in the yard; then came a four-day rehearsal at Kahoolawa Island for the bombardment of Wake. Back to Pearl for a brief stay and on September 29th, the MINNIE weighed anchor for Wake, in company with Task Force 15.

REVEILLE AT WAKE

5 and 6 October 1943

For almost two years the captors of Wake Island had lived peacefully on their newly-acquired outpost which served to guard their Mid-Pacific island fortresses of the Marshalls and Gilberts. The airfields of these islands made them valuable and were always the objects of our destructive raids. The

planned campaign to crash this inner empire followed a pattern of neutralizing by bombardment enemy positions capable of striking against us and subsequently capturing stepping stones that the Navy might stride through to Japan.

The MINNIE'S guns helped initiate this plan by reveilleing the Japs on Wake Island, October 5th. Flying the flag of Rear Admiral E. G. Small, commander of the Southern Bombardment unit, the fighting veteran returned to heckle Hirohito's Heavenly Sons, accompanied in column by the New Orleans, San Francisco, and three destroyers. Spotting planes were launched shortly before noon and the force came around to its firing course. At 1230 we commenced scheduled firing on pre-arranged targets at 18,500 yards. Almost immediately, shore batteries commenced return fire, salvos falling 1,000 yards short. Continuous fire from this battery necessitated checking fire on pre-arranged targets and shifting fire to it. Results were undetermined but the battery was temporarily silenced. It appeared to be of 5- or 6-inch caliber.

This was the "baptism of fire" for most of the men on the ship. But the boys learned rapidly to watch the beach for the "blinking flashes" and "plop" of enemy shells. The old hands took it all matter-of-factly, consoling the boots with "The ones you hear won't hurt hurt you. It's the babies you don't hear that are dangerous." Morale building continued with, "And if they do hit you, you'll probably never know it. So, why worry?" Nice people!

We resumed fire on scheduled targets, continuing with only slight interference from shore batteries until early afternoon, when we shifted fire to silence a shore battery on Wilkes Island, which was beginning to find our range. This battery was straddled and silenced by our gunfire after it had in turn straddled the MINNIE. One, presumably 3-inch shell, appeared to miss us by the simple expedient of going between the stacks. This was a trifle close for comfort.

At this time we saw a New Orleans SOC shot down in flames by Jap Zeros. Both pilot and radioman parachuted clear, but on the way down were strafed by the persistent enemy. The pilot was wounded in the leg. Both men were rescued by a destroyer, and our Combat Air Patrol gave chase to the Zeros, leaving one Nip smoking.

We shifted fire to a smoking patrol vessel that had previously been damaged by our planes. Neither of two nine-gun salvos hit this target and we resumed counter-battery fire at another spitting shore battery.

On the second phase of our scheduled firing, several shore batteries continued to fire on the three cruisers, but the range

was closed and both main and secondary batteries were brought to bear. After concentrated counter-battery fire these guns were completely silenced and scheduled firing was finished without further incident.

Several heavy explosions were noted as a result of the bombardment, and large fires continued to burn long after we cleared the area. These eminently satisfactory conflagrations assured the crew that they had given Mikado's Merry Men a bad time. We remained in the area throughout the night and part of the next day, the carriers continuing to launch strikes on the 6th. That afternoon, the carrier strikes completed, the entire force proceeded to Pearl, arriving October 11th.

TAKING MAKIN

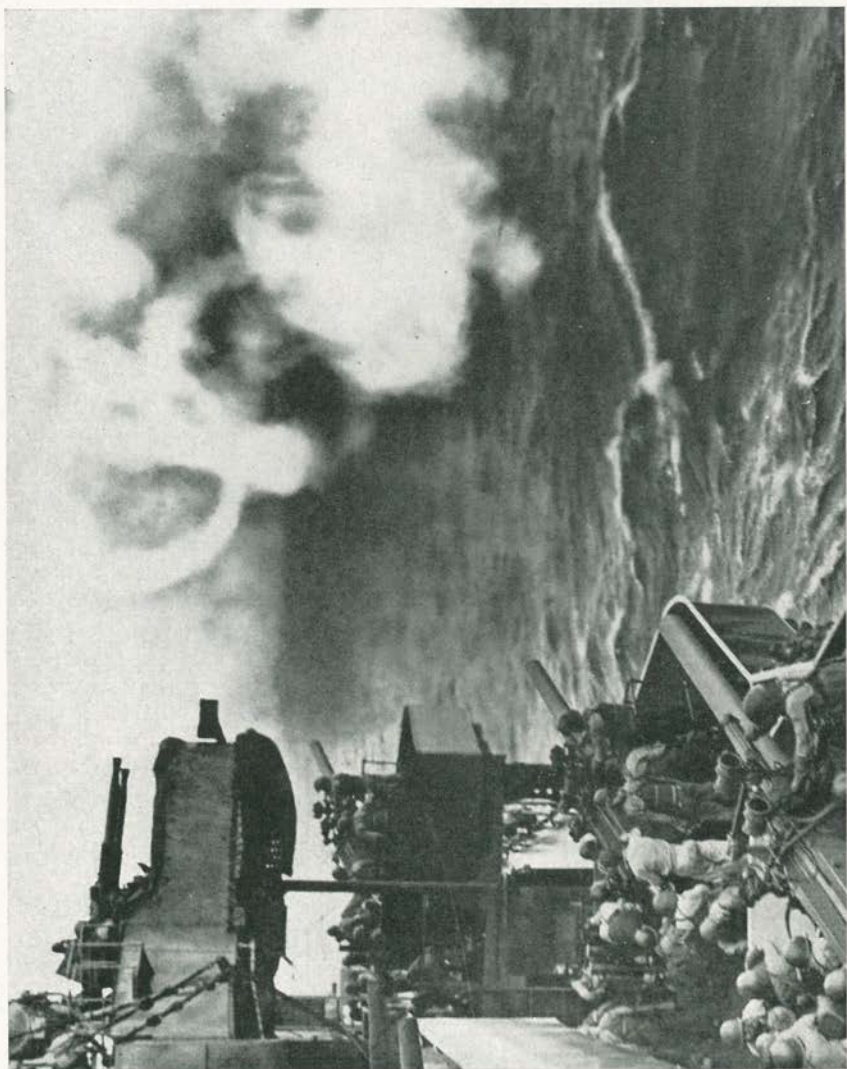
20 November — 4 December 1943

After one month of gunnery runs, pleasantly interspersed by liberties in Honolulu and swimming on the beach at Waikiki, the MINNIE again sailed westward on November 10th as part of Task Force 52, an amphibious attack force. The objective was Makin Atoll in the Gilbert Islands. This was to become one of the stepping stones in the realization of the previous plan.

Enroute, this force crossed that imaginary line bounding the domain and kingdom of the legendary ruler of the waves, Neptune the Great, a place most welcome to those who had crossed it before, but fraught with peril for the Pollywogs. These innocents, being the more numerous aboard, attempted to turn the tables and run the show themselves. However, on November 15th, King Neptune—ably enacted by Boatswain's Mate Joe N. Sowers, the sole plank owner aboard (he had served aboard the MINNEAPOLIS ever since she was commissioned)—and his coterie of Trusty Shellbacks, somewhat wroth because the spirited Pollywogs had not shown the proper respect and trepidation for the forthcoming event, duly initiated the neophytes into the Solemn Mysteries of the Ancient Order of the Deep after prolonged visitation of paddling, hair cutting, greasing, and other such unpleasantries upon them.

On November 20th, this force arrived off Makin and proceeded to carry out scheduled bombardment and landing operations. Air strikes from carriers of Task Force 58 began early in the morning. "How" hour bombardment commenced at 0630 and continued until the first wave of "P" boats was 500 yards from the beach. The troops landed with little or no opposition.

Shifting fire to the southern end of the island, we continued bombardment until noon. For the next four days, we stood



SMOKE RINGS FOR THE JAPS AT MAKIN

by for call fire, retiring at night with units of our task force. The fact that we were not called upon for supporting fire was indicative of the comparative ease with which the island was captured. This was in direct contrast to the terrific difficulty which the Marines experienced in taking the island of Tarawa at the same time.

Beginning November 22nd, the MINNIE, together with the New Orleans, San Francisco, Pennsylvania, Mississippi, Idaho, and escorting ships, assumed patrol duty for the protection of the transport area, retiring with them at night.

At dawn of the 24th, we observed the Liscome Bay's tragic end. She lay just off our starboard bow when hit by a submarine torpedo, exploded violently and sank in about thirty minutes. The explosion hurled fire hundreds of feet in the air and the burst of flame appeared to "mushroom" on top, probably due to gasoline burning in mid-air. It was a colorful but terrifying display. How death to the greater part of a ship's crew (over 800) can come so suddenly was exemplified here. Too much credit cannot be given the extremely vulnerable and expendable escort carriers that were always on the spot when needed. Destroyers searched the area, dropping depth charges, but results were undetermined.

Later in the day many high-flying "bogies" were reported closing from the west. Outlying units reported being attacked by bombers but ships of our group were not bothered.

The island being well in hand, CruDivSix joined forces with the big carriers Lexington, Yorktown and Cowpens plus escort carriers, cruisers and destroyers on the 26th of November and proceeded to carry out air strikes on the Marshall Islands. On the morning of December 4th this group arrived with striking range of its objective, Kwajalein Atoll.

Early in the morning carriers began launching strikes and soon reported several enemy men-of-war in the lagoon, evidently taken completely by surprise.

At noon this group was attacked by Jap torpedo planes which seemed to appear suddenly from nowhere. We observed the Lexington knock down three planes while we were manning our air defense stations. We remained at air defense but no more enemy planes approached until late afternoon when bogies were reported closing from westward. At eight o'clock that night we saw firing, and shortly afterward saw a Jap Betty fly right over the formation within five hundred yards of the ships. We did not open fire because the OTC had not given permission. However, the spud locker detail was standing by on the boat deck ready to heave spuds had it come any closer.

Enemy planes attacked in small groups while one snooper remained about fifteen miles away from the formation, apparently directing their activities. Two of the attacking planes were shot down by adjacent ships. At 2330 the Lexington reported a torpedo hit astern—steering control lost but able to maneuver by use of her screws. This air attack ended with moonset at 0200 of the 5th, and the task force retired towards Pearl, striking Wotje Atoll enroute.

We dropped anchor at Pearl on December 9th and had a much appreciated rest (exclusive of New Year's Eve liberties, of course) until January 22nd, which was interrupted only by brief gunnery runs at Kahoolawa Island.

STEPPING INTO THE MARSHALLS

30 January — 8 February 1944

To begin the offensive operations of the new year, the MINNIE set out, a unit of the most powerful island invasion force of the war to date, with high hopes and a flock of G.I.'s and Leathernecks to invade and occupy the Marshalls. The occupation objective was Kwajalein Atoll, the world's largest. The army was to take Kwajalein Island at the south and the Marines were to storm Roi Island to the north.

This action was divided into three phases: (1) bombardment of Taroa Island; (2) preliminary bombardment of Kwajalein with capture of Enubiji, and the initial assault of Kwajalein; and (3) operations inside the lagoon.

The day before the big gang started working the main island over, a smaller group, including the MINNIE, flagship of Vice Admiral R. C. Giffin, the San Francisco, the New Orleans, and escorting destroyers, took a swipe at Taroa, an island in the Maleolap Atoll to the east of Kwajalein on the outer fringe of the Marshalls. The Nippers had a beautiful airfield there that the operation plan called for being rendered temporarily useless. So the heavy cruisers cut loose and decorated it with a pretty design of eight-inch shell holes, complying with the plan. At a range of 9,550 yards there appeared to be a slight question as to who owned the place. The MINNIE was heavily shelled, at times being straddled by what seemed to be three six-inch coastal defense guns as well as lesser dual purpose guns. The little Sons of Heaven were apparently angry, as indicated by their return fire. Thirty-six splashes were counted falling from twenty-five yards over to fifteen hundred short; strangely enough they won no cigar!

It was here that Ens. A. F. Cannell, who had come aboard but a short time beforehand, was lost over the side, probably



KWAJALEIN UNDER PRE-INVASION BOMBARDMENT

due to radical maneuvers and a rough sea. He was given up as lost after an unsuccessful destroyer and air search.

The New Orleans and San Francisco pursued three small AKs seen to escape from the harbor but were unsuccessful in overtaking them. One of our planes on a four-hour search found a small government boat, but it was not worth chasing.

On January 31st the force proceeded to carry out scheduled bombardment of Kwajalein Island, preparatory to the landings which took place on the following day. Our planes spotted for both the ship's guns and army artillery which was set up on the previously occupied island of Enubiji. It was while spotting for this army artillery that Ens. W. M. "Bud" Sayers, one of our aviators, and Capt. Tyson, an army artillery spotter, were shot down. Their plane burst into flames, allowing them no chance to escape as it plunged thousands of feet into the sea. Bud's death was a real loss to his friends, for he was one of the most popular j.o.'s aboard. Profiting from our experience at Tarawa, Kwajalein was given a thorough and merciless pounding. Because of this destructive fire, we found that we could steam into the lagoon on the third day and conduct bombardment of several of the smaller islands as our troops occupied each little island link of the chain.

This may well be a good spot to rise up and state that a Pacific Atoll is not entirely what it is cracked up to be. Due to such romantic cinema escapades as those of Dorothy Lamour, the public has developed a keen but misplaced affection for the spots. At least a few million sailors, Marines, and G.I.'s are ready to debunk that theory in its entirety. Chief Yeoman L. C. Dowling's description fits well here.

"A Pacific Atoll is an over-publicized bit of second rate real estate. A group of islands form a circle around a lagoon, like a chain of beads, usually connected with each other by a coral reef which might just show above the water at low tide, with maybe an opening in the lagoon here and there for ships to get through. The water in the lagoon is quiet and surprisingly deep. The islands are all sizes; tiny ones with one or two coconut palms on them and big ones several miles long and across, covered thickly with palms and vegetation. They rise a few feet out of the water and from a distance look like some helter-skelter brushes floating here and there on the surface, bristle side up. They're worth about a dollar seventy-five a hundred. It was the custom of the Japs to take the biggest island of an atoll and put an airfield on it after hacking out the coconut palms to make room. It was then heavily fortified and just a skeleton force placed on the other islands. The poor

natives have nothing to say about it; all they do is run around and 'wish to God the war was over.'"

The assault of the smaller islands continued until February 8 at which time all were in our control. The only mishap during the entire bombardment occurred when the San Francisco received a 20m.m. armor-piercing bullet in the forward officers' head from one of the smaller islands. (There were no casualties!)

Prior to leaving the area, Captain R. W. Bates and a party from the ship conducted an inspection tour which revealed a lot of information on the effectiveness of shore bombardment. In a sector where the MINNIE had been firing 8-inch armor-piercing shells at a concrete pillbox, it was noted that the structure had been shattered, leaving nearly 200 dead Japs in the ruins. The Million Dollar Show had effectively "mowed down" all the pretty palm trees and the island in general was a scene of desolation and ruin.

CruDivSix and destroyers arrived at Majuro the morning of February 9th, and remained there two days, being assigned tanker convoy duty previous to the Truk operation.

FORBIDDEN FORTRESS FORAYS

14 February — 4 March 1944

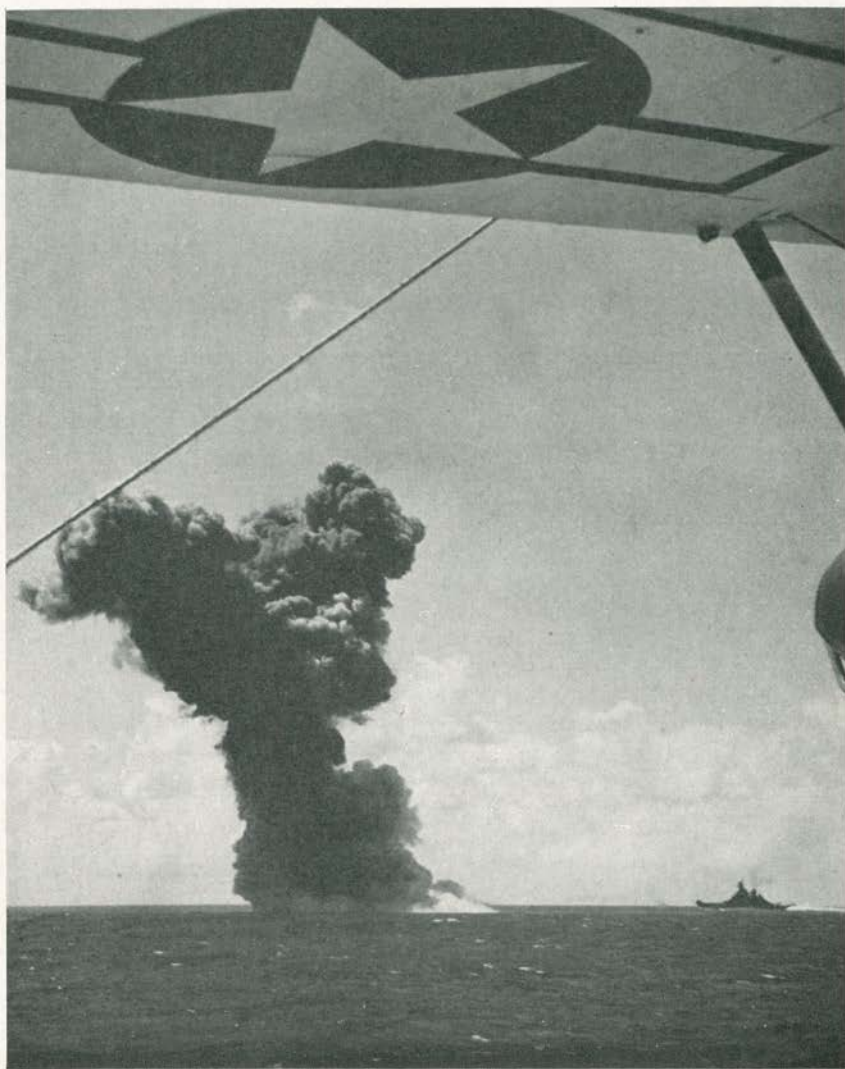
St. Valentine's Day found the MINNIE and New Orleans on a westerly course attached to Task Group 58.3, a part of the now famous Task Force "58." The old cruisers were really stepping out with fast company this time. On the receiving end of this hit-and-run raid was the Central-Pacific stronghold, Truk, long known as the Forbidden Fortress.

Air groups were launched from the fast carriers early the morning of February 16th to proceed on assigned missions. Two hours later plane reports began pouring in, indicating that the enemy was taken completely by surprise and that there were innumerable juicy targets available, including merchantmen and men-of-war in the harbor, and elaborate military installations and grounded planes on and near the air fields. Fighters, dive-bombers, and torpedo planes really went to work with wonderful results. The Jap bastion must have burned merrily, as smoke could be seen from the ship, on a hazy horizon, although the main island was invisible.

Just before noon several crippled men-of-war were reported leaving the hell hole through North Pass. The MINNIE and New Orleans joined forces with the New Jersey, Iowa, and DesDiv 91 to pursue the fleeing Japs. The leading wagon ran



A PACIFIC ATOLL PREPARED FOR INVASION



A JAP MERCHANTMAN WITH U.S.S. IOWA

up "Speed 35" by signal hoist. That was just a little too much for the old girls, but the "MIN" and the "No Boat" managed to keep pace just under 32 knots, although it was quite a strain.

Contact with the enemy was made in mid-afternoon; a light cruiser, escorting destroyer, and a small merchant vessel. The MINNIE and the New Orleans took the cruiser under fire at an opening range of 19, 200 yards while the Iowa blew the merchantman sky high with three or four broadsides from her secondary battery. The enemy cruiser was at a slight disadvantage, being already damaged by a previous bomb hit and having only six-inch guns, but she wasn't giving up without a scrap. She dropped several salvos about 400 yards short and fired a spread of torpedoes to bracket our battle line, causing us to effect radical evasive maneuvers. One tin fish passed astern and one just ahead of the MINNIE. After fourteen minutes of brutal punishment, the Jap capsized from the effect of several eight-inch nine gun salvos laid on her water line, and sank. Secondary battery fire picked up where the main battery left off—this time finding the destroyer which burned fiercely, enveloped in black smoke, and sank almost immediately.

The Combat Air Patrol accompanied this force assuming the role of target spotters. A Jap Val evaded them and dove on the Iowa, strafing and dropping a small bomb. No damage was incurred and this Nip had had his fun for the war as three minutes later a F6F gave him the works.

About 4 o'clock the Iowa and New Jersey began lobbing 16-inch shells at an unseen target at maximum range. As the force changed course to the southwest in the late afternoon, an SBD came in to make a message drop. By mistake, the Iowa took the plane under fire and shot it down. No evidence of the plane or pilot could be found by a rescue destroyer.

At dusk the destroyer Burns was directed to investigate a small patrol craft sighted on the horizon. The little vessel put up an amazing running battle for twenty minutes. It was like a big bulldog after some stray cat—very vicious feline at that! The little ship went to pieces rapidly when the destroyer's forward five-inch gun found its target. How a human body could have stayed together, much less remained alive, is hard to understand; yet six Jap survivors, very much alive, were rescued by the victor.

At 0800 the following morning the group rejoined the carriers, proud to have been the first non-Jap ships to circumnavigate the forbidden fortress island of Truk in many years. But greater than pride was the sense of security upon returning close to the protective air arm of the carriers. Air attacks on the island continued through the morning of February 19th,

after which the force retired toward the Mariannas, fueling enroute.

This fueling at sea process was one of our Navy's "secret weapons." No doubt a similar procedure was used by the enemy since tankers were often observed to follow their battle forces in the open sea. But the Japs' older and better established bases were usually much nearer them than ours were to us; therefore, raids such as this depended entirely upon the ability of our warships to refuel while underway. Destroyers usually fueled from cruisers or wagons to speed up the process. The big ships quenched their thirst directly from the tankers, sometimes one on either side using two six-inch connections per ship. A tremendous amount of fuel could be transferred rapidly this way. To make this little event ultra-secret, it was often carried out at night, many times without the aid of moonlight. Red flashlights were used for signalling between ships.

A subsequent photographic study of the Truk area indicated that this first foray against Nippon's Pearl Harbor was quite successful and evidently took them by surprise. Official communiques listed twenty-three ships sunk, six probably sunk and eleven damaged. This mortal blow was not confined to enemy naval power alone as one of the primary objectives was to paralyze the island as an operating base for both ships and aircraft. This was very effectively done by our carrier planes which left the area having complete control of the air and with every worthwhile target hard hit.

As we approached the Mariannas the night of February 20th, bogies began to appear on the radar screen. At midnight air defense was sounded, providing all topside personnel a chance to see the North Carolina shoot down a single plane. Sporadic air attacks continued throughout the night, the MINNIE'S five-inch boys claiming one plane early in the morning. All told, this force which was now designated as "58.2", shot down twelve planes and damaged or drove off many more. For the most part, the planes were large twin engine radar-equipped Bettys or their equivalent, attempting to attack by the light of a full moon. Billowy, high-riding clouds afforded occasional protection but for the most part the MINNIE stood out in stark relief against a moonlit backdrop. On this occasion Capt. R. W. Bates is reputed to have said, "Navigator, get me out of this moonbeam!"

Very effective air strikes were launched on the islands of the Mariannas group that day and this force left the area late in the afternoon to arrive at Majuro on the 26th of February. Two days later we were underway for Pearl Harbor, arriving at noon on the 4th of March. This respite lasted eleven days,

officers and men attending various schools during the period. As the MINNIE steamed seaward past the channel entrance buoys to Pearl Harbor, little did her men dream that it would be well over a year before they should again return to this Paradise of the Pacific.

After an uneventful cruise the now veteran raider arrived at Majuro on the 20th of March. About this time Majuro was called the "Atoll of the World," only spelled and pronounced differently. At best, it was not a very romantic spot to be even in the Pacific Atoll category. But as a harbor, better atolls are just not available in the Pacific. The Germans had used it prior to and during the last war and although the Japs had abandoned the spot some time previous to our arrival in '43, save for weather observers and a few civilians, it had been an important logistics base in their eastward expansion plan, possibly figuring in on the Pearl Harbor episode. Large as our fleet is today, it could be comfortably anchored in the sheltered waters of Majuro's lagoon.

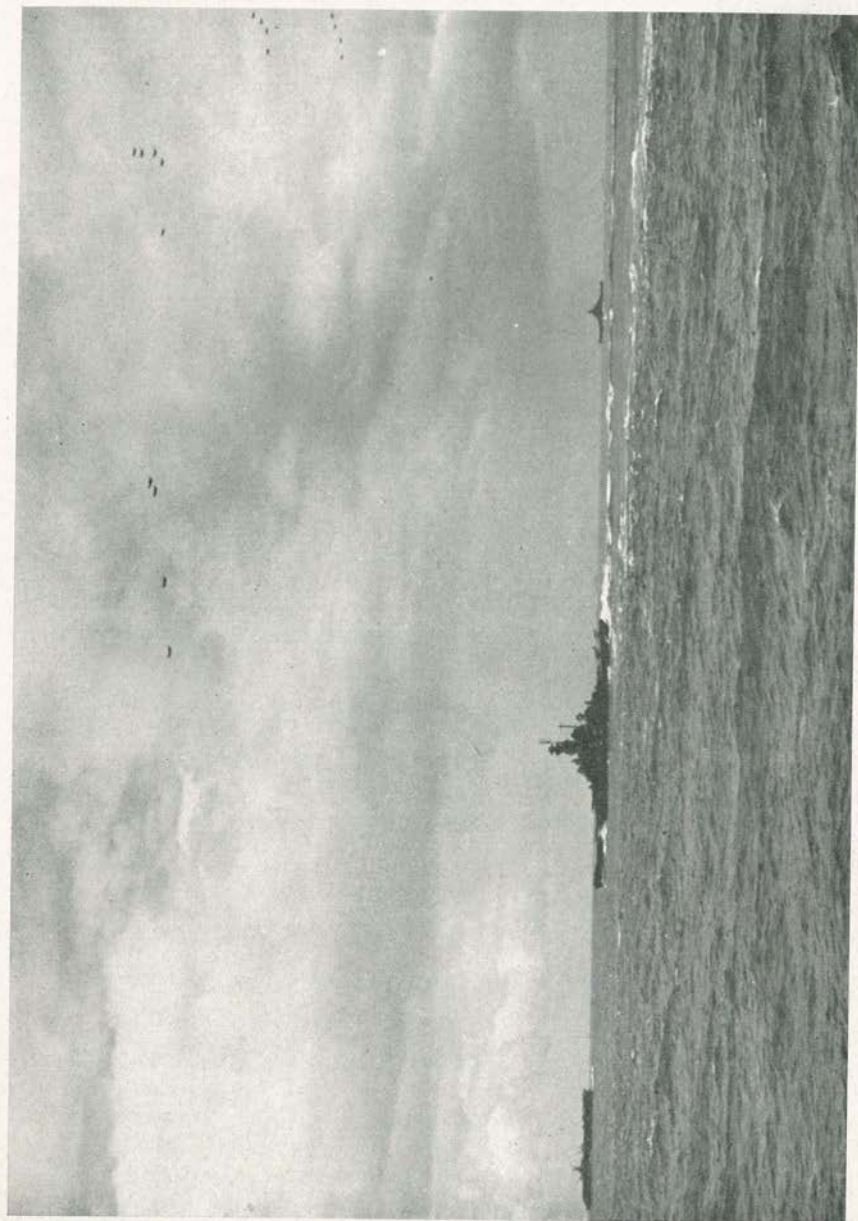
RAIDING CRUISES

30 March — 4 May 1944

The Fifth Fleet got pretty cocky about this time. They had found the carrier punch to be a knock-out blow and coupled with wagon and cruiser bombardment, a lethal combination that would put the Nips out for the count. Now, having securely set foot in both the Marshalls and the Gilberts, our Navy began kicking the Japs around as far west as the task force leg could safely extend itself. The rapid fire hit-and-run raids kept the little men of Japan guessing—and paved the road to the Philippines.

On the 22nd of March, Admiral Spruance, commanding Task Force "50", took the MINNIE along with his flattops on an air strike against Palau, Woleai, and Yap. The Palau islands, of course, were destined to become an important base in operations against the Philippines; but the strikes against Woleai and Yap were more or less made for their nuisance and intelligence value in addition to giving the little slant-eyed people something to think about. However, Ulithi Atoll, just north of Yap, was to become an important logistics stop en-route to points west, as the war progressed.

Everything went along smoothly right on through the fueling stage of the operation, until the late afternoon of March 29th, when enemy activity developed. The air patrol took care of the situation nicely, shooting down three snoopers in the vicinity. Air strikes were launched against Palau, Woleai and Yap



CARRIER ATTACK PLANES FORMING-UP FOR A STRIKE

for three days, beginning March 30th. We had a few lively brushes with Jap planes, but that was to be expected right in the enemy's own back yard. The Navy Hellcats and Wildcats are nothing short of terrific and they are undoubtedly driven by the hottest pilots in the world. You may rest assured that the crew of the MINNIE directed many a silent prayer for those pilots and planes for their part in protecting us. The Cabot's planes alone accounted for nine Jap Bettys in this little skirmish; other carriers probably did as well. Lt. Dale Parker attempted an air-sea rescue, but failed to contact the survivor. This force headed back for Majuro on the afternoon of April 1st, arriving on April 6th.

A week later, the Minnie again left Majuro as a unit of Task Force "58" under the command of Vice Admiral M. A. Mitscher and proceeded to the area of Humboldt Bay, New Guinea, on April 21st. Our air force neutralized air fields on Wadke Island and in the Hollandia area in support of MacArthur's southwest Pacific landings at Hollandia, Tanemerah Bay, and Aitape. About the most disagreeable part of this expedition was the weather. The sun never appeared, and the heat and humidity was not unlike that of an incubator. We operated here until March 27th, at which time we joined a tanker group north of Manus to fuel while proceeding towards Truk for a follow-up raid and general reconnaissance.

Our planes took off with the first light of dawn for the initial strike, as was the customary procedure. Much to their amazement, some escort fighter pilots found themselves in a group of Jap Zeros and hurriedly relayed this information to their base, asking for support. So, coincident with our strike, we found ourselves engaged in repelling an attack of six planes which were downed by coordinated AA fire and CAP interception. With the exception of flares dropped by Jap planes off New Guinea, this was the only enemy action observed by the surface craft of the force on this cruise.

Following the Truk raid, the MINNIE was detached with the other heavy cruisers to bombard the Japanese post of Satawan in the Nomoi Atoll. This bombardment was virtually a rehearsal as indicated by a statement from the Task Force commander to the effect that he didn't want any dead heroes in this operation—there were many much more important ones coming up. No enemy opposition was encountered and photographs taken indicated that our exercises were carried out in the best of form. At the same time the battleships were bombarding Ponape for a similar purpose. We rejoined forces and returned to Majuro on May 4th, remaining there until June 6th when we left for Roi, arriving the following day.

During the stay at Majuro, Capt. R. W. Bates was relieved by Capt. H. B. Slocum. It is interesting to note here that Capt. Slocum had been driven out of Manila at the outset of the war and the day he took over the command of the MINNIE he stated that he was most anxious for a speedy return. (Nine months later his ship was bombarding Corregidor.)

STEPPING TO JAP SOIL

14 June — 25 July 1944

The next scheduled operation called for the assault and capture of Saipan, Tinian and Guam, strategic island outposts on the road to Tokyo. The capture of Saipan and Tinian would place U.S. troops on Japanese soil for the first time. With this objective in mind, the MINNIE sortied from Roi anchorage on June 10th to join a mighty force of warships and transports. As part of a fire support unit, we arrived off the west coast of Tinian on the 14th to carry out our bombardment and counter-battery fire together with the New Mexico and San Francisco. Enemy guns, searchlight positions, buildings and other military positions were taken under fire for two days. Subsequent operations proved that our fire had been effective. That morning we observed the destroyer, Braine, firing at targets near Tinian town and drawing return fire from a twin-mount six-inch battery. This battery was observed by our top spotters but we did not fire because it was outside our area. Later, at this same spot, the Colorado received a score of hits and suffered many casualties as a result of not neutralizing these guns.

0830 was "H" hour on the 15th and the first wave could be seen from the MINNIE as it approached the landing beach. And although heavy bombardment and air support continued until the last minute, reports indicated that the landing parties met stiff resistance from machine guns and mortar fire. But the troops moved in and secured their initial objectives as the ships continued to deliver fire support under the direction of shore fire control parties.

Late that afternoon we secured from bombardment and went to air defense stations, having received the report that fifteen low-flying planes were coming from east of Saipan. In spite of a furious AA barrage, we were attacked by a Jap fighter who dropped his bomb close aboard the port side abreast the hangar before he was brought down by AA gunners. No damage was sustained, but water from this bomb burst drenched top-side personnel on the after section of the ship and gave everyone a thorough scare.

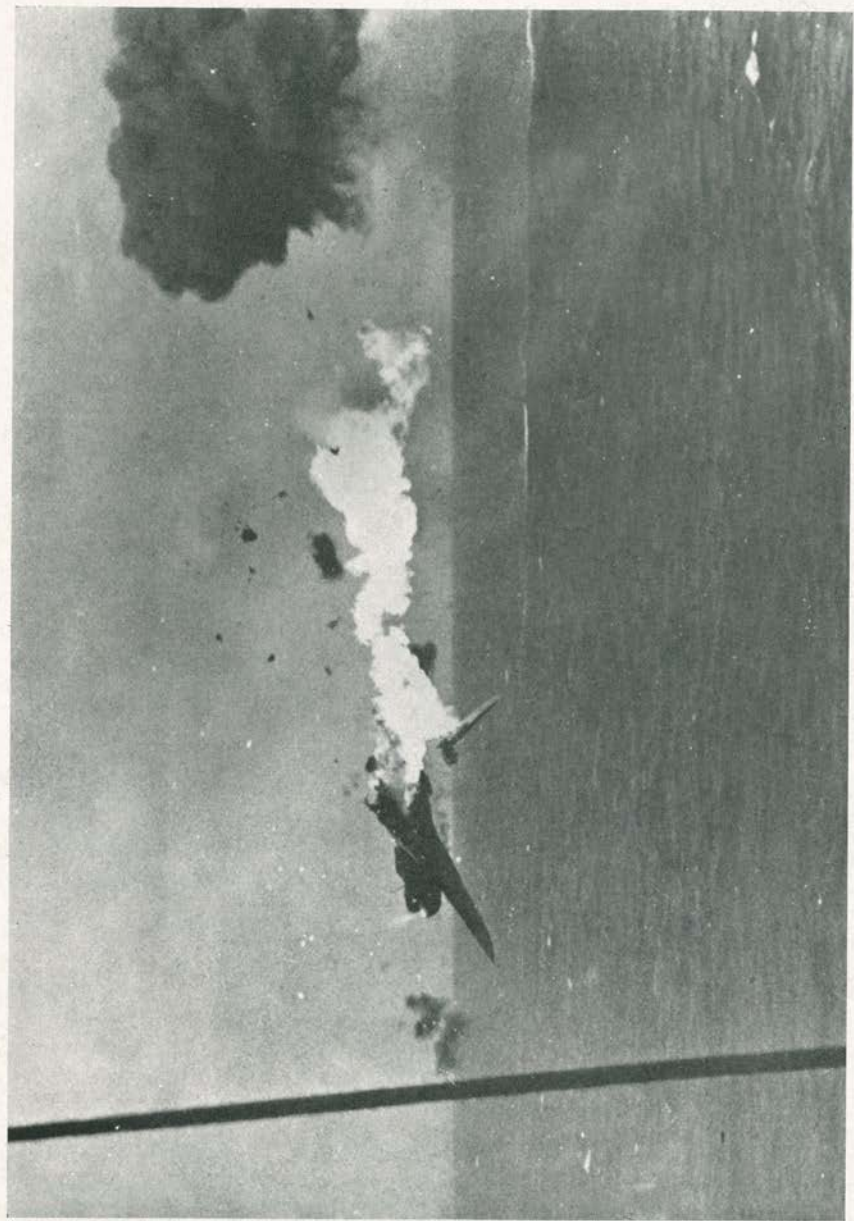
That evening we proceeded to Guam and early the next morning commenced bombarding its west coast. However,

after 40 minutes the operation was broken off due to the threat of a Japanese task force approaching from the west. The MINNIE proceeded towards Saipan with CruDiv 6. That evening all hands earned a "Well done" from Adm. Ainsworth by fueling during pitch dark just east of Rota Island. The afternoon of the 17th saw CruDiv 6 rendezvous with TF58—which consisted of three large carrier groups and a fourth group of battleships and cruisers which included the MINNIE.

The first Battle of the Philippine Sea commenced on the morning of the 19th, continuing until the 21st. During that time TF58 had both to defend our transports and troops at Saipan and attempt to attack the enemy carrier force. There have been reams written about it, but here is our version. The Japs had the advantage of being able to make one-way flights with their planes from their carriers to Rota and Guam, attacking our ships enroute. This advantage was neutralized by our air strikes at the enemy-held fields, making it virtually impossible for them to land at the end of their long trip.

The first day of the battle the enemy carriers threw their "Sunday Punch"—typical of Japanese tactics—and the MINNIE was at air defense from early in the forenoon until late in the afternoon. During this time we were under concentrated attacks by three groups of planes with single or small groups of planes attacking continuously. The enemy planes were estimated to have totaled more than 350, of which about 300 were shot down. Approximately 45 of the enemy planes attacked our group, but no major damage was sustained. At 1049 two Zekes approached our stern in a glide. One dropped a bomb which scored a near miss off our starboard bow, putting about 175 shrapnel holes in same. Three men in sky forward, and two on the signal bridge were slightly injured by flying shrapnel. Officers who lived in the J. O. bunkroom up forward bemoaned their fate as they sorted over their clothing. The shrapnel had gone through lockers and put holes as big as your fist in everything they owned. One of the aviators rescued a once-beautiful pair of pink silk (non regulation) skivvies from its stowage in his shrapnel-torn locker. It had been folded many times into a very compact bundle. A great number of small pieces of shrapnel had gone through the folds; consequently, when held up in its full dimensions there appeared to have just vacated six families of ambitious moths. This pilot treasured the article even more in its holey state, as he said it would be used as Exhibit A in his claim for a Purple Heart!

The second day our search planes located the enemy and that afternoon a very effective strike was launched against the enemy



A JAP JILL MEETS HIS WATERLOO

carriers and fueling groups. That night as our planes returned, the carriers illuminated the sky with rockets, searchlights and flares in an effort to guide the pilots.

Our search planes failed to find the retreating enemy force on the third day and the pursuit was abandoned. The MINNIE returned to Saipan with CruDiv 6 to act as a covering force for fueling groups until the 7th of July, and then departed for Guam.

RETURN TO GUAM

8 July — 9 August 1944

The bombardment of Guam was resumed on July 8th and for four days a slow, deliberate fire was delivered on targets visible from the ship and air. On the evening of the 11th, the MINNIE sailed for Saipan, refueled, provisioned and then returned to Guam to continue bombardment on the 18th.

The systematic destruction of Agana town was so complete that not a single building was left standing. And the probing guns of the bombardment fleet, coupled with frequent air attacks, uncovered many ingeniously camouflaged Japanese defense positions. The MINNIE had a ringside seat for many of the air strikes and the topside personnel watched hundreds of 500 and 1,000 pound bombs explode on the beach only 4,500 yards away. We could watch the bombs as they were dropped from the planes during the glide runs and follow them to the ground where they would explode and send up "compression rings," easily visible because of the smoke. Civilians at home would undoubtedly have paid plenty to witness such a sight, but it soon became such a common occurrence that the men cat-napped or talked of other things.

The first wave hit the beach shortly after 0800 on the 21st of July and the MINNIE then stood by to deliver call fire. This was continued without interruption until August 9th except for a night bombardment mission against Rota Island on July 25th to destroy the airstrip. While firing as directed by the shore fire control parties, the ship encountered no enemy action, but our fire succeeded in breaking up several fierce counter attacks by the Japs. In appreciation of this good work we received a letter of commendation from the commanding general of the Third Marines and the ship received a Japanese barometer and a machine gun as small souvenirs for our assistance. The machine gun was presented to the City of Minneapolis.

PALAU OPERATION

55

A copy of the letter follows herewith:

10 August 1944

From: The Commanding General
To: C.O. USS Minneapolis
Via: (1) CTG 56.2 (2) CTF 53
Subject: Letter of Appreciation

1. The officers and men of the 3rd Marine Division wish to take this opportunity to express their appreciation for your splendid support and constant cooperation during the invasion and subsequent securing of the Island of Guam.

2. Your deep support and night harrassing fires, and above all the "call fires" you provided for the Second Battalion, Third Marines, were a prime factor in the success of the operation.

3. Please express to all hands our thanks for a job well done. Our best to you for continued success.

/s/ A. H. Turnage

We were saddened on this operation by the loss of our senior aviator, Lt. Dale Parker, and radioman, Herbert Larson, who were shot down over enemy lines while spotting our fire. Part of their plane, bearing Dale's pinup girl insignia, was reported found after the island was captured, but there was no trace of either pilot or radioman.

You may be interested to know that during the month of July alone, your ship, the MINNIE, expended over a million dollars worth of ammunition in repossessing the island of Guam.

On the 9th of August, call fire duties being completed, we sailed for Eniwetok Atoll. After taking on stores and fuel we sailed for Espiritu Santo on the 19th, arriving five days later.

PALAU OPERATION

6-25 September 1944

On the 28th of August the MINNIE sailed from Espiritu for Guadalcanal to take part in the rehearsal of the Palau operation. The main lesson learned was how to squeeze into position and get room to shoot. The large number of ships involved in a very limited area of operation made this a difficult task. In addition, the old hands experienced a feeling of satisfaction in operating with freedom in an area which had proved so disastrous only ten months before. And "Iron Bottom Bay," as the

name of a club at Tulagi, took on a much happier significance. Tribute must be paid to the man who designed its unique "head" of beer bottles set in concrete, who will, if he pursues this profession, undoubtedly outclass that one-time specialist, Chick Sales.

The MINNIE left for Palau on September 6th as a part of Rear Admiral J. B. Oldendorf's force and commenced the bombardment of Angaur Island six days later. On the 13th, while the MINNIE was delivering protective fire for mine sweeping operations, the U.S.S. Perry (DMS-517) struck a mine and capsized only a few miles away. Destroyers conducted rescue operations and transferred eight officers and 54 enlisted men to the MINNIE. In spite of everything Dr. Miller and Dr. Bonebrake could do, three of the injured died and funeral services were held for them at sea.

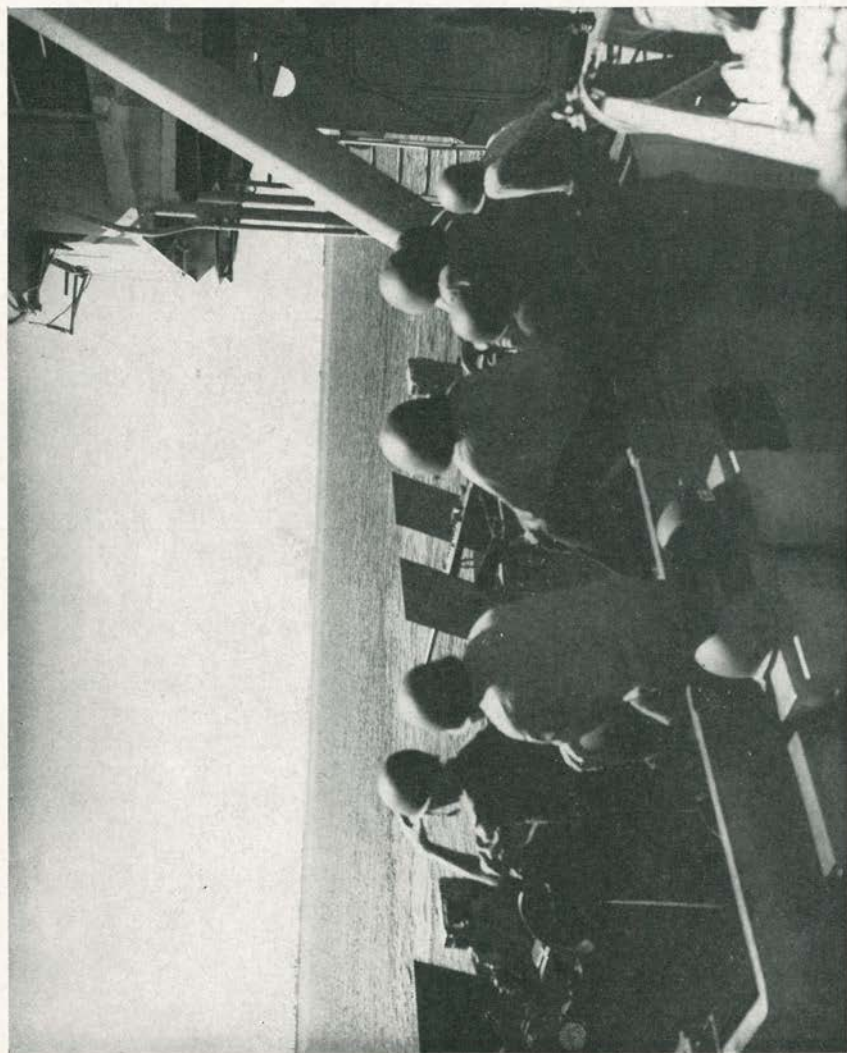
The bombarding ships ringed around the small island of Angaur and subjected it to an intense barrage. The only danger here was from ricocheting shells fired by ships on the opposite side of the island. At one time several of these splashed very close to the MINNIE, and later two admirals had a strong but eloquent discussion of a similar event over the TBS (Talk Between Ships).

Troops landing on Angaur on the 15th met no resistance and the entire island was captured with only a few casualties.

The MIN then joined forces with the ships bombarding Pelelieu and during a pre "H" hour bombardment on the 16th she fired so many 5-inch salvos in rapid succession that the paint was blistered on the guns. Landings here met with considerable resistance from enemy mortar positions and a large amount of call fire was delivered throughout the remainder of the operation.

The Marines had a bit more trouble here than the army had on Angaur. In one instance a single smart Jap, called "the Mole," dashed back and forth in a labyrinth of passageways atop Bloody Nose Ridge killing dozens of Marines before some sharpshooter put an end to his activities. The MINNIE did considerable call firing at caves and entrenchments on Pelelieu and adjoining Ngesebus Island. Air action was negligible except for a few single plane nuisance raids made by enterprising Nip float plane pilots along about dusk. Their missions were probably of a reconnaissance nature as they were very elusive and only on rare occasions dropped small bombs. These planes no doubt operated from the large island of the Palau group, Babelthup, where tens of thousands of Jap troops had been bypassed. Unquestionably, intelligence was being sought with which to plan an attack or escape. One such amphibious reinforcement of Pelelieu was thwarted by sinking several troop-laden barges.

On the 18th we sailed north to Kossol Roads to take fuel and ammunition. This place consists mostly of long reefs, serving



20 m.m. GUN CREW WATCHING A SHORE BOMBARDMENT

to break down the force of the waves and provide an anchorage. Submarine nets were used here in conjunction with the reefs for torpedo protection. This was standard practice in all temporary harbors. We returned for additional call fire support the next day, and left for Manus on the 25th of September.

For two weeks the MINNIE stayed in Seadler Harbor, fueling, provisioning and providing a much-needed rest and relaxation for the men and officers. The climax of this relaxation was undoubtedly reached one evening shortly after the Fleet Officers Club closed. An entirely too festive group of officers stormed the dock to find their ship's boat. In the resulting squeeze an extremely senior officer suddenly found himself determining if he were still a qualified swimmer. Needless to say, important changes were in effect the next day.

"WE RETURN" — SURIGAO STRAIT OPERATION

16-29 October 1944

Once again, under the direction of R. Adm. Oldendorf, the MINNIE sailed from Seadler Harbor for the Philippines, on Columbus Day. Advance groups seized Dinagat and Homouhon Islands on the 16th, and two days later the MINNIE entered Leyte Gulf to commence delivering scheduled fire as a part of the southern bombardment group. Troops landed the 20th, while the MINNIE continued to deliver scheduled fire on the town of Rizal.

During this operation, call fire duties were light; the emphasis of support being interdiction and harrassing fire. Evidently, the Japs did not have time to prepare defenses or else they expected the Philippine operation to begin at some other point. However, the Nips were not willing to give up Leyte without a serious struggle, and small air attacks, springing from the all-too-numerous air strips in the Philippine area were thrown at the attacking forces.

It was here, in their desperation, that the Japs began using Kamikazi attacks. All types of planes were used in these death dives. The heaviest attacks came on the 20th and 21st when twin-engined planes were used. During the confusion of an attack on the transports, the AK Warhawk collided with the Tennessee. Several ships were damaged during these two days, two cruisers and at least two destroyers seriously enough to force them to leave the area.

Apparently, returning Jap pilots greatly over-estimated their destructive ability in their reports, for the Japs decided to send a strong surface force up Surigao Strait with the obvious intention of cleaning out Leyte Gulf.

On the 24th the MINNIE joined a large force composed as follows: battle line—California, Maryland, West Virginia, Mississippi, Pennsylvania, and Tennessee; right flank—Phoenix, Boise, HMAS Shropshire, and Nashville; left flank—Louisville, Portland, MINNIE, Denver, and Columbia; escorts—DesDiv 47. This force took station in the northern end of Surigao Strait while in the Strait itself were 30 PT boats and three sections of destroyers, waiting to launch their torpedos.

At 0026 on the 25th the first contact with the enemy was made by a patrolling PT boat. From then on PT's and DD's stationed in the Strait continued to send in position reports while they attacked the enemy with their tin fish. The MINNIE opened fire at 0350, range 15,800 yards, using split salvo fire as her structure was not thought up to a 9-gun salvo due to previous bomb damage. Firing was continued for twenty minutes until the target disappeared at a range of 13,600 yards. This was thought to be the battleship Fuso, and before she went down she succeeded in straddling the MINNIE several times. Once the ship shuddered as if hit—something big had come close that time—and the next morning a wire cable lifeline on the boatdeck was found neatly severed.

But this enemy fire ceased abruptly as the groups of 6-, 8- and 16-inch tracers chased each other high across the sky to converge like streamers of a rainbow at the pot of gold, which finally blew up. The MINNIE later fired on two other targets, one a destroyer without a bow which promptly sank, and the other, a damaged ship at maximum range which was later sunk by planes.

Credit for the excellent gunnery performance of the MINNIE that night was in no small measure due to Lt. Cmdr. John B. Kaye, then assistant gunnery officer. His record of 72 months on board was surpassed by few.

Inasmuch as the action was at night and conducted by radar, it was only natural that reports on this engagement would be confused. Our battleships, two of which didn't fire a shot, were given great credit, while the MINNIE, the first ship of the group to open fire, put out 300 rounds and was credited with an "assist" in sinking the battleship. In all probability the greatest credit should be given to the PT boats and destroyers which were in the Strait, for when the MINNIE opened fire there were only two remaining enemy contacts closing us. In spite of whom gets the credit, the important thing was that the Japs were completely defeated, loosing 2 BB's (Fuso and Yamashiro), 1 CA, 1 CL, 6 DD's, and having 1 CA, 1 CL, and 4 DD's damaged.

The wagons and cruisers steamed around in columns looking for further trouble on the 25th, and not finding any, broke up to refuel and re-ammo on the next day. Things were rather tense

during this period and would have been much more so if the escort carrier group hadn't broken up the Jap surface force that steamed out of the St. Bernardino Strait. The MINNIE stayed in the Leyte area until October 29th, then departed for Ulithi in the company of the old battle wagons and three cruisers. The day before leaving, Lt. (j.g.) Ludwig rescued an Enterprise aviator who was shot down by Jap fighters in an air action on the other side of Leyte. Incidentally, Lt. Ludwig was later killed in a plane crash at Pearl Harbor.

The crew of the MINNIE will well recall how much they appreciated leaving San Pedro harbor, even for a forlorn spot like the island of Mog Mog, for having participated in the biggest surface engagement of the war and forty-three air attacks during an interim of ten days left all hands at least a bit war-worn. In addition, continual rain had made the long hours at general quarters and air defense even less attractive than they would ordinarily be. The weather, however, had to give us one last slap, and as the MINNIE steamed out of Leyte Gulf, she stuck her nose into the center of a typhoon. At the start of it, men were on the fo'c's'le attempting to rig in the paravane gear. But they soon had to give up as the winds became too intense and one paravane was lost. Steaming at five knots, the task force went through the "core" of the storm, which, curiously enough, was comparatively quiet. The ships of the group suffered only superficial damage, mostly to their spotting planes which lay about in grotesque positions when the storm died down the next day.

The MINNIE'S stay at Ulithi lasted from 1-5 November, after which she got underway with a carrier force to make strikes against the northern Philippines. This continued in an uneventful manner until the 16th, when the MINNIE was detached and proceeded to Leyte Gulf to resume operations with the Seventh Fleet on a temporary duty status.

The period from November 17th to December 3rd was monotonous and unpleasant. The MINNIE, as a unit of the Leyte Gulf Protective Group, cruised around the Gulf day after day. The Kamikazi Special Attack Corps made visits on the 27th and 29th, damaging the Colorado, Maryland, St. Louis, and other smaller craft. The MINNIE fired on eight planes those two days, successfully warding off all would-be attackers. The monotony of "just planes" was broken the first two days of December by a submarine scare. Torpedo and periscope reports accompanied an air attack on December 2nd. A submarine contact was reported beneath the ship so the MINNIE left the spot post haste so that a DD might go about its business of dropping depth charges.

On December 4th the MINNIE anchored at Kossol Roads for a stay of six days. Thence, she returned to Leyte with a task

group consisting of six escort carriers, four cruisers and three battleships, plus escorting destroyers.

Enemy activity prevailed from December 12th to 26th. While the MIN lay fueling alongside the British tanker Bishopdale on the 14th, a Jap Hamp dove from the sun out of a hazy sky to score a near miss on the MINNIE'S bridge and go right on through an empty tank in the tanker's bow. It was a complete surprise and not a shot was fired. One man of the tanker's crew was beheaded and several were injured. One man on the MINNIE was blown over the side to be rescued by a shipmate. It was more than apparent that Lady Luck was still smiling on the veteran cruiser.

Christmas Day was a gala one for everyone. Peace and quiet prevailed in the air. All hands had turkey and trimmings, the enlisted men eating theirs at noon and the officers having theirs for dinner. To top it all off, the long-awaited mail arrived. Both first and second class—hundreds of bags in all—and all for the MINNIE! The Christmas spirit permeated every compartment of the ship that was inhabited and was as near to the real thing as could be expected under the circumstances and 5,000 miles from home.

The day after Christmas brought the MINNIE back to a world at war. Rear Admiral T. E. Chandler's command formed up late in the afternoon with orders to get underway immediately. His force, which was practically all of the heavy ships at Leyte at the time, included the MINNIE, Louisville, Phoenix, Boise and destroyers. All the carrier forces and other heavy units were getting ready for the Lingayen operation or were off striking at the home islands.

A Japanese task force was steaming in toward our recently established beachhead at Mindoro. As our force left Leyte, we were accompanied by a small air attack. The force traveled at high speed all night, arriving at San Jose, Mindoro early in the morning. The Jap force had raided the beach about midnight, beaching and partly burning two Liberty ships and starting large fires on the beach with their gunfire. The night of December 27th enemy ships were reported 50 miles distant, but our force was not powerful enough to go looking for trouble. These were probably Jap ships, and if they were, they, too, must not have been disposed to fight as no contact was ever made and further reports were not forthcoming.

Incidentally, on the previous night, our Army Air Corps reported Jap landings and attacked what they thought to be enemy landing craft. They definitely succeeded in putting two of our own PT boats out of commission. It was a nasty way to treat the Navy's PT's after they had driven off the Jap bombarding force, but it was just another case of mistaken identity.

While this force was looking for the Nip force, convoys en-route from Leyte to Mindoro were subjected to heavy suicide attacks. Our force passed many derelicts and damaged vessels on the trip back to Leyte.

Although the MINNIE did not fire a shot, this speed run was unparalleled for tenseness and anxiety among all hands as they believed they were going against a superior force in either number or weight, or both. Again, Miss Luck must have been a passenger.

LINGAYEN GULF AND CORREGIDOR

6 January — 16 February

The Philippine campaign was moving fast now—much faster than the Japs probably anticipated. The time was ripe to capitalize on their rapidly weakening air and naval force. On the other hand, they had in desperation and with a true "Bushido Spirit" adapted suicide tactics to all conventional ways of fighting and were, more than ever, a vicious enemy. Our plan called for reversing their tactics by landing at Lingayen and taking Manila and Corregidor as they had taken it from us in 1942.

The MINNIE'S part in this "Big Show" was to be that of a fire support ship in a task force group under the command of Vice Admiral J. B. Oldendorf on the California. His group was further broken down into two fire support units; one to support landings at the southern indentation of the Gulf in the San Fabian area and the other to neutralize installations and protect landings by warding off enemy attacks and actions from along the coast to the north. The MINNIE was assigned to this latter force. She sortied with this unit through Surigao Strait to join a force of escort carriers. The disposition was then composed of three wagons, three heavy cruisers, six escort carriers, three oilers, and screening cans.

The Kamikazi initiation of this operation came while the cans were fueling on January 4th. A suicide plane managed to get through the radar guard undetected and almost without warning dove nearly straight down, crashing the superstructure and flight deck of the escort carrier, Ommaney Bay. Gasoline fires were soon out of control due to ruptured fire mains. The ship was given up for lost and finished off by our own torpedoes. The MIN took aboard three officers and one hundred one enlisted men, survivors of the tragedy. Suicide and torpedo attacks continued against the fire support units resulting in serious damage to another escort carrier and a destroyer escort.

On January 6th the escort carrier group moved out to sea west of the Gulf to conduct air strikes and furnish air support while

the shore fire support ships entered the Gulf to begin their scheduled bombardment. The MINNIE'S group conducted bombardment of assigned areas in the vicinity of San Fernando and Poro Point, firing also on coast defense guns, trucks, tanks, and suicide aircraft, nearly every day for five days. Our troops began pouring ashore on January 9th, the largest initial Pacific assault landing made in the war and against relatively light ground opposition.

"I shall return!" MacArthur had promised repeatedly, and so he had in a big way, but the Navy had caught hell getting him there.

By the close of the week ending January 11th, which had been a very hectic one for the men of the MINNEAPOLIS, almost every large ship and many of the destroyers in the Gulf had been damaged. CA-36 was one of the lucky few that weren't. For the Jap it was strictly a one-way ride, but with his life he attempted to take as many of ours as possible.

Here are some of the events of interest by days and in order of occurrence:

JANUARY 6—Fired on an enemy tanker in a cover at San Fernando with fire returned by a shore battery 1,000 yards short; suicide plane shot down, a near miss on the New Mexico; Pilot Lt. (j.g.) W. J. "the Jug" Joyce, Jr., and radioman, William Markovich, shot down in aerial combat by mistake—rescued by destroyer Ingrahm; DD Sumner suicided; Kamikazi fighter plane dove on the MINNIE, scoring a very near miss off the starboard bow. The automatic battery showed its metal and by accurate shooting cut the Nip to pieces in time to swerve him off the course. Resulting damage included losing the starboard paravane, damaging the SK radar antenna, wounding two of the MIN's men, and eliminating another pilot and plane of the Imperial Air Force, during which process part of his jaw and a pocketful of change were scattered across our deck; a Val crashed on the HMAS Australia; we received burn casualties from destroyer Walke in pitch blackness by whale boat in a very heavy sea; many of the Nips were seen to crash, shot down by our air patrol and ship's AA air.

JANUARY 7th—Jap Betty taken under fire; Australia straddled by shore battery; twelve inch mortar dropped several shells near the MINNIE forcing her to get underway and luckily, too, as one dropped in the exact spot she had vacated. Shrapnel scattered over the ship but there were no casualties; twelve inch mortar shells drop almost straight down and whistle eerily before they hit; observed suicide attack on destroyer Palmer.

JANUARY 8th—Two twin-engined Jap planes (Dianas) taken under fire in succession by the ship. They crashed the Australia, doing extensive damage; one of our own fighters shot down by ship's AA fire.



WAVE OF "p" BOATS APPROACHING A LANDING BEACH

JANUARY 9th—Received a near bomb miss off the MINNIE'S port quarter as her planes were warming up on the catapults in the early morning darkness; fired at a Val as it dive-bombed the New Mexico; fired and observed fire at several twin and single engined suicide planes, one Frances crashing the destroyer Wilson; backed down from three determined Jap swimmers with demolition charges strapped to their backs. They were later killed by the destroyer Laffey and a landing crew; the Columbia, Louisville and HMAS Australia withdrew from the area due to excessive battle damage, the latter ship having absorbed five crash dives.

The MINNIE left the Gulf late in the afternoon of January 11th to operate with the CVE's for a week which was, in comparison to the previous seven days, uneventful, and what a relief! On January 18th she returned to the Gulf for a long, but more peaceful, stay until February 26th, interrupted only by a two-day expedition to Corregidor. The Japs apparently decided it was useless to try to stop our forces with aircraft in the Philippines and our duties were confined to call fire activities—one of these directed at a Jap counter-attack in the San Fabian area on January 27th.

Early on the morning of February 15th, the MINNIE, Portland, HMAS Shropshire and six destroyers made a speed run down to Corregidor. In the evening we retired to the westward and returned for the "Big Show" on the "Rock" the next morning. Only two firing runs were made, using the main battery at point blank range at cave installations. Our planes were not used for spotting but were airborne with instructions to rescue paratroopers who missed the "Rock." In addition they scouted for mines, one of which Lt. Ludwig exploded with his 30 caliber machine gun. It gave his SOC quite a lift. Destroyers also busied themselves exploding floating mines which were very plentiful in the area.

The MINNIE'S crew really had a ringside seat at the beautifully coordinated assault of the island fortress guarding the entrance to Manila Bay. A-25's, A-26's, B-24's, and B-25's armed with rockets, machine guns, high level block busters and low level parachute bombs came in, wave upon wave, giving the "Rock" a thorough treatment. Then followed the C-46's and C-47's, dropping clouds of troops and equipment, coordinated with amphibious landings. A highly valued piece of Pacific real estate changed ownership that day—but fast!

The MINNIE went back to Lingayen that night to resume her previous duties and finally returned to San Pedro Harbor, Leyte, on the 1st of March. The next day she headed for Ulithi, staying there until the 14th. While there, the crew enjoyed a bit of liberty and grog at Mog Island, a third rate "atoll link." At this time they also witnessed the honorable death of some enterprising Jap pilots from Yap, one damaging the new carrier, Ran-

dolph, and the other crashing an island of the atoll, which unfortunately did not sink.

The Ides of March saw the MINNEAPOLIS in a floating drydock at Guam, with all hands turning to on the sides. After a rush job of bottom scraping and painting, and making repairs to the screws and port bilge keel, 40 feet of which had been dangling loose, we returned to Ulithi to make preparations for the Okinawa operation.

OKINAWA OPERATION

25 March — 12 April 1945

The crew of the MINNIE figured they'd miss at least the opening phases of the Okinawa operation. But to miss anything as hot as that was not for a fighting ship. So, on the first day of spring, just six days after entering drydock, the MINNIE left Ulithi along with Task Force 54, a very powerful fire support force composed of BatDivs 2, 3, 4 and 15 plus CruDivs 4, 5, 6 and 13 plus DesRon 55.

This campaign brought the war very close to the main islands of Japan. Knowing the Nipponese would be very perturbed about this move, strong British and American carrier forces were dispersed to intercept one-way flights from Japan, Formosa and the China coast. Picket destroyers encircled the island to give radar warning and direct the combat air patrol.

Into this situation the MINNIE steamed on March 25th to begin her part in the operation by bombarding Keramo Retto, a group of rocky islands jutting out of the Pacific ten miles southwest of Okinawa. Landings were made at the "Retto" from March 26th to 28th against little resistance. Hundreds of small, plywood, warheaded suicide boats were captured here and later on, at Okinawa. As anticipated, this group of islands made an excellent logistics area and seaplane base. We were the first large ship to steam in and take on ammunition from an LST in the Retto, even before the main landings commenced in Okinawa!

The days spent in the Retto will not soon be forgotten by the MINNIE'S crew. The men on the guns kept a constant alert lookout for the "Good Sergeant" of the Emperor who was always eager to avail himself of an opportunity to drape his anatomy along with his Mitsubishi flying machine from some non-firing ship's yardarm. Pulling away from an ammunition ship here was worth more than last year's War Bond allotment.

The MINNIE'S prearranged bombardment of Okinawa in the Naha district began on March 29th and continued until the army and marines made their initial landings on Easter Sunday

against light opposition. After the landings, we fired harassing fire as directed by shore fire control parties for the army on their southern beaches. The targets included tanks, buildings, mortars, coastal defense guns, AA emplacements and troop concentrations. On one occasion the MINNIE'S guns very neatly silenced a busy mortar emplacement that was seriously hindering our troop's advancement.

During one lull in the proceedings our CIC was surprised to find itself busily engaged in giving the latest press news to the shore fire control party on the beach. It was just after one of the numerous shake-ups of the Japanese cabinet and the men on the beach had heard rumors that the new prime minister was an anti-military man so they were hoping for the best. There was also a Lt. (j.g.) liaison officer in the beach party who was anxiously awaiting a promotion and asked us for the latest AllNavs! That's just another example of what men will start thinking about when the firing dies down for a minute.

Air action was continuous. Warnings of large attacks usually came several hours in advance from intelligence picked up by outlying carrier forces. The radar pickets gave warning as the suicides closed the island. The combat air patrol and fighter director teams did a wonderful job but despite their efforts many planes came through. During the first week there were many planes shot down by ship's AA fire, some of them crashing very close to the MINNIE. On one occasion, early in the morning, a destroyer fired one round of 5" by radar, making a direct hit on a Betty which burned like a Comet as it passed between the destroyer and the MINNIE to crash 1000 yards away.

The Okinawa area had been warned of a possible large air attack on April 6th. The MINNIE did not fire a shot that day, but observed many planes and a great deal of AA fire. Several ships on picket duty were damaged in addition to a few in the transport area, but the enemy's plane losses ran very high.

On the next day the Jap fleet was reported to be on the move. With a dozen wagons and cruisers and a score of destroyers, our fleet formed up and headed north to meet them. Our carrier planes meanwhile got busy and intercepted their force, sinking the battleship Yamato, one or two light cruisers and four DD's in addition to strafing and rocketing four others. This was the last offensive move of the Japanese fleet and our surface force returned to Okinawa to continue assisting the troops with call fire. The only incident involving the surface force during the sortie was an air attack, which ended with a Kamikazi crashing the Maryland's Turret III.

Night air attacks continued, usually made by twin-engined radar-equipped planes. These did little damage and many were shot down in flames. The MINNIE escaped most of these night

raids since she was generally off on a night harassing and interdiction firing assignment. It seemed that since the MINNIE was scheduled to leave for that long-promised yard overhaul that they were determined to squeeze everything out of her that they could. As a result it was a rare occurrence when she silenced her guns and retired for the night. She was bothered to some extent on these missions by suicide boats, one of which closed to 1200 yards before a screening destroyer picked it up with a searchlight and sent it scurrying for cover with 40 m.m. fire.

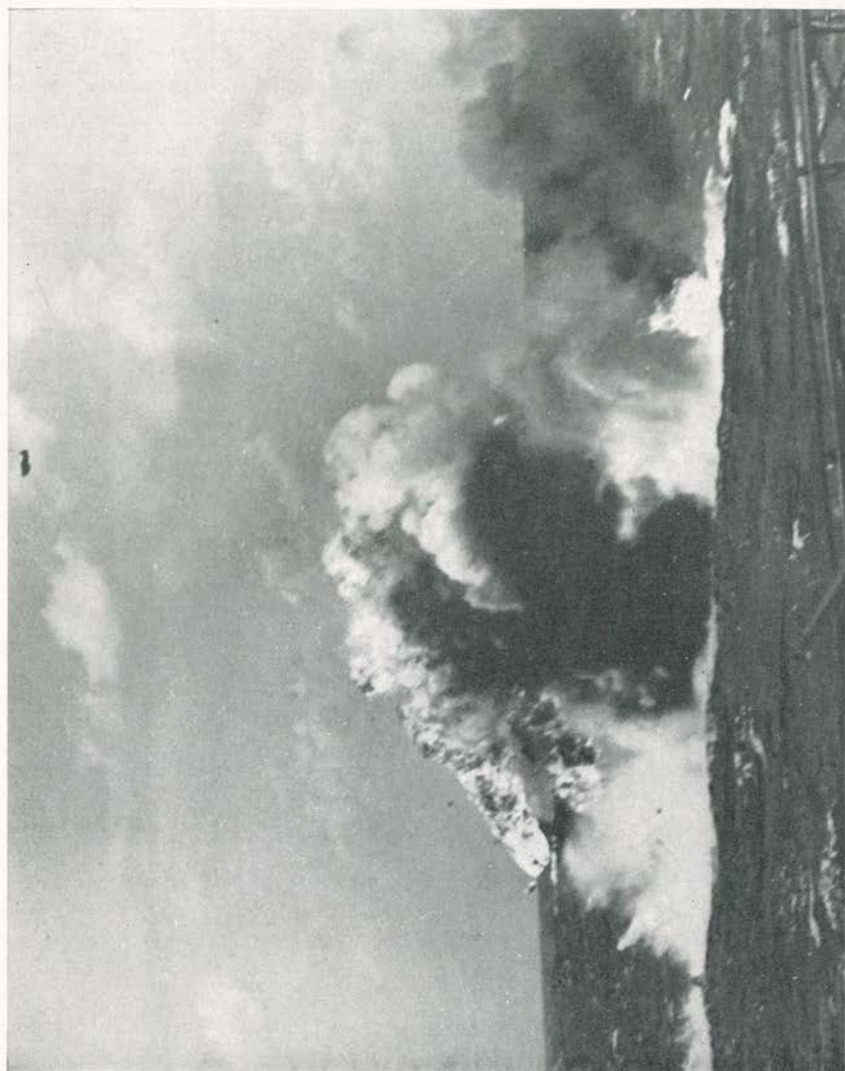
On April 10th, Meyerhoff, a five-inch gunner, died on duty from apoplexy attributed to combat fatigue. This was all too understandable, as everyone was tense and tired from long days and nights at air defense and general quarters.

Most welcome news reached the MINNIE on April 11th—orders to be detached in a few days and return to the States. Along with the good word came the bad—a heavy air attack could be expected the next day.

All was calm until the afternoon of the 12th. Reports of many bogies began coming in from the picket ships and the bombardment force made ready by forming up in a large circular disposition. The air patrol had a field day; Marine Corsairs from the airfield captured on Okinawa took over the close-in protection. The attack broke with several Vals dropping out of the sky in flames, victims of our CAP. Then, one came in on the port beam in a power glide run, target angle zero. A curtain of steel stopped him well clear of the ship. About this time the after 40 m.m. crew reported seeing planes low on the horizon astern. They had eluded the air patrol by sneaking in low around the islands. The MINNIE bore the brunt of this suicide attack, firing at eight planes. They were either Jills or Kates and filed by low on the water like ducks in a shooting gallery. The automatic weapon gunners did themselves proud, splashing one after the other, but two damaged ones got through and crashed on the Idaho and a destroyer.

This attack ended with little more success for the Japs than the one of April 6th. However, at this stage of the operation, our naval losses in men and material were greater than those of the army and marines. Over 80 ships had been sunk or damaged, mainly by suicide planes attacking radar picket destroyers and destroyer escorts. The baka bomb made its first appearance at this time, sinking the destroyer Mannert L. Abele, whose skipper, Cmdr. Parker, was formerly our engineering officer.

Unexpectedly, after the long air attack, orders arrived for the MINNIE to rendezvous with the New Jersey and proceed back to the States. It was a tired but jubilant crew aboard the old ship as she strained her boilers to do twenty-eight knots, course



A KAMIKAZI FALLS SHORT

120 degrees, disregarding all zig-zag plans to increase the distance between her and Kamikazi land.

Two days later found the MIN rendezvoused with a fueling group, quenching her thirst with the "black liquid." Then she joined the New Jersey, stopped at Ulithi for three days, and proceeded to Pearl Harbor without escort, arriving on April 27th.

BACK ALIVE IN FORTY-FIVE

29 April — 14 August 1945

Previous to her arrival at Pearl Harbor, all hands had been informed of the MINNIE'S intentions to put in at her stateside home port, Mare Island, San Francisco. The feeling in the hearts of the men was almost inconceivable. Especially happy were those whose homes were in the Bay area or who had friends, relatives or "near" relatives in the land of sunshine. The "little bird" had made his rounds (uncensored, of course) and many wives and sweethearts were standing by to welcome the battle-scarred veteran under the Golden Gate after twenty months in enemy waters.

But orders were changed, as they usually are, and leaving Pearl April 29th, the eyes of the MIN turned toward Bremerton, Washington. Cheers arose in the ranks of the Seattleites above groans of the Californians. Nevertheless, general happiness prevailed as the prospect of liberty and leave anywhere in Uncle Sugar was satisfactory—even in Texas! (There were about 75 Texans aboard!) Radar contacts the early morning of May 5th appeared as the end of a sweet dream come true. Dawn broke with all eyes searching out the fog-blanketed islands at the entrance to Puget Sound. The ship anchored in the afternoon near number one drydock and half the officers and men made ready to go on 21 days leave.

The stay in Bremerton was highlighted by two ship's dances in Seattle for each leave party as it awaited the other's return. These were gala events. Yard workers of both sexes turned to with the usual buzz and chatter, noisier than a hive of bees in a gallon pail. Fire watches and details caused more distress for the numbers left aboard than any other single job.

The unmarried and duty-bound men lived at Craven Center Barracks in the yard. Likewise, officers moved into BOQ. Many of the married men and officers lived across the channel in East Port Orchard, a navy housing project. Coal and wood stoves provided for cooking and heating. The place looked like an Indian village when smoke hung over the treetops in early morning. Regardless of the limited facilities, the "Tepees on the Hill" provided a real haven for war and sea-weary men of the MINNIE.

During the first part of June, Capt. Roy C. Hudson relieved Capt. H. B. Slocum. After two trial runs, the rejuvenated cruiser departed on July 2nd to go to San Diego for training her crew, despite the fact that three-fourths of them were "old hands." Eleven days were spent in the area, mostly at sea where the "old girl" limbered up new and repaired equipment and practiced techniques and procedures of ever-changing modern naval warfare. She "let go" from the dock in San Diego Bay early the morning of July 16th after last minute ammunition replenishing. In the navy you usually take on ammunition on the run, load stores at night or during chow and sit on your dead end with nothing to do when there is plenty of time to do something!

The crossing to Pearl Harbor was pleasant, interrupted only by the occasional chatter and thump of anti-aircraft weapons in towed sleeve practices. But these were participated in enthusiastically, the men knowing only too well that a dead eye was their only answer to the Jap Kamikazi.

The stay at Pearl lasted until July 31st. Most of the time was spent re-rehearsing the practices of the San Diego shakedown cruise, Kahoolawai Island again being on the receiving end of the MINNIE'S belching batteries. Life on that island should be immune to shell shock as it has undoubtedly been the most consistently bombarded island in the Pacific. Yet there has never been a Jap killed there!

Plowing through submarine-infested waters at a good clip, the old warrior arrived at Ulithi Atoll August 9th. She stopped only long enough to fuel before proceeding on to Leyte in the Philippines. The powers that be were again kind to her as just one day ahead occurred the disastrous submarine torpedoing of the USS Indianapolis. A merchantman met a similar fate astern, but again the MINNIE ran the gauntlet unscathed.

The ship arrived at Leyte August 11th, stayed two days, and shoved off for Subic Bay, arriving there three days later.

It is significant to recall that this was the first time since the war began that all of the surviving ships of the Astoria class were together. The Quincy, Astoria and Vincennes had paid the supreme price in gallant action with Japanese submarines and destroyers in the early phases of the war. The Tuscaloosa had earned her place in the galaxy of American fighting ships during months of action in the Atlantic as well as the Pacific. Now, as the war drew to a close, the tranquil waters of Subic Bay afforded a picturesque anchorage for the survivors to the end, the Tuscaloosa, the San Francisco, the New Orleans, and the MINNEAPOLIS. All had racked up a good score in many fiery actions, but of the group, the MINNIE stood out with more operations and more accredited battle stars under her armor belt than any one of her sisters.

THE END OF THE WAR

August 15 —

The MINNIE was five days out of Pearl Harbor when news of the atomic bombing of Hiroshima reached the crew via the ship's "news press." Mild celebration mingled with awe and wild speculation spread among the sailors as all hands waited for further news and events. On August 8th, the second bomb demolished Nagasaki. Russia leaped into the war, launching her armies in Manchuria. Two days later the Tokyo radio broadcast an appeal for peace. The official note reached Washington through neutral channels, the Japs agreeing to the Potsdam Ultimatum with the one condition that Hirohito retain his sovereignty and "prerogatives."

Radio news and scuttlebutt spread like gasoline vapor throughout the ship as President Truman consulted his advisors and made peace negotiations. But swinging on the hook in the azure waters of Subic Bay, the MINNIE prepared steadily for the next operation. Peace seemed possible, but to those veterans, Jap deceit and treachery were too well known. The ship was readying herself to carry the fight to the shores of Japan and no act of Nipponese trickery would delay her.

Then, a few minutes after nine on August 15th, a perceptible tremor of human excitement froze all activities momentarily. The grapevine was hot.

"The Japanese have accepted our surrender terms. It's on the radio!"

Confirmation came when Henry C. Mueller, boatswain's mate first class sounded his pipe over the squawk box and proclaimed in a booming voice: "President Truman has announced that the State Department has received official Japanese acceptance of the surrender demands of the United Nations!"

Captain Hudson dispatched his orderly, requesting that the complete statement of Secretary of the Navy Forrestal be read to the ship's company.

The realization that the end of the war had come was too staggering to evoke a violent demonstration. Men who had not known a day or night of peace in nearly four years merely slapped each other on the back and exchanged handshakes.

The use of pyrotechnics and searchlights was permitted but the men of the MINNIE were content to celebrate without this aid. On the beach, rockets and flares of many colors streamed across an overcast sky. The rugged, tropical-forested mountains formed a perfect backdrop for the display.

The war was at an end, but not the work of the MINNIE.

On August 16th, everyone was "walking in a dream," as one fellow put it in a letter home. The war was over far sooner than anticipated by the sailors on the MINNEAPOLIS.

The following Saturday, Rear Admiral Good made the first peace-time inspection of the crew. Everyone looked his best and many were the compliments as this party moved from bow to stern threading through the ranks of dungaree-clad sailors.

That same afternoon a powder magazine explosion occurred on Grande Island in the entrance to Subic Bay. Part of the crew was on liberty there, but fortunately no one was seriously injured.

This was the late monsoon season and the men of the crew going on liberty were due to get soaked, but not with beer as there was never quite enough. However, the officers' club on the mainland had a larger and more varied supply of beverages so the patrons with fortitude enough to brave the downpour were due to absorb a lot of liquid internally as well as externally.

On August 26th the MINNIE hauled anchor to proceed with the USS Waller, DD, to Manila. There she took aboard Admiral Thomas C. Kinkaid and his staff. In action previous to and during the Battle of the Coral Sea this ship had flown his flag. It was fitting that he should end the war as he had begun it, aboard his battling "Miss Minnie," as AP correspondent John Grover dubbed her.

The good ship threaded her way through the wreckage of Manila Bay and out to the open sea the morning of August 28th to rendezvous with her sisters of CruDivSix and escorting DD's. Steaming northward past Luzon, this force joined up with the Guam and Alaska. These sleek, new, streamlined greyhounds of the sea rounded out an impressive group for a Yellow Sea "Show of Power."

This was the first battle force to enter the forbidden waters where the ships of Nippon had reigned supreme for years. Furrowing the muddy yellow water eighty miles east of Shanghai the force proceeded on to enter the harbor of Tsingtao in column. Natives massed on the shore to gaze at the procession as the gray warriors, like soldiers in review, headed west to Dairen.

On September 2nd, President Truman's speech was heard on the ship after the signing of the peace treaty aboard the USS Missouri in Tokyo Bay. The escorting DD's were exploding floating mines frequently everywhere in these waters. This day the destruction of the last source of danger for our fleet seemed a fitting means of celebration for the official end of World War II.

At Dairen, AP correspondent John Grover, an American Japanese language interpreter and an intelligence officer, landed to investigate the evacuation of American prisoners of war. The fleet visited the ports of Port Arthur and Chingwangtau before picking up the evacuation party three days later. They reported everything well in the hands of the Russians with vodka and saki flowing freely.

After fueling at sea, the MINNIE dropped anchor in inner Jinsen Harbor in the van of Vice Admiral Daniel E. Barbey's force of LST's and attack transports. The APA's busied themselves like mother ducks under the watchful eye of the cruiser drakes as broods of "P" boats fanned out in irregular patterns toward the shore.

The 24th Army Corps under the command of Lt. General J. R. Hodges had the situation well in hand when the General and Admiral Kinkaid went ashore on September 9th for the signing of the Korean part of the Japanese peace treaty at Keijo, the capital of Korea. This job completed, the admiral and his staff transferred to his flag ship, the Rocky Mount.

Bereft of dignitaries, the MINNIE shifted to the outer anchorage to resume her normal duties with the division. The Officers of the Deck were so "braid" conscious by that time that on one occasion four beeps were sounded for a boatload of USS San Francisco basketball players! Undoubtedly they felt honored!

CruDivSix weighed anchor September 11th, made the ports of Chefoo and Dairen, fueled at sea, and returned to Jinsen on the 16th. While there, six cruiser planes conducted an air show on a small scale over Gunzan, Korea. The airplane drivers were welcomed by school children who spelled out "USA" in parade and unfurled "Old Glory" as the planes buzzed about in formation.

On September 29th, the MINNIE left Jinsen for Taku, China to cover the First Marine Division landings. She lay at anchor thirteen miles out in the muddy choppy waters of the Gulf of Chili while 18,000 Leathernecks hit the beach.

During the first ten days of October, the China patrol duty found the MINNIE visiting Chingwangtau, Chefoo, and Weihaiwei. Captain Hudson and Commander Maginnis took landing parties ashore on several occasions for liaison and diplomatic meetings with Chinese and American forces. The MINNIE was the first ship to anchor in the picturesque little harbor of Weihaiwei since the Japanese forced the British to leave the summer home of their Asiatic Fleet some half dozen years ago. At the same time, the San Francisco was anchored at Chefoo, the summer home of the U. S. Asiatic Fleet.

On the 10th of October, which day in China is equivalent to our 4th of July, Captain Hudson and fifteen officers attended festivities in Weihaiwei. They were received in grand style, driven about in captured Japanese automobiles, served a ten-course banquet in the local Chamber of Commerce building and presented on stage before a mass gathering of 5,000 Chinese. Captain Hudson was one of the principle speakers at this time and later did much to promote better relationships with this faction of China.

Also on this day, the "Magic Carpet" descended on the battle-worn cruiser to whisk away 163 men and three officers who had "points" enough under the navy's demobilization plan. Among these lucky people were the authors of this yarn, so our story draws to a close.

The good ship's job seemed to be about finished, though she may spend a bit more time in China, and then retire to the reserve fleet* as scheduled. There has never been a man aboard her who will not admit her fate has frequently been in the hands of Divine Providence and that God has been kind to her and her sailors.

NOTE*: The MINNIE made one trip on Magic Carpet duty and is now in the Reserve Fleet on the east coast at Philadelphia.

SHIP'S ROSTER

The roster of officers and crew is divided into four parts as follows:

1. Officers of the ship's company.
2. Admirals and their staffs.
3. Men who were on board after October, 1945.
4. Men who were detached from the ship prior to October, 1945.

This roster was obtained from the ship's files that were available in October, 1945, and unfortunately, is not complete in regard to the addresses. The Bureau of Personnel, which would have willingly supplied the missing addresses under normal circumstances, was unable to do so, due to the excessive work involved in the demobilization process.

* * *

Section I

SHIP'S OFFICERS

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SHIP'S ROSTER

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- SMALL, R. B.
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- SMITH, W. P.
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- SULLIS, K. W., JR.
- SWEARINGER, R. W., JR.
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SHIP'S ROSTER

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| WEGNER, F. C. | San Anselmo, Calif. |
| WEST, G. F. | WRIGHT, A. T., JR. |
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| Oklahoma City, Okla. | WRIGHT, S. E., JR. |
| WHITLOCK, R. | ZURSTADT, H. J. |
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Section II

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- ANDREWS, J., JR., CAPTAIN
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Brook, Ind.
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889 South St., Portsmouth, N. H.
- BRIGHT, H. R.
29 Fifth Ave., New York, N. Y.
- BRONSON, E. D.
13 Acres, Hempstead, N. Y.
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- DROUILHET, P. R. CAPTAIN
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- FETTE, F. R.
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- FOLEY, J. W.
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908½ - 13th St., Seattle, 22, Wash.
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212 E. Markham Ave., Durham, N. C.
- NEVERMANN, W. J.
1733 Sedgewich St., Chicago, Ill.
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300 N. Deluth Ave., Sioux Falls, S. D.
- PALAMOUNTAIN, J. C., JR.
1 School St., Lebanon, N. H.
- PALMER, T. C.
1892 Armstrong Ave., Kansas City, Mo.
- PERKIN, R. L.
2066 Hudson St., Denver, 7, Colo.
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419 W. 46th St. Terrace,
Kansas City, 2, Mo.
- SHAFFER, L. G.
- SHEELEY, W. R.
Dadeville, Ala.
- SMALL, E. G. REAR ADMIRAL
92 Livingston St., New Haven, Conn.
- SMITH, H.
- SNEAD, W. O.
Fort Union, Va.
- SPRY, F. F.
Boonesboro, Mo.
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330 E. 79th St., New York, N. Y.
- STUART, J. M.
4023 W. 60th St., Los Angeles, 43, Calif.
- SUGNET, L. F. CAPTAIN
4053 S. E. Boise St., Portland, 2, Ore.
- SWANSON, J. A., JR.
3020 Prytonia St., New Orleans, La.
- SWEARINGTON, R. W.
- THEROS, E. P. G.
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6451 North California Ave., Chicago, Ill.
- WILLIAMS, G. Z.
Bird Neck Pt., Virginia Beach, Va.
- WRIGHT, C. H. REAR ADMIRAL

Section III

1ST DIVISION

- ACKELSON, EUGENE B.
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- ASHWORTH, CALVIS (n)
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- BECK, DONALD W.
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- BEHRENS, ROBERT J.
231 Shelly St., Peoria, Ill.
- BOLLS, ARTHUR J.
Arlie Rt., Dodson, Tex.
- CHINICHE, ANDREW H.
- COSBY, EUGENE (n)
Long Beach, Miss.
Rt. 2, Mertens, Tex.
- CRAIG, JOHN G.
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- EKHOLM, GEORGE V.
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- GARDNER, FREDERICK M.
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1735 Hiawatha, Stockton, Calif.
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- HENSLEY, FOY D.
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Skamania, Wash.
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Newfall, W. Va.
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28 Gaant Way, Tetuskillo, Tenn.
- MATYUS, STEVE E.
238 E. Church St., Masontown, Penna.
- McDANIEL, MARVIN L.
3439 Chippewa St., New Orleans, La.
- McGOVERN, JAMES J.
1731 Vine St., Philadelphia, Penna.
- McKEE, LEROY V.
R. D. 3, Syracuse, N. Y.
- McMORROW, JOHN C.
61 Fair Pl., Rochester, N. Y.
- NEI, ANGELO J.
22-23 - 25th St., Astoria Long Island
City, N. Y.
- MENARD, JOSEPH A.
151 West 2nd St., Fulton, N. Y.
- MENDOCHA, CHESTER W.
220 E. 7th St., New York, N. Y.
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- POWERS, DESOTO F.
706 E. Lewis, Albuquerque, New Mex.
- PRIDE, ZIDAOS E.
R.F.D. 3, Dyersburg, Tenn.
- STONE, ARVIL R.
Rt. 3, Lamar, Ark.

2ND DIVISION

- BEAHM, DONALD A.
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- BRADLEY, FRANCIS C.
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- BROWN, MAURICE A.
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- BUTLER, CHARLES H.
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- CASTILLO, MARGARITO (n)
Lyford, Tex.
- EMERY, ASA B.
Box 24, Salem, Ky.
- FELDT, ELLSWORTH L.
2558 E. 128th St.,
Shaker Heights, 20, Ohio
- FERGUSON, GORDON A.
Clam Falls, Wis.
- FLYNN, EDWIN J.
445 6th Ave., Brooklyn, N. Y.
- FOTOPULOS, CHRIS P.
1507 St. Clair Ave.,
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- IACONO, JOSEPH F.
522 3rd Ave., Carnegie, Penna.
- ICKES, WAYNE W.
415 Main St., Boswell, Penna.
- JORDAN, DAN C.
Louisville, Miss.
- KINDRED, CARL B.
622 S. Albany St., Yuma, Colo.
- LINTON, EDWIN M.
4048 32nd St., Sacramento, Calif.
- MACARAGES, JEFF (n)
608 W. Base St., Madison, Fla.
- MALLION, LESTER T.
1445 West 45th St., Cleveland, Ohio
- MANSFIELD, J. D.
1741 E. Hazelhurst St., Ferndale, 20,
Mich.
- MINOTTI, DOMINIE A.
193 Goethe St., Buffalo, N. Y.
- MIRABELLO, FRANK N.
545 W. Ave., New York City, N. Y.
- MIZZARO, J.
335 East 32 St., New York, N. Y. C.
- MACARSKI, CHESTER J.
14421 Darley Ave., Cleveland, Ohio
- MOORE, WILLIAM F.
27 Gaafon St., Millbury, Mass.
- MORALES, EDWIN J.
317 W. 54th St., N. Y. C., N. Y.
- NAUMAN, LEROY M.
125 N. Main St., Manheim, Penna.
- NELSON, ROBERT H.
P. O. #339, Winstead, Conn.
- NEWBY, CLIFFORD E.
521 Wallace Ave., Coeur D'Alene, Idaho
- NEWTON, RAYMOND F.
50 Mitchell St., Oswego, N. Y.
- NOBLES, EMMETT (n)
Mangham, La.
- POCHE, JOHN D.
109 N. 13th St., Alexandria, Fla.
- POISSO, NAT M.
Rt. 2, Atlanta, La.
- PURSELL, JAMES J.
Dyersburg, Tenn.
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3RD DIVISION

- ARDOIN, JOHN M.
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- BROWN, WARRON L.
Gen. Del., Elewiston, Fla.
- BURDGES, CLARENCE W.
151 W. 30th St., Jacksonville, Fla.
- BURKES, ANDER J.
Seabroom, Tex.
- CALTON, DARRELL C.
Box 615, McGill, Neb.
- CARTER, L.
Rt. 4, Box 409, San Francisco, Calif.
- DOUGLAS, GEORGE A.
425 Avon Ave., Newark, N. J.
- FENTON, C. F.
Rt. 3, Eufaves, Okla.
- FLOOD, WILLIAM S.
1105 E. 9th St., Pendleton, Ore.
- FORD, ALFRED J.
107 D Street, Ellensburg, Wash.
- GLAS, JOHN P.
1060 S. Broad St., Galesburg, Ill.
- HAINES, JASON C.
10540 Plainview Ave., Tryrenga, Calif.
- HANNASON, THOMAS E.
4313 Stillwell Ave., Los Angeles, Calif.
- HUGHREY, KELLY M.
2 Marcellus St., Asheville, N. C.
- HULL, W. C.
Rt. 1, Caledonia, Mo.
- HULSE, JAY J.
8405 Detroit Ave., Cleveland, Ohio
- HUNT, CHARLIE F.
Star Route, Hale Center, Tex.
- HURDLE, HORACE C.
3819 M Street, N. W., Washington, D.C.
- HURTADO, JOHNNY P.
463 Willoughby Ave., Brooklyn, N. Y.
- INGRAM, W. J.
Summall, Mich.
- INSALACO, MATHEW J.
374 Franklin St., Elgin, Ill.
- IVY, C. L.
Rt. 3, Suminary, Miss.
- JEWELL, JAMES C.
641 E. 2nd Ave., Columbia, 3, Ohio
- JOLLEY, JOHN A.
3124 Brooks St., Dayton, 10, Ohio
- LAIN, EVERETT G.
2424 Evergreen Ave., Jacksonville, Fla.
- LAGASSE, BUNARD P.
3655 Derbigny St., Metairie, 20, La.
- LANTZ, ROBERT A.
R. D. 1, Box 85B, Altoona, Penna.
- LEGGETTE, JAMES L.
R.F.D. 1, Mosille, Miss.
- LILLEY, VERNON W.
Gen. Del., Haileyville, Okla.
- LINT, CHARLES R.
330 E. 2nd St., Ottumwa, Iowa
- LYNN, JAMES W.
R.D. 2, Belle Vernon, Penna.
- MASTERSON, ALBERT W.
4163 Eastern Ave., Cincinnati, Ohio
- MCLEOD, ROBERT E.
Box 47, Washington, Vt.
- McMILLAN, JAMES W.
Rt 2, Alopaha, Ga.
- MOORE, CLARENCE T.
Chetopa, Kans.
- NICEWONGER, ROY J.
1718 6th Ave., Altoona, Penna.
- NOLL, ALYSINS M.
351 Kennedy St., Johnstown, Penna.
- O'BRIEN, THOMAS F.
48 Dorchester St., Worchester, Mass.
- O'CONNELL, RICHARD E.
1510 W. Master St., Philadelphia, Penna.
- O'DELL, CHARLES
115 W. 68th St., N. Y. C., N. Y.
- PEARCE, THOMAS W.
Rt. 1, Box 72, Roanoke Rapids, N. C.
- PETERMAN, HOWARD B.
Crowford, Ga.
- PORCHE, THOMAS E.
4700 Airline Highway, New Orleans, La.
- RODEBAUGH, MILLARD F.
153 Moore St., Philadelphia, Penna.
- VERHONIK, ROY E.
Navato, Calif.

4TH DIVISION

- AGUIRRE, PETER (n)
 1073 N. Hazard Ave., Los Angeles, Calif.
 ARMAGNAC, ALBERT J.
 1018 Anthony St., New Orleans, La.
 AULT, CHARLES H.
 2004 Forest Ave., Knoxville, Tenn.
 COOK, JOHN W.
 Chapel Hill, Tenn.
 CRABTREE, GEORGE W.
 175 El Snedio, Ventura, Calif.
 DALY, SHELLY J.
 401 C St., Huntsville, Ala.
 DEAN, W. R.
 Rt. 2, Box 100, Allen, Okla.
 DODGE, CHARLES F.
 4212 13th N. E., Washington, 17, D.C.
 DUNLAF, WILMOTH L.
 4364 Toland Way, Los Angeles, Calif.
 EDWARDS, GEORGE E.
 348½ Lansing St., Youngstown, Ohio
 ELLISE, FRANK E.
 Rt. 2, Monroe, N. C.
 ELSIK, CHARLES A.
 Rt. 1, Box 534, Kingsville, Tex.
 FESLER, DWIGHT G.
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 Auxier, Ky.
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 LEE, ROY E.
 Box 294, Elko, Nev.
 LIVINGSTON, AUBREY E.
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 MARCH, DAN G.
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 MILLER, SHIRLEY
 Poris, Tenn.
 MOUCHETT, STANLEY
 Millport, Ala.
 MYERS, WILLIAM R.
 2311 Orange Ave., N. W., Roanoke, 17,
 Va.
 ORENDORF, RAY M.
 Meyersdale, Penna.
 PAIANO, JOHN A.
 17 Seamans St., Providence, 8, R. I.
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5TH DIVISION

- BRADFORD, HENRY M.
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- BLANKE, WILLIAM J.
1780 N. Gayoso St., New Orleans, La.
- BLISS, ROSWELL J.
R.F.D. 2, Blaver, Ohio
- BRADBURN, JOHN R.
Pritchett, Colo.
- BROWN, CHARLES C.
Rt. 10, Hrealeat Dr., Knoxville, Tenn.
- CARTER, JAMES A.
Rt. 3, Lindsay, Okla.
- CARTWRIGHT, CARL K.
1925 Evelid Ave., Knoxville, Tenn.
- CHAPMAN, GLEN E.
2744 Cypress Ave., Kansas City, Mo.
- DAVIS, KENNETH L.
Rt. 2, Duncan, Okla.
- DAY, JULIOUS E.
Rt. 2, Hanceville, Ala.
- De CICCIO, ALFRED M.
3825 Auinas St., Denver, Colo.
- DOWNES, FREDERICK L.
822 S. Elliott St., Evansville, Ind.
- EDGAR, WILLIAM C.
2609 10th Ave., North Billings, Mont.
- EVANS, CLARENCE E.
414½ S. Peoria, Tulsa, Okla.
- FAULKNER, SYDNEY M.
296 Pasadena Ave., Detroit, Mich.
- FELTON, ARNOLD W.
2351 Nohr Ave., Paine, Wis.
- FERNANDEZ, FRANK (n)
1830 Burgundy St., New Orleans, La.
- FLORES, ROBERT (n)
2445 Anna St., San Francisco, Calif.
- FRAZIER, LEON E.
Fairfax, Ala.
- FRONABORGER, GLENN W.
Oak Ridge, Mo.
- GARCIA, HILL P.
Peraita, New Mex.
- GRAY, ROBERT J.
Rt. 2, Vale, Ore.
- GUINAN, ROBERT F.
9622 Starpel Ave., Detroit, Mich.
- HAZELWOOD, WILLIAM S.
Whiteville, Tenn.
- HOHENSHELL, RICHARD G.
North English, Iowa
- HORSCHLER, MILTON R.
317 Strayker Ave., Joliet, Ill.
- HOUCHIN, ARTHUR P.
Beach Drive, Monticello, Ind.
- JAMES, ANTHONY G.
1330 - 84th Ave., Oakland, Calif.
- JONES, CLIFFORD E.
106 - 22nd St., Marks Ave.,
Rockaway Beach, N. Y.
- KING, JAMES, D
Imboden, Ark.
- KLOPP, IRVING J.
2516 Bristoe St., Omaha, 10, Neb.
- LONG, WILLIAM C.
4003 Eierman Ave., Baltimore, 6, Md.
- MANN, J. W.
Rt. 1, Moueetie, Tex.
- MARTI, GEORGE W.
5402 Lacy St., Huston, Tex.
- McLEOD, ROBERT A.
142 Superior St., Providence, R. I.
- MORGAN, HOWARD (n)
Pierce, Okla.
- MURRY, JOHN H.
Bay Ave., Manakawkin, N. J.
- PATAKY, ANDREW J.
195 Seaside Ave., Stamford, N. Y.
- PETERS, EDWARD J.
328 Junius St., Pittsburgh, Penna.
- PETTI, CARL C.
164 - 45th St., Pittsburgh, Penna.
- PICANIGO, JOSEPH L.
714 Ohio St., Brachenridge, Ga.
- PIECYK, FRANK J.
773 N. 27th St., Philadelphia, 30, Penna.
- PISKEL, RICHARD
Market St., Fresckow, Penna.
- POHONER, FRANCIS A.
75 Lattrop St., W. Springfield, Mass.
- POPP, JOSEPH M.
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- PORTER, JOSEPH J.
2314 East 1st St., Brooklyn, N. Y.
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9 Summer St., Easthampton, Mass.
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- PRATZ, HAROLD W.
3 E. Wright Ave., Waterloo, N. Y.
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- RAWLINGS, JAMES C.
911-20 Ave. K, Mindran, Miss.
- REAGAN, FRANCIS C.
Box 207, Kellogg, Idaho
- RUCKER, CLARENCE R.
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SEGAL, ISADORE

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SPICER, RODNEY F.

23468 Sunsid, Detroit, Mich.

STENCEL, EMIL

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STITH, WILLIAM E.

Nowata, Okla.

SUTTON, WILLIAM C.

934 Jehl, Memphis, Tenn.

TRAVIS, JAMES H.

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WAY, CHARLES L.

289 West Grand Blvd., Detroit, Mich.

WHITAKER, BENNIE R.

Rt. 1, Black Oak, Ark.

SHIP'S ROSTER

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6TH DIVISION

- ADAMS, WILLIAM C.
Rt. 1, Box 39, Lawrence, Miss.
- BOLIN, THOMAS L.
625 S. Main St., Clover, S. C.
- BROCK, JOE B.
704 Ave. L, Lubbock, Tex.
- BROWN, JAMES G.
Bunger, Route, Graham, Tex.
- CANTRELL, JAMES S.
602 Park Ave., Hot Springs, Ark.
- CHARLES, WILLIAM N.
1234 12th St., Des Moines, Iowa
- CHAVEZ, BOTELLO
726 N. 4th St., Waco, Tex.
- CONNER, NEWELL W.
R.F.D. 1, Gatlinburg, Tenn.
- COUGHENOWER, LLOYD R.
Star Rt., Marrysville, Wash.
- DEES, OTIS W.
143 Wacaster St., Jackson, Miss.
- DERING, JAMES S.
Hankinson, North Dak.
- DUNN, WOODROE G.
222 Dale Rd., Aufaula, Ala.
- ELVINS, THOMAS C.
43 White Horse Pike, Hammonton, N. J.
- GARLINGER, JOSEPH W.
Box 406, Smithfield, Ohio
- GUIDRY, LIONEL P.
Box 134, Opelousas, La.
- GUINN, CLAVIS W.
Star Rt., Columbus, Miss.
- GUTIERREZ, BERNAVE
309 N. Fourth St., Tucumcari, N. Mex.
- HAMBLIN, JOE F.
Winona, Tenn.
- HENSON, LOYAL E.
Barnsdall, Okla.
- HINKLE, JAMES S.
P.O. Box 604, Barlow, Ky.
- HOLMES, JOHN P.
Rt. 1, Hazen, Ark.
- JACKSON, LOUIS S.
Rt. 3, El Dorado, Kans.
- JESSER, JAMES D.
Puitchett, Colo.
- JOHNSON, GEORGE G.
Rt. 1, Box 268, Cutler, Calif.
- LIZDACKAS, PAUL L.
102 Simmons St., DuBois, Penna.
- LOPEZ, JOHN
R.F.D. Box 215, Newcastle, Calif.
- LUIS, JOAQUIN
Bronx, N. Y.
- MAYBERRY, CLOYCE A.
Columbus Grove, Ohio
- McGUIRE, PAUL M.
118 Railroad Ave., Carnegie, Penna.
- McQUAID, WILLIAM H.
16606 Ernest Ave., N. W.,
Cleveland, 11, Ohio
- MECHE, CECIL J.
403 E. Louisiana Ave., La.
- MEUGENT, WALTER F.
13 Franklin St., Westerly, R. I.
- OLINK, EUGENE
93 Willard Ave., Providence, R. I.
- RAY, JAMES W.
Arlington, Ariz.
- REDMAN, SAMUEL F.
Union St., Garbutt, N. Y.
- REED, CLEVELAND M.
P. O. Box 369, Brownfield, Tex.
- REID, DAVID G.
1325 Rose Hill St., Columbus, Ga.
- REPIK, JOSEPH J.
348 W. Abbott St., Lansford, Penna.
- RICCI, VINCENT C.
Rd. 1, Royersford, Penna.
- RICCI, WILLIAM A.
1406 W. State St., Olean, N. Y.
- RIGHTARIK, ALBIN J.
1621 Main St., West Warwick, R. I.
- RIDGWAY, JOSEPH F.
1960 48th St., Pennsacken, N. J.
- ROBINSON, BERNARD G.
55 Crook St., Scranton, Penna.
- ROCHFORD, JOHN F.
474 Bainbridge St., Brooklyn, 33, N. Y.
- ROCK, RICHARD P.
342 Davey St., Buffalo, N. Y.
- RODGERS, JOHN R.
300 46th St., Pittsburgh, Penna.
- RODZEWICZ, FELIX P.
65 56 46 Drive, Maspeth, L. I., N. Y.
- ROSE, FRANCIS
37 Whipple Ave., Cranston, R. I.
- SEIDEL, ROBERT J.
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- TORRESS, VICTOR M.
933 30th Ave., Seattle, Wash.
- VORMETTE, EUGENE J.
6276 E. Bristol Rd., Flint, Mich.
- WHELLER, CARL R.
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- WILLITE, ROBERT P.
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- WILSON, LAWRENCE F.
14917 Quincy St., Detroit, Mich.
- WILT, EDSON R.
19834 Ralston, Detroit, Mich.
- WIMBERLEY, HOMER A.
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- WRIGHT, ROY W.
Rt. 2, Justin, Tex.

7TH DIVISION

- DAW, WALTER J.
 1131 E. St., Wilkinsburg, 21,
 Penna.
 FORE, VICTOR C.
 Box 41, Loop, Tex.
 HOWELL, RONALD L.
 871 Turk St., San Francisco, Calif.
 IVES, LUCIUS G.
 10 Washington St., Plainville, Conn.
 LABODA, VINCENT E.
 411 Marion St., Leavenworth, Kans.
 LOHRKE, ROBERT E.
 3609 Anita Dr., Bell, Calif.
 LORD, DAVID D.
 2606 Preston St., Louisville, Ky.
 MARTIN, MARCUS C.
 % Stanleys Store, Guntersville, Ala.
 McCAY, ARTHUR L.
 305 Biddle Ave., Wilkinsburg, Penna.
 MCKINLEY, WILLARD E.
 Dela Plain, Ark.
 McNAMARRA, VERNON F.
 421 Hughlett St., Cambridge, Md.
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 MOREHEAD, CHARLIE I.
 P.O. Box 344, Kosciusko, Miss.
 MUELLER, HENRY C.
 4738 Edgewater Rd., San Diego, Calif.
 MURRAY, FLOYD A.
 Rt. 3, Meadville, Miss.
 NIX, CLARENCE R.
 1039 Kirkman St., Florance, Ala.
 NICHOLS, JAMES R.
 1911 L St., Sacramento, Calif.
 ORTIZ, ARTHUR (n)
 1516 Morales St., San Antonio, Tex.
 PALUMBO, FRANK (n)
 532½ Paige St., Schenectady, N. Y.
 PEARSON, CLAYTON B.
 1003 Wesly Ave., Evanston, Ill.
 REYNOLDS, DONALD C.
 36 East Milwaukee, Detroit, Mich.
 ROSE, RAYMOND E.
 3139 Woodford St., Shreveport, La.
 RUBEL, LEO
 89 Pitt St., New York, N. Y.
 RUDISILL, JAMES W.
 1319 W. Philadelphia St., York, Pa.
 RYBINSKI, MATHEW
 Manlius, N. Y.
 SALBERG, RAY H.
 172 Main St., Ridgway, Penna.
 SALMINEN, ARTHUR P.
 4 Thenius St., Worcester, Mass.
 SARLES, SHERWOOD
 397 Colbin Ave., Buffalo, N. Y.
 SCHWARTZ, BERTON
 114 Allianceave, Rochester, N. Y.
 SOCLESE, ANTHONY P.
 315 Brown St., Reynoldsville, Penna.
 SEIBLE, JOHN V.
 12 Library Rd., Castle Shannon, Penna.
 SEIDERS, KENNETH R.
 Dock St., Royalton, Penna.
 SCAUGNNESSY, JOHN J.
 24 Erastus St., Providence, R. I.
 SHAW, THOMAS P.
 1081 S. Genesee St., Los Angeles, Calif.
 SHAYKA, EDWARD
 764 S. Fifth St., Philadelphia, Penna.
 SHEETS, GORDON D.
 Laurel Springs, N. C.
 SHEPHERD, AYLOR R.
 Boyce, Va.
 SMITH, DARROW A.
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 SMITH, LYNN E.
 Box 17, Georgetown, Idaho
 STRAHAN, VERNON
 Rt. 1, Box 345, Bogalusa, La.
 STRICKLAND, WILLIAM R.
 211 Bissell Ave., Richmond, Calif.
 WEIBLE, FRANK E.
 Box 224, Sturgeon, Penna.
 WHITE, ERNEST O.
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2117 Eleanor Ave., St. Paul, Minn.
- BABB, ROBERT G.
300 Harrison St., Charleston, Ill.
- BELLOWS, DONALD M.
2833 Hawthorne Rd., Duluth, Minn.
- CHESTNUT, ROBERT C.
1427 N. 27th St., Terre Haute, Ind.
- DELZELL, MARLIN E.
Box 523, Leon, Iowa
- GAITHER, JOHN P.
1364 Jefferson St., Apt. 1,
Memphis, Tenn.
- GRAFF, WILLIAM J.
142 Delaware Dr., Mooncrest,
Coraopolis, Penna.
- GRIFFITH, CLYDE H.
1115 Nanticoke St., Baltimore, Md.
- GRIFFITH, ROY M.
129½ Thora St., Clarksburg, W. Va.
- HAINES, WILLIAM C.
Box 154, Robertsville, Ohio
- HOSKINS, LEE R.
Rt. 1, Box 34, George West, Tex.
- JAMIESON, LEWIS C.
311 Market St., Warren, Penna.
- JERMYN, THOMAS D.
6550 Wagner, Detroit, Mich.
- JUNKINS, ROBERT L.
Box 284, Stockton, Kans.
- KEATING, JOHN O.
7216 Custer Rd., Bethesda, 14, Md.
- KOCEL, JOSEPH J.
R.R. 2, Columbia Station, Ohio
- LIND, PAUL E.
706 Holly St., Richmond, 20, Va.
- LINSENMEYER, KENNETH D.
Rt. 1, Blue Springs, Neb.
- MARSH, GEORGE P.
230 Davis St., Monte Vista, Colo.
- McCREA, RAYMOND M.
Fort Fairfield, Maine.
- MISENMENGER, ROBERT W.
103 N. 42nd St., Louisville, Ky.
- MOSTOWSKI, HENRY J.
3502 Beech St., Pittsburgh, Pa.
- MURPHY, TIMOTHY J.
120 Reid St., Elizabeth, 4, N. J.
- ORNEROD, GILBERT M.
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- PADOUR, CHARLES
Box 362, Crandon, Wis.
- PARKER, OMAR E.
Box 787, Brady, Tex.
- PERKINS, STANLEY E.
Jewell Theater, Texas City, Tex.
- PILICHOWSKI, JOSEPH P.
425 4th Ave., Moline, Ill.
- RAABE, ROBERT G.
407 S. 7th St., Albuquerque, N. M.
- STRICKLAND, ALFRED C.
425 Pine St., Blackbear, Ga.
- SVINGEN, DALE C.
Gen. Del., Oerly, N. Dak.
- VISSER, CORNELIUS
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CHILES, AUSTIN
257 West 1st South, Provo, Utah
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DODD, HENRY CLAY
630 Robison Cts., Texaskana, Tex.
DUNN, ROBERT L.
136 Johnson Ave., Teaneck, N. J.
DUNNING, ROBERT L.
Wanenville, S. C.
FALGOUST, HYMEL G.
415 Aurora Ave., Metairie, La.
FOANARI, RICHARD D.
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IZZO, ALPHONSE C.
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KINZINER, WARD L.
4196 Third St., Wayne, Mich.
KURZ, RICHARD H.
651 Dewey St., Wisconsin Rapids, Wisc.
NEWLIN, LESTER P.
511 W. 2nd St., Anderson, Ind.
NIRMAIRE, GEORGE H.
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NUCKLES, ROBERT L.
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NUTTLE, GLEN O.
1800 Cronk St., Flint, Mich.
PETERSON, JAMES E.
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Kansas
PIENNG, DONALD F.
39 M. Frankfort St., Minster, Ohio
PLAUTZ, FREDERICK W.
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POPPE, DALE E.
Caledonia, Minn.
POUCH, THOMAS L.
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6033 Frontenac, Detroit, Mich.
RICKSON, EDWARD S.
817½ Mason, San Francisco, Calif.
SHAUGER, WILLIAM G.
432 West High St., Painted Post, N. Y.

"B" DIVISION

- ADAMS, JAKE E.
331 Howard Ave., Billings, Mont.
- ALAMEDA, MANUEL (n)
Gen. Del., Fairfield, Calif.
- BAILIFF, RAY H.
Praise, Ky.
- BONNER, JOSEPH
205 North College St., Lebanon, Tenn.
- BURK, RICHARD D.
R.R. 5, New Castle, Ind.
- CAPPS, BOBBIE C.
1008 Mulberry Ave.,
- CORLETO, JOHN D.
213 Fulton St., Medford, Mass.
- DECKER, CARLYLE H.
Mancos, Colo.
- FALLON, WILLIAM E.
Sabraton, W. Va.
- HARRINGTON, FRANCIS C.
1057 Washington St.,
Dorchester, 24, Mass.
- HOXWORTH, WILLIAM C.
1202 Fell Ave., Bloomington, Ill.
- HIRD, LEROY E.
R.R. 2, Birmingham, Iowa
- HOGAN, THOMAS F.
58 Lincoln St., New Rochelle, N. Y.
- IGNACZAK, FRANK J.
1105 Toman Ave., Clairton, Penna.
- INFORZATO, TONY J.
1010 Chase Ave., Hamilton, Ohio
- IRWIN, JOHN R.
1600 Evergreen Ave., Millvale, Penna.
- IRWIN, MILAZ J.
Roue 1, Clinton, Tenn.
- JACKSON, MAYO E.
Starkville, Miss.
- KISCALLER, ROY W.
257 Lausistou St.,
Philadelphia, 28, Penna.
- KOLBUSZ, NORMAN J.
1332 9th St., Green Bay, Wisc.
- KONCZ, ERNEST N.
235 Emanuel St., Trenton, N. J.
- LAMANNA, MICHAEL A.
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- LAMB, CHARLES
12 McCabe St., Hanover Green,
Wilkes Barre, Penna.
- LARSON, JAMES H.
2014 Arch St., Philadelphia, 5, Penna.
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313 Penna. Ave., Athens, Pa.
- LEDONNE, ANDREW J.
23 Hudson St., Carbondale, Penna.
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- LENTZ, ROBERT ELMIS
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- LOCKETT, JOHN W.
Thomastown, Miss.
- LONG, RICHARD F.
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- LONGO, HENRY W.
1930 Grad Concourse, Brooklyn, N. Y.
- MAGUIRE, EDWARD B.
738 Quincy Ave., Bronx, N. Y.
- MAHAFFEY, JOHN R.
212 Conestoga St., Steelton, Penna.
- MANGAN, JOHN ELLSWORTH
12 Melendy Ave., Watertown, Mass.
- MARAGULIA, JOHN J.
215 G. Madison St., Easton, Penna.
- MARS, ROBERT N.
511 Walnut Ave., Long Beach, Calif.
- MARSHALL, GEORGE R.
1281 Yellow Hammer Dr., Mobile, Ala.
- McCLAIN, JESSE M.
Rt. 3, Liberty, Mo.
- McCLUNG, BILL
403½ E. Thomas St., Tyler, Tex.
- McCONAGHIE, KENNETH J.
4406 - 30th Rd., Long Island City, 3,
New York
- McELWEE, CHARLES F.
Davis St., Cranford, N. J.
- MOORE, MAURICE L.
R.F.D. 3, Harper Ferry, W. Va.
- MORRIS, WILLIAM L.
Mountain Home, Tex.
- MURR, HENRY F.
619 N. Shippin St., Lancaster, Penna.
- MUSICK, ETHRIDGE A.
Rt. 2, Horton, Ala.
- NELSON, WENDELL E.
235 Forest Hill Ave., Auburn, Calif.
- O'CONNOR, ROBERT J.
823 S. New St., Springfield, Mo.
- OSMOND, MERILL L.
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152 W. Park Ave., Columbus, Ohio
- PAUL, DONALD R.
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- PAYNE, ADNER V. A.
440 N. 13th Ave., Denver, Colo.
- PENDERGRASS, ERNEST L.
304 Jerolene, Sturgis, Mich.
- PENSINGER, GLEN A.
263 W. 15th Pl., Chicago Heights, Ill.
- PETERSON, CLIFFORD A.
Colfax, Wisc.
- PHILLIPS, HUBERT H.
Belle Center, Ohio

PICKARSKI, BOLESLAUS

14721 Winchester Ave., Harvey, Ill.

PIEPER, ROY L.

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PLATT, BILL H.

1566 28th Ave., San Francisco, Calif.

POSTELLO, CARL J.

502 S. Cecelia St., Sioux City, Iowa

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33 W. 1st St., Mansfield, Ohio

PRUITT, DURWARD W.

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RADER, LAMAR

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Mich.

RANDELL, EVERETT G.

Woodward, Iowa

RASCHKE, LEONARD F.

Rt. 7, St. Paul, 9, Minn.

RAVAN, MARION F.

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RINGLE, CLARE F.

3175 Eckinger St., Flint, Mich.

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1820 E. Dardinal Dr., Mobile, Ala.

SIMMONS, CHARLES

Lynn St., Vanport, Penna.

SOLTOW, CHARLES E.

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6320 S. E. 70, Portland, Oregon

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65 Lake Wales, Fla.

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STILES, HUBERT M.

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ST. MARKS, ORVILLE R.

Gen. Del., Great Falls, Mont.

STRADER, WILLIAM M.

Rt. 5, Yakima, Wash.

SWEEN, MILBURN R.

624 E. 14th St., Sioux Falls, S. D.

TANNHEIMNER, FRANCIS B.

1917 Schiller St., Alamedas, Colo.

TARBET, THOMAS A.

489 W. Center St., Logan, Utah

TAYLOR, MAX D.

215 N. 3rd St., Plattsmouth, Nebr.

TURNER, JOHN M.

7352 N. Seeley, Chicago, 45, Ill.

WHITE, HAROLD W.

351 - 16th St., Brooklyn, N.Y.

WITTHOUS, MARVIN E.

Charmais, Mo.

WOOD, ALVIN G.

200 East 3rd St., Eagle Grove, Iowa

ZABROCKI, ANTHONY H.

Wibaux, Mont.

"C" DIVISION

- BALLARD, ROGER C.
R.R. 1, Chrisman, Ill.
BIONDOLILLO, JAMES F.
17 Lake St., Mount Morris, N. Y.
GASKIN, HENRY J.
1431 Glenn Ave., Augusta, Ga.
EMMERSON, ROGER E.
Rt. 1, Cottage Grove, Wisc.
ENGRAM, RAYMOND C.
Rt. 3, Cuthbert, Ga.
FAIRBROTHER, FORREST J.
488 - 41 St., Oakland, Calif.
FEREBEE, WEATHERSTON R.
216 N. College St., Lebanon, Tenn.
FINCH, MARK T.
2322 Western Ohio Ave., Berryman Add.
Lima, Ohio
FORBES, JOHN P.
49 Fairview Ave., Port Washington,
Long Island, N. Y.
GERICHTER, WILLIAM
36 W. Gun Hill Rd., New York City, 67,
New York
GLEESON, JAMES T.
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GRIFFITHS, JAMES E.
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Long Island, N. Y.
HAYHOE, PAUL A.
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HEISER, RICHARD S.
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HENNES, HAROLD J.
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Bridgeport, Conn.
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WILLIAMS, CLAYTON C.
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YOUNG, CHARLES R.
711 - 9th Avenue West,
Kalispell, Mont.
RUFF, WALTER F.
185 Georgia Way, San Leandro, Calif.
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NELSON, ROBERT A.
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"E" DIVISION

- BATEMAN, WILLIAM C.
Wayne St., Mexico, N. Y.
- BELT, HOMER W.
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- BINGHAM, ROBERT E.
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- BISSEX, WILLIAM P.
232 S. Millick St., Philadelphia, Penna.
- BOLLENBACKER, LUDWIG C.
213 Earl Ave., Syracuse, N. Y.
- CAMPELL, ELLIS R.
Santee, Nebr.
- CAPRON, NICHOLAS J.
100 Church St., North Walpole, N. H.
- CORPENING, FRANK K.
114 Ash Ave., Newton, N. Car.
- CREGO, RONALD V.
4011 Regent St., Duluth, Minn.
- CURTIS, JOSEPH A.
132 28 87th St., Ozone Park,
New York City, N. Y.
- DAVIS, EARL C.
325 LaFitte St., San Antonio, Tex.
- DE CARLO, EUGENE P.
125 Hammond Ave., Passaic, N. J.
- DVORAK, WILLIAM W.
5044 S. Wolcott Ave., Chicago, Ill.
- ERJAVEC, JACOB J.
P. O. Box 12, Cardale, Penna.
- ERPS, CLIFFORD C.
212 N. 4th St., Pekin, Ill.
- FISHER, WILSON P.
250 Taylor St., Apt. 27,
San Francisco, Calif.
- GADBOIS, GEORGE A.
43 N. Bridge St., Holyoke, Mass.
- GARRETT, DAVIS A.
2802 Ellis, Bellingham, Wash.
- HARTLEY, RALPH S.
1931 S. W. 14th Ave., Portland, I, Ore.
- HAYES, JAMES M.
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- HOMAN, JOHN E.
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- HOSLEY, ERNEST E.
Brown St., Athol, Mass.
- JARVIS, GEORGE
32 Winter St., Ansonia, Conn.
- KANSLER, CHARLES E.
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- KARTUNEN, D. E.
93 Pine St., Gardner, Mass.
- KEMBLE, VINCENT R.
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- KILGORE, FRANKLIN H.
404 Alston, Ft. Worth, Tex.
- KULINSKI, LAWRENCE J.
4852 Deming Pl., Chicago, Ill.
- LACKEY, KENNETH E.
5288 Page Ave., St. Louis, Mo.
- MAKOHON, JOSEPH
135-19 114 St., Ozone Park, N. Y.
- MALLORY, JAMES V.
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- McGINTY, LOUIS G.
1806 S. Main St., Blackwell, Okla.
- McPHERSON, LELAND G.
44 Edgewood St., Hartford, Conn.
- MIX, DONALD R.
Dartona Bluff Station, Rt. 2,
St. Paul, 6, Minn.
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- MURPHY, DANIEL
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- MURPHY, THOMAS F.
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- NICKOLS, ROBERT R.
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- OLSON, WILBERT L.
Morgan, Minn.
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1678 - 57th St., Brooklyn, N. Y.
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- SACHS, FREDERIC A.
Great Barrington, Mass.
- SCOTT, FRANK W.
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- WAGASKY, WILLIAM E.
1916 Pallas St., N. Braddock, Penna.

"F" DIVISION

- BABIN, WILLIAM H.
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- BAILEY, JAMES M.
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- BARBER, RAYMOND R.
4120 E. Superior St., Duluth, Minn.
- BISHOP, WILLIAM H.
Dickson, Tenn.
- BOGARD, MILLARD P.
1270 Welsh Ave., Akron, Ohio
- CAMERER, LEO H.
722 Morgan St., Sioux City, Iowa
- CONNER, NEWELL W.
Rt. 1, Gatlinburg, Tenn.
- D'ARRIGO, VINCENT A.
1171 2nd Ave., New York City, N. Y.
- DUCKETT, MELVIN R.
Columbia, La.
- FANN, SAMUEL R.
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- FARRELL, WARREN S.
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- FLANAGAN, GLENN A.
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- FLOTT, RAYMOND C.
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- FOLKAMA, SCOTT E.
R.R. 3, Mason City, Iowa
- FRIDHOLM, RICHARD M.
1107 Union St., Boone, Iowa
- GILMORE, RAYMOND B.
2805 Boague Blvd., Waco, Tex.
- GRAHAM, JOHN R.
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- HAUPT, ELMER (n)
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- HOPPER, ARTHUR J.
241 Page St., San Francisco, Calif.
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- II, LAWRENCE B.
1606 S. Commerce Rd.,
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- JACKSON, LOUIS S.
Rt. 3, El Dorado, Kans.
- KELLEY, JOSEPH P.
Olive Hotel, Miles City, Mont.
- KLINE, VERNON J.
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- KLINEFELTER, ELMER
Box 307, Rt. 1, Scappoose, Ore.
- LAYMAN, LLOYD E.
R. D. 1, Upper Middletown, Penna.
- LEE, RICHARD P.
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- LEVINE, CHARLES S.
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- LINDHOLM, ERIC EDMUND
160-25 77th Ave., Flushing, Long Island,
New York
- LOY, TRAVIS M.
Strawberry Plains, Tenn.
- McARTHUR, FRANK J.
J-5 Army Way Wash, Terr., Ogden, U.
- MAYER, FORD (n)
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- MYERS, FRED R.
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- PAOLUCCI, JOSEPH (n)
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- PORTER, ALVY L.
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- POWELL, RAYMOND D.
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CABLE, JOHN B.
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DIELL, WILLIAM H.
205 Read St., Evansville, 8, Ind.
GERLACH, HERBERT H.
50 Wildwood Gardens, Piedmont, 11,
Calif.
JOHNSON, EDWARD A.
624 - 18th Ave. No., Lake Worth, Fla.

KIDD, CHARLES W.
511 W. 18th St., Los Angeles, Calif.
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1049 10th Avenue., Fort Arthur, Tex.
MATHESS, ISAAC D.
Munday, W. Va.
MOON, LYNWOOD W.
Rt. 1, Bowman, Ga.
RADEFELD, WARREN A.
209 A. St., Phillipsburg, Kan.
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62 Salem St., Lawrence, Mass.
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230 Galvez, New Orleans, La.
- CARVER, JOHN W.
270 A.N. 19th St., St. Louis, Mo.
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87 - 13 Homelawn Ave.,
Jamaica, 3, N. Y.
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- CORCORAN, PAUL L.
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523 Beech Ave., Patton, Penna.
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Rt. 3, Stanford, Ky.
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- HARRIS, JACK J.
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- MANSFIELD, PERRY J.
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- MARTZ, WILLIAM D.
223 Iron St., Berwick, Penna.
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Box 332, Okemah, Okla.
- McGRATH, ROBERT L.
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- McMILLAN, CHARLES T.
Rt. 3, Atsens, Tenn.
- MILLS, GEORGE P.
537 - 47 St., Brooklyn, N. Y.
- MOONEY, WILLIAM (n)
37 Continental Ave., Cahoes, N. Y.
- MUNDAY, RALPH J.
Granite Falls, N. Car.
- MURRY, LLOYD E.
Gen. Del'y, Douthat, Okla.
- NICHOLS, WALTER V.
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- NIEDOPYTALSKI, FRANK E.
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- OOLEY, WALTER J.
R.R. 6, Bloomington, Ind.
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- RAPP, J.
118 Sugar Alley, Marietta, Penna.
- RAPP, T. A.
180 S. Pearl St., Albany, 7, N. Y.
- RICE, STANLEY T.
622 Lewis St., Covington, Ky.
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1410 Madison Ave., New York, 29, N.Y.
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2511 S. Millick St., Philadelphia, Penna.
- RUSSELL, MILFORD G.
Portville, N. Y.
- RUSSO, LEO V.
4411 W. Iowa St., Chicago, Ill.
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Saguache, Colo.
- SILVER, ROYAL R.
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P.O. Box 362, Bassett, Va.
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Rt. 1, Worthville, Ky.
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Box 1, Waynesboro, Tenn.

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Okla.
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861 - 56 St., Brooklyn, 20, N. Y.
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357 Hinsdale St., Brooklyn, N. Y.
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213 East 106 St., New York, N. Y.
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R. D. Drums, Drums, Penna.
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677 Folsom St., Chehalis, Wash.
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776 Myrtle Ave., Brooklyn, N. Y.
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7535 W. 58th St., Summitt, Ill.
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R.F.D. 1, Grove, Okla.
- BUZZARD, HAROLD D.
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739 Kitchener Ave., Detroit, 14, Mich.
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Crannel, Calif.
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R.F.D. 1, South, Pocatello, Idaho
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- McCARATHY, ROBERT H.
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- McCRARY, CHARLES E.
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- MILLER, KENNETH S.
2 Galbreath Ave., Boothwyn, Penna.
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P. O. Crestview, Fla.
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Rt. 2, Kemah, Okla.
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946 - 42nd St., Brooklyn, N. Y.
- RABENOLD, EDWIN H.
1037 Washington St., Fullerton, Penna.
- ROBINSON, ROBERT N.
319 Spruce St., Bonne Terre, Mo.
- SCAVULLO, CARL S.
1023 Strong St., Schenectady, N. Y.
- SCIUTO, ALBERT
North Broadway, Amityville,
Long Island, N. Y.
- SEIBERT, ROBERT B.
64 Fennel St., Skaneateles, N. Y.
- SPENCER, ELWIN M.
245 Maine St. Vallejo, Calif.

"R" DIVISION

- ALFONSO, LOUIS
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Wetumka, Okla.
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Box 315, Summerville, S. Car.
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- DAY, JAMES F.
Rt. 2, Box 43, Phoenix, City, Aia.
- DEAVANURS, CLIFTON
Bandston, Ala., R. T.
- EAGLE, CLARENCE E.
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Village, Norfolk, 2, Va.
- MORRIS, GEORGE A.
Santa Cruz, Calif.
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4017 - 5th Ave., Brooklyn, N. Y.
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- NYLAND, CLARENCE S.
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Minn.
- POST, MELVIN K.
Titonka, Iowa
- ROGERSON, RALPH THOMAS
5004 - 9th N. W., Seattle, Wash.
- SCHETENHAM, RAYMOND A.
2 Elbert St., Schenectady, N. Y.
- SCHULTZ, WALTER F.
46 Orchard St., Terryville, Conn.
- SPRINGER, WILLIAM H.
709 Gowee St., Hollywood, Calif.
- TRIMMIER, ARLIE C.
612 Tinanes St., San Antonio, Tex.
- WEIGHALL, LAVON A.
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- WILLCUT, EUGENE A.
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- WILSON, WILLIAM
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- WRIGHT, ROY W.
Route 2, Justin, Tex.

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 CHAVE, MANUEL B.
 726 N. 4th St., Waco, Tex.
 CLARKE, BLANCHARD A.
 1259 Pecan St., Mobile, 16, Ala.
 CUMMINGS, FLOYD
 5530 E. 87th St., Los Angeles, Calif.
 DEAVER, G. N.
 1611 E. 87th, Los Angeles, Calif.
 DOMINGS, ALYANDRO M.
 Bulacan, R. I.
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 HENLEY, TROY M.
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 MOJICA, CIRILO B.
 Castillejos, Zamboles, P. I.
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 Owyhec, Nev.
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 20 King St., Riddeford, Maine
 QUEEN, ROBERT W.
 Gen. Del., Bastrop, Tex.
 RAY, CLIFFORD
 9 Enterprise St., Union, S. Car.
 READ, EDWIN J.
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 REBIEJO, ANTHONY
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 TWETE, LOUIS R.
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 TYLER, JOHN S.
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FISCHER, ELMER C.
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JONES, CHARLES R.
Abbeville Hwy., Greenwood, S. Car.
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3305 Avenue S, Brooklyn, N. Y.
O'LEARY, JOHN J.
1136 Underhill Ave., New York City,
N. Y.
PEARSON, GEORGE A.
206 Potters Ave., Providence, 5, R. I.
RUSHING, CARROLL DALE
Tobias, Nebr.
TAYLOR, CHARLES L.
316 E. Jasmine St., Fitzgerald, Ga.
YOUNG, GEORGE R.
8035 S. "B" St., Tacoma, 4, Wash.
ZACHOK, SITVEN
49 Huron Avenue, Clifton, N. J.

SECTION IV

- ABEL, JAMES D. 605 36 20
 ABHERVE, VICTOR H. 341 67 89
 ABY, LEROY K. 662 51 43
 ACKELSON, ROBERT L. 321 41 80
 ADAMS, JAMES L. 662 52 86
 ADAMS, NORMAN C. 680 09 67
 ADAMS, RICHARD L. 632 20 22
 ADAMSON, ERNEST L., JR., 268 25 82
 ADAMSON, ERNEST W., JR., 655 36 92
 ADCOCK, WILLIAM S. 100 19 87
 ADKINS, EMZIE A. 287 32 90
 AFLAGUE, ENRIQUE SM. 421 05 55
 AGUON, JUAN Q. 421 05 61
 AITKEN, HERVEY H. 207 20 39
 AIKEN, PETER S. 382 23 77
 AKERS, RAYMOND D. 299 63 88
 ALAS, VINCENTE (NONE) 100 30 48
 ALBIN, DEAN K. 316 75 10
 ALDAY, CHARLES (N) 555 80 78
 ALDEN, JOHN D. 234 24 02
 ALLEN, CARROLL E. 360 17 73
 ALLEN, EDWARD H. 381 41 10
 ALLEN, HOWARD W. 382 38 20
 ALLEN, HUGH E. 843 84 63
 ALLEN, JESSIE A. 356 55 30
 ALLISON, CLIFFORD. 632 10 72
 ALLISON, MILTON D. 610 26 14
 ALLRED, LAVER O. 368 54 45
 ALTBRANDT, ROBERT J. 707 71 59
 ALTON, GILBERT D. 380 91 63
 ALVARADO, HUGO D. 624 35 41
 AMBROSE, JAMES P. 368 59 66
 AMBURGEY, ERNEST W. 385 94 52
 AMIDON IRVING C. 375 68 50
 ANDERSON, ARDMOURE L. 328 79 22
 ANDERSON, ASA G. 258 14 66
 ANDERSON, JOHN V. 368 42 96
 ANDERSON, ROBERT H. 660 32 86
 ANDERSON, RALPH W. 321 18 26
 ANDERSON, ROY (N) 282 91 73
 ANDERSON, SHERMAN W. 300 28 26
 ANDERSON, WILLIAM R. 375 92 27
 ANDREWS, CURTIS L. 295 99 93
 ANDREWS, JOHN C. 203 90 42
 ANGELIS, PIETRO A. 600 89 36
 APPLIN, LESTER L. 279 64 18
 ARCENEAX, FRENNIE (N) 273 96 17
 ARIAS, FRANCISCO A. 497 90 77
 ARMSTRONG, ARTHUR D. 316 53 87
 ARMSTRONG, BOOKER T. 336 87 44
 ARNDT, RUDOLPH K. 300 35 11
 ARNOLD, FRED A. 376 30 34
 ARNOLD, JAMES K. 393 34 58
 ARRINGTON, WYNNIE P. 359 79 96
 ASHBURN, BOBBIE D. 871 68 38
 ASTRASKAS, CHARLES J. 669 58 53
 ATCHINSON, JULIAN A. 337 17 12
 ATKINS, CALVIN CLAIR. 368 49 50
 ATNIP, ROSCOE (N) 640 32 41
 AUCK, ARTHUR L. 360 27 06
 AUGUSTINE, JOHN M. 243 67 02
 AUMAN, EARL A. 264 49 08
 AUSTIN, WILLIAM S. 261 95 05
 BACON, ERWIN L. 641 06 41
 BAHET, PHILIP C. 633 80 63
 BAILEY, CLAYTON W. 270 00 99
 BAILEY, JAMES M. 601 25 89
 BAKER, FREDRICK (N) 381 00 82
 BAKER, LEON R. 321 23 97
 BAKER, WILLIAM E. 377 22 16
 BALDWIN, PHILIP R. 206 45 10
 BALLARD, ROGER C. 851 21 46
 BALLARD, CHARLES L. 624 12 79
 BALCOM, JACK (N) 375 91 40
 BANKS, GUY L. 261 73 45
 BANKS, WILLIAM F. 287 50 97
 BANKSTON, WILLIE F. 295 48 63
 BARBER, CHARLIE R. 287 50 61
 BARBER, HERMAN S. 662 01 22
 BARBER, MERVIL W. 632 06 91
 BARBER, VINCENT J. 299 95 51
 BARBIER, FRANCIS (N) 624 40 47
 BARCELLO, EDWARD (N) 381 35 61
 BARCLAY, GERALD M. 360 36 33
 BARNES, ALBERT L. 300 33 63
 BARNES, CHESTER A. 376 31 34
 BARNES, GEORGE P. 613 37 54
 BARNES, WILLIAM B. 274 47 57
 BARNETT, HARRIS (N) 376 24 12
 BARRETT, ROBERT A. 234 31 18
 BARRINGTON, RAYMOND M. 356 15 30
 BARROGA, LEONCIO (N) 497 61 23
 BARTON, JOSEPH E. 337 58 58
 BARVA, JAMES J. 291 69 47
 BASON, THOMAS C. 360 12 88
 BASSETT, WILLARD R. 382 21 48
 BATES, JOHN B. 346 42 36
 BATES, GEORGE L. 283 49 17
 BATCHELOR, LAWSON E. 552 36 47
 BATTE, BUEL B. 940 04 33
 BAYNE, EVERETT M. 662 07 18
 BAYS, PAUL J. 287 50 62
 BEACH, PERCY L. 320 66 80
 BEAR, CLARENCE H. 648 57 72
 BEARGEON, VIE G. 385 64 18
 BEAUDETTE, KENNETH J. 376, 29, 65
 BEAUMONT, RICHARD H. 238 62 42
 BEBINGER, JAMES C. 841 26 53
 BECK, EDWARD J. 279 32 59
 BECKER, DAVID. 876 44 22
 BECK, GEORGE W. 368 49 48
 BECK, WILLIAM E. 382 45 17
 BELDEN, RALPH O. 376 16 83

- BELANGER, RAYMOND W, 300 34 78
 BELCHER, IVAN (N) 386, 01 18
 BELL, ARTHUR L, 301 17 79
 BELL, JAMES E, 662 55 44
 BELL, JOHN A, 347 03 00
 BELL, ORLANDO, JR, 337 58 66
 BELL, PAUL E, 311 64 31
 BELLOWS, MAX L, 375 90 39
 BELT, HOMER W, 312 19 75
 BENCHOFF, CARL W, JR, 258 14 25
 BENCHOFF, GEORGE F, 258 27 62
 BENDERMAN, CLARENCE E, 295 54 04
 BENNECKER, WILLIAM J, 414 36 50
 BENNETT, HARRY B, 287 36 57
 BENNETT, JOHN F, 375 78 51
 BENNETT, MAXIE E, 287 22 41
 BENTLEY, CLIFFORD R, 393 25 73
 BENTON, EDWARD A, 632 10 71
 BERGERSON, JACK B, 300 03 92
 BERNARD, FRANK P, 328 39 68
 BERRIER, PAUL F, 321 00 09
 BERRY, LINCOLN P, 376 03 56
 BERRY, HAROLD G, 632 10 67
 BERRY, NORLIN M, 376 11 40
 BERRY, WILLARD F, 376 35 30
 BERRY, WILLIAM A, 356 55 05
 BERSABE, FELIX (N) 497 85 06
 BERUBE, JOHN V, 212 71 50
 BEST, ELMER W, 376 03 87
 BESTWICK, THOMAS H, 368 48 15
 BETHEA, BRYANT WILLIAM, 262 31 43
 BEVERLY, BRENNER C, 360 53 03
 BEVERLY, CLAUDE COWAN, 640 33 08
 BEWLEY, LEO (N) 356 47 68
 BEYL, HARRY L, 283 17 19
 BIASI, EDWARD A, 321 44 86
 BIBBEE, VERNON R, 285 06 78
 BICE, JAMES H, 665 36 25
 BIESELT, MICHAEL (N), 250 29 12
 BIGELOW, LESTER R, 300 16 40
 BIGGS, IRWIN A, 375 95 57
 BINDE, HARRY E, 224 88 59
 BINGHAM, ROBERT E, 329 25 96
 BISHOP, WILLIAM E, 636 90 36
 BJERKE, GUSTAV B, 664 90 98
 BLACK, DON A, 382 14 75
 BLACK, ROBERT M, 382 83 78
 BLACK, RICHARD S, 652 95 44
 BLAIR, EDWARD MORTON, 287 10 23
 BLACKLEY, ROBERT A, 385 87 33
 BLANCHARD, CHARLES O, 409 98 50
 BLAS, MARIANO R, 421 05 26
 BLEISNICK, JOHN (N) 238 62 37
 BLOCK, LEON C, 670 18 00
 BLOCK, LEROY H, 618 61 83
 BLOESCH, CARL B, 630 39 41
 BLOOM, JAMES E, 393 47 38
 BLOUNT, DONALD A, 668 17 86
 BLOUNT, WILLIAM (N) 832 85 12
 BLUM, JOHN E, 664 08 21
 BLYTHE, ARNOLD A, 261 99 89
 BLYTHE, HAROLD T, 261 99 90
 BOBBITT, ARGUS L, 630 39 58
 BOGHERT, FREEMAN (N) 413 13 15
 BOCK, PALMER E, 300 35 19
 BOECKER, STEWART B, 610 15 37
 BOFF, RAYMOND A, JR, 250 73 33
 BOGLE, WILLIAM N, 279 55 80
 BOGUE, HOWARD (N) 664 85 82
 BOHALL, LESLIE E, 721 16 95
 BOLLS, EDWIN LEROY, 356 36 41
 BOLLS, ARTHUR J, JR, 356 36 42
 BONCI, JOSEPH G, 554 05 28
 BOND, MYRON E, 342 28 87
 BONHAM, OLEN J, 360 00 64
 BONEWITS, ROBERT P, 291 50 54
 BONINE, JAMES E, 368 65 52
 BONNETT, CHESTER A, 604 80 97
 BOOHER, CHARLES E, 336 64 71
 BONNE, ROY (N) 360 11 20
 BORROWIEC, FRANK S, 212 17 92
 BOSLER, LEONARD E, 376 30 97
 BOTHUM, KENNETH M, 628 65 62
 BOUCHER, CLARENCE E, 306 02 72
 BOUDREAU, LEWIS M, 291 69 40
 BOURGOYNE, JOHN C, 274 84 58
 BOVILL, DONALD J, 316 66 76
 BOWDEN, ROSCOE L, 664 90 72
 BOWEN, MILBA F, 630 38 58
 BOWER, ROBERT E, 652 04 25
 BOWLES, PAUL L, 382 22 64
 BOWMAN, RAYMOND J, 625 54 72
 BOWSER, DOUGLAS B, 356 63 32
 BOX, DAVID O, 381 44 81
 BOX, MARSHALL R, 356 34 67
 BOYD, BYRON A, 321 18 21
 BOYLE, FRED I, 669 12 54
 BRABENEC, LOUIS F, 282 88 88
 BRACKEN, EDWARD C, 617 72 20
 BRADBURY, CHARLES C, 212 75 09
 BRADLEY, ERNEST E, 375 99 68
 BRADLEY, RAYMOND (N) 311 63 27
 BRADSHAW, ISAAC R, 320 63 87
 BRAIN, GENE W, 569 90 75
 BRANCH, GROVER T, 261 73 99
 BRANCO, HENRY T, 376 29 86
 BRANDON, GIRVLE D, 346 79 45
 BRANSON, ALBERT A, 372 27 45
 BRAUN, EDMUND V, 368 33 10
 BRAVARD, LEE E, 279 41 79
 BRAZELL, WALTER V, 337 75 02
 BRAZZELL CLAYTON (N) 832 75 58
 BREEDING, ESROM (N) 287 52 28
 BRENNISE, EDWIN (N) 664 19 11
 BRETALL, WILLIAM E, 851 41 92
 BREWER, ERNEST L, 640 86 84
 BREWER, JOHN R, 553 70 56
 BREWER, ROBERT W, 610 94 51

- BRICKACH, WILLIAM A, 201 62 42
 BRIDGES, JOE L, 346 20 93
 BRIGHTMAN, RAYMOND B, 380 04 01
 BRINEGAR, OLIVER R, 616 27 58
 BRINGMAN, RALPH E, 621 66 87
 BRITENACH, WILLIAM (N) 287 14 54
 BRITTON, JACK N, 272 51 45
 BROADSTON, LEONARD R, 555 69 91
 BRODERICK, DURWOOD D, 381 18 86
 BROLLIAR, JACK L, 385 87 73
 BROMAN, RICHARD E, 380 97 99
 BROMBERECK, HARRY S, 305 92 71
 BROOKS, DELPHIA (N) 291 64 63
 BROOKS, GORDON F, 385 78 73
 BROOKS, MALCOM G, 554 22 98
 BROWN, ALFRED L, 377 11 36
 BROWN, CHARLIE L, 300 14 91
 BROWN, CLAUD E, 268 29 69
 BROWN, CURTIS W, 616 03 73
 BROWN, DAVID (N) 832 85 16
 BROWN, DALLAS H, 617 50 60
 BROWN, DONALD P, 385 80 33
 BROWN, ELDAN E, 393 59 92
 BROWN, HAROLD P, 321 33 05
 BROWN, MANNIE (N) 664 90 68
 BROWN, VICTOR F, 414 43 58
 BROWN, VINCENT A, 310 83 53
 BROWN, WARREN E, 376 31 01
 BROWN, WILLIAM E, 321 02 73
 BROWN, WILLIAM (N) 238 52 60
 BROWN, WILLIAM J, 490 99 2
 BROWN, WARREN L, 561 10 83
 BROWN, WILLIAM P, 223 59 17
 BRUCE, GEORGE G, 287 04 16
 BRUCE, JOHN J, 291 19 63
 BRUMLEY, JAMES T, 360 36 27
 BRYAN, HAROLD M, 321 58 97
 BRYAN, VERNON N, 368 50 19
 BRYAN, WILLIAM T, 321 46 44
 BRYANT, BURTON D, 400 17 78
 BRYANT, CHARLES C, 272 14 84
 BRYANT, LOUIS J, 316 35 67
 BRYSON, DAVE, 295 29 01
 BUBAN, PETER (N) 321 46 20
 BUCHANAN, RICHARD W, 250 52 97
 BUCKELEW, ERNEST F, 663 36 14
 BUCKLES, GILBERT R, 312 31 58
 BUFFINGTON, GORDON A, 606 40 76
 BUGG, SIMON A, 381 41 66
 BUKIKOSA, SACARIAS (N) 507 29 61
 BULL, LOYD (N) 382 64 54
 BULLARD, ROBERT L, 624 39 13
 BULONG, LEONCIO B, 680 25 92
 BUNTIN, JAMES A, 381 25 01
 BUNTROCK, GEORGE E, 368 21 61
 BUNYARD, WILLARD H, 662 52 93
 BURCHAM, JAMES S, 256 87 83
 BURCHETTE, DAVID C, 265 88 24
 BURCK, CARL J, 328 58 96
 BURDWISE, JONATHAN (N) 257 78 46
 BURGUS, THOMAS E, 316 67 71
 BURKE, GEORGE J, 253 11 83
 BURNETTE, "N" "J", 356 27 14
 BURNETTE, PAUL R, 641 91 28
 BURNS, PAUL H, 341 24 75
 BURNS, WALLACE R, 633 65 51
 BURR, BENJAMIN B, 207 09 51
 BURR, ROBERT M, 321 27 38
 BUSBY, WILLIAM R, 337 36 81
 BUSCH, CHARLES F, 336 94 81
 BUSH, HOWARD LESTER 356 16 15
 BUTLER, KENNETH M, 414 48 21
 BUTTERFIELD, JOHN L, 404 95 24
 BUTTS, EARL W, 576 06 83
 CAALIM, PASTOR (N) 497 84 13
 CABRAL, MERVIN J, 662 56 04
 CADDEN, JOHN T, 207 14 83
 CADMUS, CLAIRE I, 619 00 63
 CALDER, CHARLES R, 381 40 71
 CALDWELL, JOHN P, 256 13 19
 CALDWELL, PAUL B, 393 49 38
 CALDWELL, LUTHER P, 356 04 35
 CALEY, FRED (N) 615 46 48
 CALHOON, CHARLES L, 342 43 77
 CALLAHAN, PAUL T, 243 66 98
 CALLIA, CHARLIE (N) 274 50 25
 CALTAGERONE, ALBERT J, 726 17 35
 CALTRIDER, OWEN R, 554 00 21
 CALURIS, GEORGE S, 300 46 12
 CAMACHO, RAYMOND (N) 632 10 99
 CAMPBELL, CARROLL REECE, 640 87 12
 CAMPBELL, GARRETT S, 287 44 07
 CAMPBELL, GEORGE EVERT, 382 36 10
 CAMPBELL, RAYMOND A, 360 37 04
 CAMPUS, WILLIAM F, 662 53 07
 CANNON, ORACE A, 721 97 59
 CANUP, CHILTON (N) 356 33 39
 CANTERBURY, CLOVIS M, 265 88 19
 CANTRELL, ROBERT O'NIEL, 356 26 74
 CAPONE, FRANK (N) 238 62 33
 CARAMELLO, BARTOLOMEO, 204 91 35
 CARDENAS, EDUARDO (N) 625 54 57
 CARETTI, JOHN L, 377 10 28
 CAREY, MORRIS "J", 341 64 29
 CARLSON, RICHARD L, 300 17 53
 CARLTON, DAVID A, 268 28 35
 CARLTON, MAX B, 356 27 46
 CARMICKLE, FRANK (N) 336 19 91
 CARNEY, STEPHEN "J", 311 51 04
 CARPENTER, CHESTER H, 257 99 07
 CARPENTER, WILLIAM O, 342 27 35
 CARPENTIER, EDWARD J, 662 51 63
 CARR, "J" "L", 604 80 98
 CARR, MEREDITH E, 300 04 17
 CARRICK, ARTHUR E, 346 20 17
 CARRIER, PAUL J, 342 44 23
 CARROLL, JAMES M, JR, 223 50 59

- CARROLL, JOHN C, 296 02 29
 CARROLL, ROBERT E, 638 98 29
 CARROLL, WILLIAM B, 295 13 71
 CARRUBBA, ROY E, 300 83 76
 CARSTEN, ROBERT L, 382 64 00
 CARSWELL, HENRY C, 637 81 02
 CARTER, ALLEN B, 393 39 19
 CARTER, ALLEN T, 655 01 68
 CARTER, CHARLES H, 664 11 80
 CARTER, DOUGHLAS B, 654 37 09
 CARTER, FRED (N), 618 28 78
 CARTER JACK M, 616 42 63
 CARTER, KEITH (N), 368 12 21
 CARTER, LAWRENCE E, 680 09 69
 CARTWRIGHT, WILLIAM E, 342 28 55
 CARTWRIGHT, WALLACE W, 393 53 33
 CARVER, NORMAN D, 616 50 99
 CASAL, ARON J, 625 56 15
 CASELLA, NICHOLAS P, 376 08 62
 CASEY, JAMES E, 316 50 29
 CASEY, J I, 272 93 18
 CASH, CHARLIE C, 616 52 57
 CASHMAN, PAUL J, 257 95 63
 CASHMORE, GEORGE G, 618 61 24
 CASHWELL, BILLIE T, 262 23 01
 CASPER, GORDON H, 328 74 11
 CASSETY, FRED T, 295 72 60
 CASWELL, WILLIAM B, 382 32 25
 CATALDO, ANTHONY J, 337 37 00
 CAUTRELL, WILLIAM T, 382 64 35
 CAVINESS, WILLIAM G, 337 37 30
 CAWLEY, JOHN M, 705 18 01
 CAYWOOD, EDWIN D, 342 27 07
 CELLUM, GORDON A, 624 39 53
 CELY, JOHN F, 657 22 36
 CERNIGLIA, AMDEDEO J, 601 11 90
 CETERSKI, EMIL M, JR, 238 60 90
 CHADD, BILLY J, 632 39 02
 CHADWICK, ROBERT E, 265 69 61
 CHAISSON, PHILIP C, 573 43 60
 CHANEY, GERALD O, 381 37 77
 CHANEY, JOHNNIE, JR, 381 37 78
 CHANDLER, ROBERT C, 291 55 61
 CHANDLER, THOMAS AM, 359 96 76
 CHAPMAN, ROBERT J, 600 19 66
 CHAPPLE, RALPH S, 291 57 51
 CHARETTE, JOSEPH (N), 382 64 32
 CHASE, FRANKLIN P, 393 40 06
 CHASE, FREDERICK G, 268 22 87
 CHENEY, MEARLE W, 648 55 87
 CHEROMIAH, RAY S, 555 64 11
 CHERRY, ASHLEY R, 262 44 31
 CHERRY, STEVE L, 336 50 55
 CHESNUTT, ROBERT L, 644 92 55
 CHIARAMONTE, PHILIP J, 606 52 19
 CHILSON, CHARLES O, 664 90 15
 CHILSON, ROBERT F, 664 90 25
 CHIPMAN, KENNETH J, 382 63 89
 CHINN, NORMAN Y, 654 16 62
 CHRISTENSEN, HOWARD (N), 121 29 38
 CHRISTIE, ARTHUR L, JR, 356 27 37
 CHRISTOPH C (N), 359 52 91
 CHURCH, VERL W, 393 18 99
 CHURCHILL, ROBERT II, 393 55 68
 CICONI, LEO A, 897 68 71
 CIMINI, NICHOLAS A, 405 14 29
 CLACK, ROY L, 381 35 62
 CLAGETT, KENNETH F, 287 43 90
 CLAGUE, FORDON C, 632 10 90
 CLARK, CARL D, 632 10 70
 CLARK, CHESTER O, 291 64 71
 CLARK, THOMAS K, 813985
 CLARY, ALVIS M, JR, 360 34 30
 CLARY, HARRY B, 342 27 28
 CLAUDY, HENRY T, JR, 223 41 16
 CLAUSEN, BERNARD F, 328 58 44
 CLAY, CHARLES E, 262 32 14
 CLAY, ELSZIE L, 616 27 88
 CLAYTON, WILLIAM B, 346 81 70
 CLEVELAND, EVERETT H, JR, 350 52 89
 CLEGHORN, ALLEN G, (UNKNOWN)
 CLEM, RUSSELL E, 385 79 72
 CLEMENS, ELDEN W, 632 10 75
 CLINE, BOBBIE H, 664 91 06
 CLINE, CLETIS A, 337 38 69
 CLINE, MORRIS C, 409 09 60
 CLOTHIER, LEIGHTON I, 632 10 95
 COACHMAN, WARDELL (N), 121 75 16
 COBERT, MARCEL L, 320 59 86
 COCHRAN, EUGENE L, 311 48 28
 COCHRAN, JAMES (N), 311 61 00
 COFFEY, JOSEPH C, 287 13 03
 COLE, CALVIN A, JR, 381 38 69
 COLE, JOE G, 360 22 29
 COLE, ROBERT C, 233 44 44
 COLEHOUR, ROBERT C, 321 13 12
 COLEMAN, GEORGE W, 378 29 63
 COLEMAN, HAROLD P, 891 10 19
 COLLIER, KERMIT C, 640 86 96
 COLLINS, CHARLES H, 287 44 59
 COLLINS, EMMETT H, 258 05 29
 COLLINS, HAROLD L, 382 64 51
 COLLINS, JAMES (N), 337 77 94
 COLLINS, LESLIE K, 639 12 15
 COLLINS, NATHANIEL T, 845 36 18
 COLLINS, RAY (N), 291 13 19
 COLLINS, ROBERT E, 356 23 21
 COLLINS, RUSSELL L, 611 83 67
 COLLINS, SAM (N), 279 32 17
 COLLINS, VERN E, 341 83 89
 COLONNA, FRANK, 223 20 18
 COMBS, FRANK G, 363 60 05
 COMEAUX, JOSEPH D, 274 84 59
 COMMONS, HOWARD W, 291 64 72
 COMPTON, FLOYD (N), 279 16 67
 COMPTON, HARRY (N), (UNKNOWN)
 COMPTON, RAYMOND C, 670 81 71
 CONDELL, CHRISTIAN H, 382 64 34
 CONDON, ROBERT C, 601 14 32

CONGER, ROSCOE L, (unknown)
 CONNAL, DOUGLAS R, 381 39 55
 CONNELL, ERNEST E, 604 81 14
 CONNOR, GEORGE W, 670 81 29
 CONSTABLE, JOHN C, 662 52 04
 CONSTABLE, JO RICHARD 250 40 86
 CONTI, ANTHONY (N) 258 14 81
 CONWEI, ARCHY (N) 392 64 70
 CONWELL, MORRIS (N) 360 31 02
 COOK, CLIFFORD S, 372 30 28
 COOK, CONNIE M, 356 76 08
 COOK, GEORGE H, 709 61 48
 COOK, JAMES L, 360 35 95
 COOPER, JOSEPH K, 321 19 83
 COOPER, LLOYD N, 648 06 28
 COOPER, ORAL R, 336 97 26
 COPENHAVER, BERT (N) 321 42 78
 COPPAGE, FRANCIS I, 257 99 24
 COPPELL, EVERETT W, 291 69 49
 COURSEN, EDWIN V, 708 92 44
 CONRNETT, EUGENE (N) 287 21 65
 CORPENING, JR, FRANK K, 657 32 31
 CORYELL, ROBERT B, 385 76 08
 COSGROVE, JOHN B, 632 11 24
 COSTELLO, CARL P, 274 51 29
 COSTELLO, IRVING F, 212 63 43
 COSTON, JAMES M, 347 16 91
 COTNER, JOHN P, 356 92 94
 COVEL, ALBERT N, (UNKNOWN)
 COX, EARL A, 300 17 32
 COX, EDLWOOD G, 356 32 32
 COX, HERBERT B, 321 40 74
 COX, ROSSER (N) 265 33 70
 COX, WILLIAM A, JR, 604 80 88
 COXON, JOHN W, 212 60 17
 COY, LOWELL B, 386 42 06
 CRAIG, IRVIN M, 413 37 81
 CRAIN, AUTHER A, 616 30 07
 CRANFORD, OSCAR H, 360 04 46
 CRAVEN, ROBERT C, 375 84 78
 CRAWFORD, RICHARD C, 382 52 12
 CREGO, RONALD V, 285 07 04
 CRESCE, ARTHUR R, 250 41 79
 CREWS, GEORGE V, 658 74 31
 CHRIST, ROBERT W, 890 51 89
 CROFT, CLEO G, 372 12 99
 CROFT, MERION W, 375 88 26
 CROMIE, ROBERT M, 223 97 00
 CRONK, GLENN R, 300 35 18
 CROOK, FRAND W, 201 56 98
 CROSSMAN, LYNN F, 664 15 02
 CROW, S, ELMO, 356 05 18
 CROW, GEORGE E, 356 33 38
 CRUSE, CLIFFORD B, 654 21 11
 CTERSKI, EMIL M, 238 60 90
 CULPEPPER, MURREL D, 553 08 40
 CUMMINGS, WILLARD J, 328 48 33
 CUNNINGHAM, FREDERICK S, 618 07 58
 CURD, JOHN C, 839 44 54
 CURRENT, LAWRENCE L, 320 85 37
 CURRIER, RICHARD S, 201 60 17
 CURTESS, JOHN D, 381 57 13
 CURTIS, ALFRED A, 410 32 79
 CURTIS, ROBERT E, 376 25 48
 CUTLER, THOMAS (N) 382 35 58
 CVIK, PETER (N) 206 69 86
 DAHLHEIMER, CLARENCE H, 328 81 21
 DAILEY, CLIFFORD H, 382 64 85
 DAILEY, WILLIAM M, 341 64 50
 DALE, GARNETT L, 878 96 37
 DAMRON, CLYDE (N) 630 09 28
 DAMATO, NICHOLAS (N) 662 57 92
 DAMRON, JOHN A, 385 36 34
 DANCKO, STEPHEN (N) 223 41 73
 DANIELS, BEFFORD O'NEIL, 413 42 79
 DANIELS, GEORGE L, 243 80 97
 DANNHORN, DOUGLAS A, 301 21 37
 DARDZINSKI, FRANK (N) 707 09 70
 DARTEZ, ALEXANDER J, JR, 644 13 22
 DASS, ARTHUR E, 620 16 79
 DATKO, JOHN J, JR, 409 74 35
 DAUBANTON, CLAYTON F, 639 73 37
 DAUGHERTY, FLOYD E, 382 32 56
 DAUGHERTY, JOSEPH V, 265 80 53
 DAUGHTRY, WINSON B, 356 51 40
 DAVENPORT, SELDON J, 360 17 92
 DAVER, GEORGE, 669 25 28
 DAVIDSON, PAUL K, 652 07 85
 DAVIS, ALBERT E, 413 72 78
 DAVIS, CHRISTOPHER C, 262 33 19
 DAVIS, DONALD S, 238 71 31
 DAVIS, EARL C, 624 12 95
 DAVIS, EUGENE E, 393 46 85
 DAVIS, GERALD H, 632 10 63
 DAVIS, HUBERT E, 382 36 42
 DAVIS, JAMES B, 372 22 74
 DAVIS, JOEL SIDNEY, 360 22 37
 DAVIS, LESLIE P, 654 05 98
 DAVIS, MYRON (N) 413 82 94
 DAVIS, SIDNEY J, 261 69 06
 DAVIS, RUDOLPH (N) 657 86 81
 DAVIS, WILFRED W, 201 20 26
 DAWE, CHARLES G, 632 11 23
 DAY, FERRIS Q, 372 03 91
 DAY, LEE M, 368 51 14
 DEAN, ARLAND G, 342 28 80
 DEAN, GEORGE M, 632 10 60
 DEAN, ROBERT G, 707 69 83
 DEANGELIS, HORACE F, 653 61 66
 DEARMOND, GENE V, 376, 20 05
 DEATON, WILLARD M, 294 72 97
 DEBROUX, LEWIS R, 655 79 87
 DE BUSK, HARRISON M, 564 76 76
 DE CAMBRA, GORDON G, 223 97 48
 DE CAMP, LEONARD K, 321 16 98
 DECARLO, EUGENE P, 709 43 47
 DE COOK, VINCENT E, 321 30 55
 DECAS, EDWARD A, 360 36 79

- DEEM, LOY L, 130 82 55
 DEHAVEN, GORDON C, 291 80 85
 DE LA CRUZ, AUSTIN B, 438 07 87
 DE LOS REYES, GRACIANO (N) 507 32 84
 DE LUKE, TONY L, 856 73 16
 DELANO, HOWARD D, 400 61 08
 DELL, WARREN E, 313 33 73
 DEMINSKY, ABRAHAM (N) 602 46 66
 DENMAN, WILBUR D, 359 72 99
 DENNY, HAROLD A, 336 96 30
 DERBIN, JOHN A, JR, 372 41 27
 DERING, EVERETT H, 328 75 23
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 DETOMASI, JOSEPH (N) 662 52 71
 DE VERA, VINCENT (N) 497 97 62
 DEVINE, VIRGIL M, 393 64 81
 DE VIRIES, GARRETT J, 874 92 01
 DE VITO, JOSEPH S, 663 16 35
 DEVORE, GLEN W, 337 52 22
 DEY, ROSS B, 393 39 76
 DICKINSON, G. W, 634 07 75
 DICKSON, GILFORD D, 970 00 22
 DICKSON, JOSEPH JUNIOR, 826 33 84
 DICKSON, ROBERT G, 376 16 90
 DIGBY, GEORGE W, 201 48 63
 DILLINGHAM, DELMON D, 355 92 36
 DILLINGHAM, DORRIS A, 393 41 97
 DILLINGHAM, STANLEY W, 393 47 48
 DIONNE, ALFRED E, 203 40 15
 DINNEEN, ROBERT R, 393 45 73
 DIRKS, ROBERT W, 620 09 87
 DIXON, DONALD D, 632 10 69
 DIXON, JOSEPH C, 337 13 10
 DIXON, THOMAS H, 381 39 17
 DOBBS, HORACE F, 316 05 20
 DOBROWOLSKI, STANLEY B, 826 35 25
 DODGE, JACK C, 382 25 15
 DODGE, ROBERT SAYER, 300 34 26
 DOHSE, RICHARD E, 376 16 96
 DOMMERT, GARLAND J, 360 52 99
 DOMSE, JOSEPH T, 300 05 92
 DORSEY, RAYMOND M, 377 67 77
 DOSPOY, DAN L, 861 18 97
 DOUDICAN, ROBERT C, 382 64 39
 DOUGHTY, FRANCIS H, 662 19 04
 DOWD, JOHN J, 223 76 15
 DOWLER, FRANK E, 257 99 61
 DOWNER, LAWRENCE O, 376 33 13
 DREHER, ROBERT WM, JR, 223 66 85
 DRESCH, MILTON R, 646 71 44
 DREW, KARL I, 382 14 50
 DRIVER, H C, 861 21 22
 DROWDILL, WALTER F, 207 16 61
 DRURY, ERNEST M, 376 31 39
 DUBBS, EUGENE C, 283 26 36
 DUDLEY, CHARLES F, 624 38 35
 DUEWALL, MARVIN C, 616 27 47
 DUFFIELD, VIRGIL (N) 865 63 06
 DULAY, LEONARDO (N) 132 15 53
 DUNCAN, FRANK R, 132 19 93
 DUNCAN, GEORGE S, 393 52 94
 DUNCAN, JIMMIE A, 360 23 39
 DUNCAN, TYRIS W, 376 39 95
 DUNLAP, JAMES P, 356 20 77
 DUPUIS, CLIFTON A, 662 55 99
 DURANCEAU, HARRY A, 299 98 70
 DURNING, THOMAS R, JR, 382 38 39
 DUSSART, ERNEST (N) 257 93 05
 DYER, RAYMOND E, 376 19 95
 DARNEST, HOMER L, 680 05 72
 EAGAN, CHARLES J, 140 00 84
 EAKINS, JAMES S, 244 35 02
 EASTLAND, JOHN K, 403 73 36
 EATON, HORACE E, 346 92 32
 EAVES, LEWIS C, 622 26 22
 EBBERSON, LOUIS F, 393 56 19
 ECKARD, EARNEST W, 336 74 50
 EDGAR, WILLIAM F, 382 32 59
 EDMON, OLIVER, JR, 830 39 23
 EDNEY, ORSEL R, 845 20 20
 EDWARDS, CHARLES E, 655 50 56
 EDWARDS, IRA C, 342 06 46
 EDWARDS, LEONARD F, 203 03 92
 EGBERT, DWIGHT G, 559 25 04
 EGER, WILLIAM A, 986 11 18
 EGGBRECHT, GEORGE E, 851 97 83
 EGLY, BEN (N) 360 15 36
 EGNEW, CARL R, 382 07 65
 EHRIG, JASPER A, 360 19 04
 EIKENBERRY, JOHN R, 414 45 60
 EKARD, WALTER B, 140 32 55
 ELEY, WESLEY B, 627 55 92
 ELLANO, MODESTO (N) 497 86 23
 ELLER, WILLIAM J, 243 73 00
 ELLINGSON, LAVERNE E, 655 34 24
 ELLIOTT, HAROLD F, 382 10 31
 ELLIS, FREDRICK A, 311 63 22
 ELLIS, GEORGE M, 616 50 14
 ELLIS, DALE H, 884 83 30
 ELLSWORTH, HAROLD I, 385 79 97
 ELSMERE, ALPHONSO (N) 680 07 98
 ELWIN, JAMES N, 664 89 08
 ELZAY, DONNIE D, 356 76 10
 EMANUEL, MAURICE J, 371 86 03
 EMBREE, QUINTON M, 382 32 03
 EMBRESCIA, MICHAEL (N) 283 51 18
 EMBREY, NED E, 283 51 08
 EMERSON, JOSEPH M, 861 88 64
 EMERSON, JOHN W, 385 98 92
 EMMONS, ROBERT C, 414 36 55
 EMMONS, WILLIAM K, 655 61 93
 EMPKEY, CHARLES H, 316 56 66
 ENDERS, WILFRED B, 385 96 09
 ENDRIZZI, HENRY J, 886 41 53
 ENGEL, RONALD G, 300 06 13
 ENGELHARDT, PAUL J, 723 00 21

- ENGLISH, WENDALL W, 890 21 22
 ENRIGHT, CHARLES R, 618 08 35
 ENRIQUEZ, ALBERT J, 376 10 77
 ERHART, JOHN E, 376 29 36
 ERICKSON, KENNETH M, 342 28 73
 ERNST, EDWARD W, 328 67 49
 ERVIN, WAITSELLE P, 624 62 73
 ESKEW, GEORGE W, 337 03 71
 ESTES, ROBERT B, 294 72 96
 ESTES, RUTHA TUBBLE, 287 22 27
 EVANS, WESLEY C, 632 10 73
 EVANS, FRANK A, 372 12 23
 EVANS, J C, 843 83 28
 EVANS, OREL D, 368 24 84
 EVENSON, TORFIN E, 328 55 62
 EVERETT, WOODROW W, 382 43 17
 EVERS, HAROLD L, 381 26 40

 FALGOUST, HYMEL G, JR, 645 41 44
 FALLS, AMOS R, JR, 381 36 98
 FALIS, WILLIAM J, 630 03 77
 FANCIULLO, FRED A, 316 56 03
 FANNING, ROY R, 882 50 37
 FANSLAU, JOHN (N) 311 62 85
 FANT, CHARLIE K, 617 78 42
 FARLEY, ARTHUR L, 669 53 80
 FARMER, ARCHIE C, 624 39 20
 FARMER, ARTHUR E, 382 37 19
 FARRELL, D A, 555 78 96
 FARWELL, FRANCIS M, 400 45 94
 FAULKNER, JAY H, 382 25 05
 FELDBRUGGE, ROLAND M. W, 329 26 82
 FELIX, DAVID S, 382 31 81
 FELTON, F, (N) 272 38 23
 FERAGOTTI, JOHN, 821 91 31
 FERINA, JOSEPH (N) 372 30 33
 FERNANDEZ, FRANK (N) 846 71 38
 FERREIRA, DAVID J, 376 11 83
 FIELDS, CHARLES E, 291 63 96
 FIELDS, CLARK (N) 299 42 25
 FIFIELD, REX R, JR, 393 53 38
 FILCHER, JACK D, 368 45 19
 FINCH, CHARLES J, 356 31 48
 FINCH, DALLAS I, 261 39 32
 FINE, FOY T, 262 27 85
 FINN, RICHARD JR, 376 10 61
 FISHER, MARTIN F, 223 53 28
 FISHER, WILSON P, 356 40 17
 FISCHER, RICHARD H, 274 49 94
 FISCHER, WALTER L, 320 78 46
 FISCHER, PHILLIP H, 274 49 94
 FISK, BURNEY L, 371 95 75
 FIX, JAMES E, 381 35 22
 FLEMING, JOSEPH C, 640 01 69
 FLETCHER, KENNETH H, 310 73 41
 FLETCHER, "L" "E", 536947
 FLORES, ROBERT (N) 379 55 77
 FLOTT, RAYMOND C, 846 71 59
 FOERTER, THEODORE P, 223, 80 03
 FOLIART, JAMES A, 360 20 71
 FOLKAMA, SCOTT E, 321 18 48
 FOLLIN, IRA G, 755 81 04

 FONNER, WALTER E, 622 10 91
 FONTENOT, ROWLAND S, 274 62 22
 FONTENOT, WILLIE T, 274 32 77
 FORBES, ALBERT D, 313 03 25
 FORD, CHARLES L, 287 44 41
 FOSS, RAYMOND J JR, 267 11 55
 FOSTER, LYLE P, 328 60 26
 FOUCAULT, LEON P, 201 54 10
 FOURNET, GEORGE J, JR, 360 22 39
 FOWLER, EDWARD W, JR, 376 15 86
 FOX, JAMES LENARD, 233 75 61
 FOX, JOHN A, 382 64 10
 FOX, JOHN M, 337 26 92
 FRAILEY, HARVEY G, 620 50 02
 FRANCIS, BERNIE H, 725 67 86
 FRANCOLI, WILLIAM W, 376 29 98
 FRANKLIN, JACK G, 360 32 88
 FRANKS, WARREN H, 341 93 65
 FREDERICO, PHILLIP (N) 244 73 36
 FREDRICKSEN, FREDRICK E, 328 47 01
 FREEDLUND, BERNARD C, 328 48 98
 FREEMAN, HENRY McKINLEY, 381 35 46
 FREITAS, WILLIAM, 376 32 23
 FRICK, ERIC G, 826 34 16
 FRISTAD, VICTOR A, 299 87 16
 FULLER, HAROLD E, 346 84 62
 FULLER, HENRY L, 262 07 45
 FUQUA, CLYDE M, 267 95 98
 FUREY, CHARLES W, 382 31 90

 GABRENYA, EDWARD C, JR, 615 52 25
 GAGNE, THEODORE A, 205 32 61
 GALAN, JOHN (N) 725 07 20
 GALINDO, HERBERT W, 662 53 65
 GALLAGHER, THOMAS A, 311 13 51
 GALLUP, STEPHEN R, 808 65 91
 GAMBLE, CHARLES E, 382 64 52
 GANITCH, MICHAEL M, 376 22 13
 GARAUDY, EDWARD JOSEPH,
 (NONE GIVEN)
 GARCIA, HILL P, 553 59 75
 GARRETT, DEAN R, 321 44 59
 GARRETT, DERVIS F, 268 98 28
 GARRETT, HARRY W, 368 57 85
 GARRET, WILLIAM L, 368 64 83
 GARVIN, JAMES T, 955 64 90
 GASLOMS, GEORGE W, 268 87 30
 GASPARD, LAWRENCE J, 274 66 30
 GASTON, RUFUS (N) 853 57 60
 GAUS, JAMES W, 243 50 56
 GAUTREAUX, COLOMB N, 274 36
 GAY, EDWARD C, 368 74 20
 GEAR, GEORGE H, 359 89 16
 GEE, ROBERT F, 360 22 47
 GEIGER, FRANK W, 707 74 63
 GEIST, RICHARD G, 393 46 64
 GEIWALD, PAUL (N) 223 75 70
 GELLERMANN, ALTON W, 316 57 12
 GENNETTE, LAWRENCE (NONE),
 341 79 31
 GERKE, MERRILL D, 300 34 82
 GERLINGER, LOREN W, 311 29 99

- GERMAINE, KYLE R, 321 22 41
 GERMAN, LEO J, 638 59 49
 GETTER, DEAN W, 850 84 41
 GIBBONS, GEORGE W, 234 19 47
 GIBSON, GILBERT D, 306 35 13
 GIBSON, LEE W, 381 14 35
 GIBSON, LEROY C, 563 28 56
 GIBSON, JOSEPH M, 324 18 30
 GIBSON, RALPH S, 294 91 25
 GIBSON, WILLIAM H, 641 91 18
 GIDEON, DAVID O, JR, 359 85 31
 GIESON, NORBERT R, 306 08 05
 GIFFIN, DONALD E, 372 09 52
 GILBERT, THOMAS D, 617 47 31
 GILCHRIST, JAMES C, 321 28 88
 GILES, FRANCIS E, 708 36 85
 GILL, ARMAND C, 680 09 36
 GLAISTER, FREDERICK N, 393 39 65
 GLANTSCHNIG, CONRAD (N), 305 08 55
 GLANTZ, ADDISON L, 316 94 28
 GLASSCOCK, OSCAR D, 271 96 70
 GLOTZBACH, JOHN W, 382 36 46
 GMYR, WALTER A, 238 47 02
 GOBLE, MAJOR A, 337 12 30
 GODFREY, JAMES C, 634 68 28
 GODFREY, MAURICE M, 605 26 37
 GODSOE, DANIEL J, 200 2 09
 GOERZEN, MENNO, 377 72 83
 GOETZ, DONALD G, 382 64 38
 GOLAY, CLIFFORD C, 316 53 86
 GOLYS, JOSEPH F, 611 65 37
 GONHUE, THEODORE R, 385 08 08
 GONYEA, HARRY D, 212 40 84
 GONZALES, ROLAND (N), 382 24 77
 GOODING, KENNETH (N), 378 3 85
 GOODING, WALTER E, 310 52 70
 GOODPASTURE, CLOISE L, 616 26 13
 GOODWIN, ROBERT (N), 647 08 61
 GOODWIN, WALTER O, 200 68 30
 GORDON, JOSEPH B, 632 11 16
 GORDY, AUTHUR B, 274 24 31
 GORMLEY, FRANK T, 223 83 51
 GORSKI, JOHN, 622 76 47
 GOTT, HARLEY L, 576 78 76
 GOYER, DELBERT W, 626 32 25
 GRABOWSKI, PAUL F, JR, 725 79 30
 GRACE, LEONARD J, 328 64 98
 GRAHAM, JOHN (N) JR, 243 75 77
 GRAHAM, JOHN R, 821 73 91
 GRAHAM, LLOYD D, 223 51 08
 GRAHAM, MERVIL F, 877 59 13
 GRANDIN, EDWARD G, 647 01 32
 GRANT, WILLIAM McCRADY, 615 52 39
 GRATER, CAREY E, 286 96 93
 GRAVES, GEORGE R, 522 82 75
 GRAVES, LILBURN J, 630 95 90
 GRAY, PAUL A, 250 34 05
 GRAY, ROBERT J, 379 49 77
 GREASER, EDGAR ROY, JR, 243 75 61
 GREEN, FRANCIS P, 321 25 35
 GREEN, MAX B, 660 67 41
 GREEN, SPENCER W, 634 25 79
 GREENAN, JOSEPH J, 202 57 63
 GREENBAUM, HARRY (N), 368 50 26
 GREENE, CECIL A, 838 94 23
 GREENE, CHARLIE R, 272 11 87
 GREENE, EDWARD D, 287 49 82
 GREENE, JAMES E, 203 84 90
 GREENLEE, DORSEY V, 385 14 84
 GREER, DONALD G, 410 15 71
 GREGORY, VIRGIL E, 376 97 02
 GREINER, RAY O, 336 82 04
 GRINDER, ALLEN B, 287 52 64
 GRIFFIN, JOSEPH L, 201 63 18
 GRIFFITH, GLEN G, 316 56 89
 GRIFFIN, TED A, 386 03 47
 GRISSON, FRANK (N), 346 70 76
 GROMKOWSKI, STANLEY J, 223 51 03
 GROESCHEL, JOHNNIE E, 624 38 68
 GRONECK, GEORGE M, 223 50 19
 GRONER, LEON W, 393 49 67
 GROSS, PAUL V, 360 37 23
 GROSS, RICHARD C, 960 89 94
 GROUNDS, HOWARD M, 841 16 33
 GROVE, HARVEY L, 259 25 74
 GROVES, THOMAS A, 295 39 66
 GRZEDZIELSKI, VINCENT C, JR, 805 46 57
 GUARDIANO, CARMINO P, 223 81 77
 GUBSER, ERWIN I, 393 39 83
 GUDALEWICZ, FRANK J, 201 76 57
 GUINAN, RICHARD J, 162 31 55
 GUTKNECHT, LESTER E, 628 24 94
 GWIN, THOMAS MOSS, JR, 376 16 14
 HADLEY, ALBERT R, 372 09 15
 HAGSTROM, RUDOLPH J, 223 37 26
 HAHN, RICHARD P, 300 36 71
 HAIGHT, EARLE J, 234 26 08
 HALAMICEK, EUGENE (N), 207 28 50
 HALL, ANSON L, 616 52 49
 HALL, DONALD I, 615 73 56
 HALL, GLENN W, JR, 376 22 93
 HALL, HARLIN H, 368 38 85
 HALL, RICHARD F, 393 48 85
 HALL, ROBERT S, 410 39 73
 HALLGARTH, GLEN E, 654 36 58
 HALLMARK, KENNETH (N), 360 35 91
 HALPERT, ALFRED S, 223 96 13
 HALTER, GEORGE J, 376 29 93
 HAMBLY, PAUL (N), 382 46 60
 HAMBLY, RICHARD, JR, 382 24 90
 HAMILTON, HOWARD D, 325 04 41
 HAMILTON, HUBERT F, 291 57 59
 HAMLETT, MERTON C, 368 07 31
 HAMPTON, JOHN S, 274 62 97
 HAMMOND, DONALD R, 328 65 45
 HAMMOND, RALPH (N), 321 27 49
 HANKS, WILLIAM L, 576 45 06
 HANNAH, HAROLD W, 337 78 32
 HANNON, JAMES P, 402 90 54
 HANS, EDWIN A, 223 82 97
 HANSEN, RAYMOND C, 368 41 78
 HANSON, HOWARD A, 638 60 05

HANSON, PALMER (N), 316 13 42
 HARDIN, DORMAN L, 624 12 99
 HARDY, CLAUD (N), 341 42 85
 HARE, CHARLES M, 244 63 35
 HARGRAVE, GLEN A, 380 67 13
 HARLEY, HARTLEY W, 201 76 65
 HARLOWE, WILLARD B, 265 80 58
 HARMON, ROBERT L, 608 14 55
 HARPER, JAMES A, 615 52 76
 HARPER, JOHN W, 665 39 86
 HARPER, ROLAND E, 356 54 38
 HARPER, THOMAS E, JR, 371 94 23
 HARRELL, GEORGE F, 841 22 06
 HARRELL, LINNIE L, 295 47 16
 HARRELL, WALLACE M, 632 11 01
 HARRINGTON, CORNELIUS P, 243 59 45
 HARRIS, ALVIS H, 287 26 88
 HARRIS, CYRUS L, 641 56 95
 HARRIS, GERALD B, 393 20 23
 HARRIS, JAMES C, 356 33 90
 HARRIS, JOHN A, 279 57 01
 HARRIS, MAURICE H, 669 81 79
 HARRIS, ROBERT A, 360 22 22
 HARRIS, SAMUEL (N) 279 61 96
 HARRIS, WARREN M, 633 02 23
 HARRISON, ARTHUR F, 650 02 20
 HARRISON, WILLIAM (N) 223 05 42
 HARRYMAN, WALTER D, JR, 311 30 54
 HART, ROGER W, 311 27 29
 HART, WARREN D, 311 31 10
 HARTLING, GERALD A, 311 16 63
 HARTMAN, ROBERT (N) 376 28 29
 HARVEY, DWIGHT C, 382 37 32
 HARYNAK, ANDREW, 312 17 01
 HASTIE, EDGAR G, 410 44 82
 HATTEN, JAMES (N) 274 35 23
 HAUGHAWOUT, JOHN H, 393 30 11
 HAVINS, WILLIAM L, 680 47 17
 HAWKINS, JAMES, JR, 381 38 56
 HAWKINS, JOHN F, 223 25 52
 HAWKINS, ROY C, 274 94 36
 HAWKINS, TROY (N) 368 47 21
 HAWORTH, HUGH A B, 393 18 98
 HAYES, ANDREW A, 286 76 14
 HEARD, JACK K, 346 60 24
 HEATH, JAMES P, 616 27 20
 HEBARD, CHARLES R, 382 10 92
 HEBERLING, DOUGLAS E, 250 81 92
 HECHT, CARL A, 305 33 51
 HEDENSTEN, ROBERT O, 368 65 05
 HEHNER, WALTER A, 707 89 41
 HEINEMEIER, WILLIAM O, 662 37 48
 HELMICK, FLYNN (N) 285 06 76
 HEMAN, EDWIN J, 279 20 63
 HEINZ, CHARLES J, 238 47 01
 HELMER, ARTHUR A, 411 16 26
 HENDERSON, FREEMAN H, 680 08 56
 HENDERSON, JULIUS T, 274 44 26
 HENDERSON, OTHA (N) 359 99 71
 HENDERSON, ROBERT A, 662 19 64
 HENKE, CHARLES RALPH, JR, 614 40 74
 HENNING, HENRY C, 316 55 99
 HENSHAW, HOWARD C, 654 30 40
 HERMAN, THOMAS C, 710 20 45
 HERRON, ALBERT T, 634 20 44
 HERRON, LEROY (N) 342 44 55
 HESSION, DAVID J, 202 87 08
 HEWELL, ROBERT A, 268 17 74
 HEWITT, RUSSELL W, 328 51 03
 HICKS, CARSTEN E, 376 10 52
 HICKS, WILBUR V, JR, 376 32 64
 HIGGINS, HENRY H, 393 39 87
 HIGHT, GEORGE L, 640 55 63
 HILBERT, HAROLD (N) 316 10 05
 HILL, CLARENCE R, 346 58 34
 HILL, DONALD G, 382 63 87
 HILL, GIRTHEL RAY, 271 97 21
 HILL, HUBERT M, 328 85 50
 HILL, PAUL C, 265 70 98
 HILLARY, PATRICK L, 368 42 56
 HILLYER, CHARLES C, 375 60 62
 HINDS, FRANK A, JR, 208 80 54
 HINK, RAYMOND J, 246 07 18
 HINKIE CECIL F, 274 39 01
 HINKSON, ELMER J, 274 50 14
 HINZE, WILLIAM O, 306 13 46
 HIPPE PAUL G, 409 99 85
 HITCH, JACK V, 622 22 13
 HIXSON, KENNETH (N) 234 04 77
 HJELM, CHESTER V, 212 39 85
 HOAGLUND, MORRIS F, 376 09 81
 HODGES, JAMES P, 360 15 83
 HODGES, JESS W, 268 91 02
 HODSON, GLENN D, 620 50 28
 HOFFMAN, CARL J, 376 20 38
 HOFSSHEIER, HENRY (N) 372 25 58
 HOFFSTATTER, FAYE L, 382 35 83
 HOFFMAN, ROBERT J, 376 16 09
 HOJNOWSKI, ALEXANDER R, 283 26 65
 HOLBROOK, STANLEY E, 212 50 81
 HOLBOMB, JOHN L, 665 42 21
 HOLCOMB, HAROLD H, 244 43 17
 HOLLAND, ELMER R, 653 86 30
 HOLLER, ELMER C, 662 90 48
 HOLLERAN, ROBERT T, 376 34 90
 HOLLINGSWORTH, RONALD D, 342 43 74
 HOLLOWAY, VERL (N) 368 65 27
 HOLMAN, WILLIAM H, 243 63 07
 HOLMES, FRANK P, 382 00 64
 HOLMES, JULIAN J, 710 20 59
 HOLMES, ORVILLE A, 654 34 47
 HOLMES, RAYMOND L, 368 62 56
 HOLSTEIN, DEWEY G, 576 39 50
 HOLT, HAROLD (N) 336 54 78
 HOLT, JAMES E, 382 18 91
 HOLTE, VICTOR R, 328 64 23
 HOMAN, JOHN E, 612 09 41
 HOOPER, JOHN P, 382 06 07
 HOPSON, WILLIE R, 287 55 97
 HOPPUS, WILLIAM A, 311 65 15
 HORN, GLENN J, 385 66 92
 HORN, WILLIAM H, 360 10 75
 HORNSBY, RONALD F, 234 18 99

- HORTON, DAVID J, 385 96 14
 HORTON, J L, 359 96 12
 HOSKO, GEORGE E, 250 49 95
 HOTZ, PETE J, 285 06 00
 HOWARD, EMMITT C, JR, 274 50 03
 HOWARD, LEW W, 375 94 75
 HOWELL, WOODROW W, 360 26 22
 HOOK, LORAIN F, 381 39 37
 HOYAL, MAX M, 664 17 09
 HROMATKO, GEORGE J, 621 72 17
 HUBBARD, JOSEPH H, 291 93 22
 HUCKABY, EARNEST (N) 356 31 35
 HUCKSAM, ROBERT J, 606 65 59
 HUDNESS, WALTER C, 274 66 34
 HUDSON, ALBERT L, 265 80 16
 HUEY, PAUL E, 652 03 35
 HUDSON, WALTER A, 328 48 37
 HUFFMAN, HALBERT C, 412 20 43
 HUGGINS, CHARLES E, JR, 385 82 54
 HUGHES, ELBERT D, 641 17 58
 HUGHEY, HENRY F, 576 47 71
 HULL, WILLIAM C, 875 63 52
 HUMPHREY, BERT (N) JR, 632 11 20
 HUNSUCKER, ARVILLE L, 357 07 91
 HUNTER, WALTER E, 356 31 43
 HURLBUT, DOCTOR B, JR, 359 89 41
 HURTA, JOE A, 360 10 09
 HUSSEY, FRANK R, 228 23 66
 HUTCHISON, JAMES K, 356 07 71
 HUYSER, WILLIE G, 321 12 06
 HVIDING, PAUL H, 638 59 47
 HYDE, W, ADRIEL, 271 87 22
 HYLAND, KEVIN J, 647 06 41
 HYNES, LAWRENCE E, 380 64 67
 HYSTAD, GEORGE M, 328 19 32

 ILENSTINE, WILLIAM R, 632 92 20
 ILLE, JAMES M, 848 80 20
 IMPER, JAMES R, 393 27 31
 INGEMI, PASQUALE P, 202 12 02
 INGRAM, LONNIE J, 834 94 81
 INMAN, BUFORD G, 356 53 92
 IRELAND, ALFRED E, (unknown)
 ISENHOUR, CARROLL M, 931 99 96

 JACKSON, DALTON L, 360 13 67
 JACKSON, ELLSWORTH H, 869 95 80
 JACKSON, HUBERT L, 656 75 31
 JACKSON, HERMAN E, 311 94 07
 JACKSON, JOE H, 380 38 07
 JACKSON, EMITT C, 831 87 49
 JACKSON, WALTER F, 154 17 34
 JACOBS, CHARLES H, 272 43 70
 JACOBS, DOUGLAS (N) 223 50 15
 JACOBSON, HARRY H, 154 19 27
 JACOBSON, MERRILL S, 393 26 15
 JAECKS, REUBEN H, 624 39 60
 JACQUOT, ROBERT H, 381 33 51
 JADRYEV, PETER M, 853 47 72
 JAMES, RICHARD E, 382 64 08
 JANCA, LOUIS A, 359 97 03
 JANSON, CHARLES J, 809 33 23

 JARVI, CHARLES (N) 306 07 93
 JARVIS, JACK W, 385 65 15
 JASON, DONALD A, 376 31 19
 JELKS, THIRSTON D, 346 84 59
 JENKINS, ELIJAH (N) 575 37 77
 JENKINS, RANSOME D, 393 48 75
 JENKINS, ROBERT W, 632 10 97
 JENNINGS, ARTHUR M, 336 75 10
 JENSEN, CHARLES F, 375 09 89
 JENSEN, SIDNEY G, 321 09 89
 JENSRUD, HILMER J, 377 81 32
 JERNIGAN, EDWIN L, 843 52 74
 JESSIE, ADOLPH A, 375 23 90
 JEVNE, PAUL R, 305 25 19
 JIRAL, MIRO W, 662 51 67
 JOHNSON, AARON L, 829 35 59
 JOHNSON, CHARLIE C, 645 06 11
 JOHNSON, BERTEL L, 376 16 75
 JOHNSON, CLARK W, 660 33 00
 JOHNSON, CLYDE (N) 262 24 36
 JOHNSON, EDGAR F, 984 00 17
 JOHNSON, HAROLD W, 154 70 06
 JOHNSON, HARLAN K, 274 66 14
 JOHNSON, JAMES A, 262 44 05
 JOHNSON, JAMES E, 560 58 96
 JOHNSON, JAMES G, 864 35 42
 JOHNSON, JOSEPH W, JR, 337 12 47
 JOHNSON, KENNETH A, 368 48 02
 JOHNSON, KENNETH E, 656 56 66
 JOHNSON, LEROY G, 372 22 29
 JOHNSON, MILLARD (N) 311 37 48
 JOHNSON, W G, 632 10 85
 JOHNSON, WAYNE J, 295 04 36
 JOHNSON, WILLIAM H, 610 20 75
 JOHNSTON, DONALD B, 382 43 95
 JOHNSTON, J C, 357 41 48
 JOINER, CARL W, 356 79 14
 JOLLIFF, ROSCOE W, 393 54 27
 JONAS, GEORGE (N) 816 43 18
 JONES, AMBROSE, JR, 844 19 52
 JONES, CAREY H, 556 86 21
 JONES, CLARENCE, JR, 262 64 54
 JONES, CLIFFORD R, 296 01 87
 JONES, CASEY W, 657 46 13
 JONES, EARLE H, 659 49 39
 JONES, EDWARD R, 356 51 44
 JONES, ELMER N, 321 18 52
 JONES, FREDERICK W, 368 58 21
 JONES, HOWARD M, 336 75 65
 JONES, JOHN C, 360 13 16
 JONES, KENNETH E, 258 18 94
 JONES, KENNETH L, 337 01 22
 JONES, LOYD G, 358 48 09
 JONES, MAXIE D, 114 44 26
 JONES, NEAL C, JR, 632 02 98
 JONES, PAUL MC, 360 00 55
 JONES, RALPH (N) 630 97 95
 JONES, RAYMOND E, 356 42 66
 JONES, RAYMOND C, 932 95 20
 JONES, SAMUEL L, 270 11 68
 JONES, SHERROD B, 360 37 20
 JORDAN, HUBERT H, 274 50 84

JOSTEN, ROBERT E, 328 56 16
 JOYCE, FRANK C, 624 13 00
 JOYCE, JACK L W, 356 27 17
 JOYCE, RICHARD M, 761 67 66
 JUDD, WARREN T, 393 31 59
 JUGOS, SIMPLICIO (N) 497 78 98
 JURACICH, SAMUEL (N) 376 22 44
 JUSTICE, JOHNNIE L, 556 90 11

KAESER, WALLACE R, 662 52 41
 KAISER, PHILLIP P, 411 14 03
 KALASINSKY, JOHN J, 372 12 81
 KALERT, JOHN L, 337 12 22
 KANE, JAMES W, 376 24 08
 KASSNER, EDWARD F, 279 52 75
 KAUFMAN, HARVEY R, JR, 382 64 30
 KATZ, JACOB L, 710 61 68
 KAVANAUGH, DAVID C, 376 30 23
 KAY, ATWOOD (N) 625 76 12
 KAY, ELWOOD (N) 625 76 13
 KAZEZSKI, STANLEY (N) 212 24 06
 KEAS, CHARLES L, 382 23 68
 KEEPMAN, JAMES E, 223 99 65
 KELLY, ALBERT M, 341 61 64
 KELLEY, CHARLES P, 203 57 23
 KELLEY, DICK L, 664 86 98
 KELLEY, GROVER T, 346 70 32
 KELLY, HENRY H, 843 66 17
 KELLY, WILLIAM J, 784 69 35
 KELPERIS, ALEC (N) 382 45 12
 KEMP, FREDERICK F, 382 64 49
 KEMPTON, RAY A, 243 31 68
 KENERLY, ELMER R, 855 33 56
 KENNEDY, FRANCIS E, 202 87 76
 KENYON, BARTLETT D, 563 14 20
 KEPHART, CLIFFORD L, 633 88 22
 KESNER, JIMMIE L, 356 48 37
 KEYER, WINTHROP A, 600 18 56
 KIESELBACH, CHARLES E (UNKNOWN)
 KILE, RUSSELL W, 337 36 64
 KILE, VERNON F, 336 97 27
 KILPATRICK, DUANE JOHN 381 22 89
 KIMMELL, THEODORE E, 299 95 71
 KING, FRANCIS M, 368 60 11
 KING, FREDERICK E, 377 66 11
 KING, FRANK S, 321 19 07
 KING, HARRY E, 337 58 38
 KING, JOHN J, 316 42 45
 KINNEY, LEONARD O, 375 84 91
 KINNEY, ROBERT V, 410 32 43
 KINSTLE, ARLO R, 279 52 71
 KIRKPATRICK, DENZIL V, 382 23 99
 KIRKWOOD, EDWARD J, 896 06 90
 KISELLA, WILLIAM E, 382 84 00
 KITCHEN, JACK W, 287 21 86
 KLAUS, ARNOLD J, 725 65 08
 KLEBER, WALTER A, 291 69 84
 KLEIN, GEORGE T, 117 53 50
 KLINEFELTER, JAMES E, 393 27 97
 KLOEPEL, LAWRENCE S, (NOT GIVEN)
 KNAPP, KENNETH L, 299 81 35
 KNAPP, REX J, 316 35 72

KNAUS, RICHARD C, 356 05 69
 KNIGHT, JAMES W, 206 61 12
 KNIGHT, MAX A, 671 35 10
 KNIGHT, WALTER LAVERNE, 316 73 69
 KNOTT, LOUIS W, 376 09 63
 KOCH, THOMAS C, 877 55 65
 KOEBERNIK, MERRILL H, 299 88 16
 KOEHLER, ROBERT (N) 372 27 29
 KOENIG, EMIL B, 385 54 32
 KOHLER, WALTER V, 651 65 46
 KOLISNOWSKI, ALVIN (N) 410 40 75
 KOUTUXIDES, LESTER (N) 808 91 59
 KOCH, ALOIS C, 300 36 82
 KOCH, STEPHEN J, 300 06 29
 KOENIG, EMIL B, 385 54 32
 KOLIDA, LEON E, 328 84 51
 KOLEBUSZ, NORMAN J, 300 31 42
 KOLYS, JAMES J, 614 84 23
 KORNAS, LEONARD J, 611 97 37
 KOSCHO, NICHOLAS (N) 614 81 59
 KOSSOW, CARROL H, 329 20 58
 KOTECKI, ADOLPH J, 611 96 10
 KOTEL, JAMES H, 623 34 69
 KOVACS, NICHOLAS M, JR, 382 09 14
 KRAMER, CHARLES R, 342 05 96
 KRANCH, LEROY C, 245 32 98
 KRAUSE, EDWARD (N) 282 60 47
 KREY, DAVID P, 223 80 09
 KROPKOWSKI, JOSEPH (N) 238 22 32
 KROUS, JACK E, 382 21 17
 KRUEGER, FREDERICK U, 321 15 25
 KRUGER, WILLIAM P, 393 26 18
 KRUSCHINSKY, CARL R, 300 37 10
 KRZYZANOWSKI, ADOLPH T, 243 78 74
 KUCZYNSKI, SIGMUND F, 258 13 45
 KUHLMAN, JAMES L, 311 18 22
 KUCHTA, JOSEPH G, 207 01 03
 KURAS, EDWARD (N) 328 51 32
 KUTCH, BENTON P, 382 64 25
 KYZER, ELVIN L, 346 79 58

LA CARRUBBA, JOHN E, 224 01 05
 LACCA, LIBORIO, B, 818 24 69
 LACK, GORDON E, 234 17 11
 LACKEY, BERNARD B, 382 37 30
 LACY, JIMMIE W, 360 10 77
 LAFFERTY, EDWARD D, 246 51 91
 LAFFEY, WILLIAM J, 202 83 25
 LA FRANCHI, MILTON S, 663 61 47
 LAIRD, JOHN W, 600 89 66
 LAMARRE, ALBERT L, 201 68 96
 LAMB, ERNEST T, 263 03 81
 LAMBERT, THOMAS LINWOOD, JR,
 265 88 46
 LAMICA, JULIUS G, 600 89 34
 LAMOREUX, HAROLD G, 725 61 80
 LANDHOLM, JAMES W, 316 63 74
 LANDREY, ROLAND G, 660 15 87
 LANE, CARROL J, 262 28 00
 LANE, LEO D, 677 20 78
 LANGLEY, LUTHER O, 287 16 38
 LANGE, WALTER C, 210 81 43

- LANGE, ALBERT C, 382 19 13
 LANKEWICZ, HENRY J, 924 92 39
 LANNING, CHARLES M, 372 12 96
 LARIMER, MILLARD J, 321 44 31
 LARKIN, EDWARD H, 620 59 04
 LARIVE, LLOYD LAVERNE, 730 80 33
 LARRICK, FRANK B, 375 99 96
 LARRICK, PHILIP E, 375 99 90
 LARSEN, JACK D, 655 34 88
 LARSEN, JOSEPH (N) 311 57 62
 LARWON, HERBERT V, 368 48 00
 LA SALA, MICHAEL J, 223 47 06
 LA SALLE, DONALD M, 393 45 64
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 LASSITER, WILLIAM J, 265 73 29
 LASSNER, WILLIAM H, 376 17 54
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 LATHAM, HUGH W, 268 20 16
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 LAURENT, LARUE (N) 371 97 77
 LA VASSAUR, PAUL (N) 234 43 10
 LAVERRIERE, GEORGE R, 203 51 05
 LAVINO, FRANK (N) 242 97 41
 LAWRENCE, JOSEPH J, 223 41 34
 LAWSON, HOMER W, 272 04 93
 LAYTON, JESSE F, 380 98 59
 LEAVITT, EDWIN F, 202 08 19
 LEBRETT, LOUIE (N) 376 16 06
 LEDERER, HOWARD H, 630 08 27
 LEE, CHESTER (N) 300 66 57
 LEE, HARRY (N) 632 22 31
 LEE, ROY E, 660 99 08
 LEE, THOMAS L, 210 79 84
 LEGARE, ARMAND F F, 201 85 88
 LEEPER, FRED D, 640 08 27
 LEGER, LLOYD J, 360 31 83
 LEIRD, KENNETH M, 630 08 41
 LENNEFELT, ROY (N) 382 64 36
 LEON, FRANCIS A, 341 31 14
 LEONARD, FRANCIS J, 666 76 08
 LEONARD, JAMES D, 630 08 21
 LEROY, KENNETH N, 201 58 26
 LESH, DOUGLAS B, 372 09 49
 LESH, VERNON L, 372 06 74
 LESTER, LINTON S, 267 95 57
 LESTALIEN, EDGAR (N) 802 01 03
 LETHERMAN, HARVEY W, 299 87 02
 LEVINSON, LEONARD M, 393 28 80
 LEWIS, FELIX (N) 273 87 41
 LEWIS, L C, 356 48 07
 LEWIS, MARTIN F, 346 48 66
 LEWIS, ORLO C, 849 10 09
 LEWIS, ROBERT R, 376 33 56
 LEWIS, SAMMIE N, 355 87 27
 LEWIS, THOMAS L, 843 04 09
 LIBOR, LOUIS M, 328 54 40
 LICUD, FAUSTINE (N) 498 50 52
 LIETEAU, JAMES H, 274 65 65
 LINDGREN, FRANK (N) 871 39 00
 LINDSEY, JOHN T, 342 87 69
 LINDSEY, ROY A, 291 08 11
 LINDZION, LEE L 860 91 99
 LINGLE, BRUCE L, 321 29 09
 LINK, HAROLD M, 372 07 57
 LINSLEY, JOHN L, 321 19 87
 LINTON, JAMES O, 413 56 31
 LINVILLE, EMORY (N) 928 70 55
 LIOTTA, JOSEPH P, 201 79 22
 LIPPOLDT, ROBERT (N) 342 09 98
 LITTLE, EDWARD (N) 233 94 01
 LITTLEJOHN, TOM G, 272 03 90
 LITTLETON, WINIFRED A, 342 01 68
 LITTMAN, DONALD F, 401 37 76
 LOBDELL, DONALD K, 238 71 69
 LO CICERO, JOHN (N) 380 93 15
 LOCKHART, GEORGE C, 223 42 09
 LOCK, RICHARD L, 382 14 04
 LOGAN, WALLACE I, 376 33 02
 LOGAN, DONALD M, 321 28 76
 LOHKAMP, THEODORE A, 393 53 99
 LOMAS, MIGUEL (N) 624 34 91
 LONG, ROBERT L, 411 04 24
 LONGCRIER, ORVEL W, 371 73 31
 LONGSTREET, JAMES T, 382 60 08
 LONGSTREET, RUFUS R, 382 64 31
 LOONEY, MILTON P, 360 17 72
 LOPER, LEON C, 256 16 61
 LOSEY, WALTER E, 608 70 78
 LOSOYA, ANDREW E, 624 37 29
 LOVAUTO, THOMAS (N) 372 41 14
 LOVELAND, JAMES G, 372 30 51
 LOVELL, ALLISON B, JR, 376 22 07
 LOVELACE, WALTER T, 846 18 83
 LOWBER, ROBERT E, 554 07 47
 LOWE, ELMER, JR, 360 07 35
 LOWRY, EDWIN J, 342 08 36
 LUCAS, FERDINAND C, 924 36 17
 LUCAS, ISIAH (N) 630 79 89
 LUENSER, FRED A, 196 31 68
 LU PRESTO, JAMES J, 728 09 40
 LUSBAG, PEDRO (N) 602 84 10
 LUNA, JOSE (N) 497 76 96
 LUYSTER, JOHN F, 376 21 91
 LYNCH, JOHN J, JR, 646 01 27
 LYNK, DONALD F, 376 20 84
 LYNN, JAY A, 393 69 00
 LYONS, JESSE O, 286 93 93
 LYONS, RUSSELL G, 613 47 27
 LYVERSE, JOSEPH V, 383 12 67
 MABAYAG, JOSE (N) 497 84 59
 MACAW, HAROLD G, 359 87 14
 MACFADDEN, HAROLD R, 624 00 38
 MACKIN, WAYNE O, 305 95 95
 MACMILLAN, JOHN E, 438 10 93
 MADDOCK, KARL S, 646 31 87
 MADDOX, ROY C, 268 29 25
 MADDUX, JOHNNY B, 848 55 90
 MADER, GEORGE W, 608 22 10
 MADSEN, MELVIN E, 410 68 05
 MAFFETT, JOHN A, 328 47 12
 MAGNY, CARL L, 726 44 44
 MAHAFFEY, HUEY A, 645 33 87
 MAIER, EARL C, 875 12 85

- MANWARING, GUY A, 376 19 25
 MAKLEBUST, GEORGE (N) 321 22 95
 MALIK, JOHN F, 214 35 73
 MALINOSKI, THEODORE (N) 238 58 41
 MALLORY, JAMES V, 378 16 79
 MALONE, CHARLES H, 400 54 22
 MALTBY, DAVID R, 385 73 19
 MANCINI, ANTHONY (N) 400 85 18
 MANIGAULT, GEORGE W, 262 24 61
 MANNY, ELMER F, 376 04 98
 MANTOS, JAMES N, 410 10 04
 MANUEL, JAMES N, 393 76 80
 MARAMBA, DANIEL (N) 420 54 30
 MARKELOFF, SERGE (N) 403 70 13
 MARKEY, PATRICK V, 821 11 86
 MARKEY, ROBERT F, 299 86 92
 MARKOVICH, WILLIAM (N) 224 01 18
 MARMON, JAMES A, 316 56 87
 MARSH, KADO A, 413 38 68
 MARRS, EUGENE R, 357 02 40
 MARSHALL, GLENN T, 321 60 34
 MARSHALL, JAMES K, 355 86 10
 MARSHALL, PAUL D, 405 09 04
 MARSILIO, NICHOLAS (N) 632 10 79
 MARTENS, WILLIAM C, 311 52 30
 MARTENS, WALTER L, 410 67 39
 MARTIN CYRILL W, 301 07 12
 MARTIN, CLIFFORD R, 376 21 35
 MARTIN, HENRY C, JR, 840 95 42
 MARTIN, JAMES L, 385 96 18
 MARTIN, JASPER Y, 261 83 11
 MARTIN, JOHN L, 337 29 45
 MARTIN, RAYMOND E, 234 56 55
 MARTIN, WARREN G, 662 56 81
 MARTIN, WENDELL V. BUREN,
 265 31 67
 MARTIN, WAYNE E, 853 68 85
 MARTIN, WILLIAM P, 381 12 22
 MARVEL, VIRGIL C, 654 41 69
 MASALSKY, ALBERT J, 651 88 11
 MASK, FRED J, 368 63 78
 MASSIE, EDIS W, 279 53 63
 MATHERSON, JOHN M, 300 31 88
 MATHEWS, DONALD J, 382 13 97
 MATTHEWS, JOHN H, 381 35 51
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 MAY, GEORGE A, 381 35 52
 MAY, PAUL L, 576 40 58
 MAY, WILLIAM R, 266 14 19
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 MAYO, JOHN H, 381 42 20
 MAYKULSKY, WALTER W, 601 31 80
 MAZZA, LEWIS J, 922 66 99
 MAZZOLA, LEO V, 810 42 83
 McAFEE, RUFUS C, 670 15 27
 McCAIN, JACK M, 382 64 42
 McCAIN, JOSEPH P, 274 66 45
 McCANNA, ROBERT E, 273 97 18
 McCARTHY, ROBERT K, 805 47 91
 McCARTHY, WILLIAM H, 320 89 03
 McCLAFLIN, NEIL A, 385 56 46
 McCLELLAN, HOWARD (N) 385 95 57
 McCLANAHAN, PAUL R, 342 10 50
 McCLESKY, ROGER T, 831 97 81
 McCOLLISTER, ALPHA J, 654 45 48
 McCLOSKEY, GEORGE K, 244 35 73
 McLUNG, BILL (N) 385 35 97
 McCLURG, ODUS L, 382 63 92
 McCOLLUM, EVERETT G, 360 13 27
 McCORMICK, DAVID P, 382 64 44
 McCORMICK, JOHN J, 651 92 58
 McCORMICK, MICHAEL J, 243 68 02
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 McCrady, JAMES C, 725 56 65
 McCULLOUGH, ALLEN J, 382 68 93
 McCUNE, WARREN (N) 382 09 33
 McCURRY, EDGAR L, 382 64 53
 McDONALD, ROBERT A, 316 75 13
 McDUGALL, WILLIAM D, 372 07 93
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 McFALL, FRANK A, 626 84 69
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 McGEE, CHARLES T, 656 76 65
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 McKELVEY, HARLAND B, 393 45 97
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 McKENNA, CHARLES A, 654 41 19
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 McKinley, WINFRED L, 291 54 42
 McKnight, WILLIAM H, 356 55 17
 McKYTON, JAMES, JR, (N) 817 51 94
 McLAUGHLIN, LYLE V, 629 35 10
 McLEOD, HAROLD L, 372 09 30
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 McMAHON, JOHN K, 382 64 12
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 McQUAID, WILLIAM HENRY, JR,
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 McWILLIAMS, JAMES A, 671 21 96
 MEADOR, WILLIAM H, 265 88 25
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 MEDEARIS, ROBERT B, 393 28 49
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 MEKAL, JULIUS J, 666 78 46
 MELLO, JOHN E, 378 09 08
 MELTON, JOHN L, 356 58 78
 MELTON, MARVIN O, 624 39 35
 MELUCCI, FRANK P, 823 58 18
 MELVIN, WILLIAM, 604 04 13

- MENDEZ, JAMES (N) 497 60 55
 MENDENHALL, MARVIN J, 291 52 58
 MERCARTER, ROBERT J, 238 68 15
 MERKEL, EDWARD J, 224 06 81
 MERRILL, AUBREY G, 272 13 24
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 MEYER, HOWARD F, 707 71 14
 MEYERHOFF, HENRY C, 810 42 02
 METZGER, ALEX H, 223 68 39
 MERRIFIELD, EARL P, 627 40 27
 MESSERSMITH, JOHN J, 381 30 91
 METCALF, JAMES L, 283 52 16
 MEYER, GEORGE (N) 360 10 78
 MEYER, MANNY M, 632 10 96
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 MEZA, BENJAMIN (N) JR, 662 56 72
 MICHAELIS, GEORGE C, 410 37 82
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 MIER, CYRUS J, 274 44 27
 MIETH, DONALD J, 291 61 39
 MIKKINS, CLYDE (N) 266 58 50
 MIKSZ, EDWARD J, 817 52 19
 MILBOURNE, GEORGE E, 342 43 85
 MILLEN, EDWARD F, 602 46 92
 MILES, SAMUEL R, 820 98 13
 MILLER, ALEXANDRE M, 274 62 23
 MILLER, ARTHUR J, 316 51 45
 MILLER, CHARLEY E, 890 22 09
 MILLER, JAMES F, 265 72 17
 MILLER, JOSEPH A, 243 63 11
 MILLER, JOHN J, 214 41 92
 MILLER, KENNETH S, 245 65 12
 MILLER, LEONARD L, 624 42 14
 MILLER, ORVILLE E, 311 55 76
 MILLER, ROBERT S, 244 75 96
 MILLER, ROY (N) 800 27 86
 MILLER, THEODORE W, 250 33 80
 MILLER, WESLEY M, 411 18 64
 MILLER, WILLIAM J, 821 11 55
 MILLER, WILLIAM J, 810 42 85
 MILLER, WILHELM J O, 359 94 74
 MILLER, VIRGIL A W, 360 10 88
 MILLHORN, GLENN LAVERNE 653 72 67
 MILLIKEN, ROBERT L, 725 80 18
 MILLIUS, DONALD E, 321 33 08
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 MILNES, WALTER F, 385 79 77
 MINARD, SAMUEL G, 651 88 10
 MINTER, MORRIS N, 636 86 51
 MIROSLAVICH, EDWARD C, 411 17 53
 MISTAH, CLATON P, 283 28 21
 MITCHELL, CARLTON G, 312 30 78
 MITCHELL, HARRY M, 341 87 55
 MITCHELL, JACK F, 623 35 12
 MITCHELL, STEWART S, 243 74 24
 MITCHELL, WILLIAM K, 840 63 56
 MITCHEM, LON (N) 143 25 12
 MITTL, FRANK J, 725 98 58
 MOBLEY, WILBUR F, 552 12 84
 MOERDYK, EARL M, 623 41 98
 MOEN, NORMAN G, 328 56 64
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 MOLZ, HENRY C, 878 96 78
 MONAGHAN, JOHN M, JR, 382 36 53
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 MONROE, BETHEL D, 602 46 91
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 MOORE, ALAN K, 619 05 41
 MOORE, ARTHUR R, 669 18 52
 MOORE, CARL C, 633 86 16
 MOORE, DANIEL W, 287 21 26
 MOORE, CLAUDE A, 556 09 80
 MOORE, GEORGE J, 204 43 48
 MOORE, HUBERT C, 272 37 47
 MOORE, JACK R, 283 79 77
 MOORE, JOSEPH B, 410 56 39
 MOORE, JUDSON E, 846 29 66
 MOORE, LUTHER H, 636 89 64
 MOORE, MORRIS V, 645 76 01
 MOORE, THOMAS (N) 223 83 09
 MORABITO, ROSARIO A, 600 54 10
 MOREAU, HARRY (N) 273 92 79
 MOREFIELD, ROBERT O, 337 90 40
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 MORELEWSKI, EUGENE J, 234 14 45
 MORGAN, CROWFORD L, 356 42 96
 MORGAN, FERDINAND (N) 223 83 65
 MORAN, GEORGE T, 207 27 77
 MORGAN, ROGER A, 320 76 12
 MORGENTHAUER, R J, 662 54 96
 MORIN, HAROLD E, 393 54 22
 MORONEY, JOHN (N) 612 62 45
 MORRIS, HAROLD E, 829 01 74
 MORRIS, HERMAN E, 410 72 83
 MORROW, WAYNE A, 614 86 80
 MORRA, MARIO A, 223 82 13
 MORSE, MARVIN P, 825 00 85
 MORRIS, CLEFTIS D, 267 42 01
 MORRIS, GEORGE C, 346 69 52
 MORRIS, PHILIP J, 321 35 33
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 MORRIS, WILLIAM D, 359 67 92
 MORRISON, MILTON I, 223 83 10
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MUELLER, ARTHUR J, 223 57 51
 MULHOLLAND, ALBERT (N) 299 62 99
 MULL, CHARLES W, 878 51 93
 MULLAHEY, JOHN M, 817 52 64
 MULLER, WILLIAM C, 381 20 23
 MULROONEY, RICHARD H, 820 98 26
 MUELLER, HENRY C, 381 35 55
 MULLEN, JAMES R, 632 10 84
 MULLEN, RUSSELL D, 368 63 48
 MULLINS, ALBERT D, 680 10 14
 MULLINS, ANDY A, 360 35 26
 MULLIS, JUNIOR E, 295 69 14
 MUNGUIA, GASTON (N) 382 37 33
 MUNSON, JOHN M, 234 27 12
 MURAWSKI, LEROY W, 305 47 61
 MURCH, JOHN D, 810 39 84
 MURPHY, EDMUND A, 810 36 54
 MURPHY, JOSEPH P, 817 52 31
 MURPHY, LYLE L, 259 50 68
 MURPHY, ROBERT T, 710 07 18
 MURRAY, ALEX J, 639 09 21
 MURRAY, CLIFFORD L, 670 19 38
 MURRAY, FRANCIS D, 238 68 62
 MURRAY, JOHN D, 600 00 09
 MUZYCHENKO, PAUL J, 201 76 61
 MYERS, BILLY F, 859 39 27
 MYERS, CARL L, 821 11 90
 MYERS, JAMES H, 800 28 94
 MYERS, MELVIN E, 291 16 58
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 MYLES, ELDRIDGE G, 552 35 31

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 NEELEY, MARION L, 356 42 94
 NEFF, ARTHUR V, 618 80 77
 NEIL, WALTER H, 360 53 00
 NELSON, ALVIN O, 984 63 45
 NELSON, H, 821 81 31
 NELSON, JAMES H, 960 32 93
 NELSON, ROBERT L, 376 06 80
 NELSON, THEODORE H, 371 78 34
 NELSON, WILLIAM O, 639 67 42
 NEMECHEK, CARL L, 372 11 96
 NEUGEBAUER, RUDOLPH J, 805 36 22
 NEUMAN, HEINZ (N) 316 43 45
 NEVERS, MARION J, 410 52 51
 NEWBERG, ALFRED (N) 614 85 53
 NEWKIRK, BENJAMIN A, 356 48 63
 NEWMAN, JEFF E, 368 62 45
 NEWTON, RAYMOND F, 800 19 64
 NEWTON, W L, 680 02 61
 NEY, CHARLES H, 359 92 05
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 NEY, VICTOR D, 819 14 95
 NICEWONGER, ROY J, 821 80 84
 NICHOLLS, LLOYD G, 385 74 43

NICHOLS, JAMES R, 663 37 64
 NICHOLSON, WILLIAM L, 817 52 58
 NICKOLS, ROBERT R, 385 98 93
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 NICHOLSON, WILLIAM L, 817 52 58
 NICKLE, WALTER J, 243 75 76
 NIDEROST, GEORGE F, 376 20 97
 NIELSON, ART D, 655 64 26
 NILSEN, CARROLL F, 265 19 65
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 NOEL, LEO J, 510 13 53
 NOETH, OTTO W, 238 29 15
 NOLAN, JOHN T, 246 01 96
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 NOONAN, FRANK A, 381 39 92
 NORTON, JOHN W, 372 22 12
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 NOSTRAND, WILLIAM P, 385 99 11
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 NOVAK, EDWARD (N) 245 84 61
 NOWAK, CASIMER (N) 223 56 12
 NOWAK, GEORGE (N) 600 88 14
 NOXON, FAY A, 618 18 52

OAKES, LEWIS K, 305 13 00
 OARE, WALTER (N) JR, 238 88 56
 OBIAS, FERMIN (N) 497 99 52
 OBENAUER, JAMES J, 810 45 29
 O'BRIEN, GEORGE F, 753 01 20
 O'BRIEN, WILLIAM V, 321 20 45
 O'BRIEN, LESTER D, 368 56 36
 O'BRYAN, WALTER (N) 287 37 62
 O'BRYANT, ROLAND (N) 624 12 84
 OBOM, WENDELL A, 360 53 02
 O'CONNELL, JOE E, 359 99 35
 ODGERS, ROBERT B, 393 33 20
 O'DONNELL, PATRICK W, 821 81 34
 OFFENBACH, SAMEUL (N) 200 41 37
 O'HARA, FRANCIS B, 615 02 66
 OHEEMACHER, ARTHUR (N) 283 33 15
 OLIVER, JAMES F, 624 39 72
 OLIVER, L D, 356 21 55
 OLIVER, WILLIAM M, JR, 376 13 37
 OLSEN, TEDDY K, 378 17 06
 OLSON, ROBERT A, 328 55 92
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 ONEY, CAYBEN M, 662 52 63
 OPPENHEIM, ABRAHAM M, 643 19 55
 O'NEAL, ESSEL D, 287 22 49
 O'NEIL, BERNARD J, 238 67 17
 ONEY, COYBEN M, 662 52 63
 O'REILLY, PETER J, 810 45 31
 O'ROURKE, WILLIAM E, 810 42 89
 ORZEL, CASIMIR A, 669 81 71
 O'TOOLE, PATRICK L, 821 81 47
 OTTS, PETER R, 238 62 72
 OUWELANT, EMERSON P, 207 08 04
 OVERHOLT, LOUIS, 953 55 08
 OSBORNE, JACK D, 360 35 59
 OSTROW, EDWARD (N) 202 15 68
 OTTERBECK, VERNON J, 321 18 96

- PAASCH, LAWRENCE R, 306 05 48
 PADGETT, OLEN L, 357 28 08
 PAGLINAWAN, RAFAEL (N) 497 96 42
 PAGLIANO, JOSEPH C, 810 38 49
 PALMATIER, HARRY E, JR, 223 83 67
 PALMER, KEITH (N) 291 52 33
 PALMER, OTHO C, 380 59 14
 PALMER, THOMAS E, 820 97 79
 PALOMBO, RAYMOND (N) 823 57 87
 PANUCCI, ANGELO J, 810 28 85
 PARADISE, JOHN L, JR, 565 08 08
 PARCO, EUTQUIO (N) 497 88 41
 PARISI, JACK J, 707 76 76
 PARK, CHARLES T, 346 66 39
 PARKER, GEORGE E, 615 74 28
 PARKS, NORMAN R, 371 96 71
 PARRISH, MONROE (N) 287 46 17
 PARSONS, EDWARD C, 624 12 97
 PASTULA, JOSEPH E, 807 39 87
 PATERSON, WILLIAM (N) 223 83 68
 PATIN, ARMOND J, 360 31 87
 PATTERSON, CLYDE L, 382 64 47
 PATTERSON, THEODORE E, 234 27 04
 PAXTON, WILLIAM S, 382 51 00
 PAYER, HOWARD F, 639 73 62
 PAYNE, OTTIE E, 624 39 08
 PAYNE, SIDNEY (N) 274 35 60
 PEACOCK, WILLIAM (N) 223 83 12
 PEARMAN, BILL G, 658 03 57
 PEARSE, FRANCIS J, 800 19 53
 PEARSON, CARLTON L, 299 97 46
 PECZYNSKI, HENRY C, 807 40 74
 PEDERSEN, ARTHUR D, 805 439
 PEDERSEN, VICTOR H, 983 02 72
 PEEBLES, ROLAND E, JR, 412 20 54
 PEKULA, JOHN B, 851 94 42
 PELAGIO, METEO (N) 498 50 80
 PELTIER, ARTHUR (N) 212 60 44
 PEMBROKE, OLIVER L, JR, 312 62 12
 PENDERGRASS, HAROLD N, 557 57 06
 PENNY, DOYLE (N) 382 42 89
 PEPERA, JOSEPH W, 311 22 94
 PEREZ, JOSEPH (N) 376 16 11
 PERICCI, NICHOLAS R, 249 92 10
 PERKINS, GEORGE F, 601 14 38
 PERRAS, WILBERT E, 212 60 68
 PERREIRA, RICHARD (N) 662 52 56
 PERRETTE, JOSEPH T, 810 39 55
 PERRY, CHESTER F, 982 41 04
 PETERS, EARL V, 863 80 42
 PETERS, ROBERT F, 820 98 29
 PETERS, STANLEY, JR, 268 55 26
 PETERSON, HJALMAR E, 356 22 01
 PETERSON, JUDD BOBERG, 368 45 61
 PETERSON, LAWRENCE W, 299 88 08
 PETERSON, RALPH R, 316 49 16
 PETRO, CHARLES S, 821 80 58
 PETRUCCELLI, FRED L, 807 49 88
 PETTYJOHN, JACK E, 346 93 18
 PEZONELLA, ANTHONY J, 376 16 87
 PFEIFER, FREDERICK E, 805 45 91
 PHELPS, BILLY W, 672 13 56
 PHELPS, RAYMOND A, 393 44 02
 PHILLIPS, EMORY L, 408 25 18
 PHILLIPS, FRANK (N) 271 65 34
 PHILLIPS, JACK (N) 360 57 36
 PHILLIPS, JASPER G, 291 01 07
 PHILLIPS, JOHN W, 665 12 14
 PHIPPS, ALBERT C, 320 73 18
 PHIPPS, TASKER J, 360 06 52
 PIERCE, NISH R, 845 68 93
 PIERPONT, FRANKLYN L, 565 42 78
 PIKULA, JOHN B, 851 94 12
 PIKUTIS, JOHN P, 821 80 92
 PINNICK, MASON (N) 341 68 76
 PINSON, ELMER (N) 828 41 75
 PIPER, RAYMOND T, 601 11 95
 PIPPIN, CHARLES N, 382 63 98
 PIRTLE, LINDER G, 336 97 40
 PISCIOOTTO, JOHNNY (N) 662 53 68
 PISKEL, RICHARD (N) 821 11 24
 PITCHER, LESTER T, 239 27 91
 PITTMAN, CECIL W, 604 23 09
 PITTMAN, JACK M, 393 33 64
 PITTMAN, ROBERT G, 295 19 41
 PITTS, JAMES E, 604 00 53
 PIVER, ANTHONY C, JR, 413 33 34
 PIZZA, ALBERT (N) 610 18 51
 PIZZO, SAM (N) 274 40 93
 PIZZORUSSO, ALFRED (N) 807 47 72
 PLATT, JOHN C, 382 32 74
 PLUMLEY, HENRY A, 632 09 98
 POCILUK, MILLARD (N) 238 58 48
 POHERO, ANDREW (N) 906 03 11
 POHIMAN, JACOB M, 639 08 66
 POLETTI, KIKI A, 377 76 68
 POLIZZI, SALVATORE (N) 810 38 51
 POLLACK, FRANK G, 642 82 28
 POLLARD, DONALD L, 828 42 04
 POLLOCK, JESSE B, 382 64 23
 POLOHOVICH, WASH (N) 821 11 42
 POLOWCZYK, WALTER J, 810 38 52
 POOLE, ROBERT W, 656 79 15
 POPE, ALTON B, 405 03 03
 POPERNIK, JOSEPH (N) 878 91 36
 POPERNIK, JOSEPH (N) JR, 878 91 36
 PORCHE, THOMAS E, 846 88 91
 PORTER, DEAN D, 372 22 23
 POTEET, JENNINGS J, 393 37 87
 POWELL, ROBERT F, 316 33 32
 POWERS, ALPHAS L, 624 40 30
 POWERS, JAMES S, 615 80 68
 POWERS, WALTER J, 258 850
 POXON, ARTHUR (N) 821 79 19
 POYNOR, EARL J, 844 43 12
 PREDKO, JOHN J, 652 70 51
 PRENIS, JOHN W, 238 65 85
 PRESSLEY, CHARLES (N) 970 65 49
 PRESTON, JOSEPH C, (UNKNOWN)
 PRETTYMAN, PHILIP E, 258 00 48
 PRICE, FRANCIS E, 266 00 91
 PRICE, GROVER C, 268 38 29
 PRICE, HOMER H, 641 44 66
 PRICE, LEONARD (N) JR, 274 67 14

PRIDE, ZIADOS E, 641 12 89
 PROAL, MICHAEL, 810 42 13
 PROBETSKY, HOWARD J, 810 36 59
 PRONOVOST, JOHN J, 608 46 68
 PROVIS, ROBERT N, 382 05 79
 PUCKETT, EARL W, 670 30 53
 PUESCHEL, W E, 410 02 63
 PURSLEY, LEONARD G, 265 92 25
 PYLE, MACK A, 393 27 93
 QUEEN, WILLIAM F, 262 28 94
 QUINTANA, GREGORY S, 372 12 17
 QUINTANILLA, HENRY A, 376 31 29
 QUOTSHAYTEWS, LOUIS R, 680 56 42
 RABBITT, JAMES E, 410 65 71
 RADANT, EDWARD C, 409 84 09
 RADECKI, RAYMOND A J, 726 04 44
 RADICE, MICHAEL (N) 382 31 82
 RAFFERTY, ROBERT E, 382 30 89
 RAILS, DONALD D, 564 59 79
 RAINWATERS, BENJAMIN F, 291 56 64
 RALEIGH, DONALD F, 800 17 97
 RAMBO, LAWRENCE D, 382 63 96
 RAMSEY, ORRIS B, 658 86 81
 RAMSEY, RUSSELL J, 299 88 96
 RAMSIER, JESSE C, 250 21 67
 RANDALL, LYMAN C, 800 19 74
 RANDT, JOSEPH A, 632 10 92
 RANKIN, JACK R, 356 50 01
 RAPPA, PETER L, 647 29 50
 RARDIN, RALPH L, 250 79 16
 RASKANDKAS, ROBERT J, 817 52 61
 RATHBONE, GLEENWOOD B, 356 44 58
 RATHBUN, FORREST L, 360 13 80
 RATHBUN, MARVIN E, 824 97 75
 RAUSCH, WILLIAM M, 385 72 48
 RAVAN, MARION F, JR, 672 04 12
 RAWLINSON, EDWARD (N) 807 50 70
 RAY, JAMES P, 295 69 16
 RAY, THORVAL D, 655 22 39
 RAYL, LESLIE V, 382 64 15
 RAYMOND, ROBERT W, 662 57 82
 READ, HAROLD E, 360 34 25
 REDIGER, GLENN E, 614 84 12
 REDUS, HENRY J, 337 31 50
 REED, EARL W, 613 05 26
 REED, NEIL I, 632 10 87
 REED, NORMAN (N) 287 31 54
 REED, RAY W, 337 28 89
 REED, HARRY J, SR, 625 53 46
 REED, JAMES B, 328 54 66
 REED, JAMES R, 382 37 15
 REED, LESTER L, 632 11 06
 REESE, MALCOLM G, 624 02 27
 REGAN, THOMAS J, 810 43 20
 REHKOPF, LAWRENCE P, 382 07 30
 REICHOW, RALPH C, 869 86 35
 REID, ROBERT L, 834 82 86
 REIS, JOSEPH P, JR, 299 85 14
 REIST, LLOYD A, 648 02 44
 REJNIAK, STANLEY J, 825 01 64
 RENTZ, JAMES F, 272 00 67
 RETEY, ROBERT (N) 615 43 74
 REYNOLDS, ORVILLE E, 371 89 48
 RHODES, JAMES E, 974 66 55
 RHODES, ROBERT L, JR, 848 68 03
 RHOLETTER, RALPH E, 829 32 95
 RICCI, FRANK (N) 372 2 08
 RICE, ARTHUR E, 385 99 02
 RICE, GILBERT (N) 382 64 24
 RICH, DAVID M L, 632 11 14
 RICHARDS, GEORGE C, 753 02 14
 RICHARDS, THOMAS D, 411 33 69
 RICHARDS, THOMAS K, 382 17 51
 RICHARDS, ROBERT W, 410 55 74
 RICHARDS, MILTON V, 393 33 68
 RICHARDSON, HOWARD C, JR, 382 64 21
 RICHARDSON, KENNETH (N) 341 94 67
 RICHARDSON, PERRY B, 634 87 14
 RICHARDSON, THOMAS (N) 272 74 35
 RICHMOND, MARSHALL C, 721 80 32
 RICHMOND, ROBERT C, 665 08 15
 RICHMOND, WADE L, 655 34 86
 RICKER, DONALD H, 256 46 49
 RICKS, ALTON (N) 556 12 67
 RIEGLE, GEORGE E, 291 44 63
 RIEPL, EDWARD W, 372 13 15
 RIGGS, JOHN M, 385 71 96
 RINEHART, DONALD E, 321 58 71
 RINNER, EDWIN V, 368 54 01
 RIPPETOE, THOMAS, JR, (UNKNOWN)
 RISK, JOACHIM W, 648 71 41
 RISOR, WENDELL A, 376 03 17
 RITTENBERRY, ORVAL (N) 266 13 47
 RITTER, BEVERLY (N) 380 71 75
 RIVAS, IGNACIO (N) 363 64 41
 RIVERS, PHILIP E, 206 81 33
 RIVERS, THURMAN H, 287 35 74
 ROACH, JESSE R, 616 52 33
 ROBELOTH, WILLIAM J, 279 11 78
 ROBERGE, ADELBERT J, 667 03 72
 ROBERSON, CHARLES E, 64 48
 ROBERTO, JAMES V, 821 80 56
 ROBERTS, CHESTER (N) 634 47 42
 ROBERTS, DEAN E, 376 22 27
 ROBERTS, HUBERT C, 656 78 54
 ROBERTS, JAMES D, 272 80 29
 ROBERTS, WALTER A, JR, 382 44 94
 ROBERSON, CHARLES E, 382 64 48
 ROBINSON, JOHN (N) 376 15 64
 ROBINSON, JOHN T, JR, 406 62 23
 ROCKMORE, T C, 839 21 05
 RODE, FREDERICK L, 652 73 87
 RODEN, JOHN P, 245 65 41
 RODD, ADANORE J, 888 90 56
 ROEMER, KENNETH L, 632 11 08
 ROGALEWSKI, JOHN J, 810 34 06
 ROGERS, ALVIN E, 563 13 75
 ROGERS, GEORGE E, 328 47 11
 ROGERS, R C, 328 54 23
 ROGERSON, RALPH T, 414 34 12
 ROLAND, CECIL R, 382 34 63
 ROLLENS, MARION E, 360 15 22

- ROLLINS, RICHARD O, 576 89 26
 ROLLMAN, GEORGE P, 632 47 78
 ROMAN, JOHN (N) 820 98 50
 ROMAN, WAYNE J, 300 34 24
 ROMEERBER, KAROLD M, 385 86 42
 ROSATO, DOMINICK (N) 223 51 39
 ROSE, ROBERT R, 393 31 02
 ROSENBERG, PAUL (N) 810 38 57
 ROSENFELD, GEORGE J, 393 37 91
 ROSENFELD, GERALD K, 205 44 78
 ROSS, WILBERT (N) 556 89 59
 ROSSON, WILLIAM W, 356 58 21
 ROST, GEORGE K, 203 76 66
 ROTH, JOHN J, 274 22 72
 ROTHWELL, GEORGE H, 336 45 54
 ROTHWELL, MARION (N) 337 38 88
 ROUSE, ROLEY R, JR, 316 58 53
 ROUSEY, BURDETT G, 888 90 56
 ROWAN, CHARLES W, 654 31 46
 ROWE, ROBERT R, 279 53 46
 ROWLEY, DELBERT T, 372 12 70
 ROWSEY, GUS H, 360 26 90
 ROYS, WILLIAM F, 283 08 52
 RUBEO, JOSEPH (N) 310 63 05
 RUBENACKER, ROBERT G, 337 50 29
 RUBBO, ELMELEVDO A, 662 49 83
 RUCKER, CHARLES R, 372 26 54
 RUDER, JACOB E, 299 98 01
 RUDDLESSEN, EUSTACE D, 258 20 95
 RUGGLES, DAVID P, 821 76 58
 RULAND, ALLAN C, 810 45 19
 RULE, ELVIN H, 375 77 51
 RUMLEY, HENRY M,
 RUMMELL, CHARLES C, 321 27 22
 RUPERTO, PABLO, 810 42 94
 RUPP, EDWARD M, 620 91 23
 RUSS, IRA M, 645 11 92
 RUSSELL, EDWARD W, 819 14 06
 RUSSELL, GLEN E, 321 31 77
 RUTHOWSKI, JOHN J, 223 41 64
 RYAN, EDWARD W, 821 81 04
 RYAN, HARRY S, 174 71 47
 RYAN, JOSEPH P, 643 46 25
 RYLE, DONALD K, 382 17 91
 RYZAK, JAMES O, 710 03 64

 SABINSKE, HILMER W, 300 19 82
 SABINSKE, RAYMOND B, 299 67 99
 SACKEA, STEVE (N) 410 70 92
 SAEWART, LEONARD K, 757 72 25
 SAKO, MICHAEL (N) 821 80 95
 SAMUELS, HENRY D, 393 43 04
 SANDERS, CURTIS L, 360 27 01
 SANDERS, EARL O, 385 99 98
 SANDERS, HERMAN F, JR, 376 16 86
 SANDERS, MILBURN P, 603 83 35
 SANDERS, UCLIDE (N) 616 56 33
 SANDERSON, EDWARD (N) 201 29 84
 SANDIFIER, LAURIE L, 262 28 77
 SANDS, JESSIE E, 356 34 65
 SANTALUCIA, ANTHONY J, 810 42 96
 SANTIAGO, ALBERTO, 810 42 20

 SANTOS, LAWRENCE S, 633 07 36
 SANTOS, WALTER A, 376 87 58
 SARWINE, HENRY A, 380 77 24
 SAUNDERS, GEORGE A, 375 84 00
 SAUGAR, BENIT, 662 56 10
 SAVAGE, WILLIAM R, 563 70 84
 SAWYER, WILLIAM D, 800 28 20
 SCAGLIONE, ANTHONY (N) 862 52 54
 SCANLAN, THOMAS M, 725 65 70
 SCAVULLO, CARL S, 800 28 00
 SCHAECK, WILLIAM R, 632 45 66
 SCHAFER, FREDERICK O, 805 35 81
 SCHAFER, THEODORE (N) 207 20 87
 SCHAEFER, WILLIAM H, 645 52 01
 SCHAEFFER, EUGENE S, 611 90 14
 SCHALL, EDMUND D, 809 31 96
 SCHANZ, DONALD G, 382 08 32
 SCHEETS, ARLEY (N) 821 11 89
 SCHEMEL, CECIL L, 312 26 39
 SCHERRUEBLE, BENJAMIN F, 371 56 43
 SCHEUER, ELLIS A, 368 43 09
 SCHEWFFELE, LEONARD E, 730 89 63
 SCHIAVO, DOMINIC P, 817 51 95
 SCHIELD, CHARLES (N) JR, 669 15 12
 SCHLAFF, PAUL S, 810 42 99
 SCHLESINGER, MILTON D, 663 62 82
 SCHMIDT, HERMAN (N) 368 37 63
 SCHMIDT, PAUL H, 852 63 24
 SCHIMAKAT, ERVIN E, 730 79 54
 SCHMEIDER, WILLIAM, 810 44 51
 SCHMITTROTH, JOHN H, 412 19 01
 SCHNABLE, ERWIN A, 807 40 79
 SCHNURBUSCH, THOMAS W, 341 68 58
 SCHOENTRUP, CYRILLE F, 291 68 44
 SCHOMER, DONALD O, 871 90 34
 SCHOTT, ORVILLE L, 377 90 98
 SCHOTT, RAYMOND D, 726 12 22
 SCHUBERT, HARRY G, JR, 821 81 11
 SCHULTZ, HORACE D, 267 96 32
 SCHULTZ, JESSE J, 414 38 37
 SCHULTZ, PAUL N, 680 09 15
 SCHRAMPF, EDWARD C, 249 71 81
 SCOTT, CHARLES G, 850 85 34
 SCOTT, CHESTER S, 300 97 37
 SCOTT, ERNEST G, 385 74 39
 SCOTT, HENRY M, 652 74 19
 SCOTT, JAMES W, 385 76 21
 SCOTT, WILBUR C, 630 08 64
 SCUDELLA, JOHN W, 726 12 09
 SCULLEY, MARTIN J, 600 54 68
 SEAL, CHARLES J, 722 05 90
 SEAY, CHARLIE R, 272 37 82
 SECHMAN, WALTER C, 627 41 91
 SEGER, LEE M, 321 13 16
 SEILER, LEO J, 627 42 53
 SELBY, DEXTER C, 295 47 14
 SELBY, RICHARD E, 603 43 00
 SELLERS, PERRY (N) 656 79 06
 SEMCHENKO, ALEXANDER (N), JR,
 382 64 14
 SESSIONS, OSCAR M, 321 11 14
 SETARI, ANTHONY (N) 810 37 09

- SHAFFER, MAX W, 652 73 46
 SHANNON, EDWARD A, 382 64 17
 SHANYFEIT, ARTHUR L, 291 54 46
 SHARP, FRANK G, 817 50 73
 SHAUGHNESSY, JOHN J, 205 44 54
 SHAW, EMIL G, 360 52 98
 SHAW, KENNETH W, 258 50 62
 SHEEHAN, MICHAEL J, 810 42 22
 SHEEKEY, FRANCIS S, 400 65 14
 SHEETS, ALFRED E, 360 26 91
 SHEETS, VIRGIL R, 256 37 47
 SHEFKO, EUGENE, 726 02 47
 SHEPARD, WILLIAM D, 268 29 09
 SHEPPARD, WILLIAM E, 602 44 88
 SHERRILL, DEAN L, 382 36 02
 SHIPLEY, EVERETT R, 654 22 45
 SHIPLEY, JACK D, 368 59 12
 SHIPLEY, WALTER R, 632 10 89
 SHONKWILER, DONALD L, 316 59 82
 SHOWERS, JOHN W, 242 92 49
 SHUEY, HOWARD D, 654 22 79
 SHUMAKER, WILLARD P, 250 45 00
 SIEDEL, EDWARD A, 321 01 16
 SILLS, HASKELL A, 356 54 46
 SILVA, LINDORFO (N), 843 10 25
 SILVAS, MANUEL A, 378 01 17
 SILVER, ERWIN R, 385 99 70
 SIMI, ALFRED P, 377 87 12
 SIMMONS, ELMER M, JR, 337 12 57
 SIMMONS, ISHMAEL (N) JR, 831 47 93
 SIMPSON, AUDREY L, 356 20 18
 SIMPSON, CLYDE D, 279 52 84
 SINCLAIR, CHARLES J, 371 87 69
 SINGER, ARNOLD N, 250 39 52
 SKARVAN, FREDRICK T, 299 97 93
 SKIDMORE, ROBERT A, 356 03 16
 SKINNER, DEAN O, 316 33 30
 SLASKI, JOSEPH F, 304 86 62
 SLATER, WILLIAM (N), 632 11 10
 SLAUGHTER, CLYDE E, 346 85 69
 SLAUGHTER, JOHN D, 287 46 03
 SLOAN, RUSSELL A, 316 49 99
 SMALL, DAVID B, 311 13 87
 SMART, STANLEY F, 376 17 34
 SMITH, ADRIAN A, 660 01 15
 SMITH, ALVIN L, 382 64 18
 SMITH, ARTHUR L, 382 64 18
 SMITH, ALBERT M, 560 08 07
 SMITH, CARL E, 723 01 94
 SMITH, CHARLES A, 287 25 39
 SMITH, CLIFFORD G, 342 62 96
 SMITH, CHESTER O, JR, 342 44 68
 SMITH, CLAUDE, JR, 266 38 83
 SMITH, CHARLES W, 356 49 08
 SMITH, CLARENCE F, 337 25 59
 SMITH, DEWEY L, 287 24 79
 SMITH, DOW R, 347 02 95
 SMITH, ELTON D, 347 03 01
 SMITH, ERNEST H, 268 26 01
 SMITH, EUGENE O, 376 12 74
 SMITH, HENRY ALLEN, 656 78 68
 SMITH, HUGH R, 336 34 97
 SMITH, JAMES L, JR, 356 18 74
 SMITH, JEROME W, 576 48 12
 SMITH, JIMMIE L, 560 11 36
 SMITH, JAMES M, 810 68 64
 SMITH, JAMES W, 287 25 76
 SMITH, JOHN H, 382 64 29
 SMITH, MARVIN K, 321 13 93
 SMITH, NELSON A, 204 37 21
 SMITH, OLIVE E, 359 41 10
 SMITH, OLAN J, 341 73 69
 SMITH, RAY M, 882 91 79
 SMITH, ROY C, 368 36 37
 SMITH, ULYSSES GRANT, JR, 656 12 90
 SMITH, WALTER B, JR, 623 40 22
 SMITH, WAYNE G, 385 99 80
 SMITH, WAYNE R, 624 42 21
 SMYR, HAROLD R, 262 29 53
 SNYDER, GEORGE F, 223 20 46
 SOMERS, SAMUEL E, 656 76 20
 SNOW, RUSSELL A, 201 61 90
 SNOW, WALTER H, 212 40 22
 SNYDER, HAROLD O, 658 87 91
 SORESENSEN, CHRISTIAN (N), 316 60 80
 SORESENSEN, KENNETH L, 654 36 98
 SORESENSEN, MARVIN J, 859 10 53
 SORRELLS, WILLIAM A, 351 05 22
 SOTO, STEVE L, 382 64 19
 SOUTH, UEL G, 356 54 16
 SOWELL, CLAUDE N, 382 37 59
 SOWERS, JOSEPH N, 242 17 67
 SPADARO, LOUIS S, 223 70 02
 SPAL, THEODORE (N), 228 26 60
 SPANFELNER, PERRY B F, 385 70 30
 SPARKS, RAYMOND T, 287 22 56
 SPIESS, HERMAN H, 411 13 41
 SPEARMAN, NEWTON, 337 13 56
 SPECKERT, CHARLES J, 668 03 83
 SPENCE, DALE M, 274 34 59
 SPINGLER, JOSEPH F, 243 64 04
 SPRINGSTON, WILLIAM ANDREW, 342 13 84
 SPRINGER, JOSEPH H, 382 64 02
 SPURLING, JACK W, 262 30 22
 SPYNDIA, PETER (N), 652 70 56
 STAFFEN, LOSSIE W, 311 96 36
 STAINER, SHELBY B, 346 77 82
 STAMPER, CLARENCE E, JR, 258 07 99
 STANFIELD, WILLIAM G, 337 28 84
 STANFORD, WILLIAM F, 295 42 51
 STANERSON, EDWIN S, 632 10 82
 STANISH, MATTHEW M, 708 75 11
 STANLAND, ALEXANDER B, 656 79 54
 STANLEY, EDWARD J, 393 52 14
 STANLEY, JAMES WILLIAM, JR, 656 79 24
 STAPLETON, JAMES W, 886 65 56
 STARR, WALTER C, 321 34 95
 STARRATT, KENNETH M, 201 83 44
 STATHOS, FLOYD E, 382 23 54
 STAUS, THEODORE W, 624 36 97
 STAVIG, ERNEST M, 328 50 02
 STEED, JAY R, 884 72 62

- STEELE, JOHN R, 356 34 54
 STEELE, ROBERT W, 295 29 76
 STEFANCICH, STANLEY F, 223 93 97
 STEINER, EARL E H, 368 46 66
 STEINHURST, EUGENE C, 410 65 87
 STEMPLE, ARTHUR J, 560 11 16
 STEPHAN, ANTHONY J, 223 40 66
 STEPHENS, GLENN A, 619 50 14
 STEPHENS, HAYDEN B, 295 47 36
 STEPHENS, JAMES O, 829 92 79
 STEUER, JOHN G, 279 52 40
 STEVENS, DENTON J, 983 11 11
 STEVENSON, WILLIAM H, 274 62 33
 STEWART, FLOYD E, 311 23 14
 STEWART, JAMES W, 372 29 17
 STEWART, RAYMOND M, 268 29 67
 STILLION, DONALD D, 283 30 47
 STOGSDILL, ROBERT C, 669 80 21
 STOKES, RUSSELL C, 376 31 11
 STONE, CHARLES R, 213 68 29
 STONE, KEITH M, 393 51 56
 STONEMAN, HARVEY G, 835 09 23
 STRONG, ELTON M, JR, 624 12 89
 STORMO, HANLEY C, 316 55 26
 STOUT, KENNETH I, 380 73 13
 ST. PIERRE, JAMES R, 212 63 40
 STREETER, HARRY F, 600 56 98
 STRICKLAND, FOSTER E, 656 78 43
 STRONG, PHILIP J, JR, 300 20 17
 STROUD, COLERIDGE B, 295 29 75
 STROUD, WILLIS G, 368 31 53
 ST. SAUVEUR, HOMER E, 206 75 06
 STUART, JERRY A, 346 70 46
 STUECK, JOHN W, 376 21 25
 STUMBERG, GEORGE (N) 250 33 61
 STURGIS, CLYDE (N) 338 32 76
 STYIA, AUGUSTUS (N) 262 23 32
 SUCCI, JOSEPH R, 283 51 17
 SULLIVAN, J T, 356 51 54
 SULLIVAN, ROBERT E, 645 32 80
 SUMMERVILLE, HOWARD H, 893 12 86
 SUPA, ANDREW, JR, 238 70 66
 SURBER, HARRY L, 291 51 22
 SUTHARD, THOMAS V, 393 50 96
 SUTTON, THOMAS E, 629 66 96
 SWANSON, STUART H, 410 27 97
 SWANSON, CLIFFORD G, 306 20 11
 SWARO, TODD E, 410 65 19
 SWEGARD, CHARLES J, 560 11 09
 SWIFT, LITTON A, 865 88 34
 SZOCKI, EUGENE G, 234 30 23

 TABB, CHARLES LEE, JR, 268 27 88
 TAFF, LUKE (N) 271 82 67
 TAIT, FRANCIS T, 201 59 76
 TALKINGTON, HARLEY M, 375 91 30
 TALLY, ANDY C, 276 71 18
 TARANGO, LOUIS D, 376 16 15
 TARBERT, RICHARD L, 280 02 15
 TARBET, THOMAS A, 884 73 01
 TARVER, ALDRICH L, 630 24 14
 TARVER, CURTIS L, 274 44 63

 TATE, CARMEN (N) 250 44 85
 TATE CHARLES R, 382 29 73
 TAUSCHER, ARNOLD M, 299 80 86
 TAYLOR CHARLES E, 630 62 51
 TAYLOR, CLARENCE E, 658 87 89
 TAYLOR, HIRAM F, 407 24 37
 TAYLOR, JOHN W, 266 15 27
 TAYLOR, JOSEPH H, 272 34 09
 TAYLOR, ROBERT L, 295 72 95
 TAYLOR, RALPH E, JR, 283 37 41
 TAYLOR, STANLEY P, 272 37 59
 TAYLOR, WELBORN M, 356 72 22
 TAYLOR, WILLIAM (N) 287 43 31
 TAYLOR, WILEY J, 268 50 70
 TEER, RUSSEL L, 656 78 45
 TEN BRINK, JAMES W, 316 40 43
 TENNLER, ROBERT A, 662 54 92
 TERRANO, FRANK P, 223 86 05
 TERRILL, DAVID (N) 555 73 20
 TERRY, EARLIE F, 272 34 10
 TERRY, KERMIT E, 381 33 55
 TERWILLIGER, ARTHUR E, 310 72 35
 TESSIER, FRANK W, 212 12 16
 TETZIE, CARROL G, 393 38 02
 TEW, JAMES A, 272 34 44
 THAXTON, ROY W, 265 51 65
 THAXTON, JOHN O, 381 19 68
 THAXTON, ROY W, 265 51 65
 THEALL, FRANCIS B, 884 73 75
 THEDFORD, EDWIN H, 360 27 02
 THOMAS, GALE W, 822 10 56
 THOMAS, HAROLD J, 376 30 86
 THOMAS IVORY (N) 846 92 50
 THOMAS, ROBERT L, 376 06 93
 THOMAS, ROLAND C, 560 11 24
 THOMAS, ROY C, 360 12 64
 THOMAS, SHIRLEY E, 632 11 19
 THOMSON, ALBERT G, 385 72 84
 THOMPSON, CHARLES F, 601 15 24
 THOMPSON, LELAND F, 368 61 04
 THOMPSON, ROBERT S, 663 66 09
 THOMPSON, WALTER W, 662 00 95
 THOMPSON, WILFRED D, 360 27 66
 THORNTON, ISAAC B, 622 19 45
 THORPE, WALLACE R, 328 36 60
 THORSON, EUGENE B, 342 08 46
 TICKELL, WILLIAM E, 336 54 65
 TIDD, WARREN C, 886 41 60
 TIFT, LAVERNE E, 316 52 88
 TILLMAN, RAYFORD B, 265 79 30
 TINER, MACK, 357 16 21
 TINKER, CHARLES R, 381 39 94
 TINSLEY, CLARENCE J, 624 34 73
 TITUS, MAX L, 311 30 40
 TOBIN, HAROLD G, 618 40 12
 TOBEY, ROBERT H, 312 64 12
 TOEPFER, OTTO K, JR, 223 94 00
 TOEPFER, WALTER K, 223 41 36
 TOLAND, WILLIAM E, 250 45 16
 TOMKINSON, JAMES W, 104 36 91
 TOMLIN, CHARLES E, 265 96 74
 TORCHIA, PASQUALA (N) 600 54 60

TORONGO, DONALD M, 376 00 68
 TORRE, JOSE U, 421 01 71
 TORRENCE, CHARLES B, 258 18 38
 TORRES, SANTOS (N) 382 64 45
 TORRES, VICTOR M, 360 36 20
 TOVES, JESUS A, 421 09 04
 TRACY, JAMES E, JR, 380 97 90
 TRAINOR, MELVIN D, 554 76 68
 TRAUTMAN, FRED C, 263 07 23
 TRAVIS, LOUIS R, 868 46 70
 TREEN, ROBERT J, 894 09 26
 TREGO, LAWRENCE A, 285 18 68
 TREIBER, JOHN L, 385 92 86
 TRENT, WILLIAM L, 324 82 84
 TRESSELT, WILLIAM F, 234 34 82
 TRIQUET, JOHN J, 710 01 77
 TRISLER, THOMAS W, 283 40 01
 TROMBLEY, JAMES E, 328 48 34
 TROVER, JACK (N) 336 48 40
 TRUBY, HERNDON (N) 287 25 72
 TRUITT, SPURGEON D, 272 15 96
 TUCKER, FRANK S, 265 80 52
 TUCKER, GEORGE P, 612 61 98
 TULIN, WILTON E, 368 52 23
 TUNKS, MARION L, 648 04 91
 TURBEVILLE, WILLIAM L, 656 15 66
 TURNER, ALFRED S, 660 56 18
 TURNER, ALLEN W, 243 68 61
 TURNER, EARL D, 356 52 87
 TURNER, ROY E, 381 26 92
 TURNER, SCOTT W, 360 20 37
 TURNER, WILLIAM G, 624 12 76
 TURNER, WALLACE (N) 208 56 27
 TURNGREN, ROBERT G, 890 17 14
 TURRENTINE, JAMES E, 262 23 08
 TYLER, GEORGE L, 382 38 19
 TYLER, GRANVILLE G, 827 10 35
 TYSON, WILLIAM (N) 355 98 22

 UNDERHILL, GEORGE H, 382 22 94
 UNDERWOOD, DONALD R, 283 35 13
 UNDERWOOD, CARL H, 658 85 81
 UNDERWOOD, DONALD R, 283 35 13
 UPSHAW, WILLIAM D, 295 47 24
 URBANOK, MARCOS T, 663 40 20
 URJE, JOHN E, 882 93 10
 URQUHART, JAMES H, 316 21 97

 VALEGA, LUCIEN J, 3RD, 360 13 24
 VALENTINE, JAMES W, 321 15 80
 VANASKIE, EDWARD F, 243 68 58
 VANDER DRIFT, RICHARD (N)
 223 96 77
 VAN FLEET, DONALD (N) 287 04 17
 VAN NATTA, VERNON L, 376 24 82
 VAN TIFLIN, RAYMOND M, 521 692
 VAN VALKENBURG, DONALD R,
 662 54 39
 VAN WERT, LOUIS T, 243 68 47
 VAUGHAN, HERBERT M, (UNKNOWN)
 VEACH, KEITH T, 320 55 50
 VERBLE, LOREN L, 337 29 18

 VERHONIK, ROY E, 378 35 01
 VERTESCHER, WILLIAM J, 223 94 36
 VICENIK, LOUIS J, 624 34 67
 VIGLIETTA, FRANK D, 815 09 90
 VIOLETT, SAM O, 341 60 29
 VISCUSO, IGNATIUS J, 886 39 61
 VITT, CHARLES W C, 279 65 14
 VOLTZ, JOHN L, JR, 274 31 60

 WAGNER, CARL A, 250 43 78
 WAGNER, LAWRENCE J, 382 83 94
 WAGONER, JOSEPH H, 945 14 84
 WAITE, GORDON A, 311 46 40
 WALES, WALLACE S, 654 37 08
 WALKER, EDWARD H, 212 18 90
 WALKER, HOLLIS W, 863 65 62
 WALKER, RALPH K, 372 05 82
 WALLACE, FRED (N) 162 67 27
 WILLIAMS, CLAUDE O, 356 42 67
 WALTERS, RICHARD J, 382 57 65
 WARD, HOWARD L, JR, 295 41 49
 WARD, WARREN (N) 274 44 34
 WARD, PAUL R, 376 16 10
 WARD, ROBERT E, 311 37 13
 WARDEN, EDWIN E, 372 29 76
 WARFIELD, SAMMIE J, 360 52 86
 WARN, DONALD L, 554 64 15
 WARREN, PAUL (N) 341 43 14
 WATERMAN, LAWRENCE R, 372 21 87
 WATKINS, JAMES H, 359 87 98
 WATT, CARL M L, 337 32 59
 WATT, JOHN D, 375 94 76
 WATTS, THOMAS, 623 57 76
 WATSON, FRANK L, 376 84 47
 WAY, ROWLAND A, 382 64 09
 WAY, STANLEY M, 393 52 41
 WAYNE, ROBERT S, 382 35 47
 WEAKLEY, WALTER (N) 360 52 51
 WEATHERLY, JAMES B, 258 57 49
 WEAVER, ROBERT C, 866 01 83
 WEBB, ADRIAN F, 279 62 35
 WEBB, CECIL N, 356 07 40
 WEBBER, CLAYTON T, 957 21 78
 WEBER, ARTHUR C, 299 91 89
 WEECE, JAMES E, 965 75 44
 WEEKS, ALBERT M, 600 56 61
 WEEKS, SHERRILL W, 656 64 48
 WEHNER, JOHN A, 316 68 22
 WEHRLE, WAYNE W, 250 94 59
 WELCHER, JOHN L, 382 63 93
 WELLMAN, DENNIS H, 287 15 79
 WELLMAN, WILLIAM W, 360 32 08
 WEISS, CHARLES (N) 817 51 73
 WENN, JOSEPH J, 376 21 28
 WENNES, CARL J, 322 09 25
 WENTZEL, ERNEST P, 654 33 98
 WESCOAT, HERBERT J, 956 47 79
 WEST, ERNEST M, 163 65 87
 WEST, JACK J, 267 60 56
 WEST, ROY T, 376 20 67
 WHEELER, ROBERT C, 274 12 67
 WHEAT, ELMO T, 837 64 82

- WHETSTONE, HARRY J, 821 79 63
 WHISENHUNT, ORVILLE C, 616 01 95
 WHITAKER, GLOVER R, 287 41 50
 WHITAKER, WILLIAM D, 382 64 03
 WHITBECK, ROBERT O, 372 36 31
 WHITE, FRANCIS T, 805 47 66
 WHITE, JAMES F, 669 81 32
 WHITE, L D, (UNKNOWN)
 WHITE, PHILIP EARL, JR, 601 30 18
 WHITE, REID C, 346 40 81
 WHITE, TROY L, 291 63 37
 WHITNEY, JACK D, 321 19 76
 WHITTINGTON, RICHARD B, 382 63 97
 WIESE, FRANZ R, 316 57 32
 WIGGER, CECIL R, 337 28 63
 WILBOURN, SQUARE (N) 295 37 50
 WILDER, EDGAR D, 325 00 00
 WILFONG, ERNEST L, 287 41 51
 WILKERSON, MERRITT M, 360 13 02
 WILKINSON, WILLIAM H, 342 04 09
 WILL, WHELOCK H, 328 52 91
 WILLARD, DUWAYNE B, 356 85 03
 WILLIAMS, DENZIL W, 939 78 66
 WILLIAMS, SIDNEY E, 283 57 80
 WILLIAMS, WILLIAM H, 346 79 70
 WILLIS, JAMES L, 621 39 12
 WILLS, MURRY S, 669 79 01
 WILSON, LORAN R, 381 37 25
 WILSON, SAMUEL L, 295 29 54
 WINDHAM, WILLIE W, 552 35 32
 WINN, ALPHA L, 342 10 74
 WINN, JAMES L, 342 10 60
 WINTERS, ROBERT J, 382 43 05
 WIRTH, ANTHONY C, 377 98 42
 WIRTH, THOMAS M, 382 88 08
 WISE, SHERWOOD E, 649 99 95
 WISDOM, JAMES R, 957 21 13
 WISE, THEODORE E, 321 29 93
 WISENBAKER, LUTHER L, 356 34 60
 WISTEY, HAROLD E, 321 34 43
 WITT, MILES H, 393 25 65
 WITZKE, HARVEY (N) 382 45 20
 WOGOMON, RAYMOND (N) 279 62 55
 WOLF, CARL A, 382 41 83
 WOLF, ROLAND L, 328 69 61
 WOLFORD, ELMO W, 328 24 81
 WOLLERMAN, WALTER W, 328 70 57
 WOOD, RICHARD G, 663 12 71
 WOODS, SCOTT T, 616 83 44
 WOODALL, WAYNE (N) 923 93 91
 WOODARD, HERVEY C, 316 56 07
 WOODCOCK, WILBURN L, 658 87 92
 WOODRUF, HOWARD L, 624 37 84
 WOODS, PAUL F, 291 64 11
 WOODSON, ROBERT T, 372 21 80
 WOOLVERTON, JAMES A, 336 50 81
 WOOTEN, A G, 360 53 68
 WORLEY, BILL O, 553 68 60
 WORRELL, GEORGE M, 291 12 06
 WORTHINGTON, LEMMIE L, 272 34 25
 WRITHT, BOB H, 356 39 57
 WILL CUT, EUGENE A, 342 45 07
 WILLIAMS, ANDREW J, 274 33 42
 WILLIAMS, HORATIO C, 321 30 52
 WILLIAMS, JOHNNIE L, 604 39 04
 WILLIAMS, KENNETH E, 656 76 49
 WILLIAMS, KENNETH G, 603 43 15
 WILLIAMS, LOUIS E, 624 79 89
 WILLIAMS, HAROLD R, 321 27 48
 WILLIAMS, LEROY C, 382 36 40
 WILLIAMS, RAYMOND T, 393 44 33
 WILLIAMS, STEPHEN (N) 265 69 77
 WILLIAMSON, ROY L, 630 08 09
 WILLIAMSON, WILLIAM H, 355 73 14
 WILLS, CLARENCE L, JR, 262 37 66
 WILSON, AMOS A, JR, 360 52 90
 WILSON, CLIFFORD E, 884 70 42
 WILSON, DONALD D, 274 15 93
 WILSON, LEONARD C, 632 11 25
 WIMER, JACK L, 570 08 04
 WINN, JAMES L, 342 10 60
 WISOR, HOWARD O, 250 70 21
 WOGEN, HOWARD T, 321 34 42
 WOODBURY, LEROY A, 639 15 03
 WOODLOCK, MEDRICK A, 382 63 95
 WOODS, JAMES (N) 381 37 63
 WORTHINGTON, LEMMIE L, 272 34 25
 WORTHINGTON, MARION H, 272 63 23
 WRITHT, BERNARD P, 295 68 87
 WRIGHT, BOB H, 356 39 57
 WRIGHT, CHESTER E, 624 38 88
 WRIGHT, JACOB E, 263 58 63
 WRIGHT, RALPH F, 337 28 64
 WRIGHT, WILLIAM R, 393 35 97
 WULZEN, ROBERT C, 382 64 27
 WYATT, ROBERT L, JR, 295 47 80
 YANTOSCA, ROBERT V, 203 41 52
 YOUNG, JOSEPH H, 886 38 24
 YOUNG, LOUIS C, 287 07 04
 YOUNG, WILLIAM H, JR, 385 80 31
 YOUNG, WILLIAM J, 382 63 94
 YOUNGBERG, ROBERT W F, 321 22 76
 ZAGAZK\$, STANLEY W, 243 78 72
 ZAREMBA, LEO F, 653 86 28
 ZARETSKY, JOSEPH (N) 707 81 87
 ZAVALA, LOUIS C, 382 67 79
 ZAVAS, TRUMAN G, 382 17 94
 ZAWADZKI, THEODORE P, 725 66 26
 ZEIGER, WILLIAM (N) 321 18 27
 ZERT, JOHN A, 624 84 61
 ZEISSAU, WILLIAM J, 382 32 29
 ZETT, METHOD J, (UNKNOWN)
 ZETT, WILLIAM J, (UNKNOWN)
 ZIHAR, JOHN (N) 560 10 29
 ZIMMERMAN, KARL F, 360 52 87
 ZIMMERMAN, LEONARD (N) 266 13 08
 ZOBEL, MARVIN H, 316 57 27
 ZYJEWSKI, EDWARD F, 623 32 31



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