



FALL EDITION

SEPTEMBER 2004

Notes from the Editor: Ray Smith

For many of the past months in 2004, Alfred Roxburgh (CN-289), Jay Puckett (the son of a now-deceased past member of L-290), and myself (M/C Editor Ray Smith) have been engaged in compiling a name and organization listing of 75th post-WW2 deceased. Our objective for this seemingly morbid task has been to establish a database, which when coupled with a current Association Roster, might provide helpful responses to queries regarding whether and how a given family might track the war histories of its departed 75th loved one. We began and have pursued this task mainly by scanning the "Taps" columns and other news items printed in past issues of the 75th Association's "*Bulgebusters*" newsletter. But we also used any other sources that became available to us during the course of the search. However, archived copies of the BB available to us were limited to issues published from about 1965 or later. Thus, if any of you have earlier ones, we could surely use any information they might report about deceased comrades, their names, the organization to which they belonged, date of decease, and the source of the information (e.g., the *date* of the BB). You can send such information to AL or me or even directly to Jay Puckett at the addresses listed on page 7.

Unfortunately, we have been unable to interest and thereby enlist the help of the 75th Association's present secretariat, a resident of Indianapolis. There, he is the custodian of an archive where much historical membership information is alleged to have been retained and stored in one form or another. His unyielding reluctance to support such a seemingly worthwhile project may have been due to an unwillingness to voluntarily commit to the formidable and time-consuming task such a search might demand of him. However, alternate sources we *have* been able to tap include queries received by Jay (via his website, 75thdivisiondad.us) from surviving families of veterans seeking details about their deceased relative's service history. When our compilation has been brought up to date to make it as current as we can make it, Jay has agreed to publish and maintain it on the 75th Division-oriented website he developed and manages in honor and memory of his dad, Resol Puckett, formerly of 290th Companies L and F.

Regrettably, because the resources available this late in time have been almost entirely limited to pools of information relating to past members of the 75th Association rather than to *all* the members of the 75th Division itself, our database will never include or even approach the estimated 17,000 or so members who, at one time or other, qualified for membership in the Association. Published data from the BB indicates that though the original membership of the Association peaked at 6500 by May of 1946, apathy that later developed amongst the original sign-ups, together with growing expenses and lack of financial support, reduced the number of paid and active Association memberships to something below 400 by February 1968. With dedicated effort it reached 1250 in mid-1970, though by then perhaps a third had become unresponsive, possibly deceased.

We'll report our progress on the project in the next issue of the M/C. In the meantime, those of you with internet access can check out Jay's website for the appearance of the list to catch it as soon as it appears there, which could happen by the close of 2004. It's not likely to be published anywhere else because of its volume (1346 names by June 2004 and growing).

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Two events in 1945 that might have profoundly altered the future of many of us, and particularly those awaiting redeployment to the Pacific Theater -- by Ray Smith:

Event # 1: A close encounter with reppo deppos: During my perusal of early BB issues, I ran across what hit me as sort of a chilling revelation. It was contained in a column entitled "20 Years Ago" submitted by B/General Gerald S. Mickle and printed in a 1964 edition of the BB. Mickle described a development that would have been very traumatic for me had I known about it: The possibility of being selected and transferred from the POE (Camp Shanks, NY) to some shattered overseas outfit as a replacement. There, as an individual transferee, I would have become

a buddy-less orphan. Such a situation has been succinctly described in "The Replacement's Story", an article in the March 2003 M/C, that gave a true account of George Sosebee's (B-291) personal experience as a replacement when he was sent from one of the infamous "reppo deppos" to the 291st's Company B. Former AT-290 members such as Ray Fary and Ira Files can certainly identify with the circumstance. Similar stories abound, where replacements necessarily enter a very tightly bound society of survivors and must try to become accepted by them as a member before they, too, become casualties. Specifically, Mickle claimed that in September-October of 1944, the War Department was contemplating shipping the personnel of the three Infantry regiments of the 75th, then variously on "hold" at Camp Kilmer, N.J., Camp Shanks, N.Y., or Fort Hamilton, N.Y., to the ETO, broken out as *individual replacements*. Mickle however, went on to recall with some relief that October 1945 saw "the fight to keep the Division together as a unit continued and apparently won, when the supply situation stalled the general advance to the Rhine, easing the replacement situation in the ETO".

Event #2: A further momentous, but widely unknown (perhaps even suppressed) event that took place towards the end of the Pacific War, has been described and validated in a book, "The Last Mission" by Jim Smith and Malcolm McConnell (Broadway Books, 2002; 368 pp., \$24.95 -- ISBN 0767907787). Smith was the radio operator on a B29 named "Boomerang" of the 315th Bomb Wing, 20th Air Force. I (Ray Smith) became aware of the episode described by the book's authors when it was made into a documentary film recently aired on TV's History Channel. Despite being a frequent cynic about such storied events, I believe the one described in this book to be true and the companion events in Tokyo to have been accurately described and authenticated by a Japanese coup participant, Lt. Colonel Masataka Ida and further, by subsequent Japanese historians Kazutoshi Hando and Makota Iokibe. While I haven't read the book, I *did* have the presence of mind to record the TV documentary, and from it, develop the précis that follows. It is the account of how a seemingly coincidental side effect of a final bombing mission carried out over Japan had a most significant influence towards ending the war and therefore, on our lives, i.e., on the very infantrymen scheduled for Pacific redeployment for the certain invasion of Japan.

To set the stage, I had never been aware that there was even a remote likelihood of the Pacific War continuing after the *second* atomic bomb was dropped on Nagasaki. Who would have guessed that any sane government would try and pursue a war where the other side had so conclusively demonstrated possession of such a devastating weapon? Yet, it happened!

The bombing of Hiroshima on August 6th and Nagasaki on August 9th had been expected by the Allies to force Japan to accept the terms for their unconditional surrender. Instead, their radioed responses were pretty much non-committal, interpreted as confusion or a stall while they made a frantic search seeking an alternative to the terms demanded. Neither the book nor the documentary address what went on in Tokyo from the 9th through the 14th. However, on the 14th at 9:30 a.m., Emperor Hirohito held a meeting with his 6-member Supreme Council for the Direction of the War to discuss the war's continuation...I.e., to resolve a deadlock that had developed within the Council. As a most influential member of the Council, the War Minister, General Korechika Anami, wanted to continue the war using all civilian and military resources that yet remained and fight invasion to the death in the Bushido warrior tradition. The Emperor, in an interview with Premier Kantaro Suzuki, had concluded that morning that of necessity, the war had to be ended if the lives of his subjects were to be spared. He announced this wish to the Council and directed them to respond to the Allied demands in a declaration *agreeing to their terms*. He also directed the Council to prepare a rescript from which he could make a recorded message to be aired to his nation on Japanese radio at noon on the 15th. The text of the speech was to explain his wishes and call for an end to the war.

The declaration of surrender was drafted and signed by the entire council, as was required by law. However, though he signed that declaration, General Anami did not intend to abide by it. Surreptitiously, he had already opted to join a coup d' etat being formed from within his own War Ministry by Major Kenji Hatanaka.

Hatanaka's coup gained strength during the day (the 14th). His immediate objective became that of surrounding the Palace grounds to imprison the Emperor in his own palace and thus prevent him from making the planned radio address or even recording it.

Meanwhile, President Truman had grown impatient at the Japanese failure to accept his terms of surrender and sought ways to force a decision. There was a degree of political urgency for developing peace terms with the Japanese. Russia had launched an attack on Japan from the north of the main islands and had long before demonstrated a disturbing tendency to remain in occupation of countries they invaded. Truman was determined to avoid this.

On the morning of the 14th, orders were issued to the 315th Bomb Wing of LeMay's 20th Air Force on Guam to load all of their B29s (143 of them, though only 127 proved to be airworthy) with a maximum load of bombs and fuel for a 17-hour, 3800 mile round trip mission to destroy Japan's sole remaining source of fuel, the Nippon Oil Refinery at Atika Japan. The Wing left Guam shortly after 2:40 p.m. on the 14th and were passing just east of Tokyo by 11:20 p.m. Tokyo radar detected them, and believing the city to be the target of another air raid, had the electric power for the entire city shut down, producing a total blackout. This disruption of power came at a time when Hatanaka's men were trying, but failing to prevent the Emperor from making the recording of his speech. In spite of their effort, the recording was successfully made using emergency power in a makeshift studio at the Imperial Household Ministry Building. Two copies of it were hastily, though carefully hidden in a closet of the building. Still hampered by the blackout, Hatanaka and his troops tried desperately to find the recordings but could not do so, despite threats made to the engineers and chamberlains who had been involved in making them.

The 315th Bomb Wing continued on its way to Atika, unmolested by the Japanese interceptors which had been ordered to disengage and return to circle over and protect Tokyo. The refinery was destroyed by the attack and all 127 B29s managed to return and safely land at Guam without a single fatality, just as their engines began to backfire for lack of fuel.

The bottom line: Had there been no air raid by the 315th on Atika, there would have been no inhibiting blackout of Tokyo that critical night of August 14-15 and in all probability, the palace coup d' etat would have been successful: The recordings of the Emperor's surrender message would have been found and destroyed by the rebels to end his intended move of August 15 toward peace. The war could then have continued well beyond August 15, and one can only guess what the invasion of the Japanese home islands would have cost in the way of American casualties, or what an occupation of Japan shared with the Russians might have produced in the way of more Berlin-like confrontations.

The Air War from the Ground Up---by Bill Sheridan AT - 290

Foreword: No doubt you're questioning why an infantryman would undertake to describe the air war waged in December 1944 over Belgium. The answer lies in my roots as a thirteen year old boy living near the busy Newark Airport in 1937. My youthful experiences there fostered a lifelong interest in aviation.

Attracted by the magic of airplanes, the excitement of aviation and the sparkling environment created by a new administration building built by the WPA [Works Progress Administration, later known as the Work Projects Administration], all made the airport one of my

favorite playgrounds. In those more trusting days of the Depression era, young boys were tolerated, if not welcomed, to ramble freely among the hangars, peering through all the open doors. Thus, I had the chance to spot such prizes as Howard Hughes' racer with which he set the world's coast-to-coast flying speed record (I believe he did it in seven hours). When I saw it, it was covered with a muslin shroud and, I believe, never flown again.

At other times, Amelia Ehrhart's maroon Lockheed Vega and Wiley Post's "Winnie Mae", appeared in the hangars. Also there, the New Jersey National Guard housed its squadron of Keystone biplanes that seemed to reflect World War I technology.

American Airlines operated out of Newark, and was converting its fleet of Stinson trimotors and, Curtis Condors to the shiny new DC3s that Douglas was struggling to supply to a soaring U.S. and world-wide demand.

During one 1937 visit, a small crowd had collected around a sleek new high-winged silver monoplane of foreign design. It was a Focke-Wulf Stösser, recently arrived from Germany. One of the local National Guard pilots flew the plane over adjacent Newark Bay in a series of loops and other stunts, events almost unimaginable in 2004. I was shocked to view the black swastikas that adorned the tail of this startling example of German technology. Even as children we were aware of happenings in Germany and the speculation about Hitler's intentions. Two years later German troops invaded Poland, an act that by December 1944 brought me to Belgium.

The alert that a German counter-offensive had begun in the Ardennes was received early on December 16 at the AT Company's muddy bivouac near Yvetot, France. Trucks were hastily unloaded and set to ferrying the rifle companies to the railhead for the move to the area of the German breakthrough....By about December 20th the AT Company was billeted in civilian homes at Hasselt, Belgium.

Although the 290th was in France by December 16, it had been afforded a brief respite by Field Marshall Montgomery's plan to form a new corps comprising the 75th and 84th Infantry and 3rd Armored divisions. His plan was to assign this newly created corps to the task of cutting off the German spearheads that had pushed westward into Belgium. The 75th was to be held in reserve. But the plan was soon abandoned and the 75th committed piecemeal to battle on Christmas Eve.

The AT Company's 1st platoon, the 1st squad of which I was a member, was introduced to the air war over Hasselt, when for a few days we were billeted with the Peters family. At night, around their warm kitchen stove, a seemingly endless parade of German V1 buzz bombs passed overhead. Mr. Peters advised us that those passing to the right of his home were destined for Antwerp and those to the left, for Liege. While the BBC radio kept us apprised of the battle's progress, the Peters sisters quietly sewed the 75th shoulder patches back onto our overcoats from which they had been removed during our move to the continent.

After eight days of foggy, misty weather, December 24 dawned with a sunny, brilliant blue sky but with everything covered by frost so thick it resembled freshly fallen snow. From open farm land, the fully mechanized AT Company crossed a river at Barvaux, over a bridge heavily wired for demolition. The road then cut through a forest and began heading due south. On either shoulder of the road, rifle companies were moving forward on foot. Air action started early when all vehicles were ordered to take cover among the trees in response to a report that German aircraft were strafing the road ahead. However, when no enemy aircraft appeared, AT Company's vehicles returned to the road and rejoined the march.

The road suddenly burst out of the forest into a valley of meadowland which rose from the roadside to fill about half the height of the valley. The road bisected the valley for about a mile and led to a bridge over the river Ourthe and into the town of Hotton. An order came down to create a

road block at the head of the valley, so the 1st Platoon proceeded to dig in its three 57mm guns about 200 feet beyond a platoon of Company L riflemen in their foxholes at the edge of the forest. I was surprised to see their firing line some 200 feet to our rear!

As our positions took shape, high above us some twenty white cotton balls dotted the blue sky. From the center of this cluster a tiny plane emerged and began to tumble earthward. Neither smoke nor flame nor a parachute were visible. Just this tiny plane. It seemed to take forever to reach the earth off to our right. We couldn't tell whether it was one of ours or German. Then, at about 11 a.m. the roar of many engines were heard from the west and the first wave of the 9th Air Force's B26 Marauders passed overhead at about eight thousand feet, each bomber trailing a contrail. Additional formations were following them as far back as the eye could see. The roar of their engines filled the valley. Targets were rail and highway bridges over which supplies for the German offensive were being funneled. Historians of the 344th Bomb Group have supplied details of their raids.

As the lead formation reached the German positions, they were greeted with a barrage of anti-aircraft fire. Although the planes were now a few miles beyond us, the effects were obviously devastating. I recall seeing seven planes fall out of formation and twist their way earthward. Others exploded in great gobs of burning gasoline. Parachutes dotted the sky. We wondered on which side of the lines they would reach the ground.

During the morning and for most of the day, sporadic tank battles seemed to be raging in the areas to the south. Closer still, a 20mm machine gun was being fired in the next valley to our left. Surprisingly, no one was ordered to hike to the top of the ridge to learn who was firing the 20mm and we never found out.

By 3:00 p.m. evening was beginning in the Ardennes. From the direction of the tank battles two fighter planes flying low, hedge hopped toward us and almost reached our position before the leading plane executed a sharp turn to its left. It was then that we recognized that it was an American P47 followed closely by a German ME109. Immediately after making the turn, the German plane loosed a short blast of cannon fire. Leaving a trail of vapor, the P47 suddenly inverted, and plowed directly into the earth. The German went into a steep climb over Hotton and headed due east into Germany. After sixty years, as vivid as the recollection of this encounter remains, I have no recollection of my emotional reaction to the violent death of this unfortunate American fighter pilot.

As darkness fell, we moved down the valley and across the bridge into the village of Hotton. Parking by our Company Headquarters on a residential street, we contemplated spending this bitterly cold night in a sturdy and warm stone house. However, this was not to be. Our platoon leader, Lt. Dalton Raze, emerged from the headquarters to announce that we were to fill our canteens and move out.

Leaving Hotton we climbed a steep hill to reach a flat section of the road that followed the ridge line into Soy. The left side of the road bordered a large plowed field. Four knocked-out American tanks could be seen in the immediate vicinity. Other signs of battle and death could also be seen, but utter silence prevailed. To the east of the road, a deep valley led to the next ridge where the sounds of motor cycles could be clearly heard. Germans? The consensus was "Yes". No one could recall any motor cycles being used by the American army of 1944 in Europe.

The plowed but frozen field to the left of the road was selected for the emplacement of our squad's 57mm anti-tank gun. In spite of the noise made by our arrival and subsequent digging of a gun emplacement and foxholes, it was a fortunate choice. The land fell away from the road there and provided a defiladed position, protected from the sporadic German artillery fire drawn by the

incidental noise we made setting up our road block. At approximately eleven p.m. the battle for the hill, later identified as La Roumiere, erupted to our rear, and a sleepless night began for us.

December 25: By dawn Carl Sieg and I had excavated a foxhole about four feet deep which we filled as we sat with our knees touching each other's. As the squad's bazooka team we were sharing the same hole. First light revealed that our position was in the immediate vicinity where the remains of four American tanks lay, all destroyed by shells that had come directly through their frontal armor despite the sand bags their crews had placed there for added protection. We were able to salvage a functional machine gun from one of them plus an M1 rifle for me. That well maintained M1 had a piece of white sheet metal from the tank's interior driven deeply into its walnut stock. It proved to be quite difficult to remove, but attested to the devastation sustained by the direct hit taken by the tank.

Of particular interest to me was the largely intact wreckage of a German Junkers 88 aircraft about a hundred yards away from our emplacement. With Sergeant Moir's permission I was able to check it out. It appeared to be quite new, painted the standard blue-grey on top and white underneath. It featured the insignia of a red exclamation mark (!), perhaps suggesting its role as a night fighter. Surprising to me, the tires and certain engine components showed familiar U.S. trade marks. Armament consisted of 20mm cannons with an ample supply of ammunition. There were no bombs to be seen. The two crew members were young non-commissioned officers. Both wore blue turtle neck sweaters under their light blue Luftwaffe uniforms and beautiful brown leather flying suits, electrically heated from outlets within the plane. Someone had already liberated their flight boots. Both appeared to have died of gun-shot head wounds. Later, an article in Stars and Stripes described the downing of a German night fighter near Hotton by one of our newly arrived Northrup P-61 "Black Widow" night fighters.

At mid morning we were surprised to encounter three heavily armed paratroopers strolling down the road. They wore no helmets and were from the 517 Parachute Infantry Regiment. They told us that they'd been holding this road for a few days. About mid day (Christmas), a second, artillery-supported assault on La Roumiere was launched. The hill was taken and held by men of the regiment's Second and Third Battalions, assisted by men of the 517th PIR's reinforced Company A.

During Christmas Day, flights of P38 twin boom fighter bombers had been patrolling the air over our area and had prompted little interest from our platoon, having been easily identifiable as friendly. I was attempting to sleep in our foxhole when some subtle change in the sound they made or by their maneuvers overhead caused all eyes to turn skyward...Framed by our foxhole's entrance, I watched as a rapidly enlarging bomb seemed to be heading right for us. It struck about fifty feet from our position, hardly leaving a mark in the concrete-hard, frozen earth but spraying shrapnel across the entire area as it exploded. Carl Sieg sustained a mortal wound and died on the way to the aid station. Our gunner, Cpl. Nick Uremovich received a devastating leg wound. Damage sustained by our equipment was minimal. This was our first but not last encounter with "friendly" fire. An observer of the air war had become a participant.

Ray Smith, Editor

Rob Smith, Treasurer and Publisher

ADDRESSES & PHONE NUMBERS for AT-290TH IR

NAME	PHONE	STREET	CITY	ST	ZIP
Anderson, LeRoy V. (Anja)	210 579 3126	1802 Fantasy Woods Drive	Houston	TX	77094-3464
<i>Berry, Gordon</i>	616 363 6074	1225 3 Mile Road NE	Grand Rapids	MI	49505
Black, Velma (Bill's widow)	unknown	Infina at Kensington - 613 N. Main	Kensington	KS	66951
Blake, Jean G. (Charles' widow)	513 984 5589	15 Falling Brook	Cincinnati	OH	45241-3243
<i>Bondaruk, George</i>	203 378 0689	25 Franklin Avenue	Stratford	CT	06497-5239
Boyle, William B. (Ruth)	812 546 4948	P.O. Box 35	Hartsville	IN	47244-0035
Bradley, Connie M. (Rudy G.'s dgtr)*	410-228-1643	1210 Stone Boundary Road	Cambridge	MD	21613-2854
<i>Brown, George A.</i>	508 477 1144	Box 1439	Mashpee	MA	02649-1493
<i>Claypool, Edward L.</i>	903 785 1197	123 23 rd ST NW	Paris	TX	75460-3727
Coldwell, Mary (Robert's widow)*	unknown	13309 E. 43 rd	Independence	MO	64055
Daehler, Ralph H. (Sylvia)	319 652 3737	700 Pershing Road	Masquoketa	IA	52060-2402
Daniels, Rudy [or "Rubbie"]	404 286 8457	2805 Mitchell Place	Decatur	GA	30032
<i>Denegre, John</i>	203 795 4843	289 Merry Circle	Orange	CT	06477-3417
Dionne, Norman R. (Regina)	603 524 2867	9 Sargents Pl - Lot 56	Gilford	NH	03249-2268
<i>Dole, Robert</i>	913 483 4274	1035 N. Maple Street	Russell	KS	67665
<i>Elbon, Arthur</i>	408 356 5041	Pueblo De Los Gatos, 420-28 Alberts Way	Los Gatos	CA	95032
Ellis, Paul B. (Rosemary) K/290	803 547 4913	104 Hilton Head Court	Fort Mill	SC	29715-9758
Fary, Raymond E. (Irene)	219 836 7974	8254 Madison Avenue	Munster	IN	46321-1627
Files, Ira (Flossie)	501 352 7515	Rt. 1, Box 56	Ivan	AR	71747-0000
Gase Jr., Virgil C. (Seattie)	513 858 1254	998 Hicks Blvd	Fairfield	OH	45014-2853
Graves, Paul C. (Betty)	859 987 3754	19 E. 19 th St	Paris	KY	40361-1156
Grimm, Elide Lucy (Tom's widow)*	512 452 2354	1904 Wooten Drive	Austin	TX	78757-7702
<i>Guhl, Paul J. (Betty)</i>	860 536 1626	45 Sequin Drive	Noank	CT	06340
<i>Harter, John (John Benfield's grndson)</i>		<i>moved to Sitka May19, 2003 - promised fwdng address not rec'd</i>			
<i>Harter, Vicki (John Benfield's dgtr)</i>	253 535 2966	11901 Alaska Street S.	Tacoma	WA	98444
Huchingson, W. Paul	504 469 4581	4153 Loire Drive	Kenner	LA	70065-1747
Ingles, Ernest (Ruth Brown)	517 437 4704	1341 Hudson Road	Hillsdale	MI	49242-9345
<i>Jarrell, Melvin/"Bill" (Buelah)</i>	302 629 3062	Route 1, Box 318	Seaford	DE	19973
<i>Johns, George Randall</i>	503 236 2274	3728 SE 35 th PL	Portland	OR	97202
Kirk, William (Peg)	410 228 7377	110 Choptank Avenue	Cambridge	MD	21613-1625
Kolarczyk, Frank M.	219 397 2778	3731 Elm Street	East Chicago	IN	46312-2225
Krause, Michelle (Groves' dgtr)*	unknown	1208 N Finlandia CT	Muncie	IN	47304-9093
<i>Lauland, Byron J. (John's son)*</i>	504 348 7651	2776 Colony CT	Marrero	LA	70072
Lauland, Cary J. (John's son)*	504 689 4286	5026 Trahan St	Marrero	LA	70072-7656
<i>Lauland, Eric J. (John's son)*</i>	504 341 8911	1035 Cedre Dr	Westwego	LA	70094-4533
<i>Lewis, Charlotte A. (Rudy G.'s dgtr)</i>	410 228 3272	6033 Corners Wharf Road	Cambridge	MD	21613
Louder, Howard M. (Tuckey) Hq/290	814 696 5774	811 Hedge Street	Hollydaysburg	PA	16648-2259
McElroy, Robert F. (Tommie)	631 669 8251	163 Van Buren Street	W. Babylon	NY	11704-3410
Moir, Janet (Scotty's widow)	unknown	19201 Pearl Road-Retirement Apt. 236	Strongsville	OH	44136
Nelson, Gilbert M. L/290	781 449 0258	99 Fairfield Street	Needham	MA	02942-4525
Nichols, William C. (Marti)	307 634 4575	1124 Cactus Hill Road	Cheyenne	WY	82001-6121
<i>Parsons, Nina (Orland's widow)</i>	513 853 2987	5263 South Ridge Drive	Cincinnati	OH	45224
Pildner, John A. (Lynetta M.)	440 998 2721	1806 E. 36 th Street	Ashtabula	OH	44004-5804
Premazzi, Deona Louise (Lee's widow)	541 296 6440	1024 Whitman CT	The Dalles	OR	97058-4563
Puckett, Jay R.	913 677 0190	6931 Broadmoor Street	Overland Park	KS	66204
Raze, Grace J. (Dal's widow)*	703 569 4996	5621 Bellington Avenue	Springfield	VA	22151-2702
<i>Rezach, Howard (Janet)</i>	920 684 6148	1314 S. 16 th Street	Manitowoc	WI	54220-5612
Rogers, Connie (Bill's widow)*	618 457 2211	1203 W. Hill Street	Carbondale	IL	62901-2463
Roxburgh, Alfred S. (Jessie) CN/289	916 485 4226	2719 Laurel Drive	Sacramento	CA	95864-4950
Sheridan, William J. (Peggy)	203 458 9733	5 Paddock Lane	Guilford	CT	06437-2809
Smith, Raymond C. (Molly)	651 429 1051	2365 Lakeridge Drive	White Bear Lake	MN	55110-7412
Smith, Robert M. (Caroline)	904 268 1305	3580 Pall Mall Drive #403	Jacksonville	FL	32257
Snow, Gloria Bell (Len Bell's dgtr)	913 722 6385	5017 Reinhardt Drive	Roeland Park	KS	66205
<i>Sutton, Robert L.</i>	812 522 4454	614 North Park	Seymour	IN	47274
<i>Swift, Edward L. (Ann) A/290</i>	606 744 6594	103 Hampton Avenue	Winchester	KY	40391
Uremovich, Niklos (Katie)	513 753 5887	3678 Bristol Lake	Amelia	OH	45102
Wallace, Lovell R. (Cie)	805 649 2224	130 Sunset Avenue	Oakview	CA	93022-9750
<i>Yack, Donald M.</i>	801 353 4432	Box 241	Neola	UT	84053-0241

Note:

* Indicates a paid contribution despite a survivor's qualification for a complimentary subscription.

Bold, non-italic print reflects a client's valid subscription through July 2004.

Some Italicized entries may contain obsolete addresses or phone numbers due to communication failure.

AT-290 KIA/WIA AND TAPS

KIA

Francis T. DeVault	4 th Plt 2 nd Sqd	17 Jan '45 near Burtonville, Be.
William P. Hulsey	3 rd Plt 2 nd Sqd	after 25 Dec '44, near Soy, Be.
Wilbur A. Isaacs	1 st Plt Sergeant	date unknown, in Korea
Carl Sieg	1 st Plt 1 st Sqd	25 Dec '44 friendly fire, Ny, Be.
Lino Silvani	2 nd Plt	Aug '44 (M Co, 39th Inf) Ste Lo, Fr.

WIA (probably did not return to AT-290 by war's end)

Russell Hedberg	Hdq Plt Recon Sgt	details unknown
(?) Holtzhauser	unk Plt unk Sqd	Shrapnel in thigh or arm (at Rhine?)
Fred Marsh	1 st Plt 1 st Sqd	Easter 1945 - Land mine
Alexander Moir	1 st Plt 1 st Sqd	Shrapnel, left arm - evac
Bud(?) Scheidt	3 rd Plt jeep drvr	Shrapnel, arm, land mine Colmar Fr.
Niklos Uremovich	1 st Plt 1 st Sqd	25 Dec '44 Friendly fire
Donald Yack	4 th Plt 2 nd Sqd	Feb. '45 at Colmar, Fr.

Post-War Deceased

Lennie Dale Bell	Hdq Plt Mail clrk	2 Nov 1994 - Lebanon, KS
John F. Benfield	4 th Plt Sergeant	17 Apr 1988 - Seattle WA
Bill(y) B. Black	4 th Plt 2 nd Sqd	18 Jun 1998 in WV, of an aneurism
Charles Blake	3 rd Plt Ldr	1995 (reported BB Jan 96)
Robert C. Coldwell	3 rd Plt	1986
Paul W. Costinett	AT CO, pre-Europe	1987 Los Angeles, CA
Woodrow W. Fisher	AT Exec Officer	1960
Lawrence R. Gillen	AT CO in Europe	22 Sep 2000: Maryland-heart failure
Clayford T. (Tom) Grimm	2 nd Plt 2 nd Sqd	13 March 2003 - Austin, TX
Lawrence H. Groover	1 st Plt 3 rd Sqd	Oct 1984 - Smyrna, GA
Charles Grose	Hdq Recon, 2 nd Lt	unknown
William F. Groves	S/Sgt Hdq Supply	1999 - Muncie, IN
Russell Hedberg	Hdq Plt Recon Sgt	unknown
John Joseph Heiterer	AT Co. Clerk, Sgt	12 Jul 1994
Justice Horton	3 rd Plt driver	1995
Frank T. Kysar	4 th Plt	1992
Joe Lassiter	unknown	1977
John D. Lauand, Jr.	3 rd Plt 3 rd Sqd	18 Sep 1995-Westwego, LA-of cancer
Michael Malinak	1 st Plt 1 st Sqd	unknown
Fred Marsh	1 st Plt 1 st Sqd	1967
Alexander Moir	1 st Plt 1 st Sqd	1 Oct 1984-Cleveland, OH
Edward K. Norfleet	1 st Plt 3 rd Sqd	13 Aug 1989-Venita, OK
Orland H. Parsons	Hdq Plt 1 st Sgt	12 Oct 1997-Cincinnati, OH
Lee A. Premazzi	Hdq Plt driver	6 Jan 1997-Portland, OR
Ben G. Premo	4 th Plt 1 st Sqd	unknown
Dalton D. Raze	1 st Plt Ldr 2 nd Lt	28 Dec 1997-Springfield, VA
William J. Rogers	1 st Plt driver	3 June 1999-Springfield, IL - heart
Carol C. Smith	? Plt S/Sgt-2 nd Lt	1960
Edward S. Stewart	Hdq Plt Comm Sgt	1991
Willard S. Strawn	4 th Plt 2 nd Sqd	circa 1988
James B. Vosters	4 th Plt Ldr 2 nd Lt	3 Feb 1997-Miami FL
John P. Webster	Hdq Plt Sgt/2 nd Lt	1970

NOTE: Please direct all corrections relating to the above information directly to the M/C Editor: Raymond C. Smith, 2365 Lakeridge Drive - White Bear Lake, MN 55110-7412 or e-mail to raysmith111@comcast.net