

Engineers for the American Service Forces

BY THEODORE C. COMBS

WRITING from the war front not long ago, Ernie Pyle said: "The engineers were in it up to their ears."—a homely restatement of the current truism that this is a technician's war. The Army engineer, as a builder and a man of science, has a part, directly or indirectly, in every battle of today. Small wonder, then, that General George C. Marshall, Chief of Staff, U. S. Army, reported to the nation on September 8 of last year: "The Corps of Engineers has been increased by 4,000 per cent" (between July 1, 1941, and June 30, 1943).

These figures reflect the importance of the technician in khaki. The mission of the engineer is to slow the advance of the enemy and speed the progress of our own troops. In accordance with its mission the Corps of Engineers provides troops for all three divisions of the Army: Army Service Forces, Air Forces, and Ground Forces. For the Air Forces, there are the Aviation Battalions and Regiments. Every division of infantry employed by the Ground Forces has its combat engineer component, and the armored divisions, too, have their engineers.

It is with the Army Service Forces and the engineers therein that this article concerns itself primarily as a matter of familiarity to the writer, who has served for the past 18 months in the Engineer Unit Training Center, Camp Claiborne, Louisiana. There the bulk of U. S. Engineer troops for employment overseas with the service forces have been trained, and the Center at this writing comprises the largest single concentration of engineer soldiers in the nation, and probably the world.

The story of transition—civilian to engineer—that is taking place daily at the E.U.T.C., the molding of the civilian technician into the military engineer, is one well worth telling here.

Take the typical case of a mythical soldier inducted for the purpose of this article, a George Johnson, educated for two years, say, at California Institute of Technology and now a salesman. He left college before graduation for any reasons the reader cares to assign, spent some time on a surveying crew, then entered a more lucrative field of selling before entering the Army. On the day that Mr. Johnson walked into the induction station of his home town, raised his right hand, and took the oath of allegiance, he left his civilian identity behind him, to become Private Johnson, a member of the U. S. military team. Therein lies our story.

INDUCTION AND RECEPTION

From the induction station, the new recruit is hurried to the reception center nearby, where he discards his civilian clothes for the garb of a soldier. There he begins the series of inoculations against disease, sleeps for perhaps the first time in an Army barracks, learns the rudiments of drill, draws the "GI" clothing he will wear during the days to come, and becomes an advocate or antagonist of army fare. Included too in the neophyte's experiences at reception center is an interview with a member of the classification section, whose duty it is to see that the Army's men are utilized to the best advantage.

Let us assume that Private Johnson possesses the qualifications desired in a surveyor, and that he is classified

in that category as a "228" with appropriate entry and punching being made on his qualification card. Meanwhile, comes a requisition for surveyors and other specialists to be employed in a series of units about to activate at the E.U.T.C. Private Johnson is soon on a troop train, speeding toward Camp Claiborne, Louisiana.

On his arrival at Claiborne, a military band of the Engineer Unit Training Center plays him and his train companions a welcome to the installation that will be their training site for at least the next 13 weeks to come. But even before his arrival at Claiborne, he has actually become a part of the E.U.T.C. A classification crew of the Center meets the train an hour or so earlier at a convenient stop and picks up the stack of qualification cards, "Forms 20." As the train travels toward Claiborne, the classification crew, riding in a mobile office and equipped with a list of specialist vacancies, sorts the cards by mechanical means and rapidly but accurately makes appropriate assignments—each square peg in a square hole in so far as is possible. By the time the train pulls into Claiborne, the classification crew is there with a typewritten list of assignments. The men line up and move to designated trucks as their names are called. "Johnson, George—to Company C, 1200th General Service Regiment." So Johnson, surveyor, together with an auto mechanic and a bulldozer operator and others whom he met on the train, helps to fill the needs of Company C.

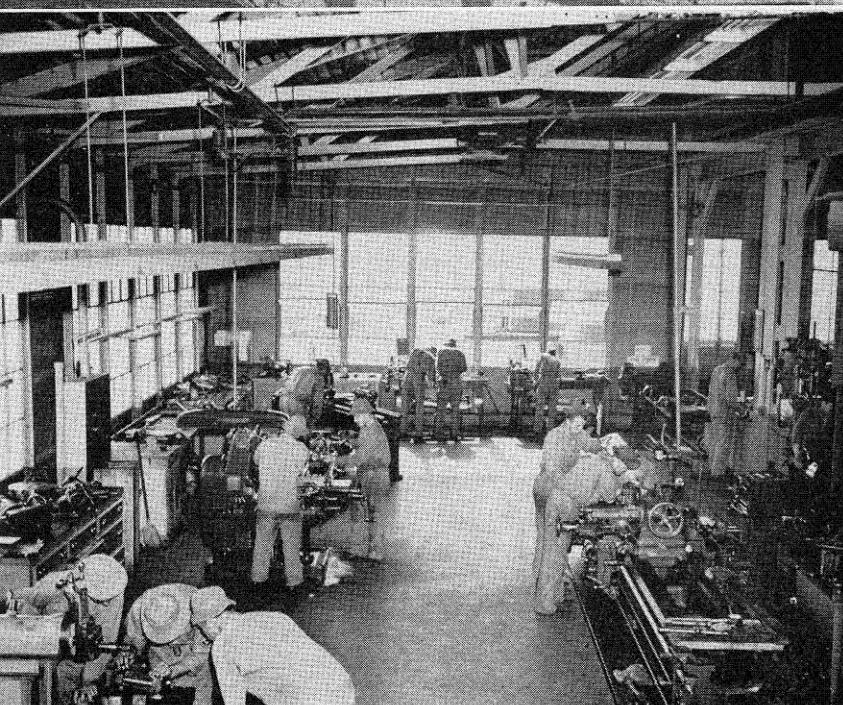
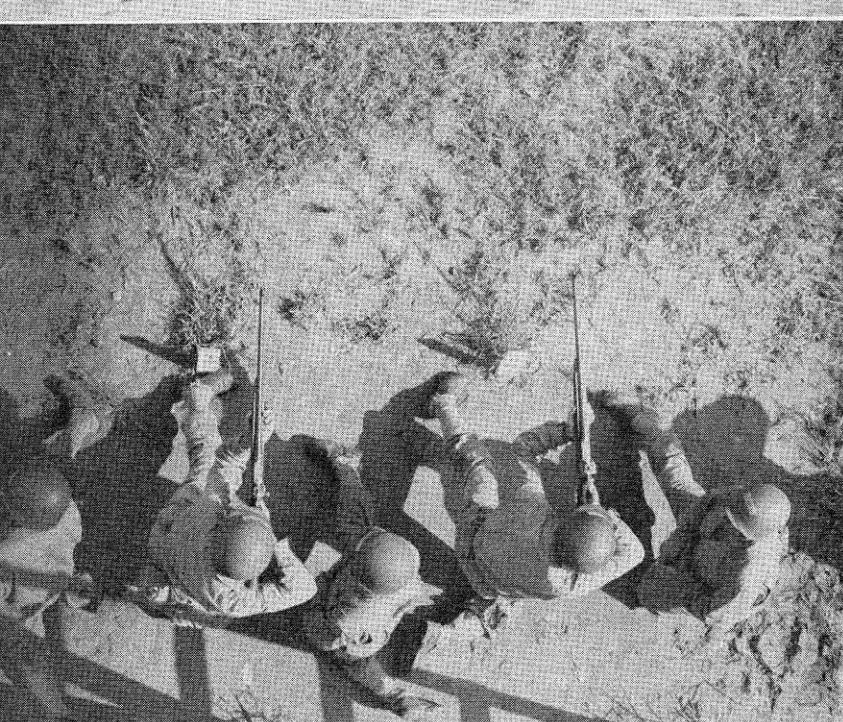
They are taken by truck to the 1200th Regiment, with which, in all probability, they will serve for the duration of the war and will insist is the best damn outfit in the Army. Johnson's first view of Camp Claiborne from that truck is one of the many reminders to come that the machinery of war is not built for beauty, but rather for function. The camp lies in the heart of a segment of cut-over timber land of Louisiana, and the engineer section of the camp is comprised in the main of standard theater-of-operations construction—tarpapered, temporary structures that offer service without excess decoration.

The newcomer is quartered in an 18-man hut and is issued a standard Army cot, sheets, blankets, and comforter. The next thought, as it is with any soldier, is food, and Private Johnson begins his first meal at the E.U.T.C., eating the standard Army ration shared by his fellow soldiers the country over. Thus his identity as a member of a military team begins with his food and lodging, and with the clothing he wears, for all are in accordance with the Army standard design.

In training too he loses his personality as the relatively rugged individualist each civilian is. He must learn to act with a group and for a group, and that maxim will hold true from the 12-man squad of which he is a member up to the largest theater of operations he may enter when his training is through.

TEAMWORK

The ways he acquires his teamwork are varied, basic and time-tried. During the first five weeks of his stay at the Engineer Unit Training Center, Private Johnson and the other men of his organization undergo the same type of basic training to which all units of the Center are subjected. On his agenda is close-order drill, to teach him how he and his fellow engineer soldiers can move as a



unit from one locale to another, with a maximum of precision and minimum of confusion. This and a variety of other activities develop stamina, discipline and alertness. In a few weeks, he will be tough—tough enough for "impossible" jobs overseas.

He masters the basic weapons of an engineer, the M-1 (or Garand) rifle, the lighter carbine, both heavy and light machine guns, rocket launcher or "Bazooka," anti-tank grenades, and hand grenades, for although engineer troops employed by the Army Service Forces are primarily construction troops, they must be prepared to fight in defense if not offense in these days of fast-moving warfare.

He learns by first-hand experience how to use his gas mask, and how the mask protects him from noxious vapors, smokes, and liquids. A few whiffs of the real thing lend respect, and a surprise "attack" speeds up his masking.

Scouting and patrolling, map reading, extended-order drill (the employment of the squad or larger units in infantry attack or defense) give to Private Johnson and his fellow soldiers the fundamentals of self- and unit-protection. A tour of duty walking a guard post supplements his knowledge of protection for his unit.

He builds, side-by-side with others of his company, obstacles to slow or stop the advance of tanks and similar armored vehicles, and watches a tank charge against his handiwork. He studies the principles of camouflage for himself and his equipment. He learns the use of such basic engineer tools and equipment as the power saw, the bulldozer, the power hammer, carpenter chest, power auger, and the more humble pick and shovel, for although he is a surveyor he is also a member of a team which does many things. Private Johnson's military education is enhanced by sessions at the rigging area, where he learns the intricacies of an almost lost art of knots and lashings and hasty rigs.

To do the demolitions work that he will be called to accomplish in the theater of operations, the engineer must have a knowledge of these more lethal tools of his craft. Accordingly, the E.U.T.C. trainee learns the use and properties of explosives such as TNT, dynamite, nitro-starch, and others less familiar to the laity. He aids in the various tasks of constructive and destructive demolitions.

SPECIALIST TRAINING

Thus passes swiftly the period of basic training, five weeks of learning as an individual and as a member of a team. It is from here on out that the training given the various types of units at the E.U.T.C. varies. During the next eight weeks, or technical-tactical period, each unit sends out a selected group of men to specialists' classes or schools, the former within the E.U.T.C. and the schools outside Camp Claiborne, generally at a large plant in some large city in the United States or at another military installation. Private Johnson, being a transitman, will receive a refresher course and some advanced training. Meanwhile, his teammates of the regiment will be

AT LEFT:

*Upper view: Ponton bridge nearing completion.
Center view: Firing a 22-caliber rifle on anti-aircraft range.
Lower view: Showing one small corner of the E. U. T. C. heavy shop training subsection. (All illustrations are made from official U. S. Army photographs, E. U. T. C. Laboratory.)*

learning the employment of their specialties, whether they be mechanics, carpenters, construction foremen, welders, quarrymen, truck drivers. For the less skilled, this period will be filled with further learning of the type of engineer subjects studied in basic training. If the specialist schooling does not fill the eight weeks of the tactical-technical training, the specialist too will rejoin his organization as it masters such subjects as bridge building of both fixed and floating types, structures capable of bearing upward from 10 tons to limits not yet disclosed to the general public. Mines and booby traps as used in both offensive and defensive operations are studied in the field during this tactical-technical period. The trainee also spends time at a roads area, learning the patching of bombed or otherwise demolished roadways, construction of various surfaced roads, corduroy surfaces, landing mats for airfields, and the like—work which in all probability will fall to the lot of any typical Engineer Regiment employed overseas by the Army Service Forces. In this as in all E.U.T.C. training, the stress is on working together, teamwork.

Many of the basic subjects are continued in this second phase of training at the E.U.T.C., as the defense against mechanized attack and chemical attack, and the like. Marches and bivouacs, night operations, and a trip across the infiltration course give a preview of life overseas. The infiltration course is a small plot of ground marked by what appear as the shell holes of a battlefield, criss-crossed by barbed wire, where machine guns fire live ammunition above the heads of the advancing trainees (provided they hug the ground close enough) and where small charges of explosives are set off nearby, to simulate shell bursts.

APPLICATION

Then one day the first 13 weeks of training are over, and the unit moves into bivouac at a forested area beyond the limits of Camp Claiborne. There it lives under field conditions and is engaged in advanced unit training and tasks such as it will face overseas, until the call comes for the unit to move out, toward the port of embarkation. There comes then a period of packing and crating of equipment, of processing men and records, and of determining that every item of a lengthy check list is fulfilled. Some day the unit moves to the train that will carry it from Camp Claiborne. Once again, band music is played for Private Johnson (perhaps by now a sergeant, in keeping with his value to the regiment as a surveyor) and for the men who will build and fight beside him. The band plays as he leaves his area in the E.U.T.C., and plays as he boards the train and heads for the staging area and port of embarkation and theater of operations to apply the training undergone at Camp Claiborne.

That training is unit training, from which the Engineer Unit Training Center takes its name. In such schooling, the members of an organization take a maximum of their drills as a unit; even while the individual is acquiring skill, he is associating with the men who will be beside him in the theater of operations. This system is distin-

AT RIGHT:

View showing engineer-soldiers spacing stringers on standard trestle bent bridge (H-15) utilizing salvaged lumber. Note old nail holes in scabbing and braces, from earlier use of the lumber by similar E.U.T.C. troops.

guished from replacement training, in that in the latter, the trainee, after his basic period is over, is separated from those who went through the cycle with him, and sent as an individual to join an outfit either newly activated or one that has a vacancy.

Private Johnson, the ex-surveyor now a member of a group trained to work together in all operations, has met many varieties of men at the E.U.T.C. in his stay there. He has met skilled construction men from every walk of life, mechanics, cooks, clerks, linemen, welders, bricklayers—the builders of a nation. Their ranks have been supplemented by men whose skills were not directed to construction or engineering work in civilian life, but who have mastered military engineering through their training at the E.U.T.C.

OTHER TRAINING

Not all were in training with an engineer regiment, as he was, for about a dozen different types of organizations have been activated at the Engineer Unit Training Center since it was organized on April 15, 1942, and an undisclosed number of each type have learned to work as a unit at Camp Claiborne since that day. It can be said, without disclosing information of potential value to the enemy, that the great bulk of U. S. Engineer Corps troops designed primarily for employment by the Army Service Forces have been trained at the E.U.T.C.

Of these, the General Service Regiments have been a sizable portion of these troops. The General Service Regiment is described by the Technical Information Branch, Office Chief Engineers, as the "nucleus of engineer service organizations. . . . The work it does is suggested in the over-all mission of engineer troops. In theaters of operations, this mission, aside from combat, includes such major tasks as permanent bridging, construction and re-



pair of primary roads, provision of port and landing facilities, construction of air bases and advance landing fields, maintenance and operation of inland waterways, construction and major repair of railroads, and in general the construction, repair and maintenance of all structures of every character throughout the theater except telephone and telegraph systems and other signal communications."

Of similar mission and capabilities is the Engineer Special Service Regiment, which is organized to undertake large construction and rehabilitation tasks that require a higher degree of technical skill. It is contemplated that the personnel of the regiment will be reinforced with local civilian labor wherever feasible, or with other military units attached to form a large construction force. Military tasks that are suitable for a Special Service Regiment include: clearing sunken ships from harbors, repair of port and harbor facilities, building or repair of major water-supply facilities, construction of power plants, transmission lines, highways, railroads, and railroad terminals. An unusually large number of senior noncommissioned officers to supervise civilian or military workmen is another characteristic of this type of organization.

Another key unit trained at the E.U.T.C. is the Heavy Shop Company, whose mission is fifth echelon maintenance of equipment for which the Corps of Engineers has maintenance responsibility. Such service may be stated in laymen's terms as complete overhaul, rebuilding and repair of a wide variety of equipment, from delicate engineer instruments to heavy construction machinery.

Third and fourth echelon maintenance are the mission of maintenance companies trained at the E.U.T.C. The repairs undertaken by such a group include the replacement of assemblies, and may be conducted "on the spot" in a mobile shop, or at the company's base of operations, farther from the forward areas.

Engineer Forestry Battalions and Companies will be employed in the theater of operations to log medium-size timber and manufacture lumber for construction. The organic equipment includes logging trucks and trailers and portable sawmills. Personnel includes head sawyers, millwrights.

Most recent of all E.U.T.C. trained units in the public eye are the Petroleum Distribution Companies. Such organizations, including some from Camp Claiborne, have pioneered in pipeline supply of both petroleum products and water in recent campaigns in lands bordering the Mediterranean. These companies utilize a portable, lightweight pipeline capable of pumping (through four-inch conduit) 200 barrels or more of liquid per hour, if a minimum pressure differential of 200 pounds is maintained between pumping stations. For a six-inch line, the output is 400 barrels per hour. One mile of the line, including a pumping station, weighs only 13 tons. The stations utilize a reciprocating or centrifugal pump, and with the former a semi-automatic hydraulic control can be used, to maintain a uniform flow of liquid along the line.

Engineer Depot Companies receive, store and issue the many items of engineer equipment required in the theater of operations. The companies may be found in the engineer section of a general depot, or operating a small engineer supply point.

Heavy engineer equipment, as issued by the depots, is made available for construction units by Heavy Equipment Companies, which also provide operators for that equipment if necessary. By taking charge of such items as large cranes and shovels, pile drivers, and the like,

the equipment companies act as an issuing pool for items that a construction unit may not need at all times, hence making for increased mobility of such construction units.

Engineer Parts Supply Companies are trained at the E.U.T.C. for the mission that their name implies, and may form a part of an engineer depot or the engineer section of a general depot.

Dump Truck Companies are usually attached to larger engineer units to provide transportation of bulk materials. Another small unit, the Engineer Fire Fighting Platoon, is trained and equipped to combat blazes in such installations as supply depots. Engineer Gas Generating Units, small organizations, are schooled at Camp Claiborne to generate by mechanical process oxygen and nitrogen, and by chemical process acetylene for use in welding, and the like.

Engineer Utility Detachments train at the E.U.T.C. for operation and repair of the utility installations of important overseas installations. In occupied areas, the detachments may make repairs of the utilities in cities abandoned by the enemy and operate them until the civil population can provide its own utility men.

ORGANIZATION

These and other types of engineer organizations are trained at the Engineer Unit Training Center. The Center was organized under the command of Brigadier General John W. N. Schulz, who, after 18 months of service at Camp Claiborne, was recently transferred, and has been replaced by Brigadier General Don G. Shingler. From the starting goal of equipping and organizing a dozen Special and General Service Regiments and ten Dump Truck Companies, the Center has grown in magnitude and importance. Details of organization and operation are altered from time to time as necessitated by the exigencies of the war effort.

At this writing, the staff of the E.U.T.C. includes Colonel Holland L. Robb, as Executive Officer; Lieutenant Colonel John H. Miller, Director of Administrative Division; Lieutenant Colonel K. D. Willoughby, Director Personnel Division; Lieutenant Colonel R. G. MacDonnell, Director Training Division; and Major W. H. Ward, directing the Supply and Service Division. Colonel Edwin P. Ketchum commands the First Provisional Training Brigade, and the Second and Third Brigades are commanded by Colonel R. M. McCutchen. The writer, formerly Director of Supply and Services, is serving as Assistant Executive Officer and Control Officer. The services of these officers are supplemented by those of many others of the E.U.T.C. Headquarters Staff, and with enlisted men and officers of the many units in training there, to form an enviable total of construction, engineering and military experience.

Training facilities are those of a sizable, well-balanced industrial community, together with those of solely military significance. Students in the heavy-equipment school occasionally break up equipment, which the students in the heavy shops repair even to the extent of manufacturing parts. The Forestry Companies manufacture lumber which is utilized in the carpenter school, in bridging and in general construction training. Gas Generating Units furnish oxygen to the station hospital and gas to the shops and welding school.

THE RESULT

With such a group of officers and men, the many facilities, and the smoothly operating procedures of the Center
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CAMPUS FIRE DEPARTMENT

The Caltech campus is now equipped with a fire station which was originally established as a civilian defense measure, but which is now to become a permanent feature of the grounds. The fire house, which was recently constructed, houses two fire trucks and an inhalator apparatus. One of the trucks, donated by the Pasadena Fire Department, pumps 750 gallons of water per minute; the other truck, which is the property of the Office of Civilian Defense, pumps 500 gallons of water per minute.

The fire crew, under the leadership of Ray Kingan, has been designated by the Chief of the Pasadena Fire Department as one of the most efficient in the city. There are 60 V-12 men and 16 graduate students in the crew and they hold weekly fire drills. Each man is assigned definite duties, and many of them have received extensive training in fire fighting and inhalator operation from the City Fire Department. Each man is equipped with a gas mask.

There are occasional city-wide drills in which the campus fire department is called upon to go to various parts of the city. There has been no occasion as yet for the crew to put out a fire on the campus, but in that event it should be brought under immediate control with the excellent equipment and an efficient crew available.

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(Continued from Page 8)

ter, Private Johnson and brother soldiers from many walks of life and every section of the nation are metamorphosed from civilian individualists to engineer soldiers, members of a military team. If all goes well, each should emerge from his tour of military duty a better man physically and professionally, strengthened by outdoor life and exercise, fortified by new construction experience and the ability to work smoothly as a member of a unit. Many will be better equipped for the pursuit of peacetime occupations after the war than before.

The Corps of Engineers and the Army Service Forces have benefited too, by enlisting the strength, knowledge, and support of a technical American, who can say, with pride, "We engineers were in it up to our ears," as evidenced by favorable reports from former E.U.T.C. units now well distributed throughout the world.

YEARBOOK ANNOUNCEMENT

Due to wartime conditions the *Big T* will not be published this year. However, a 48-page booklet will be printed which should be of interest to all alumni. It will feature pictures of the V-12 activities on the campus, the usual student body pictures, and the graduation ceremony. Anyone interested in obtaining a copy of this yearbook may do so by sending one dollar to the Yearbook Editor in care of the Institute.

ALUMNI SEMINAR

The date of the 1944 Seminar is Sunday, April 16. Due to travel difficulties the Seminar Board decided to hold the event for one day only with a program similar to the 1943 Seminar.

Four interesting lectures are being planned. Since the lecture rooms can accommodate only 200 persons, visitors may not be invited this year. Lunch will be served at the Athenaeum. Save the date, and plan to be there.

CALTECH MEN IN SERVICE

The following list is known to be incomplete and inaccurate. Please send corrections immediately to the Alumni Office, 1201 East California Street, Pasadena 4.

Name	Class	Rank	Service	Location
Ackerman, J. B.	'38	Major	U.S.A.	Washington, D. C.
Albach, W. H.	'37	Lt.	U.S.N.	*
Altice, W. H.	'29	Major	U.S.A.	N. Carolina
Alford, J. I.	'42	Lt.	U.S.N.R.	San Diego
Allen, P. H., Jr.	'42	Ens.	U.S.N.R.	*
Allyne, A. B.	'26	Major	U.S.A.	Dallas
Altmaier, R. D.	'42	Ens.	U.S.N.R.	Washington, D. C.
Altman, W. W.	'27	Lt. Cmdr.	U.S.N.R.	Livermore
Anderson, D. W.	'32	*	U.S.A.	*
Anderson, M. M.	'31	*	U.S.N.R.	*
Andrews, R. A.	'42	*	U.S.A.	Glendale
Antonenko, B. P.	'39	*	U.S.A.	Illinois
Arnold, D. R.	'43	Ens.	U.S.N.R.	Washington, D. C.
Arnold, J. K.	'41	Capt.	U.S.A.	Hawaii
Ashley, C. L.	'26	Lt.	U.S.N.R.	*
Ashworth, T., Jr.	'41	*	U.S.N.	Killed, Navy plane crash 10/41
Atherton, T. L.	'25	1st Lt.	U.S.M.C.	San Diego
Atkins, E. R., Jr.	'43	*	U.S.N.R.	*
Atkinson, T. G.	'42	Ens.	U.S.N.R.	Virginia
Aultman, W. W.	'27	Lt.	*	San Francisco
Baird, R. C.	'40	*	U.S.A.	*
Barnes, D. P.	'30	Lt. Col.	U.S.A.	Iowa
Barnes, O. H.	'26	*	U.S.A.	Overseas
Barnes, S.	'36	1st Lt.	U.S.A.	Overseas
Partlett, E. R., Jr.	'42	Ens.	U.S.N.R.	Washington, D. C.
Bashor, R. H.	'43	*	U.S.N.R.	Overseas
Baskin, A. C.	'37	Lt.	U.S.N.	*
Bassett, J. V.	'41	*	U.S.A	*
Bauer, F. K.	'42	*	U.S.A.	Santa Anita
Beakley, W. M.	'35	Lt.	U.S.A.	*
Beardsley, G. F.	'39	*	U.S.N.R.	*
Beckstead, M. W.	'43	*	U.S.N.R.	*
Benioff, B.	'22	*	U.S.A.	*
Bennett, E. P.	'38	*	U.S.A.	*
Bennett, R. L.	'43	*	U.S.A.	*
Benton, R. S.	'37	Ens.	U.S.N.R.	New York City
Bergren, W. R.	'32	1st Lt.	U.S.A.	Georgia
Bernstein, T. I.	'33	*	U.S.A.	California
Berry, F. A., Jr.	'37	Lt.	U.S.N.	*
Berry, W. L.	'29	*	U.S.A.	*
Best, C. W.	'36	*	U.S.A.	Utah
Bewley, J. W.	'43	*	U.S.N.R.	*
Biglow, J. O.	'40	Lt.	U.S.N.	*
Billman, G. W.	'41	Lt.	U.S.N.R.	*
Blayrey, J. A.	'43	*	U.S.A.	North Carolina
Blue, J. H.	'37	Capt.	U.S.M.C	Overseas
Blumenthal, W. D.	'42	*	U.S.A.	*
Bolen, T. M.	'37	Lt.	U.S.A.	Salinas
Bolster, C. M.	'36	Cmdr.	U.S.N.	Washington, D. C.
Bonell, J. A.	'38	1st Lt.	U.S.A.	Ft. Lewis
Boorhe, R. H.	'36	Lt. (j.g.)	U.S.N.	California
Bower, M. M.	'27	Major	U.S.A.	Washington, D. C.
Boyd, J.	'27	Lt. Col.	U.S.A.	Washington, D. C.
Bowler, G. E.	'32	Lt.	U.S.N.	*
Bracken, G. R.	'43	*	U.S.N.R.	*
Bragg, R. M.	'43	*	U.S.A.	Florida
Brice, R. T.	'37	Lt. Col.	U.S.A.	Overseas
Bridgland, E. P.	'43	Flt. Lt.	R.C.A.F.	Canada
Brose, F. M.	'40	*	U.S.A.	Arizona
Brown, E. L.	'43	*	U.S.A.	*
Brown, G. H., Jr.	'43	*	U.S.N.R.	*
Brown, W. A.	'41	*	U.S.A.	*
Brown, W. H.	'43	*	U.S.N.R.	*
Bruce, S. C.	'41	*	U.S.A.	Texas
Brunner, M.	'25	Lt. Col.	U.S.A.	Virginia
Buchanan, J. W.	'43	*	U.S.A.	*
Burleigh, R.	'40	*	U.S.N.	*
Bungay, R. H.	'30	Capt.	U.S.A.	*
Bunker, E. R., Jr.	'43	*	U.S.A.	*
Caldwell, N. H.	'41	*	U.S.A.	*
Callaway, W. F.	'42	Lt. (j.g.)	U.S.N.R.	Overseas
Capra, F. R.	'18	Col.	U.S.A.	Overseas
Carberry, D. E.	'30	Lt.	U.S.N.	San Francisco
Carlmark, C. W.	'41	*	U.S.A.	*
Campbell, R. S.	'37	Lt. (j.g.)	U.S.N.	Overseas
Campbell, D. C.	'41	Lt.	U.S.N.R.	Maryland
Carlton, J.	'39	Lt.	U.S.A.	Texas
Carr, E. A.	'42	Lt.	U.S.N.R.	*
Carrick, T. H.	'34	Capt.	U.S.A.	Montana
Carstarphen, C. F.	'39	Lt.	U.S.N.R.	Overseas