

# HISTORY OF THE TWELFTH ENGINEERS



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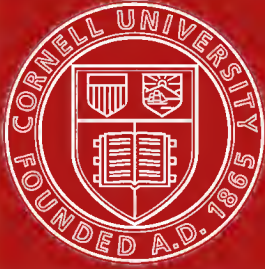
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History of the Twelfth engineers, U.S. A



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HISTORY OF THE TWELFTH ENGINEERS  
U. S. ARMY



# HISTORY OF THE TWELFTH ENGINEERS U. S. ARMY

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FIRST EDITION  
NINETEEN HUNDRED AND NINETEEN

*By*

COLONEL	JOHN A. LAIRD	HISTORIAN.
MAJOR	WILLIAM W. BURDEN	EDITOR.
CAPTAIN	HARRY F. McFARLAND	EDITOR.
LIEUTENANT	BRUCE E. DOLCH	ASST. HISTORIAN.
LIEUTENANT	CHARLES A. LIEBER	ASST. HISTORIAN.
CORPORAL	SIDNEY M. SKINNER	BUSINESS MANAGER.

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COLONEL CURTIS McD. TOWNSEND  
CORPS OF ENGINEERS, U. S. ARMY





TO  
COLONEL CURTIS McD. TOWNSEND  
CORPS OF ENGINEERS  
UNITED STATES ARMY

THIS VOLUME IS RESPECTFULLY DEDICATED

Colonel Curtis McD. Townsend, a native of New York City, began his career as an officer of the Corps of Engineers in 1879, graduating at West Point as "Number Four" in the class of that year. A resourceful engineer and a forceful leader, his ability and personality are manifest in the marked success of his many undertakings, both in this country and abroad. At the outbreak of the War, in the Spring of 1917, he was called from his post as President of the Mississippi River Commission to organize and command a regiment of engineers for immediate service at the Battle Front. This first war duty was undertaken and accomplished with the same zeal and determination that characterized his service throughout the struggle. It is with love, admiration and respect that the men and officers of His Regiment dedicate this work to their first commanding officer, Colonel Curtis McD. Townsend, a fearless soldier, a courteous gentleman, a staunch friend and an honorable man.



## INTRODUCTION

This publication is the result of a desire on the part of the members of the Twelfth Engineers to preserve in permanent form a record of the works and achievements of their regiment in its service, 1917-1919, as a part of the Allied Armies in the World War. It has been the endeavor of those engaged in its compilation and publication to reflect accurately the circumstances and conditions under which the unit operated, as well as the results accomplished.

The data used in the writing of this volume were derived from official reports and memoranda in the files of Headquarters Office, Regimental Orders, the War Diary and the Chronological Record of Events begun in November, 1917, by Captain Burden, regimental adjutant and carried on by Captain Johnson, who succeeded him.

In the spring of 1918 when War Department orders made obligatory the appointment of a Regimental Historian, Colonel Willing named Lieutenant Colonel Laird and assigned Lieutenant Lieber as an assistant. All fragmentary data were then assembled and gradually worked up into narrative form which was continued with the progress of events by the Historian and his assistants, Lieutenant Dolch replacing Lieutenant Lieber, until the regiment was demobilized in May, 1919.

At the time the Twelfth entered the Zone of the Advance with the British Army in 1917, censorship regulations then in force strictly forbade the use of a camera by any but Signal Corps troops. These photographic restrictions were not modified until after the Armistice. Consequently all the illustrations made in France were from photographs taken in the winter and spring of 1919 subsequent to the cessation of hostilities. In order to show pictorially the character of territory occupied by the regiment and the type of work done while with the British Armies in the Somme, an expedition under Lieutenant Kinney with Sergeant Miles Standish as camera man, was sent from Menil la Tour in January, 1919, to cover this region and make all necessary photographs. This explains the large number of snow scenes. The territory around Baccarat was covered in like manner.

It is hoped that this chronicle will meet the expectations of the members of the regiment and their friends, and also that it may be of some aid to the historian of future years, who may treat of this entire period.





INTRODUCTION

REGIMENT'S BATTLE RECORD

GENERAL HEADQUARTERS  
AMERICAN EXPEDITIONARY FORCES

macd.

France, May 21, 1919.

From: <sup>20910-A-167</sup> Commander-in-Chief, A. E. F.  
To: Commanding Officer, 12th Engineers (Light Railway).  
(Thru The Adjutant General of the Army.)  
Subject: Battle Participation.

Hq. C.F.  
314.7  
Battle Participation Ribbons  
GMRP

1. Following is a list of the battle engagements of the 12th Engineers during the war with Germany, including organizations which are entitled to the silver bands awarded under Par. 244, Army Regulations: The ribbons herewith are furnished in lieu of the silver bands which will be furnished later by The Adjutant General of the Army.

- (1) Somme Sector, France. 21 Aug. - 19 Nov. 1917.  
6 Dec. 1917 - 20 March, 1918.  
7 April - 17 April, 1918.  
Organization entitled to silver band:  
12th Engineers (less Company "C")  
Company "C" - 21 Aug. - 19 Nov. 1917  
6 Dec. 1917 - 20 March, 1918.  
17 April - 28 April, 1918.
- (2) Cambrai Offensive, France. 20 Nov. - 27 Nov. 1917.  
Organization entitled to silver band:  
12th Engineers.
- (3) Cambrai Defensive, France. 30 Nov. - 5 Dec. 1917.  
Organization entitled to silver band:  
12th Engineers.
- (4) Somme Defensive, France. 21 March - 6 April, 1918.  
Organization entitled to silver band:  
12th Engineers.
- (5) North Picardy Sector, France. 22 April - 25 July, 1918.  
Organization entitled to silver band:  
12th Engineers (less Company "C")  
Company "C" - 28 April - 25 July, 1918.

FACSIMILE OF LETTER FROM THE COMMANDER-IN-CHIEF, A. E. F., SHOWING  
THE ENGAGEMENTS IN WHICH THE TWELFTH PARTICIPATED


# INTRODUCTION

-2-

- (6) Baccarat Sector, France. 29 July - 24 Aug. 1918.  
Organization entitled to silver band;  
12th Engineers.
- (7) St. Mihiel Offensive, France. 12 Sept. - 16 Sept. 1918.  
Organization entitled to silver band;  
12th Engineers.
- (8) Meuse-Argonne Offensive, France. 26 Sept. - 9 Oct. 1918.  
Organization entitled to silver band.  
12th Engineers.
- (9) Toul Sector, France. 13 Oct. - 11 Nov. 1918.  
Organization entitled to silver band;  
12th Engineers.

For the Commander-in-Chief;

  
Adjutant General.

  
314.73 12th Engrs.  
(Misc. Div.)

1st Ind.

FEB/AG

War Department, A. G. O., June 14, 1919. - Through the Commanding General,  
Camp Funston, Kansas, to the Commanding Officer, 12th Engineers. *vtc*

2 Incls.

[ X ]

## INTRODUCTION

### HONORS

#### DECORATIONS

COLONEL C. McD. TOWNSEND - Officer de le Legion d'Honneur.

COLONEL JOHN A. LAIRD - - - Distinguished Service Order.

"As Officer Commanding the 12th Engineers (Railway) U. S. Army, during the initial period in the Spring of 1918."

"This officer displayed the greatest gallantry and devotion to duty. His coolness and courage under the most trying circumstances was a fine example to the men under his command; this added to his excellent administration of his Regiment, not only resulted in the regular working of Light Railways in the Fifth Army North which enabled our men to obtain ammunition and supplies during the retirement, but eventually, after carrying on to the last moment, he withdrew his Regiment in good order."

"This officer at all times when his Regiment was attached to the British Armies in FRANCE, showed the greatest zeal in rendering us every assistance in his power."

Signed S. D. A. CROOKSHANK,  
Major General,  
Director General of Transportation.

LIEUTENANT COLONEL FREDERICK W. GREEN,  
Officer de le Legion d'Honneur.

LIEUTENANT COLONEL FREDERICK W. GREEN,  
Distinguished Service Medal.

"For exceptionally meritorius and distinguished services. As Superintendent of the Port of Brest, he organized the task expeditiously and with great ability. Without previous organization or sufficient personnel to aid him and confronted by many serious obstacles he, by sheer force of will, supported by untiring energy, undertook a new work and created the organization which was competent to unload the largest ships in a surprisingly short period of time. His service was most valuable to the American Expeditionary Forces."

MAJOR JAMES W. SKELLY - - - Military Cross.

"Showed great courage and diligence while personally directing evacuation of Light Railway stores and equipment during retirement. On March 22nd, 1918, Captain SKELLY went back with a party of men under very heavy fire and removed the last truck load of stores shortly before the enemy entered the camp."

## INTRODUCTION

CAPTAIN HARRY F. MCFARLAND - - Military Cross.

"During the retirement from March 22nd, 1918, was in charge of the Light Railway power and rolling stock. He was on continuous duty for over 80 hours, often under heavy shell fire. By his good judgment and conscientious work all the stock under his charge was evacuated."

CAPTAIN ROY B. ALBAUGH - - Military Cross.

"In recognition of meritorious services rendered the allied cause."

SERGEANT RAYMOND A. PATTON, Company "A" Military Medal.

"On the night of March 21st, 1918, was among the first to volunteer to move Light Railway stores under heavy shell fire. He returned to camp at 4:00 A. M., and at 6:30 A. M., the same day, left again on an engine and hauled ammunition throughout the day. He continued working during the night of the 22nd, and all day of the 23rd, moving Light Railway material over a new track, setting a fine example of courage and devotion to duty."

SERGEANT FRANK ROSKOSKI, Hdq. Det.,  
Distinguished Service Cross.

CORPORAL ARTHUR P. TERRELL, Company "A" Military Medal.

PRIVATE JOSEPH B. FRAHER, Company "D" - Military Medal.

"Worked all day on the 21st, and all night on the 21st and 22nd, March, 1918, to maintain the telephone lines of communication. On the morning of the 21st he was knocked off a telephone pole by a shell, and his helper killed, but he continued his work and by his devotion to duty succeeded in maintaining communication, thereby enabling a quantity of railway property to be saved."

PRIVATE FORREST M. FLANNIGAN, Company "E" Military Medal.

"On March 21st, 1918, when in charge of a Light Railway Engine, he saw two British soldiers severely wounded by a shell which burst just ahead of his engine. He at once backed into the yard under heavy fire and returned with an empty car, picked up the two wounded men, and conveyed them to the C. C. S., one of the men dying on the journey."

## INTRODUCTION

### CITATIONS

#### COLONEL JOHN A. LAIRD.

“Colonel JOHN ALFRED LAIRD, D. L. R., for exceptionally meritorious and conspicuous services in the Division Light Railways and Roads, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation.”

“Awarded 19, April, 1919.”

Signed JOHN J. PERSHING,  
Commander-in-Chief.

#### LIEUTENANT COLONEL FRANK G. JONAH.

“Lieutenant Colonel FRANK G. JONAH, D. L. R., for exceptionally meritorious and conspicuous services at Tours, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation.”

“Awarded 19, April, 1919.”

Signed JOHN J. PERSHING,  
Commander-in-Chief.

#### MAJOR WILLIAM W. BURDEN.

“Major WILLIAM WILSON BURDEN, for exceptionally meritorious and conspicuous services with Division Light Railways and Roads, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation.”

“Awarded 19, April, 1919.”

Signed JOHN J. PERSHING,  
Commander-in-Chief.

#### MAJOR FREDERICK T. KENNEDY.

“Captain FREDERICK THOMAS KENNEDY, Transportation Corps, for exceptionally meritorious and conspicuous services at Transportation Department, Tours, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation.”

“Awarded 19, April, 1919.”

Signed JOHN J. PERSHING,  
Commander-in-Chief.

#### CAPTAIN R. B. ALBAUGH.

“Captain R. B. ALBAUGH, Twelfth Engineers, D. L. R., for exceptionally meritorious and conspicuous services at Cambrai, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation.”

“Awarded 19, April, 1919.”

Signed JOHN J. PERSHING,  
Commander-in-Chief.

## INTRODUCTION

### CAPTAIN J. T. L. BROOKES.

"Captain J. T. L. BROOKES, D. L. R., for exceptionally meritorious and conspicuous services in the Muese-Argonne Offensive, France. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### FIRST LIEUTENANT JOHN J. CALLAHAN.

"First Lieutenant JOHN J. CALLAHAN, Twelfth Engineers, for exceptionally meritorious and conspicuous services at Fins, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### SECOND LIEUTENANT EUGENE S. CALLAHAN.

"Second Lieutenant EUGENE S. CALLAHAN, Twelfth Engineers, for exceptionally meritorious and conspicuous services at Roisel, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### MASTER ENGINEER JOSEPH P. HALEY.

"Master Engineer JOSEPH P. HALEY, Headquarters Twelfth Engineers, for exceptionally meritorious and conspicuous services at Vieville-sous-le-Cote, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### SERGEANT ALONZO NUZUM.

"Sergeant ALONZO NUZUM, Company "A," Twelfth Engineers, for exceptionally meritorious and conspicuous services at Fins, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

## INTRODUCTION

### SERGEANT GROVER A. BOYER.

"Sergeant GROVER A. BOYER, Company "E," Twelfth Engineers, for exceptionally meritorious and conspicuous services while with the British Armies at Maucourt and Flamincourt, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### SERGEANT ELLIOT BEEBE.

"Sergeant ELLIOT BEEBE, Company "E," Twelfth Engineers, for exceptionally meritorious and conspicuous services at Cambrai, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### CORPORAL WILLIAM E. APPLIN.

"Corporal WILLIAM E. APPLIN, Company "E," Twelfth Engineers, for exceptionally meritorious and conspicuous services in The Somme Defensive, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### WAGONER JOSEPH L. MILLER.

"Wagoner JOSEPH L. MILLER, Company "C," Twelfth Engineers, for exceptionally meritorious and conspicuous services at Montigny Farm, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### PRIVATE FIRST CLASS ROBERT S. HAMILTON.

"Private, First Class, ROBERT S. HAMILTON, Company "C," Twelfth Engineers, for exceptionally meritorious and conspicuous services at Fins, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services I award him this citation."

"Awarded 19, April, 1919."

Signed JOHN J. PERSHING,  
Commander-in-Chief.

## INTRODUCTION

### PRIVATE FIRST CLASS BERNARD KUTZ.

“Private First Class BERNARD KUTZ, Company “A,” Twelfth Engineers, for exceptionally meritorious and conspicuous services at Nurlu, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation.”

“Awarded 19, April, 1919.”

Signed JOHN J. PERSHING,  
Commander-in-Chief.

### PRIVATE FIRST CLASS TRACY J. McMILLAN.

“Private First Class TRACY J. McMILLAN, Company “A,” Twelfth Engineers, for exceptionally meritorious and conspicuous services at Nurlu, France, American Expeditionary Forces. In testimony thereof, and as an expression of appreciation of these services, I award him this citation.”

“Awarded 19, April, 1919.”

Signed JOHN J. PERSHING,  
Commander-in-Chief.

#### Editor's Note:

Although every effort was made to obtain data concerning decorations and citations, the list contained in this volume is not complete due to the fact that many of these honors were not received by members of the Twelfth until after the regiment was demobilized.

W. B. B.



## INTRODUCTION

## COMMENDATIONS

**AMERICAN EXPEDITIONARY FORCES  
OFFICE OF THE COMMANDER-IN-CHIEF**

13 May 1919

My dear Colonel:

I wish to express my appreciation of the valuable services you rendered the American Expeditionary Forces, both while you were with the 12th Engineers and later with the D. L. R. & R.

As Chief Engineer of the St. Louis and San Francisco Railroad you had gained experience which made you most able and efficient in your work during the war.

I regret that I was unable to thank you personally for the help you gave our armies before your departure from France for the United States. Believe me,

Very sincerely,



Lieutenant Colonel Frank G. Jonah

LETTER OF COMMENDATION TO LIEUTENANT COLONEL  
FRANK G. JONAH

# INTRODUCTION

AMERICAN EXPEDITIONARY FORCES  
HEADQUARTERS SERVICES OF SUPPLY  
TRANSPORTATION DEPARTMENT Corps

23 February 1919.

FILE NO. \_\_\_\_\_  
FROM Director General of Transportation, American E. F.  
TO Lieutenant Colonel F. W. Green, Trans. Corps, General Superintendent, Army Transport Service, St. Nazaire, France.  
SUBJECT

My dear Colonel Green:

How glad you have been relieved, in accordance with your request, of duty with the American Expeditionary Forces in order to enable you to return to the United States, I want you to know how highly I regard the splendid services you have rendered the Transportation Corps. As I have been in close touch with your work throughout your connection with this Corps, I can speak from personal knowledge of the results you have achieved.

In the latter part of October 1917, when it was decided on very short notice to use Brest as one of the ports of entry for the American E. F., there was no officer available for duty as Superintendent of Army Transport Service possessing the kind of experience in the steamship and stowage line that such an important post called for. You had been assigned to us for duty about that time and, notwithstanding the fact that you had never had any experience in the Army Transport line, I was so impressed with your confidence in your ability to meet the emergency at Brest that I put in your hands the whole matter of opening up the port and establishing a suitable organization. The manner in which you assumed this responsibility and organized the work at this port constitutes, in my opinion, one of the notable successes of the Transportation Corps. Despite your previous lack of experience in the line of work to which you were assigned, together with lack of personnel, the port of Brest was rapidly developed with the result that the bulk of the American troops in France have been handled through that port in an highly efficient and satisfactory manner.


In July 1918, when the need arose for a General Superintendent of Army Transport Service at the port of St. Nazaire, you were assigned, by reason of your success at Brest, to that post. At St. Nazaire the situation was entirely different from Brest, the discharge of freight tonnage being the dominating activity rather than the unloading of troops. The splendid record you achieved at Brest has been maintained during the entire period you have been in charge at St. Nazaire, with the result that a constantly increasing tonnage discharge was effected up until the time when the Armistice naturally diminished the imports into France.

Your entire service has been exceptionally meritorious and you may well feel that you have done your full share in contributing toward the success of the cause.

I desire to convey to you my hearty congratulations, together with my sincere good wishes for your continued success in life.

With kind personal regards, I am,

Yours very truly,

  
W. W. ATTERBURY  
Brigadier General, U.S.A.

LETTER OF COMMENDATION TO LIEUTENANT COLONEL  
FREDERICK W. GREEN

# INTRODUCTION

COPY.

GENERAL HEADQUARTERS.  
AMERICAN EXPEDITIONARY FORCES.  
Personnel Bureau.

France, 27th Nov., 1918.

FROM : The Adjutant General, American E. F.  
TO : Corporal J. R. Carrow, Co., "E" 12th Engrs., (D. R.)  
#162437  
SUBJECT : Commendation.

1. The attention of the Commander-in-Chief has been drawn to your prompt and courageous action at the railroad at Ferme Boyer (Meurthe-et-Moselle), on October 25th 1918, when with Sgt., Luke McGuire, #162431 and Corporal Michels, you, although unarmed, having observed an enemy aeroplane land in a field nearby, advanced at a run towards the machine and, taking by surprise its occupants, who had landed to make minor adjustments captured the and the aeroplane before they could re-enter their machine to escape or offer resistance with their guns.

2. The Commander-in-Chief expresses herewith his appreciation of your soldierly act.

By Command of General Pershing:

(Signed) W. H. Dukee.  
Adjutant General

LETTER OF COMMENDATION TO CORPORAL J. R. CARROW,  
MENTIONING SERGEANT LUKE MCGUIRE AND CORPORAL H. E. MICHELS



## CHAPTER I.

### THE BIRTH OF THE REGIMENT.

THE origin of the organization which later took form as the Twelfth Engineers actually antedates the late war with Germany. For some time prior to the declaration of war, Colonel C. McD. Townsend at the request of General Black, Chief of Engineers, had been making a study of organization with a view to the rapid enlargement of the Corps of Engineers for any emergency which might develop from the unsettled conditions in Mexico. As a result of this study it was recommended that engineer regiments composed of two battalions, one a pioneer unit and the other a railway construction unit be organized using members of the Officers' Reserve Corps and of the Enlisted Reserve Corps. Recognizing the increasing importance of railways to the army of the present day this organization seemed ideal, in that trained men would be immediately available in the Zone of the Advance to handle the many transportation problems that so frequently occur in a campaign.

Early in May, 1917, the Colonel was called to Washington by the Chief of Engineers to discuss the situation brought about by the declaration of the war with Germany. This happened about the time that Marshall Joffre arrived from France to represent to the American Government the urgent need for Engineer troops to build and operate the extensive railway system supplying the Allied Armies on the Western Front.

With the Government's decision to supply these technical troops a regimental organization differing but slightly from that presented by Colonel Townsend was decided on. The change eliminated the pioneer battalion and substituted a railway operating battalion. Colonel Townsend returned to St. Louis with instructions dated May 5, 1917, to organize such a regi-

## HISTORY OF THE TWELFTH ENGINEERS

ment and began immediately. Subsequent orders again changed the character of the organization to provide that the entire regiment be recruited for operation only. The previous plan, however, was too far advanced to change completely. The officer personnel of the two battalions of the Twelfth differed in that the First was composed chiefly of operating men and the Second chiefly of construction men. Later experience brought out the wisdom of having officers familiar with both branches of railway work represented in the regiment. The Twelfth with such an organization proved its ability to meet successfully the great variety of problems in all phases of railroad activity which were encountered during its twenty-one months of service in France.

Colonel Townsend whose long and varied experience in military affairs had demonstrated the importance of a careful choice of officers and non-commissioned officers appointed a board consisting of Major Jonah, Major Laird and Captain Green to consider carefully all recommendations before officer's appointments were requested from Washington. This policy also proved its worth in the trying days which followed. Non-commissioned officers were not appointed previous to mobilization as was customary in some organizations, but only after they had proven their ability with troops.

Recruiting offices were opened in St. Louis by Colonel Townsend May 7, and later in Kansas City and in Dallas. The Kansas City office was handled by Captain Paul McGeehan, and the Dallas office by Captain W. J. Barden, Corps of Engineers.

The War Department order authorizing the establishment of the "Second Reserve Engineers," the Twelfth's original designation, also provided for eight other similar regiments. The First Reserve Engineers were to be organized in New York City, the Third in Chicago, the Fourth in Boston, the Fifth in Pittsburg, the Sixth in Detroit, the Seventh in Atlanta, the Eighth in San Francisco, and the Ninth in Philadelphia. All these designations were later changed.

In order to avoid the duplication of effort in recruiting, the Railroads of the country were divided among the nine regiments already mentioned. The "Second" was authorized to draw on only those roads entering St. Louis from the South

## HISTORY OF THE TWELFTH ENGINEERS

and South West. These roads gave their hearty support to the plan and encouraged their men to enlist. Their patriotic attitude facilitated in a great measure the success that marked the efforts of the recruiting officers.

It was endeavored to so balance the enlistments that when the division into companies was made each would stand as a self contained operating unit. In pursuance of this policy enlistments under several of the occupational classifications were closed to further entrants long before recruiting was completed. This distribution is illustrated by the table given in Chapter X which was made after replacements had joined the regiment later in the war.

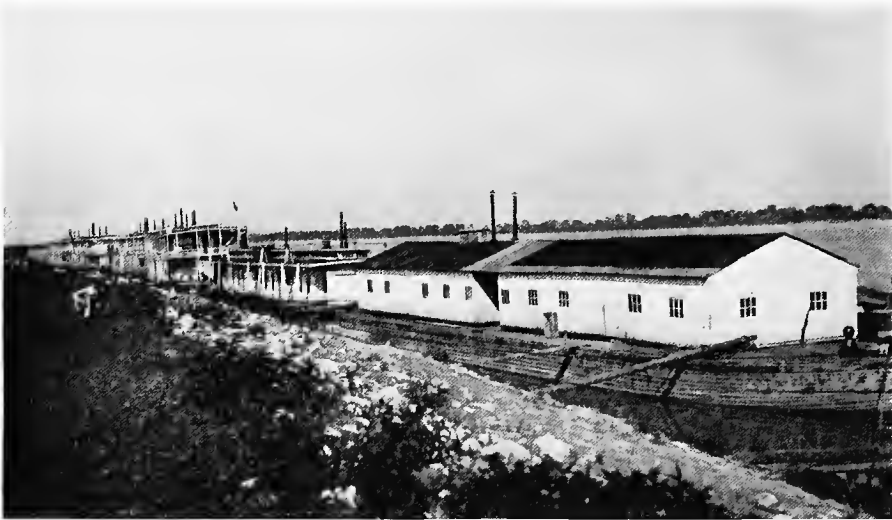
In addition to the work done by the recruiting officers, Major Jonah and Captain Green brought into the organization from their host of followers throughout the Southwest, many high grade railroad men.

On May 9, Captain C. L. Hall, Corps of Engineers, reported and took up the duties of Regimental Adjutant. His energy and ability did a great deal to expedite the organization program and to harmonize the various branches of the work within the regiment. A few weeks after his arrival Captain Hall received his Major's Commission.

Although recruited as the "Second Reserve Engineers," War Department General Order No. 54, dated July 13th, 1917, changed this designation to the "Second Engineers," National Army. On the same date, however, a later War Department order was received changing the name to Twelfth Engineers (Railway), this last order being in conformity with the adopted scheme of designating volunteer units by numbers greater than ten.

The difficulties experienced in recruiting were by no means the last. General Order No. 61, War Department, dated May 14th, authorized the calling into active service of all men of the Enlisted Reserve Corps who had been assigned to the Twelfth. This made necessary the establishment of a camp where the men could be brought together. Both the Government Rifle Range at Arcadia, Missouri, and also the range at St. Charles were considered, but when requisitions for tentage and other camp equipment were made, Colonel Townsend was notified that the War Department was unable to supply the

## HISTORY OF THE TWELFTH ENGINEERS



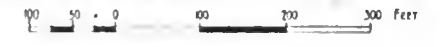
QUARTER BOATS, CAMP GAILLARD

required materials. Upon being authorized to rent any building in or around St. Louis, sufficiently large to accommodate the regiment the Southern Hotel was considered, but it was recognized that with no drill ground and the many counter attractions interposed in the heart of a large city, the work of organization would proceed very slowly. It was then that Mr. James A. Hooke, Director of Public Utilities of the City of St. Louis, put at the Colonel's disposal the grounds at Chain of Rocks Water Works, which proved to be the key to the solution of the camp problem. There remained only the problem of obtaining adequate shelter. To obviate this, fourteen Government Quarter Boats then in use along the Mississippi and Missouri Rivers were requisitioned and were, in due time, assembled a short distance below the Chain of Rocks Pumping Plant. The first boat arrived May 25th, and the last on June 20th. This type of camp although not contemplated in Field Service Regulations proved very comfortable and thoroughly satisfactory.

Captain J. W. Skelly with a detail of twenty men and assisted by Sergeant A. D. Glenn worked diligently in preparing these boats for occupation by the companies when they should be ordered to camp.

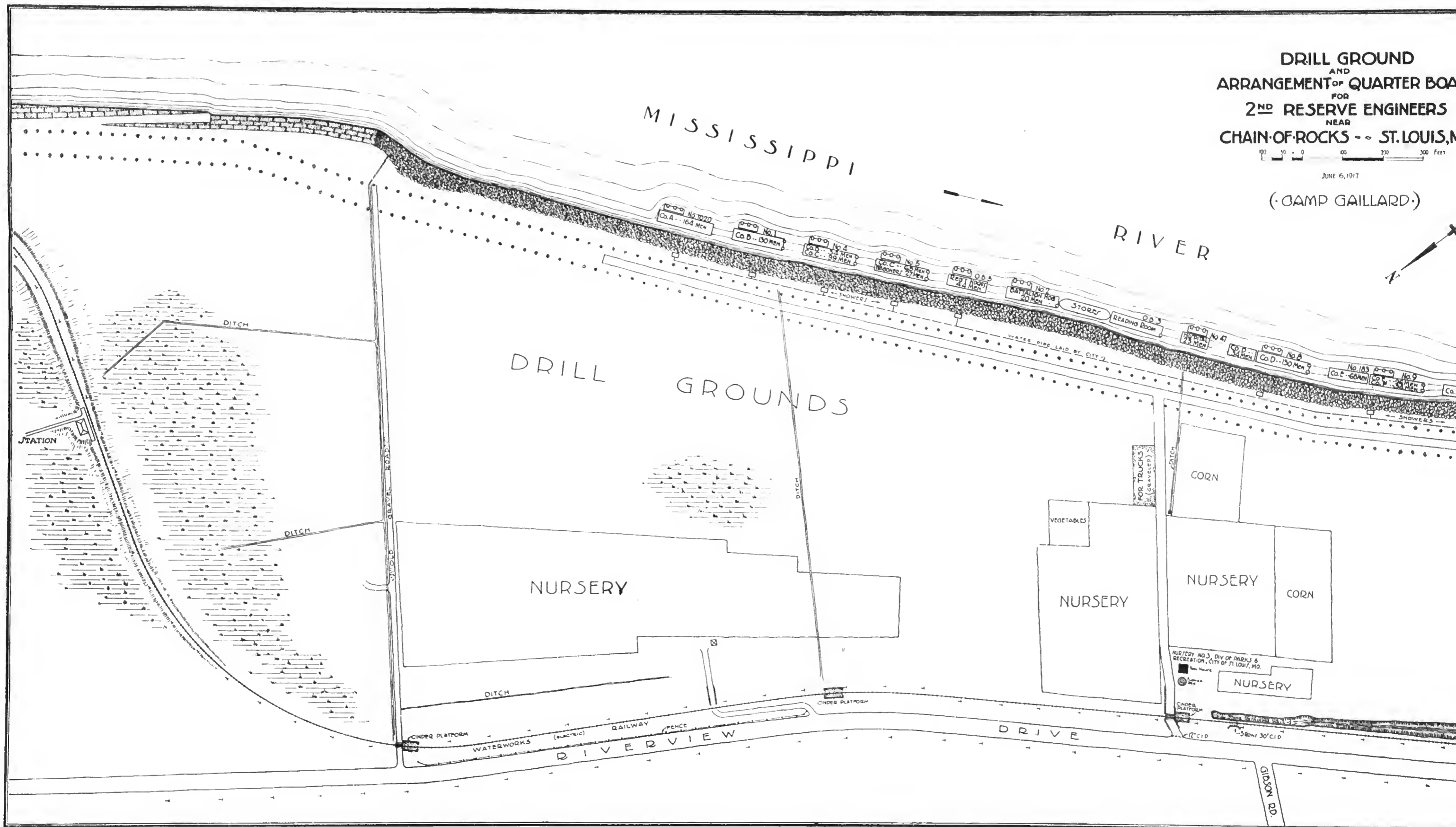


DRILL GROUND  
AND  
ARRANGEMENT OF QUARTER BOATS  
FOR  
2<sup>ND</sup> RESERVE ENGINEERS  
NEAR  
CHAIN-OF-ROCKS - - ST. LOUIS, MO.



JUNE 6, 1917

(CAMP GAILLARD)

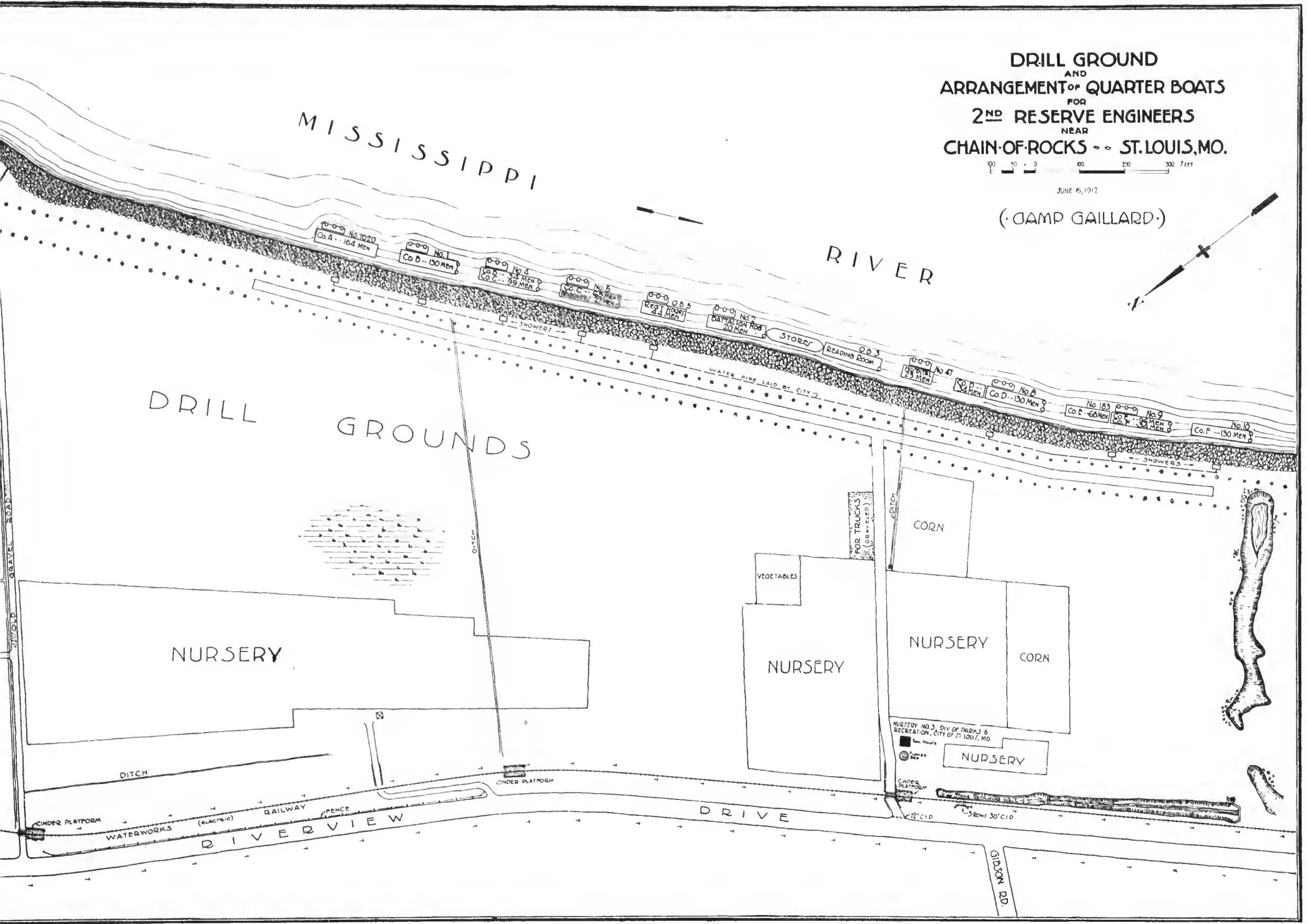


DRILL GROUND  
AND  
ARRANGEMENT OF QUARTER BOATS  
FOR  
2<sup>ND</sup> RESERVE ENGINEERS  
NEAR  
CHAIN-OF-ROCKS - - ST. LOUIS, MO.



JUNE 6, 1917

(CAMP GAILLARD)

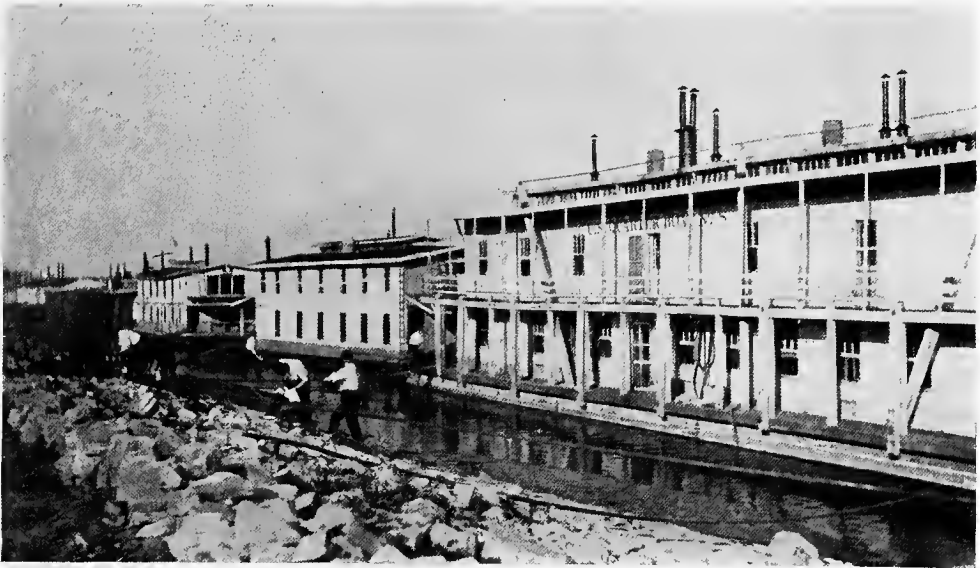


## HISTORY OF THE TWELFTH ENGINEERS

When recruiting had progressed sufficiently, a meeting of officers was called at which the names of men then on the regimental roster were divided into company groups. As has already been stated this was done on an occupational basis and not with regard to the particular railroad with which the men had served previous to enlistment. This far sighted policy materially aided in producing that homogeneity of the regiment as a whole and the close cooperation of its component units, which characterized the Twelfth throughout its existence.

On June 20th the orders for mobilization were dispatched and the regiment began to mobilize. The first contingent, that of Company "E" reported at camp two days later and the remaining companies followed; Company "C" June 26th, Company "B" June 27th, Company "F" June 28th, Company "A" June 29th, and Company "D" July 2nd.

Major John A. Laird took command of the camp June 25th to direct the work of installing the several groups as they arrived. On the same day the camp received its name, Gaillard, in honor of Colonel David Du Bose Gaillard, who com-



QUARTERS OCCUPIED BY COMPANY "D" AND MEDICAL DETACHMENT

## HISTORY OF THE TWELFTH ENGINEERS



Y. M. C. A. TENTS, CAMP GAILLARD

manded the Third U. S. Volunteer Engineers in the Spanish American War. The Third Engineers with whom Major Laird had served in 1898 was also a St. Louis organization.

Colonel Townsend moved his headquarters from the Customhouse to Camp Gaillard June 30th, and thereafter remained with his command.

The transition from civil life to military life was made as easy and gradual as possible. Passes were freely given and very few restrictions laid down at first. Drill periods were short, consisting of the School of the Soldier, physical exercise, lectures on military discipline, personal hygiene, etc., and as training progressed, the school of the Squad and the School of the Company.

The sanitary conditions of the camp were excellent despite the presence of recent flood water that had covered the entire parade grounds. Although the weather was hot and sultry during the entire time the Regiment was at camp, the sick rate was very low and only five men remained behind when the Regiment left for France, these on account of operations for which camp conditions were not responsible.



PRESENTATION OF FLAG TO 12<sup>TH</sup> ENGINEERS REGIMENT (RY) AT GAILLARD CAMP, ST. LOUIS  
JULY 21, 1917 BY ENGINEERS CLUB OF ST. LOUIS



ENGINEERS REGIMENT (RY) AT GAILLARD CAMP, ST. LOUIS, MO.  
17 BY ENGINEERS CLUB OF ST. LOUIS

## HISTORY OF THE TWELFTH ENGINEERS

The Y. M. C. A. opened two large tents which were provided with writing tables and where refreshments were served. Those men having families or friends in St. Louis were visited almost daily by them. Baseball, boxing, music, and picture shows in the evening at the Y. M. C. A. tent constituted the amusements during the "off duty" periods.

The only public appearance of the Twelfth while at Camp Gaillard was the ceremony on July 21st, 1917, when the St. Louis Engineers' Club presented the regiment with its National Colors. Mr. Jacob von Maur, Past President of the Club, delivered the presentation address, concluding his remarks with best wishes for the Volunteers in their future work with the armies in Europe. Colonel Townsend replied expressing the thanks of the men and Officers of the regiment. The band of the 5th Missouri National Guard furnished the music.

Some of the supplies and equipment were slow in arriving and on account of their scarcity no duplicate pieces were issued except socks and underclothes. These were strenuous times for Capt. Skelly and his Supply Department. The arms



"E" AND "F" COMPANIES' BOATS, GAILLARD

## HISTORY OF THE TWELFTH ENGINEERS

and equipment issued were the old type, used in the Spanish-American war, including the Krag-Jorgensen rifle. The motor transport consisted of three Dodge touring cars, eleven Pierce-Arrow two-ton trucks with express type bodies and ten Indian motorcycles with side cars.

On July 22nd the motor supplies and field equipment were loaded on freight cars and shipped by special train, over the Pennsylvania Railroad, to New York City; this train with Sergeant R. W. Grimes in charge, arrived at its destination on the 25th. The departure of the motor transport seemed to substantiate the rumor that within a very few days the regiment would also be on the way.

Both men and officers were keyed up to a fever pitch awaiting the movement orders which finally materialized in the following communication:

WAR DEPARTMENT  
HEADQUARTERS CENTRAL DEPARTMENT  
CHICAGO.

July 25, 1917.

From: Department Commander.

To: Commanding Officer, 12th Regiment Engineers [Railway , Custom-house, St. Louis, Missouri.

Subject: Travel order for the 12th Regiment Engineers Railway to proceed to New York, N. Y.

1. Pursuant to telegraphic instructions from the War Department, dated July 21, 1917, the 12th Regiment Engineers Railway will proceed from St. Louis, Missouri, to New York, N. Y., in time to arrive there on Saturday morning, July 28th, 1917, where upon arrival it will be reported to the Commanding General, Port of Embarkation, to embark for service in France.

2. Quartermaster Corps will furnish the necessary transportation and suitable subsistence. The travel directed is necessary in the military service.

By command of MAJOR GENERAL BARRY,  
Signed H. K. HEISTAND,  
Adjutant-General  
Department Adjutant.



## HISTORY OF THE TWELFTH ENGINEERS

Late Wednesday night July 25th, Regimental Headquarters issued its movement order, in accordance with which, all units were to form early the next morning in heavy marching order and in overseas equipment. The time finally arrived and the regiment stood ready to move off. The weather was extremely hot. That merciless sun in league with a heavy O. D. woolen uniform and a seventy pound pack made the war seem a bit realistic.

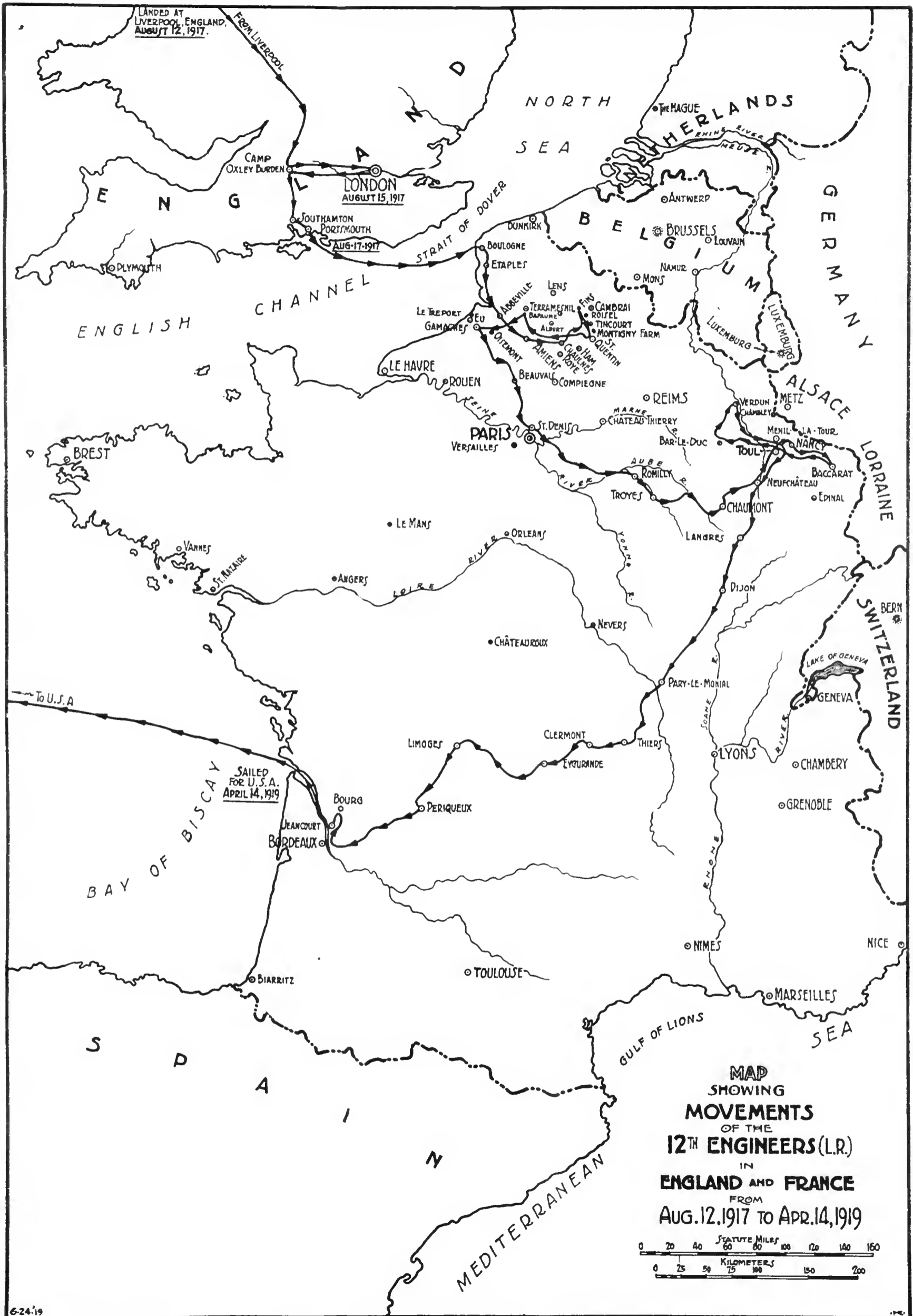
At 10:00 A. M. the battalions were presented to the regimental commander and the march to the trains at the Chain of Rocks Pumping Plant was begun. In spite of the adverse marching conditions, the distance was covered in good time and in perfect order. In looking over the command it was hard to realize that only a month ago these soldiers had been civilians with no knowledge whatever of things military, yet, here they were fully organized and on the way to the battle fields of France. But a week ago the war was a thing that existed in foreign lands, true, we of the United States were to have a share in it, preparations were being rushed in every part of the country and the newspapers talked of little else, but still it seemed a long way off. The movement order itself failed to force a full realization of its true significance. It was not until the actual entrainment, however, that the war became a vital part in the thoughts and every day life of the man in ranks and of those, who that day, bade him a brave good-by and watched his train fade into the distance.

The first train of eleven cars, consisting of one Pullman, one baggage and nine tourist cars, left the Chain of Rocks under command of Colonel Townsend at 11:00 a. m. The first section was followed at 11:30 a. m. by a train of similar make-up under command of Major Jonah and the third and last section at 12 noon under command of Major Laird. The trains were handled over the Pennsylvania Railroad and exceptionally fast running time was maintained throughout the journey.

The entire distance to the coast was covered without an accident or delay, the first section arriving in the old Pennsyl-

## HISTORY OF THE TWELFTH ENGINEERS

vania station, Jersey City, at 9:00 p. m., July 27th, closely followed by the other two sections. That night was spent on the trains and early the next morning, the regiment was taken by ferry boats to Pier No. 54 of the Cunard Steamship Line where it embarked on the "R. M. S. Carmania," together with the Seventeenth Engineers (Railway). In compliance with port regulations, orders were given that no uniformed men must be seen on the deck or at any port hole until Sandy Hook was cleared, so when the "Carmania" steamed from her berth at 1:00 p. m., July 28th there was no appearance of life on the decks of the boat other than the ship's officers and crew.



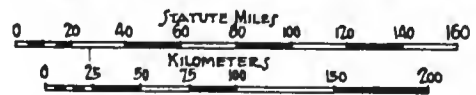
LANDED AT LIVERPOOL, ENGLAND, AUGUST 12, 1917.

LONDON AUGUST 15, 1917

SOUTHAMPTON PORTSMOUTH AUG-17-1917

SAILED FOR U.S.A. APRIL 14, 1919

**MAP SHOWING MOVEMENTS OF THE 12TH ENGINEERS (L.R.) IN ENGLAND AND FRANCE FROM AUG. 12, 1917 TO APR. 14, 1919**





## CHAPTER II.

### TO THE BATTLEFIELDS OF FRANCE VIA LONDON.

WHEN Sandy Hook was passed the hatches were opened and the decks swarmed with care-free, light-hearted troops—the vanguard of America's army to come. Little did they then dream that it would be almost two long years before they were again to see that welcome sight—the Statue of Liberty.

On July 30th, at 7:00 a. m., the "Carmania" dropped anchor in Bedford Basin, Halifax, and for three days she lay there awaiting the formation of the convoy that was to cross to "over there." At 6:30 p. m. on August 1st, the convoy sailed, including the British cruiser "Orama," as naval escort, the liner "Adriatic" carrying the Thirteenth Engineers, the "Orduna," carrying the Fourteenth Engineers, and the "Burmudan" with colored troops from the British West Indies.

The second day out life belts were distributed which were required to be worn at all times. Boats or rafts were assigned to each company organization and daily boat drills were held to familiarize each unit with the route it must follow from its quarters to its designated life boat in case of emergency. Five long blasts of the boat's whistle was the warning to take station at the life boats. As this signal was sounded at unannounced hours and as it was never known whether it was merely for a drill or for a real emergency, many amusing incidents accompanied these formations.



WEATHER DECK, FORWARD

## HISTORY OF THE TWELFTH ENGINEERS

On one occasion when the "Carmania" was signaling to some other boat in the convoy, four blasts were sounded. "Count" Pritchard, Company B, rushed from his quarters toward his boat position on the upper deck. He was stopped midway and informed that only four blasts had blown. Continuing his flight, he called back, "Yes, but the whistle cord may have broken and I'm taking no chances." It was also a common occurrence to be caught in the shower bath by the emergency signal, but no feeling of modesty prevented a hasty compliance with standing orders.

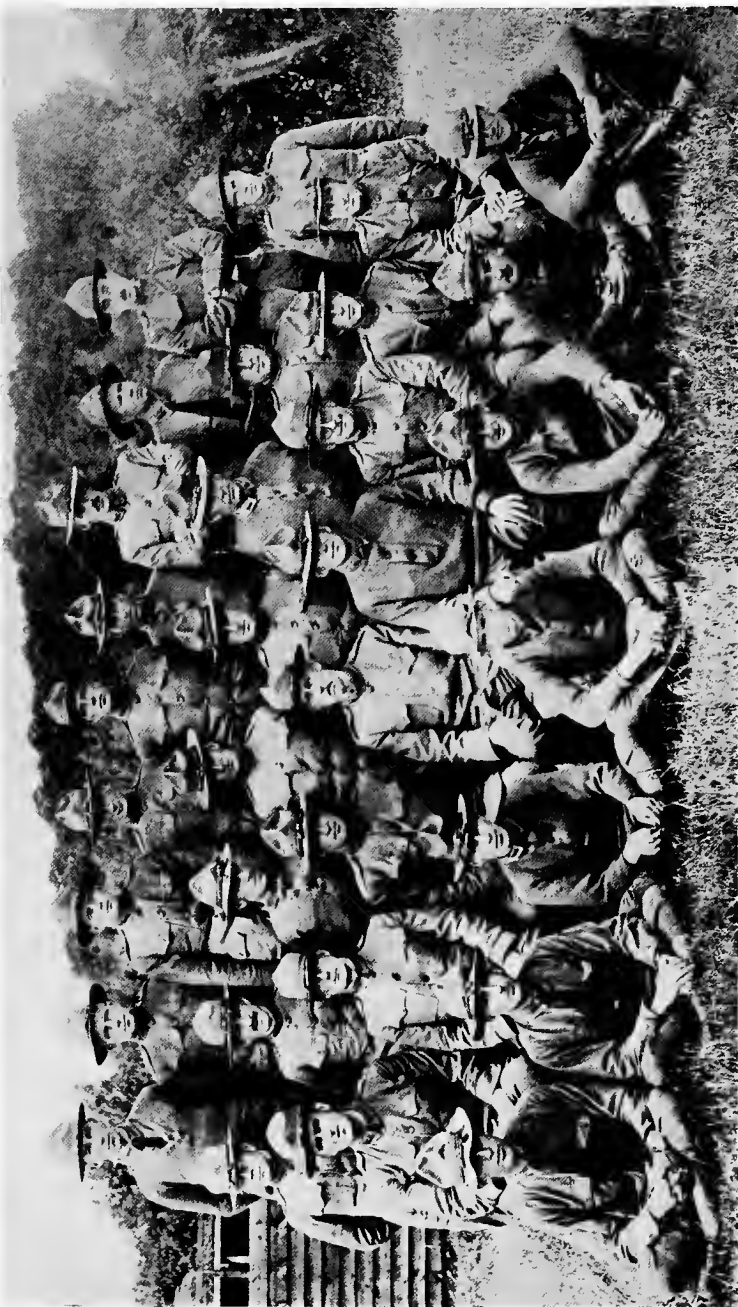
The chief order of business aboard ship was the preparation of rosters under occupational classifications and the examination of men and officers on Standard Train Rules. As it turned out, the latter proved of not much greater value to Light Railway troops than that generous shipment of two thousand lanterns, delivered at Roisel several months later, for use in an area where a light was the best target the enemy gunners could ask.



All precautions possible were taken throughout the entire voyage to guard against enemy submarines. The route taken was never known to any but the ships crew, however, there are many who will wager that they circled the North Pole at least three times. A sigh of genuine relief went up when on August 9th, about 7:30 p. m., six British destroyers joined the fleet of transports some two hundred miles off the north coast of Ireland and remained with the convoy until safe from submarine attack.

The "Carmania" docked at Liverpool at 8:30 a. m. on August 12th, and inside of two hours the regiment had entrained in two sections and was enroute to Camp Oxley, Borden, Hampshire, in the famous Aldershot training district. The twelve hour journey was made through a country of surpassing beauty. The neatly trimmed hedge fences, ivy-clad houses and well made roads gave one the impression of a ride through a well kept park. At every town, village and cross-roads

## HISTORY OF THE TWELFTH ENGINEERS



OFFICERS OF THE TWELFTH, CAMP OXLEY, AUGUST, 1917

TOP ROW—LEFT TO RIGHT, LIEUT. R. S. MURDOCK, LIEUT. H. H. DOWNES, LIEUT. R. B. ALBAUGH, LIEUT. F. D. NASH, LIEUT. S. M. SMITH, LIEUT. C. S. JOHNSON, LIEUT. W. S. ETHERIDGE, LIEUT. J. H. BROOKING, LIEUT. F. P. BROOKES, LIEUT. R. D. KETCH, CAPT. W. J. MILLARD, CAPT. H. S. GROSSEN, CAPT. H. V. PITTMAN, CAPT. W. W. BURDEN, CAPT. F. T. ZERNER, CAPT. CADU, MCGIBBEN, CAPT. F. W. GREEN, CAPT. A. W. DUNAWAY.

SECOND ROW—LEFT TO RIGHT, CAPT. F. E. POSLEN, MAJ. G. JONAH, LIEUT. COL. H. H. ADAMS, COL. C. MGD. TOWNSEND, MAJ. C. L. HALL, MAJ. TO RICHARD, CAPT. S. BOYAN, CAPT. W. GAY, BREATH, LIEUT. H. MCFARLAND, LIEUT. R. W. QUEAL, LIEUT. R. E. RAGLAND, LIEUT. J. J. CALLAHAN, LIEUT. I. E. BURKS, LIEUT. R. S. NESTON.

## HISTORY OF THE TWELFTH ENGINEERS

women and children lined the tracks to welcome their American cousins, but the sight of an able bodied man was a rarity.

Near midnight, upon reaching the journey's end, the mile and a half march from Borden to the camp was quickly covered for it was known that a hot meal was ready there. With the sandwich lunch issued to each man on leaving the transport "Carmania", for consumption on the train, was the last white bread that the Twelfth Engineers saw until they joined the American Expeditionary Forces one year later.



CAMP OXLEY, BORDON, ENGLAND

The next two days were spent in rest with a few hours of drill preparatory to the march through London. At 9:00 a. m. on August 15th the Regiment detrained at Waterloo Station in London and marched to Wellington Barracks where the Scots Guards served breakfast to the Twelfth, Thirteenth, Fourteenth, and Seventeenth Engineers. After breakfast the four regiments of Engineers, the Twelfth, under Colonel Townsend, leading with the band of the Life Guards, swung out of Wellington Barracks on that historic march which was heralded, in the British Press, as definitely marking the complete reunion of England and the United States.

August 15th, 1917, is assured a prominent place in English and American history, as the premier appearance of American troops in London. Not since the year 1066, the time of William the Conqueror, had the streets of London rung with the tramp of armed foreign forces. The Twelfth is justly proud of leading this historic march.

The march was made at attention along Piccadilly to Hyde Park Corner and thence to Grosvenor Gardens, past the American and French Embassies, and finally before Buckingham Palace where the column was reviewed by King George V, Queen Alexandra, and Premier Lloyd George. It appeared as though the entire populace of the British Isles had collected along the line of march. They wanted to see and welcome the vanguard of America's army.



HISTORY OF THE TWELFTH ENGINEERS



THE CROWD AROUND QUEEN VICTORIA MONUMENT IN FRONT OF BUCKINGHAM PALACE

## HISTORY OF THE TWELFTH ENGINEERS

The strain of three years' cruel, merciless war could be read in the faces on all sides, hidden at moments by the light of hope for the succor that their western ally was to bring; changing again into that bulldog determination that has characterized the British nation during the years it carried the lion's share of the world conflict.

In the principal article of the 1917 Christmas number of Harper's entitled, "Solemn Looking Blokes," a well known English writer vividly describes this historic march. His phrase "solemn looking" was well chosen, and aptly pictured the feelings of men who realized that by their appearance and bearing their nation was to be judged. Looking on the right or the left as they passed down the crowded streets they saw chiefly women and children, and now and then felt the fervid pressure of some old lady's hand on theirs and heard her entreaties to avenge the murder of her son or husband on Flanders' fields. There were few that day that did not repeatedly have to swallow a lump that rose in their throats.

After a lunch and rest in Green Park, adjoining Buckingham Palace, the march was resumed, this time at route step, to Waterloo Station from which point the Regiment returned by train to Camp Oxley, taking with them a feeling of intimate kinship for the people who had taken them into their hearts; who, normally reserved and unemotional, had given them the most tremendous ovation a body of troops probably ever received.

The Regiment in going to London for the ceremonies on the 15th, had marched to Liphook, a distance of seven miles from Camp Oxley, to entrain, the understanding being that on their return they would be brought back to Borden, only a mile distant from their Camp. The first Battalion returned this way, but when the second Battalion, tired and footsore, climbed off their trains, they were horrified to see the familiar appearance of Liphook Station instead of that at Borden. Seven long miles—English country miles—lay between them and camp. Loud were the groans as they plodded up and down hill with blood in their eyes and murder in their hearts for the lucky first battalion, who had covered only ten miles while they had dragged out twenty-two. But after good hot "chow" and a night in the hay (about ten straws per man), friendly relations were once more established between battalions.

## HISTORY OF THE TWELFTH ENGINEERS



ROYAL REVIEWING PARTY—GENERAL FRENCH AND QUEEN ALEXANDRA TO THE LEFT, KING GEORGE V,  
LLOYD GEORGE AND GENERAL RAWLINSON TO THE RIGHT.

## HISTORY OF THE TWELFTH ENGINEERS

The following is quoted from the August 16th, 1917, issue of the London "Daily Chronicle", on the march of the Americans through London:

"It was not, in the superficial meaning, a picturesque procession. But it was intensely moving, very inspiring; and there could be no greater message of cheer and consolation in time of war-weariness than the message in the eyes and in the gait of every American soldier who passed through our city yesterday. That message was, 'we mean to see it through.'

"Very early in the morning people discovered their viewpoints and waited patiently watching the enormous crowds that joined them. Traffic was diverted or stopped altogether. Shops were shut and business suspended. And later the meeting of the War Cabinet itself was adjourned so that the Prime Minister and his colleagues might become as the people of the streets, making greeting to the men who 'mean to see it through.'

"Mounted police headed the procession. Following was the band of the Life Guards—and then came the Americans. Londoners are not very ready to cheer. Theirs is the way of silent tribute. But yesterday they forgot the silly traditions of British reserve. They might have been Irish or Italian in their wild enthusiasm. For, as the first Americans were seen, cheers were raised such as have never been heard in London.

"Along the roadway, strewn with the petals of roses flung by women, the Americans marched. In the distance they looked a little like Australians. They wore the familiar slouch hat tied with red cord, canvas gaiters, and they carried their rifles with the neatness of the experienced campaigner.

"Stern, grave of face they were, looking straight ahead, as if conscious of the stupendous importance of their mission. It seemed, indeed, as if to them this was as much the road to the war as the shell-broken dusty highways of France.

"Louder and still louder rose the cries as the Stars and Stripes came in view. Soldiers in the crowd saluted; men raised their hats, and women threw their flowers and waved their handkerchiefs—and some of them sobbed happy tears of pride such as no man or woman need remember with shame.

" . . . With precise, determined step the troops swung along Piccadilly to Hyde Park Corner and curled around Grosvenor gardens. And still the men shouted hoarsely and still little children waved their small flags, and still women cried 'God bless you;' and 'Good luck!'

"Outside the American Embassy in Grosvenor gardens the crowd was enormous. But no halt was made, and there were no speeches. The American Ambassador, Mr. Page, took the salute as his countrymen passed and standing by him were Mrs. Page, Admiral Sims, and members of the Embassy staff. From the Maple Leaf Club close by Canadians showed what a Canadian cheer can be.

"Then the Americans went onwards to Buckingham Palace to march by the King of a people as free as those of the great Republic, and to hear the greatest cheer raised in London.

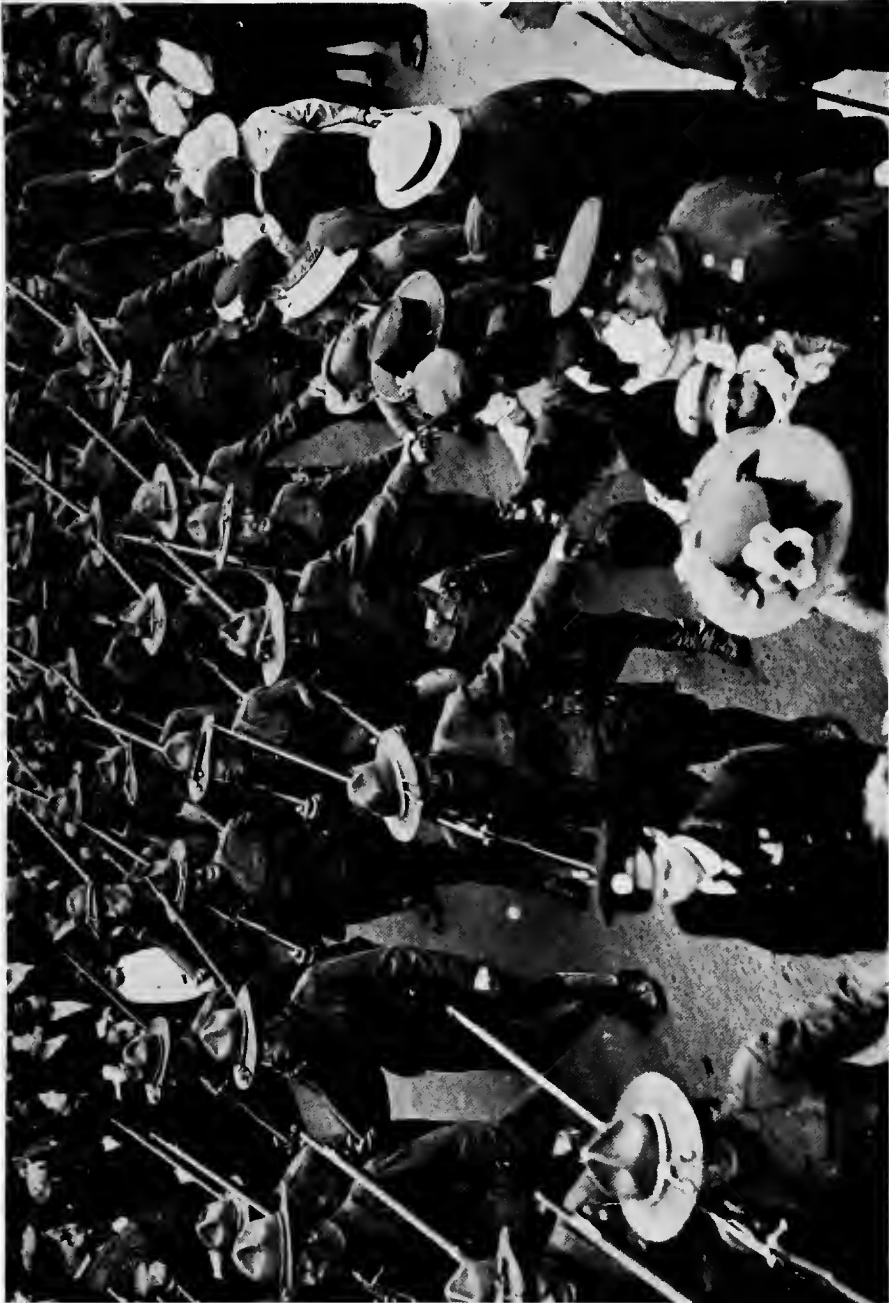
"Crowds stretched far down the Mall. People climbed onto the Victoria Memorial and the police had orders not to interfere. Most of the crowd could see little but the rifle points glittering in the sunlight. But they could hear the tread of the soldiers, and no band ever made sweeter music for them. These cheering men and women could not see the King, who with Queen Alexandra stood in the courtyard, but they knew his Majesty was there. The most colourless life had its moment of radiant glory when the first Americans passed the King. The Guard of Honour had played the National Anthem, and after the sudden silence cheers passed like a wave from the Palace to the Admiralty Arch. In field-marshal's uniform the King saluted each section as it passed, and those who were near him saw the pride in his eyes and the smiles as he talked, a little later, to Mr. Lloyd George.

"Present with the King were Viscount French, Sir Francis Lloyd, Colonel Lassiter, the American Military Attache and his aide de camp, Captain Warburton.

"In the Green Park the troops were allowed a brief rest, and after they had joined in the general cheers for his Majesty they had some refreshment, and made their way to Waterloo.

"And here they came to the final stage in the journey so far as the public was concerned, and perhaps that is why there was an emotion shown as is rare in England. For Waterloo, to so many of us, is a living place of mystery and pain, and of the most joyful home-comings. But we have had to hide our emotions, and there have been no bands and no great cheers to help our soldiers. From all the stations whence men have set off to the wars it has been in silence and in darkness.

HISTORY OF THE TWELFTH ENGINEERS



THE HEARTY WELCOME IN LONDON.

## HISTORY OF THE TWELFTH ENGINEERS

"But yesterday it was splendidly different. The bands were there, making great music with American national air. The station was crammed with people. Before the soldiers entrained women from the station canteen showered cigarettes on them, and hurried along with trays of fruit.

"Although no one was allowed on the departure platform, hundreds of people bought penny tickets which gave them admission to the platform on the other side of the train and then began the most charming friendliness between the soldiers and the civilians.

" . . . Before one of the trains steamed away the massed bands played the National Anthem. Not a train moved from the station. All was very, very quiet. Then the Americans themselves raised three tremendous cheers for England, and the crowds in the station responded, and so the train went out, and so the men went on to their business of making war.

"Thank you, America. Your men, so fine, so friendly, so soldierly—they have given us the encouragement we all of us needed, and in the detachments you have sent over you have given us not only Allies in the military sense, but friends as dear to us as our own brothers. Together we shall see it through."

The press of the entire world devoted page after page to the historic march, hailing it as the supreme moment in Anglo-American relations. It was the subject of stories, poems, and illustrations. Mr. C. B. Galbreath, former State Librarian of Ohio, Secretary of the Ohio Constitutional Convention, and father of Captain A. W. Galbreath, dedicated to the Twelfth Engineers the following poem commemorative of the London March:—

### THROUGH LONDON TOWN.

A captive city silent stood  
Beside the river shore,  
While through her streets in splendor passed  
William the Conqueror.  
His knights with sword and shield and spear  
On armored steeds rode down,  
They proudly bore their burnished mail  
And marched through London Town.

The centuries moved slowly by,  
With years of war and peace;  
They saw the world's metropolis  
In power and fame increase.  
And never echoed through her streets  
The tread of foeman's heel,  
Nor flashed from out her misty light  
The glint of foreign steel:

Until there burst a fateful storm  
With lightnings red and dire,  
When Attila resurgent came  
And set the world on fire,  
The city poured her legions forth,  
The tide of wrath to turn;  
She saw her brave defenders go  
Their shattered ranks return.

## HISTORY OF THE TWELFTH ENGINEERS



TWELFTH ENGINEERS' COLORS IN LONDON—COMPANY "C," COLOR COMPANY

## HISTORY OF THE TWELFTH ENGINEERS

A shadow on the city fell  
With pain and grief oppressed;  
And weary eyes sought wistfully  
A sign from out the West:  
When lo! a thrilling murmur ran—  
“They come, the men of might,  
To join our ranks, to smite the foe  
And set the world aright.”

A foreign flag and foreign arms  
And soldiers lithe and brown,  
Through open gates and open hearts  
March into London Town:  
While from the tower above the bridge  
That spans the river's tide,  
The union jack and stars and stripes  
Were floating side by side.

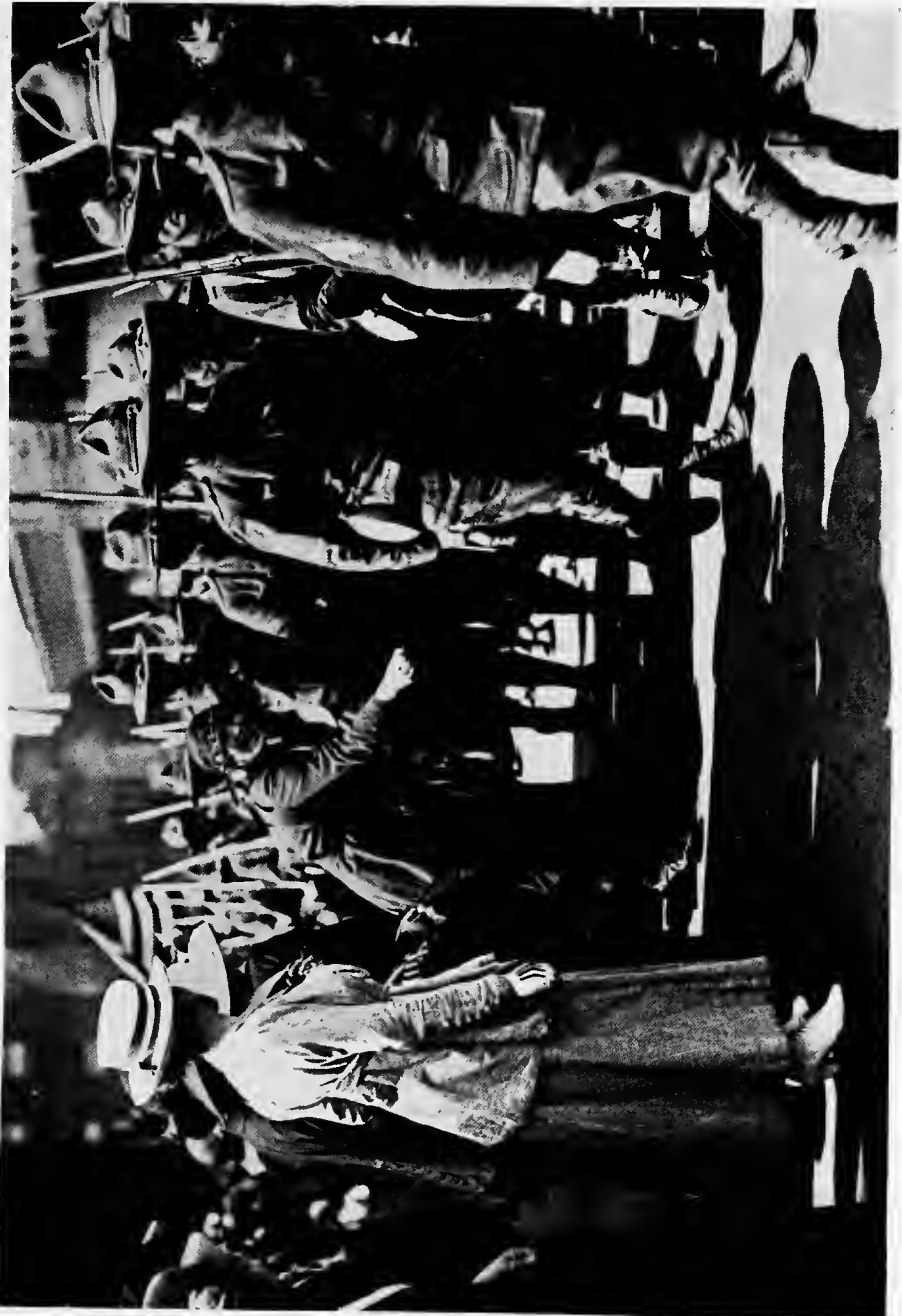
A mighty multitude acclaimed  
And shook the walls with cheers;  
And some their greetings shouted forth  
And some were touched to tears.  
Uncovered stood the men of state  
That hold a nation's helm,  
While to the passing pageant bowed  
The ruler of the realm.

And in those soldier ranks were lads  
Of many racial strains;  
The Saxon, Norse, and Celt were there,  
Blent in their Yankee veins.  
And some had ancestors who balked  
A British monarch's will  
With fiery speech at Faneuil Hall  
Or fought at Bunker Hill.

Forgotten was the ancient feud,  
The strife of vanished years;  
They viewed the nation's gratitude  
With joy akin to tears;  
And this their silent message was:  
“Faint not, though foes assail;  
Our brothers o'er the sea arise;  
They come; they will not fail.



HISTORY OF THE TWELFTH ENGINEERS



ONE OF THE DIFFICULTIES OF LOOKING "SOLEMN"

## HISTORY OF THE TWELFTH ENGINEERS

“They know your cause and quarrel just,  
They heed your fervent prayers;  
The millions of America  
Have made your battle theirs.  
They vow the tyrant’s rule shall bind  
The states of earth no more,  
That Kaiser William shall not be  
William the Conqueror.”

Though this historic march is done,  
The marchers still advance  
And pitch their camps on many a field  
Of desolated France.  
On evenings round their frugal fires  
Their varied tales they tell,  
Of voyage fair and weary march  
And trench and bursting shell.

Of terraced slopes and wooded hills  
And plains where poppies grow,  
And rivers rushing from their steeps  
Or winding calm and slow;  
Of ruined towns, cathedrals wrecked,  
And cities doomed to fall;  
And oft they modestly rehearse  
This story dear to all:

“How proud we were for one brief day  
To let brave England know  
The Yankee lads were on the way  
To help her crush the foe;  
Though ours may be a humble part,  
While others win renown,  
Of Freedom’s host we led the van  
And marched through London Town.”

Aside from the London parade, August 15th, 1917, is memorable in the history of the Twelfth Engineers, for upon receipt of the following telegram from American Expeditionary Force headquarters at Paris, the Regiment passed from American to British control.

Paris, August 15th, 1917.

COLONEL LASSITER, American Embassy, London, England.

Route the 13th Regiment Engineers to Verdun, France; the 17th to St. Nazaire, France; and the 12th and 14th to the British Front. Report departure.

“ALVORD”  
Adjutant General.

HISTORY OF THE TWELFTH ENGINEERS



THE TWELFTH PASSING IN REVIEW BEFORE HIS MAJESTY GEORGE V.

## HISTORY OF THE TWELFTH ENGINEERS

August 17th saw the Regiment again on the move, this time to Southampton where part embarked in the horse transport "Australind" with one battalion of the Fourteenth Engineers and the balance in the "Antrim" with the other battalion of the Fourteenth.



ABOARD THE ANTRIM

There was considerable speculation as to why the Regiments were split between two boats when each could have had a transport to itself. Curiosity finally getting the upper hand, one of the British officers handling the embarkation was asked the reason for the Regiment being thus divided. "That is done," he said, "in crossing the Channel to Boulogne, so that if one boat is torpedoed and lost there will still remain of each organization sufficient mourners to tell what a damn fine bunch the others had been and incidentally there will remain the nucleus of a new organization." Yet they say, an Englishman has no sense of humor. Pleasant thoughts we had that night! Each boat hoping that if it proved necessary to sing any praise that it would be the singer and not the sung-of.

There were no representatives of the great American Press on hand to greet the Regiment when it landed at Boulogne the morning of August 18th, 1917. Had there been an inquisitive news gatherer present and had he, in his everlasting pursuit of facts and impressions, asked any man in the long column whether the act of setting foot on the soil of France made him feel like a crusader, the answer might have been, "Hell no, I'm a stinger and my receipts are up to date, but say, I'm hungry enough to eat a horse with the hide on," or words to that effect.

The fact is, neither Big Bill, the boomer brakeman, or Frank, the foot board yardmaster, are very much given to close analysis of their own innermost thoughts or feelings, nevertheless there lurked deep down in the minds of both, a sense of the magnitude of this event in their personal lives—the realization that they were passing a mile-stone in the history of their

## HISTORY OF THE TWELFTH ENGINEERS

Regiment and actually lending force to America's participation in the war. But for the moment the painful inadequacy of travel rations over-shadowed all other considerations.

Those who landed at Boulogne that day and hiked up the hill to Camp St. Martin with the acclaim of the French populace ringing in their ears are likely to remember the event to the last day of their lives. They will also remember the announcement made by the Camp Commandant to the effect that tea, bread, and jam would be served at four o'clock and that the regular issue of meat would be forthcoming as soon as it could be thawed out and cooked. When, three days later, the Twelfth departed from Camp St. Martin (more aptly and less reverently called Camp Sans Cuisine) they carried with them the firm conviction that the meat was still frozen. Also, they left behind in the minds of the Camp officers the knowledge that a bell-top tent which will hold from sixteen to twenty Tommies would, at the most, hold thirteen Yanks.

During this brief stay on the wind swept, sandy hills outside Boulogne, the Regiment was fitted out with shrapnel helmets, "P. H." (phenol-hexamine) helmets and small box respirators, (gas masks) and given their first instructions in the precaution against gas. At Boulogne, these Yanks first learned to say "combien francs" and to look pleasant when they heard the verdict. Not many of them were heavily burdened with francs and they were far from home and pay day. Moreover, the tobacco famine was at its height. The few fortunates possessed of francs could only buy in limited quantities. When a man lit a cigarette in public the line of aspirants for second, third and even fourth honors would form on the spot and follow matters to the very "fag" end.

On August 19th, a detachment of one hundred men from Company F under the command of Captain Kennedy, marched to Boulogne and entrained at the Gare du Nord for Roisel (Somme), arriving there that night at 11:00 p. m. The destination of this party was not generally known, so Dame Rumor insisted that the detail had been rushed to the front lines to plug a gap.

In reality it was an advance detail that was sent to pick the first camp site and to transfer the Regimental stores from

HISTORY OF THE TWELFTH ENGINEERS



RUINS OF THE SUGAR MILL, MONTIGNY FARM

## HISTORY OF THE TWELFTH ENGINEERS

the broad guage train at Roisel to the light railway trains, for movement to the siding at the old Sugar Mill at Montigny Farm. This detachment worked throughout the night of August 19th behind the Jeancourt batteries.

The balance of the regiment followed this advance detail on August 21st, the trains going via Abbeville, Amiens, Villers-Bretonneux, thence eastward across the old Somme battlefields through Misery, Peronne, Doingt, Buire, Tincourt to Roisel.



FIRST CAMP SITE IN THE SOMME NEAR MONTIGNY FARM. AUG. 19, 1917.

The momentous happenings of the preceding days were soon forgotten, when the trains passed Villers-Bretonneux and entered the thirty mile strip of desolate waste that had been the battle ground of the English and German armies for three years. Death, desolation, and wanton destruction were seen on all sides. In every direction were seen white crosses—some in clusters—others off by themselves, each marking the spot where some brave Britisher slept. The villages had disappeared, their sites marked only by crumbled walls and shattered tree trunks. The very character and surface of the country was changed, torn by trenches which ran in every direction and pock marked by shell holes which were so close together that they overlapped.

## HISTORY OF THE TWELFTH ENGINEERS



AMIENS-VERMAND ROAD

Everywhere grew the red poppies. One could close his eyes, shutting momentarily from view the wreckage of a fair country, and picture the quaint little villages, the children, the tree lined roads, and flowering fields now all despoiled by the Hun in his mad desire for world domain.

### ROISEL ROAD

I have heard that gypsies dwell  
Down the road to fair Roisel.  
Tell me true, is this the way?  
Surely I have gone astray.

I have heard that gypsy song  
Rings the happy way along.  
This is not the road, I know.  
Why should they have told me so?

I have heard that magpies flew  
Black and white in skies of blue.  
Surely this not the way;  
Ravens wing the dismal gray.



## HISTORY OF THE TWELFTH ENGINEERS

I have heard the fields were all  
Flowered as a gypsy shawl.  
This is not the road they mean;  
Not a blossom have I seen.

I have often heard them tell  
Of the road to fair Roisel.  
Nothing did they say, I know,  
Of these crosses row on row.

Who has strung that tangled wire,  
Blackened hedge and tree with fire?  
Is it thunder that I hear?  
This is not the road, I fear.

Not a thrill of laughter gay;  
Surely this is not the way.  
Tangled hedge and crumbled wall;  
This is not the way at all.

There is not a gypsy throng,  
Ne'er a strain from gypsy song;  
Only ranks of marching men.  
I must turn me back again.

—HUBERT W. KELLY,  
Company D, 12th Engineers.



RUINS OF THE HOTEL DE VILLE, ROISEL

## HISTORY OF THE TWELFTH ENGINEERS

It was a very quiet determined looking body of men that detrained that afternoon, the 21st of August, 1917, at Roisel and marched to their "pup tent" camp, east of Montigny Sugar Mill. Sleep that night was out of the question. The novelty of the very lights as they soared above the trenches, the moan of a passing shell, the angry reply of a big howitzer, and the rattle of a machine gun were not conducive to peaceful repose on first acquaintance.

The next morning Col. Townsend chose as the location for headquarters camp, a long narrow valley screened from the



SQUARE IN PERONNE, LOOKING TOWARD RUINS OF THE CATHEDRAL.

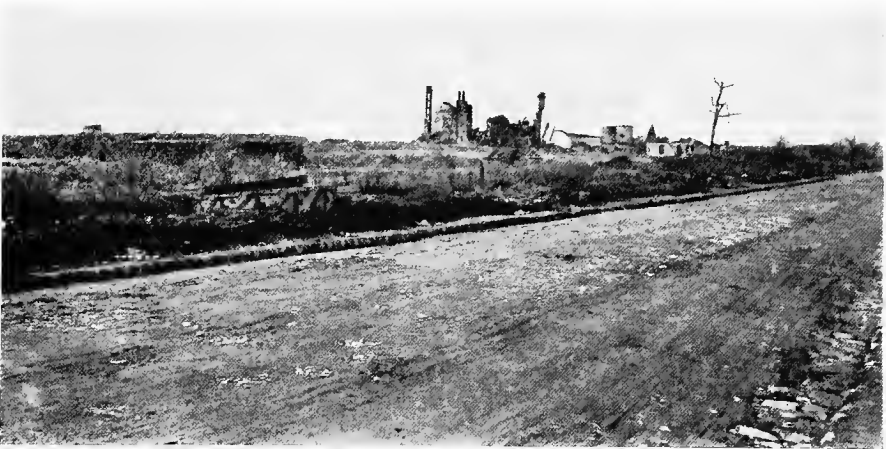
enemy observation balloons by a steep wooded slope; Companies B, C, D, E, and Headquarters Detachment marched to this location, one half mile southwest of the Sugar Mill, and pitched camp, using the bell tents procured by Captain Skelly from the British 3rd Army, to which the Twelfth was then attached.

At the same time, Companies A and F moved by light railway to Quinconce, a mile north of Peronne, and pitched camp just south of Mount St. Quentin along side the narrow gauge

## HISTORY OF THE TWELFTH ENGINEERS



CAPTURED GERMAN GUNS, PERONNE SQUARE



RUINS OF SUGAR MILL, QUINCONCE, FROM PERONNE-BAPAUME ROAD

## HISTORY OF THE TWELFTH ENGINEERS

railway. This detachment was under command of Captains F. W. Green and F. T. Kennedy. A medical detail under Lieut. T. P. Brookes accompanied them.



CAMP SITE COMPANIES "A" AND "F" LOOKING TOWARD MT. ST. QUENTIN.  
GRAVES ON LEFT ARE THOSE OF AUSTRALIANS KILLED IN SEPT., 1918

Thus it was, that in less than a month from the time of entraining at Camp Gaillard, St. Louis, and within two months of mobilization, the Twelfth found itself on foreign soil in the shell torn valley of the Somme, an integral part of the powerful army of Great Britain and under direct shell fire of the German batteries. Needless to say the two months, July and August of 1917, contained a variety of experiences and will long be remembered.

Here it was, on the Somme that the regiment later became, in the verbage of the Britisher, "The Twelfth American Royal Engineers." This designation which bespeaks the warm friendship and high regard which sprung up between the soldiers of the two countries, will always remain a matter of pride with the Twelfth.

## CHAPTER III.

### DIGGING IN.

THE last week of August saw the camp at Montigny Farm, a center of feverish activity. As fast as material could be secured, huts were being erected, duck boards laid down, and the start was made on the "Million Dollar Road," that famous highway built from the Sugar Mill up through the center of camp, in all, about one thousand yards long.



COMPANY HUTS FROM THE "MILLION DOLLAR ROAD"

The road material consisted of old bricks and masonry hauled from ruins in the vicinity. Locomotive engineers, firemen, conductors, etc., "made little ones out of big ones" and learned to use a "Number 2" in spreading the product of their

## HISTORY OF THE TWELFTH ENGINEERS

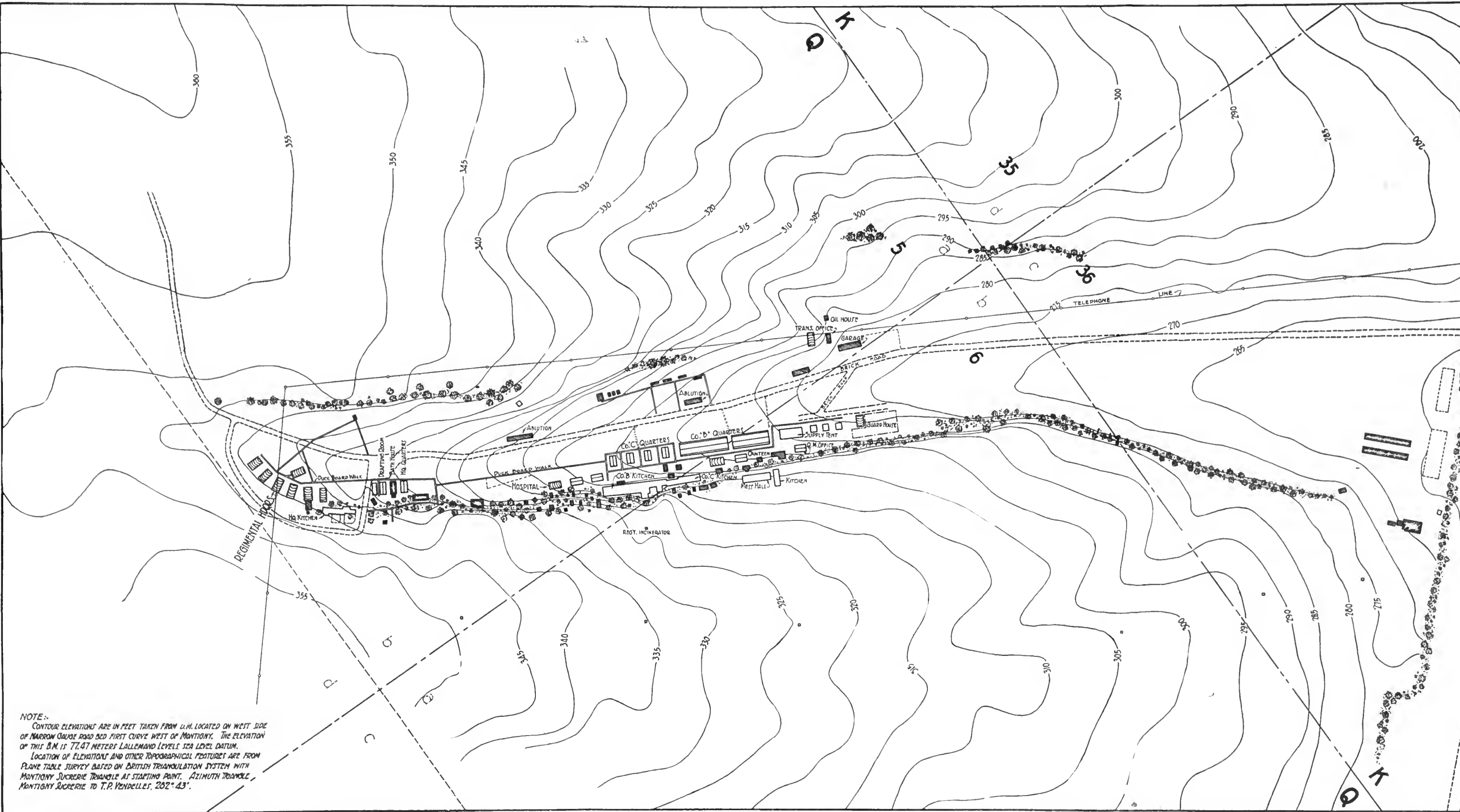


RUINS OF "A" COMPANY'S HUTS, QUINCONCE

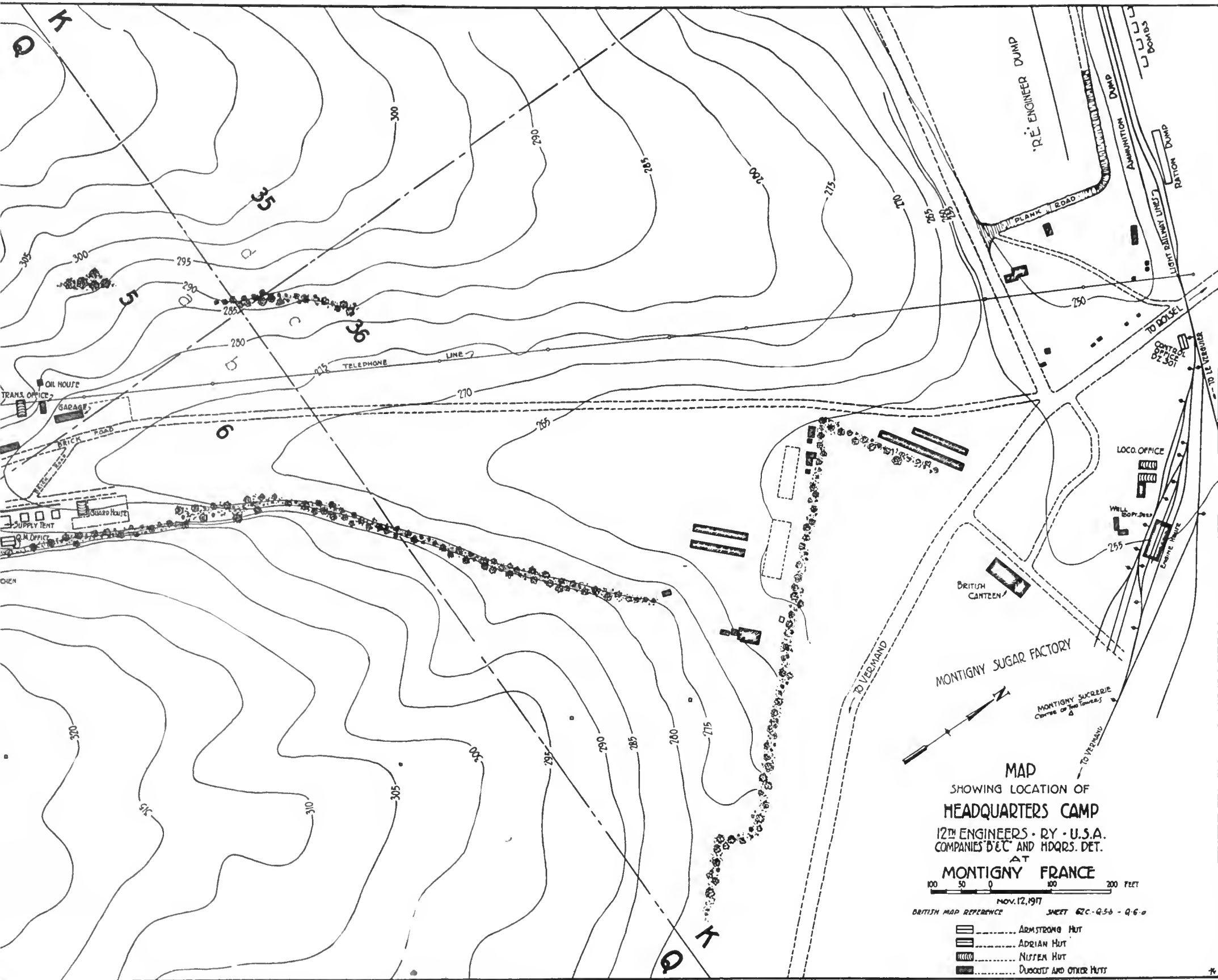
labors; while yardmasters, switchmen, machinists, and clerks tamped it in place. It has sometimes been stated that more high grade engineering talent, more bricks, and more profanity



MONTIGNY (WITH APOLOGIES TO THE "CLIFF DWELLERS".)



NOTE:-  
 CONTOUR ELEVATIONS ARE IN FEET TAKEN FROM I.M. LOCATED ON WEST SIDE OF MARRON QUAISE ROAD 2ND FIRST CURVE WEST OF MONTIGNY. THE ELEVATION OF THIS B.M. IS 77.47 METERS LALLEMAND LEVELS SEA LEVEL DATUM.  
 LOCATION OF ELEVATIONS AND OTHER TOPOGRAPHICAL FEATURES ARE FROM PLANE TABLE SURVEY BASED ON BRITISH TRIANGULATION SYSTEM WITH MONTIGNY SUCRERIE TRIANGLE AS STARTING POINT. AZIMUTH TRIANGLE, MONTIGNY SUCRERIE TO T.P. VENDELLES, 202° 43'.



MAP  
 SHOWING LOCATION OF  
**HEADQUARTERS CAMP**  
 12th ENGINEERS - R.Y. - U.S.A.  
 COMPANIES B & C AND HDQRS. DET.  
 AT  
**MONTIGNY FRANCE**  
 100 50 0 100 200 FEET  
 NOV. 12, 1917  
 BRITISH MAP REFERENCE SHEET 62C-950-960

- ARMSTRONG HUT
- ADRIAN HUT
- NISSEN HUT
- DUSCOTT AND OTHER HUTS

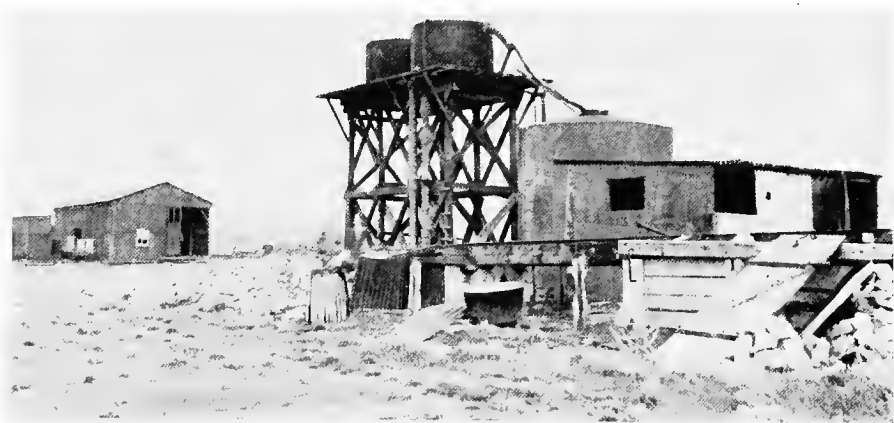


## HISTORY OF THE TWELFTH ENGINEERS

were used per square yard on that job than on any other since the day the Romans got the "good roads bug."

Other details dug endless numbers of grease traps, waste pits, built incinerators, wrestled pots and pans in K. P. work, and if the opportunity offered itself slipped off to explore the trenches and dugouts of the old Somme battle fields.

Life at the Mount St. Quentin camp was moving in about the same channels as that at headquarters, except that no camp buildings were erected, everything being under tentage. A case of mumps was discovered on the second day and the camp put under quarantine until it could be ascertained whether any contacts would develop.



WATER TANKS AT QUINCONCE

When the quarantine was lifted the detachment started their first light railway work, constructing a building for use as a light railway repair shop, erecting a sixty ton crane, installing a new water system and tanks, and building new light railway yard tracks.

A word first about the character of the roadbed and equipment. The narrow gauge roads that were to be operated by the regiment were the light railways of the British Army. Most

## HISTORY OF THE TWELFTH ENGINEERS



LOOKING EAST TOWARD ENGINE SHED, TINCOURT

of the track was sectional, sixteen pound rails, sixteen feet long and held to gauge by four or five pressed steel ties to the section. The gauge was sixty cm.—practically two feet.

This sectional track was adapted to facilitate construction work, but the track was not used for heavy power until further supported by wooden ties jumped in between the steel ones. These wooden ties were 4 inches by 8 inches by 4 feet 9 inches and were supported by 6 inches of ballast.

The ballast was of various types—some cinder, some broken brick from ruins, but for the larger part, chalk, which was characteristic of this section of the country. The chalk, however, was too soft for a satisfactory ballast, and after a freeze went to pieces rapidly, requiring a great deal of work in maintenance.

The minimum curvature was a thirty meter radius, and super elevation from one half inch to one inch.

The motive power consisted of steam locomotives, gasoline electric tractors, and gasoline tractors. Three classes of steam locomotives were used, the Baldwin, the Cook and the Hudson. The Baldwin and Cook were equipped with saddle tanks which gave them a high center of gravity and resulted in the engine rolling badly on any track not in perfect surface.

## HISTORY OF THE TWELFTH ENGINEERS

The details of the first two types are tabulated below:

Details	Baldwin	Cook
Wheel type	4-6-0	2-6-2
Wheel base, drivers	5'-10"	5'-6"
Wheel base, total	12'-2"	16'-6"
Water capacity, gal.	395	395
Coal capacity, lb.	1758	1680
Number of tubes	84	54
Total heating surface, sq. ft.	254.5	262
Working pressure, lbs. per sq. in.	178	175
Width over all	6'-11"	6'-2"
Center of gravity, height	3'-0"	2'-10"
Weight on drivers, lb.	23251	23772
Tractor force appx. lb.	5000	5000

The gasoline-electric tractors, called by the British Petroleum or P. E.'s, were built by the Dick-Kerr Co. Ltd. of London and the British Westinghouse Co. of Manchester. They were equipped with a Dorman four cylinder 38 h. p. engine, a 50 kw. D. C. generator, connected through a 9 point reversible controller to two 30 H. P. D. C. motors, mounted on the trucks of the tractor. The Dorman engine develops its rated power at 1200 R. P. M. The "P. E." weighed seven tons and had a tractive force of 4000 pounds.



TINCOURT ENGINE SHED

## HISTORY OF THE TWELFTH ENGINEERS



BRITISH EQUIPMENT AT FINS

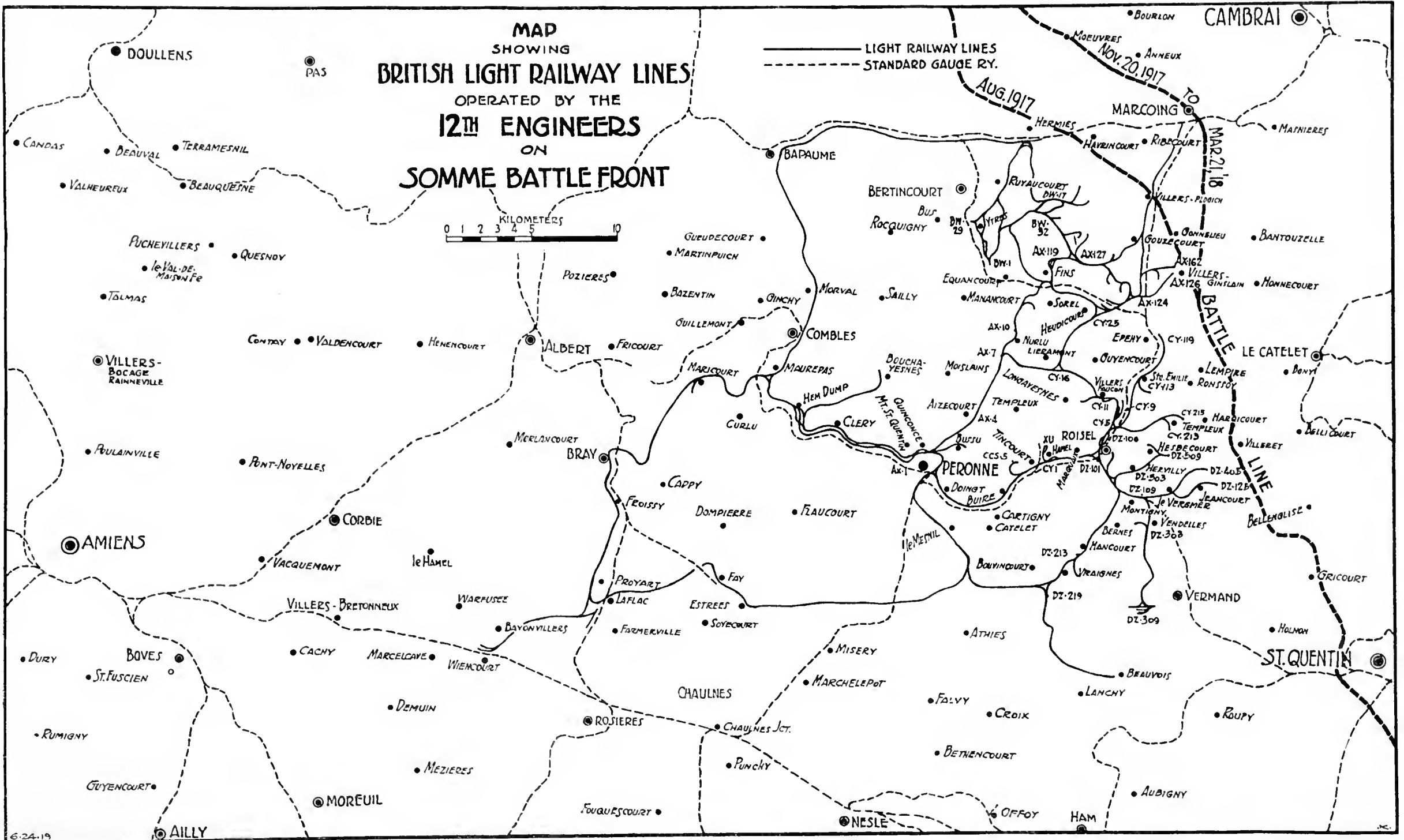
The gasoline tractors, better known as Simplex Tractors, were built by The Motor Rail and Tramcar Company of London in two sizes,—a 20 H. P. and 40 H. P. Both were equipped with Dorman engines, the former with two cylinders and the latter with four. The drive, in each case, was through a cone clutch, reversible two speed transmission box, and chain and sprocket to two sets of drive wheels. The 20 H. P. weighed about two tons and had a tractive force of 1000 pounds. The 40 H. P. was armored and weighed close to six tons, with a rated traction of 3000 pounds. All tractor engines were water cooled.

The rolling stock consisted of ten types of cars (wagons) ranging in capacity from eighteen cubic feet to two hundred and twenty-five cubic feet and from five and one half to twenty and one half feet in length. A few closed or box cars were used, principally for work shop cars, rations, etc., these having a capacity of five hundred and twenty five cubic feet and an over all length of twenty and one half feet. The type most generally in service was an open bogie car measuring 17 feet 6 inches by 4 feet 9 inches by 2 feet inside, and provided with hinged falling sides.

MAP  
SHOWING  
**BRITISH LIGHT RAILWAY LINES**  
OPERATED BY THE  
**12<sup>TH</sup> ENGINEERS**  
ON  
**SOMME BATTLE FRONT**

— LIGHT RAILWAY LINES  
- - - STANDARD GAUGE RY.

0 1 2 3 4 5 10  
KILOMETERS





## HISTORY OF THE TWELFTH ENGINEERS

On August 31st, Capt Phillips, with men from Companies "C," "D," "E" and "F" was given the first section of railroad taken over for operation and maintenance. This was the DZ (pronounced De Zed) Line from Montigny to Vermand, 3.81 miles in length. Four days later this territory was extended to include the Roisel yard, and Sept. 26th the Hancourt Branch of the DZ lines. (See map).

Mapping of the permanent camp site at Montigny (see map), was started and Major Jonah's field party under Lt. Nash (better known as Daniel Boone), commenced the location and construction of the Jeancourt-LeVerguier line.

Company "D" was moved, Sept. 7th, to a point just east of Hamel near Tincourt in order to supply the force necessary in taking over the Roisel-St. Emilie and the Hamel Heudecourt lines, otherwise known as the C Y Lines. Captain Phillips was sent to the Tincourt camp with Lieutenant Albaugh as an assistant to supervise the operation and maintenance of these lines. Captain Foster relieved Captain Phillips on the D. Z. Lines. This change in control was effected without any delay to the flow of traffic.



TINCOURT YARD

## HISTORY OF THE TWELFTH ENGINEERS



TOWN OF TINCOURT

Companies A and F, at Mount St. Quentin, received orders on Sept. 23rd to break camp, Company A moving to a point just east of Fins on the Fins-Gouzeaucourt Road, and Company F to Tincourt, reinforcing Co. D on the C Y Lines. Major Laird took command of the Tincourt Camp, Sept. 25th.

Captain Green, with Company A, on September 27th, took over the operation of the Fins-Heudecourt and the line from Fins to AX 129, both branches of the AX Lines, as well as the entire system known as the "AX Extension Lines." A detachment of "Simplex" and "Petrol" electric tractor drivers and mechanics, under Lieut. Etheridge, moved to the advance repair sheds about a mile and one-half east of Fins to handle advance area traffic.

At the close of September the Regiment was operating thirty-nine miles of track, maintaining twenty miles, had graded two miles and laid 1.3 miles of new track, and had ballasted two and one-fourth miles of both new and old track. The total ton-miles for the month was 107,472, while the locomotive mileage was 5,309. The construction of the uncompleted part of the Jeancourt-LeVerguier Line was turned over to the Sixth Canadian Railway Troops on the last of the month. During the



## HISTORY OF THE TWELFTH ENGINEERS

month, Lieut. C. C. Brown joined the Regiment, and Captain A. S. Bowen, M. C., was promoted to Major.

October found the regiment in full swing on the operation and maintenance of the light railways extending from Cambrai to St. Quentin on the British Third Army front. The men were rapidly becoming accustomed to the peculiar conditions under which the railways were operated.

At first it was hard to regulate the use of lanterns and lights in the more advanced positions, especially as the bulk of the work in such places had to be done at night; but a few timely reminders in the form of German shells emphasized the necessity of being careful, and little trouble followed.

At the beginning of the work, several dispatching systems were tried. The method which proved most satisfactory developed from the "train sheet, written order" system. Due to the inadequacy of the paper supply the verbal order took the place of the written order. This proved quite flexible and was a means of saving time. The results obtained by this method proved its superiority over that used previously by the British on these lines.



OFFICERS' QUARTERS, TINCOURT

## HISTORY OF THE TWELFTH ENGINEERS



LOOKING TOWARD SITE OF AX CONTROL FROM FINS-GOUZEAUCOURT ROAD

The Light Railway System operated by the Twelfth, was divided into three divisions. The AX Lines, with the District Control and Chief Dispatcher located at Fins (later at Quinconce); the CY Lines, with District Control and Chief Dispatcher at Tincourt; and the DZ Lines, with District Control and Chief Dispatcher at Montigny (later at Roisel). These three district controls were manned by personnel of the Twelfth, who reported to a British Central Control at Quinconce, and from whom they received their daily orders for all car movements.

The car situation was always acute. There were always more orders for cars than there were cars available. Finally, to remedy this situation, a four hour demurrage order was put into effect, and then most of the equipment made at least two trips daily. A spirit of keen, friendly rivalry sprang up between the three divisions, and the personnel worked hours they had never dreamed of in civil life.

Dispatching was done by telephone. Station operators in pairs, one for day duty and the other for night, were scattered along the various lines, living in bomb proofs, or small 6x8 corrugated iron shacks, with dugouts either under the floor, or

## HISTORY OF THE TWELFTH ENGINEERS

near the door. Each took turns at cooking the meals and attending to the "general housework." It was a lonely life, but the boys stuck to it as only the Twelfth could.

The first misfortune to visit the Twelfth was the loss of Major Hall, who early in October, was called to Paris, reporting to the Chief of Staff, G. H. Q. Intelligence Section. Captain Kennedy, then commanding Company "F," was appointed to fill the post of Regimental Adjutant left vacant by Major Hall.

When the regiment had gotten fully settled and the work was progressing satisfactorily, a system of twenty-four hour leaves of absence was instituted which afforded an opportunity for sight seeing trips to the various points of interest in this locality. Amiens, with its shops and parks and interesting civilians, proved to be the chief attraction and was visited by every man of the command. Besides its gastronomic advantages, it, like other very old French cities, was rich in historic setting. Amiens, the old capital of Picardy, was a flourishing city long before the Christian Era. Originally the home of the Franks, it was overrun in 450 by the Huns, and later taken by the Normans, who considered it of sufficient importance, in 882, to fortify it. Peter the Hermit, a native of Amiens in the



ENGINE SHED AT QUINCONCE

## HISTORY OF THE TWELFTH ENGINEERS

Eleventh Century, led the first Crusade. A century later Amiens and Peronne were made Royal Cities. The Treaty of Otreau was ratified here by Henry II in 1550 within the Cathedral and the "Peace of Amiens", in 1802 terminating the the War with England, was signed in the Hotel de Ville. The most famous edifice in Amiens is the Cathedral, so aptly called by Viollet-le-Duc, "The Parthenon of Gothic Architecture." This structure altho twice in jeopardy during the late war was damaged only slightly and can readily be repaired.



STANDARD GAUGE ROISEL-ST QUENTIN LINE THROUGH MONTIGNY,  
CONSTRUCTED AFTER GERMAN RETREAT OF SEPT. 1918

It did not require much of a French vocabulary to visit Amiens and make your wants known; in fact, the average "Yank" never gets beyond "Voulez-vous Promonade avec moi," "Combien," "Oeufs," "Beaucoup," "Couche," "Tres Bien," "Vin Blanc," and a few additional set phrases that are good on any and all occasions.

As the regiment was spread out over such a large territory and working such long hours, it was impossible to do much in the nature of organized entertainment for the troops. There were

HISTORY OF THE TWELFTH ENGINEERS



GARE DU NORD, AMIENS



RUE DE TROIS CAILLOUX FROM THE AMERICAN DRUG STORE

## HISTORY OF THE TWELFTH ENGINEERS

occasional British Divisional Shows that some were able to attend, and now and then a base ball game was played with the Canadians.

The game which probably created the greatest stir was played on October 21st at Fins between two of our own teams; one chosen from Companies "A," "D" and "F," and the other known as "Headquarters Team," from "B," "C" and "E," and Headquarters Detachment. The day was an ideal one for base-



TRACKS AT FINS ALONG FINS-GOUZEAUCOURT ROAD

ball, and (as it later proved) also for Boche planes. Twice during the afternoon the crowd, composed of men and officers of the 24th and 55th Divisions (British), were scattered by these uninvited guests. The game, which developed into an eleven inning pitchers' battle between Marquard on one side, and Hinton and Moss on the other, finally ended by darkness with the score 1 to 1.

On the last day of September the Regiment was visited by a group of officers, representing the Director General of Transportation, who were in search of officers to fill posts in various

HISTORY OF THE TWELFTH ENGINEERS



LIGHT RAILWAY YARD AT FINS



TINCOURT YARD FROM EAST END

## HISTORY OF THE TWELFTH ENGINEERS



STATION A X 8 ON FINS-PERONNE ROAD

departments at G. H. Q. then in process of organization. The immediate result of this visit was the loss of four officers,—Lieut. Col. Adams, Major Jonah, Captain Green, and Captain Kennedy.

This was a blow to the Regiment, yet it was gratifying to know that officers of the Twelfth had been chosen for this big work. After they left, their accomplishments in their new fields were followed with much interest and pride by their old comrades in the regiment.

Upon leaving the regiment, Lieut. Col. Adams went to headquarters of the A. E. F. to act as adviser on matters pertaining to broad guage transportation. Major Jonah reported to Paris, and became Chief Engineer of the Light Railways for the American Army, conceiving the plans for the lines, rail-heads, shops, equipment and power, which later proved of such tremendous value to our armies.

Captain Green and Captain Kennedy left together for Paris, and reported to General Atterbury, the D. G. T. Captain Ken-



## HISTORY OF THE TWELFTH ENGINEERS

nedey was assigned to the Mechanical Department of the Transportation Corps, as Mechanical Engineer; while Captain Green was sent to Brest to create an organization for the handling of the enormous amounts of miscellaneous army supplies and troops that would soon be pouring in there. For his services at Brest, and later at St. Nazaire he was awarded the "Distinguished Service Medal" by the Americans and the Legion of Honor by the French.

The removal of these officers from the regiment necessitated readjustments in the remaining personnel. Captain Phillips was placed in command of Company "A," at Fins and became O. C. AX Lines. Lieutenant Albaugh accompanied him as Transportation Officer, and Lieutenant Queal as Locomotive Officer.

Major Laird assumed control of the C. Y. Lines with Lieutenant McFarland as Transportation Officer, and Lieutenants Galbreath and Meston as Maintenance and Mechanical Officers. Captain Foster with Lieutenants Brooking and Downes remained in control of the D. Z. Lines. Captain Burden was relieved as commander of Headquarters Detachment to fill the post of Regi-



STATION C Y 5, EAST END OF ROISEL YARD

## HISTORY OF THE TWELFTH ENGINEERS

mental Adjutant. Lieutenant Johnson was transferred from Co. "C" to take command of Headquarters Detachment.

October ended with the regiment operating forty-one miles of line, maintaining twenty-five and one-half miles, and during the month reballasting six and one-half miles. The ton miles of material handled for the month had increased to 264,163, while the locomotive miles totaled 8,394, the average haul being about six miles.

## CHAPTER IV.

### CAMBRAI.

WHEN the destinies of war carried the Twelfth Engineers to the Picardy Front, it was called a quiet sector, but in October preparations were started for a great offensive against Cambrai. Enormous quantities of ammunition, barbed wire, "duck boards," light railway material, and army equipment



ROISEL YARD AND WRECK OF CHIEF DISPATCHER'S OFFICE, DZ 100

of every description was moved from Roisel, Tincourt and Fins broad gauge railheads, to the front by light railways.

The weather was cold and rainy—yet, to the optimist, there was one consolation, it could not rain more than twenty-four hours a day. Before entering the great war, all had read

## HISTORY OF THE TWELFTH ENGINEERS



BROAD GAUGE RAILHEAD, FINS

much of France—"Sunny France." France was thought of as a land of flowery fields, balmy sunshine, beautiful women, and romance. But, this dream was rudely shattered, and by a



BRITISH TANKS AT ROISEL

## HISTORY OF THE TWELFTH ENGINEERS



REMAINS OF BRITISH C. C. S. 5 AND 55 (HOSPITAL), TINCOURT

unanimous vote the originator of the expression "Sunny France" was accorded the highest honors in the Ananias Club.

The weather, although far from pleasant, did not halt in any degree the many preparations for the coming offensive. Secrecy was the keynote of the preparatory program, consequently much of the work had to be done at night and camouflaged before daylight. An extension of the light railway track from Hamel to C. C. S. 55 (Casualty Clearing Station), was built to facilitate the handling of the expected casualties. Tanks were brought into the broad gauge railheads, unloaded and taken to nearby camouflaged positions as concentration points.

Early in November the growing light railway tonnage made it necessary to extend the working radius of locomotives. Men and officers remained on duty from fifteen to eighteen hours a day, giving their best efforts to insure a successful outcome to the approaching action.

Artillery and aerial activity increased on both sides along the entire sectors' front. Clear days invariably meant visits by enemy scout planes and clear nights just as certainly, meant the familiar pulsating hum of the Gothas. Camps, railheads, horse lines and ammunition dumps grew very unpopular especially in the moonlight. Dugouts on the other hand grew steadily in popularity.

## HISTORY OF THE TWELFTH ENGINEERS

Toward the later part of the month ground mists and low visibility aided the light railway program in making it possible to operate steam power closer to the front line trenches.

For about a week previous to November 20th, the day set for General Byng's big smash at the Hindenburg Line, the wagon roads were jammed every night with all sorts of traffic; heavy guns, light guns, cavalry, limbers, wagons and motor transport moving up to positions for the assault. The last night, however, was reserved for the movement of the supporting infantry. The uncanny quiet that settled over the sector that night was oppressive.

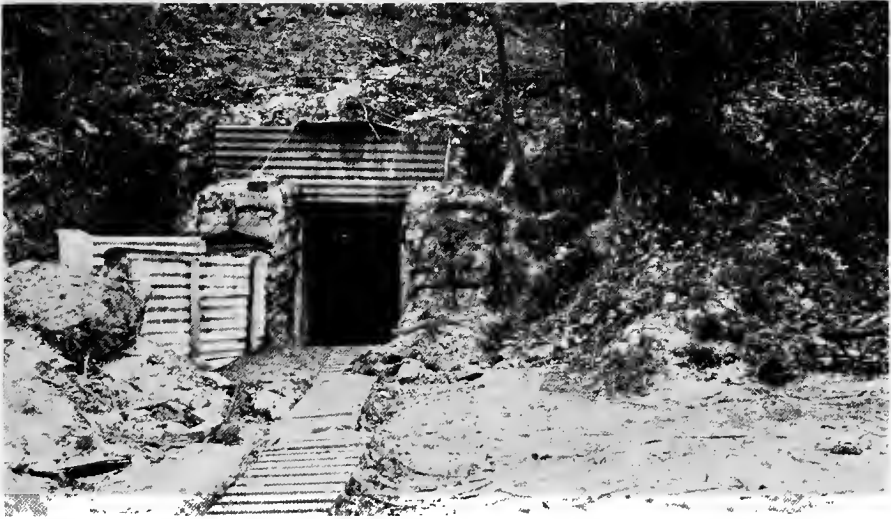
At 6:20 A. M., the zero hour, every battery from Fins to Vermand opened fire—the battle was on. Some five hundred tanks preceded the first infantry waves, rolling down the barbed wire and neutralizing the advance enemy machine gun posts. In an incredibly short time the famous Hindenburg Line was broken on a twenty mile front and to a depth of nearly six miles. 10,000 prisoners constituted the first day's haul.

Heart rending was the sight of those pitiful bands of French Civilians from Villages in the liberated area. Old men and old women, for three years under the German heel, broken in health and destitute, except for what they wore and the



ENTRANCE TO "B" COMPANY'S DUGOUT, MONTIGNY

## HISTORY OF THE TWELFTH ENGINEERS



THE FOSTER, SKELLY, PITTMAN RESIDENCE, MONTIGNY

armful of bedding or other household goods with which they labored along the shell wrecked roads to the rear.

The Twelfth lost many a staunch friend that day among British units in the neighborhood but this was especially true in



HOSPITAL SIDING AT GOUZEAUCOURT

## HISTORY OF THE TWELFTH ENGINEERS

the fate of "B" Squadron, Fort Gary Horse (Canadian) which was part of General Byng's enormous cavalry force. They crossed the Scheldt at Marcoing and fought their way into the outskirts of Cambrai; then back again to the British front line. Only forty-two men of the entire squadron came out of the battle alive.

The advance cleared the valley leading from Gouzeaucourt to Villers Plouich, and thus opened up for daylight traffic, a section of road which had formerly been safe only at night. This section of the line, together with all lines north and east of AX 129 and C. Y. 25 were, on November 20th, turned over to Canadian 35th L. R. C., who were constructing the connection from the British light railways to the captured German system.

When the Canadians moved forward, Captain Phillips, with "A" Company, took over the operation of the AX lines from Quinconce to AX 15, and the Lieramont cut-off from AX 7 to C. Y. 16. This relieved, to a certain extent, the long hours the men had been working prior to the drive. As a further assistance the A. D. L. R. relieved the Twelfth of the maintenance of the C. Y. Line from C. Y. 16 to the wye at Roisel, thus allowing more men for operating duty.

That the British authorities were pleased with the results obtained from the operation of the light railways in the prepara-



ROISEL RAILHEAD FROM THE WEST



## HISTORY OF THE TWELFTH ENGINEERS



ENTRANCE TO HENNESSY'S CHATEAU, TINCOURT

tion for, and during the offensive, is evidenced by the following letters, the former from General J. Byng, commanding the Third British Army, to Lieut. Colonel J. A. S. Gray, Assistant Director General of Transportation under whom the Twelfth were serving; the latter by Lieut. General Pluteny commanding the Third Corps:—

HEADQUARTERS, THIRD ARMY, B. E. F.  
29-11-17.

My dear Colonel:

Now that the Third Army offensive has reached its limit, and normal trench warfare has been resumed, I would like to take the opportunity of giving you a short appreciation of the services that you and other transportation officers have rendered to myself, my staff, and all combatant and administration branches of the Army.

The essence of the operation was secrecy and speed, and I can assure you that never was more thorough secrecy better obtained than in your preparations for the 20th of November, and never speed so greatly developed as in the work of your department since that date.

Standard and Light Railways, as well as the Roads, are all in a most promising condition, and that satisfactory state of affairs is due to the energy, forthought, and practical methods which I have seen in your department.

It remains for me to thank you and other Transportation Officers for their co-operation and response to my call, which I do with the very deepest sincerity,

Yours sincerely,

(Signed) J. BYNG, General.

## HISTORY OF THE TWELFTH ENGINEERS

THIRD ARMY NO. S. Q.—84,  
III CORPS. NO. A. Q., 20-8-17.

Headquarters, Third Army:

I desire to bring to your notice the good work recently carried out under the orders of the A. D. L. R. III South. On receipt of orders to prepare for an offensive, it was necessary to carry out an extended programme of construction work, if full value was to be obtained from the then existing system. This work was duly carried out up to schedule time. During the period of construction work, a traffic scheme was placed before Transportation, which enabled me to feed the equivalent of three divisions from Fins Railhead, without the use of motor or horse transport. This scheme was accepted, and the operation department have worked it with punctuality and dispatch. The immediate result has been that the cavalry divisions have had free access north and south through Fins at all times.

The delivery of large quantities of ammunition to the equivalent of eight divisional artilleries and thirty-six heavy and siege batteries, was successfully carried through, and it was only necessary to use a minimum of lorries, thus saving much wear and tear of roads.

Much of the construction and traffic work was carried out in such close proximity to the enemy that severe restrictions had to be enforced regarding the use of telephones, and this added largely to the traffic problems.

(Signed) W. P. PLUTENY,

Lieutenant General, Commanding III Corps.



BRICK ORDERLY ROOM AND CANTEEN, MONTIGNY

## HISTORY OF THE TWELFTH ENGINEERS



REMAINS OF 11TH. ENGINEERS' CAMP AT BUIRE

## HISTORY OF THE TWELFTH ENGINEERS

Within a few days time after General Byng's successful drive, the light railways were connected across what had been "No Man's" land to the German Light Railway System. This work was done by the Canadians, the connection being made at Marcoing. In addition to the men of the Twelfth who were operating in this area, were men of another American Regiment of Engineers, the Eleventh, at work beside the Canadians, extending the broad gauge line into the captured territory.

Conditions had just about gotten back to normal and trench warfare resumed when the enemy launched his counter offensive to neutralize the gains made by the British and eliminate the Marcoing salient. Early on the morning of November 30th, his artillery opened up on the British positions, rear areas as well as the front line. Shells fell in both the Tincourt and Fins camps. By noon the enemy had taken Gouzeaucourt and advanced to a point between there and Fins. His barrage had been so effective and wire communication so promptly destroyed that information of the enemy's progress had not yet reached the American and Canadian engineers, when suddenly they came face to face with the gray uniforms of the oncoming Germans.

Thus it was, that the first Americans fought in the world war. Caught without arms, they fought with whatever they had at hand, where possible, picking up a fallen British comrade's rifle, or getting one from a dead Hun.

The Twelfth's poet, Private Hubert W. Kelly of Company "D," most ably pictures the scenes of that day before Cambrai in his verses dedicated to our comrades in arms, the Eleventh Engineers, entitled, "The American Engineers who Fought at Cambrai." The Eleventh suffered heavily in killed, wounded and captured.

### THE AMERICAN ENGINEERS WHO FOUGHT AT CAMBRAI.

*Dedicated to Our Brothers in Arms, The 11th Engineers.*

This is a tale for those who cry,  
America came when the fight was done;  
Of Bloody Cambrai where Americans lay  
Beaten and brained by the hand of the Hun.  
This is a tale for those who say,  
Americans came at the end of the fray;  
For Americans fell when the Boche brought hell  
Before Cambrai.

## HISTORY OF THE TWELFTH ENGINEERS

This happened up at Cambrai  
to a corps of pioneers,  
The first in France, the first to fight  
of Railway volunteers;  
Their only trails were daring rails  
to bear the troops and shell;  
Their frontier lay up Cambrai way—  
The Border land of Hell.

They sang and slaved, and day by day  
the gleaming steel crept on;  
They worked from early morn 'til eve;  
and some from eve 'til dawn.  
And inch by inch they laid the line  
as eastward roared the guns;  
For well they knew that Cambrai  
must be taken from the Huns.

The British smashed the German line—  
the Boche struck back again,  
But Britain staggered but a step  
before the mass of men  
Which swept across the ridges like a shining  
scythe of steel;  
And sharp must be the scimitar  
that makes the British reel.

The Pioneers were caught unarmed  
within the cruel curve;  
The British line was staggering—  
alas, without reserve.  
The pioneers could fight or flee,  
and if they turned and fled,  
Why—they were non-combatant—  
and nothing would be said.

But these were men whose honor code  
was not the rules of war;  
They did not run because they were  
a non-combatant corps.  
They stayed and fought, and well they fought,  
and all the world may say  
That accents of America  
were in the mad melee.

They fought with stones, they fought with clubs,  
they fought with pick and spades  
While hid machine guns burned the air  
with furious tirades.  
Though shrapnel burst, and fallen cursed,  
and Taubes whirred over head,

## HISTORY OF THE TWELFTH ENGINEERS



REMAINS OF MONTIGNY CAMP LOOKING NORTH FROM HEADQUARTERS

They fought like fiends, and when they fell  
they knew they could have fled.

Many a Boche was found that day  
with head wide open laid  
By some resisting Yankee pick  
or blow of Yankee spade.  
And faces new were seen behind  
the British bayonet  
But he who fell and gave his gun  
had nothing to regret.

Up Cambrai way, on fields swept o'er,  
they lie, the men who fell,  
And rough-hewn crosses stand for those  
who lived and died so well.  
But in our hearts we hold a shrine  
for them—our Cambrai dead;  
We know they stayed and fought for us—  
We know they could have fled.

This is a tale for those that prate  
America came for the victor's feast.  
Remember the day when Americans lay  
With bayonets bare, and face to the east.  
This is a tale for those who say  
America came at the end of the day;  
For Americans bled when they could have fled  
Before Cambrai.

## HISTORY OF THE TWELFTH ENGINEERS



ROISEL BROAD GAUGE YARD



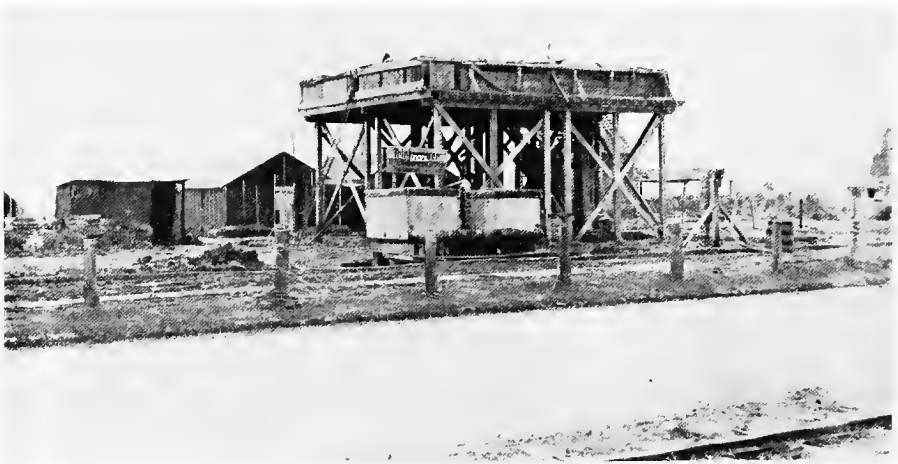
FROM SITE OF HEADQUARTERS DOWN THE VALLEY TOWARD JEANCOURT

## HISTORY OF THE TWELFTH ENGINEERS



THE "R. T. O." AND THE "R. O. D." OFFICES ROISEL

It was about this time that the Twelfth which did not lose a single man, began to be called "The Lucky Twelfth," and in the days and months that followed it was many times proven that the name was correctly given. On this eventful day, there



WATER POINT. A X S



## HISTORY OF THE TWELFTH ENGINEERS

was only one casualty in the Twelfth; Private Fritz Fulks was wounded by a German machine gun while trying to save one of the light railway trains caught in the advance.

Of the train crews that were operating in and about Gouzeaucourt, some managed to get their trains out of the area, while those less fortunate fought from shell holes and dugouts until the British counter attack drove the Germans back, and they were released.



RUINS OF VILLERS FAUCON FROM HILL BEHIND CY 11

Shortly before noon on November 30th, when British Headquarters was still uncertain as to the seriousness and probable outcome of the attack then in progress, orders were received at Regimental Headquarters and at the Tincourt Camp to "stand to" under arms and be ready to move into the Line on a moment's notice. Armed patrols were furnished from Tincourt for reconnaissance duty on the ridge west of Villers Faucon. Arrangements were made and orders prepared for the immediate reinforcement of the British line wherever needed. The advance, however, was halted and the crisis passed. Tincourt and Fins were both heavily shelled that day but fortunately no casualties resulted.

## HISTORY OF THE TWELFTH ENGINEERS



GUARD HOUSE, MONTIGNY

The detachment at the advance tractor sheds east of Fins had to evacuate hurriedly with all equipment, but were able to return when the tanks had cleared Gouzeaucourt. The fighting from this date on, although now classed as trench warfare, became more stubborn and vicious each day, and at some points the line changed hands almost daily.

The light railway work, in so far as the hauling of material to the front was concerned, began to ease up after the Cambrai offensive, and attention was turned to the construction of new lines leading to the rear, looking forward to the day when the great German drive would come.

The summary of November work shows 64.2 miles of railway under operation, 27.9 miles being maintained, while 2 miles had been ballasted, and one mile reballasted. The ton miles amounted to 303,065, while the locomotive miles jumped to 15,270.

## CHAPTER V.

### WINTER ON THE SOMME.

**D**URING the first week in December the Regiment again resumed control of the AX extension lines to the north and east of AX 129 and C. Y. 25, which had been released to the Canadians on November 20th, with the AX lines from AX 1 to AX 15, and AX 7 to C. Y. 16. This arrangement only



REMAINS OF THE FINS CAMP

lasted a week however, for the Canadians moved to another area and Captain Phillips resumed control of the entire AX System.

It was deemed advisable, on account of the increased aerial and artillery activity around Fins to move the bulk of "A"

## HISTORY OF THE TWELFTH ENGINEERS



OFFICERS' QUARTERS AND MESS, QUINCONCE

Company and their locomotives further south. This move was effected about December 7th, and the main body moved to Quinconce, near Peronne, leaving a detachment of 80 men and a small part of the power at Fins.

Chaplain Gorman, reporting for duty December 16th, arrived just in time to take over the entertainment and recreation work in the regiment, which had been organized subsequent to the Cambrai affair. A small recreation hut had been erected at Montigny which was enlarged during February with Y. M. C. A. hut material. Further opportunity along these lines was afforded by the opening at Montigny of Daly's Theatre by the 24th Division (British) for performances of the divisional concert party, "The Snipers."

Foot ball teams were started at the Tincourt and Montigny camps, and after the first week of scrimmage there were more casualties than if the units had been holding the front line trenches. Each camp looked upon visitors from the other camp with suspicion, fearing they were spies bent on learning their formations and plays.

On the day of the game, special trains were run from the several camps to the field near Montigny Farm. The majority

## HISTORY OF THE TWELFTH ENGINEERS

of the spectators were English, most of them thinking it was a "deucedly rough" sport but agreeing it was "topping." It was an unfortunate day for the Tincourt team. They claim they were outnumbered, since they only played eleven men, while Headquarters counted the officials, Captain Foster, and Corporal Dolan in addition to the members of their team. The outcome was a victory of 6 to 0 for the Montigny eleven, won in the last few minutes of play. Bad weather prevented further games between the two teams.

The first snow fell about the middle of December, and remained on the ground for over a month. The weather grew much colder, and the daily pound and a half coal ration per man did not go very far toward comfort. Additional fuel in the form of salvaged wood did much to relieve this situation. The snow several times drifted so deep on the roads that all motor transport was stopped, and the burden of all traffic was thrown on the light railways. It was only by tremendous effort in removing drifts that many of the lines through cuts were kept open.

The Italian collapse and the disintegration of Russia enabled the enemy to move many of his eastern troops into



REMAINS OF "C", "B" AND "E" COMPANY HUTS, MONTIGNY

## HISTORY OF THE TWELFTH ENGINEERS



INFIRMARY, TINCOURT, SHOWING BOMB PROTECTION OF "D" AND "F"  
COMPANY HUTS, WHICH WERE ENTIRELY DESTROYED



MOTOR TRANSPORT OFFICE, MONTIGNY

## HISTORY OF THE TWELFTH ENGINEERS

France. Intelligence, gained from prisoners captured in British raids, confirmed the unpleasant rumor that the western front was being materially strengthened by these units in preparation for the big Spring Offensive contemplated by the enemy. Toward the end of December it was reported that the Hun had one whole division for every British brigade in the line on the Somme front. Field fortifications for the defense of Montigny were begun and a Lewis Gun platoon was organized in Headquarters Detachment for use in case of emergency. Extended order drill and target practice occupied the time of troops, which could be spared from railroad duty.



PART OF THE FINS CAMP

Working conditions became increasingly difficult due to the frequency of the enemy's bombing raids and his well directed artillery fire which was continually wrecking track and equipment. Army orders issued at this time required the protection of all huts and horse lines, from damage by enemy bombs. This was effected by the construction of an earth or chalk wall three or four feet high and about two feet thick around each hut or tent. While a direct hit on any hut would be serious, the results would, thereby, be localized by this earth wall protection.

## HISTORY OF THE TWELFTH ENGINEERS



GRAVE OF PRIVATE ANDREW AUBUCHON (WITH WREATH)

Fins and Quinconce were bombed December 23rd, Private H. J. Griffen of Company "A" being wounded while on duty in the Quinconce yards. No casualties resulted at Fins. Roisel was bombed Dec. 10 also without casualties. In an air raid on Montigny January 28th, the D. Z. control was damaged and fourteen casualties resulted at Daly's Theatre. "E" Company's mess was hit February 18th. During a daylight raid February 19th, an anti-aircraft shell which failed to explode in the air, entered the round house at Montigny, and exploded upon hitting a rail. Several men were on duty there at the time, but Privates C. A. Hunt and Frank Fuss were the only ones wounded.

The first death in the regiment occurred December 22nd, when Private Andrew Aubuchon of Company "F" was killed in a wreck at C. Y. 16 near Lieramont. A military funeral was held the following day in the British Military Cemetery at Tincourt.

Days and weeks were very much the same, each full of work mingled with a certain amount of excitement, that made time pass quickly. The only things looked forward to were mail and pay day—named here in the order of their importance.



## HISTORY OF THE TWELFTH ENGINEERS

The government restriction on packages, at this time had not gone into effect, and "The Woman's Auxiliary of the Twelfth Engineers," God bless them, worked untiringly to supply the wants of their men at the front. They would feel amply repaid if they knew how much their Christmas boxes meant, and how much their efforts comforted and cheered.

Christmas, nineteen seventeen, is one that will long be remembered. Each camp had its Christmas Eve celebration, but that held in the round house at Montigny was probably the most unique. Captain Foster then O. C., D. Z. Lines, cleared out the roundhouse except for one Baldwin locomotive which was used to run a generator for lighting power. A cedar tree was duly salvaged, mounted over the pit and strung with electric lights, home made ornaments and sox filled with popcorn. Captain Skelly arranged for the sox. When all was ready the Twelfth and their friends, the British, were invited into the entertainment which featured music by the Irish Pipers, eats, and an announcement by the commanding officer of "no reveille" the next morning. All hands had a good time. The "bully beef" and tea menu the next day, was varied by two truck loads of turkey with the accessories which Lieutenant Johnson obtained at Nevers.



ROUNDHOUSE AND FIRST CONTROLL OFFICE, MONTIGNY

## HISTORY OF THE TWELFTH ENGINEERS

December ended with weather intensely cold. Private A. J. Snedecker, on the last day of the year, was wounded by shrapnel while working at Fins. During the month the mileage operation had varied somewhat, but at the close of the month 77.3 miles of track were under operation, representing a gain of 13 miles for the month. The mileage maintained remained at 27.9 miles, while the only construction done by the Regiment was a half mile spur at the Hancourt ammunition dump. The ton miles fell to 295,136, while the locomotive miles went up to 20,223, indicating lighter train movements than during the November rush period.



ST. EMILIE

Seven day furloughs, with two days travel time, were started in January. Two Sergeants, one Corporal, and two Privates from each company were permitted to go each week, to any point in France. These leaves were eagerly sought after, for it was an easy problem in arithmetic to figure how long it would take to cover the entire Regiment with only five leaves each week. This number, however, was increased later to permit five per cent of the entire strength to be away at once.

The organized recreation and entertainment program as well as the leave privilege were valuable aids in combating the

## HISTORY OF THE TWELFTH ENGINEERS

tendency toward lonesomeness and melancholy induced by the cold dreary weather and personal hardships of a French winter in the desolate Somme country. The Y. M. C. A. representatives, Messrs. L. C. Wright, J. J. Carrington and W. P. Wertz, brought with them athletic goods of various kinds, reading matter and phonographs, all of which were very much in demand. By means of a part of the Burlington Railroad Fund, a donation by Colonel Townsend, and the proceeds of an entertainment given by the concert party of the 72nd. Field Ambulance Company in Company "E's" mess hall, a piano was purchased in Amiens for the Montigny Camp. The Y. M. C. A. provided a recreation tent for the Tincourt Camp and shortly thereafter a piano was obtained.

The first serious wreck occurred on January 15th, when a DZ engine and train left the track on the Vermand Line near Montigny Sugar Mill. This resulted in the death of two British soldiers and slight injuries to eight others. A subsequent inquiry held by British officers established the fact that the accident was unavoidable and due to the inability of the engineer, to control the train on the steep grade with slippery rails.

The mileage of the lines under operation and maintenance remained unchanged throughout the month of January. The ton miles amounted to 293,268, while the locomotive miles totaled 18,646. During the month Lieutenant Callahan was put in charge of the detachment at Fins; Major Bowen and Lieutenant Nash were relieved from duty with the Twelfth. Major Bowen reported to Headquarters Lines of Communication and Lieutenant Nash to The Director General Transportation. Second Lieutenants J. T. L. Brooks and W. T. Stevenson reported to the Regiment from the States, the former was assigned to Co. "D" and the latter to Co. "E."

The Colonel was called to Paris February 12th to assume the duties of Engineer Representative on the General Purchasing Board for the American Expeditionary Forces. The regiment felt very keenly the loss of its commanding officer who

## HISTORY OF THE TWELFTH ENGINEERS



ENGINEER DUMP, ROISEL

was loved and respected by both men and officers. He left on the Regiment the impress of his own high standards of justice, democracy, steadfastness and sound judgment.

Major Laird assumed command of the regiment after the Colonel's departure leaving Captain McGeehan in command at Tincourt and Lieutenant McFarland in charge of the C. Y. Lines.

On the first of February the Regiment came under the control of the A. D. L. R. Fifth Army (South), British. On the last day of the month the Fifth Army (North), of which Colonel I. R. Collins was A. D. L. R., took over the sector. Although skeptical at first of Americans, Colonel Collins later expressed the opinion that the Twelfth was the most efficient railroad organization he had known during his entire experience with the Allied Armies.

On February 20th, in compliance with General Order No. 108, War Department, 1917, providing for "a temporary increase in the military establishment of the United States," Regimental

HISTORY OF THE TWELFTH ENGINEERS



COLONEL JOHN A. LAIRD

HISTORY OF THE TWELFTH ENGINEERS



QUINCONCE



HUTS IN LIGHT RAILWAY YARD, QUINCONCE

## HISTORY OF THE TWELFTH ENGINEERS

Headquarters began the re-organization of the personnel of the Regiment. This re-organization involved the addition to the old strength of some twenty-one officers and five hundred and fifty-one men. A few weeks later candidates were examined for commissions, and recommendations for promotion sent in to General Headquarters.

The February traffic reports showed a steady increase in volume of engineer material handled and in personnel movements. General Gough in knowledge of the trend of events on the eastern side of "no mans land" was pressing the construc-



RUINS OF ST. EMILIE SUGAR MILL

tion of his back area defense systems in preparation for the drive, that by this time, seemed a certainty. Had this work been completed, and had the French not drawn their left wing south of Vermand, the serious results of that terrible Somme Defensive might in all probability have been materially lessened.

The D. Z. and C. Y. systems were connected to back area lines and a line was built from Hancourt west to Le Mesnil, thence north to Quinconce and west to Faye from which a further extension was planned to the old Weincourt Line.

## HISTORY OF THE TWELFTH ENGINEERS



BRICK BATH HOUSE, MONTIGNY, ERECTED BY SERG. O. M. TAYLOR

Thus the D. Z. system was provided with an outlet in case the emergency required it. Tincourt and Quinconce were linked up with a line through Buire and Doingt to provide means for a rapid lateral shift of equipment and stores. All these operations indicated the apprehension felt by the British Command, of the enemy's future movements.

The mileage during the month increased to 85 miles under operation, the mileage under maintenance remaining the same. The ton miles rose to 396,163, and the locomotive miles to 20,530.

Captain A. W. Dunaway and Captain H. S. Phillips both left with Colonel Townsend, Feb. 12th and were assigned to duty with the Director of Light Railways at Paris. Lieutenant Queal was made "O. C." of "A" Company and took charge of the AX Lines, succeeding Capt. Phillips.

Early in March, with the completion of the new Hancourt Line, orders were received from the A. D. L. R. to organize a



## HISTORY OF THE TWELFTH ENGINEERS

fourth operating district with a control at Le Mesnil. In compliance with these orders a camp site was chosen just east of the town and the construction of a camp begun. Company "B" was relieved from duty on the D. Z. Lines and shifted to the new division. Company "E" took over the D. Z. Lines and Captain Pittman succeeded Captain Foster who moved to Le Mesnil. The new camp was to have accommodated Regimental Headquarters and Company "C" as well as Company "B," when fully completed, but, in this instance as in many others, plans had to be changed often to meet the rapid changes in the military situation.

The storm clouds grew darker and the situation daily became more tense. Information from German prisoners and results of aerial observation, all confirmed the belief that the enemy's big drive was about to be launched. Tanks were being brought in and artillery, both light and heavy, moved up into position. Work of all kinds and especially that on the back area defense lines was being pushed in preparation to meet the onslaught.



GERMAN PRISONERS LOADING BRITISH GUN DESTROYED  
MARCH 21, 1918

## HISTORY OF THE TWELFTH ENGINEERS

On March 14th, Colonel Collins, A. D. L. R., called a conference of officers commanding the light railway divisions, at which, plans for the operation of these several divisions in case the system of wire communication was put out of action, were discussed. Shortly thereafter secret tactical orders were issued which were to govern operation in the event that such a condition developed.

## CHAPTER VI.

### THE SOMME DEFENSIVE OF MARCH, 1918.

**T**WO days of rain, the typical slow drizzle of northern France, blown inland from the North Sea, preceded the zero hour. The enemy who thus had had forty-eight hours, practically free from aerial observation, in which to make his final arrangements, was further aided on the morning of the day set



Y. M. C. A. HUT, ERECTED AT LE MESNIL, DESTROYED BY SHELL FIRE

for the attack by a heavy fog which did not lift until after noon.

The enemy barrage broke forth at four-thirty Thursday morning, March 21st, and within a space of a few minutes guns everywhere had joined the chorus. The long expected battle

HISTORY OF THE TWELFTH ENGINEERS



BRIDGES, BRAY-SUR-SOMME, DESTROYED MARCH 1918

## HISTORY OF THE TWELFTH ENGINEERS

had begun with an artillery duel of a magnitude that dwarfed to insignificance the demonstration before Cambrai.

The German gunners did not confine their fire to front line targets but searched out mid and rear areas for dumps, camps, roads, railroads and gun positions. The Montigny, Fins and Tincourt camps were in no wise overlooked in the distribution of these "iron rations." By the middle of the forenoon, all wire communications had been shot out and the camps at Fins, Quinconce, Tincourt and Regimental Headquarters isolated. Messages and reports thereafter were handled by the regiment's



OFFICERS' QUARTERS LE MESNIL

dispatch riders on motorcycles. Until the command was brought together at La Flaque, the Tincourt and Quinconce detachments acted separately.

The fighting of the 24th Division, British, in the Montigny area was truly characteristic of the race and typical of the determination that for four years denied the enemy possession of the Channel Ports. The enemy's tremendous numerical superiority pushed steadily on but every foot of ground won was sternly contested. By noon the fog began to lift and as the atmosphere cleared the artillery became more effective.

## HISTORY OF THE TWELFTH ENGINEERS



SITE OF B. E. F. CANTEEN, ROISEL

Counter battery work against the naval guns at the Sugar Mill and elsewhere near the camps increased the difficulty of movement. Roisel control was blown to pieces early in the afternoon and the operating force ordered to join Company "F" at Tincourt. At 8:00 that evening, upon written orders from 19th Corps Headquarters, Regimental Headquarters and Headquarters Detachment began the movement to Le Mesnil. Most of the regimental stores had already been moved back.

At 9:00 P. M. orders from A. D. L. R. started the evacuation of all power and rolling stock on the D. Z. Lines back to Hancourt, and the movement of Companies "C" and "E" to Le Mesnil. These movements and the supply of ammunition to batteries along the rail lines consumed the entire night. Companies "C" and "E" after a busy night arrived at Le Mesnil at 10:00 A. M. Friday. On the assumption that the advance could be checked in the neighborhood of Hancourt, Le Mesnil was to be made operating headquarters with the D. Z. forces reinforcing Company "B" on the new division. Such was not to be the case, however. Hancourt was reached and passed with the enemy still advancing.

The Commanding Officer at 1:00 P. M., Friday, the 22nd, received orders to evacuate Le Mesnil at once and proceed to a

HISTORY OF THE TWELFTH ENGINEERS



CROSSING OF AMIENS ROAD AND PERONNE-ROYE ROAD—NOTE SIGN "THIS WAS VILLERS CARBONNEL"



SITE OF ESTREES CAMP ON ESTREES-FAY ROAD

## HISTORY OF THE TWELFTH ENGINEERS



SKELETON OF A ZEPPELIN ON AMIENS ROAD

point on the Estrees-Fay Road, map reference 62 c, M, 30 c. The railroad equipment under Companies "B" and "E" was ordered to Fay where a connection was expected to be made to the Weincourt Line. This entailed the transfer of all regiment stores, records and equipment by the regimental motor transport which was entirely inadequate for the task, requiring as it did several complete round trips for the movement. The congested condition of the roads made this slow work. In compliance with the move order, the main body under Major Laird, consisting of Companies "B", "C", "E" and Headquarters Detachment, less operation details under Captain Foster and a rear guard under Captain Burden, cleared Le Mesnil at 3:00 P. M., marching by way of Brie, Villers-Carbonnel and Estrees, a distance of 14 kilometers to the new location. The rear guard had orders to remain at Le Mesnil, if possible, until all stores and equipment were loaded, then to follow the main body to Estrees. All afternoon the trucks worked back and forth as fast as the congested traffic would permit. The rear guard commander kept in touch with the batteries at Catelet for information of the enemy's movements. At 7:45 P. M., these batteries, due to the rapid advance of the enemy, were ordered



## HISTORY OF THE TWELFTH ENGINEERS

to evacuate immediately. The rear guard and operating detachment moved shortly after 8:00 P. M. toward Estrees, arriving there about 1:00 A. M. Saturday morning, the 23rd.

The enemy furnished entertainment at this camp throughout the 23rd, in the form of shelling and in raids by low flying enemy aeroplanes using their machine guns on ground targets. This proved to be only another bivouac, for shortly after midnight orders were received by Major Laird to destroy all railroad equipment at Fay and proceed immediately to a point west of Estrees on the Amiens road, the exact location to be communicated enroute. Captain Foster was left in charge of the demolitions and as the same difficulty in transporting regimental stores and equipment was to be met, Captain Burden was again left with a rear guard. The motor trucks were loaded and moved out in convoy under Lieutenant Ragland. The main body under Major Laird set out at 4:00 A. M., marching by way of Estrees and Foucaucourt to a place known as La Flaque at the crossing of the Vermand-Amiens road and the Harbonnieres-Proyart Road where a halt was ordered. The rear guard was forced to abandon the camp and remaining stores at 6:30 A. M. and arrived at La Flaque shortly before noon.



AMIENS ROAD AT LA FLAQUE

HISTORY OF THE TWELFTH ENGINEERS



LA FLAQUE CAMP SITE, AMIENS ROAD MARCH 24, 1918



X. U. AMMUNITION DUMP, TINCOURT

## HISTORY OF THE TWELFTH ENGINEERS



During all these developments, things were happening at Tincourt and Fins. Very little traffic, except a few ammunition trains, was handled forward of the Fins control on the 21st; practically the whole day being spent in gathering up all rolling stock, preparatory to moving it to a safer area.



PERONNE STANDARD GAUGE BRIDGE DESTROYED BY THE ENEMY,  
MARCH, 1918

## HISTORY OF THE TWELFTH ENGINEERS



HEM DUMP, CAMP SITE OF COMPANIES "A", "D" AND "F" DURING RETREAT

At Tincourt, however, the situation was quite different, due to the heavy shelling of its own railhead, and of all lines running out of Roisel, as well as the presence of considerable ammunition at various parts of the lines which it was desired to save.

Maintenance parties, working with a company of the Twelfth Canadian Railway Troops, repaired breaks in the CY Lines caused by shell fire, throughout the morning of the 21st, allowing ration and ammunition trains to be handled.

In the afternoon, Lieutenant Galbreath and Lieutenant Meston, each in charge of a party, and with extra cars of ties and rails for repairs, worked out of Roisel, the former toward Heudicourt, and the latter toward Templeaux, to bring in the operators and scattered equipment. Working under a veritable rain of shells, they repaired breaks and accomplished their missions, returning to Tincourt in the early morning hours of the 22nd.

During the night of the 21st, the Tincourt crews salvaged nine cars of eighteen pounders from the CY 9 ammunition dump, which was then burning as a result of the artillery fire, and twenty-six cars from the CY 103 dump, just east of Roisel.

## HISTORY OF THE TWELFTH ENGINEERS

This was carried back with them on the 22nd, when they left Tincourt.

At 9:00 A. M. on the 22nd, a dispatch rider reported the British infantry in full retreat through Roisel. Acting on this information, the Tincourt Camp was evacuated, the last train leaving at 11:00 A. M. via the Tincourt-Quinconce cut-off for Quinconce. All movable property was loaded and saved.

Arriving at Quinconce, Central Control ordered the detachment to Hem Dump, some four and a half miles northwest of Peronne, where it arrived at 5:00 P. M., and set up a "pup tent" camp.

Early in the morning of the 21st, Lieutenant Queal, who was in charge of the operating forces on the AX lines, was ordered to move all dead engines and tractors to Clery, and his shop train to Maricourt. Eleven engines and two P. E. tractors were sent away as ordered, and a locomotive and crew took the shop train to Maricourt.

In the evening, Major Harrison, S. L. R., ordered the evacuation of the Fins district, and by 2:00 A. M. of the 22nd, Lieutenant Callahan had brought his detachment and all his



HEM DUMP

## HISTORY OF THE TWELFTH ENGINEERS



ON THE SOMME AT BRIE

equipment down to Quinconce. One Simplex tractor and four men were left at Fins to carry on the work.

By 8:00 P. M. of the 22nd, the entire AX System was evacuated back to Quinconce, and, upon orders from the S. L. R.,



BRIDGES BUILT BY 6TH ENGINEERS AT BRIE AND DESTROYED IN MARCH, 1918

## HISTORY OF THE TWELFTH ENGINEERS

the detachment, with all equipment and supplies, left for Hem Dump, arriving there at midnight. Lieutenant Albaugh and a small party were left at Quinconce.

The track at Hem Dump was in a deplorable condition, and the Tincourt detachment worked all night re-railing engines. On the morning of the 23rd, Lieutenant Galbreath and Lieutenant Adams were sent back to Quinconce from Hem with seventy "D" and "F" Company men to load coal, to dismantle and bring back the A. D. L. R. huts, and to clean out the XZ ammunition dump, relieving Lieutenant Albaugh who rejoined his company.



ABANDONED GERMAN AMMUNITION, HEM DUMP

Lieutenant Queal's detachment, with all their power, equipment, and cars, started moving from Hem Dump shortly after noon on the 23rd for Weincourt, going through Maurepas, Bray, Froissy, and Proyart, and arriving at its destination at noon on the 24th.

Lieutenants Galbreath and Adams, with their details, worked at Quinconce until ordered to evacuate by British officers; when they returned, with their trains of salvage to Hem Dump, stopping frequently along the road to supply batteries

## HISTORY OF THE TWELFTH ENGINEERS



AMIENS-VERMAND ROAD SHOWING TREES DESTROYED BY SHELL FIRE

with ammunition. Arriving at Hem about 3:00 P. M., it was decided to start an immediate evacuation. This movement was considerably expedited about 5:00 P. M., by the sight of British tanks retreating under fire about a mile to the eastward. The last train left at 8:00 P. M.

At Maricourt, were met the trains of the Third Army (British) coming from the area around Bapaume. The Tincourt Detachment trains were held to allow the Third Army equipment to pass, and as a result their last train did not leave Maricourt until 10:00 A. M. of the 24th. On account of the congestion and numerous derailments the progress was very slow.

A few of the Tincourt Detachment trains reached Weincourt, while the balance were tied up at La Flaque, where the line was blocked by dead Third Army trains. The night at the cross roads, La Flaque, will never be forgotten, as it was a series of gas alarms, rumors of cavalry broken through, and visits of German bombing planes.

At last the Regiment was practically assembled as a unit. Headquarters Detachment, with the majority of the men of Companies "B," "C," "D," "E," and "F" were at La Flaque,



## HISTORY OF THE TWELFTH ENGINEERS



WARFUSSE

while "A" Company was at Wiencourt, about four miles to the westward.

At three o'clock the morning of the 25th, Major Laird received orders to proceed at once, with the entire command, to Vecquemont, a distance of 22 kilometers, for work on the



RUINS OF WARFUSSE ON THE AMIENS ROAD

HISTORY OF THE TWELFTH ENGINEERS



THE HANDIWORK OF THE HUN—CHURCH AT WARFUSSE



VECQUEMONT WOODS—CAMP SITE OF MARCH 25, 1918

## HISTORY OF THE TWELFTH ENGINEERS

trenches, reporting to Lieutenant Colonel C. R. Hervey, commanding the 4th C. R. T. Although the majority of the men had been on duty from forty-eight to eighty hours without rest, the Regiment moved promptly at 7:00 A. M. in heavy marching order. The Weincourt detachment joined the main body at Villers-Bretonneux.

Rear guards were left at La Flaque under Captain Burden and at Weincourt under Lieutenant Etheridge. When it was apparent that the power at Weincourt would eventually fall into the hands of the enemy, orders were issued by the A. D.



VALHEUREUX, MARCH 27, 1918

L. R. through Lieutenant Kelf, to strip the locomotives of injectors, and side rods, and the tractors of magnetos, and carburators. This was done by Lieutenant Etheridge's detachment and the parts buried. After stores and equipment had been removed from the camps, La Flaque and Weincourt, the rear guards moved separately to Vecquemont, rejoining the regiment.

The arrival of the Regiment at Vecquemont marked the termination of its first period of light railway operation. The work during that period will always be a credit to the officers and men who performed it, as well as to the Engineer Corps

## HISTORY OF THE TWELFTH ENGINEERS



VALHEUREUX

of the United States Army. The difficulties surmounted from the 21st to the 25th required almost superhuman efforts, and to give credit where it was due would require the reading of the roster of the entire Regiment.



OLD TOWER NEAR BEAUQUESNE

## HISTORY OF THE TWELFTH ENGINEERS



WHERE REGIMENTAL HEADQUARTERS STOOD, TERRAMESNIL

Upon Major Laird's reporting to Colonel Hervey at Vecquemont, he was ordered to move the Regiment to the Baizieux-Contay line and begin trench construction at once. The section allotted to the Twelfth extended north from Baizieux to a



MAIN STREET THROUGH TERRAMESNIL

## HISTORY OF THE TWELFTH ENGINEERS



BILLETS, TERRAMESNIL

point on the Amiens-Contay Road, about a mile east of Vandecourt.

In accordance with this last order, on the morning of the 26th, the entire command less Headquarters Detachment and the sick, left Vecquemont marching through Daours, Pont Noyelles, Behencourt, Contay and Vadencourt to the crossing of the old French defense line and the Amiens Contay Road. Captain McGeehan commanding the troops on this march had only just arrived at his destination, having covered 18 kilometers in less than 8 hours, when orders were received requiring the immediate movement of the regiment to Valheureux, eighteen kilometers farther on.

Footsore and weary the march was again taken up, Captain Foster in command, through Contay, Herissart, Val de Maison and Ferme du Rosel to Valheureux, arriving there at midnight, after covering on foot twenty-two miles that day, and fourteen the day previous.

The detachment left at Vecquemont under Captain Burden, marched via Amiens, La Motte, Camon, Rivery to a point on the Amiens-Bernayville Road, just south of the Amiens-Doullens

## HISTORY OF THE TWELFTH ENGINEERS

railroad crossing, where they bivouacked for the night. The march was resumed the morning of the 27th, going through Canaples, Montrelet, and Bonneville into Valheureux, and there joining the main body at 4:00 P. M. An hour later the entire command, except a detachment left under command of Lieutenant Brooking, marched to Terramesnil, where for the first time in France the Regiment was assigned billets in a town occupied by civilians.

Billets, yes, and in a village with all the comforts and conveniences of which a typical northern French town may boast. To be exact, they were stables, and very poor ones at that, which were shared with the French tenants—pigs, cows, and horses. The atmosphere was characteristically French, being heavy with that pungent aroma of ammonia that arises from the traditional manure pile which a Frenchman always builds up at his front door. Who, having sojourned there in the early springtime, could ever forget Terramesnil? While at Terramesnil, through the kindness of Colonel Hervy, commanding the 4th Canadian Railway Troops, the Twelfth was able to replace some of its regimental equipment and clothing which was lost in the Somme, and also to obtain rolling kitchens and watercarts for the several companies.



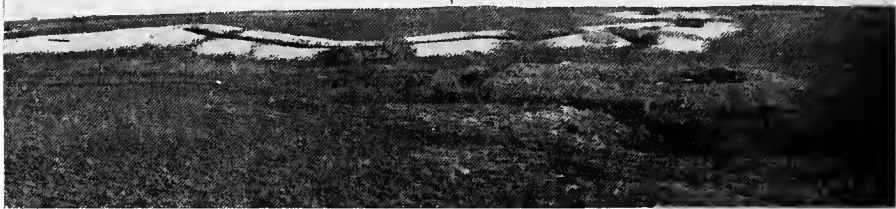
THE "OASIS", TERRAMESNIL

## HISTORY OF THE TWELFTH ENGINEERS

This assistance, especially at that time, was deeply appreciated by the men of the Twelfth.

The morning of the 28th of March was spent in reorganizing the Regiment, and in the afternoon work was started on the construction of the Pas-Conde defense system southwest of Beauquesne. The first trenches dug were of the following dimensions:

4 ft. 6 inches wide at the surface, 3 ft. wide at the bottom, 3 ft. deep, had an 18-inch berm, and an 18-inch command, and a six-foot parapet. In subsequent work which was designed to



PAS-CONDE DEFENSE LINE BUILT BY THE TWELFTH, APRIL, 1918

make Terramesnil a strong point, a larger section was used, being 6 ft. 6 inches wide at the surface, 4 ft. wide at the bottom, 3 ft. deep, with a 2 ft. berm, and an 18-inch command. The larger part of the work was of this latter section. In connection with the trench work, considerable wire was strung, using the British double apron type of entanglement.

On March 30th a telegram was received at Headquarters announcing the following promotions of officers and men:



## HISTORY OF THE TWELFTH ENGINEERS

To be Lieutenant Colonel—

MAJOR JOHN A. LAIRD.

To be Major—

CAPTAIN F. E. FOSTER,  
CAPTAIN W. W. BURDEN.

To be Captain—

FIRST LIEUTENANT H. F. McFARLAND, JR.,  
FIRST LIEUTENANT C. S. JOHNSON,  
FIRST LIEUTENANT J. H. BROOKING,  
FIRST LIEUTENANT W. S. ETHERIDGE,  
FIRST LIEUTENANT R. B. ALBAUGH.

To be First Lieutenant—

SECOND LIEUTENANT I. E. BURKS,  
SECOND LIEUTENANT R. S. MESTON,  
SECOND LIEUTENANT J. J. CALLAHAN,  
SECOND LIEUTENANT R. F. RAGLAND,  
SECOND LIEUTENANT H. E. ADAMS.

To be Second Lieutenant—

MASTER ENGINEER SR. GR. H. L. JENNINGS,  
MASTER ENGINEER SR. GR. H. A. ISRAEL,  
MASTER ENGINEER SR. GR. L. R. SEXTON,  
MASTER ENGINEER SR. GR. P. D. REYBURN.  
REGIMENTAL SERGEANT MAJOR C. L. STANLEY,  
CORPORAL J. T. ERVIN.

The above promotions were followed on April 7th and 8th by the following:

To be Second Lieutenants—

SERGEANT L. M. PERKINS,  
SERGEANT M. S. FISK,  
SERGEANT R. E. LOWRY,  
MASTER ENGINEER SR. GR. C. H. KINNEY,  
SERGEANT B. L. CUNLIFF,  
MASTER ENGINEER SR. GR. W. A. CARR.

To be Captain—

FIRST LIEUTENANT A. W. GALBREATH,  
FIRST LIEUTENANT R. W. QUEAL.

In connection with these promotions the following assignments were made:

HISTORY OF THE TWELFTH ENGINEERS



COLONEL WILDURR WILLING, CORPS OF ENGINEERS  
U. S. ARMY

HISTORY OF THE TWELFTH ENGINEERS



MAIN ROAD AND HEADQUARTERS MESS LE-VAL-DE MAISON



CAMP SITE, HEADQUARTERS, LE-VAL-DE MAISON

## HISTORY OF THE TWELFTH ENGINEERS



CAMP SITE SECOND BATTALION LE VAL-DE-MAISON

Major Foster assigned to command First Battalion; Major Burden, the Second Battalion; Captain Johnson, Regimental Adjutant; Captain Albaugh, Regimental Engineer Officer, commanding Headquarters Detachment, Captain McGeehan, Adjutant First Battalion; Captain Etheridge, Adjutant Second Battalion; Captain Queal to continue in command of "A" Company; Captain Brooking to command "B" Company; Captain Galbreath to command "D" Company; and Captain McFarland to continue in command of "F" Company.

On April 2nd, Colonel Wildurr Willing reported for duty and took command of the Regiment.

When the fortifications around Terramesnil had been finished, the Regiment, on April 11th, moved to Val de Maison and continued work on defense lines in that vicinity. This work was finished on April 16th, and the Regiment, less Company "C," ordered to Woirel. Company "C," moved to Planques on the 14th to engage in road work, Lieutenant Brooks accompanying them as Medical Officer. This company later rejoined the Regiment on May 9th at Woirel.

## CHAPTER VII.

### THE LONGPRE-GAMACHES RAILROAD.

ON April 17th the tactical situation along the front having become more stable and the fortifications around Beaulquesne and le Val de Maison being completed, the regiment, less Company "C," started its two days march to Woirel, moving by battalions. Going by way of Talmas, Naours, Haverney, Canaples, Halley, Bertheaucourt, and St. Ouen, the end of the first day saw the battalions in bivouac on the southern edge of Flexicourt, having traveled sixteen miles through the mud and rain.

The next day which was also wet although much colder, the remaining fourteen miles through Bourdon, Hangest, Soues,



CAMP SITE FIRST BATTALION, LE VAL-DE-MAISON

HISTORY OF THE TWELFTH ENGINEERS



CAMP SITE AT WOIREL



WOIREL

## HISTORY OF THE TWELFTH ENGINEERS

le Quesnoy and Airaines, was completed and by dark the last detachment had reached Woirel. The troops were wet and tired, but soon had an opportunity to relax and warm up due to the rapid work of the advance detail under Captain Skelly, which had prepared the camp and drawn fuel and rations before the main body arrived.

April 19th, 20th, and 21st were spent in resting, cleaning equipment, and getting ready for the new task in railroad building. On the 22nd, the Second Battalion stationed at Regimental headquarters, Woirel, started work on the preparation



NEW CONSTRUCTION, WOIREL—BAYONET FIELD AND PISTOL RANGE  
ON THE LEFT

of the road bed for a second track on the standard gauge Longpre-Gamaches Railway Line. Hdq. First Battalion and Companies "A" and "B" on the same day moved to a camp midway between Airaines and Bettencourt. Both these companies began construction work on the following day.

Owing to the probability of the regiment being used as infantry to strengthen the British line should the enemy renew his drive on the Channel Ports, more time and effort was devoted to infantry drill, bayonet exercises and target practice. Captain H. H. Pohl and Lieutenant E. C. Dedike of the 6th

HISTORY OF THE TWELFTH ENGINEERS



VIEWS OF FIRST BATTALION CAMP SITE, AIRAINES



## HISTORY OF THE TWELFTH ENGINEERS

Engineers were temporarily attached to the 12th as additional instructors for this work.

The Springfield rifles, which had been issued when the old Krag-Jorgensens were taken up after the Battle of Cambrai, were now exchanged for the standard British Lee-Enfield rifle in order to obviate any difficulty in ammunition supply should the regiment be ordered into the British front line. A special officer's and N. C. O's Bayonet school was started at Headquarters under the direction of a Company Sergeant Major, "Bayonets," Fourth Army B. E. F., who was temporarily attached to the regiment for the purpose of instruction in



LOCATION OF "E" COMPANY'S CAMP BETWEEN CERISY AND MARTAINVILLE

bayonet training. The mornings were devoted to the N. C. O's, while the officers received instruction in the afternoon. Practice in wave attacks, and offensive and defensive bayonet work was given.

Work on the railroad progressed steadily. Early in June the grading was finished on the section between Wiry and Oisemont, and Companies "D" and "F" began laying steel. By the last of May, Company "C" had rejoined the regiment and moved to Cerisy, about four miles west of Woirel. "E" Com-

## HISTORY OF THE TWELFTH ENGINEERS



FILL JUST EAST OF WOIREL ON THE DOUBLE-TRACK CONSTRUCTION

pany was moved to a point just beyond Cerisy. Both these companies were engaged on the second track grading.

All of this grading was done by hand, although there were cuts that would have delighted a steam shovel engineer. The illustrations covering this work will give one a very good idea of its magnitude. The excavated material was all clay and chalk, and when shot required no further breaking up to shovel. The waste from the cuts was handled by Light Railway dump cars to the fills, the cars being moved by hand. The hauls were in some cases as great as eight hundred to one thousand feet. Toward the close of the work several Light Railway engines were obtained, which materially augmented the speed of the work especially on the long hauls.

This work was seriously affected in June by an epidemic of Spanish influenza that swept through the entire command. There were however no deaths, and no serious after effects, due very largely to the prompt and efficient way in which the situation was handled by the medical staff.

Early in May, First Lieutenant H. D. Coffee reported for duty with the Medical Detachment, and in June, First Lieu-

## HISTORY OF THE TWELFTH ENGINEERS

tenant Hobson and Second Lieutenant R. C. Churchill were transferred from the 25th Engineers to the Twelfth. First Lieutenant C. B. Van Sickler was assigned to duty with the regiment from Headquarters, American Troops on duty with the B. E. F. On June 30th the following promotions were announced:—

To be Captain—

FIRST LIEUTENANT R. S. MESTON.

To be First Lieutenant—

SECOND LIEUTENANT H. L. JENNINGS,  
SECOND LIEUTENANT H. A. ISRAEL,  
SECOND LIEUTENANT P. D. REYBURN,  
SECOND LIEUTENANT C. L. STANLEY,  
SECOND LIEUTENANT B. L. CUNLIFF.

And on July 2nd,—

To be Second Lieutenant—

REGIMENTAL SERGEANT MAJOR BILLY L. ANDERSON,  
MASTER ENGINEER JR. GR. GEORGE A. CAINE,  
MASTER ENGINEER JR. GR. FRANK J. D'AUTREMONT.

Captain Etheridge left the regiment at Woirel, transferring to the 301st Tank Center.



“E” COMPANY’S GROVE

HISTORY OF THE TWELFTH ENGINEERS



MASTER ENGINEER RAYMOND A. PATTEN, CORPORAL JOSEPH B. FRAHER AND PRIVATE FIRST CLASS FOREST M. FLANIGAN;  
DECORATED BY THE BRITISH, JULY 4, 1918

## HISTORY OF THE TWELFTH ENGINEERS

Recognition of the good work done by the 12th Engineers during the Somme Defensive, was given on July 4th, when the following members of the Regiment were given British military decorations for their distinguished conduct and devotion to duty during the battle.

The Military Cross—

CAPTAIN J. W. SKELLY, Engineers,  
CAPTAIN H. F. MCFARLAND, JR., Engineers.

The Military Medal—

SERGEANT R. A. PATTON, Company B,  
PRIVATE J. B. FRAHER, Company D,  
PRIVATE F. M. FLANIGAN, Company E.



OFFICERS' MESS, AIRAINES

Two of the decorations for gallantry and meritorious service won in the Somme Defensive and which should have been published and presented at this time did not arrive until after the Regiment had returned to the United States. These were:—

The Distinguished Service Order—

COLONEL JOHN A. LAIRD.

The Military Cross—

CAPTAIN R. B. ALBAUGH.

HISTORY OF THE TWELFTH ENGINEERS



LOCATION OF FIRST BATTALION CAMP



THE HILLS TOWARD FOUNTAINE-LE-SEC AND OISEMONT

## HISTORY OF THE TWELFTH ENGINEERS

The decorations were presented in the name of the Commander-in-Chief of the British Forces, by Major General R. U. H. Buckland, C. B., A. D. C., Chief Engineer, British Fourth Army. General Buckland was accompanied by his Adjutant General, and Military Secretary. Brigadier General W. W. Harts, U. S. A., commanding the American Forces on duty with the B. E. F., accompanied by his Adjutant, Captain Gavin Hadden, was a guest at the ceremony. After an inspection of the Regiment by the visiting General Officers, the decorations were presented and the Regiment reviewed.

General Buckland closed the ceremony with a short address of which the following were the salient features:

“Colonel Willing, Officers, Non-commissioned officers, and men of the 12th Engineers. It is a great pleasure for me to be with you today and to aid you in celebrating this anniversary of your great day of Independence.

“One hundred and forty-two years ago today, the American Colonies put forth their Declaration of Independence and for six years after that, until 1781, they fought stubbornly against England in defense of the principles of Liberty and Freedom. During those years of trial and suffering the fortunes of war fluctuated from side to side, but their fight for a principle was finally rewarded by a glorious victory. Since that time history has demonstrated that America was right and England was wrong.

“The present war has lasted nearly four years, and no one can say when it will end; but it is significant that in this war England and America are fighting side by side in defense of the same principle for which your forefathers fought in 1776. And just as that principle finally prevailed then, so will it also prevail in this war.

“The Commanding General himself would have been with you today but he has been very busy. We had a little fight this morning which will likely interest you as some of your comrades\* were instrumental in its success. The attack was made at 2 A. M. by the Australian Corps and the Americans. At the time I left Headquarters this morning, all objectives had been taken and 450 prisoners had been counted; but these figures will be increased as later reports come in. The tanks played a very important part in the engagement and came back covered with wounded men singing and cheering like mad.

“One thing more before I go. I want to congratulate you on the splendid showing you made today. I noticed a perfect steadiness amongst the men during the ceremonies, and while I was passing around your lines. This steadiness was particularly striking. We all know what such a condi-

\*Refers to 33rd Division assisting the Australians in taking Hamel.

## HISTORY OF THE TWELFTH ENGINEERS

tion means and I shall be glad to report to the Commanding General what I have seen today.”

Before his departure General Harts also complimented the Commanding Officer on the appearance of the Regiment during the ceremony.

The presentation of British military decorations by a British Major-General to Americans on the Fourth of July is a fact worthy of note and not without its significance in the war-time relations existing between Great Britain and the United States. This occasion was indeed a memorable one.



MILL NEAR AIRAINES, SOUTH END OF FIRST BATTALION CAMP

From this time on, at the request of the authorities in charge of the work on which the Regiment was engaged, extra efforts were put forth to bring the work to an early conclusion because of the urgent need of the new trackage.

As the work on the railroad neared completion there were evidences that the Regiment would soon be detached from the British Expeditionary Forces and moved south for duty on the American Front. On July 19th, Brigadier-General Charteris, of the staff of the Director General of Transportation, B. E. F., accompanied by Brigadier-General Harts, visited Regimental



## HISTORY OF THE TWELFTH ENGINEERS



DOUBLE-TRACK CONSTRUCTION AT WIRY-AU-MONT



WIRY-AU-MONT CROSSING

## HISTORY OF THE TWELFTH ENGINEERS



THE WOIREL CUT

Headquarters, for an inspection of the camp and the work, and to express in person to the Commanding Officer, the appreciation of the Director General of Transportation, of the work done by the Regiment while on duty with the British.

Steps were immediately taken to check up the equipment in the possession of the Regiment, which was the property of the British Army in order to square up all accounts before leaving the Area. On July 21st, the British Lee-Enfield rifles were turned in with all other ordnance material to the British ordnance depot. This was also the last day of work on the railroad, the construction between Bettencourt and Martainsville, originally assigned to the Regiment, being satisfactorily completed.

The detailed order covering the movement of the Regiment was received from Headquarters British Fourth Army, on July 22nd, and is given below:

FOURTH ARMY NO. QC. 317.

A. D. G. T. (IV)

1. The 12th American Railway Regiment will move by rail on July 25th from the Fourth Army Area to BACCARAT MEURETHE et MO-

## HISTORY OF THE TWELFTH ENGINEERS

SELLE under arrangements to be made by A. D. G. T. with Traffic, LONGPRE.

Entraining station will be LONGPRE.

Detraining station will be BACCARAT.

2. On arrival at BACCARAT, the unit will rejoin A. E. F.
3. Rations and forage for consumption up to July 29th, inclusive will be put on the train.
4. British transport in possession will be returned and despatched to A. H. T. depot, ABBEVILLE, under arrangements to be made by D. D. S. & T., Fourth Army.
5. British Rifles will be exchanged for American Rifles, and all British Ordnance Stores in possession handed in under arrangements to be made by D. D. O. S., Fourth Army.
6. The departure of the unit, and the strength of personnel, animals and vehicles entrained, will be reported by A. D. G. T. to this office.

(Sgd) C. THOMPSON, Major,

for Maj. General

D. A. & Q. M. G. Fourth Army.

Headquarters  
Fourth Army.  
21-7-18.



LOCATION OF HORSE LINES AND GUARD HOUSE, WOIREL

HISTORY OF THE TWELFTH ENGINEERS



OISEMONT RAILROAD YARD



OISEMONT STATION

## HISTORY OF THE TWELFTH ENGINEERS

On the 23rd, Companies "C" and "E" marched from their camps at Cerisy and Martainville, to an American Rest Camp at Oisemont to remain until the time for entraining. Their baggage was moved by regimental motor transport to Oisemont station in readiness for loading and their wheel transport sent to the 1st Battalion camp near Airaines. All wheel transport was loaded at Longpre as soon as the trains were spotted.

On July 24th, Regimental Headquarters, Headquarters Second Battalion and Companies "D" and "F" broke camp and marched to the Rest Camp at Oisemont. The motor transport,



MOTOR TRANSPORT PARK, WOIREL

rolling kitchens, and water carts, were taken during the evening to the 1st Battalion camp.

The first section of the train was spotted at Longpre at 11:00 A. M., July 25th, when half the wheel transport was loaded, and such baggage of the 2nd Battalion as had not been carried to Oisemont. This section left Longpre about 12:15 P. M., and arrived at Oisemont at 2 P. M. Regimental Headquarters and the 2nd Battalion entrained as the first section under command of Lieutenant-Colonel Laird and left Oisemont at 4:00 P. M.

## HISTORY OF THE TWELFTH ENGINEERS

The second section was spotted at Longpre about 1:00 P. M., and all the 1st Battalion baggage except that belonging to Company "C" which was still at Oisemont, together with the remaining portion of the wheel transport, was immediately loaded. Companies "A" and "B" had broken camp during the morning and marched to Longpre to assist in the loading of the supplies and transport. The second section, Major Foster in command, left Longpre at 4:00 P. M., and arrived at Oisemont at 5:30 P. M., where Company "C" entrained and the remaining baggage was loaded. This section left Oisemont at 7:00 P.M.

It was with a feeling of general regret that the Twelfth left the British Front, yet happy at the thought that they were going to join their own countrymen. The relations that had existed between the Regiment and the British with whom it served for a year, were always the most cordial. The Regiment in leaving carried with it the most profound respect and admiration for the wonderful organization, discipline, and bulldog courage of the British Army.

## CHAPTER VIII.

### THE AMERICAN FRONT IN THE VOSGES MOUNTAINS.

**A**FTER the Regiment had departed from Oisemont, Colonel Willing, accompanied by Captain Albaugh, left by automobile for the new station, going by way of Rouen and Paris and arriving in the afternoon of the 27th, at Baccarat.



REGIMENTAL HEADQUARTERS, BADMENIL

Lieutenant Colonel Laird, in command of the two battalions, arrived at Baccarat the morning of July 27th, and marched to Badmenil, about two kilometers from the town. The Second Battalion were assigned billets here, while the First Battalion pitched camp in a wood just outside the village.

The country around Baccarat was very different from that of the Somme. Except for large numbers of soldiers and a few

HISTORY OF THE TWELFTH ENGINEERS



"CITY HALL" AND MUNICIPAL LAUNDRY, BADMENIL



BILLETS, BADMENIL



## HISTORY OF THE TWELFTH ENGINEERS

battered houses, the result of the first enemy raid in 1914, the whole aspect of the place was one of peace. Farmers worked in their fields within a few kilometers of the front and the artillery was unusually quiet. Water, which in the north was so difficult to obtain and was always treated with chlorine before it could be used for drinking, was abundant here in the pretty mountain streams. The quart bath tub and the "Montigny Cocktail" had passed into history. This was a quiet sector, the training area where divisions newly arrived might get accustomed to front line conditions and gain experience to be



MOTOR TRANSPORT BILLET, BADMENIL

used on the more important and strenuous sectors to the northward.

Two days after the Regiment arrived, the First Battalion broke camp. Companies "A" and "C" marched to Moyen, about seventeen kilometers distant, while Company "B" moved to a point midway between Moyen and St. Clement. There they started work on the construction of the Moyen-St. Clement Light Railway Line.

At this time there were only about fifteen kilometers of Light Railway track under operation in this area, the completed

HISTORY OF THE TWELFTH ENGINEERS



STREET SCENE AND COMPANY BILLETs, BADMENIL



RIGHT-OF-WAY ON MOYEN-ST. CLEMENT LINE, CLEARED BY FIRST BATTALION

## HISTORY OF THE TWELFTH ENGINEERS

lines being between Baccarat and Azerailles, with branches to Merviller and Reherrey. After lying idle for a week, Company "F" was moved into Baccarat and took over the operation and maintenance of the existing lines.

The Company was quartered in an unused portion of the glass factory (Crystallerie), a very large plant furnishing the principal occupation for the town in peace times. There were large tunnels under the factory that served as an excellent "Abri" during air raids. However, up to this time the town



BILLETS OF HEADQUARTERS DETACHMENT AND CO. "F", CRYSTALLERIE  
BACCARAT

had been visited very seldom by the German bombers, the story being that there was an unwritten agreement between the French and Germans that, if the former did not bomb certain towns in German territory, the latter would not molest Baccarat. Unfortunately for Baccarat this agreement was not recognized by the American Air men attached to French aerodromes in this sector, and shortly after the arrival of the Twelfth, Baccarat was bombed nightly in retaliation.

Every afternoon there was a continuous procession of women and children with wheelbarrows, carrying bedding from

HISTORY OF THE TWELFTH ENGINEERS



REMAINS OF "D" COMPANY'S CAMP WEST OF INDIAN VILLAGE



REMAINS OF "E" COMPANY'S CAMP NORTH OF BERTRICHAMPS

## HISTORY OF THE TWELFTH ENGINEERS

their houses to the "Abri" where they spent the night in safety. These municipal slumber parties possessed all the picturesqueness so ably described by Mr. Pattullo in his magazine articles.

The Second Battalion, less Company "F", was assigned to construction duty in the Baccarat area from Azerailles to Rouge Vetu the chief project at that time being the Wye Junction, Bertrichamps, Rouge Vetu line which, Regimental Headquarters was informed, had been duly authorized and should be started at once. Accordingly camp sites for Companies "D" and "E" were selected along this line, "D" Company



REGIMENTAL HEADQUARTERS, CRYSTALLERIE COURT, BACCARAT

in the woods just west of Indian Village and "E" Company just north of Bertrichamps. It may be said, in passing, that these were truly model camps in every respect, but, unfortunately were not destined to be occupied very long.

The Baccarat Sector, although occupied by American troops, was controlled jointly by the Americans and the French, an arrangement under which the line of control was rather vague and coordination more or less impaired. It was not surprising then, after all the surveys and location for the Wye Junction Rouge Vetu line had been completed and all materials for its construction requisitioned, to receive orders for its abandon-

HISTORY OF THE TWELFTH ENGINEERS



HEADQUARTERS, LIGHT RAILWAY OPERATION AND CONSTRUCTION,  
BACCARAT



HOUSES ON WEST SIDE OF THE CRYSTALLERIE, BACCARAT

## HISTORY OF THE TWELFTH ENGINEERS

ment. With this change in affairs, the construction units were used on small projects in the northern end of the sector. Company "D" was assigned to the continuation of the Reherry Line and Company "E" to the construction of additional warehouse and quarry tracks at Azerailles and an engineer dump spur at Mervillers.

An American Division, which had only recently arrived in France, was holding this sector when the Twelfth entered the area. The restrictions that the Commanding General of this Division imposed on the light railway construction work seemed unnecessarily severe considering the quietness of this front. All



"B" COMPANY'S CAMP NEAR MOYEN

daylight work was stopped on the construction of the new lines, for fear that working parties might draw enemy artillery fire. Work of this character was permitted only at night. Captain Galbreath and some of his men, although six miles from the front line, were arrested one night by an over zealous guard for using a flash light to locate center stakes on their construction work.

On August 23rd, Colonel Willing was called to the office of the Chief Engineer of the First Army for conference, as a result of which the Regiment received orders to move, the First

HISTORY OF THE TWELFTH ENGINEERS



"C" COMPANY'S BARRACKS NORTH OF BACCARAT



MOTOR TRANSPORT PARK, BACCARAT



## HISTORY OF THE TWELFTH ENGINEERS

Battalion going to Rattentout near Verdun, and the Second into the Toul Sector. Some twenty-four hundred meters of track had been completed by "D" and "E" Companies from the grading to the laying of the steel, while the First Battalion had practically completed grading on the Moyen-St. Clement line.

Construction was halted immediately and operation was turned over to Lieutenant Anderson with a detail of about fifty men most of whom were from Company "C." This de-



COMMANDING OFFICERS' QUARTERS, RATTENTOUT

tachment carried on until January, 1919. The Second Battalion was put on a detached status and the movement commenced.

Regimental Headquarters and Headquarters Detachment, entrained at 8:00 P. M. on August 25th. Meanwhile the First Battalion had broken camp and marched to St. Clement, where, about 2:00 A. M. of the 26th, they boarded the same train, enroute to Rattentout. Upon arrival at Rattentout, Regimental Headquarters, Headquarters First Battalion and Company "A" moved into an abandoned quarry on the hillside above the town, while Company "B" occupied farm buildings

HISTORY OF THE TWELFTH ENGINEERS



SOUTH END OF QUARRY, RATTENTOUT, SHOWING OFFICERS' QUARTERS  
AND HEADQUARTERS OFFICES.

## HISTORY OF THE TWELFTH ENGINEERS

along the St. Mihiel-Verdun Canal, just west of the railhead, Company "C" was assigned huts on the Rattentout-Genicourt Road.

They immediately took over the French Light Railways in this area; Company "A" being assigned the operation of the lines; Company "B" the special construction work; and Company "C" the maintenance.

The Second Battalion moved by motor transport from Baccarat into the Toul Sector August 26th, 27th, and 28th, one



"B" COMPANY'S BILLETS, RATTENTOUT

Company each day. Company "D" went to Sorcy Gare, Battalion Headquarters and Company "E" to Belleville, and Company "F" to Menil la Tour. Company "E" also supplied a detachment of fifty men for ballast duty in the steel mills at Pompey.

Just prior to leaving the Vosges Sector, Lieutenant Smith was transferred to duty with the Army Engineers' School; Lieutenant Carr was relieved, and reported to Headquarters Transportation Corps, Zone of Advance; Lieutenant Burkes, was sent to Staff College; Captain Pittmen and Lieutenants Rag-

## HISTORY OF THE TWELFTH ENGINEERS

land and Caine were relieved from duty with the Regiment, and ordered to report to the Commanding General, Port of Embarkation, Brest, for movement to the United States. They were assigned to duty with a new Sapper Regiment then being formed. Captain Meston was relieved from duty as Adjutant, Second Battalion, and appointed to command Company "E," succeeding Captain Pittman. Lieutenant Cunliff was appointed Adjutant, Second Battalion.

CHAPTER IX.  
THE ST. MIHIEL OFFENSIVE  
AND  
THE TOUL SECTOR

THE Regiment was now widely scattered, the First Battalion and Regimental Headquarters were on the west side of the St. Mihiel Salient, while the Second Battalion, working with the 21st Engineers, were on the southern side.



RUINS OF MOUILLY

On September 2nd, Colonel Willing received a wire from General Headquarters relieving him of command of the Regiment, and assigning him to duty in the United States. He left for the port of embarkation on the same day, and Lieu-

HISTORY OF THE TWELFTH ENGINEERS

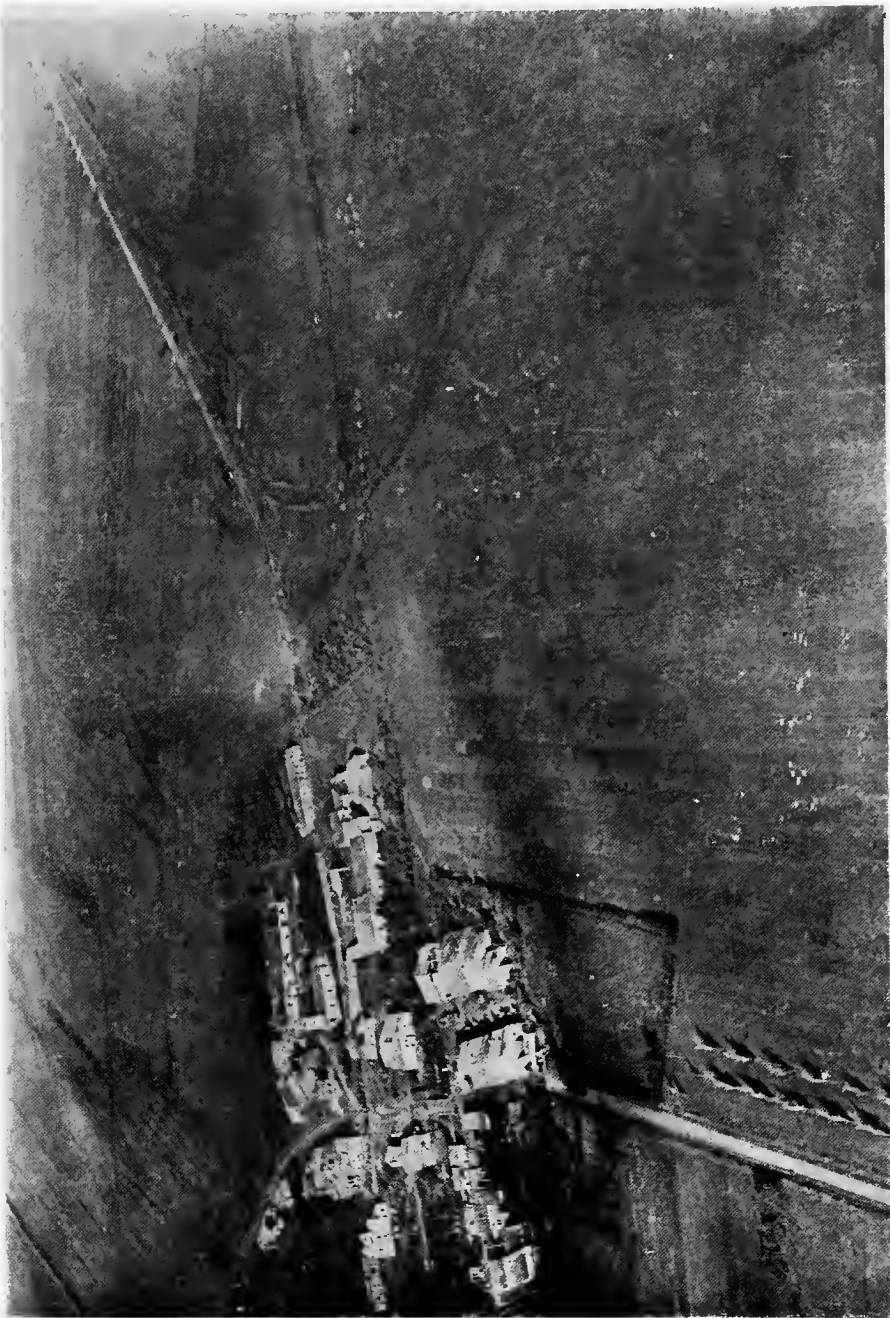


FRENCH TRENCH ON THE HILL ABOVE MOUILLY



FROM MOUILLY TO THE TRENCHES, LIGHT RAILWAY ON HILLSIDE TO THE RIGHT OF THE HIGHWAY

# HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of Lieut. A. C. Duntzen, 4th Corps Air Service.*

**NONSARD ON SEPTEMBER 13. NOTE TANKS ON THE RIGHT AND INFANTRY IN LOWER FOREGROUND**

## HISTORY OF THE TWELFTH ENGINEERS

tenant Colonel Laird assumed command of the Regiment once more.

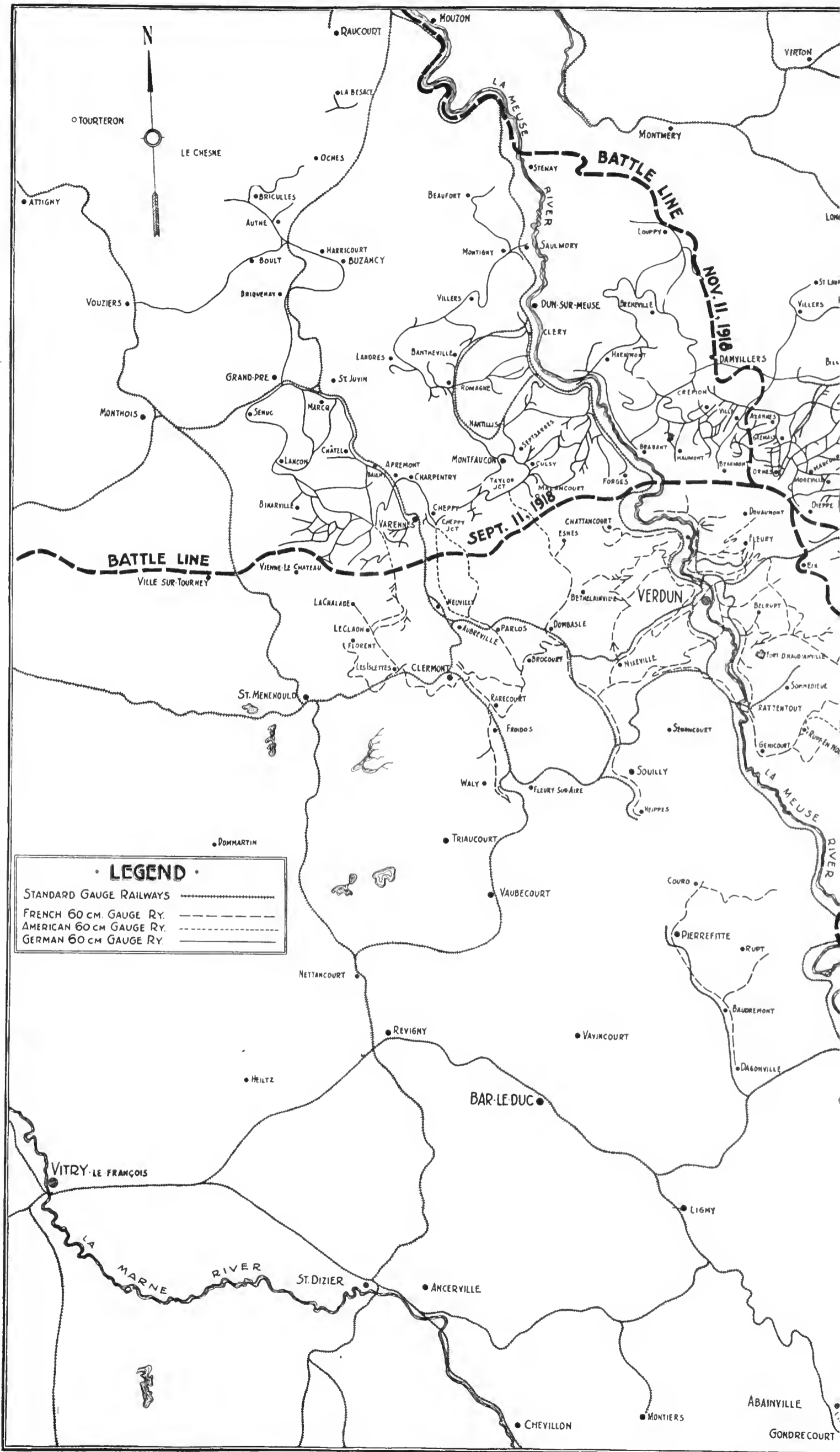
The American preparations to pinch out the St. Mihiel Salient were progressing rapidly, and every effort was put forth to assist this work by installing ammunition, ration and water spurs, and such other extensions of the Light Railway System as might prove useful. In the twelve days remaining before the drive, the First Battalion constructed seven kilometers of main line, two water, three ammunition, two gun, and two ration spurs.



ENGINE SHED, RATTENTOUT

The St. Mihiel offensive took place on the morning of September 12th, and was a success from the start. In the plans for this operation, full details, including surveys made by Captain McGeehan, were worked out for connecting the light railway line out of Rattentout to the German light railway system through Mouilly. As soon as the advance had gotten under way, men were put to work on this extension at Morserknick, the nearest point of connection with the heavy rail. The proposed line made use of about two kilometers of old grade that had been in use at one time but from which the steel had been removed. At the end of this old grade, to make connection,





**LEGEND**

- STANDARD GAUGE RAILWAYS —————
- FRENCH 60 CM. GAUGE RY. - - - - -
- AMERICAN 60 CM. GAUGE RY. - · - - -
- GERMAN 60 CM. GAUGE RY. · · · · ·

MAP  
SHOWING  
LIGHT RAILWAYS  
ON  
VERDUN & ST. MIHIEL SECTORS



HISTORY OF THE TWELFTH ENGINEERS



VERDUN ROAD AT RATTENTOUT SHOWING SUNKEN CANAL BOATS



ENGINE SHED, SORCY

## HISTORY OF THE TWELFTH ENGINEERS

there were 4.5 kilometers of new grading necessary and 9.5 kilometers of track to be laid. Of this last amount three kilometers had to be relaid on the tramway roadbed where the grades joined, before steel heavy enough for steam power was reached.

In order to obtain the maximum amount of daylight work on this project, Company "C" on the morning of September 16th, reinforced with men from the other units of the First Battalion and Regimental Headquarters, was moved to a point



RUPT-EN-WOEVRE, STARTING POINT OF CONNECTION BUILT TO GERMAN LINES, SEPT., 1918

just east of the Grand Tranchee Road crossing and a temporary pup tent camp was pitched. To further expedite this work, the early completion of which was very earnestly desired by the Chief Engineer First Army, a night shift of "B" Company men was organized to lay steel, thus allowing "C" Company to throw its maximum strength into the grading. In spite of heavy enemy shelling of the portion of line under construction and other difficulties, this connection was completed by September 28th.

HISTORY OF THE TWELFTH ENGINEERS



PRIV. EDGAR DENNISON'S GRAVE, FRENCH CEMETERY AT RATTENTOUT



FRONT LINE TRENCH, RATTENTOUT SECTOR

HISTORY OF THE TWELFTH ENGINEERS



MENIL LA TOUR CAMP LOOKING SOUTHEAST TOWARD THE VILLAGE

## HISTORY OF THE TWELFTH ENGINEERS

The Second Battalion in the Toul Sector was working with the Twenty-first Engineers during the preparations for the St. Mihiel Offensive. This latter organization was comparatively new at the light railway game and their methods were entirely "original." "Authorities were continually differing;" but time robs such difficulties of their importance and now the members of the Second Battalion can smile in retrospection of those "Forty Days in the Wilderness."



"RAILWAY EXCHANGE BUILDING", MENIL LA TOUR

At the time of the formation of the Second Army a re-arrangement of the light railway regiments was proposed; the Twelfth was to take over the Toul Sector from the Twenty-first Engineers, and turn their work in Verdun Sector over to the Fourteenth Engineers. Definite orders for this change, putting the Twelfth in charge of all Light Railways in the Toul Sector came on October 6th.

The shift was accomplished as rapidly as possible, consistent with the maintenance of all traffic in both sectors. The Commanding Officer, after estimating the situation in the Toul Sector, indicated Menil la Tour as the location of Regimental Headquarters and issued the necessary movement orders.

## HISTORY OF THE TWELFTH ENGINEERS

First Battalion Headquarters was instructed to prepare to take over the operation of the new sector and Second Battalion Headquarters, the construction and maintenance thereof.

Company "C" moved from the Rattentout area by motor transport joining Company "D" on October 7th. Lieutenant Jennings and a detail of shop men took over the Sorcy shops at the same time. Headquarters, Headquarters' Detachment and operating detachments from Companies "A" and "B" arrived by motor transport on the 9th. Company "B" came



DISPATCHER'S OFFICE, NEUF ETANG

by light railway on the 11th and was followed three days later by Company "A" moving in the same manner. Company "B" reinforced Company "F" at Menil la Tour and Company "A" joined Company "D" at Sorcy. Fifty men of Company "C" had already been removed to Belleville and attached to Company "E."

On taking over the railways in the Toul Sector, the 12th Engineers at once re-organized the system to conform with its former experience in the light railway field. "Operation" and "Signals" were organized as one department and placed under the Commanding Officer of the First Battalion (General Superin-



HISTORY OF THE TWELFTH ENGINEERS



MENIL LA TOUR YARD SOUTH OF METER GAUGE

## HISTORY OF THE TWELFTH ENGINEERS

tendent.) "Construction and Maintenance" were organized as one department and placed under the Commanding Officer of the Second Battalion, (Chief Engineer.) Headquarters of both departments, as well as Regimental Headquarters, were located at Menil la Tour.

All the units of the Twelfth except Headquarters' Detachment were placed on strictly operating duty. The territory was so large and the operating requirements so exacting, however, that it was found necessary to reinforce the operating personnel at once by another battalion. This was done by assigning the 4th Battalion, 21st Engineers, Companies "K," "L," and "M," to that duty.

The Construction and Maintenance forces were made up entirely of attached troops. Those on duty in the area October 9th and those subsequently assigned are as follows:

- 4th. Battalion 22nd. Engineers Companies "K," "L," and "M."
- 5th. Battalion 22nd. Engineers Companies "N," "O," and "P."
- 528th. Engineers Service Battalion Companies "A," "B," "C," and "D."
- 2nd. Battalion 803rd. Pioneer Infantry Companies "E," "F," "G," and "H."
- Company "D" 522nd. Engineers Service Battalion.
- Company "C" 808th. Pioneer Infantry.



FIELD OFFICERS OF THE 12TH., 22ND AND 528TH AT MENIL LA TOUR

## HISTORY OF THE TWELFTH ENGINEERS



ENGINE SHED, BELLEVILLE

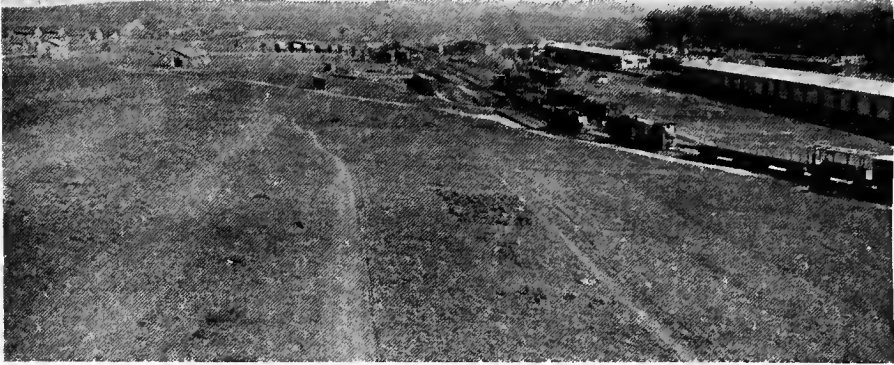
With attached units the Operating Department numbered approximately 2250 men and the Construction and Maintenance Department 3800 men, total 6050 men.

Appointments on the executive staff in the reorganization of the Toul Sector were made by Colonel Laird, Deputy Direc-



SHOP AND COAL TRESTLE, SORCY

## HISTORY OF THE TWELFTH ENGINEERS



SORCY RAILHEAD

tor Light Railways, in Regimental Special Orders 174, October 9th, and 177, October 12th, covering the following positions:

MAJOR	F. E. FOSTER	General Superintendent.
MAJOR	W. W. BURDEN	Chief Engineer Construction and Maintenance.
CAPTAIN	R. B. ALBAUGH	Assistant General Superintendent.
CAPTAIN	PAUL MCGEEHAN	Assistant Chief Engineer Construction and Maintenance.
CAPTAIN	J. W. SKELLY	Railway Supply Officer.

### CENTRAL DIVISION.

CAPTAIN	H. F. MCFARLAND	District Superintendent.
CAPTAIN	W. S. Craven (22nd.Eng.)	Division Engineer.
CAPTAIN	J. H. BROOKING	Assistant District Superintendent.
LIEUTENANT	J. J. CALLAHAN	Assistant Division Engineer.

### EASTERN DIVISION.

MAJOR	R. W. HEBARD(22nd.Eng.)	Division Engineer.
CAPTAIN	R. S. MESTON	District Superintendent.
LIEUTENANT	J. T. ERVIN	Assistant Division Engineer.
LIEUTENANT	C. C. BROWN	Assistant District Superintendent.

### WESTERN DIVISION.

MAJOR	T. C. HANFORD(528th.E)	Division Engineer.
CAPTAIN	A. W. GALBREATH	District Superintendent.
CAPTAIN	R. W. QUEAL	Assistant District Superintendent.
LIEUTENANT	I. E. BURKS	Assistant Division Engineer.

## HISTORY OF THE TWELFTH ENGINEERS

### FOR THE SYSTEM.

CAPTAIN	G. McDONALD (22nd.E.)	Ballast Officer.
LIEUTENANT	B. L. CUNLIFF	Office Engineer.
LIEUTENANT	R. C. CHURCHILL	Signal Officer.
LIEUTENANT	H. L. JENNINGS	Superintendent Motive Power.
LIEUTENANT	L. R. SEXTON	Superintendent Car Service.
LIEUTENANT	L. M. PERKINS	Master Mechanic.
LIEUTENANT	H. A. ISRAEL	Officer-in-Charge of Surveys.

Previous to the St. Mihiel Drive, there were about 212 kilometers of light railway main line under operation and maintenance in the Toul sector. This consisted of 198 kilometers of French track and 14 kilometers laid by the Americans after the First Army took over from the French. This sector, from a light railway point of view, extended from Toul to the battle front, a distance of about 22 kilometers, and from a north and south line about five kilometers east of Pont-a-Mousson, to a similar line through Sorcy, on the West, or a distance of approximately 34 kilometers from east to west. This area comprised about 748 square kilometers.

With the St. Mihiel Drive, four connecting lines or extensions were started forward across "no-man's land" to the track



THE MUCH FOUGHT OVER MOUNT SEC.

## HISTORY OF THE TWELFTH ENGINEERS

system in the newly conquered territory. These extensions in order from west to east are as follows:—

1. Bois Chanot extension, starting at Bois Chanot, passing on the northwest side of Xivray and connecting with an existing German line about  $11\frac{1}{2}$  kilometers south of Mont Sec, and involving about nine kilometers of new track.

2. Flirey extension, starting at Flirey and connecting with the German line at Lincoln Junction, involving about 3.5 kilometers of new track.



CONNECTION ACROSS "NO MANS LAND" TO THE ENEMY'S RAIL SYSTEM

3. Pont de Metz extension, starting at Pont de Metz, and connecting with German track at German Junction, involving about 4.5 kilometers of new track.

4. Auburge St. Pierre extension, starting at Auburge St. Pierre, and to have connected with German track at Bois St. Cloud Junction, involving about four kilometers of new track.

The Flirey and Pont de Metz locations were well chosen and proved very satisfactory. The Bois Chanot extension, however, passing as it did, through low, swampy ground, gave endless trouble in maintenance. Stretches of this line at several

HISTORY OF THE TWELFTH ENGINEERS



METER GAUGE BRIDGE NEAR FLIREY LOOKING NORTHWEST, DESTROYED 1914,  
GEN. PERSHING'S DUGOUT AT FAR END OF ARCH

U.S. OFFICIAL

HISTORY OF THE TWELFTH ENGINEERS



IN THE DITCH



GROSROUVRES YARD



## HISTORY OF THE TWELFTH ENGINEERS

different times were under water to a depth of ten inches. The Auburge-St. Pierre project was ordered discontinued immediately upon investigation by the Chief Engineer, Second Army, as totally impracticable.

With the completion of the Bois Chanot, Flirey and Pont de Metz extensions, 142 kilometers of German main line in the conquered territory was added to the sector's trackage. The light railway area added to the Toul sector by the St. Mihiel Drive was approximately 599 square kilometers, of which 336 square kilometers came under the jurisdiction of the 12th Engi-



RECONSTRUCTED GERMAN LINE. TRACK CONSTRUCTED BY FIRST BATTALION DURING ST. MIHIEL DRIVE

neers, and the remainder under the jurisdiction of the 14th Engineers. This increase brought the total area operated by the 12th Engineers up to 1034 square kilometers. The captured track was, on the whole, in fair condition. However, clearance on all lines had to be increased for the wider American equipment, curves sharper than fifty metres radius had to be flattened, and a large number of shell holes in the road bed had to be repaired.

This increase in total main line mileage complicated the maintenance problem. The old French lines in the rear were in

## HISTORY OF THE TWELFTH ENGINEERS

poor shape when taken over and were made worse by the rains of late October. The forward lines were suffering constant damage from shell fire, and the connections were under a very heavy traffic. All parts of the sector needed constant attention and this was found impossible with the concentrated maintenance companies used heretofore. In order to relieve the Operating Department of carrying maintenance parties over long distances and to save the time of such transit, maintenance companies were broken up into small maintenance detachments, with an experienced officer or non-commissioned officer in charge. These detachments, the strength of which



ENGINE SHED, WOINVILLE

was computed on a basis of eight men to the mile, were distributed over all main lines at points about five miles apart, and assigned definite sections to maintain. The purely construction companies were kept intact as organizations and moved about from place to place in accordance with construction requirements. The track situation began to improve as soon as the maintenance detachments had been posted.

As soon as the operation was completely taken over by the 12th Engineers, steps were taken to establish an organization sufficiently elastic to cover the extensive operating area. Close

# HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of Lieut. A. C. Duncan, 4th Corps Art. Service.*

THIAUCOURT ON SEPTEMBER 13, FROM AN ALTITUDE OF 300 METERS

## HISTORY OF THE TWELFTH ENGINEERS



DISPATCHER'S OFFICE, BELLEVILLE

liaison between the operating organization and the Army was maintained through the Superintendent of Car Service of the Railways and the Transportation Officer of the Army, G-4. The policy of accepting no orders for service except those coming through G-4 was adopted and strictly adhered to. The Transportation Officer of the Army had the authority to decide the precedence of traffic as well as to enforce the proper use of the light railway facilities. His duties included the providing of ample and prompt loading and unloading details, and preventing the interference of ill-advised officers in the operating activities. When orders for service were received, they were distributed to the operating companies by the Superintendent of Car Service, and necessary adjustments in equipment and power made accordingly.

The District Superintendents controlled the traffic over their respective divisions from their own dispatcher's office and were responsible to the general office for the efficient execution of the daily orders furnished them by the Superintendent of Car Service. The effective working of so large an organization over such an area was largely dependent upon a reliable telephone system. To secure such a system, it was necessary to organize within the Regiment a Signal Department of one officer and

## HISTORY OF THE TWELFTH ENGINEERS

sixteen men. Lieutenant Churchill and his signal detachment soon put into operation some 182 kilometers of telephone line, and finally had under maintenance 346 kilometers of line.

Volume of traffic on the railroad was constantly increasing, necessitating further changes in the operating companies. The remainder of Company "C" was moved to Belleville on October 24th by Light Railways, and on October 22nd, Company "A" moved from Sorey Gare to Washington Station, two kilometers east of Heudicourt. A detachment of Company "A" remained at Woinville, and on October 27th, a new division was created, known as the Northwestern or Woinville Division, with Captain Queal as Superintendent, and Lieutenant Fiske as Assistant Superintendent. On October 30th, the broad gauge line from Commercy to Woinville was placed under control of the 12th Engineers, and Lieutenant Reyburn, with a detachment of men picked from various companies, took over the operation.

The chief operating difficulties which were found in the existing Light Railway System when taken over by the 12th Engineers are noted below, many of these were corrected by the Regiment, while at the same time furnishing every service the Army required of the Light Railways:—



CABLE LINE BUILT BY GERMANS, VIEVILLE-SOUS-LES-COTES

## HISTORY OF THE TWELFTH ENGINEERS

a. The broad gauge railheads already in operation, and those under construction were located too far behind the operating front to be effective, due to long haul necessitated over the Light Railways.

b. Following the advance in September, broad gauge dumps in back areas were not abandoned and moved forward by broad gauge, but were operated by Light Railways, calling for maximum hauls of 25 kilometers on rations, and 45 kilometers on ammunition and engineer stores.



MAIN LINE LOOKING SOUTH AT NEUF ETANG

c. Long hauls, regardless of cause, resulted in delays to traffic, long tie-ups of equipment, construction of additional storage tracks, and long working hours for crews.

d. Many miles of Light Railways located on the side of main highways, which were crowded with transport at night without lights, resulted in a number of unavoidable accidents.

e. Absolutely inadequate telephonic communications over system,—one of the most vital points of the operating problem.

f. Tractors proved unreliable even with most experienced operators, and failed to develop the tractive power claimed for them.

## HISTORY OF THE TWELFTH ENGINEERS



g. No station signs existed, and great difficulty was encountered in placing cars on orders with indefinite locations.

The Light Railway equipment used on the American front was materially different from that of the British Army, the only



BROAD GAUGE YARD, VIGNEULLES, CAPTURED IN THE ST. MIHIEL OFFENSIVE

## HISTORY OF THE TWELFTH ENGINEERS

similarity being in the Baldwin steam engines which were practically the same as the Cook engine of the northern front.

The American rail weighed 25 pounds per yard and was cut in  $1\frac{1}{4}$ ,  $2\frac{1}{2}$  and 5 meter lengths for use with steel ties. For very rapid track construction under harassing fire, sections of track previously made up, were used to save the time of spiking or bolting the ties on the site of the work. The rail for use on wood tie track was cut in 30 foot lengths.

In addition to the steam, there were also in use gas locomotives of thirty-five and fifty horse power. These were very unsatisfactory, being poorly designed, the center of gravity too high, and not being capable of developing their rated tractive force.

The specifications of the American locomotives were as follows:—

### A. E. F. STEAM LOCOMOTIVES.

Type,	2-6-2
Working pressure,	178 lbs. per sq. in.
Driving wheel base,	5' 10"
Total wheel base,	15' 7"
Length between couplers,	21' 7"
Width maximum,	6' 5"
Height, maximum above rail,	9' 3"
Weight on driving wheels,	23,500 lbs.
Weight on front truck,	5,000 "
Weight on rear truck,	5,500 "
Total weight,	34,500 "
Tractive effort,	6,225 "
Coal capacity,	1,700 "
Water capacity,	486 gals.

### A. E. F. GASOLINE LOCOMOTIVES.

Type—Both 35 and 50 H. P.  $\pm$  wheel, 4 cyl., 4 cycle, vertical, water cooled.

	35 H. P.	50 H. P.
Wheel base,	3' 0"	4' 0"
Horse Power,	35	50
Fuel capacity,	25	30 gal.
Length over all,	10' 9"	13' 0"
Width over all,	4' 7 $\frac{1}{2}$ "	5' 2"
Height over all,	7' 11"	8' 5"
Weight, Total,	8,000 bs.	14,000 lbs.
Draw Bar Pull, low gear,	1,500 "	3,000 "
Draw Bar Pull, high gear,	650 "	1,500 "
Speed, low gear,	4 M.P.H.	$\pm$ M.P.H.
Speed, high gear,	8 "	8 "
Transmission—2 sets of speed change gears for both sizes.		



## HISTORY OF THE TWELFTH ENGINEERS



GERMAN PRISONERS, VIEVILLE, BEING TAKEN TO THE REAR

The track in the area inside the front line prior to the St. Mihiel advance, was practically all French rail, sixteen pounds per yard section, on metal ties, a track that was very hard to keep in line and surface. The captured German lines, however, were in most cases in very good condition, their main lines being fifty to sixty pound standard gauge rail stolen from roads in the occupied territory, and on wooden ties, with rock ballast.

Surprisingly heavy loads were carried over these light railways. Six and eight inch Howitzers were moved by light railway close to the enemy lines into positions not accessible by road. To handle such loads often required the widening of narrow cuts, and removing large forest trees to obtain the necessary clearance.

## HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of Lieut. A. C. Duncan, 4th Corps Air Service.*

EUVESIN ON SEPTEMBER 13, FROM AN ALTITUDE OF 300 METERS

## CHAPTER X.

### SECOND ARMY OFFENSIVE AND THE ARMISTICE.

**F**ROM the day the regiment took over the light railways in the Toul Sector there was a steady increase in daily tonnage handled. Ammunition and engineer supplies in great quantity were being moved forward while construction throughout the



YARD AT VIEVILLE-SOUS-LES-COTES, LOOKING NORTH

area was being rushed. In fact, confirmation from Toul of the Second Army's contemplated offensive was hardly necessary. In view of this impending operation, a study was begun of all available maps and aerial photographs of the rail system behind the enemy front line in order to plan connections with his rail system, to be made simultaneously with the advance. From past experience

HISTORY OF THE TWELFTH ENGINEERS



VIEVILLE YARDS, LOOKING SOUTH

46453  
100

## HISTORY OF THE TWELFTH ENGINEERS



OLD YARD, MENIL LA TOUR

and observation it was thought advisable to limit the number of connections across "no-man's land" to two, throw the entire available construction forces on these two lines, and complete the task in hours rather than days. From the map study the following lines were decided on pending further information:

1. Xammes line running from Xammes across "no-man's land" just west of Charey and St. Julien, thence north through Chambley.
2. Woel line, running from St. Maurice through Avillers, Woel, Jonville, thence north through Mars La Tour.

A field reconnaissance of these lines developed the fact that the track had been torn up on the Woel line from a point about half way between St. Maurice and Avillers, north. The Xammes line, however, was found to be a feasible project. The Woel line being eliminated, it was decided, after further reconnaissance, to use the line from Vieville through St. Louis Ferme, running east of Jonville and north through La Tour. These two proposed extensions, Xammes and Vieville, were approved by the Chief Engineer, Second Army, and track and bridge material for their construction, requisitioned. This material, upon arrival, was placed in forward dumps at Vignuelles for

# HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of Lieut. A. C. Duncan, 4th Corps Air Service.*

HATTONCHATEL AND HATTONVILLE FROM A PLANE

## HISTORY OF THE TWELFTH ENGINEERS

the Vieville line, and at a point just south of Beney for the Xammes line.

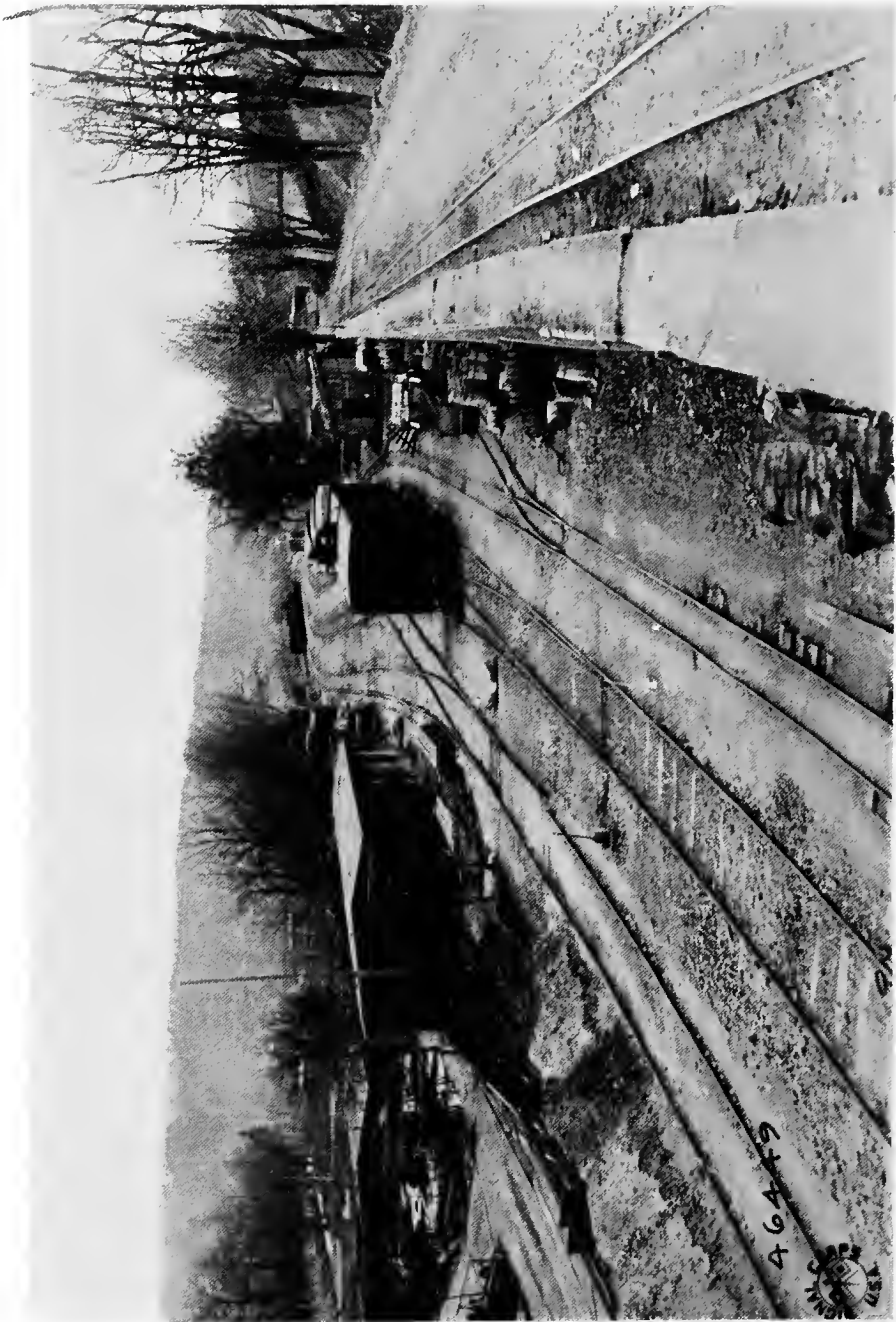
At 7:00 P. M., November 9th, information was received from Second Army Headquarters that the expected offensive would begin early in the morning of November 10th. Immediately field orders were issued by Headquarters, Twelfth Engineers, for the movement of construction troops to Vieville sous les Cotes, and to Xammes, so that the proposed connections of the Light Railway across "no-man's land" could be started as soon as the infantry began to move.



BATH HOUSE AND BILLETS, BELLEVILLE

Company "C" 528th Engineers, Company "H" 803rd Pioneer Infantry and Company "K" 22nd Engineers were ordered to Vieville; Company "L" 22nd Engineers and Company "F" 803rd Pioneer Infantry to Xammes. Movement of these units began by midnight, and by eleven o'clock the next morning all were in position and waiting to move forward. The Division Engineers moved into temporary headquarters with the advance troops in order to personally supervise their movements. The organization was complete to the last detail and the stage set for a speed record in light railway construction. The advance, which was to have been on Metz, did not take place on the

HISTORY OF THE TWELFTH ENGINEERS



BROAD GAUGE YARD AT THIAUCOURT



## HISTORY OF THE TWELFTH ENGINEERS

10th. The 11th saw the signing of the Armistice, and the end of hostilities, with the light railway forces in position, and fully prepared for a rapid advance.

The armistice, the close of hostilities, and the death of German military power! The men of the Twelfth, having been in the field long enough to learn something of war and the ways of the army, were accustomed to the rapid changes of location and environment of the ever shifting campaign; such was the daily routine. But, to comprehend this new idea required a complete psychological readjustment. The novelty of warfare even in a foreign land had long since given way to that mental attitude which accepts as commonplace the life and conditions of war. Peace, like the goal of man's ambition, was to be dreamed of and striven for but its actual attainment had grown to be associated only with the intangible future. Thus the end had come with the suddenness of a blow especially to the troops who had been working night and day under high tension to participate in the grand offensive against the enemy's "Verdun." Nearly impossible, it was to one who had worked among the batteries north of the Thiaucourt-St. Benoit Road and had experienced that final barrage on the morning of November 11th, to realize that the last shot had been fired and the war ended.



ENGINE 5100, MENIL LA TOUR

## HISTORY OF THE TWELFTH ENGINEERS



GROUUVRES YARD FROM BERNECOURT ROAD, GROUUVRES CHURCH IN THE BACKGROUND

## HISTORY OF THE TWELFTH ENGINEERS

As previously stated, the preparations for the proposed Second Army offensive were evident from the middle of October and during this period the tonnage handled by the Light Railways steadily increased. The maximum tonnage for any one day handled by the Twelfth Engineers was that of November 6th, which exceeded 6000 tons. The maximum ton-kilometers for one day reached 73,120 on November 8, 1918. The largest total ton-kilometers for one week was that of the week



DISPATCHER'S OFFICE, MENIL LA TOUR

ending November 9th, amounting to 457,833, which is believed to be the largest ever handled by a light railway organization.

In addition to what has already been said in this and the preceding chapter of the preparations for the Second Army's proposed offensive on Metz, the light railway construction program included a number of minor facilities throughout the sector. The following table is given to indicate the nature of these projects and to show more fully the results accomplished by the regiment during those very busy days just prior to the signing of the Armistice:

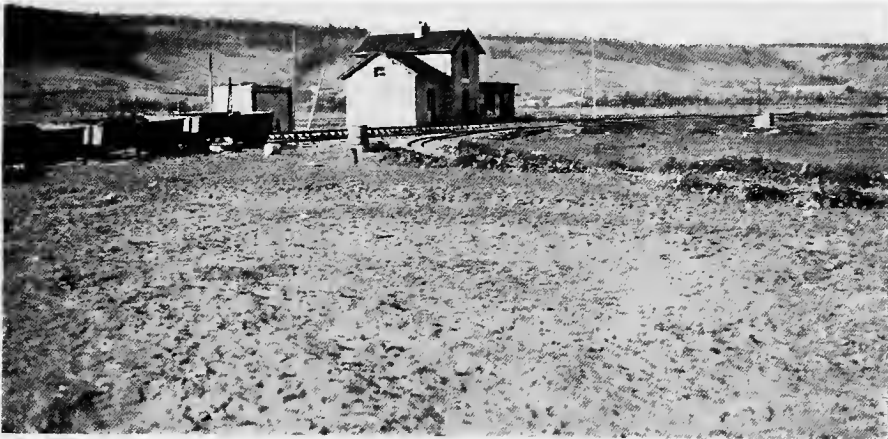
HISTORY OF THE TWELFTH ENGINEERS



VIEWS OF "A" COMPANY'S CAMP AT WOINVILLE

## HISTORY OF THE TWELFTH ENGINEERS

PROJECT	LENGTH IN KILOMETERS
Gudeneau Ammunition Spur.....	0.27
New Menil la Tour Yards.....	1.00
St. Helene Dump Spur.....	0.25
Essey Wye.....	0.12
12 car passing track at Essey.....	0.10
Essey Ration Spur.....	0.15
20 car passing track at Lincoln Junct.....	0.18
12 car passing track between Lincoln Junct. and Flirey.....	0.10
Ansauville Water Track.....	0.12
Perche Junct. Car Yard.....	1.03
Perche Junct. Engine Yard.....	0.86
Grosrouvres Yard.....	1.93
12 car siding between Rorieres and Rogeville.....	0.12
Xivray Car Yard.....	1.04
Fifth Engineers Spur at Bouillonville.....	0.05
Bernecourt-Noviant Connection.....	3.66
Noviant-Ravin des Hayes Reconstruction.....	0.40
Pont de Metz Grade Revision.....	0.03
German Junct. Curve Elimination.....	0.08
German Junct. Grade Revision.....	0.07
Tremblecourt Siding.....	0.02
Woinville Yard.....	0.55



LIGHT RAILWAY BUILT ON OLD METER GAUGE ROADBED NEAR WOINVILLE  
—OLD STATION IN CENTER

As will be seen by the daily tonnage chart the volume of traffic began to fall as soon as the armistice was signed, but

## HISTORY OF THE TWELFTH ENGINEERS



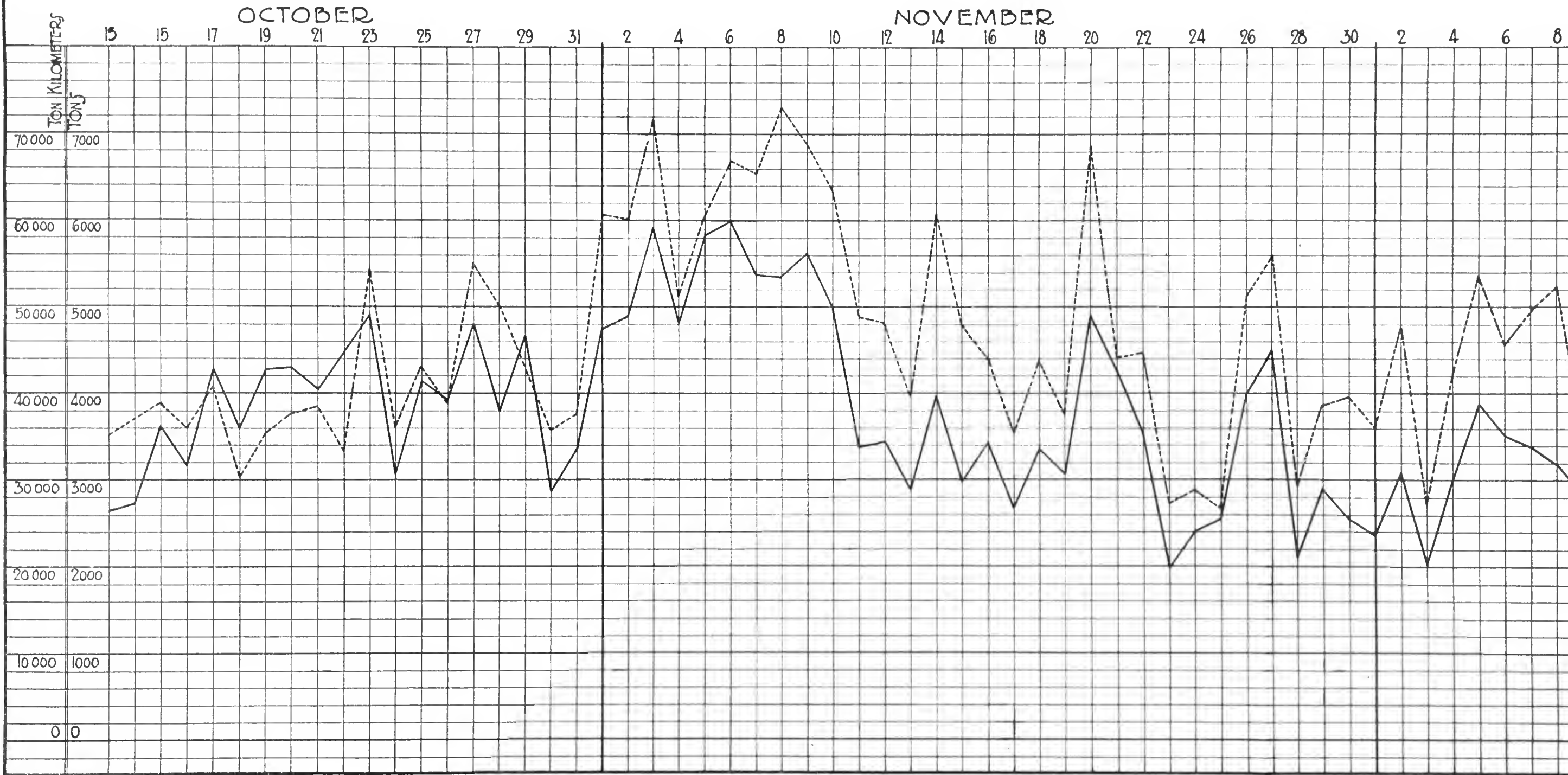
decreased gradually. The signing of the armistice eventually brought about entirely new conditions, opening up a large forward area for operation and making necessary the supply of the Army of Occupation in its march northward.



VIEWS OF MOTOR TRANSPORT PARK, MENIL LA TOUR

TOTAL TONNAGE  $\Delta$  TOTAL TON KILOMETERS  $\Delta$  ALL DI.

LEGEND:- TOTAL TONS, SOLID LINE ——— TOTAL TON KILOMETERS



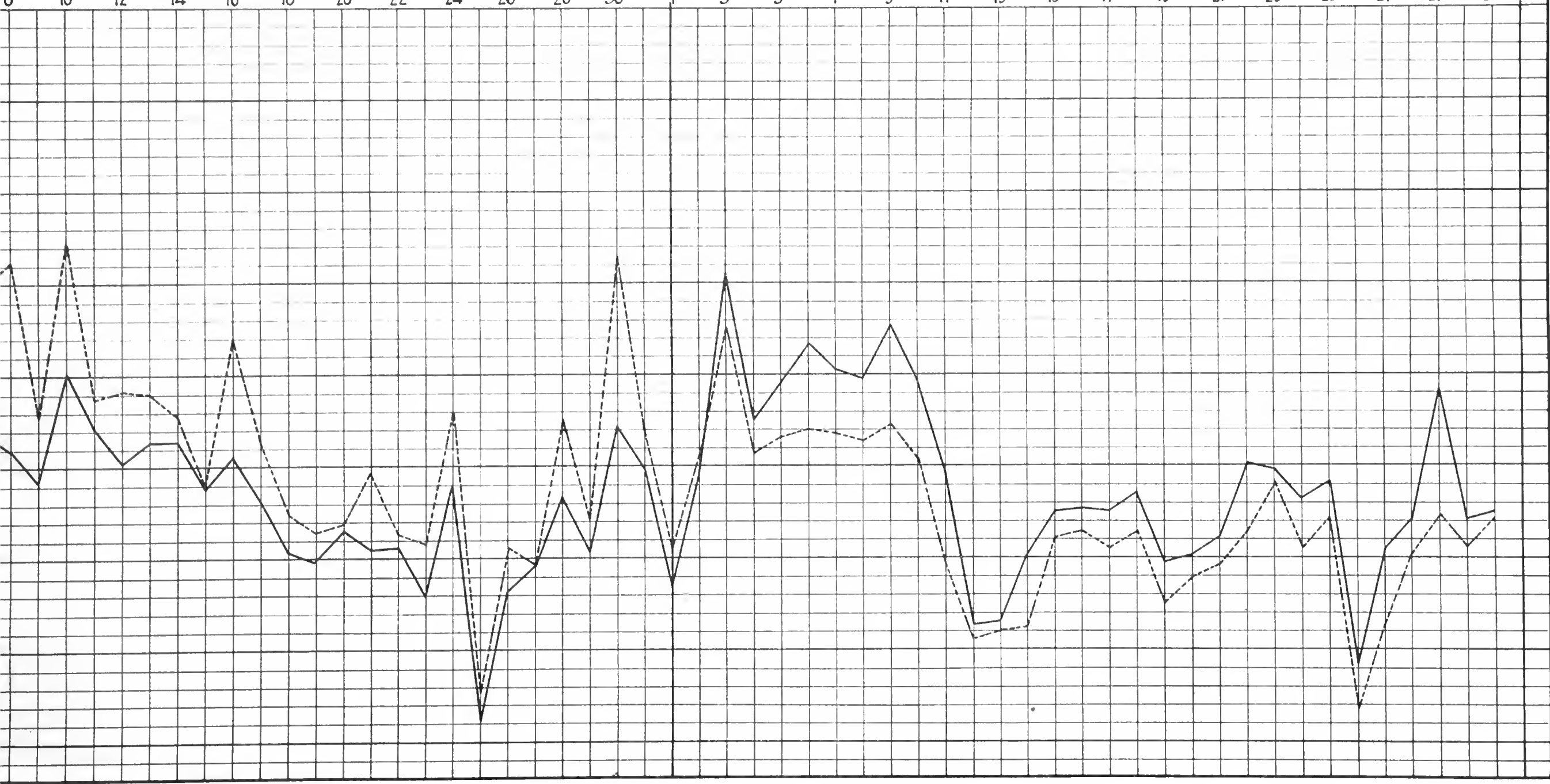
# DISTRICTS Δ TOUL SECTOR Δ 12<sup>TH</sup> ENGINEERS, L.R.

TOTAL TON KILOMETERS, DOTTED LINE -----

DECEMBER

JANUARY

8 10 12 14 16 18 20 22 24 26 28 30 1 3 5 7 9 11 13 15 17 19 21 23 25 27 29 31





## HISTORY OF THE TWELFTH ENGINEERS

The Eastern Division was discontinued November 10th, operation of the Western Division was taken over by Company "M," 21st Engineers and the old Central Division was subdivided into the Northern Division with headquarters at Beney, a new Central Division with headquarters at Grosrouvres and a Southern Division with headquarters at Menil la Tour. The Southern Division was taken over by Company "L," 21st Engineers. Company "B," Twelfth Engineers took over the new Central Division, Companies "F" and "D", the Northern Division, and Companies "E" and "C", the Vieville Division.



WOINVILLE RAILHEAD

In making these changes the Companies were moved as follows:

Company "A"	moved	on	Nov. 13th	by	light	railway	to	Woinville.
"B"	"	"	"	12th	"	"	"	Grosrouvres.
"C"	"	"	"	13th	"	"	"	Vieville sous les Cotes
"D"	"	"	"	16th	"	"	"	Suzemont.
"E"	"	"	"	13th	"	"	"	Vieville sous les Cotes
"F"	"	"	"	14th	"	"	"	Beney.

The changes wrought by the Armistice affected the Construction and Maintenance in much the same manner as it did the Operation. New construction came to a standstill, mainte-

## HISTORY OF THE TWELFTH ENGINEERS



MENIL LA TOUR YARD

nance on the Eastern Division was discontinued and Company "O," 22nd Engineers was moved to Xammes.

At 5:30 A. M., November 16th, the Third Army began its march to the Rhine, moving northward on all the main high-



NEW YARD, MENIL LA TOUR, NORTH OF METER GAUGE

## HISTORY OF THE TWELFTH ENGINEERS

ways. At that time the broad gauge situation was such that the movement of supplies for the Third Army, by that means, was impossible. The use of motor transport was not feasible; the task, therefore, had to be carried out by the light railways until the broad gauge lines could be put in condition. This presented a problem that required a maximum of ingenuity and effort by both operation and construction forces.

As orders from General Headquarters, dated November 11th, forbade anyone going north of the position of the front line of November 11th, until the Third Army units had started for-



INSPECTION COACH "BARBED WIRE" CAPTURED IN THE ST. MIHIEL SALIENT

ward, all necessary construction had to wait but at 5:30 A. M. on the 16th, these restrictions ceased and the work commenced. The same organization as that concentrated for the drive on Metz, had not the Armistice interfered, was now used to carry forward the rail lines into the late enemy territory. Results obtained were very gratifying. At 2:00 P. M., November 17th, the first American train entered Mars la Tour over the Vieville extension, and at the same time a train over the Xammes extension entered Chambley. By November 18th, on the Vieville line there was steam power as far north as Harville, and by 6:00 P. M., November 19th, St. Jean had been reached. On the

## HISTORY OF THE TWELFTH ENGINEERS



BELLEVILLE

Xammes extension, November 19th, saw the construction and repairs completed as far as Mars la Tour, but, upon the reconnaissance of the line from Mars la Tour north, it was decided that, as an operating proposition, it was not feasible, and that



BARRACKS AND RAILWAY BUILDINGS, BELLEVILLE

## HISTORY OF THE TWELFTH ENGINEERS

traffic for Conflans had better use the line from Suzemont through Hammonville to Jarny. This line was accordingly put in condition. By November 20th, both objectives had been reached.

Thus the territory south of an east and west line through Conflans and St. Jean, and north of the front line of November 11th, had been added to the Toul Sector, the 60 cm. lines included therein coming under the jurisdiction of the Twelfth Engineers. The two original extensions, the Xammes line to Mars la Tour, and the Vieville line, branching just north of



FIELD OFFICERS' QUARTERS AND OFFICERS' MESS, MENIL LA TOUR

La Tour to St. Jean on the west and to Jarney on the east, increased the operated mileage by fifty-nine kilometers, making a total of 381 kilometers. There was approximately 204 kilometers of subsidiary lines in this evacuated area, bringing the total of 60 cm. lines in the Toul Sector controlled by this regiment to 737 kilometers.

Beyond "no-man's land", the track was found to be, on the whole, in fair condition. There had been some damage in the back areas caused by bombs, and a few instances of deliberate demolition were encountered. The enemy had, however,

## HISTORY OF THE TWELFTH ENGINEERS

accumulated adequate reserve ballast and track material and had distributed these at points along his lines. These supplies proved very useful in repairing breaks and facilitation the rapid advance.

Besides the work on the main lines through the occupied territory, above referred to, it was found necessary to construct dump spurs at Vigneulles and St. Benoit including about one and one-half kilometers of track; and to convert the broad gauge Vigneulles-Vieville to 60cm. gauge. This was all done before the construction forces were transferred to salvaging duty.



MOTOR TRANSPORT, SORCY

The construction problem was by no means the only phase of this post-armistice work. The connection and new track being in condition, the operating forces were faced with the problem of handling large amounts of all kinds of army stores as far north as Conflans and St. Jean. Rations constituted a large part of these supplies and it is true that the 12th Engineers fed the Third Army until it passed into Belgium. This tonnage for the Conflans area originated chiefly at the old railheads, Sorcy, Belleville, Bernecourt, Mannonville, Leonval and Trondes. A glance at the map is sufficient to make clear to anyone familiar with the limitations of the "Soixante" just what

## HISTORY OF THE TWELFTH ENGINEERS



ENGINE SHED GROSROUVRES

a problem this was for the operating forces. This "Trans Siberian Haul" as it was known around headquarters amounted to approximately 70 kilometers or about 44 miles. A large contract, it is true, but the goods were delivered and delivered promptly.



DISPATCHER'S OFFICE, GROSROUVRES

## HISTORY OF THE TWELFTH ENGINEERS



VIGNEULLES AND HATTONCHATEL, ST. MIHIEL SALIENT

The Third Army problem solved, the 4th Battalion 21st Engineers were relieved from duty with the Twelfth, December 4th, to rejoin their own regiment. Operating requirements being still the more pressing at this time, Company "P," 22nd Engineers were relieved from maintenance duty and assigned to operation in the Western Division. Company "N" of the 22nd, at the same time took over the operation of the Southern Division.

December saw the beginning of the Army's salvaging program throughout the zone of the armies. All useable material in this area, "and some that wasn't," was concentrated at points along roads and light railways and hauled back to large salvage dumps where it was sorted and disposed of. To facilitate this work the old Eastern Division was resumed and Company "F," 12th Engineers assigned to its operation.

The changed conditions made necessary a further reorganization in the Construction and Maintenance Forces. The 803rd Pioneer Infantry and Company "D" 522nd Engineers were relieved from duty with the Twelfth and moved out of the area. The purely construction units were transformed into maintenance units and left to maintain the northern lines in the occupied territory. Any construction requirements, from this time on, were taken care of by the maintenance troops. A little later



## HISTORY OF THE TWELFTH ENGINEERS

when the salvaging had progressed to the point where light railway track and track material was ordered in, these maintenance units were used as wrecking forces. Before this work had been entirely completed the Twelfth was relieved from light railway duty and moved south.

During September the Regiment received its first replacements, it was then considerably under strength, averaging only about one hundred and forty-five men to the company. Two hundred and fifty was the authorized number. In October and November, further replacements were received, and the companies brought almost up to strength. The following table shows the occupational make-up of the Regiment arranged by companies:—

DISTRIBUTION OF THE MEN OF THE 12<sup>TH</sup> ENGINEERS BY OCCUPATIONS.

	(As of December 1, 1918.)							Total	%
	Companies	Hq.	A	B	C	D	E		
Auto Driver.....	5	5	3	10	5	4	2	34	2.5
Auto Repairer.....	1	0	1	0	5	1	1	9	.67
Blacksmith and helper.....	2	3	2	3	0	2	3	15	1.1
Boilermaker and helper.....	0	3	1	2	3	4	3	16	1.2
Brakeman.....	1	22	18	30	33	19	31	154	11.4
Bricklayer.....	0	1	1	1	0	0	5	8	.59
Carpenter.....	2	3	1	2	2	2	6	18	1.3
Car Repairer.....	0	5	14	1	7	2	9	38	2.8
Clerk.....	20	10	12	16	14	11	11	94	7.0
Civil Engineer.....	0	1	3	3	1	3	1	12	.89
Conductor.....	0	18	27	12	23	15	16	111	8.2
Cook.....	4	8	5	3	4	9	8	41	3.0
Dispatcher.....	1	6	3	1	3	5	2	21	1.6
Draftsman.....	2	1	1	3	3	2	2	14	1.0
Electrician.....	0	2	0	2	2	3	6	15	1.1
Fireman, Locomotive.....	3	19	10	17	13	16	20	98	7.3
Fireman, Stationary.....	0	0	0	1	5	1	4	11	.82
Gas Engine Repairer.....	1	4	3	5	1	4	9	27	2.0
Hoisting Engineer.....	0	0	0	0	2	0	1	3	.22
Hostler, engine.....	0	2	3	5	1	3	6	20	1.5
Iron Worker, structural.....	1	2	1	0	1	0	0	5	.37
Lineman.....	0	2	2	5	3	1	3	16	1.2
Locomotive Engineer.....	2	18	24	14	20	14	17	109	8.1
Machinist and machinist helper...	6	14	7	9	6	12	16	70	5.2
Motorcyclist.....	2	0	2	1	0	0	0	5	.37
Oiler.....	0	0	0	0	0	0	0	0	
Painter.....	1	0	0	0	2	0	0	3	.22
Pipefitter and Plumber.....	0	2	3	3	5	1	5	19	1.4
Roundhouse Mechanic.....	1	4	1	2	3	4	2	17	1.3
Saddler.....	1	1	1	0	0	1	0	4	.30
Section Foreman.....	2	2	7	6	5	4	5	31	2.3
Switchman.....	8	8	5	1	12	4	11	49	3.6
Tailor.....	0	0	0	0	0	0	1	1	.07
Teamster.....	3	2	3	1	1	2	2	14	1.0
Telegrapher.....	0	0	6	3	1	2	5	17	1.3
Tractor Driver.....	0	9	7	6	0	2	3	27	2.0
Yardmaster.....	4	3	3	0	0	3	1	14	1.0
Laborers and Miscellaneous.....	6	29	26	25	18	27	10	141	10.4
Station Agents.....	0	15	8	7	6	8	6	50	3.7
	79	224	214	200	210	191	233	1351	

HISTORY OF THE TWELFTH ENGINEERS



BROAD GAUGE TRACK CONVERTED INTO 60CM ROAD NEAR VIEVILLE

## HISTORY OF THE TWELFTH ENGINEERS

There were also during October and November many promotions in the Regiment which are listed below:

To be Captains—

FIRST LIEUTENANT H. H. DOWNES,  
FIRST LIEUTENANT C. B. VAN SICKLER,  
FIRST LIEUTENANT C. L. STANLEY,  
FIRST LIEUTENANT C. C. BROWN.

To be First Lieutenants—

SECOND LIEUTENANT L. R. SEXTON,  
SECOND LIEUTENANT C. H. KINNEY,  
SECOND LIEUTENANT L. M. PERKINS,  
SECOND LIEUTENANT R. C. CHURCHILL,  
SECOND LIEUTENANT B. L. ANDERSON,  
SECOND LIEUTENANT J. T. ERVIN,  
SECOND LIEUTENANT M. S. FISK,  
SECOND LIEUTENANT R. E. LOWRY,  
SECOND LIEUTENANT F. J. D'AUTREMONT.

To be Second Lieutenants—

SERGEANT FIRST CLASS	E. S. CALLAHAN,
REGIMENTAL SERGEANT MAJOR	B. E. DOLCH,
MASTER ENGINEER	W. A. ANDERSON,
MASTER ENGINEER	J. J. HABERTHIER,
REGIMENTAL SUPPLY SERGEANT	C. R. SUTTER,
MASTER ENGINEER	O. M. TAYLOR,
MASTER ENGINEER	S. R. WHITSEL,
SERGEANT FIRST CLASS	S. J. BOULES,
SERGEANT FIRST CLASS	C. R. EGGLESTON,
SERGEANT FIRST CLASS	W. A. BLAKEMORE.



BARRACKS AT SORCY

## HISTORY OF THE TWELFTH ENGINEERS

In addition to the above promotions, Major Crossen was relieved and First Lieutenant F. G. Schuler, Medical Corps, was attached to the Regiment.

Toward the end of November, the Twelfth entered upon the most trying period of its twenty-one months of foreign service. The war was over, and the work was thereby robbed of the interest and excitement that had, heretofore, made it so fascinating. All thoughts naturally turned toward the day of embarkation for home. Leave privileges that had been stopped in March were now reopened, and every man was given the opportunity of a week's leave to Aix les Bains, Grenoble, or some other of the leave centers.



BURNING OF HEADQUARTERS DETACHMENT'S BARRACKS, MENIL LA TOUR

In providing entertainment for the men each post built a theatre where Y. M. C. A. troupes and other entertainment groups, booked through the Entertainment Section, Headquarters Second Army, might perform. It was sometimes possible to get two or more of these entertainments each week. In addition to this type of amusement a motion picture machine and films was obtained which provided each company with at least one performance a week. Company "F" organized a minstrel show and Headquarters a vaudeville troupe. Every effort

## HISTORY OF THE TWELFTH ENGINEERS



FORMAL GUARD MOUNT, SORCY

## HISTORY OF THE TWELFTH ENGINEERS

was made to keep the morale high and the men content to wait their turn on the embarkation schedule.

About the first of December, it was decided to organize a regimental band. A search was made throughout the regiment for musicians, and resulted in the discovery of about twenty-six men who had had band experience. Obtaining instruments on requisition was impossible due to a ruling by "Army" that a band was not authorized in the tables of organization. The only alternative was to buy the instruments needed. This was done with money raised by subscription in the Companies and



"F" COMPANY'S BARRACKS AT BELLEVILLE 35 H. P. TRACTOR IN FOREGROUND

by using a fund of \$300.00 donated by the Kansas City Ladies' Auxiliary. Under the able direction of Sergeant Dallinger the band became proficient in a remarkably short time. It performed a valuable service in aiding the entertainment schedule throughout the remainder of the regiment's stay in France and also on the homeward voyage. Formal guard Mount at Sorcy, for instance, would never have been the same without the band.

The second Christmas in France was observed in all the camps and detachments. Only the necessary work was done on Christmas Day, and operation cut to a minimum. Every camp

HISTORY OF THE TWELFTH ENGINEERS



BURNING T. N. T.



EXPLODING SALVAGE AMMUNITION, BOIS BRULE

## HISTORY OF THE TWELFTH ENGINEERS



THE BAND

had some sort of an entertainment, and the kitchens were well stocked with outside purchases from the mess funds. Although the records of the Supply Department make no mention of it, the fact remains, that several of the companies served roast pig for Christmas Dinner. The concensus of opinion seemed to be strongly in favor of a recommendation to the War College amending the Tables of Organization for Engineer Troops, so as to include in the list of animals authorized, two pigs per company per year. Even in the form of an "expendable issue," they would prove a valuable aid to the company K. P's.



## CHAPTER XI.

### HOMeward BOUND.

**S**ALVAGE of ammunition and engineering material of all kinds rose to considerable quantities after Christmas, and the tonnage hauled by the different lines markedly increased. The maximum occurred on January 3rd, showing 5112 tons. This lasted for about two weeks when traffic again fell off and maintained a rather even level. On January 21st the operation of the broad gauge line from Woinville to Commercy was discontinued and the line turned over to the French. Company "C" had already moved on January 10th to Menil la Tour, and taken over from the 22nd Engineers the operation of the Southern Division, Captain Downes being appointed District Superintendent. The



CITADEL COURT YARD AND REGIMENTAL HEADQUARTERS, BOURG

HISTORY OF THE TWELFTH ENGINEERS



SALVAGE DUMP AT VIGNEULLES

# HISTORY OF THE TWELFTH ENGINEERS



BROAD GAUGE YARDS AT COMMERCE

## HISTORY OF THE TWELFTH ENGINEERS



BOURG FROM THE WATER FRONT

detachment of Company "C" under command of First Lieutenant B. L. Anderson, that had operated the light railway lines around Baccarat ever since the regiment moved north, was relieved on orders from the Director of Light Railways on January 8th, and moved by regimental motor transport to Commercy, rejoining Company Headquarters. Their operation in the Baccarat district had been very light for some time, amounting to approximately three hundred tons per week. All of the work had been done for the French troops in that area as the Americans had withdrawn, sometime previous to the Armistice, for service farther north.

The ink on the Armistice Documents had not become thoroughly dry before the A. E. F. began to discuss the probability of an early departure from "Sunny France." The "Herald" is accredited with a statement, based on the fact that the Twelfth being among the first 25,000 troops in France, and that prior to the Armistice, as many as 300,000 men per month were being landed in France, that it would only be four or five days at the most before embarkation orders were received. This prediction was revised from time to time until February 1st, when the discontinuance of the Department of Light Railways

HISTORY OF THE TWELFTH ENGINEERS



TOWN GATE, BOURG



VIEWS OF BOURG

## HISTORY OF THE TWELFTH ENGINEERS

and Roads was a settled fact. The Light Railways were to be turned over to the Advance Section S. O. S. and the Twelfth was to be relieved from railway duty on February 15th. Arrangements were begun with a view to turning over the Toul Sector to the 4th and 5th Battalions, 22nd Engineers, and the 528 Engineers Service Battalion.

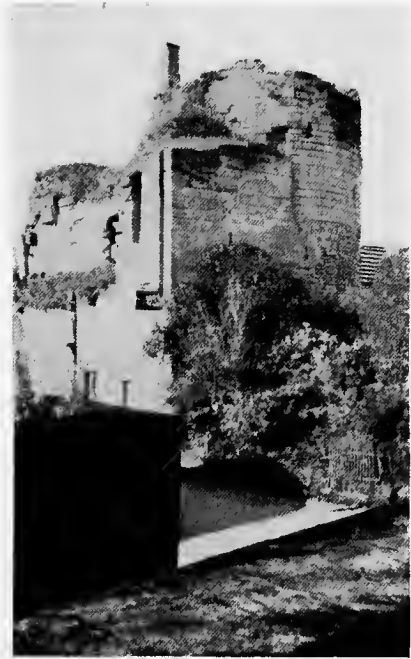
Operation of the Eastern Division was once more discontinued February 4th, and Company "F" was moved by light railway to Sorcy, joining Company "D." Sorcy Gare was chosen by the Commanding Officer as the mobilization point at



COMPANY "D" BILLETS, LA LUSTRE

which the regiment could be prepared for movement to the Embarkation Area. On February 6th, the Vieville Division was discontinued and Company "E" was moved to Sorcy. Company "B" followed on February 7th. On both Central and the Eastern Divisions, necessary operation was carried on by the Southern Division, operated by Company "C." Similarly Vieville Division operation was consolidated with the Woinville Division, operated by Company "A." On February 14th, Company "C," Company "D," and Company "A," were relieved by detachments of the 22nd Engineers, and Company "A" and Company "C"

HISTORY OF THE TWELFTH ENGINEERS



RUINED TOWER,  
OLD TOWN GATE,  
BOURG



COL. LAIRD'S  
BILLET,  
BOURG

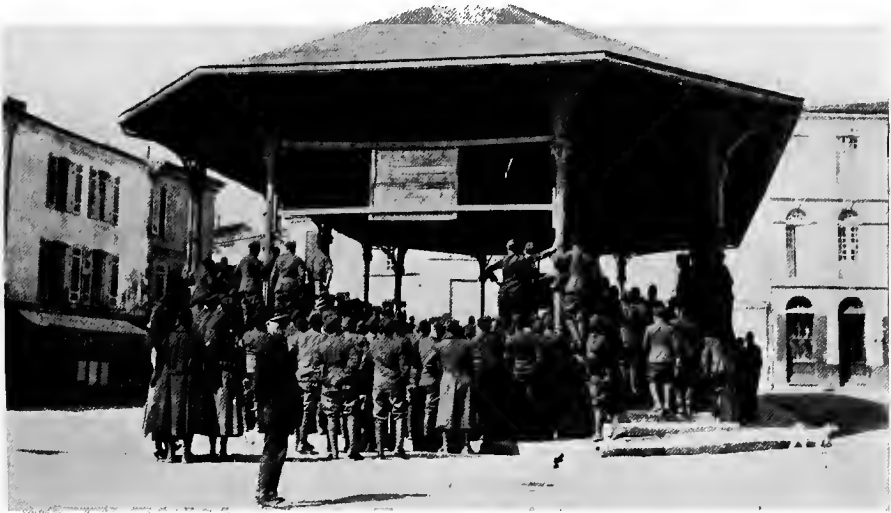
HISTORY OF THE TWELFTH ENGINEERS



STREET SCENES IN PLUMET, WHERE COMPANY "C" WAS STATIONED



HISTORY OF THE TWELFTH ENGINEERS



BASKET BALL GAME IN THE MARKET PLACE



PARK IN FRONT OF Y. M. C. A. QUARTERS, BOURG

## HISTORY OF THE TWELFTH ENGINEERS



OLD ROMAN ARCH, BOURG

joined the rest of the regiment at Sorcy Gare. The movement of Regimental Headquarters, on February 14th, completed the mobilization.

In order to make a creditable showing both in the Embarkation Area and later in the United States, it was thought desirable to brush up on close order drill and ceremonies. To effect this, an extensive drill schedule was laid out and a daily officers' school was organized, with Major Burden in charge. Captain Van Sickler, R. S. O., was charged with collecting all property and stores no longer required and replacing all lost

HISTORY OF THE TWELFTH ENGINEERS



COMPANY "C" KITCHEN AND "STAFF", PLUMET



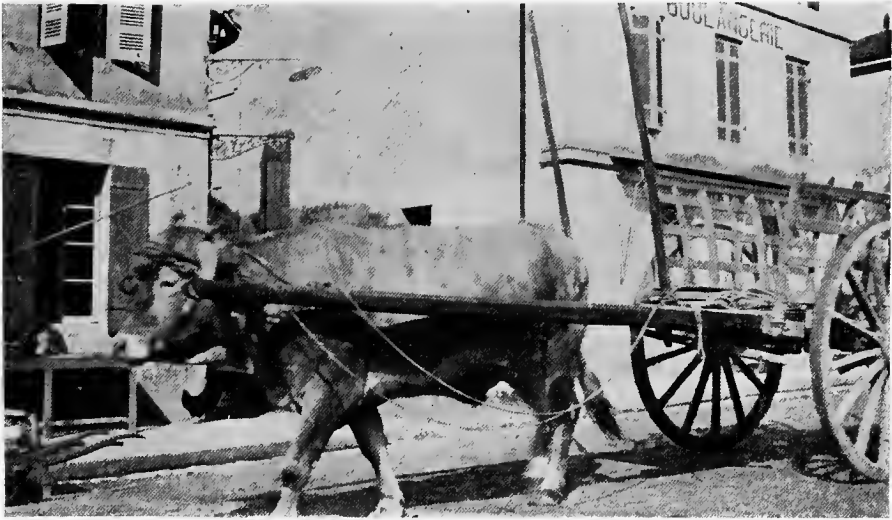
CONCRETE BOAT CONSTRUCTION, BOURG

HISTORY OF THE TWELFTH ENGINEERS

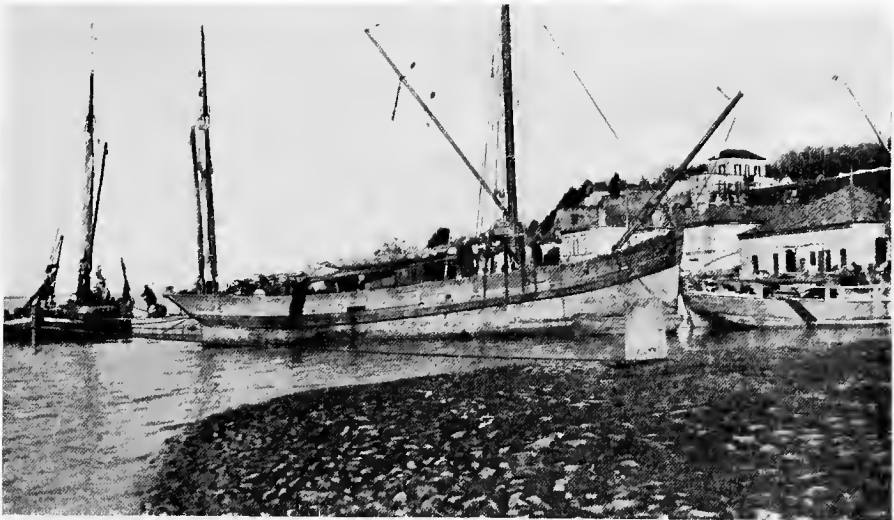


RIVER FRONT AT BOURG, LOW TIDE

HISTORY OF THE TWELFTH ENGINEERS



FARM TRANSPORT, BOURG



RIVER BOATS AT BOURG

## HISTORY OF THE TWELFTH ENGINEERS

and unserviceable equipment that would be needed on the return journey.

The training program was interfered with very materially by the constant rains which flooded all the available drill grounds in the Sorcy neighborhood.

On February 13th, the Regiment welcomed the news that its popular commanding officer Lieutenant Colonel John A. Laird, had been promoted to Colonel. Colonel Laird had commanded the Regiment during most of its foreign service, and had won a place in the hearts of his men. At the time Colonel



SUNDAY IN THE PARK

Laird's promotion was announced, Major F. E. Foster was made Lieutenant Colonel, and Second Lieutenants Sutter, Whitsel and Taylor moved up to First Lieutenants. Lieutenant F. G. Schuler, M. C., was relieved from assignment with the Regiment, and reported to the Commanding General S. O. S. Captain Millard, Captain Queal and Lieutenant Burks also left the Regiment, the captains both reporting to G-4, Second Army, and Lieutenant Burks to the 92nd Division. Lieutenant J. J. Callahan assumed command of "A" Company after Captain Queal left. Captain Gerold McDonald of the 22nd Engineers

HISTORY OF THE TWELFTH ENGINEERS



LOOKING THROUGH  
AN OLD ARCH  
TOWARD  
THE RIVER



TOWN HALL,  
BOURG

## HISTORY OF THE TWELFTH ENGINEERS

was transferred at this time to the Twelfth, and returned home with the Regiment.

Orders issued by G-4. S. O. S., February 28th, for movement to Bordeaux were phoned to Regimental Headquarters by Captain Albaugh, who was then in Tours making arrangements for this movement. Three days later sixty American box-cars were placed at Sorcy Gare and loading began. Realizing that the trip might extend over several days, nothing was overlooked in making the cars as comfortable as possible. A gasoline engine and generator served to light the cars of the first section with electricity and each company orderly room car on that



LOWER SQUARE, BOURG

section was connected by field telephone with Regimental Headquarters' car. Each car in both sections was equipped with bunks, straw, racks, stove, fuel and enough rations for the trip. These trains were far from imposing, but when it came to comfort in trains of the "Quarante Hommes, Huit Cheveaux" type it is thought they were unsurpassed anywhere, thanks to the twenty months of campaign experience and the natural ingenuity of the Regiment.

About noon March 4th, the 22nd Engineers' Band playing a farewell concert, the first section pulled out of Sorcy. The



HISTORY OF THE TWELFTH ENGINEERS



MAIN STREET, PLUMET AND "C" COMPANY'S BILLETS



LA LUSTRE, WHERE COMPANY "D" WAS QUARTERED

## HISTORY OF THE TWELFTH ENGINEERS



QUARRIES, LA LUSTRE



MARKET PLACE ON SUNDAY

## HISTORY OF THE TWELFTH ENGINEERS

second followed shortly after. The trip was uneventful except for passing General Pershing and his special train at Chateauroux, March 5th. The spectacle of electrically lighted box-cars seemed to amuse the General, judging from his smile as he watched the first section pass. After reaching Bordeaux, March 6th, the trains were re-routed to St. Andre de Cubzac and left on a siding for the night. The next morning Regimental Headquarters, Headquarters Detachment and Companies "A," "B," "E" and "F" were carried on to Bourg sur Gironde, while Company "C" was left at Plumet and Company "D" at La Lustre. All units went into billets in their respective towns.



THEATRE, GENICART EMBARKATION CAMP

The living conditions and billets in this area were superior to any the Regiment had yet experienced. The town of Bourg was a picturesque little village, on the Gironde River, the buildings extending from the water front along winding streets to the heights of the rock bluffs overlooking the river. Had one been on a pleasure trip, a more beautiful and romantic spot would have been hard to find. However, the charms of Bourg and its vine covered hills were somewhat overshadowed by that burning desire to see the classic sky line just behind the Goddess of Liberty. As one of the men expressed it, the most

## HISTORY OF THE TWELFTH ENGINEERS



OLD CHATEAU, LA LUSTRE



SHADOW (SHAD) MASCOT OF "A" COMPANY, ENLISTED IN ST LOUIS AND SERVED THROUGHOUT THE WAR WITH HIS UNIT. HE WEARS THREE SERVICE CHEVERONS AND ONE WOUND CHEVERON. NEVER A. W. O. L.

HISTORY OF THE TWELFTH ENGINEERS



IN THE HARBOR, LORMONT

## HISTORY OF THE TWELFTH ENGINEERS

beautiful view in France could be obtained over the stern rail of a transport. This idea was general.

After a period of twenty days spent in this area, the Regiment on March 27th, began movement to the Entrance Camp at Genicart. The main body left Bourg at 9:10 A. M., marching by way of La Lustre, Plumet, St. Andre, St. Vincent and Carbon Blanc, a distance of 28 kilometers. The column entered the embarkation camp at 4:45 P. M. in very good order, in fact, the exceptionally fine appearance of the Regiment was commented on by the Camp Commander. The following day



EMBARKING ON S. S. CAPE MAY, APRIL 14, 1919

the Regiment entered Genicart Number 2 and started through the "Mill." "Baggage Lists," "Passenger Lists," "Rosters" and "Clearances" occupied the remainder of the seventeen days spent in this last camp.

April 13th was a lucky day for the Twelfth, in that, the long looked for embarkation order was reported. The next morning the Twelfth, the 39th Company T. C., the 84th Company T. C. and the 6th Casual Company formed on the camp parade ground and marched to the docks at Bassens. By 4:50 P. M., embarkation was completed and everybody happy.

HISTORY OF THE TWELFTH ENGINEERS



BASSENS



AMERICAN DOCKS, BASSENS

HISTORY OF THE TWELFTH ENGINEERS



AMERICAN DOCKS, BASSENS



BAND CONCERT, BLIGHTY



## HISTORY OF THE TWELFTH ENGINEERS

Within an hour's time after embarking, the "Cape May" steamed away from the docks and headed down the river. For two days, on account of a heavy storm, she lay at the mouth of the Gironde, just off le Verdon, waiting in vain for the French pilot to take her over the bar; finally the American skipper took matters in his own hands, weighed anchor, and steered his course into the Bay of Biscay. At this point the entire Regiment lost all interest in its immediate future, and to use the phraseology of the Bible, devoted its entire time to "casting bread upon the waters." Even the crew, many of whom were



A QUIET DAY

on their first trip, gave up the ghost. After several days the weather improved, and the remainder of the trip was very pleasant.

The lights of Coney Island were sighted on the night of April 26th, and the next morning the "Cape May" dropped anchor in the lower harbor of New York. After an inspection by Port Officers she steamed on to her pier at Bush Terminal. On the way to the pier, the "Cape May" was met by the gaily decorated harbor steamer "Ursula" of the Standard Shipyards, carrying a welcoming committee composed of Commander John

HISTORY OF THE TWELFTH ENGINEERS



*Underwood & Underwood.*

S. S. CAPE MAY DOCKING AT NEW YORK, APRIL 27, 1919

## HISTORY OF THE TWELFTH ENGINEERS



CAMP UPTON



CAPT. COFFEE LEAVING UPTON WITH GEORGIA DETACHMENT

## HISTORY OF THE TWELFTH ENGINEERS

Hunter, representing the St. Louis Engineers' Club, Colonel F. G. Jonah, the Railway Club, Mr. E. R. Kinsey, the City of St. Louis, and Mrs. John A. Laird, Mrs. W. W. Burden, and Mrs. A. W. Galbreath, the Woman's Auxiliary of the Twelfth. All the way up the harbor the Welcoming Committee's boat was so close that those on board could exchange greetings with the men on the "Cape May."

Further down the bay, in the din of the noisy welcome as the "Cape May" passed the Statue of Liberty, one could not help comparing this home coming reception with that departure

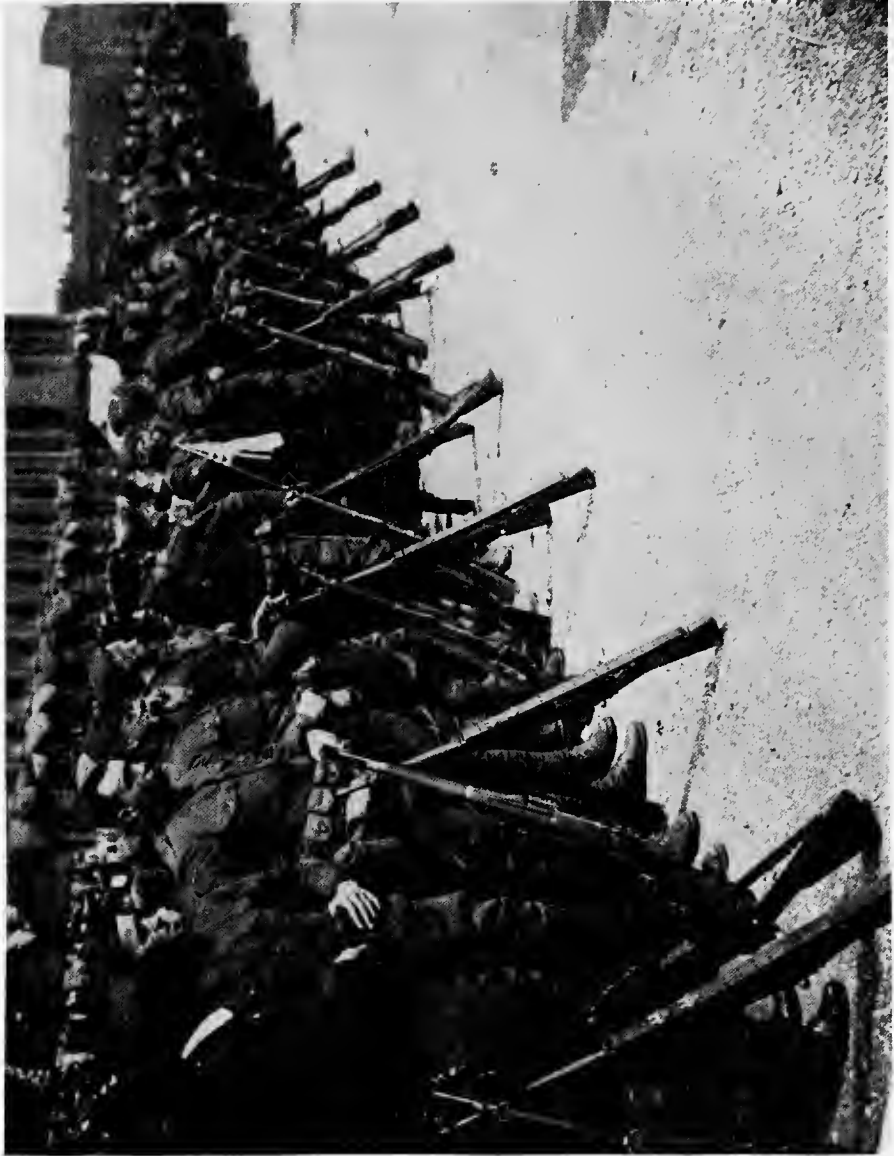


IN THE YARDS, ST. LOUIS

just twenty-one months before, when, unheralded, the Twelfth slipped quietly out of New York on the steamship "Carmania."

After docking, the troops were canteened by the Red Cross and quickly handled by ferry boats to the Pennsylvania wharf at Long Island City, where they entrained for Camp Upton on Long Island. The Regiment, at Camp Upton, was broken up into small detachments so that the men could be sent to the demobilization camp nearest their home, for discharge. As each detachment left, no matter how anxious one was to reach his family, it was difficult to say "goodbye" and give up friends that had been tried and found true during two years of war.

# HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of St. Louis Star.*

**IN THE CITY HALL PLAZA**

## HISTORY OF THE TWELFTH ENGINEERS

St. Louis had seen the Twelfth mobilized, had watched the Regiment develop and had followed with pride its activities and achievements throughout the entire war. It is quite natural then, that the City should want an opportunity to welcome its Engineers home in true St. Louis fashion. Some weeks prior to the Regiments' arrival in New York, a request was made to the War Department for permission to have the whole Regiment sent to St. Louis for a parade and reception before they were demobilized. This, it was found, could not be done, due to the War Department policy of sending detachments to the Demobilization Camps nearest the men's homes.



READY FOR THE PARADE

It was found possible, however, to route the largest detachment, containing men from Missouri, Kansas and eastern Illinois, some six hundred men and officers, through St. Louis on the way to Camp Funston. This was done and a stopover arranged to permit the parade and welcoming ceremonies to be carried out. This detachment left Camp Upton on the morning of May 11.

When the first train reached the outskirts of East St. Louis, about 8:00 P. M., on the 12th, every factory, steamboat and locomotive whistle on the East Side announced their arrival.

## HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of St. Louis Star.*

PRESENTATION OF REGIMENTAL COLORS BY THE WOMAN'S AUXILIARY, MAY 13, 1919

## HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of St. Louis Globe-Democrat.*

### MARCHING DOWN THE COURT OF HONOR

This was taken up on the St. Louis side, and the noisy welcome continued until both sections had drawn up in the yards near Union Station. Here they were officially welcomed by the Mayor's Committee, committees from the St. Louis Engineers' Club, and the St. Louis Railway Club, The Woman's Auxiliary of the Twelfth, and also the two former Commanders of the Regiment, Colonel Townsend and Colonel Willing. There were thousands on hand to greet the troops as they stepped off the cars.

At nine the following morning the Regiment was formed in the Red Cross enclosure just west of the Eighteenth Street Bridge and marched to the City Hall Plaza for the presentation ceremonies. When all units had gotten their positions and the crowd had been moved back, the Regiment came to attention and was presented with a stand of regimental colors by the Woman's Auxiliary of the Twelfth. The presentation address was delivered by Mrs. W. W. Burden, Chairman of the organi-



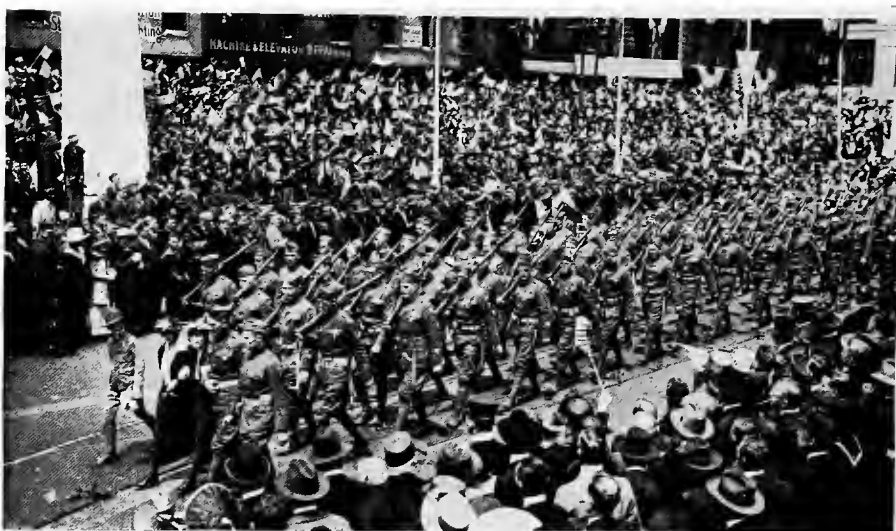
HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of Mr. Chapin.*

ON THE FRONT PAGE OF THE ST. LOUIS REPUBLIC, MAY 13, 1919

## HISTORY OF THE TWELFTH ENGINEERS



ST. LOUIS PARADE, COURT OF HONOR

zation, after the colors had been uncased by Mrs. John A. Laird. Colonel Laird received the colors and expressed to the ladies the Regiment's appreciation of the gift. At the completion of this ceremony every man and officer was presented with a bronze medal by the Engineers' Club and the Railway Club, in the name of the Citizens of St. Louis and in appreciation of the splendid record made by the command throughout the war. Mr. Barney W. Frauenthal of the Railway Club delivered the presentation speech.

A parade through the principal streets of the business section of the City followed the ceremonies at City Hall Plaza. All along the line of march, eager crowds had gathered to welcome the Engineers. Returning to 12th Street the command passed down through the flower strewn Court of Honor, where Colonel Laird accompanied by the two former commanders of the Twelfth, Colonel Townsend and Colonel Willing, reviewed the Regiment for the last time. This was indeed a triumphal return, and, with the London parade nearly two years previous, will ever live in the memory of those who participated.

After the parade the men and officers were the guests of the three allied St. Louis organizations at a dinner at the

## HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of St. Louis Star.*

A "CLOSE UP" IN THE COURT OF HONOR

## HISTORY OF THE TWELFTH ENGINEERS

Terminal Hotel, and the remainder of the afternoon was spent at "Happiness Hut" of the Railroad Y. M. C. A. Here also no effort was spared to give the Regiment the heartiest welcome a unit ever had.

It may be of interest, here, to record some of the statements and expressions of the St. Louis Press on the occasion of the Regiment's Welcome. The St. Louis Star included the following in its editorial columns, May 13:

"The 12th Regiment of Engineers, which St. Louis now welcomes home, was under German fire for a longer period than any other unit this city sent to France, and it was engaged under the most adverse conditions experienced by the Allies during the last two years of war. That its losses were moderate was due not to the absence of danger but to pure luck—the reverse of the luck which caused the 11th Engineers, working beside the St. Louis Regiment, to be slashed to pieces during the German onslaught of a year ago.

"To appreciate the character of the service rendered by the 12th, it should be understood that this regiment was one of the first American Detachments to reach France. It was the first American unit to parade formally in England, before the British King. It went directly into active service instead of going to a training camp, and participated in military operations for sixteen months prior to the Armistice. It went forward with the British at Cambrai, in the famous offensive of November, 1917, and it endured the agony of the terrible retreat toward Amiens in the following Spring. When the engineers were transferred to the American Sector in the Vosges Mountains last August, they went there as seasoned veterans of a year's standing. When they took part in the wiping out of the St. Mihiel salient, they found none of the thrills of novelty experienced by the majority of units engaged.

"The Engineers not only precede the infantry in an advance, if the character of the ground demands it, but some of them are the last to retreat. They look out for the roads ahead of their own retreating forces, and they follow the retreat to block the enemy's advance. That is why, at one time in the

HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of St. Louis Star.*

AFTER THE PARADE HAD PASSED

## HISTORY OF THE TWELFTH ENGINEERS

British retreat of March, 1918, a handful of engineers held the eight-mile gap before St. Quentin.

“Fighting heats men to a high and flaming courage, in which they perform miracles of valor. It renders them oblivious to danger. The engineer must display equal courage and keep cool. The engineer does not prove his courage when he picks up a rifle and fights. The act simply relieves him of the normal necessity of being equally brave while the enemy shoots at him and he can't shoot back. It requires more nerve to work doggedly, efficiently and coolly, when standing unarmed in sight of an armed enemy, than it does to exchange shots with that enemy.

“The 12th Engineers have established a record for service, for efficiency and for courage in which both they and the city of St. Louis may take enduring pride. St. Louis has for these returned heroes the same affectionate welcome which was accorded to the boys of the 128th Field Artillery and those of the 138th Infantry. They were a part of America's fighting forces in the great conflict. St. Louis honors them and hails them as victors.”

The St. Louis Republic of May 13, in speaking of the Cambrai Defensive, says:

“That day of shining glory for the Twelfth was followed by many days of indispensable work skillfully and bravely done. They served quite as importantly when they wove the defenses of wire, delved in the trenches, or built and operated railroads as when they faced the Bosches at arms length.

“Danger was with them always, and duty, too. They did their duty, and St. Louis welcomes the regiment home again with all the admiration, the pride and the gratitude that it has bestowed upon any of its returning heroes.”

The St. Louis Globe Democrat of May 12th in an editorial described the Regiment's personnel as “Mature men, well established in their professional work who made great sacrifices in answering the government's call for expert help.”

HISTORY OF THE TWELFTH ENGINEERS



*Underwood & Underwood.*

SERGEANT FRANK ROSKOSKI D. S. C. AND MASTER ENGINEER WM.  
D. NEWELL WITH THE COLORS

## HISTORY OF THE TWELFTH ENGINEERS

The St. Louis Post-Dispatch in its editorial columns says this:

“Not less warmly will St. Louis today greet the 12th Engineers than already it has received its own 138th Infantry and the 128th Artillery and smaller units in hospital or relief service. All of the returning St. Louis soldiers have won glorious records of consistent and conspicuous bravery under deadly fire, for intrepid soul in attack, for resolute and unflinching endurance under conditions of extraordinary hardship.

“The Twelfth Engineers were of the heroes obtaining unstinted laurels at Cambrai and on the Somme and are fully entitled to such a display of our feelings of gratitude and admiration as has been accorded by the people of this great city to them who arrived home sooner than they. All St. Louis thrills with pride in their distinguished valor and magnificent manhood.”

At the end of that never to be forgotten day the Regiment stood unanimous in its gratitude and appreciation of the magnificent reception and welcome that St. Louis and its people had extended.

On May 16th, 1919, the men and officers were mustered out at Camp Funston and as quickly returned to their various walks of life as they had, in the Spring of 1917, responded to their country's call. Those returning by way of Kansas City, were entertained there by the Woman's Auxiliary and the citizens of Kansas City.

Happy to get back once more to home and loved ones, each man and officer carried with him the satisfaction of a work well done and a pride in the importance of that work in the final victory of Justice and Democracy.

As stated in the War Department's history of American achievement, “The engineers of the United States Army worked and fought, planned and accomplished in France, a work which in magnitude exceeds any similar undertaking in American history. From Base Port to the front waves of an assault upon the enemy's position, the engineers have been constantly in action first to last.”



## HISTORY OF THE TWELFTH ENGINEERS



THE LAST LOOK AT FRANCE



MEETING FRIENDS, CITY HALL PLAZA

## HISTORY OF THE TWELFTH ENGINEERS

Among the first to arrive and the last to leave, and having served on the front from the desolate Somme to the beautiful Vosges, the Twelfth, by its courage, endurance and ability has won an honored place in the record of achievement of that great corps which fought and won under the motto: ESSAYONS.



MOONLIGHT ON THE ATLANTIC

## THE MEDICAL DEPARTMENT.

**A** HISTORY of the Twelfth Engineers would not be complete without mention of its Medical Department, to which it owes much. It has sometimes been said that it is a department "with which no unit is at peace, and without which no organization is complete."

The members of the Regiment early made the acquaintance of their medical detachment. Physical examinations of officers and men were rapidly completed and the vaccinations against small-pox, typhoid, and para-typhoid were given to the entire command. As vaccine in saline was the type then in use, three injections each were required for the latter two immunizations. These were completed aboard ship on the way to France. Sore arms became the order of the day, while the Regimental Infirmary was an aversion to the average enlisted man. But the results have overwhelmingly justified any temporary inconvenience or discomfort.

In France it soon became necessary to send Medical Officers and Hospital Corps men on detached service to care for portions of the Regiment at Quinconce and Tincourt. A month later the Quinconce camp moved to Fins, so the detachment was distributed in three camps during the strenuous days of preparation for the "Cambrai" offensive of November, 1917. Their work increased, for the unusually long hours and exceptionally heavy work, especially out of Fins, began to tell on the men's health.

At the first intimation of unusual activity in the area, the Medical and Dental officers offered to assist as far as possible the British Royal Army Medical Corps in the neighborhood. This assistance was promptly and courteously accepted, so that during the drive, officers and men of the detachment were

## HISTORY OF THE TWELFTH ENGINEERS

working side by side with the R. A. M. C. at the 5th and 55th Casualty Clearing Stations near Tincourt and at the Advanced Dressing Station of the 60th Field Ambulance in Gouzeaucourt.

Here, for the first time, they witnessed the marvelous efficiency and zeal that characterized this Corps of the British Army. Here, also, the Americans saw and could not but admire the sportsmanlike attitude of the R. A. M. C. toward the enemy wounded. The Hun, in spite of all his barbarous methods of warfare, received the same careful dressings and the same comforts of tea, biscuits and cigarettes that fell to the lot of each wounded Tommy. During one of the "rush periods" a British sergeant addressing an officer, was heard to say, "Sir, There's a 'Un outside, pretty badly done in; shall we take 'im next?" So, the Tommies waited a bit in order that the sufferings of a more grievously wounded "'Un" might be relieved first.

When the Hun made his counter attack on the 30th of November, 1917, the little camp infirmaries received, treated, and forwarded numbers of wounded Tommies. The train service at Fins organized relief trains as soon as they could proceed toward Gouzeaucourt, picking up and transporting scores of wounded British and Boche to Fins, where they were evacuated to the hospital. As a matter of fact, some thousands of wounded were carried by the Light Railways during these two Cambrai shows. They proved a wonderful help in evacuating the less urgent stretcher cases and the walking wounded. This not only greatly reduced the strain on the ambulance service, but helped relieve the road congestion and expedited the care of the wounded.

The Somme Defensive of March and April, 1918, tried the department to the utmost. Until the detachments were ordered from their camps, the medical personnel were busily occupied with stray wounded who came through the camps, as well as those men of the Twelfth who encountered H. E. or gas. During the retirement the treatment of the wounded assumed Herculean proportions—endeavoring with the limited means at their disposal to pick up and care for the men who were compelled to fall out during those forced marches and anxious days. Marching day and night on feet softened by months of railroad

## HISTORY OF THE TWELFTH ENGINEERS

work, and with but a single pair of shoes per man, was bound to cause untold discomfort and much temporary disability. During these times the Ford ambulances more than paid for themselves, carrying the lame and exhausted in relays from town to town.

It would be a neglect of privilege to fail to mention the unfailing courtesy and ready assistance given by the British Medical Authorities during the year the Regiment served with their forces. They took the sick and wounded of the Twelfth to their hospitals, furnished them with medical supplies, admitted members of the Regiment as students to their School of Sanitation, and at every turn showed a most cordial spirit of helpfulness and solicitous regard for the organization's comfort.

When the Twelfth became a part of the American First Army and located at Rattentout preparatory to the St. Mihiel Drive, the department found ample work, as the incoming American organizations were at first small and without medical personnel. The parish accordingly became quite extensive until after this drive.

While this is scarcely the place for "case reports," it may be of some general interest to record an instantaneous cure for "Flu" which was observed at Rattentout. Several members of a neighboring command were receiving treatment in a barge moored in the canal. One morning the patients were found still flat on their backs, listless and indifferent to the intermittent shelling of the adjoining fields and nearby villages. A moment later a shell landed alongside, directly in the canal, not only showering water and mud over the surrounding camp and territory, but making a collander of the barge itself. The patients were all struck by one idea, and decided simultaneously to go house hunting, immediately, if not sooner. In the language of the medical journals, it is realized that this series of cases is too small to allow one to advocate the use of High Explosives in this drastic fashion for the treatment of "Flu," but it is published for the purpose of adding a possible weapon to the armamentarium against this disease.

When the Twelfth took over the Light Railways of the Toul Sector, its Medical Department assumed direction of affairs medical among the attached organizations, acting upon

## HISTORY OF THE TWELFTH ENGINEERS

instructions from the Deputy Director of Light Railways, of this sector. This gave the Department a large field both as to territory and the number of men. Light Railway troops were scattered along miles upon miles of track in small groups of from two to two hundred men each. As there were but a dozen medical officers, it was manifestly impossible to distribute them so as to efficiently care for the troops, particularly as enough transportation was not available for their traveling about. At this juncture, the Chief Surgeon of the Second Army put forward the proposition of furnishing ambulances if the Medical Unit of the Twelfth would furnish officers who would make regular runs to hold sick call and evacuate patients from all "Army" troops in the Regiment area. By the cooperation of the commanders and medical officers of attached troops, it was possible to maintain this working arrangement even after official relationships with the Second Army had ceased.

Whether true or not, it is frequently said that the Regiment's First Commanding Officer had to choose between a Dental Surgeon and a Chaplain, and that he promptly took the former. However that may be, the Regiment and the Medical Department were fortunate in having the same dentist attached to them during the entire history of the organization. For some time after the arrival of the Regiment in France, it was impossible to secure a dental outfit, but arrangements were finally made with the British D. M. S. (Director of Medical Services) whereby the necessary equipment to care for regimental needs was secured. In addition to work in the Regiment, the Dental Department rendered service to units of the Third and Fourth British Armies. This arrangement proved mutually advantageous and agreeable to all concerned during the months of its operation.

After the dental equipment arrived from the States, a schedule was arranged for visiting the various detachments. Accordingly the operating quarters ranged from the modern palatial 8x8 foot corrugated iron office at Montigny Farm to a corner of a dugout at Fins. This little building on the side of

## HISTORY OF THE TWELFTH ENGINEERS

the hill at Montigny went through the German offensive and occupation of the Spring of 1918 almost unscathed. Some have been unkind enough to say that the reason therefor is the fact that the Hun was never known to willingly destroy a torture chamber.

The enlisted men of the Medical Detachment cannot be spoken of too highly; whether performing the routine of the quiet periods, or carrying on the wearing activity of the times of stress, they never failed to respond willingly and efficiently to whatever task was put upon them. During the marches their position was always at the rear of the column, where they were confronted not only with the inherent marching difficulties of this position, but were called upon to care for those who were compelled to fall out enroute. Nevertheless, the end of the days' journey always found them on the job and setting up some sort of infirmary to provide such medical care as might be needed.

This particular detachment contained an unusually large proportion of men well fitted to be commissioned or non-commissioned officers, but shared with other men and officers of the Medical Corps the disappointments of the slow and meager promotion program of that branch of the service.

Looking back over the "Reports of Sick and Wounded" for the Regiment, one finds a remarkable health record. Of the eight deaths in the Regiment only three resulted from disease. None of the latter were due to incidents of the service. Also there were very few really serious illnesses. Approximately 90% of the command was infected with Influenza during June and July, 1918, before it assumed its later virulence. This seemed to establish a certain degree of Immunization, for only a few men contracted this disease during the fall and winter following, when its ravages were most marked both at home and in France. Not one of these cases were lost.

This most gratifying state of affairs may be partially accounted for by the splendid physical condition of a body of men

## HISTORY OF THE TWELFTH ENGINEERS

a little more mature than the usual run of soldiers. It is undoubtedly largely due to the existence of a most cordial spirit of co-operation between the officers of Staff, Line, and Medical Department in this regiment, and to the ready acquiescence of the enlisted personnel to every sanitary measure proposed. One cannot speak too emphatically of the mutual regard existing between the two Corps, making the work of both so much more effective. But taking these items into consideration, there is a large element still unaccounted for from a human standpoint. For this we can only be devoutly and reverently thankful.



## WOMAN'S AUXILIARY OF THE TWELFTH.

AS THE Twelfth was among the first of the American Army units in the field abroad, so the Auxiliary of the Twelfth was among the first in the field of War Work in the United States. The Organization was conceived by a small group of St. Louisans, who had relatives in the Twelfth, at a luncheon held shortly after the Regiment sailed. On August 2nd, a temporary organization, with Mrs. Lewis W. Lacy as Chairman and Mrs. W. Wilson Burden as Secretary, was formed and a membership campaign begun. This established the Auxiliary of the Twelfth as the first organization of its kind in St. Louis.

The Kansas City unit, organized chiefly through the efforts of Mrs. J. D. Ritchie, met on August 1st, 1917, and elected Mrs. Paul McGeehan President and Mrs. T. J. Eman Secretary and Treasurer. Mrs. Eman's post was later taken by Mrs. Carrie T. Wilson.

The Tri-City Post which was organized by residents of Mounds, Cairo and Tri-City elected Mrs. S. Hadden as chairman. This unit, being near St. Louis, sent representatives to the St. Louis meetings, took an active part in all Auxiliary activities and contributed generously to all funds.

The idea of such an organization appealed at once to those interested in the Twelfth, and the membership grew very rapidly. Before Fall, units had been established in several towns throughout the state and the membership of the St. Louis unit included relatives from many states throughout the Middle West.

The Auxiliary made its first public appearance in taking charge of the ticket sale for six performances at the Columbia

## HISTORY OF THE TWELFTH ENGINEERS

Theatre. Here, for three afternoons and evenings, capacity audiences were thrilled by the motion pictures of that Historic London Parade led by the Twelfth. The speed of the film was so regulated that each Company walked at normal gait, and nearly every man in the column could be recognized. It could hardly have been more realistic if viewed from the curb in Piccadilly. Besides the advantage of being an unusual opportunity to see the men again, the proceeds derived made financially possible the Regimental Christmas boxes.

Realizing the length of time necessary for articles sent by mail to reach troops in the field, preparations were at once begun on these Christmas boxes. After much discussion and due consideration, it was voted to send to every man and officer in the Regiment a box of candy and a pair of bed-socks, the latter prompted by reports from France of severe cold and "inconceivably short blankets." The Kansas City unit substituted sleeping caps for bed-socks in their boxes. The story goes that the makers of bed-socks were jokingly accused of suspecting their men of "getting cold feet." This was met by a statement from the St. Louisans that they preferred their men remain "cool-headed." And so it went.

Making more than a thousand pairs of bed-socks required a "world of material" and plenty of good hard work; but judging from the glowing reports of their utility and comfort after they had "joined the A. E. F.", all effort expended in their manufacture was well worth while. The making gave the workers something of an idea of what a problem it was to clothe an army. Yes, the Quartermaster undoubtedly had troubles of his own.

The travels of that Christmas Candy were almost as extensive as those of the lost Doughboy trying to find his "unit." It was shipped in October, delayed for military reasons in New York, survived the explosion and fire in Halifax Harbor and finally reached the Regiment after the memorable Somme Defensive of March, 1918. Just a bit late but doubly appreciated for it couldn't have been planned to arrive at a more opportune time.

In view of the rapid growth and extended activities of the Auxiliary, it was felt advisable to effect a more formal organiza-

## HISTORY OF THE TWELFTH ENGINEERS

tion. Accordingly, a committee was appointed to consider this expansion and to prepare by-laws. With the adoption of the report of this committee in November, 1917, the following permanent officers were elected:—

Chairman,	Mrs. Nelson Cunliff
Vice-Chairman,	Mrs. Lewis W. Lacy
Vice-Chairman,	Mrs. John A. Laird
Recording Secretary,	Mrs. W. Wilson Burden
Corresponding Secretary,	Mrs. W. E. Rolfe
Treasurer,	Mrs. H. F. McFarland

The members of the Organization were grouped with respect to the company in which their relatives in the Regiment served, each company group having its own chairman. The new by-laws required the election of each company chairman by the company group and from its own membership. Accordingly, the following company chairmen were elected:—

Headquarters,	Mrs. Frank G. Jonah
Medical,	Mrs. Fullerton W. Shyrock
Company "A",	Mrs. Hugo A. Frielingsdorf
Company "B",	Mrs. C. M. Skinner
Company "C",	Mrs. Tom. Meston
Company "D",	Mrs. Paul McGeehan
Company "E",	Mrs. James Barry
Company "F",	Mrs. F. T. Kennedy

The objects of the Organization, as set forth in the by-laws, were to promote and hold the interest of its members in the Twelfth, to supply additional comforts to the men in the field and to lend any required assistance at home to the families of men in the Regiment.

It is felt that the Organization fully accomplished its mission on the other side of the water, while at home it proved the salvation of those who anxiously watched the progress of events in France. A bond of fellowship grown out of this mutual anxiety seemed to make the waiting more endurable. Any bit of news contained in over-seas mail was reported in the meetings of the Organization. These gatherings, especially during the trying days of November, 1917, and March 1918, did much to supply the strength and hope on which those at home lived.

## HISTORY OF THE TWELFTH ENGINEERS

The Auxiliary gained an early prominence and was recognized as a substantial force in War Work. It was called upon to assist other similar auxiliary organizations through their formative period and all National patriotic movements, such as Red Cross or Y. M. C. A. drives, Liberty Loan sales, Thrift Stamp campaigns and like enterprises, received its hearty cooperation and enthusiastic support. Subscriptions were made to the Soldiers', Sailors' and Marines' Club, the "Tobacco Fund," and a substantial amount was turned over to the Railroad Y. M. C. A. to assist soldiers stranded at Union Station.

During the Spring and Summer of 1918 a great deal of time was devoted to the making of knitted garments to be sent to the men of the Regiment. The National Government, in guarding against the duplication of effort and in conserving the Nation's wool supply, appointed several supervisors to direct the work of civilian organizations along these lines. This work for the Twelfth came under the direction of Mrs. Black, Washington, D. C., who controlled the output of supplementary garments for use by units of the U. S. Engineer Corps. Many schemes to increase the Auxiliary's "Wool Fund" were evolved by the several company groups; but the most successful was the Rummage Sale held in the Fall of 1918, in which all the groups were represented.

Besides the transaction of business, the monthly meetings of the Auxiliary included many interesting addresses by men and women who had seen active service with the Army. Special meetings also were called from time to time in commemoration of important events in the Regiment's history.

The anniversary of the establishment of Camp Gaillard was celebrated by a garden party at the home of Mrs. C. M. Skinner in Webster Groves. Mrs. L. W. Lacy and Mrs. C. M. Skinner were hostesses. Mrs. Lacy, presiding, recalled the many happy associations of the period at Camp Gaillard prior to the Regiments' departure. Mr. E. R. Kinsey paid a high tribute to the Twelfth from the point of view of the Engineering Profession and referred to the Regiments' fine record of achievement "Over There." Mrs. W. W. Burden sketched, briefly, the work of the Auxiliary during its first year of activity and also expressed its aims and ambitions for the coming year. Music

## HISTORY OF THE TWELFTH ENGINEERS

by the High School Mandolin and Chaminade Clubs of Webster Groves completed the evening's program.

On July 26, 1918, in celebration of the departure of the Regiment, the Auxiliary and friends of the Twelfth were the guests of Mrs. John A. Laird, Mrs. Frank G. Jonah, Mrs. Charles Cunliff, Mrs. A. W. Galbreath and Mrs. W. Wilson Burden, at the Wednesday Club. Mr. Baxter Brown, Vice-President of the Engineers' Club of St. Louis, introduced Mayor Kiel who expressed his own interest in the Twelfth and voiced the pride St. Louis took in its Engineers. Charles M. Hay, a prominent St. Louis attorney and a well known patriotic speaker, addressed the meeting on "Our Duty Over Here." The Jefferson Barracks Band assisted with martial music.

A special meeting, followed by a reception, was held September 17, 1918, in honor of Colonel Wildurr Willing and Captain H. V. Pittman, who had just returned from duty with the Twelfth in France. Colonel John A. Ockerson, an engineer of international reputation, with Colonel Willing and Captain Pittman, were the speakers of the evening. Both officers from the Twelfth told of their experiences while with the Regiment. Mrs. Alice W. Conant completed the programme by singing the Marseillaise and the Star Spangled Banner.

Next, in the sequence of events, came the Rummage Sale. As a business enterprise, the Rummage Sale was well planned and ably carried out. Mrs. F. T. Kennedy, Chairman of the committee in charge of the sale, appointed several collectors, each covering a given district of the city. The articles collected were delivered to the store, 1111 Franklin Ave., sorted, classified and priced. It is understood that those working with the millinery won quite a reputation for their ability in "Reclamation Work." At last all the preliminary work was finished, and on the morning of October 3rd, the "Department Store" opened for business. The six departments, namely, Millinery, Children's Wear, Woman's Apparel, Boys' Clothing, Men's Furnishings and Household Goods, were all well stocked and cleverly handled. Although the object of the sale was to substantially increase the "Wool Fund," there was no attempt at profiteering. The low prices attracted a host of customers, and the stock went like Salvation Army doughnuts.

## HISTORY OF THE TWELFTH ENGINEERS

The class of customers drawn by such a venture were naturally very interesting to those on duty. A band of gypsies nearly exhausted the stock of high-heeled shoes; and according to a statement by the police, there were among the customers many noted characters in Criminal Court circles.

The sale closed with a clear profit of \$386.00. Two automobile loads of clothing which remained unsold were donated



SALES FORCE, AUXILIARY'S RUMMAGE SALE

to the Belgian Relief Society; several hundred pounds of paper sent to the Anti-tuberculosis Society; and a magic lantern and set of boxing gloves given to the War Camp Community Service.

With the profits of the sale on hand, it was estimated that the Auxiliary had the where-with-all to see the Twelfth through several more hard campaigns. It was then that the world heard the great news, on November 11th, which marked the end

## HISTORY OF THE TWELFTH ENGINEERS

of the last campaign. The whole United States was thrown into a frenzy of excitement and jubilation. Everything was forgotten in the celebration except the fact that the War was over and the men were coming home. In spite of the noisy crowds that thronged the downtown streets, the Auxiliary members made their way to the "Little White House" to meet friends and celebrate together. Many had dinner in the downtown hotels and later gathered at the home of Mrs. Chas. Cunliff to complete the evening. November 11, 1918, will ever live as one of the Auxiliary's greatest experiences.

The annual business meeting and election of officers was held November 21, at the Jefferson Hotel. The following officers were elected for the ensuing year:—

Chairman,	Mrs. W. Wilson Burden
Vice-Chairman,	Mrs. John A. Laird,
Vice-Chairman,	Mrs. Hugo A. Frielingsdorf
Corresponding Secretary,	Mrs. E. W. Dolch
Recording Secretary,	Mrs. C. Sidney Johnson
Treasurer,	Mrs. Baxter L. Brown,
Company Chairmen elected during November were:—	
Headquarters,	Mrs. Frank G. Jonah
Medical,	Mrs. Theodore Brookes
Company "A",	Mrs. Hugo A. Frielingsdorf
Company "B",	Mrs. C. M. Skinner
Company "C",	Mrs. Emma Miller (Succeeded by Mrs. A. Brockmeyer)
Company "D",	Mrs. Paul McGeehan
Company "E",	Mrs. James Barry
Company "F",	Mrs. F. T. Kennedy

Since a Government order prohibited the sending of boxes to members of the A. E. F. without special requests, and Christmas boxes were out of the question, the Auxiliary decided to adopt a French orphan through the Stars & Stripes, in the name of the Twelfth Engineers, as its Christmas gift to the Regiment. The Auxiliary then sent a Christmas cable to the Regiment informing them of the gift.

The Kansas City Organization sent a check for \$300.00 to the Regiment. This money was used in the purchase of band instruments. During the period of the War, a total of \$800.00

## HISTORY OF THE TWELFTH ENGINEERS

was raised in Kansas City through the Organization there, from dues, special subscriptions and the proceeds of a benefit motion picture show. The entire amount was used in providing cheer and comfort for the men abroad.

At the time of the Armistice the St. Louis Organization had on hand a considerable store of knitted goods prepared for the men which, owing to postal restrictions, it was impossible to send. Fortunately, about the same time, a request for this type of garment was made by U. S. General Hospital No. 35, at West Baden, Indiana. Wounded men from overseas had been sent there in great numbers and the need was acute. The entire stock of these garments were sent at once and were given to the men Christmas morning. A very nice letter of acknowledgment was received from the Hospital Superintendent expressing the appreciation of both the hospital staff and the patients for the Auxiliary's generous gift.

The influenza epidemic prevented some of the regular meetings of the Auxiliary. By this time, besides the regular meetings on the second Thursday of each month, the Auxiliary was holding evening meetings to accommodate those interested but unable to attend day meetings. This gave a splendid opportunity to hear prominent men who had returned.

In January, Colonel Curtis McD. Townsend, who was relieved from duty with the American Expeditionary Forces, returned to the United States and St. Louis. On the evening of January 14, he was the guest of the Auxiliary at a special meeting in the Auditorium of Soldan High School. In his address, he told many interesting details that were new to all, especially of the formation of the Regiment.

A very interesting musical programme was given by the St. Louis Quartet which had just returned from abroad where it had spent six months under the auspices of the Y. M. C. A. Wallace Neidringhaus, its director, told briefly of their visit with the Twelfth.

Another address was given by Dr. E. Combie Smith, pastor of the Maple M. E. Church, who had also spent six months with the A. E. F. as a representative of the Y. M. C. A. Dr. Smith visited Headquarters and the First Battalion of the Twelfth in their Quarry Camp at Rattentout.



# HISTORY OF THE TWELFTH ENGINEERS

WAR DEPARTMENT  
 1919.  
 12<sup>TH</sup> ENGINEERS L.R. U.S. ARMY.  
 1919.

## February.

Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.
THE LAST LOG JAMES, JUDGE, BEARD	FINALLY FINISHED	SHIELD LIFT	IMPROVISE SHIELD	FINI WORK		
2	3	4	5	6		
2 SQUADS WEST	DO NOT WASTE THE WASTE		INSPECTION			
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
	NEW YORK					
						ST. LOOORE

"LEST WE FORGET"

AS IT MIGHT HAVE BEEN

## HISTORY OF THE TWELFTH ENGINEERS

By this time, that famous "February Calendar" had arrived and, sad but true, was taken literally. In anticipation of the Regiment's return a committee of five, with Mrs. John A. Laird as Chairman, had been appointed in November to formulate plans for the "Home-Coming" of the Twelfth. In January, the Chairman of the Auxiliary, Mrs. W. Wilson Burden, invited the Railway and Engineers' Club to co-operate with the Woman's Auxiliary in formulating these plans. They accepted, and a committee from each was appointed as follows:—

Engineers' Club—	Jacob Von Maur Ed. Smith Joseph W. Peters
Railway Club—	R. E. Einstein H. F. Pfeifer E. A. Hadley T. K. Knight A. H. Hanlan
Woman's Auxiliary—	Mrs. John A. Laird Mrs. Frank G. Jonah Mrs. Tom Meston Mrs. Chas. Cunliff Mrs. C. M. Skinner

Ex-Officio—Barney Frauenthal, Railway Club.  
Mrs. W. Wilson Burden, Woman's Auxiliary.

This joint committee elected Jacob Von Maur as Chairman and appointed an Executive Committee as follows:—

Jacob Von Maur	Mrs. John A. Laird
Barney Frauenthal	Mrs. Chas. Cunliff
Ed Smith	Mrs. W. Wilson Burden

A special meeting, February 15th, at the Second Presbyterian Church, was to celebrate the embarkation of the Regiment for the United States. The humor of these arrangements is better appreciated now than it was then. With the keen anticipation of seeing the men, any delay in their arrival seemed a serious matter for all parties concerned. As it developed, February 15th was a bit previous for a celebration of this kind; but the evening was a great success at any rate. Mr. Von Maur sketched prospective plans for the Home-Coming, and

HISTORY OF THE TWELFTH ENGINEERS



*Underwood & Underwood.*

ABOARD THE "URSULA"

## HISTORY OF THE TWELFTH ENGINEERS

Lieutenant Colonel Frank G. Jonah, who had just arrived from overseas, made a very interesting talk on the French people and their country.

The out-of-town correspondence was heavy during the Spring of 1919, and the company Chairmen and Corresponding Secretary were very busy. Members all wanted to have a share in the Home-Coming. The Corresponding Secretary was in communication with at least twenty-five publications in towns throughout this district so news of the movements of the Regiment could be spread quickly when the time came.

In March, Mrs. Frank DeGarmo, who has charge of the official records for the Missouri Historical Society of all men in Service, addressed the Auxiliary. Questionnaires were placed in the hands of every company Chairman for Missouri men in her company. The Auxiliary is very anxious that the name of every member of the Twelfth Engineers shall appear in this State Record. If any member has been over-looked, or failed to send in such a record, he is requested to communicate at once with the State Historical Society or the State Adjutant General.

When the Mayor appointed an official Welcome Home Committee, with Edward Hidden as Chairman, Mr. Von Maur, as Chairman of the Joint Committee of the Railway Club, Engineers' Club and the Auxiliary, was asked to represent, on the Mayor's Committee, the interests of the Twelfth Engineers. After this, the joint Committee worked in co-operation with the Mayor's Committee.

The Regiment will never know how hard the Committee worked to get it to St. Louis as a complete unit. Not a stone was left unturned. To this end, the Chairman of the Auxiliary went to Jefferson City for conference with Adjutant General Clark and later had a conference with Adjutant General Harris in St. Louis. The joint Committee also was in constant communication with officials in Washington. If impractical to have the entire Regiment, the Committee was anxious to have as large a part of it as possible and was fully resolved that if but one man came, he would get the same hearty, hilarious welcome; as had been planned for the entire Regiment.

## HISTORY OF THE TWELFTH ENGINEERS



*Underwood & Underwood.*  
HARBOR BOAT URSULA OF THE STANDARD SHIPBUILDING CORPORATION, IN NEW YORK HARBOR APRIL 27, 1919 CARRYING WELCOME COMMITTEES OF ST. LOUIS WOMAN'S AUXILIARY, ST. LOUIS ENGINEERS' CLUB AND ST. LOUIS RAILWAY CLUB

## HISTORY OF THE TWELFTH ENGINEERS

After the Court of Honor along Twelfth Street was planned and work started, a registration booth was established at 715 Locust St., where relatives of men of all returning units registered for seats in the Reviewing Stand. This booth proved a hall of information as well as registration. Each unit's Auxiliary maintained a complete force here daily to handle its own registration. Mrs. F. W. Green was given charge of registration for the Twelfth Auxiliary, and a captain for each day was appointed to assist her.

At a special meeting of the Auxiliary called on April 22nd, Mrs. Laird was elected to represent the Auxiliary on the Reception Committee which left for New York the following Thursday to welcome the Twelfth at Port.

The Chairman announced plans completed for a Jubilee Meeting Monday, April 28th, at eight o'clock at Soldan High. This was held according to schedule. Mrs. Frielingsdorf, Vice-Chairman, presided in the absence of the Chairman, Mrs. Burden, and first Vice-Chairman, Mrs. Laird, who were in New York. Mrs. Frielingsdorf read the telegram received from the reception committee in New York announcing the arrival of the Twelfth and telling of the tremendous welcome accorded them, the biggest ever given in the Harbor, according to the New York papers. She then introduced Barney Frauenthal who told of the latest plans for the St. Louis celebration, and gave the necessary instructions to Auxiliary members.

The Auxiliary was doubly fortunate in its speakers for the evening. Colonel Albert T. Perkins, Director of Light Railways of the A. E. F., although never officially attached to the Twelfth, is considered, to quote his own words, "an honorary member of the Regiment." Lieutenant Douglas Lacy told, in happy vein, of many of the humorous incidents during his service with the Regiment.

The final speaker was none other than the Twelfth's own Lieutenant Colonel F. W. Green who made such a splendid record as General Superintendent, A. T. S. at Brest and St. Nazaire. Mr. G. Rabe very ably and impressively recited a poem, entitled "The Modern Version of the Star Spangled Banner", which he wrote at the age of ninety-seven.

## HISTORY OF THE TWELFTH ENGINEERS



*Underwood & Underwood.*

FORWARD DECK OF THE CAPE MAY IN NEW YORK HARBOR

## HISTORY OF THE TWELFTH ENGINEERS

The Reception Committee members returned from New York fully convinced of their indebtedness to John Hunter for his assistance in the welcome given the Twelfth in New York Harbor. The Committee included Mr. E. R. Kinsey, representing the City; Lieutenant Colonel Frank G. Jonah, the Railway Club; Mrs. John A. Laird and Mrs. W. Wilson Burden, the Woman's Auxiliary; and John Hunter, a former resident of St. Louis, represented the Engineers' Club. John Hunter's position as Chief Naval Engineer of the Standard Ship Yards, made it possible for him to obtain, through the president of the corporation, the ship on which the committee went out to meet the "Cape May." The good ship "Ursula," gaily bedecked with flags, the Missouri State banner, huge signs of "Welcome," and armed with a band, steamed from Battery Park to the Narrows and accompanied the "Cape May" back to the government pier. Only the members of the Regiment can make one fully realize what the appearance of that little ship in New York Harbor meant that day. Hardened by months of campaigning and army life, the men were inclined to let matters take their own course without any feeling of emotion; but as one man later said, "The sight of the Ursula brought a lump into my throat that made me realize that I was still human." The cheers that went up from the decks of the "Cape May" were evidence enough of the Regiment's appreciation of the Committee's efforts.

After the Committee's return final plans were rushed to completion. Penants bearing the name and battle record of the Regiment were ordered and their distribution was handled by Mrs. F. C. Buckley. An information booth was opened in the midway of Union Station. Mrs. W. F. Burden with a corps of assistants remained on duty here until the very night the trains carrying the Twelfth had arrived in the yards outside. The Committee worked untiringly. Conflicting information, with corresponding changes in plans, made it very difficult to complete details, and it was not until two o'clock of the day the Twelfth arrived that the final programme was fixed.

But the Twelfth had some staunch friends in St. Louis, and to them nothing was impossible. Mr. Pfeifer, Chief Engineer of the Terminal, ordered all locomotive whistles to "salute"



# HISTORY OF THE TWELFTH ENGINEERS



*Courtesy of St. Louis Star.*

**BEING DECORATED**

HISTORY OF THE TWELFTH ENGINEERS



MEDAL PRESENTED BY ST. LOUIS ENGINEERS' CLUB AND ST. LOUIS  
RAILWAY CLUB

HISTORY OF THE TWELFTH ENGINEERS



REVERSE

## HISTORY OF THE TWELFTH ENGINEERS

when the trains left the "Willows" on the East Side. This only began the tremendous ovation that night. The Mayor and his Welcome Committee found it difficult indeed to reach the car of the Staff Officers through the enthusiastic crowd that packed the enclosure where the trains were spotted.

The record of events of that memorable day, the Twelfth were the guests of St. Louis, being a part of the chronicle of the Regiment's own activities, has already been amply covered in a previous chapter. The sentiments of the Auxiliary on this occasion are very ably and fully expressed by Mr. C. B. Galbreath in the following poem:

### WELCOME TO TWELFTH REGIMENT OF ENGINEERS

St. Louis, Mo.

When the Republic took the gage  
Of war to save the world aflame,  
Swift as the flash that called to arms  
Your eager answer came.

Your camp, moored at the Chain of Rocks  
On yon historic river's shore,  
You left ere summer waned and soon  
Were ocean-bound for war.

So far you sped your words came back  
Like echoes from enchanted land,  
And you in knightly quest had grown  
To something new and grand.

We heard the news from far Cambrai,  
Where guns were grasped as shovels fell,  
From Picardy, where your thin line  
Held through the battle hell.

First honors for the soldier sons  
Who fell where Fame her signet sets,  
And cheers for you who bore the flag  
From London Town to Metz.

To you our hearts, and through the years  
A nation's gratitude and love,  
While Liberty holds high her torch  
And heaven bends above.

—C. B. Galbreath.

## HISTORY OF THE TWELFTH ENGINEERS

It was in every respect a red-letter day. The long period of anxious waiting was ended and the men had received the grandest welcome that it was possible to achieve. Those whose privilege it was to contribute to the day's success were more than gratified with the result.

The financial obligations for the Home-Coming celebration were met by the three organizations most actively interested—the Railway Club, the Engineers' Club and the Auxiliary, with funds raised chiefly by individual subscriptions. The Auxiliary alone raised \$1000.00 for this purpose.

The Kansas City organization, while not able to greet the Regiment on its way to Camp Funston, gave the men a royal welcome on their return. A dinner and reception at Convention Hall was given the men by the Auxiliary at that time.

At the June meeting of the Auxiliary it was resolved to disband for the Summer months and to meet again in the Fall at the call of the Chairman. Colonel Laird at this meeting expressed his and the Regiment's appreciation of the Auxiliary's work. It is hoped that an organization, which has been such an important factor in the lives of its members during the trying days of the War and in which so many close friendships have grown up, may continue to exist even though the War is over. The problems of Peace require the same energy and initiative that was found necessary to solve those of the war, and it is felt that the Auxiliary is equal to any task. May the great work accomplished by the Auxiliary be continued.

OFFICERS OF THE TWELFTH  
RETURNING TO THE UNITED STATES WITH THE REGIMENT.

LAIRD, JOHN A.	COLONEL	Comdn'g Officer	4468 McPherson Ave., St. Louis, Mo.
BURDEN, WILLIAM W.	MAJOR	2nd Bat.	1236 Goodfellow Ave., St. Louis, Mo.
SKELLY, JAMES W.	MAJOR	1st Bat.	4231 Russell Ave., St. Louis, Mo.
ALBAUGH, ROY B.	CAPTAIN	Reg. Hdq.	Stamps, Ark.
BROOKES, THEODORE P.	CAPTAIN	Med. Det.	1650 S. Grand Ave., St. Louis, Mo.
BROOKING, JOSEPH H.	CAPTAIN	Co. "B"	La Belle, Mo.
BROWN, CLARENCE C.	CAPTAIN	2nd Bat.	5833 Enright Ave. St. Louis, Mo.
COFFEE, HENRY D.	CAPTAIN	Med. Det.	Auburn, Georgia.
DOWNES, HENRY H.	CAPTAIN	Co. "C."	1214 Chemical Bldg. St. Louis, Mo.
GALBREATH, ALBERT W.	CAPTAIN	Co. "D."	6102 Washington Ave., St. Louis, Mo.
JOHNSON, CHARLES S.	CAPTAIN	Reg. Hdq.	1111 Louisville Ave., St. Louis, Mo.
MAC DONALD, GERALD	CAPTAIN	1st Bat.	Forest Hills, New York City, N.Y.
McFARLAND, HARRY F. JR.	CAPTAIN	Co. "F."	Ranger, Tex.
McGEEHAN, PAUL	CAPTAIN	1st Bat.	4323 Charlotte St., Kansas City, Mo.
MESTON, ROBERT S.	CAPTAIN	Co. "E."	501 Clara Ave., St. Louis, Mo.
MURDOCK, REGINALD S.	CAPTAIN	Med. Det.	6115 McPherson Ave., St. Louis, Mo.
STANLEY, CHARLES L.	CAPTAIN	Reg. Hdq.	1415 Linden St., Oakland, California.
VAN SICKLER, COURTLAND B.	CAPTAIN	Reg. Hdq.	5916 Enright Ave., St. Louis, Mo.
ADAMS, HOWELL E.	1ST. LIEUT.	Co. "F."	1603 Broadway, Nashville, Tenn.
ANDERSON, BILLY L.	1ST. LIEUT.	Co. "C."	R. F. D. No. 1, Galax, Virginia.
CALLAHAN, JOHN J.	1ST. LIEUT.	Co. "A."	5869 Enright Ave., St. Louis, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

CROW, H. L.	1ST LIEUT.	Med. Det.	
CHURCHILL, ROBERT C.	1ST LIEUT.	Co. "F."	613 Nelson St., Roanoke, Virginia.
CUNLIFF, BEN L.	1ST LIEUT.	2nd Bat.	15 Windemere Place, St. Louis, Mo.
ERVIN, JAMES T.	1ST LIEUT.	Co. "D."	Pittsfield, Illinois.
FISKE, MYRON S.	1ST LIEUT.	Co. "C."	Huntington, Mass.
HOBSON, HAROLD A.	1ST LIEUT.	1st Bat.	1721 Prospect Ave., Cleveland, Ohio.
ISRAEL, HENRY A.	1ST LIEUT.	Co. "B."	4138 Cleveland Ave., St. Louis, Mo.
KINNEY, CLINTON H.	1ST LIEUT.	1st Bat.	Willard, Ohio.
LOWRY, ROBERT E.	1ST LIEUT.	Co. "B."	902 Buchanan St., Amarillo, Texas.
PERKINS, LINDLEY M.	1ST LIEUT.	Co. "A."	1013 Short St., Galena, Kans.
REYBURN, PAUL D.	1ST LIEUT.	Co. "D."	633 Beach St., Pine Bluff, Ark.
SEXTON, LAURENCE R.	1ST LIEUT.	Co. "A."	Richlands, Virginia.
TAYLOR, OTIS M.	1ST LIEUT.	2ND BAT.	803 Masten St., Dallas, Texas.
WHITSEL, SAMUEL R.	1ST LIEUT.	Co. "F."	Kingston, Ohio.
ALDERSON, WILLIS A.	2ND LIEUT.	Co. "B."	1746 N. 23rd St., E. St. Louis, Ill.
BLAKEMORE, WILLIAM A.	2ND LIEUT.	Co. "D."	Prairie Grove, Ark.
BOULES, STEPHEN J.	2ND LIEUT.	Co. "E."	1809 Vincennes Ave., Washington, Ind.
CALLAHAN, EUGENE S.	2ND LIEUT.	Co. "F."	1424 Center St., Little Rock, Ark.
DOLCH, BRUCE E.	2ND LIEUT.	Co. "B."	6050 Westminster Pl., St. Louis, Mo.
EGGLESTON, CLIFF R.	2ND LIEUT.	Co. "A."	401 W. Munson St., Denison, Tex.
HABERTHIER, JOSEPH J.	2ND LIEUT.	Co. "E."	534 Ohio St., Wichita, Kans.
LIEBER, CHARLES A.	2ND LIEUT.	Co. "C."	3868 Russell Ave., St. Louis, Mo.

### OFFICERS OF THE TWELFTH WHO LEFT THE UNITED STATES WITH THE REGIMENT AND WERE DETACHED IN FRANCE.

ADAMS, HERBERT H.	COLONEL	Reg. Hdq.	Kansas City, Mo.
BOWEN, ALBERT S.	COLONEL	Med. Dept.	Medical Corps, U. S. Army.
HALL, CHARLES L.	COLONEL	Reg. Hdq.	Corps of Engineers, U. S. Army.
TOWNSEND, CURTIS MCD.	COLONEL	Comdn'g Officer	Corps of Engineers, U. S. Army, 428 Customhouse, St. Louis, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

FOSTER, FRED E.	LIEUT. COL.	Reg. Hdq.	Paseo Radondo, Tucson, Ariz.
GREEN, FREDERICK W.	LIEUT. COL.	Co. "A."	5139 Vernon Ave., St. Louis, Mo.
JONAH, FRANK G.	LIEUT. COL.	1st Bat.	5401 Vernon Ave., St. Louis, Mo.
CROSSEN, HENRY S.	MAJOR	Med. Det.	Metropolitan Bldg., St. Louis, Mo.
KENNEDY, FREDERICK T.	MAJOR	Co. "F."	6248 Waterman Ave., St. Louis, Mo.
PHILLIPS, HARRY S.	MAJOR	Co. "A."	1108 Cannon Ave., Fort Worth, Texas.
PITTMAN, HARRISON V.	MAJOR	Co. "E."	Corps of Engineers, U. S. Army.
CARR, WILLIAM A.	CAPTAIN	Co. "E."	Carterville, Illinois.
DUNAWAY, ARTHUR W.	CAPTAIN	Reg. Hdq.	c/o Frisco Railway, St. Louis, Mo.
ETHERIDGE, WILLIAM S.	CAPTAIN	2nd Bat.	
JENNINGS, HENRY L.	CAPTAIN	Co. "F."	c/o G. P. Lindeman, Dupo, Ill.
MILLARD, WILLIAM J.	CAPTAIN	Co. "C."	709 N. Vrain St., El Paso, Texas.
NASH, FRANKLYN D.	CAPTAIN	Co. "C."	Harrison, Arkansas.
QUEAL, RALPH W.	CAPTAIN	Co. "A."	4219 Paseo, Kansas City, Mo.
RAGLAND, RICHARD E.	CAPTAIN	Co. "E."	Livingston, Montana.
SMITH, SCHUYLER M.	CAPTAIN	Co. "C."	1467 Ry. Ex. Bldg., St. Louis, Mo.
CAINE, GEORGE A.	CAPTAIN	Co. "C."	3559 Lindell Ave., St. Louis, Mo.
BURKS, IRWIN E.	1ST LIEUT.	Co. "C."	630 Cherry St., Springfield, Mo.
SUTTER, CHARLES R.	1ST LIEUT.	Co. "D."	2033 Ry. Ex. Bldg., St. Louis, Mo.
D'AUTREMONT, FRANK J.	2ND LIEUT.	Co. "E."	Monticello, Iowa.

### OFFICERS OF THE TWELFTH

WHO JOINED THE REGIMENT IN FRANCE AND WERE RELIEVED  
BEFORE THE REGIMENT'S RETURN TO THE UNITED STATES.

WILLING, WILDURR	COLONEL	Comdn'g Officer	Corps of Engineers, U. S. Army, 428 Customhouse, St. Louis, Mo.
STEVENSON, W. T.	MAJOR	Co. "E."	
BROOKES, J. T. L.	CAPTAIN	Co. "D."	Sapulpa, Oklahoma.
GORMAN, CHARLES F.	CHAPLAIN	Reg. Hdq.	241 N. Farson St., Philadelphia. Pa.
SCHULER, FLOYD G.	1ST LIEUT.	Med. Det.	101 Fourth Ave., Warren, Pa.



## HISTORY OF THE TWELFTH ENGINEERS

### ROSTER OF ENLISTED MEN OF TWELFTH ENGINEERS (L. R.)

Names in heavy type were members of the original organization.

Those shown in light type are replacements.

\* Denotes wounded.

† Denotes died or killed.

‡ Denotes won officers commission in France.

<b>Abbott, Ernest, Priv. 1st Cl.</b>	E	402 Stein St., St. Louis, Mo.
Ackerman, Frank O.	B	105 Dorcy St., Hammond, Ind.
Adair, William H.	A	RFD #2, Box 110, Scranton, Ark.
<b>Adams, George H.</b>	F	3730 Downing Ave., Denver, Colo.
† <b>Adams, Howell E., Serg.</b>	F	1603 Broadway, Nashville, Tenn.
<b>Ahearn, Barth J.</b>	E	737 N. 9th St., E. St. Louis, Ill.
<b>Ainscoe, Charles B.</b>	B	c/o I. & G. N. R. R., Palestine, Tex.
Ainsmith, Fred C., Corp.	D	12 Florence St., Cambridge, Mass.
<b>Akers, George S., Priv. 1st Cl.</b>	E	207 3rd St., Booneville, Mo.
<b>Akey, Robert A., Wag.</b>	E	253 S. Orange St., Cameron, Mo.
<b>Allbaugh, Leo M.</b>	E	1817 LaBelle St., St. Louis, Mo.
<b>Albus, Edward J., Priv. 1st Cl.</b>	E	4417 N. 14th St., St. Louis, Mo.
<b>Alcorn, William, Battn. Sup. Serg.</b>	Hq.	219 S. 4th St., E. St. Louis, Ill.
† <b>Alderson, Willis A. M. E.</b>	B	1746 N. 23d St., E. St. Louis, Ill.
<b>Aldridge, Victor S.</b>	Med.	Port Royal, Ky.
Allen, Frank	B	2011 N. 17th St., E. St. Louis, Ill.
<b>Allen, Perry S., Serg.</b>	B	713 N. Main St., Brookfield, Mo.
Allen, Robert	C	
<b>Allison, Benjamin S.</b>	C	2220 Browder St., Dallas, Tex.
<b>Almstedt, Charles J., Serg.</b>	E	4037 St. Louis Ave., St. Louis, Mo.
<b>Alvis, Morton, Corp.</b>	B	Rienzi, Miss.
<b>Amend, Francis J., Corp.</b>	E	4215 Maryland Ave., St. Louis, Mo.
<b>Ament, Fred, Priv. 1st Cl.</b>	B	1204 Rowan St., Louisville, Ky.
Ames, Herman E.	A	Cerrillos, New Mexico.
Anderson, Andrew J.	F	Blackleg, Idaho.
† <b>Anderson, Billy L., Serg. Maj.</b>	C	Galax, West Virginia.
*Anderson, Charles L.	C	Autun, South Carolina.
<b>Anderson, Frank M., Priv. 1st Cl.</b>	C	c/o M. L. Case, 7th & Maine Sts., Pine Bluff, Ark.
Anderson, Harold	B	
<b>Anderson, Robert B.</b>	F	Vienna, Mo.
<b>Anderson, Ross E., Corp.</b>	F	324 W. 4th St., Sedalia, Mo.
<b>Anderson, William, Priv. 1st Cl.</b>	F	1301 Vandalia Road, Hillsboro, Ill.
<b>Anderson, Willis A., M. E. Sr. G.</b>	Hq.	605 Central Ave., Kansas City, Kan.
Andoloro, Calegero	F	2305 Arctic Ave., Atlantic City, N.J.
Andrews, Early H.	D	Belleville, Ala.
<b>Appen, William E., Corp.</b>	E	Henry, Ill.
<b>Arbuckle, Robert M.</b>	B	917 N. C St., Muskogee, Okla.
<b>Armstrong, Emmett A., Priv. 1st Cl.</b>	A	624 W. Crawford St., Denison, Tex.
*Arnell, John	E	Orleans, Neb.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Arnold, Francis G., Priv. 1st Cl.</b>	A	1827 Baugh Ave., E. St. Louis, Ill.
<b>Arnold, Guy T.</b>	E	Erlanger, Ky.
Arvidson, Ivar	E	Miller, Ind.
<b>Ashley, John J.</b>	D	509 N. Baylor St., Ennis, Tex.
<b>Atchison, Harry S., Corp.</b>	F	2700 Lindwood Blvd., Kansas City, Mo.
† <b>Aubuchon, Andrew</b>	F	Chaffee, Mo.
<b>Austin, William A., Mech.</b>	C	1421 Lynch Ave., E. St. Louis, Ill.
<b>Ayers, John W.</b>	E	2816 Potomac St., St. Louis, Mo.
Ayres, Samuel A.	E	Central City, Neb.
<b>Babb, Marvin D., Serg.</b>	A	RFD #1, Weingarten, Mo.
<b>Babb, William</b>	E	c/o Mo. Pac. Yard Office, 23d St., St. Louis, Mo.
Babj, Peter	B	1036 Capitol Ave., Hartford, Conn.
Bacon, Carl H.	D	Doddsville, Ind.
Bagby, Franklin C., Corp.	D	Stevensville, Va.
<b>Bailey, Glenn H., Priv. 1st Cl.</b>	B	Lamont, Okla.
<b>Bailey, Hamilton, C.</b>	Hq.	3116 Strong Ave., Kansas City, Kans.
Bailey, John O.	D	French Lick, Ind.
Bain, Robley D.	A	c/o Hopper P. O., Virginia, Minn.
<b>Baker, Archie S.</b>	E	2008 Cleveland Ave., Kansas City, Mo.
<b>Baker, Cecil J., Priv. 1st Cl.</b>	F	3321 Bell St., Kansas City, Mo.
<b>Baker, Charles R.</b>	Hq.	Box 1095, Muskogee, Okla.
<b>Baker, Glenn D.</b>	E	702 E. Central Ave., Arkansas City, Kans.
<b>Baker, William C., Priv. 1st Cl.</b>	D	Santa Rita, New Mexico.
<b>Baldwin, Leonard F.</b>	E	Poteau, Okla.
Ball, Albert	F	508 Warren St., Harrison, N. J.
Ball, Edgar L.	D	1108 N. 21st St., Parsons, Kans.
<b>Ball, Millard F., Priv. 1st Cl.</b>	A	1106 Ohio Ave., Wichita Falls, Tex.
Bauski, Floyd	C	6 Violet St., Hot Springs, Ark.
<b>Barada, John J., Serg.</b>	A	606 Kansas St., St. Louis, Mo.
<b>Barber, Elmer E., Priv. 1st Cl.</b>	A	Talihina, Okla.
Barber, William H., Priv. 1st Cl.	F	940 Park Ave., Indianapolis, Ind.
<b>Barberousse, Joseph E.</b>	B	Camti, La.
<b>Barclay, Bert S.</b>	D	Tonkana, Okla.
Barclay, Merle F., Priv. 1st Cl.	C	435 Spring St., Lackawanna, N. Y.
<b>Barksdale, Ralph B., Priv. 1st Cl.</b>	E	1128 Hamilton Ave., St. Louis, Mo.
<b>Barlow, Bert H.</b>	C	Hogan, Mo.
<b>Barnard, John L., Priv. 1st Cl.</b>	A	1241 Hamilton Ave., St. Louis, Mo.
<b>Barnes, William M.</b>	D	Higginsville, Mo.
<b>Barnett, Paul L.</b>	B	Hoxie, Ark.
<b>Barnhill, John M., Corp.</b>	C	Smithville, Tex.
<b>Barron, Herbert E., Priv. 1st Cl.</b>	C	Dupo, Ill.
<b>Barry, George E., Corp.</b>	E	4816 Hammett Pl., St. Louis, Mo.
<b>Barry, James G., Jr., Serg.</b>	E	5729 Chamberlin Ave., St. Louis, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Barry, William F., Wag.</b>	E	4816 Hammett Pl., St. Louis, Mo.
<b>Barth, William F., Priv. 1st Cl.</b>	F	RFD #15, Valley Park, Mo.
<b>Bassham, Claude R., Corp.</b>	A	Van Buren, Ark.
<b>Batty, Edward L., Corp.</b>	A	Howe School, Howe, Ind.
<b>Baxter, Edward H.</b>	D	Holdenville, Okla.
* <b>Baugh, Warren C.</b>	B	127 Polk St., Pueblo, Colo.
<b>Bausch, Leo J.</b>	C	22 Peny Square, Kansas City, Kans.
<b>Bay, Walter P.</b>	B	Salem, Ill.
<b>Bayless, Edward B.</b>	E	c/o Gen. Delivery, St. Louis, Mo.
<b>Beavers, James A., Serg.</b>	C	Junction City, Kans.
<b>Bedell, Robert M., Serg. 1st Cl.</b>	D	Osawatomi, Kans.
<b>Bedell, Walter H., Priv. 1st Cl.</b>	D	355 Hill St., Jefferson City, Mo.
‡ <b>Bedinger, Daniel W., Serg.</b>	A	Walton, Ky.
<b>Beebe, Elliot, Serg.</b>	B	823 Market Ave., E. St. Louis, Ill.
Belcher, Charles H.	D	French Lick, Ind.
<b>Bell, Frank J.</b>	E	4602a Delmar Ave., St. Louis, Mo.
<b>Benedict, Henry W., Corp.</b>	D	St. Louis, Mo.
<b>Bergeron, Claude T., Cook</b>	Hq.	Mound Station, St. Louis, Mo.
Berardi, Frederick	A	12 Cleveland St., Danbury, Conn.
* <b>Berry, Clarence M., Corp.</b>	A	262 Lafayette Ave., Hawthorne, N.J.
<b>Betts, John H., Jr.</b>	D	Osawatomie, Kans.
<b>Biggers, Rolla L., Cook</b>	C	2112 Bellefontaine St., Kansas City, Mo.
<b>Bill, William M., Corp.</b>	B	410 S. Elm St., Pittsburg, Kans.
<b>Billings, Aubrey, Priv. 1st Cl.</b>	F	Hugo, Okla.
<b>Binig, Bucur, Priv. 1st Cl.</b>	A	114 S. 10th St., St. Louis, Mo.
Bishop, Lucien L.	A	Duffield, Va.
<b>Bixler, Orville</b>	D	2526 Davenport St., Omaha, Neb.
<b>Black, Fred I.</b>	A	c/o Mrs. A. H. Sloan, McLeansboro, Ill.
Blackenbacker, Benjamin	D	Borden, Ind.
<b>Blair, Ira E., Priv. 1st Cl.</b>	D	Pittsburg, Kans.
<b>Blair, Kirk L.</b>	E	68 N. Travis St., Paris, Tex.
<b>Blakely, Jesse J., Priv. 1st Cl.</b>	B	Delight, Ark.
‡ <b>Blakemore, William A., Serg.</b>	D	Prairie Grove, Ark.
<b>Blattenberg, Harry A., Serg.</b>	D	McAllister, Okla.
<b>Blattenberg, Virgil J., Priv. 1st Cl.</b>	C	N. McAllister, Okla.
Block, Harry	Hq.	1509 Milliman St., Baltimore, Md.
* <b>Blood, Harold L.</b>	B	112 Holland St., Lewiston, Me.
<b>Blythe, John T., Serg. 1st Cl.</b>	D	Pittsburg, Kans.
<b>Boaz, Ralph T., Mech.</b>	A	c/o Chas. Brown, E. St. Louis Loan Co., E. St. Louis, Ill.
<b>Bodeker, Leo H., Wag.</b>	A	2024 Wash St., St. Louis, Mo.
<b>Bohan, Lewis K., Priv. 1st Cl.</b>	B	c/o E. W. Hills, 1356 Burdette Ave., Cincinnati, O.
Bohne, Albert W.	D	RFD Box 88, Indianapolis, Ind.
<b>Boland, John E.</b>	B	1408 10th Ave. W., Seattle, Wash.
Boggiano, John	A	44 Downing St., New York City, N. Y.

## HISTORY OF THE TWELFTH ENGINEERS

Borgeson, Ivey	D	Lancaster, Minn.
Boroughf, Wade, Priv. 1st Cl.	A	Foley, Mo.
†Boules, Stephen J., Serg. 1st Cl.	E	1809 Vincennes Ave., Washington, Ind.
<b>Bowden, Ernest</b>	E	821 "H" St., Sacramento, Cal.
<b>Bowie, Walter</b>	B	R. R. #2, N. E. Station, Nashville, Tenn.
<b>Bowling, James H.</b>	Hq.	Goxton, Harlon County, Ky.
Bowman, Charles E.	D	RFD #3, Peru, Ind.
<b>Bowman, Clarence F., Priv. 1st Cl.</b>	D	1910 Mason St., Houston, Tex.
<b>Bowman, Thisle M., Priv. 1st Cl.</b>	C	Ironton, O.
Boyce, Terry C.	Hq.	
Boyd, Otis	C	Kinta, Okla.
<b>Boyer, Grover A., Serg.</b>	E	2005 S. Grand Ave., St. Louis, Mo.
<b>Bozeman, Deward P., Priv. 1st Cl.</b>	B	427 S. Fourth St., E. St. Louis, Ill.
<b>Bracy, Samuel L.</b>	A	Southill, Va.
<b>Bradbrock, Claude H.</b>	C	116 N. Topping Ave., Kansas City, Mo.
Bradley, John L.	A	4514 N. Front St., Philadelphia, Pa.
<b>Bradley, William E.</b>	F	Kansas City, Mo.
<b>Bradstreet, Edward P.</b>	B	Chamber of Commerce, Cincinnati, Ohio.
Bradburn, Lloyd W.	A	Ridge P. O., St. Mary's City, Md.
<b>Braham, Roscoe, Priv. 1st Cl.</b>	Hq.	248 W. Little St., Xenia, O.
<b>Branson, Charles S., Priv. 1st Cl.</b>	C	1600½ Market St., St. Louis, Mo.
Braun, George	E	General Delivery, Duluth, Minn.
<b>Brawley, Arthur D., Priv. 1st Cl.</b>	D	5025 Wilton Place, Los Angeles, Cal.
<b>Bremicker, Henry H., Serg.</b>	D	1321 W. 12th St., Oklahoma City, Okla.
<b>Brennan, Martin L., Priv. 1st Cl.</b>	C	4129 Russell Ave., St. Louis, Mo.
<b>Brennan, Milton, M. E. Sr. G.</b>	Hq.	Coushatta, La.
*Brennan, Thomas A.	C	Pennington, N. J.
<b>Bridgess, John W.</b>	C	W. Sherman St., Kingman, Kans.
<b>Britton, Harold C., Corp.</b>	C	710 Coma Ave., Cairo, Ill.
<b>Brock, William H.</b>	C	Otwell, Ind.
<b>Broderick, Jonnie R., Priv. 1st Cl.</b>	A	c/o Richard Broderick, Virden, Ill., Box 39.
<b>Brown, Arch M., Serg.</b>	D	Heavener, Okla.
<b>Brown, Elmer S., Serg.</b>	D	46 S. 13th St., Kansas City, Kans.
<b>Brown, John F., Priv. 1st Cl.</b>	A	864 St. Johns Ave., Lima, O.
†Brown, Max M., Battn. Sup. Serg.	Hq.	c/o Dr. E. D. Brown, Batesville, Ark.
<b>Brown, Melvin M.</b>	D	Oskaloosa, Kans.
<b>Browne, Louis A., Priv. 1st Cl.</b>	F	1724 Mayree St., Alexandria, La.
Bryant, Joseph	E	Lawrenceville, Ga.
<b>Bufford, Mitchell M., Sad.</b>	F	c/o Gen. Delivery, Little Rock, Ark.
<b>Bunting, Will W., Priv. 1st Cl.</b>	Med.	5669 Cabanne Ave., St. Louis, Mo.
<b>Burgess, George L., Priv. 1st Cl.</b>	D	Vandalia, Mo.
<b>Burner, Reade B., Corp.</b>	C	336 Lamar Ave., Paris, Tex.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Burrows, Clarence A., Priv. 1st Cl.</b>	F	1657 Locust St., Terre Haute, Ind.
<b>Butler, Henry W., Priv. 1st Cl.</b>	E	101 W. Lincoln St., Estherville, Iowa.
<b>Byrne, Leo H., Priv. 1st Cl.</b>	E	Kirkwood, Mo.
<b>Cadmus, Earl J., Priv. 1st Cl.</b>	E	2720 Renshaw Ave., St. Louis, Mo.
<b>Caffee, Pickard P.</b>	C	c/o Frisco Railroad, Hugo, Okla.
<b>Cahill, James G.</b>	Hq.	5987 Wells Ave., St. Louis, Mo.
<b>Cain, James L., Corp.</b>	C	3105 Vallejo St., Denver, Colo.
‡ <b>Caine, George A., 1st Serg.</b>	C	3559 Lindell Ave., St. Louis, Mo.
<b>Calcott, William O., Wag.</b>	F	207 S. Jefferson St., Litchfield, Ill.
<b>Calhoun, Clarence G., Cook</b>	Hq.	268 Madison Ave., Alton, Ill.
* <b>Califf, John W., Corp.</b>	A	Denmark, S. C.
<b>Calkins, Robert H.</b>	F	1020 Broadway Court, Toledo, O.
‡ <b>Callahan, Eugene S., Serg. 1st Cl.</b>	F	1424 Center St., Little Rock, Ark.
<b>Callicott, Marsh A.</b>	F	R. R. #1, Box 18, Ridgway, Ill.
<b>Campbell, Allen C., Priv. 1st Cl.</b>	F	900 Buchanan Ave., Texarkana, Ark.
<b>Campbell, Harry</b>	C	Marietta, Pa.
<b>Campbell, John M.</b>	F	Kentland, Ind.
<b>Campbell, Rex R., M. E. Sr. G.</b>	Hq.	Green City, Mo.
<b>Canady, Louis P.</b>	F	Alvin, Tex.
<b>Cantrell, Joe H.</b>	C	402 Hamilton St., Live Oak, Fla.
<b>Cantrell, John, Priv. 1st Cl.</b>	A	Crane, Mo.
<b>Carey, Clarence, Cook</b>	A	126 S. Oak St., Ottawa, Kans.
<b>Carmean, Frank N.</b>	B	535 N. Main St., Whitehall, Ill.
<b>Carnahan, Palo</b>	C	Hurst, Ill.
<b>Carr, Howard J., Corp.</b>	A	McCook, Neb.
<b>Carr, Thomas</b>	E	723 N. 5th St., Fort Smith, Ark.
‡ <b>Carr, William A., M. E.</b>	E	Cartersville, Ill.
<b>Carroll, James J.</b>	A	7 Broderick Place, Troy, N. Y.
<b>Carrow, John R., Corp.</b>	E	7918 Pennsylvania Ave., St. Louis, Mo.
<b>Case, Charles E.</b>	C	Pine Bluff, Ark.
<b>Case, Morris E.</b>	E	4606 Umbria Ave., Philadelphia, Pa.
<b>Casey, Edward H.</b>	D	1412 N. Jefferson Ave., St. Louis, Mo.
<b>Casey, Francis A.</b>	E	3324 St. Vincent Ave., St. Louis, Mo.
<b>Cassidy, Barney F.</b>	F	St. Louis, Mo.
<b>Cates, Wilson P.</b>	E	Sicily Island, La.
<b>Cathro, Earl W.</b>	D	1600 Metropolitan Ave., Kansas City, Kans.
<b>Cattizone, Peter</b>	F	79 N. Lansing St., Albany, N. Y.
<b>Chandeysson, Perre J.</b>	F	Dupo, Ill.
<b>Chaplain, Frank, Corp.</b>	E	3125 Bond Ave., St. Louis, Mo.
<b>Charlton, Whitfield R., Corp.</b>	C	Wheaton, Kans.
<b>Chilcote, Clyde C.</b>	A	Perry, Okla.
<b>Christensen, Neal R., Priv. 1st Cl.</b>	F	176 6th St., Harrison, N. J.
<b>Christie, Maurice M.</b>	A	270 St. Paul Ave., Jersey City, N. J.
<b>Chrzanowski, Wladyslaw</b>	B	Box 90, Bozeman, Mont.
* <b>Cinquepolyn, Louigi</b>	B	
<b>Clampett, Thomas E.</b>	D	429 Second St., Troy, N. Y.

## HISTORY OF THE TWELFTH ENGINEERS

Clapp, John A.	A	c/o General Delivery #3, Cuba, N.Y.
<b>Clardy, William L.</b>	F	Greenfield, Ill.
<b>Clark, James A., Serg.</b>	E	Caddo Mills, Tex.
<b>Clark, James K., Priv. 1st Cl.</b>	F	208 N. 5th St., Kansas City, Kans.
Clark, Joseph F., Cook	B	910 Louise St., Williamsport, Pa.
Clark, William J.	A	185 Kackensack, Plank Road, Wee- kawken Heights, N. J.
<b>Clark, William R.</b>	B	Orrick, Mo.
<b>Clarke, Ernest, M. E.</b>	B	1377 Granville Ave., St. Louis, Mo.
<b>Clarke, Kevin</b>	Hq.	3133 Eads Ave., St. Louis, Mo.
<b>Clarke, William H., Jr.</b>	B	Central City, Ky.
Clawson, Plew W., Cook	D	R. R. #1, Freedom, Ind.
<b>Clayton, Howell J., Priv. 1st Cl.</b>	Hq.	Box 814, Virden, Ill.
<b>Clayton, Richard C.</b>	E	Lupus, Mo.
Clear, Roy	B	408 E. 5th St., Peru, Ind.
Cleveland, George	D	2025 Lynden St., Brooklyn, N. Y.
<b>Cleveland, George W.</b>	C	
<b>Clift, Lawrence E., Serg.</b>	B	2225 3rd Ave., Terre Haute, Ind.
<b>Clouse, George R., Corp.</b>	C	2193 Franklin St., Springfield, Mo.
Clover, Lester G.	B	Milan, Kans.
<b>Coats, William H., Priv. 1st Cl.</b>	Med.	649 Chalkstone Ave., Providence R. I.
<b>Cobb, Edward F., Serg.</b>	A	1622 Arkansas Ave., Wichita, Kans.
<b>Coblin, Richard N., Priv. 1st Cl.</b>	E	5951 Hamilton Terrace, St. Louis, Mo.
Coburn, Theodore J.	C	949 Main St., N. Woburn, Mass.
Cocco, Domenico	A	Jersey City, N. J.
Cochran, James E.	A	General Delivery, Paducah, Ky.
<b>Cochran, John M.</b>	D	c/o Mrs. C. J. Cummings, 3918 Highland Ave., Kansas City, Mo.
<b>Cochran, Thomas E.</b>	C	Logansport, Ind.
<b>Cocos, Gavril, Priv. 1st Cl.</b>	B	Valley Park, Mo.
<b>Cody, William E., Mech.</b>	E	Levy, Ark.
<b>Coffey, Alvin J., Priv. 1st Cl.</b>	A	3rd & Broadway, Danville, Ky.
<b>Coffey, George E., Corp.</b>	F	c/o S. F. Coffee, Granite, Okla.
Coffey, William	A	73 Lafayette St., Rahway, N. J.
Cole, Beverley	D	Wanette, Okla.
Cole, Leon H.	Med.	312 47th St., Fairfield, Ala.
Cole, Peter N.	D	1003 S. 5th St., Laramie, Wyoming
Cole, Raymond S.	A	118 N. 2nd St., Greenville, Pa.
Collins, Berl	D	Yale, Jasper County, Ill.
<b>Collins, John J.</b>	C	1022 Merchant St., Emporia, Kans.
Collins, LeRoy	E	2221 Summit Ave., Connorsville, Ind.
Collins, Patrick	A	218 S. 4th Ave., Tucson, Ariz.
<b>Collins, Reuben M., Serg.</b>	C	c/o Frisco Railroad, Pittsburg, Kans.
<b>Collins, Roy A., Priv. 1st Cl.</b>	A	Gray Ave. & Glendale, Webster Groves, Mo.
<b>Colnon, John T.</b>	C	Ridgway, Ill.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Columbus, Charles J., Priv. 1st Cl.</b>	C	2831 Chouteau Ave., St. Louis, Mo.
Compton, Walter A.	D	Monta Vista, Colo.
<b>Condron, Sheldon J.</b>	D	Omaha, Neb.
<b>Conklin, Bert R.</b>	D	3318 Metropolitan Ave., Kansas City, Kans.
Connell, Francis E.	B	54 William Davis St., Montreal, Canada.
Connell, Thomas F.	B	248 29th St., Milwaukee, Wis.
† <b>Connelly, Joseph L.</b>	E	1308 Troost Ave., Kansas City, Mo.
Conod, Frank	A	823 Charles St., W. Hoboken, N. J.
<b>Cook, George W., Corp.</b>	F	504 Walnut St., Brazil, Ind.
Coots, Dewey O.	D	Nara Visa, New Mexico.
Copolongo, Vincenzo	F	571 Grove St., Jersey City, N. J.
<b>Copple, James L., Priv. 1st Cl.</b>	D	2807 Belleview Ave., Kansas City Mo.
<b>Corley, Bert T., Priv. 1st Cl.</b>	F	Decatur, Ill.
<b>Costello, Edward M., Bugler</b>	B	1215 Cleveland Ave., E. St. Louis, Ill.
<b>Costello, John J., Serg.</b>	E	2317 Kenton St., Cincinnati, O.
<b>Coulson, Oliver N.</b>	E	1119 3rd St., Fort Madison, Iowa.,
<b>Coulter, William J., Corp.</b>	F	Okolona, Ark.
<b>Cousins, Clarence, C.</b>	A	210 Ridge Ave., Alton, Ill.
<b>Cousins, Oscar S., Corp.</b>	F	Wetumpka, Ala.
<b>Couvillon, Rudolph C., Priv. 1st Cl.</b>	E	Hamburg, La.
<b>Cowdrey, Aaron R.</b>	E	Gretna, Kans.
Cowie, Sidney J.	D	San Juan, Obispo, Cal.
<b>Cowley, Murray B., Corp.</b>	F	Amory, Miss.
<b>Cox, Charles A.</b>	B	Lamar, Ark.
<b>Cox, Guy D., Serg. 1st Cl.</b>	C	1818 Rush Ave., Birmingham, Ala.
<b>Cox, H. A.</b>	Med.	Springfield, Mo.
<b>Cox, Norman E., Priv. 1st Cl.</b>	B	Venice, Ill.
<b>Coyne, John A.</b>	D	6406 Independence Ave., Kansas City, Mo.
Craddock, Christopher C.	C	Laurens, S. C.
<b>Crain, Frank T.</b>	C	1216 College St., Rosedale, Kans.
<b>Crews, Waymon V., Priv. 1st Cl.</b>	A	Centron, Ark.
<b>Crow, Wayman, Priv. 1st Cl.</b>	A	4429 Forest Park Blvd., St. Louis, Mo.
<b>Crowder, Albert F.</b>	B	4115 Sarpy Ave., St. Louis, Mo.
<b>Cummings, Luther, Corp.</b>	C	4035 Scanlon Place, St. Louis, Mo.
‡ <b>Cunliff, Benjamin L., 1st Serg.</b>	Hq.	15 Windermere Place, St. Louis, Mo.
<b>Cunningham, James J.</b>	D	2606 Prospect Ave., Kansas City, Mo.
<b>Cunningham, Samuel P., Priv. 1st Cl.</b>	D	Herrington, Kans.
<b>Curphey, Ralph M., Corp.</b>	A	2435 Elmwood Ave., Kansas City, Mo.
<b>Curnett, Elmer C.</b>	C	Wilburton, Okla.
<b>Cuthbertson, Harry K., M. E.</b>	Hq.	R.R. #2, Box 19, Michigan City, Ind.
Cypko, Walter J.	A	865 Belleville Ave., Detroit, Mich.

## HISTORY OF THE TWELFTH ENGINEERS

Daghlien, Harontone, Priv. 1st Cl.	Med. 526 Clemens Ave., W. Hoboken, N. J.
Dahl, Herman O.	D Sheffield, Pa.
Daley, Sherman T., Priv. 1st Cl.	F Jackson, Mo.
Dallinger, Harold E., Serg.	Hq. 813 W. 6th St., Atlantic, Iowa.
Dalton, Newton C., Serg.	A 409 S. Elm St., Hope, Ark.
Damotte, Edward V., Priv. 1st Cl.	A Rolla, Mo.
Dantzler, Robert C., Priv. 1st Cl.	C c/o T. & P. Railroad, Dallas, Tex.
Dark, Archie L., Corp.	E Knox Hotel, Fort Scott, Kans.
Darnell, William R.	B Pisgah, W. Va.
Daugherty, Claud	A Chaffee, Mo.
†D'Autremont, Frank J., Serg.	E Monticello, Iowa.
Daves, Edmund H., Corp.	E 5893a Bartmer Ave., St. Louis, Mo.
David, Richard	B 24 E. 16th St., Paterson, N. J.
Davidson, Frank W., Priv. 1st Cl.	A Jena, La.
Davis, Alvin E., Serg.	E St. Louis Road, Collinsville, Ill.
Davis, Arthur, Serg.	F 418 S. Drury, Kansas City, Mo.
Davis, Charles A., Priv. 1st Cl.	C R. R. #1, Oklahoma City, Okla.
Davis, Earl H., Serg.	Med. 545 N. 26th St., Lincoln, Neb.
Davis, Ira C., Priv. 1st Cl.	B Stamps, Ark.
Davis, Lawrence E.	C Hazen, N. D.
Davis, Richard H.	C Chesterfield Gardens, Putney, London, Eng.
Davis, Stanton B., Priv. 1st Cl.	F Roxie, Miss.
Davis, Walter S., Priv. 1st Cl.	C 2716 Union Blvd., St. Louis, Mo.
Dawson, Fred, Priv. 1st Cl.	F 304 Main St., Mt. Vernon, Ill.
Day, Edward C.	F Estill Springs, Tenn.
Day, Jesse W.	A Jamestown, Boone County, Ind.
Deahl, Benjamin F., Corp.	F Mound City, Ill.
DeAlva, Henry	A 106 W. McCormick, Tucson, Ariz.
Deans, Harold M., Priv. 1st Cl.	A 1538 Valley St., Wellston, Mo.
Dee, James H., Priv. 1st Cl.	F Hopewell, Mo.
Dehoney, Joseph G., Priv. 1st Cl.	A 310 E. 7th St., Topeka, Kans.
†Denison, Edgar	A 3802 N. 25th St., St. Louis, Mo.
Dennison, Philip N.	B 732 Pickett Ave., E. St. Louis, Ill.
Dent, Harry E.	Hq. Madison, Ill.
DeRossett, Robin A., Priv. 1st Cl.	A 411 E. Webster St., Springfield, Mo.
Devereaux, Charles H.	A Decatur, Tex.
DeVouten, Alex H., Priv. 1st Cl.	E 2109 College Ave., St. Louis, Mo.
DeWitt, Orville D., Priv. 1st Cl.	F Fairview, Okla.
Dickman, Frank J.	A Summit Hill, Pa.
Diem, Kennedy	F 441 Valley Road, Coatesville, Pa.
Di Guilmi, Michael	F 706 Angelica St., W. Hoboken, N. J.
Dillon, Martin	B Glassport, Pa.
Dillow, Carl C., Wag.	A Coffeyville, Kans.
Dillow, Charles	C Dongola, Ill.
Dimon, Benjamin H., Serg.	C 205 S. Rob St., Oklahoma City, Okla.
Dineen, John J., Wag.	C Normandy, Mo.
Dodd, Samuel C.	D Nashville, Tenn.



## HISTORY OF THE TWELFTH ENGINEERS

<b>Dodson, Clifton T.</b>	C	Thurber, Tex.
<b>Doerbaum, Milton L., Priv. 1st Cl.</b>	Med.	1721 Banita Ave., Richmond Heights, Mo.
<b>Dolan, William T., Corp.</b>	B	6408 Lloyd Ave., St. Louis, Mo.
‡ <b>Dolch, Bruce E., Serg. Maj.</b>	B	6050 Westminster Pl., St. Louis, Mo.
* <b>Dolle, Frederick, Priv. 1st Cl.</b>	B	Muenster, Tex.
<b>Donham, Oscar P., Serg.</b>	C	467 N. 27th St., E. St. Louis, Ill.
<b>Donley, John R.</b>	C	192 McKenzie St., Youngstown, O.
<b>Donley, Stockton P.</b>	C	Jacksonville, Tex.
<b>Donnelly, Harry J.</b>	C	1815 S. Palk St., Amarillo, Tex.
<b>Donnelly, Robert E., Corp.</b>	A	766 S. West St., Galesburg, Ill.
‡ <b>Donoho, William T.</b>	D	San Antonio, Tex.
<b>Donovan, John C.</b>	A	Irwin, Ill.
<b>Doocy, Edward B., Priv. 1st Cl.</b>	C	Pittsfield, Ill.
<b>Dooley, Stephen J.</b>	C	250 Wyckoff St., Brooklyn, N. Y.
<b>Dorlac, Adrian G.</b>	C	4225a Gibson Ave., St. Louis, Mo.
<b>Doty, Charles M., Priv. 1st Cl.</b>	B	Salida, Colo.
<b>Doud, Bertram K.</b>	D	Mobridge, S. D.
<b>Doud, Cleveland</b>	D	Doud Station, Iowa.
<b>Dougherty, James P.</b>	E	1466 Laurel Ave., St. Louis, Mo.
<b>Dowell, Earl F., Corp.</b>	A	306 N. Lawn Ave., Kansas City, Mo.
‡ <b>Dozier, Francis M., M. E.</b>	Hq.	5104 Wells Ave., St. Louis, Mo.
<b>Dozier, Lawrence S.</b>	B	Gurden, Ark.
<b>Drach, Harry W.</b>	D	Gary, Ind.
<b>Dubuc, William</b>		
<b>Ducey, James F.</b>	E	41 Holburn St., Roxbury, Mass.
<b>Duck, Walter E.</b>	F	Greenville, Tex.
<b>Dulle, Alphonse J., Serg.</b>	E	457 Eichelberger Ave., St. Louis, Mo.
<b>Dunn, Richard R.</b>	D	Kansas City, Mo.
<b>Dupont, Oscar R.</b>	A	
<b>Duranton, Frank, Cook</b>	A	833 Washington Ave., New Orleans, La.
<b>Durst, Cecil O.</b>	B.	New Germany, Md.
<b>Eaman, Charles C., Priv. 1st Cl.</b>	D	2627 Independence Ave., Kansas City, Mo.
<b>Earhart, John F.</b>	F	Piqua, O.
<b>Edgington, Samuel C.</b>	D	1216 N. 3rd St., Kansas City, Mo.
<b>Edmiston, Clifford R.</b>	E	1101 N. 15th St., E. St. Louis, Ill.
<b>Edwards, T. H.</b>	C	Booneville, Mo.
<b>Egen, William J., Corp.</b>	E	3665a Shenandoah Ave., St. Louis, Mo.
<b>Eggers, Hobart O., Priv. 1st Cl.</b>	F	4921a Murdock, Southampton, St. Louis, Mo.
‡ <b>Eggleston, Cliff R., 1st Serg.</b>	A	401 W. Munson St., Denison, Tex.
<b>Eggleston, Floyd W., Priv. 1st Cl.</b>	D	112 Division St., Muskegon, Mich.
<b>Eiler, Kenneth</b>	C	
<b>Ellerkamp, Tonie H., Serg.</b>	E	602 Bennington Ave., Kansas City, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Elliott, Elwood W., Priv. 1st Cl.</b>	F	Seneca, Mich.
<b>Elliott, Louis C., Cook</b>	A	Anthony, Kans.
<b>Emerson, Howard L., M. E. Sr. G.</b>	Hq.	441 S. Oakley St., Kansas City, Mo.
<b>Emery, David H., Serg.</b>	A	Fairbury, Neb.
<b>Emery, William H., Cook</b>	C	RFD #2, Advance, Mo.
<b>Ennis, Wilfred J.</b>		532 Jackson St., Kansas City, Mo.
<b>Erdman, Allison A.</b>	E	Ridgefield, Wash.
<b>Erickson, Emil J.</b>	A	260 12th St., Coloquet, Minn.
<b>Ervin, Clyde L.</b>	A	Garrett, Ind.
<b>†Ervin, James T., Corp.</b>	D	Pittsfield, Ill.
<b>*Etherton, Ted D., Priv. 1st Cl.</b>	A	Sand Springs, Okla.
<b>Ette, Charles E., Corp.</b>	E	4713 Northland Ave., St. Louis, Mo.
<b>*Evans, A. E.</b>	C	Robertsville, Mo.
<b>Evans, Charles E.</b>	E	P. O. Box #53, Bola, Pa.
<b>Everett, William R.</b>	B	Great Cacapon, W. Va.
<b>Everhart, Orvil</b>	D	Belleville, Kans.
<b>Ewell, Robert L., Priv. 1st Cl.</b>	C	Capell, Miss.
<b>*Ewing, Hollis E., Priv. 1st Cl.</b>	C	Parsons, Kans.
 <b>Falconer, Hugh I.</b>	 C	 2501 Washington Ave., Parsons, Kans.
<b>Fansher, Robert E., Serg.</b>	Hq.	1222 N. 15th St., E. St. Louis, Ill.
<b>Farmer, William R., Corp.</b>	F	San Diego, Cal.
<b>Farndell, Charles E., Wag.</b>	Hq.	5623 Garfield Ave., St. Louis, Mo.
<b>Farr, Fred C.</b>	D	408 Humbolt St., Minneapolis, Minn.
 <b>Farrell, John H.</b>	 E	 5906 Rockwell St., Chicago, Ill.
<b>Farrell, Thomas C.</b>	B	1208 Grand Central Ave., Elmira, N. Y.
 <b>Feck, James F., Serg.</b>	 Hq.	 2200 Dand Ave., Cincinnati, O.
<b>Fell, John G., Corp</b>	B	Fort Wayne, Ind.
<b>Felloca, Natale</b>	A	c/o General Delivery, Irwin, Pa.
<b>Fellows, Keith R.</b>	F	701 Duck St., Stillwater, Okla.
<b>Felthoven, Walter C., Serg.</b>	F	Sandoval, Ill.
<b>Ferguson, Fred W., Serg.</b>	A	Phelps, Tex.
<b>Files, Parzae E.</b>	C	810 N. 4th St., Phoenix, Ariz.
<b>Fichtner, Oscar F.</b>	A	470 W. 3rd St., Peru, Ind.
<b>Finerty, Thomas C.</b>	A	Tipton, Cal.
<b>Finn, William J., Priv. 1st Cl.</b>	F	3857 Blain Ave., St. Louis, Mo.
<b>Fischer, Everett C.</b>	C	3609 Taylor Ave., St. Louis, Mo.
<b>Fischer, Lloyd J.</b>	F	3609 Taylor Ave., St. Louis, Mo.
<b>†Fiske, Myron S. M. E.</b>	C	Huntington, Mass.
<b>Fitzgerald, Edward J.</b>	Hq.	2634 Spruce Ave., Kansas City, Kans.
 <b>Fitzgibbon, James R., Priv. 1st Cl.</b>	 F	 Kansas City, Mo.
<b>Fitzroy, Verne J.</b>	F	Briar, Mass.
<b>Flaharty, Michael</b>	A	805 Market Ave., E. St. Louis, Ill.
<b>Flanigan, Forrest M., Priv. 1st Cl.</b>	E	1519 Southwest Blvd., Rosedale, Kans.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Flechs, Oscar</b>	Med. 202 Florence Ave., St. Louis, Mo.
<b>Fleming, Artie L.</b>	B 2309 Washington St., Vicksburg, Miss.
<b>Flessa, Theodore J., Corp.</b>	B 315 S. Mass Ave., Sedalia, Mo.
<b>Flores, Claud, Cook</b>	F Box 311, Baird, Tex.
<b>Flynn, James K., Corp.</b>	B 422 W. 8th St., North Platt, Neb.
<b>Fonda, Charles H., Serg.</b>	B Piggott, Ark.
<b>Force, Wallace G., Wag.</b>	D Wheaton, Kans.
<b>Ford, Raymond P., Corp.</b>	A 812½ Converse St., E. St. Louis, Ill.
<b>Forrest, Temple</b>	B 2928 York St., Kansas City, Mo.
Fortier, George, Priv. 1st Cl.	C 39 Enterprise St., Adams, Mass.
<b>Foster, Charles P., Serg.</b>	F 1432 Menard St., St. Louis, Mo.
Foster, David G.	A 472 First St., Conemaugh, Pa.
<b>Foy, Vernon F.</b>	D Versailles, Mo.
Fox, Martin T.	A 207 Erie St., Jersey City, N. J.
<b>Fraher, Joseph B., Corp.</b>	D 2536 Clay St., Denver, Colo.
<b>Frakes, John W., Serg.</b>	D Pleasant Hill, Mo.
<b>Francey, Thomas H., Priv. 1st Cl.</b>	Med. Detroit, Mich.
<b>Francis, Clement C., Serg.</b>	B 202 N. Carroll Ave., Dallas, Tex.
<b>Francis, Henry L., Corp.</b>	B Sabula, Mo.
<b>Franks, Robert R., Wag.</b>	Hq. 2322 Klem Ave., St. Louis, Mo.
<b>Fraser, William M.</b>	C 419 Hardy Ave., El Dorado, Ark.
<b>Freeman, Walter M., Corp.</b>	F Paola, Kans.
*Freese, August	C 2156 Queen City Ave., Cincinnati, Ohio.
<b>Frielingsdorf, John B., M. E.</b>	Hq. 4260 Flora Blvd., St. Louis, Mo.
<b>Frieze, Perry, Priv. 1st Cl.</b>	C Marion, Ill.
<b>Frost, Walter J., Priv. 1st Cl.</b>	Hq. La Junta, Colo.
<b>Frueh, Eugene L., Wag.</b>	A 4216 Flora Blvd., St. Louis, Mo.
*Fulks, Fritz, Priv. 1st Cl.	C Hoxie, Ark.
<b>Fulks, Hardy W., Priv. 1st Cl.</b>	A 218 N. Oaks St., Ottawa, Kans.
<b>Fulks, Howard L., Priv. 1st Cl.</b>	A 218 N. Oaks St., Ottawa, Kans.
<b>Fuller, Glenn A.</b>	D 3515 Woodland Ave., Kansas City, Mo.
<b>Fuller, Sylvester</b>	A 4137 Sacramento Ave., St. Louis, Mo.
*Fuss, Frank	E c/o General Delivery, Estherville, Iowa.
Gabert, Clarence S.	A 903 Federal St., Pittsburgh, Pa.
<b>Gallagher, Frank C.</b>	C Kansas City, Mo.
Gallant, John L.	A Greatworks, Me.
<b>Gammie, James, Battn. Serg. Maj.</b>	Hq. 115 Field St., Dallas, Tex.
Garbarino, Louis J.	A 352 Alfred St., Detroit, Mich.
<b>Gardner, Lemuel M., Serg. 1st Cl.</b>	F Reed Springs, Mo.
<b>Gardner, William B., Corp.</b>	D Heavener, Okla.
<b>Garner, Wayne C., Priv. 1st Cl.</b>	D Valley, Neb.
<b>Garrette, William C.</b>	A Box 202, Pilzer, S. C.
<b>Garrison, Henry G., Cook</b>	F Niota, Tenn.
<b>Gault, Melville E., Priv. 1st Cl.</b>	F Sparta, Ill.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Geiger, John C.</b>	D	3458 E. 7th St., Kansas City, Kans.
<b>Gelvin, Guy N., Cook</b>	D	1636 S. 20th St., Kansas City, Kans.
<b>Genetelli, Andrew A.</b>	A	2905 N. Vandeventer Ave., St. Louis, Mo.
<b>Gentry, Cyrus S., Serg.</b>	C	Mascoutah, Ill.
<b>Gentry, Isaac N.</b>	Hq.	
* <b>Gerber, Edward B.</b>	C	131 Cass St., Springfield, Mass.
<b>Gibson, Everett, Corp.</b>	C	422 35th St., Cairo, Ill.
<b>Giddings, Rupert</b>	C	
* <b>Giffen, Walter D., Priv. 1st Cl.</b>	A	RFD #2, Volent, Pa.
<b>Gilbert, Owen P.</b>	C	RFD #2, Monroe, Ind.
<b>Gilchrist, Francis E.</b>	A	1706 5th Ave., Altoona, Pa.
<b>Gilpin, Elbert</b>	A	Spur, Tex.
<b>Gisi, Marion E., Reg. Serg. Maj.</b>	Hq.	St. Genevieve, Mo.
<b>Giskowski, James</b>	C	1415 15th Ave., S. Milwaukee, Wis.
<b>Gittons, William A., Priv. 1st Cl.</b>	A	Turner, Kans.
<b>Glenn, August D., Battn. Sup. Serg.</b>	Hq.	1405 Missouri Ave., St. Louis, Mo.
<b>Glenn, Earl J., Corp.</b>	Hq.	5606a Etzel Ave., St. Louis, Mo.
* <b>Golba, Joseph</b>	Hq.	304 E. 11th St., Misawaka, Ind.
<b>Goldsmith, Thomas</b>	E	216 17th St., Cairo, Ill.
<b>Goodfellow, Forrest G.</b>	C	531 Veronica St., E. St. Louis, Ill.
<b>Goodrich, Robert L.</b>	B	Independence, Kans.
<b>Goodrich, Volney C., Serg.</b>	B	Independence, Kans.
<b>Goodwin, Edwin R.</b>	F	284 William St., Boston, Mass.
<b>Goolsby, Lucian K.</b>	C	1530 Euclid Ave., Springfield, Mo.
<b>Gorman, Charles R., Corp.</b>	E	Tulsa, Okla.
<b>Gould, Thomas</b>		
<b>Graham, Charley E., Priv. 1st Cl.</b>	E	1556 Lafayette Ave., St. Louis Mo.
<b>Graves, Orville W., Priv. 1st Cl.</b>	C	2830 Seneca St., St. Joseph, Mo.
<b>Gray, William E., Serg.</b>	B	1108 Lynch Ave., E. St. Louis, Ill.
<b>Greathouse, Edmond L.</b>	A	444 Bishop St., Akron, O.
<b>Greaves, Alexander, Priv. 1st Cl.</b>	D	Box 580, Fort Bliss, Tex.
<b>Green, Hallett W., Priv. 1st Cl.</b>	F	719 Sherman St., Denver, Colo.
<b>Green, Ralph J.</b>	C	Winchester, O.
<b>Green, Walter T.</b>	E	3845 Hartford St., St. Louis, Mo.
<b>Grefsrud, Ingval</b>	A	Rothsay, Minn.
<b>Gregg, Hunley, Corp.</b>	Med.	Sault Ste. Marie, Mich.
<b>Griesedieck, Louis A., Wag.</b>	A	1367 Goodfellow Ave., St. Louis, Mo.
* <b>Griffin, Henry J.</b>	A	Niantic, Ill.
<b>Grifinkamp, Roy H., Priv. 1st Cl.</b>	A	2165 Russell Ave., St. Louis, Mo.
<b>Grillow, Joseph A., Bugler</b>	F	Kirkwood, Mo.
<b>Grim, Oral, Cook</b>	E	317 N. Franklin St., Muncie, Ind.
<b>Grimes, Leo J.</b>	B	129 Waverly Ave., Jersey City, N.J.
<b>Grimes, Robert W., Serg.</b>	Hq.	Russellville, Ky.
<b>Grimont, Eugene A., Corp.</b>	F	1621 N. 25th St., E. St. Louis, Ill.
<b>Grine, Herbert P.</b>	C	St. Louis, Mo.
<b>Grise, William H., Cook</b>	F	336 Chestnut St., Springfield, Mass.
<b>Groflis, Saine, Priv. 1st Cl.</b>	B	1112 E. 13th St., Kansas City, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Grunske, Paul F., Serg.</b>	E	Box 437, Hartley, Iowa.
Gruwell, Robert O.	C	
<b>Gull, Clarence, Corp.</b>	B	McCook, Neb.
<b>Gulley, Frederick F.</b>	C	1421 Cleveland Ave., E. St. Louis, Ill.
<b>Gunn, Eugene E.</b>	C	113 Texas Ave., Monroe, La.
<b>Gwin, Fred, Priv. 1st Cl.</b>	F	355 S. 4th St., Memphis, Tenn.
† <b>Haberthier, Joseph J., M. E.</b>	E	534 Ohio Ave., Wichita, Kans.
<b>Haden, Max K., Corp.</b>	E	Cairo, Ill.
<b>Hadden, William C., Serg.</b>	E	
Hagberg, Arthur E.	E	2248 Burling St., Chicago, Ill.
Hagelgans, Frederick	B	Tuckahoe, N. J.
Hagen, Robert E.	B	717 N. Main St., Wheeling, W. Va.
<b>Haggerty, Ernest J.</b>	E	2400 S. Broadway, St. Louis, Mo.
<b>Haigler, Harry P., Priv. 1st Cl.</b>	A	Van Buren, Ark.
Haislet, Samuel	C	108 Wyona St., Brooklyn, N. Y.
<b>Haley, Joseph P., M. E.</b>	Hq.	1810 W. 2nd St., Duluth, Minn.
<b>Haley, Leonard W., Corp.</b>	B	Francisco, Ind.
<b>Hall, Archie T., Serg.</b>	A	Winfield, Mo.
<b>Hall, Cecil V. E., Mech.</b>	F	Dallas, Tex.
<b>Hall, Roy B.</b>	B	
† <b>Hallman, Sidney R.</b>	A	147 Davis St., Atlanta, Ga.
Hallowell, Walter T.	B	Benezette, Pa.
<b>Haltom, Pete</b>	B	608 Short St., Fort Scott, Kans.
Halverson, Halver	A	481 11th Ave., Milwaukee, Wis.
<b>Hamby, Charles O.</b>	E	General Delivery, Kansas City, Mo.
<b>Hamby, Joseph E.</b>	C	Winterhaven, Fla.
<b>Hamilton, Robert S., Priv. 1st Cl.</b>	C	4114 N. Taylor Ave., St. Louis, Mo.
<b>Hamm, Carroll M., Priv. 1st Cl.</b>	E	Stamps, Ark.
Hammon, Charles R.	B	c/o G. W. Athy, Lewiston, Ill.
<b>Hammond, William A.</b>	E	913 Waverly St., Dallas, Tex.
<b>Hanes, Ward S., Priv. 1st Cl.</b>	F	Texhoma, Okla.
Hanrahan, Martin E.	A	605 Washington St., Susquehanna, Pa.
Hansen, Edward C.	D	2225 16th Ave., Minneapolis, Minn.
<b>Hanvey, Martin J.</b>	C	2222 Montgomery St., St. Louis, Mo.
<b>Harber, Edward B., Priv. 1st Cl.</b>	D	1820 Penn St., Kansas City, Mo.
Harding, William	A	
<b>Harman, James H.</b>	E	Amarillo, Tex.
Harper, Lucius E.	A	1010 W. Gadswen St., Pensacola, Fla.
<b>Harper, Mack M., Serg. 1st Cl.</b>	C	Jackson, Tenn.
Harpster, Roy B.	F	Corcoran, Cal.
<b>Harr, George M., Priv. 1st Cl.</b>	B	2900 S. Jefferson Ave., St. Louis, Mo.
<b>Harris, Claude E., Corp.</b>	C	731 Guy St., Springfield, Mo.
<b>Harris, John J.</b>	A	1516 E. 3rd St., E. St. Louis, Ill.

## HISTORY OF THE TWELFTH ENGINEERS

Harrison, Charles	C
<b>Harry, Ernest W., Serg.</b>	B R. R. #2, Athens, Wis.
Harrobin, Thomas	B 32 Tyrell Ave., Trenton, N. J.
<b>Harvey, Gordon C., Priv. 1st Cl.</b>	A <sup>✓</sup> Lester, Ark.
<b>Hasek, Anthony P., Jr.</b>	E 5427 Southwest Ave., St. Louis, Mo.
Hassman, Fred G.	C 1604 Maple Ave., Alton, Ill.
Hatch, Malcolm	B Route #4, Butler, Ind.
<b>Hatcher, Charles W., Corp.</b>	E 419 9th St., Cairo, Ill.
<b>Hatcher, Jasper P., Priv. 1st Cl.</b>	E 419 9th St., Cairo, Ill.
<b>Hatcher, Wilmer C., Bugler</b>	E 1736b Franklin Ave., St. Louis, Mo.
<b>Hauke, Edward, Priv. 1st Cl.</b>	C Clifton, Tex.
Hauser, Lewis A.	B Verona, Pa.
Hawkins, Travis	D Milfay, Okla.
<b>Hayward, William C., 1st Serg.</b>	D 2300 Brooklyn Ave., Kansas City, Mo.
<b>Heart, Frank H.</b>	C
<b>Heckman, Arthur J., Cook</b>	A 5466 Neosho St., St. Louis, Mo.
<b>Heckman, Henry, Priv. 1st Cl.</b>	E Ft. Gauge, Ills.
<b>Heckman, Louis F., Cook</b>	Hq. 5466 Neosho St., St. Louis, Mo.
Hefner, Ransler M.	B Holland, Minn.
<b>Heister, John B., 1st Serg.</b>	F Walnut Ridge, Ark.
<b>Helton, DeWitt A., Priv. 1st Cl.</b>	A De Soto, Mo.
Hempel, John H., Corp.	D 921 North Ave., Millwale, Pa.
<b>Hemphill, Ernest P., Corp.</b>	Hq. Ridgway, Ill.
<b>Henderson, Claud E., Corp.</b>	D 1216 North 3rd St., Kansas City, Kans.
Heuer, Alfred	D 213 Culver Av., Jersey City, N. J.
<b>Henley, Lyman, Corp.</b>	F Mount Carmel, Ills.
Henogin, Harold F.	D Mapleton, Ore.
<b>Henry, William P., Corp.</b>	F 305 Cleveland St., Amarillo, Tex.
<b>Henson, George W.</b>	D 808 West Fifth Av., Cincinnati, O.
<b>Henson, Thomas F.</b>	Hq. 904 Osage Av., Kansas City, Kans.
Hebert, Richard R.	D 1804 W. Antony St., St. Paul, Minn.
<b>Herndon, Joseph G.</b>	C c/o Santa Fe R. R., Wellington, Kans.
<b>Heron, Howard H., Wag.</b>	D Carrolton, Ills.
<b>Hess, John P.</b>	D 1846 Holly St., Kansas City, Mo.
Hevener, Blair	B Lone Fountain, Va.
<b>Hickman, Edwin B., Corp.</b>	D 804 Newton Av., Kansas City, Mo.
<b>Higgins, Summey B.</b>	Med. Athens, Tex.
<b>Higgins, Thomas J.</b>	E Bay City, Mich.
Highbarger, Andrew J., Corp.	F Ava, Mo.
<b>Hildreth, William W., Priv. 1st Cl.</b>	F c/o F. L. Harwell, RR #1, Box 197, Pine Bluff, Ark.
<b>Hill, Telford C., Serg.</b>	F 2243 Brighton St., Kansas City, Mo.
<b>Hilliard, Henry</b>	C 417½ Main St., N. Little Rock, Ark.
<b>Hillyard, Ira A.</b>	F Phillipsburg, Kans.
<b>Hillyard, Roy E., Priv. 1st Cl.</b>	F Phillipsburg, Kans.
Hilton, Lige	F Perry, W. Va.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Hinds, Almon W., Serg.</b>	D	346 Central Av., Decatur, Ill.
<b>Hinton, Clifton B., Priv. 1st Cl.</b>	A	Stamps, Ark.
<b>Hinton, Jesse J.</b>	A	Stamps, Ark.
<b>Hinton, William L.</b>	D	Bonner Springs, Kans.
Hitchcock, Cleland B.	C	Mansfield, Mo.
Hogg, Norman W., Priv. 1st Cl.	C	Jensen, Fla.
<b>Hogue, James O., Serg.</b>	A	c/o Frisco Roundhouse, Ft. Worth, Tex.
<b>Hohner, Martin M., Wag.</b>	Hq.	7212 Canterbury Av., St. Louis, Mo.
Holben, Roy D.	C	Punxsutawney, Pa.
<b>Holifield, Carl</b>	C	RFD #7, Mayfield, Ky.
Holland, John	B	107 Walnut St., Trenton, N. J.
† <b>Holland, Sidney, Priv. 1st Cl.</b>	F	2111 D. St., Granite City, Ill.
<b>Holliday, Leonard P.</b>	B	1317 Madison St., Kansas City, Mo.
Hollister, Harry R.	B	Quill Lake, Saskatchewan, Canada.
<b>Holmes, Paul, Corp.</b>	C	Seneca, Mo.
Holloman, Roy S., Priv. 1st Cl.	A	RR #2, Box 158A, San Antonio, Tex.
<b>Holt, John M., Priv. 1st Cl.</b>	E	Greenup, Ill.
<b>Holt, Paul, Cook</b>	B	Eccles, W. Va.
Holt, Roy Lee	B	Woodbury, Ga.
<b>Holton, John W., Priv. 1st Cl.</b>	E	2146 Bond St., E. St. Louis, Ill.
Honomichl, Lewis G.	A	Wilson, Kans.
<b>Honts, Alfred P., Priv. 1st Cl.</b>	F	2402 Marcus Av., St. Louis, Mo.
* <b>Hooper, Dewey J., Serg 1st Cl.</b>	F	Vernon, Tex.
<b>Hooten, William E., Serg.</b>	Hq.	Louisburg, Tenn.
<b>Hoover, General G. W., Corp.</b>	Hq.	
<b>Hopwood, Joseph B.</b>	C	Mayfield, Ky.
Hornlein, Charles	B	727 Main St., Middletown, N. J.
<b>Horstman, Fred J., Priv. 1st Cl.</b>	D	1219 North 15th St., Lafayette, Ind.
<b>Horton, William H., Corp.</b>	F	Wichita Falls, Tex.
Hoskin, Elza D.	Hq.	5816 Eighth Av., NW, Seattle, Wash.
*Houchon, John L.	Hq.	Clovis, N. M.
*House, Walter J., Corp.	C	Post City, Tex.
Houston, Thos., Priv. 1st Cl.	D	111 West 3rd St., Spokane, Wash.
<b>How, Frederick J., Priv. 1st Cl.</b>	F	4431 Gibson Av., St. Louis, Mo.
<b>Howard, Charles F., Corp.</b>	A	Ordway, Colo.
Howard, Lloyd W.	C	Haynes, N. Dak.
<b>Howell, Calvin H., Priv. 1st Cl.</b>	D	844 Murdock St., Wichita, Kans.
<b>Howell, Roy E.</b>	B	Nettleton, Ark.
<b>Howell Vega A., Priv. 1st Cl.</b>	D	844 Murdock St., Wichita, Kans.
<b>Howells, Richard E.</b>	B	East St. Louis, Ill.
<b>Hoyle, Arthur, Mech.</b>	F	3701 McKinney Av., Dallas, Tex.
<b>Hubert, Sidney R.</b>	A	Featherstone, Okla.
<b>Huff, George W., Priv. 1st Cl.</b>	F	Little Rock, Ark.
<b>Huffman, Carl B., M. E. Sr. G.</b>	Hq.	326 S. Washington St., Nevada, Mo.
<b>Huffman, Paul D.</b>	F	Crane, Mo.
<b>Hughes, Arthur S., M. E. Jr. G.</b>	Hq.	Dolores, Colo.
<b>Hughes, George A., Priv. 1st Cl.</b>	A	#2740 Limit Av., St. Louis, c/o Mrs. Anna Irwin.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Hughes, William C., Priv. 1st Cl.</b>	F	Bonham, Tex.
<b>Hunley, Sillvus V., Mech.</b>	A	c/o Henry Dowell, Christopher, Ill.
* <b>Hunt, Chester A., Corp.</b>	C	Rolling Prairie, Ind.
<b>Hunter, Earl R., Priv. 1st Cl.</b>	B	4205 Waterson Av., Madisonville, Ohio.
<b>Hurt, George M., Priv. 1st Cl.</b>	F	General Delivery, N. Little Rock, Ark.
<b>Hutchinson, James C., Corp.</b>	E	727 Monroe Av., Springfield, Mo.
<b>Hutchinson, William, Jr., Priv. 1st Cl.</b>	A	1396 Blackstone Av., St. Louis, Mo.
<b>Hyde, John L., Priv. 1st Cl.</b>	F	RR #7, Box 99, Affton, St. Louis Co., Mo.
<b>Iler, Leonard A.</b>	B	Perry Hotel, Norfolk, Neb.
<b>Iloff, Roy N., Priv. 1st Cl.</b>	F	Monserrat, Mo.
<b>Imhof, John W., Priv. 1st Cl.</b>	B	Cherokee, Kans.
<b>Inglis, Glen W., Priv. 1st Cl.</b>	B	210 E. 6th St., McCook, Neb.
<b>Irvin, W. Ray, Wag.</b>	E	Patoka, Ills.
<b>Irwin, Fred W., Priv. 1st Cl.</b>	D	Woods Evertz Stove Co., Spring- field, Mo.
‡ <b>Israel, Henry A., M. E.</b>	B	c/o L. Winship, 4138 Cleveland Av., St. Louis, Mo.
<b>Jacks, Max M., Priv. 1st Cl.</b>	F	934 W. 10th St., Hastings, Neb.
<b>Jackson, George</b>	C	North End Sta., McAllister, Okla.
<b>Jackson, Robert M., Reg. Sup. Serg.</b>	Hq.	Depew, Okla.
<b>Jackson, Thomas H.</b>		
* <b>Jacobson, Frederick J.</b>	C	79 Tillary St., Brooklyn, N. Y.
<b>Jameson, Harold H.</b>	B	Cherokee, Kans.
<b>Jarmen, Claude C., Cook</b>	Hq.	929 South 7th St., Kansas City, Kans.
<b>Jean, William H.</b>	D	Kansas City, Mo., c/o Gen. Yard- master, K. C. Terminal.
<b>Jenkins, Edward C., Jr.</b>	B	6100 State St., E. St. Louis, Ill.
<b>Jenkins, Fred J., Corp.</b>	D	2315 Farrow Av., Kansas City, Kans.
<b>Jennings, Earl T.</b>	F	Bowling Green, Mo.
‡ <b>Jennings, Henry L., M. E.</b>	A	Dupo, Ills., c/o G. C. Lindeman.
<b>Jensen, Magnus C.</b>	B	617 Commercial St., Astoria, Ore.
<b>Jett, Daniel B., Priv. 1st Cl.</b>	E	3809a Windsor Pl., St. Louis, Mo.
<b>Johnson, Arthur, Priv. 1st Cl.</b>	B	4201 Travis St., Dallas, Tex.
<b>Johnson, Benjamin F., Priv. 1st Cl.</b>	Hq.	Fairview, Okla.
<b>Johnson, Emmett J., Priv. 1st Cl.</b>	Hq.	1811 3rd St., Macon, Ga.
<b>Johnson, Emmett H.</b>	Hq.	Bonner Springs, Kans.
<b>Johnson, Joseph A., Serg. 1st Cl.</b>	C	Benton, Ill.
<b>Johnson, John W.</b>	B	Antioch, Va.
<b>Johnson, Larry</b>	F	907 Converse Av., E. St. Louis, Ill.
* <b>Johnson, Martin C.</b>	A	Uxbridge, Mass.
* <b>Johnson, Parley J.</b>	Hq.	332 W. North Semple St., Salt Lake City, Utah.



## HISTORY OF THE TWELFTH ENGINEERS

<b>Johnson, Lawrence H., Wag.</b>	Hq.	103½ Collinsville Av., E. St. Louis, Ill.
<b>Johnson, Nathaniel</b>	E	213 12th St., Cairo, Ill.
<b>Johnston, Oscar L.</b>	A	1614 South 14th St., St. Louis, Mo.
<b>Johnson, Richard S., Wag.</b>	A	34th & Orville Sts., Kansas City, Mo.
Jolley, Frederick L.	B	1686 Vinewood Av., Detroit, Mich.
<b>Jones, Arnold E., Corp.</b>	B	1817½ Broadway, Parsons, Kans.
<b>Jones, Arthur E.</b>	B	908 Arlington Av., Baltimore, Md.
<b>Jones, John L., Corp.</b>	C	Hugo, Okla.
<b>Jones, Joe G., Priv. 1st Cl.</b>	A	2724 Frederick St., Shreveport, La.
<b>Jones, Marvel L., Serg.</b>	A	DuQuoin, Ill.
<b>Jones, Ralph H.</b>	B	811 Chase St., Falls City, Neb.
<b>Jones, Ren W.</b>	D	Kansas City, Mo.
<b>Jones, Wiley E., Corp.</b>	D	Wilsey, Kans.
Jones, Wilson F.	C	311 W. 5th St., Marion, Ind.
<b>Jordan, Nathaniel F., Jr., Serg.</b>	C	921 Burnett St., San Antonio, Tex.
Josco, Andrew F.	A	Paupac, Pa., c/o Jim Kellen.
Josefson, Gust A.	B	Albert City, Ia.
<b>Jovesco, Vincent</b>	B	Box 403, Madison, Ill.
<b>Jungbluth, William H., Corp.</b>	F	4647 Virginia Av., St. Louis, Mo.
<b>Kagy, Lester B., Priv. 1st Cl.</b>	A	Xenia, Ill.
*Kalkman, Clark L.	C	Clarkston, Wash.
<b>Kane, William D., Corp.</b>	B	515 S. 7th St., Estherville, Iowa.
*Kanick, William H.	C	1114 Walnut St., Taylor, Pa.
<b>Kannen, Joseph H., Wag.</b>	E	925 Cherry St., Kansas City, Mo.
Kopokes, George	C	
Karboszewski, John	B	149 Beacon Ave., Jersey City, N. J.
*Karahales, Thomas G.	B	114 Blackstone St., Boston, Mass.
<b>Kassner, Chester E., Priv. 1st Cl.</b>	D	Whitehall, Mich.
Kearns, Martin	A	4702 Lexington St., Chicago, Ill.
*Keating, Richard M., M. E. Sr. G.	Hq.	Segola, Mich.
Keeling, Charles H.	F	2508 Maple Ave., Los Angeles, Cal.
Keiser, Edwin R.	Med.	General Delivery, Alburdis, Pa.
Keller, Julius A.	F	116 Pine St., Elizabeth, N. J.
<b>Kelley, Edward D., Priv. 1st Cl.</b>	D	Hayleyville, Ala.
<b>Kelley, Hubert W., Priv. 1st Cl.</b>	D	3119 E. 30th St., Kansas City, Mo.
Kelley, Robert	C	Parsons, Pa.
Kelley, Thomas P.	D	402 Hackney Building, St. Paul, Minn.
<b>Kelly, Allen K., Priv. 1st Cl.</b>	A	Santa Fe, Tenn.
<b>Kelly, Duke R., Priv. 1st Cl.</b>	B	Newport, Ark.
<b>Kelly, Raymond B.</b>	A	2712 Glasgow Ave., St. Louis, Mo.
<b>Kelly, William F., M. E. Sr. G.</b>	Hq.	1003 E. Douglas Ave., Wichita, Kans.
Kelly, William H.	F	1608 Main St., Miles City, Mont.
<b>Kelpin, Roy L., Serg.</b>	B	Terrell, Tex.
<b>Kelso, Lester D., Priv. 1st Cl.</b>	F	2036 N. Grant, Springfield, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Kelso, William C., Serg.</b>	E	4758 Greer Ave., St. Louis, Mo.
* <b>Kennedy, Charles J., Corp.</b>	A	73 Marshall St., Paterson, N. J.
<b>Kennedy, John W.</b>	D	Vermont, Ill.
<b>Kennedy, William J.</b>	C	2332 Virginia Ave., St. Louis, Mo.
<b>Kenner, Ross</b>	F	Crowell, Tex.
<b>Kerns, James J., Priv. 1st Cl.</b>	F	3903 Monroe Ave., E. St. Louis, Ill.
† <b>Kernick, Oliver E., Serg.</b>	A	c/o J. Frey, Mammoth Springs, Ark.
<b>Kerns, Charles E.</b>	F	315 N. 5th St., Hannibal, Mo.
<b>Kerwin, Edward J.</b>	F	32 Jackson St., Paterson, N. J.
<b>Kesler, Charles C.</b>	B	631 S. Main St., Fostoria, O.
<b>Keyes, Judson E., Jr., Priv. 1st Cl.</b>	B	Salem, Ill.
<b>Kice, Earl T.</b>	D	Harrington, Kans.
<b>Kiely, John A.</b>	E	1310 Summit Ave., Kansas City, Mo.
<b>Kiersey, Francis W., Priv. 1st Cl.</b>	E	Louisville, Neb.
<b>Killingsworth, Ennis L.</b>	F	
<b>Kimmel, Roger O.</b>	E	917 S. 4th St., Independence, Kans.
<b>King, Lewis A., Wag.</b>	B	P. O. Box 1660, Dallas, Tex.
<b>King, Martin P., Corp.</b>	F	3641 V St., S. Omaha, Neb.
<b>King, Robert</b>	C	Belvidere, N. J.
<b>Kinloch, Alone, Corp.</b>	F	Oklahoma City, Okla.
‡ <b>Kinney, Clinton H., M. E.</b>	Hq.	Willard, O.
<b>Kinser, Lore</b>	D	R. R. #1, Fair Oaks, Ind.
‡ <b>Kinsey, Milton M., Serg.</b>	C	6321 Alabama Ave., St. Louis, Mo.
<b>Kirby, Frank M.</b>	A	1601½ Elm St., Dallas, Tex.
<b>Kirchgraber, Edward L., Corp.</b>	A	627 E. 2nd Ave., Pine Bluff, Ark.
<b>Kirk, James H.</b>	F	Box 34, Provo, Utah.
<b>Kirkland, Jesse R., Priv. 1st Cl.</b>	C	Cummings, Kans.
<b>Kiser, Clarence O., Priv. 1st Cl.</b>	F	Madill, Okla.
<b>Kitchen, John B., Priv. 1st Cl.</b>	B	4026 Holly St., Kansas City, Mo.
<b>Kniemeyer, Harry B., Priv. 1st Cl.</b>	B	3717 N. 9th St., St. Louis, Mo.
<b>Knight, Philip S.</b>	Hq.	4032 Paseo, Kansas City, Mo.
‡ <b>Koch, Milton H.</b>	B	4968 Page Ave., St. Louis, Mo.
<b>Koeger, Barney E.</b>	E	Archie, Mo.
<b>Koepke, Fred</b>	C	R. R. #2 Box 63, Texarkana, Tex.
<b>Kondrup, John D.</b>	F	16 Wayne St., Jersey City, N. J.
<b>Koonce, Charles C., Priv. 1st Cl.</b>	F	615 N. Harwood, Dallas, Tex.
<b>Koonce, John E., Priv. 1st Cl.</b>	C	Manila, Ark.
<b>Krane, Joseph</b>	F	239 Potter Ave., Astoria, L. I. N. Y.
<b>Kratli, John O.</b>	B	Salem, Mo.
<b>Krauer, Arthur</b>	A	c/o Mrs. G. Duncan, Fortley Road, Bogoda, N. J.
<b>Krause, Joseph W., Cook</b>	E	2323 Clark Ave., St. Louis, Mo.
<b>Kraus, William J.</b>	F	Vulcan, Mich.
<b>Krisko, Michael M.</b>	F	417 Main St., Conemaugh, Pa.
<b>Kutz, Bernard, Priv. 1st Cl.</b>	A	4018 Gratiot St., St. Louis, Mo.
<b>Kyle, David W.</b>	C	Dallas, Tex.
<b>La Belle, John</b>	E	Little Fork, Minn.
<b>Lackey, Thomas J., Priv. 1st Cl.</b>	A	Mounds, Ill.

## HISTORY OF THE TWELFTH ENGINEERS

‡Lacy, Lewis D., M. E.	Hq.	651 Oakwood Ave., Webster Groves, Mo.
Lamb, Elbert R.	B	1621 43rd St., E. St. Louis, Ill.
Lambeth, Ernest E., Color Serg.	Hq.	Reed, Mo.
Lamere, Fred J.	A	Red Ore, Minn.
Lamkin, Roy W.	A	Clinton, Ky.
Lamont, Edward H., Priv. 1st Cl.	F	Flat River, Mo.
Lamson, Lewis K., Wag.	D	6289 Marmaduke Ave., St. Louis, Mo.
Lancaster, Jordan, Serg.	F	Ada, Okla.
Land, Richard	D	612 West Pine St., Missoula, Mont.
Landon, Harry L.	E	2115 Oregon Ave., St. Louis, Mo.
Landry, Louis L.	A	Alexandria, La.
Lane, Henry D., 1st Serg.	C	Stantland, Mo.
Lane, William	C	Cabin Creek, West Virginia.
Lang, Phillip A., Wag.	A	1502 State St., E. St. Louis, Ill.
Lang, Walter	C	
‡Lansing, Charles B., Wag.	Hq.	1938 Wood Ave., Colorado Springs, Colo.
La Resche, M. A., Cook	A	4155 N. Grand Ave., St. Louis, Mo.
Laskie, Dale H., Priv. 1st Cl.	C	Ossawatomic, Kans.
Lawson, Brewer, C., Corp.	B	S. Ashburnham, Mass.
Lawson, Elmer H.	C	1600 Locust St., Kansas City, Mo.
Lay, Eury H.	E	1112 10th Ave., Scotts Bluff, Neb.
Leary, Edward K.	C	c/o St. Michaels & All Angels Rectory, Anniston, Ala.
Le Corre, James	C	Houghtzdale, Pa.
†Ledbetter, Artie C.		c/o Y. M. C. A., E. St. Louis, Ill.
Lee, Joseph D.	C	c/o Joe Vopot, Gandyville, S. Dak.
Lee, James C.	C	Weeleeta, Okla.
Lee, Jasper B., Priv. 1st Cl.	C	c/o Wichita, V. R. R., Wichita Falls, Tex.
Lee, Robert E.	D	Weeleeta, Okla.
Leeper, Elbert C., Priv. 1st Cl.	B	540 S. Marion St., Martinsville, Ind.
Lehman, George A.	E	729 Jackson St., Oklahoma, Cal.
Leith, Leon H.	C	Maryville, Tenn.
Lentz, Luther H., Corp.	D	4531 Kenwood Ave., Kansas City, Mo.
Leonetti, Raffale	B	2017 Fairmount Ave., Philadelphia, Pa.
Lester, Peter J.	A	R. F. D., New Carlisle, Ind.
Lett, Charles G., Corp.	A	1613 Illinois Ave., E. St. Louis, Ill.
Lever, Joshua F., Serg.	B	500 Market Ave., E. St. Louis, Ill.
Lewis, Olen, Corp.	C	Stamps, Ark.
Lewis, Palmer W.	C	602 S. Seventh St., Laramie, Wyo.
Lewis, Robert L.	D	Ely, Nevada.
Lewis, Walter S., Priv. 1st Cl.	D	Kansas City, Mo.
Libe, Paul E.	D	320 S. Fifth St., Easton, Pa.
Liddle, Harry E.	F	W. Main St., Ottumwa, Iowa.

## HISTORY OF THE TWELFTH ENGINEERS

‡Lieber, Charles A., Serg.	C	3868 Russell Ave., St. Louis, Mo.
Lightfoot, James M.	E	1177 Dorothy Place, Memphis, Tenn.
Lind, John	F	Basswood, Cal.
‡Lindholm, Arthur W., Corp.	F	6051 Kingsbury Place, St. Louis, Mo.
Lindquist, Alfred E.	F	Marquand, Mo.
Lindsay, Donald H., Priv. 1st Cl.	E	8561 N. Broadway, St. Louis, Mo.
Lindsay, Joseph B.	E	4330 Lindell Blvd., St. Louis, Mo.
Linton, Charles H., Priv. 1st Cl.	B	202 S. Pennsylvania Ave., Brookfield, Mo.
Linz, Irwin J.	B	Iola, Mo.
Lipscomb, Hudson P., Jr., Priv. 1st Cl.	A	1530 Avenue D, Bessemer, Ala.
Liquor, Francesco	F	315 69th St. W., New York, N. Y.
Little, Frank A., Serg.	A	Winfield, Kans.
Lockart, George B.	F	Pontotoc, Miss.
Loderstodt, Robert L.	D	Lexington Ave., Cranford, N. J.
Lomax, Robert L., Serg.	E	337 7th Street, Cairo, Ill.
Lombardi, Luigi	D	344 Orient Way, Kingsland, N. J.
Lombardo, Frank	C	156 Bright Street, Jersey City, N. J.
Long, Hiram B.	F	332 Barnett Street, Atlanta, Ga.
Long, Robert	F	216 W. 128 Street, New York, N. Y.
Longbottom, George B.	B	545 Delta Ave., Cincinnati, Ohio.
‡Longley, Ralph D.	A	1013 Mound St., Joliet, Ill.
Loomis, Elton F., Priv. 1st Cl.	F	704 N. Franklin St., Saginaw, Mich.
Loper, Guy D., 1st Serg.	B	Orleans, Neb.
Lord, James E.	E	Kansas City, Mo.
Lowe, Fred P.	D	142 North Brighton, Kansas City, Mo.
‡Lowry, Robert E., 1st Serg.	B	902 Buchanan St., Amarillo, Tex.
Lukas, Michael	E	107 John St., Harrison, N. J.
Lupescu, Nicholas, Priv. 1st Cl.	A	1706 S. 8th St., St. Louis, Mo.
Lusk, Frank	D	Olivet, Kans.
Lydon, John J., Corp.	A	5814a N. Market St., St. Louis, Mo.
Lynch, Paul	F	Ebeleth, Minn.
Lyndell, Allen A.	C	783 Broadway, West Summerville, Mass.
McAlester, Cecil, Serg.	C	c/o Frisco Railroad, Fort Worth, Tex.
McBride, George R.	D	1014 Browder St., Dallas, Tex.
McCarthy, Louis T., M. E. Sr. G.	Hq.	1505 A. St. Louis Ave., E. St. Louis, Ill.
McCauley, James P.	F	359 Whitton St., Jersey City, N. J.
McClancy, Joseph G., Serg.	F	R. R. #5, Box 18, Springfield, Mo.
McClellan, William J.	B	2007 Terrace Drive, Dallas, Tex.
McClendon, Robert L., Priv. 1st Cl.	Hq.	Rushton, La.
McCollister, George M.	E	5280a Waterman Ave., St. Louis, Mo.
McCord, Ardell H., Priv. 1st Cl.	C	West Pine St., Murphysboro, Ill.
McCracken, Robert C.	F	3636 Natural Bridge Road, St. Louis, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

<b>McCullough, Edward</b>	A	1910 Jefferson St., Kansas City, Mo.
<b>McDaniels, Benjamin F., Priv. 1st Cl.</b>	E	Tamms, Ill.
<b>McDermott, Thomas K., Corp.</b>	E	5601 Summer St., Philadelphia, Pa.
* <b>McDivitt, Dewey K., Corp.</b>	Hq.	Bolivar, N. Y.
<b>McDonnell, William M.</b>	F	3938 Folsom St., Philadelphia, Pa.
<b>McDonough, Thomas F.</b>	F	433 Market Ave., E. St. Louis, Ill.
<b>McDougal, Samuel H.</b>	D	Meadow Creek, Idaho.
<b>McDow, George L.</b>	A	c/o U. P. Railroad, Armstrong, Kans.
<b>McDowell, Henry E., Corp.</b>	A	Earlington, Ky.
<b>McDowell, Robert H.</b>	E	Crawford, Neb.
<b>McFarland, Clarence R., M. E. Jr. G.</b>	Hq.	Cherrytree, Pa.
<b>McGeein, Roland J., Corp.</b>	A	c/o A. P. McGeein, Santa Rosa, Cal.
<b>McGill, Dora L.</b>	B	Rossville, Ind.
<b>McGill, William H., Priv. 1st Cl.</b>	D	Kings Mountain, N. C.
<b>McGlasson, John W.</b>	F	Jonesboro, Ark.
<b>McGonizle, Thomas J.</b>	Med.	301 E. 8th Ave., Conshohocken, Pa.
<b>McGraw, Floyd E.</b>	B	329a Collinsville Ave., E. St. Louis, Ill.
<b>McGuire, Luke</b>	E	S. 3rd St., Ironton, Ohio.
<b>McGuire, Raymond S., Priv. 1st Cl.</b>	D	Kansas City, Mo.
<b>McGuire, William W., Serg.</b>	C	St. Helens, Ky.
<b>McKaig, Robert M.</b>	D	Eldorado, Kans.
<b>McKane, Charles P.</b>	F	515 N. 8th St., E. St. Louis, Ill.
<b>McKay, William R.</b>	B	Veray, Ind.
<b>McKee, Amos F., Priv. 1st Cl.</b>	A	Centralia, Ill.
<b>McKee, James</b>	F	944 8th St., New York City.
<b>McKee, Wallace C., Corp.</b>	C	Hazelton, Kans.
<b>McKee, William O.</b>	B	1543 S. Lambert St., Philadelphia, Pa.
<b>McKellar, Donald</b>	E	902 Hamilton St., Wausau, Wis.
<b>McKeown, Hubert A.</b>	F	Locust Gap, Pa.
<b>McLain, John P., Priv. 1st Cl.</b>	B	Industry, Ill.
<b>McLaughlin, John J.</b>	E	442 W. 79th St., Chicago, Ill.
<b>McMillan, Tracy J., Priv. 1st Cl.</b>	A	Greenville, Ill.
<b>McMillan, William, Serg.</b>	Med.	3862 Russell Ave., St. Louis, Mo.
<b>McNair, Robert S., Priv. 1st Cl.</b>	C	1609 Grand Ave., Dallas, Tex.
<b>McQueary, Wayne O.</b>	E	Macon, Mo.
<b>McTague, Stephen F.</b>	D	28 Kinsman, Valley Falls, R. I.
<b>McWilliams, Benjamin R., Serg.</b>	C	1093 Beech Place, Memphis, Tenn.
<b>McVeagh, Edward E.</b>	A	2102 W. 67th Place, Chicago, Ill.
<b>MacNevin, Thomas</b>	C	72 Dorchester St., South Boston, Mass.
<b>Mackenzie, Victor, Corp.</b>	D	Havelock, Neb.
<b>Madden, Patrick J.</b>	D	2684 Broadway, New York, N. Y.
<b>Madison, Ernest H.</b>	C	Whitehall, Ill.
<b>Magnison, Dean M.</b>	F	RFD. 49 A, Two Harbor, Minn.
<b>Mahaney, Daniel R.</b>	C	722 Rosedale Ave., Erie, Pa.
<b>Mahaney, Jos. W., Serg.</b>	A	Kirkwood, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

Maher, James J.	B	275 E. 39th St., Brooklyn, N. Y.
<b>Malachowski, Stanley J.</b>	B	3232 Neosho St., St. Louis, Mo.
Malinsky, Rudulph	C	54 S. Terrace Ave., Mt. Vernon, N. Y.
<b>Malone, John F., Jr.</b>	B	Normandy, Mo.
<b>Malone, Michael C., Serg.</b>	D	1014 12th St., Greeley, Colo.
<b>Mallory, John, Priv. 1st Cl.</b>	E	Willow Springs, Mo.
Maney, William E.	D	Bangor, Me.
Manley, Hobert	C	Lexington, Tenn.
<b>Mansfield, Herbert</b>	A	Bedona, Miss.
Marcenak, Tony	F	22 Sheridan Ave., Trenton, N. J.
<b>Marley, Frank E., Priv. 1st Cl.</b>	C	Wellsville, Kans.
Marshall, Eugene W.	D	Wellston, Ga.
<b>Mariette, Ernest R., Jr.</b>	A	3750 Palm St., St. Louis, Mo.
†* <b>Markwardt, Henry W., 1st Serg.</b>	E	Elgin, Ill.
<b>Martin, Clair E., Priv. 1st Cl.</b>	D	Blythedale, Mo.
* <b>Martin, Edward R.</b>	B	Normandy, Mo.
<b>Martin, George E., Corp.</b>	D	Blythedale, Mo.
<b>Martin, Holmes B., Corp.</b>	E	Fostoria, Kans.
Martin, John G.	Hq.	2101 Virginia Ave., Cornersville, Ind.
Martin, L. R.	D	Guiler St., Buffalo, N. Y.
Martin, William F.	F	56 Melrose Ave., Pittsburg, Mass.
<b>Mason, Alvah D., Corp.</b>	A	Tamoroa, Ill.
<b>Mason, William W., Wag.</b>	Hq.	Fayette, Mo.
<b>Massa, David J., Wag.</b>	B	Normandy, Mo.
Marvin, Albert	F	Alleghaney, Pa.
Mathews, Ira Dave	F	116 Boulevard St., Lewistown, Mont.
<b>Mathews, Robert H., M. E. Jr. G.</b>	Hq.	6221 E. 11th St., Kansas City, Mo.
<b>Maulding, Norman</b>	E	322 South Park, Sapulpa, Okla.
<b>Maule, Henry E., Priv. 1st Cl.</b>	F	1376 Shawmut Place, St. Louis, Mo.
Maus, Edwin B.	F	703 8th Ave., Altoona, Pa.
Mausel, Louis J.	D	Minneapolis, Minn.
Mausell, Peter G.	D	45 High St., Waterville, Mass.
<b>May, Edward K., Priv. 1st Cl.</b>	C	3620 Wyoming St., St. Louis, Mo.
May, Gail E., Priv. 1st Cl.	D	Mobridge, S. D.
<b>Mayberry, Edward F.</b>	A	1120 E. 7th Ave., Pine Bluff, Ark.
Max, C. O.		
*Mead, Franklin C.	A	North Bridgeton, Me.
<b>Meehan, Charles L.</b>	F	2019 Poplar St., Cairo, Ill.
<b>Meeks, Littleton, Mech.</b>	E	1512 Pine St., Pine Bluff, Ark.
Megnin, Edward J.	F	Allendale, N. J.
<b>Mellor, Paul F., Corp.</b>	E	1319 N. Kingshighway, St. Louis, Mo.
<b>Memory, William</b>	A	Box 30, Price Hill, Cincinnati, O.
Mencher, Leo	F	481 Clairmont Parkway, New York, N. Y.
Meredith, Farris	F	General Delivery, Raton, N. Mex.

## HISTORY OF THE TWELFTH ENGINEERS

- Meredith, Leslie L.  
**Merritt, Edward F., Priv. 1st Cl.**  
**Merritt, Max L., Serg.**  
**Metz, David E., Corp.**  
 †Mewherter, Caleb W.  
**Meyer, Edward H., Priv. 1st Cl.**  
 Michaels, Herbert E., Corp.  
**Middleton, Charles L.**  
 Milburn, Harold P.
- Miles, Evertt  
**Miller, Arthur E.**  
**Miller, Bert A., Serg.**  
**Miller, Carl C., Wag.**  
 Miller, Edwin W.  
 \*Miller, George B.  
 Miller, George C.  
 Miller, George G.  
**Miller, Isaac D.**  
**Miller, James S., Priv. 1st Cl.**  
**Miller, Joseph L., Wag.**  
**Miller, Lynn R., Priv. 1st Cl.**  
**Miller, Reuben W., Priv. 1st Cl.**  
**Miller, Robert E. G., Priv. 1st Cl.**  
 Miller, Thomas  
**Miller, William O.**  
**Millie, Charles E.**  
 Milligan, Frank
- Milliken, William G.  
**Mills, Barnard O.**
- Millspough, Willard E.**
- Minehan, Edward W.  
 Minehan, Joseph J.  
 Mix, William H.  
 \*Mohr, George F., Jr.  
**Monroe, Walter**
- Montfort, Augustine B., Corp.**  
**Montgomery, James A.**  
**Montgomery, Will H., Serg.**
- Monty, Robert E.**  
**Moone, Albert R.**  
**Moore, Benjamin F., Wag.**  
 Morehart, Jacob W.  
 Morey, Paul E.
- E  
 A 937 Benton Ave., Springfield, Mo.  
 E 3948 N. 20th St., St. Louis, Mo.  
 D Cowgill, Mo.  
 F Orlando, Okla.  
 Med. 310 Hesperia St., Collinsville, Ill.  
 B 2416 Copeland St., Cincinnati, O.  
 E 440 N. 8th St., E. St. Louis, Ill.  
 B Box 73 R. 31, Baden Station, St. Louis, Mo.  
 F RFD. #8, Danville, Ill.  
 C 324 S. 4th St., E. St. Louis, Ill.  
 F Lake, Ind.  
 F 4714 Cupples Pl., St. Louis, Mo.  
 D Bridger, Mont.  
 A 518 Oak St., Abilene, Tex.  
 A 132 Washington St., Taylor, Pa.  
 F 122 Tracy Ave., Waterbury, Conn  
 F Denison, Tex.  
 C 2610 Elm St., Cairo, Ill.  
 C 4523 Chouteau Ave., St. Louis, Mo.  
 A Minden, La.  
 A 419 Main St., Argenta, Ark.  
 A 3329 Newman Ave., Dallas, Tex.  
 E Virginia City, Nev.  
 B Tamms, Ill.  
 D 926½ W. 7th St., Little Rock, Ark.  
 D 4601 Haverford Ave., Philadelphia, Pa.  
 D W. 1st St., Muncie, Ind.  
 D 121 S. Wheeling St., Kansas City, Mo.  
 B 8 Esplanade Apartments, 3015 Penn Ave., Indianapolis, Ind.  
 B Needles, Cal.  
 D Tooele, Utah.  
 E Box 194, Brookings, S. Dak.  
 C 365 Calendar Ave., Peoria, Ill.  
 F 1802 E. Spring St., New Albany, Ind.  
 A 1417 North Peate St., Dallas, Tex.  
 C Stamps, Ark.  
 D 3625 Warwick Blvd., Kansas City, Mo.  
 A Monona, Iowa.  
 D Wichita Falls, Tex.  
 D  
 E Portland, Colo.  
 B 22 2nd St., Warren, Ohio.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Morgan, Aaron, Serg.</b>	Hq.	202 S. Park St., Sapulpa, Okla.
<b>Morgan, Charles W.</b>	A	3017 Nusbaumer St., Dallas, Tex.
<b>Morgan, Frank A., Priv. 1st Cl.</b>	D	Duenweg, Mo.
<b>Morgen, Irsel</b>	C	618 E. Park, Sapulpa, Okla.
<b>Moroney, Bernard R., Priv. 1st Cl.</b>	A	617 E. Boone St., Salem, Ill.
Moroney, Lee Francis	B	4540 Carroll St., Pittsburgh, Pa.
<b>Morris, John A., Corp.</b>	A	#1004 B.P.O.E., N. Little Rock, Ark.
Morrow, Warren D.	F	143 High St., Lowell, Mass.
Morse, Howard R.	B	Sand Point, Idaho.
<b>Moss, Robert E.</b>	Hq.	1318 Grand Ave., Texarkana, Ark.
<b>Mott, Edwin L., Priv. 1st Cl.</b>	B	5551a Etzel Ave., St. Louis, Mo.
Moyer, Francis G.	E	441 N. Hampton St., Easton, Pa.
<b>Moyer, Harold A., Serg. 1st Cl.</b>	E	4260 Flad Ave., St. Louis, Mo.
<b>Mudd, Harry E.</b>	D	c/o Lowe & Campbell, 1113 Grand Ave., Kansas City, Mo.
<b>Muldoon, Patrick J.</b>	A	33 Central Ave., Kansas City, Kans.
Mulearn, Daniel C.	F	282 S. Ithan, West Philadelphia, Pa.
<b>Mulhearin, Thomas B., Corp.</b>	E	418 Elm St., Greensboro, N. C.
† <b>Mulholland, James J., Serg.</b>	Hq.	5022 Minerva Ave., St. Louis, Mo.
Mundahl, Arthur E., Mech.	B	Toronto, S. Dak.
† <b>Munger, Fred H., 1st Serg.</b>	Hq.	Junction City, Kans.
<b>Munn, Nilo A., Corp.</b>	B	c/o M. K. T. Railroad, Loco. Dept., Denison, Tex.
Murphy, Daniel J.	E	1359 63rd St., Brooklyn, N. Y.
Murphy, Daniel T.	C	New Salem, Pa.
<b>Murphy, Edgar L., Serg. 1st Cl.</b>	B	Pineville, Ky.
<b>Murphy, Edward L.</b>	B	530 E. Jackson St., Brazil, Ind.
<b>Murphy, Ferd. A., Priv. 1st Cl.</b>	D	St. Clair, Mo.
<b>Murphy, Frank, Priv. 1st Cl.</b>	D	Box 221, Osawatamie, Kans.
<b>Murphy, George F., Serg.</b>	F	1606 E. Lamar, Sherman, Tex.
Murphy, James W.	C	24 Saddler St., Lynn, Mass.
<b>Murphy, Leo C., Priv. 1st Cl.</b>	Hq.	251 Custer Ave., Youngstown, Ohio
<b>Murphy, Lloyd H., Wag.</b>	C	921 Market St., E. St. Louis, Ill.
<b>Murphy, Newton H.</b>	E	221 Main Ave., Sioux Falls, S. D.
Murphy, Ralph A.	F	1142 North Spaulding, Chicago, Ill.
Murray, Robert E.	D	7558 N. Broadway, St. Louis, Mo.
<b>Myers, Don E., Corp.</b>	F	542 Grace St., Elgin, Ill.
Myers, Ernest E.	F	Brighton, Colo.
<b>Myers, James M.</b>	A	922 W. 6th St., Sedalia, Mo.
Myers, Lloyd E.	A	c/o General Delivery, Denver, Colo.
<b>Myers, Roy W.</b>	E	225 W. Des Moines Ave., Estherville, Ia.
Nabb, William E.	E	Alliance, Neb.
Narwold, Harry H.	B	Batesville, Ind.
Nashett, Alvin R.	E	1213 South Main St., Meadville, Pa.
<b>Nagel, Herman W.</b>	B	2935 Wayne Ave., Kansas City, Mo.
Neliker, Werner J.	E	32 Wood St., Garfield, N. J.
<b>Neihaus, William F.</b>	B	Salem, Ill.



## HISTORY OF THE TWELFTH ENGINEERS

<b>Neil, John J., Priv. 1st Cl.</b>	C	417 Bond Ave., E. St. Louis, Ill.
<b>Nelling, Robert M., Wag.</b>	Hq.	711 Bond Ave., E. St. Louis, Ill.
<b>Nelson, Edward F., Priv. 1st Cl.</b>	A	327 37th St., Cairo, Ill.
<b>Nelson, James A., Priv. 1st Cl.</b>	F	2054 N. Campbell St., Springfield, Mo.
<b>Nesbitt, Ross E., Serg.</b>	E	2142 3rd Ave., Terre Haute, Ind.
<b>Neumann, Lawrence H., Priv. 1st Cl.</b>	A	529 N. Market St., Galion, Ohio.
<b>Newby, Fred M.</b>	D	Fairview, Okla.
<b>Newell, William D., M. E. Jr. G.</b>	Hq.	Sarepeta, La.
<b>*Newkirk, Arlington W., Priv. 1st Cl.</b>	B	638 Chester Ave., Lancaster, Pa.
<b>Newton, James E.</b>	B	16 Wylie Ave., Arlington, Md.
<b>Nibley, James, Corp.</b>	D	Le Grande, Ore.
<b>Nicholls, William H.</b>	A	1010 La Crosse St., La Crosse, Wis.
<b>Nicholson, Malcolm E., Corp.</b>	F	124 S. 4th St., Council Grove, Kans.
<b>Nisbet, Joel P., Corp.</b>	D	616 S. Crockett, Sherman, Tex.
<b>Niswonger, Wayne H.</b>	C	410 S. 10th St., Kansas City, Mo.
<b>Nixon, John J.</b>	D	98 Bright St., Jersey City, N. J.
<b>Nohova, Alex.</b>	A	3506 Grace Ave., St. Louis, Mo.
<b>Norwicki, Tony</b>	B	252 River Road, New York City.
<b>Nunbesser, Fred</b>	D	7 Hudson Ave., Union Hall, N. J.
<b>Nuzum, Alonzo L., 1st Serg.</b>	A	419 N. Central, Parsons, Kans.
<b>Nylund, Gustave</b>	B	4015 8th Ave., Brooklyn, N. Y.
<b>*O'Boyle, Charles J.</b>	C	U. S. Army.
<b>O'Brien, John A., Serg.</b>	F	4856 Maffitt Ave., St. Louis, Mo.
<b>O'Brien, Walter J.</b>	C	34 Alamo Place, Buffalo, N. Y.
<b>Ockerhausen, William B., Corp.</b>	B	4454 Duncan Ave., St. Louis, Mo.
<b>O'Connor, Charles F., Priv. 1st Cl.</b>	D	c/o Gen. Agt., C. & A., 717 Walnut St., Kansas City, Mo.
<b>O'Connor, Dean F.</b>	D	360 S. Baltimore, Kansas City, Kans.
<b>O'Connor, James W., Priv. 1st Cl.</b>	A	4464 Arco Ave., St. Louis, Mo.
<b>O'Donnell, Thomas M., Priv. 1st Cl.</b>	B	228 20th St., Cairo, Ill.
<b>O'Herin, William E., M. E.</b>	Hq.	Parsons, Kans.
<b>Ohler, Edgar R., Corp.</b>	D	Fredonia, Kans.
<b>Ohlinger, William C.</b>	B	Stoneycreek, Pa.
<b>Oliver, Ira R.</b>	A	RR. #4, Box 16, Poplar Bluff, Mo.
<b>Oliver, Wilbur E., Priv. 1st Cl.</b>	F	Pueblo, Colo.
<b>Olree, Andrew M., Priv. 1st Cl.</b>	A	Hayti, Mo.
<b>Olson, Oscar G.</b>	E	Box 79, Reno, Nev.
<b>Olszewski, Louis</b>	F	RFD. #24, La Salle, Ill.
<b>O'Malley, William P., Cook</b>	D	323 S. 11th St., Salina, Kans.
<b>O'Nevin, Alvin</b>	D	Competition, Mo.
<b>Orwick, Harry E., Battn. Serg. Maj.</b>	Hq.	5401 Smart Ave., Kansas City, Mo.
<b>Osborne, Robert D.</b>	D	c/o S. T. Osborne, Box 596, Tona- pah, Nev.
<b>O'Shaughnessy, Carroll</b>	C	3354 Evanston Ave., Cincinnati, O.
<b>Osman, Alvin L., Wag.</b>	D	67 S. 20th St., Kansas City, Kans.
<b>Osterman, Theodore C.</b>	B	Mount Vernon, Ind., R. R. 3.
<b>Ott, Travis C., Wag.</b>	B	190 E. 36th St., Los Angeles, Cal.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Overby, Virgil W., Wag.</b>	Hq.	Virден, Ill.
<b>Owen, Clyde E..</b>	D	1708 W. 31st St., Kansas City, Mo.
<b>Owen, George E., Corp.</b>	F	3647 Humphrey St., St. Louis, Mo.
<b>Page, Arthur M., Serg.</b>	Hq.	Higginsville, Mo.
<b>Palmer, Joseph L., Cook</b>	D	Kansas City, Mo.
<b>Palsgrove, Samuel H., Corp.</b>	F	Walnut Ridge, Ark.
<b>Parent, Harry</b>	E	Attica, Ind.
<b>Paris, Theodore</b>	E	1215 E. 7th St., Beardstown, Ill.
<b>Parish, Carl, Corp.</b>	F	Denison, Texas.
<b>Parish, Harry F.</b>	B	Sumatra, Fla.
<b>Park, John F., Jr., Corp.</b>	Hq.	
<b>Parker, William H., Wag.</b>	F	Box 38, RFD #4, Pine Bluff, Ark.
<b>Parnacott, John, Priv. 1st Cl.</b>	D	28 Biglow St., Kansas City, Mo.
<b>Parody, Dean</b>	D	Payne, Ohio.
<b>Parsons, Ellis C.</b>	E	1907 Broadway, Kansas City, Mo.
<b>Partin, George</b>	B	Dallas, Tex.
<b>Pasquale, Anthony</b>	D	237 Elm St., Newark, N. J.
<b>Patshes, Joseph A.</b>	B	15 N. Boyle Ave., St. Louis, Mo.
<b>Patterson, Glenn</b>	D	Mankato, Kans.
<b>Patton, Raymond A., M. E. Jr. G.</b>	Hq.	Savannah, Ga.
<b>Paxton, Arnot V., Wag.</b>	D	Kansas City, Kans.
<b>Payne, Howard A.</b>	E	437 E. 15th St., Portland, Ore.
<b>Pazzuoli, Andrew</b>	B	3156 Dearborn St., Youngstown, O.
<b>Pearson, Harry C.</b>	D	Baltimore Hotel, Kansas City, Mo.
‡ <b>Perkins, Lindley M., M. E.</b>	A	1013 Short St., Galena, Kans.
<b>Perley, Charles A., Priv. 1st Cl.</b>	A	1514 8th St., Modesto, Cal.
<b>Perry, Andrew B.</b>	F	Roba, Ala.
<b>Perry, Roy F., M. E. Sr. G.</b>	Hq.	10045 Riverview Drive, St. Louis, Mo.
<b>Peters, Charlie E., Wag.</b>	B	Jefferson, Tex.
<b>Peters, Chester H., Corp.</b>	E	115 Adair St., Dallas, Tex.
<b>Peters, John, Corp.</b>	E	2708 Birmingham St., Dallas, Tex.
<b>Peters, William E., Serg.</b>	D	707 W. Washington, Okla. City, Okla.
<b>Peters, Willis H., Cook</b>	A	212 N. Denver St., Dallas, Tex.
<b>Peterson, Charles A.</b>	B	
<b>Peterson, Emil G.</b>	E	Deer River, Minn.
<b>Peterson, Emil G., Priv. 1st Cl.</b>	D	1915 8th Ave., Council Bluffs, Ia.
<b>Peterson, Harry T., Priv. 1st Cl.</b>	D	Oakley, Kans.
* <b>Petre, Joe F.</b>	C	2534 E. 25th St., Cleveland, Ohio.
<b>Pfautsch, Ralph</b>	E	3336 Caroline St., St. Louis, Mo.
<b>Phelps, Edward R.</b>	E	1702 N. 14th St., St. Louis, Mo.
‡ <b>Phillips, Albert W., Serg.</b>	F	El Paso, Tex.
<b>Phillips, George F., Corp.</b>	B	Minden, Neb.
<b>Phillips, William B.</b>	F	316 N. 10th St., E. St. Louis, Ill.
<b>Phillips, William E., Cook</b>	E	Boma, Tenn.
<b>Phillips, William H., Priv. 1st Cl.</b>	B	Minden, La.
<b>Pieper, Edward A.</b>	E	51 Mack Ave., Detroit, Mich.
<b>Pierce, Norman J.</b>	C	Whitecloud, Kans.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Pittman, Cecil E., Priv. 1st Cl.</b>	C	Indianapolis, Ind.
<b>Plemon, Thomas H., Corp.</b>	E	Anna, Ill.
*Plotkin, Herman	A	416 N. Breed St., Los Angeles, Cal.
<b>Plourd, Walter</b>	C	1846 Holly St., Kansas City, Mo.
<b>Pondrum, Alfred M., Wag.</b>	Hq.	Florissant, Mo.
Porciello, Antonio	C	7 Bridge Court, Boston, Mass.
<b>Porter, Fred B.</b>	D	Logansport, Ind.
<b>Porter, William E., Priv. 1st Cl.</b>	F	Fort Towsen, Okla.
<b>Pote, Horace W., Serg.</b>	C	4925 Park View Place, St. Louis, Mo.
<b>Potter, Robert E., Cook</b>	F	E 34 Colorado Bl., Denver, Colo.
<b>Powdrill, Grover C., Cook</b>	B	403 6th St., Shreveport, La.
<b>Powell, William E., Priv. 1st Cl.</b>	E	306 N. 2nd St., Roswell, N. Mex.
Powers, Bart T.	F	101 S. Division St., Buffalo, N. Y.
<b>Powers, Earl V., Priv. 1st Cl.</b>	Med.	5647 Clemens Ave., St. Louis, Mo.
Powers, George F.	F	1 Fairfield St., White Plains, N. Y.
<b>Prather, Albert E., Priv. 1st Cl.</b>	D	3126 Washington, Kansas City, Mo.
<b>Prather, Raymond T., Priv. 1st Cl.</b>	B	Stanard Grocery Company, El Paso, Tex.
Pratt, Forest M.	B	
<b>Pratt, Fred R., Priv. 1st Cl.</b>	D	Phillipsburg, Kans.
Price, Lawrence E.	E	910 Roache St., Indianapolis, Ind.
Price, Robert E.	C	
<b>Pridgen, Lester, M. E. Sr. G.</b>	Hq.	228 E. 35th St., Tulsa, Okla.
<b>Priesmeyer, Sidney, Priv. 1st Cl.</b>	Med.	5618 Summit Place, St. Louis, Mo.
Priest, Clyde R.	E	Tucson, Ariz.
<b>Priest, Thomas C., Cook</b>	D	Ward, Ark.
<b>Pritchard, James H.</b>	B	W. 5th St., Pine Bluff, Ark.
Pritchard, Rodman R.	E	32 Messinger St., Bangor, Pa.
<b>Pritchett, Walter O.</b>	C	5214 Cleveland Ave., Kansas City, Mo.
Pugh, Burdette	A	New Washington, Ohio.
Puglise, Joseph	D	Egg Harbor City, N. J.
Pulvirenti, Santo	B	347 Cedar St., Takoma Park, D. C.
Purcell, James A.	A	506 Broadway, Cincinnati, Ohio.
<b>Pyle, Ernest A.</b>	D	Onaga, Kans.
<b>Quackenbush, Andrew W.</b>	E	6514 Normal Blvd., Chicago, Ill.
Quinn, John Joseph	F	18 Main St., Rahway, N. J.
<b>Radford, Roy H., Priv. 1st Cl.</b>	Med.	341 E. Jefferson Ave., Kirkwood, Mo.
Radtke, Godfrey G.	Hq.	2627 1st St., Peru, Ill.
<b>Ragan, Arthur, Priv. 1st Cl.</b>	C	Mount Vernon, Ill.
<b>Ragar, Henry C., Priv. 1st Cl.</b>	C	403 E. 2nd. Ave., Pine Bluff, Ark.
<b>Ragland, Frank Rose, Corp.</b>	E	4006a Flad Ave., St. Louis, Mo.
<b>Ramsey, Everett E., Priv. 1st Cl.</b>	C	Mount Carmel, Ill.
<b>Raney, L. J.</b>	D	Spokane, Wash.
<b>Raney, Walter S.</b>	C	St. Louis, Mo.
<b>Rangey, John G., Priv. 1st Cl.</b>	D	Sedalia, Mo.
Rankin, Albert I.	C	539 N. Wolfe St., Baltimore, Md.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Rankin, Clyde, Priv. 1st Cl.</b>	A	812 W. 2nd St., McCook, Neb.
<b>Rawls, Vollie J., Serg.</b>	B	Monroe, La.
<b>Ray, Robert L., Priv. 1st Cl.</b>	B	Alexander, Ark.
<b>Reach, James C.</b>	B	c/o American Indemnity Co., Galveston, Tex.
<b>Reardon, Leonard</b>	D	Sweet Springs, Mo.
<b>Rearick, Fred, Priv. 1st Cl.</b>	Hq.	248 W. Little St., Xenia, Ohio.
<b>Redding, Leon</b>	C	c/o Missouri Pacific Yard Office, Alexandria, La.
<b>Redmond, Maurice S.</b>		
<b>Reed, Duero C., M. E.</b>	Hq.	4200 Cook Ave., St. Louis, Mo.
<b>Reeves, Claude C., Wag.</b>	F	6036 Horney Ave., St. Louis, Mo.
<b>Reeves, Thomas F., Priv. 1st Cl.</b>	C	Kingston, Okla.
<b>Regester, Robert R., Priv. 1st Cl.</b>	D	Pacific Junction, Iowa.
<b>Reichen, Ernest, Priv. 1st Cl.</b>	E	Box #24 R. F. D. #6, Pine Bluff, Ark.
<b>Reilly, Charles L., Priv. 1st Cl.</b>	A	457 Standish Ave., Webster Groves, Mo.
<b>Reilly, Michael L., Priv. 1st Cl.</b>	F	321 Bradford St., Pueblo, Colo.
<b>Reinheimer, Clarence J.</b>	B	4522 S. Grand Ave., St. Louis, Mo.
<b>Renda, Nick</b>	F	Imperial, Pa.
<b>Renisch, Alfred L.</b>	E	3834 Wyoming St., St. Louis, Mo.
<b>Retan, Marcus L.</b>	D	1013 Emerick St., Saginaw, Mich.
<b>Reuter, Charles E.</b>	E	4227 Russell Ave., St. Louis, Mo.
<b>Reyburn, Donald S., Reg. Sup. Serg.</b>	Hq.	633 Beech St., Pine Bluff, Ark.
‡ <b>Reyburn, Paul D., M. E.</b>	D	633 Beech St., Pine Bluff, Ark.
<b>Reynolds, James, Priv. 1st Cl.</b>	F	8 Mayfair St., Roxbury, Mass.
<b>Reynolds, James H.</b>	B	St. Louis, Mo.
<b>Reynolds, Solon O.</b>	A	R. F. D. #2, Pine Bluff, Ark.
<b>Rhodes, Earl P.</b>	E	South Acworth, N. H.
<b>Rice, James, Cook</b>	B	208 S. Broadway, St. Louis, Mo.
<b>Rice, Philip X.</b>	B	Bentonville, Ark.
<b>Richard, John C.</b>	D	State Farm, Glenville, Minn.
<b>Richards, David F.</b>	F	General Delivery, Cleveland, Ohio.
<b>Richard, Oscar J., Priv. 1st Cl.</b>	F	Route #33, Baton Rouge, La.
<b>Ricketts, Charles E.</b>	B	5632 Enright Ave., St. Louis, Mo.
<b>Riddle, Silas E., Priv. 1st Cl.</b>	D	Atherton, Mo.
<b>Ridlehuber, Walter T.</b>	Hq.	Lindale, Tex.
<b>Riggan, Sidney J.</b>	B	St. Louis, Mo.
<b>Ripley, George J., Reg. Serg. Maj.</b>	B	3954 Lindell Bl., St. Louis, Mo.
<b>Ritchey, Albert W., Corp.</b>	D	4227 Locust Ave., Kansas City, Mo.
<b>Ritchey, Walter L., Cook</b>	B	3719 Cambridge Ave., St. Louis, Mo.
<b>Ritter, Leonard J.</b>	C	430 Short St., Collinsville, Ill.
<b>Ritter, Paul A.</b>	B	Route # 2, Boyd, Wis.
<b>Robbins, Claude E.</b>	C	Charleton City, Mass.
<b>Roberts, William P., 1st Serg.</b>	E	Box 162, Trout, La.
<b>Robertson, Albert, Priv. 1st Cl.</b>	B	1310 Lane Street, Falls City, Neb.
<b>Robertson, Claud V., Corp.</b>	A	529 Barrow Street, Moberly, Mo.
<b>Robinson, James L.</b>	D	2328 Brooklyn Av., Kansas City, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

Robinson, Jay P.	E	3431 Highland Ave., Birmingham, Ala.
*Rock, Melvin D.	C	Box 87, Charlotte, N. C.
Rockhold, Floyd W.	B	Santa Fe South End Yards, Kansas City, Mo.
Rodd, Richard T., Priv. 1st Cl.	A	2225 Brooklyn Ave., Kansas City, Mo., c/o Mrs.A.D.Baumgardner.
Rodgers, Elmer R., Priv. 1st Cl.	F	4829 Leduc St., St. Louis, Mo.
Rodgers, John H., Bugler	A	4158 Russell Ave., St. Louis, Mo.
Rodgers, Joseph H., Serg.	A	920a Tyler Place, St. Louis, Mo.
Rodgers, Vernon P., Corp.	A	4158 Russell Ave., St. Louis, Mo.
Roe, Thomas H., Serg.	Med.	5245 Cates Ave., St. Louis, Mo.
Roemer, Lloyd T., Wag.	Hq.	304 North Bridge St., Victoria, Tex.
Rogers, Frank R., Priv. 1st Cl.	F	2017 Ramsey Ave., Springfield, Mo.
Rohan, William M.	C	New London, Wis.
Rolf, George	B	3927 Avenue "L," Galveston, Tex.
Rolfe, Lyman H.	B	Northcot, Minn.
Rooney, James H.	D	1431 Madison Ave., Kansas City, Mo.
Roper, Lawrence H., Priv. 1st Cl.	B	Boulder, Ill.
Roscia, Pietro	C	1407 9th Ave., Altoona, La.
Rose, Claude C., Serg. 1st Cl.	F	Tamm, Ill.
Rosenbaum, Forest E., Priv. 1st Cl.	F	Dupo, Ill.
Roskoski, Frank, Color. Serg.	Hq.	1488 Blondell Ave., Bronx, N. Y.
Ross, Frank P.	C	Box 211, Rusk, Tex.
Rothmeyer, Albert H., M. E. Sr. G.	Hq.	624 W. Crawford St., Denison, Tex.
Rowe, Ivan D., Serg. 1st Cl.	B	5132 Cates Ave., St. Louis, Mo.
Roy, Marshall T., Priv. 1st Cl.	F	715 St. Louis Ave., E. St. Louis, Ill.
Rudder, Elmer J., M. E. Jr. G.	Hq.	Fenton, Mo.
Ruff, Fred T.	F	15 Doris Av., Buffalo, N. Y.
Ruffy, John L., Priv. 1st Cl.	E	714 E. Taylor St., Kohoma, Ind.
Rugger, Edwin L.	D	Smith Center, Kans.
Rushing, Evan S., Priv. 1st Cl.	B	Benton, Ill.
Russell, Herbert F.	B	909 E. 8th St., Dallas, Tex.
Russell, Robert J., Bugler	D	U. S. Engineers' Office, Kansas City, Mo.
Rutherford, Sidney A.	C	Normandy, Mo.
Ryan, Leo F.	D	Herington, Kans.
Ryan, Leo J., Priv. 1st Cl.	F	Truesdale, Mo.
Ryan, Michael J., Priv. 1st Cl.	F	Truesdale, Mo.
Ryckmann, Samuel H.	D	Fort Worth, Tex.
Sabath, William M.	Med.	3721 N. 25th St., St. Louis, Mo.
Salyer, James H., Corp.	F	51 Hill St., Winchester, Ky.
Sanders, Charles R., Serg.	A	Lyman, Miss.
Sanders, William T.	F	318 N. Frio St., San Antonio, Tex.
Sanderson, Ethan A.	D	Argentine Station, Kansas City, Kans.
Sandler, Gilbert W., Priv. 1st Cl.	C	Perryville, Mo.

## HISTORY OF THE TWELFTH ENGINEERS

Sandy, Carman H.	C	General Delivery, Montgomery, W. Va.
Sargent, Emmons W.	B	Stowe, Vt.
Sarkele, Nestor E.	F	Mohawk, Mich.
Saunders, Ray B., Priv. 1st Cl.	C	Cheyenne, Wyo.
Saunders, Thomas F.	B	9 Ash St., Detroit, Mich.
Sawyer, Ralph P.	F	31 Berkley, Providence, R. I.
Saxe, Eugene C.	C	472 Aspinwell Ave., Boston, Mass.
<b>Schaub, Charles H., Priv. 1st Cl.</b>	E	1307 S.Vandeventer Ave., St. Louis, Mo.
* Scheel, Herbert, Wag.	A	6236 Lennox Ave., Wellston, Mo.
Schiebe, Fred, Priv. 1st Cl.	E	910 W. Frank St., Mitchell, Ind.
<b>Schiek, Philip A., Mech.</b>	B	Freeburg, Ill.
<b>Schiller, Carl L., Priv. 1st Cl.</b>	C	4118 Cook Ave., St. Louis, Mo.
<b>Schlude, Charles G.</b>	E	2902a N. Twelfth St., St. Louis, Mo.
<b>Schmaltz, Leonard A.</b>	C	332a N. 7th St., E. St. Louis, Ill.
<b>Schmitt, Joe F., Priv. 1st Cl.</b>	B	216 Clark Ave., Effingham, Ill.
* Schnoover, Roy	C	411 North St., Middletown, N. Y.
<b>Schoch, Frank C., Priv. 1st Cl.</b>	F	339 North 18th St., E. St. Louis, Ill.
Schultz, Charles E.	B	Grays Lake, Ill.
<b>Schulz, Malcolm E.</b>	Med.	Sterling, Kans.
<b>Schutter, Jacob A., Priv. 1st Cl.</b>	E	Cannelton, Ind.
Schwartz, Frank E.	F	216 W. Irrington St., Denver, Colo.
Schweiser, Victor F	F	504 Griffith Rd., Lake Forest, Ill.
<b>Scism, Jessie O., Priv. 1st Cl.</b>	B	Bloomfield, Mo.
<b>Scoles, Elmer C., Priv. 1st Cl.</b>	C	Salem, Ill.
<b>Scott, William J., Priv. 1st Cl.</b>	E	200 Main St., E. St. Louis, Ill.
<b>Seeger, Charles R., Corp.</b>	A	3407 Utah St., St. Louis, Mo.
<b>Sehoyan, Peter J., Corp.</b>	Hq.	2110 C St., Granite City, Ill.
Selers, Fred	C	414 Stevenson St., Flint, Mich.
<b>Seley, Harry T.</b>	C	Columbia, Mo.
Semler, Andrew	A	827 Revere Ave., Trenton, N. J.
<b>Semple, Harry T., Priv. 1st Cl.</b>	B	5985 Garfield Ave., St. Louis, Mo.
* <b>Semple, William R.</b>	Med.	2607 Oakview Terrace, Maplewood, Mo.
‡ <b>Sexton, Lawrence R., M. E.</b>	A	Richlands, Va.
<b>Seymour, Lee H., Serg.</b>	B	Chester, Ill.
Shaffer, Charles S.	F	1428 Liberty St., Allentown, Pa.
<b>Shallenberger, Howard R.</b>	F	303 Orr St., Orville, Ohio.
Shamus, Michael J.	D	Shamokin, Pa.
Shanklin, William A., Cook	E	210 "J" St., N. W. Linton, Ind.
<b>Shannon, Lucien E., Priv. 1st Cl.</b>	A	Marshfield, Mo.
<b>Shaw, Boynton E., Priv. 1st Cl.</b>	B	Coulterville, Ill.
<b>Shaw, Ralph D.</b>	Hq.	4117 Walrond, Kansas City, Mo.
Shea, Andrew	B	707 Cleveland Ave., Elkhart, Ind.
<b>Sheehan, Elmer T., Corp.</b>	A	4356 Clayton Ave., St. Louis, Mo.
Sheets, Edward T.	A	Naylor, Mo.
<b>Sheets, Raymond M., Cook</b>	C	Belleflower, Mo.
<b>Shepherd, Gurvy, Corp.</b>	A	Goldonna, La.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Shifflett, Will, Priv. 1st Cl.</b>	F	2116 Corning Ave., Parsons, Kans.
<b>Shinkle, Solon I.</b>	E	Starkey, Idaho.
<b>Shoemaker, Ira C., Mech.</b>	D	1812 W. Prospect Ave., Kansas City, Mo.
<b>Shopnick, Michael, Priv. 1st Cl.</b>	Med.	Haverhill, Mass.
<b>Shoptaugh, Louis T.</b>	C	4942 St. Louis Ave., St. Louis, Mo.
<b>Short, Isaac E., Priv. 1st Cl.</b>	B	Galena, Mo.
<b>Shyrock, Fullerton W., Serg 1st Cl.</b>	Med.	5214 Maple Ave., St. Louis, Mo.
<b>Shuka, Walter, Priv. 1st Cl.</b>	A	320 West Essex, Kirkwood, Mo.
<b>Shulver, Arthur, Serg.</b>	Hq.	190 Barton St., Pawtucket, R. I.
<b>Shurtz, Paul F.</b>	B	105 N. Forest St., Chanute, Kans.
<b>Siever, Carl L.</b>	B	522 W. 12th St., Pueblo, Colo.
<b>Sikorsky, Walter A.</b>	B	333 Indiana Ave., Hammond, Ind.
<b>Silverstein, Jacob</b>	C	371 S. 5th St., Brooklyn, N. Y.
<b>Simmons, William B., Serg. 1st Cl.</b>	D	3928 Garfield Ave., Kansas City, Mo.
<b>Simpson, David D.</b>	A	
<b>Simpson, Freddie E.</b>	A	1517 E. 4th St., Sedalia, Mo.
<b>Sipple, John E.</b>	E	Burney, Ind.
<b>Sitler, John F., Corp.</b>	F	1400 N. 5th St., Fort Smith, Ark.
<b>Size, Jerome</b>	A	840 Lords Court, Scranton, Pa.
<b>Skaug, Walter R.</b>	D	Lanesboro, Minn.
<b>Skinner, Sidney M., Corp.</b>	B	403 Hawthorne Ave., Webster Groves, Mo.
* <b>Skow, Chris</b>	C	1351 Gust St., Omaha, Neb.
<b>Slade, Joe L., Serg. 1st Cl.</b>	A	Woodland, Ill.
<b>Slater, David M.</b>	B	Manly, Iowa.
<b>Slater, Raymond N.</b>	F	Winona, Ill.
† <b>Slinger, Frank P.</b>	C	720 Center St., Elizabeth, N. J.
<b>Slogenshop, William M., Serg.</b>	A	Flatiron Building, Altoona, Pa.
<b>Sloyer, Arthur J.</b>	F	Rushville, Neb.
<b>Small, Frank M.</b>	C	Vinita, Okla.
<b>Small, Joseph</b>	C	
<b>Smith, Clayton F., Priv. 1st Cl.</b>	F	Sicily Island, La.
<b>Smith, Clayton N., Corp.</b>	C	c/o R.R.Y.M.C.A., St. Louis, Mo.
<b>Smith, Elmer J., Priv. 1st Cl.</b>	E	Box 4, Dearborn, Ind.
<b>Smith, Frank J.</b>	D	Wahoo, Neb.
<b>Smith, Fred F., Priv. 1st Cl.</b>	B	1424 Cedar St., Little Rock, Ark.
<b>Smith, Harry K., Wag.</b>	F	U. S. Gas Plant #3, Petrolia, Tex.
<b>Smith, Herbert S., Serg.</b>	F	5506 Maple Ave., St. Louis, Mo.
* <b>Smith, James C.</b>	E	c/o I. & G. N. R. R., Mart, Tex.
<b>Smith, James P., Cook</b>	F	1426 W. Prospect Ave., Kansas City, Mo.
‡ <b>Smith, Leroy B.</b>	B	1377 Granville Ave., St. Louis, Mo.
<b>Smith, Lloyd C., Serg.</b>	C	Center, Tex.
<b>Smith, Lon E., Priv. 1st Cl.</b>	E	Venice, Ill.
<b>Smith, William E.</b>	D	1071 Elk St., Buffalo, N. Y.
<b>Smith, William J.</b>	F	169 W. 64th St., New York City.
<b>Smith, William R.</b>	E	125 N. Kellogg St., Galesburg, Ill.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Smithey, George E., Priv. 1st Cl.</b>	D	4507 E. 25th St., Kansas City, Mo.
* <b>Snedeker, Arthur J., Priv. 1st Cl.</b>	A	R. F. D. #2, Ladonia, Mo.
Snyder, Edward C.	B	200 E. 3rd St., Wilmington, Del.
Somers, Joseph L.	E	625 South Ave., Westfield, N. J.
Sorby, Lloyd A., Priv. 1st Cl.	B	134 Bell St., Fremont, Neb.
<b>South, Marion A.</b>	A	Jefferson, Okla.
<b>Southard, Jessie T., Priv. 1st Cl.</b>	D	Fairview, Okla.
<b>Sparks, Joe L.</b>	A	Tupelo, Miss.
<b>Spence, William J., Bugler</b>	F	c/o Frisco Railroad, Birmingham, Ala.
<b>Spencer, Jesse L., Serg.</b>	D	Heavener, Okla.
Spencer, Lawrence D.	F	340 8th Ave., Roanoke, Va.
<b>Sperry, Marvin J.</b>	F	Washington, D. C.
<b>Springston, John W., Wag.</b>	C	901 Summit Ave., E. St. Louis, Ill.
<b>Staley, Robert W.</b>	Hq.	5157 Delmar Ave., St. Louis, Mo.
<b>Standish, Miles W., Serg.</b>	D	220 Garfield Ave., Kansas City, Mo.
† <b>Stanley, Charles L., Reg. Serg. Maj.</b>	Hq.	1415 Linden St., Oakland, Cal.
<b>Stanley, Harvey N., Priv. 1st Cl.</b>	B	3220 Seneca St., St. Joseph, Mo.
<b>Staples, Clyde F.</b>	F	626 Texas St., Pine Bluff, Ark.
<b>Staples, Walter A., Corp.</b>	A	607 Haungs Ave., Peoria, Ill.
Stark, Earl M.	F	Norwalk, Ohio.
<b>Stark, Robert C.</b>	F	6324 Derby Ave., St. Louis, Mo.
<b>Statler, William L.</b>	A	1835 Washington Ave., Colorado City, Col.
Stauffer, Walter A.	B	829 Summer St., Reading, Pa.
Stavely, Fred	C	
<b>Stearns, Leslie D., Serg. 1st Cl.</b>	Med.	Highland Park, Ill.
Stegner, Walter R.	E	Redwood Falls, Minn.
<b>Stephens, Charles A., Priv. 1st Cl.</b>	E	5741 McPherson Ave., St. Louis, Mo.
Stephens, Clarence	E	R. F. D. #2, Williamsport, Ind.
<b>Stephens, Dishman K., M. E.</b>	Hq.	
<b>Steplock, Carl, Serg.</b>	F	975 Barton Ave., Memphis, Tenn.
<b>Stevenin, August E., Priv. 1st Cl.</b>	F	4340 W. Prospect, Kansas City, Mo.
Stevens, Bert, Serg.	A	1275 Ontario St., Cleveland, Ohio.
<b>Stevens, John W., Cook</b>	C	144 Broadway, New Burg, N. Y.
† <b>Stevens, Thomas L., Corp.</b>	F	St. Louis, Mo.
Stevens, Young	F	1840 Iron St., Bellingham, Wash.
<b>Stevenson, Charles L., Corp.</b>	C	Venice, Ill.
Stevenson, Frank	F	Lacona, Iowa.
<b>Stevenson, York W., Priv. 1st Cl.</b>	F	516 N. 13th St., E. St. Louis, Ill.
Stockton, Robert	B	236 Liberty St., New Burg, N. Y.
<b>Stoddard, Roy T.</b>	B	Std. Gro. Co., El Paso, Tex.
<b>Stodder, Sam S., Priv. 1st Cl.</b>	B	6936 Idaho Ave., St. Louis, Mo.
<b>Stokes, Ernest M., Serg.</b>	F	Buncombe, Ill.
<b>Strohl, Leo C., Priv. 1st Cl.</b>	D	Garden Grove, Iowa.
<b>Strohl, Leslie P., Serg.</b>	D	Garden Grove, Iowa.
<b>Strong, Albert L.</b>	B	3228 Linden Ave., E. St. Louis, Ill.
* <b>Stroud, Joseph W.</b>	B	St. Mary, Ohio.



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<b>Stover, William J., Serg. 1st Cl.</b>	F	326 W. Morgan, Denison, Tex.
<b>Strasburg, William, Serg.</b>	Hq.	210 S. Potage Path, Akron, Ohio.
<b>Stratman, Frederick J., Reg. Serg. Maj.</b>	Hq.	6290 Bartmer Ave., St. Louis, Mo.
<b>Stumpe, Joseph, Priv. 1st Cl.</b>	A	General Delivery, Alton, Ill.
<b>Sullens, William E., Serg.</b>	A	600 S. Franklin Ave., Salem, Ill.
<b>Sullivan, Cornelius J., Serg. 1st Cl.</b>	D	3889 Harvard Blvd., Los Angeles, Cal.
<b>*Sullivan, Edmund F.</b>	A	19 Phillip Ave., Norwood, Mass.
<b>Sullivan, Edward M., Serg.</b>	C	934 Norwood St., Toledo, Ohio.
<b>Sullivan, William A.</b>	E	338 Bennett St., Louisiana, Pa.
<b>†Sutter, Charles R., Serg.</b>	D	2033 Railway Ex. Bldg., St. Louis, Mo.
<b>Swanberry, John J.</b>	A	13 Houston St., Wilkesboro, Pa.
<b>Swartz, Henry J., Serg.</b>	F	486 Maple Ave., Newark, Ohio.
<b>Swartzwelder, Frank R.</b>	F	RFD. #1, Wilkinsburg, Pa.
<b>Switzer, Alva E.</b>	A	315 Garden City Ave., Garden City, Kans.
<b>Switzer, Howard W.</b>	B	Basic City, Va.
<b>Taber, Kenneth R.</b>	C	
<b>Talbot, Homer V., Cook</b>	Hq.	2011 Market St., E. St. Louis, Ill.
<b>Tannehill, Newton C.</b>	C	401 Coggin Ave., Brownwood, Tex.
<b>Tarbet, George F.</b>	D	Florence, Kans.
<b>Tarr, William H.</b>	F	Vulcan, Mich.
<b>Tate, Benjamin E.</b>	F	5087 Enright Ave., St. Louis, Mo.
<b>Taylor, Guy T.</b>	D	Fort Scott, Kans.
<b>Taylor, Joseph C., Priv. 1st Cl.</b>	Med.	Marionville, Mo.
<b>†Taylor, Otis M., Serg.</b>	A	503 Masten St., Dallas, Tex.
<b>Teel, Charles E., Serg.</b>	C	Nashville, Ill.
<b>Tell, Albert R.</b>	D	3416 S. 16th St., Kansas City, Kans.
<b>Terrell, Arthur P., Corp.</b>	F	c/o B. of R. T. City Lodge 507, S. Boston, Mass.
<b>Terry, Warren, Corp.</b>	B	4321 Main St., Kansas City, Mo.
<b>Teufler, Frank P.</b>	E	Severance, Kans.
<b>Tharp, William H., Priv. 1st Cl.</b>	E	Larkensburg, Kans.
<b>Thery, Joseph, Cook</b>	Hq.	Kansas City, Mo.
<b>Thomas, George A.</b>	C	Smithville, Tex.
<b>Thomas, Ray</b>	B	Millsap, Tex.
<b>Thomas, Stephen L.</b>	D	Kansas City, Mo.
<b>Thomas, William L.</b>	Hq.	1419 Troost Ave., Kansas City, Mo.
<b>Thomason, Cory E., Bugler</b>	F	Shobonir, Ill.
<b>Thomasson, Tower B., Cook</b>	A	Mounds, Ill.
<b>Thompson, Clarence J., Priv. 1st Cl.</b>	D	523 W. Frisco Ave., Oklahoma City, Okla.
<b>Thompson, Grover C., Priv. 1st Cl.</b>	A	117 N. Elmwood Ave., Kansas City, Mo.
<b>Thompson, Warren, Priv. 1st Cl.</b>	D	Ottawa, Kans.
<b>Thornton, Henry S.</b>	B	Spring Glen, Ulster County, N. Y.
<b>Thornton, Robert D.</b>	B	Charleston, Miss.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Thornton, William L.</b>	Med.	2012 N. 12th St., St. Louis, Mo.
<b>Thurman, Godfrey E., Serg. 1st Cl.</b>	A	R. F. D. #7, Temple, Tex.
<b>Tilley, Robert E., Serg. 1st Cl.</b>	E	4819 Hammett Place, St. Louis, Mo.
<b>Tilton, Alexander</b>	E	208 Pleasant St., Worcester, Mass.
<b>Timmie, Henry L., Corp.</b>	C	Papillot, Neb.
<b>Timmins, Arthur L.</b>	Hq.	Johns St., Frackville, Pa.
<b>Tolland, James R., Serg.</b>	F	Ranger, Tex.
<b>Tolson, Norman B.</b>	A	403 E. 2nd St., Pine Bluff, Ark.
<b>Tomlinson, Swainson</b>	C	685 Fulton St., Brooklyn, N. Y.
<b>Townsend, Charles A., Priv. 1st Cl.</b>	F	Breckinridge, Mo.
<b>Townsend, John E., Priv. 1st Cl.</b>	F	3412 Arlington Ave., St. Louis, Mo.
<b>*Tracey, Thomas T.</b>	F	E. St. Louis, Ill.
<b>Trent, Earl R., Priv. 1st Cl.</b>	E	Miama, Neb.
<b>Triefenbach, Alfred P., Wag.</b>	E	4560 Harris Ave., St. Louis, Mo.
<b>Triefenbach, William J., Wag.</b>	E	4560 Harris Ave., St. Louis, Mo.
<b>Trocchio, Alfred</b>	C	Ravenna, Ohio.
<b>Trygg, Carl H.</b>	E	Box 158, Adams, N. D.
<b>Tuggle, Robert</b>	A	1806 Washington Ave., Dallas, Tex.
<b>Turner, Theodore, Serg.</b>	Hq.	Salem, Ill.
<b>*Turney, Harry C.</b>	C	Oakland, Md.
<b>Turvey, Ernest L., Priv. 1st Cl.</b>	C	408 Court St., Portsmouth, Ohio.
<b>Uhr, Sidney L., Priv. 1st Cl.</b>	A	Atlanta, Ill.
<b>Ullmark, Ray W., Priv. 1st Cl.</b>	A	2110 Eugenia St., St. Louis, Mo.
<b>Ulloa, George, Priv. 1st Cl.</b>	D	Salvadore-Consulate, 42 Broadway, New York City.
<b>Underwood, Herschel H., Corp.</b>	B	Marion, Ill.
<b>Underwood, James</b>	D	c/o Missouri Pacific Roundhouse, East Bottoms, Kansas City, Mo.
<b>Urquhart, Wendell W., Corp.</b>	D	Espes, Mont.
<b>Utley, Chester D.</b>	A	861 S. Campbell St., Springfield, Mo.
<b>Uttley, Ira J.</b>	F	27 N. Main St., Lewistown, Pa.
<b>Vagnini, Cesere</b>	C	
<b>Vales, Thomas</b>	D	
<b>Vales, Thomas J.</b>	E	320 Missouri Ave., E. St. Louis, Ill.
<b>Vance, George L., Serg. 1st Cl.</b>	A	103 Springer Ave., Edwardsville, Ill.
<b>Van Cleave, Jesse M.</b>	B	Big Bend Rd. & Eads Ave., Kirk- wood, Mo.
<b>Van Slyke, Howard M., Priv. 1st Cl.</b>	Med.	Pike, New York.
<b>Varney, Zenas J.</b>	F	6167 McPherson Ave., St. Louis, Mo.
<b>Vaughn, Guy E., Priv. 1st Cl.</b>	F	c/o General Delivery, Terre Haute, Ind.
<b>Veenschotan, Teunnis H.</b>	F	Bayden, Iowa.
<b>Venable, Garlen A.</b>	A	Springfield, Ill.
<b>Vermillion, Grove Y.</b>	E	Higginsville, Mo.
<b>Vermillion, Russell T.</b>	E	Higginsville, Mo.
<b>Vidler, Fred, Priv. 1st Cl.</b>	F	Rattan, La.
<b>Vogel, Phillips G.</b>	E	1417 McCoy St., Dallas, Tex.

## HISTORY OF THE TWELFTH ENGINEERS

<b>Voiles, Guy M., Serg.</b>	D	205 S. 11th St., Herrington, Kans.
<b>Vollmer, Clyde J., Wag.</b>	C	4554 Adkins Ave., St. Louis, Mo.
<b>Von Hall, Jacob, Cook</b>	C	3518 S. Grand Ave., St. Louis, Mo.
<b>Vorbeck, John L., Corp.</b>	C	1315 S. Vandeventer Ave., St. Louis, Mo.
Waas, Joseph H.	B	217 W. 66th St., New York City.
<b>Wage, Robert E., Priv. 1st Cl.</b>	B	Glenwood, Ark.
Wagner, Frank J.	E	
<b>Wagner, Walter F.</b>	B	Weingarten, Mo.
<b>Walker, Harold M., Priv. 1st Cl.</b>	E	816 State St., Springfield, Mo.
<b>Walker, John S., Serg.</b>	C	c/o Missouri Pacific Yards, Alexandria, La.
<b>Walker, Owen</b>	D	114 Barbel St., Fort Scott, Kans.
<b>Wallace, Paul A., Cook</b>	F	Stamps, Ark.
Wallace, Samuel E.	E	R. F. D. #1, Huntington, Pa.
Walrath, Walter W.	B	Perry, Iowa.
Walters, George	D	
<b>Ward, Harry E., Mech.</b>	D	c/o Mrs. H. J. Fink, Bonne Terre, Mo.
<b>Ward, Harry P., Serg. 1st Cl.</b>	E	2260 Harley Ave., Fort Worth, Tex.
<b>Ward, Joel A., Priv. 1st Cl.</b>	C	Antoine, Ark.
<b>Ward, John A., Cook</b>	F	Route #4, Trenton, Tenn.
<b>Ward, Joseph G., Serg. 1st Cl.</b>	E	430 W. 5th St., Tucson, Ariz.
<b>Ward, Marvel O.</b>	B	1018 Central St., Kansas City, Mo.
<b>Warring, Christian M., Corp.</b>	E	Ina, Ill.
Watson, Charles Francis	F	2105 N. Clark St., Chicago, Ill.
<b>Watson, Luther</b>	B	117 S. Lynn St., Nevada, Mo.
<b>Weatherly, William M., Priv. 1st Cl.</b>	E	314 N. 8th St., Murphysboro, Ill.
<b>Weber, Herman W.</b>	Hq.	2716 N. Garrison Ave., St. Louis, Mo.
<b>Weber, Peter A.</b>	Hq.	5117 Sheridan Road, Chicago, Ill.
Weber, Russell E.	E	321 Melbourne St., Detroit, Mich.
<b>Weber, Walter E., Priv. 1st Cl.</b>	B	Stanton, Mo.
Weckerle, Oscar	F	15 Seaman Ave., Jersey City, N. J.
Weigel, George J.	E	3147 Markbreckt Ave., Cincinnati, Ohio.
<b>Weighman, George H., Priv. 1st Cl.</b>	D	Weston, Mo.
<b>Weis, Roy, Corp.</b>	D	318 N. Phillips St., Salina, Kans.
Weiss, Homer D.	C	1221 N. Illinois, Decatur, Ill.
<b>Welbon, Don H., Priv. 1st Cl.</b>	B	Placerville, Colo.
<b>Welch, Clarence E.</b>	A	4544 S. Benton Bl., Kansas City, Mo.
<b>Welfelt, Fred L., Cook</b>	E	3511 Park Ave., Kansas City, Mo.
<b>Wells, Claude H., Corp.</b>	A	R. R. 2, Roswell, New Mex.
Wery, Arthur	B	Patton, Pa.
<b>Wesling, John J. P., Corp.</b>	C	5147 Enright Ave., St. Louis, Mo.
<b>West, Arthur E., Priv. 1st Cl.</b>	F	Rosedale, Kans.
<b>West, Robert R.</b>	B	614 Bennington Ave., Kansas City, Mo.

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Weston, Richard	B	789 Niagra Hotel, San Francisco, Cal.
Wheelock, Orin N., Priv. 1st Cl.	D	2602 Smart Ave., Kansas City, Mo.
†Whipple, John B.	B	Dallas, Tex.
White, Howard I., Priv. 1st Cl.	B	301 N. Grove St., Wichita, Kans.
White, Millard	E	Booneville, Mo.
Whitelaw, Barrett R., Wag.	Hq.	St. Louis, Mo.
†Whitsel, Samuel R., M. E.	F	Parsons, Kans., c/o M. K. & T.
Whittaker, Robert A.	E	5431 Pope Ave., St. Louis, Mo.
Whittaker, Scott F., Serg. 1st Cl.	E	Box 45, Mountain Grove, Mo.
Whyte, Horace G.	B	Pine Bluff, Ark.
Wiggins, William K., Serg.	B	Anna, Ill.
Wilcox, George L.	B	Pilcher Hotel, St. Joseph, Mo.
Wiley, Joseph E., Serg. 1st Cl.	B	2620 S. Jefferson Ave., St. Louis, Mo.
Wilhoit, James E., Priv. 1st Cl.	F	725 22nd St., Cairo, Ill.
Wilkinson, Arthur C., Priv. 1st Cl.	E	Woodson Road, Overland, Mo.
Wilkerson, Alex.	A	Dodge, Tex.
Wilkins, Loraine L.	C	Hugo, Okla.
Will, Ira L., Priv. 1st Cl.	Hq.	524 Alexander Place, E. St. Louis, Ill.
Williams, Clarence E.	A	554 Pine St., Medeville, Pa.
Wilson, Charles B., Priv. 1st Cl.	C	Medford, Okla.
Wilson, Earl C.	C	
Wilson, Edgar E., Cook	A	Jack's Hotel, 40 Locust St., St. Louis, Mo.
Wilson, Ernest L.	B	San Marco, Tex.
Wilson, James P.	E	c/o Globe Democrat, St. Louis, Mo.
Wilson, John T., Jr.	E	Kansas City, Mo.
Wilson, Joshua S.	F	Denton, Tex.
Wilson, Melvin L., Priv. 1st Cl.	B	303 Missouri Ave., E. St. Louis, Ill.
Wilson, Merle E., Serg.	F	419 S. Highland St., Chanute, Kans.
Winfrey, Francis B., Serg.	C	Toronto, Mo.
Winters, Frank	F	2519 9th St., Baker, Ore.
*Wise, Loring H., Priv. 1st Cl.	A	Elwood City, Pa.
Wise, William H., Cook	E	Pickford, Mich.
Witt, Roscoe, Priv. 1st Cl.	D	Slater, Mo.
Witt, Virgil H., Priv. 1st Cl.	A	Belden, Miss.
Wolcott, Oliver S.	E	1111 17th Ave., Central City, Neb.
Woodbury, Clarence M., Priv. 1st Cl.	F	3330 Wabash, Kansas City, Mo.
Wortham, Harry W.	E	Hillsboro, Mo.
Wren, Francis W., Serg.	B	Centerville, Miss.
*Wright, Arthur E.	C	40 Burbank St., Pittsfield, Mass.
Wright, Elmer A., Serg.	A	Cummings, Kans.
Wright, Hal L., Wag.	Hq.	2016 Live Oak St., Dallas, Tex.
Wright, Kenneth K., Priv. 1st Cl.	A	712 Longden Ave., San Gabriel, Cal.
*Yingling, Chester M.	Hq.	717 Willow Ave., Altoona, Pa.
Yeater, Orval F.	B	Salem, W. Va.
†Yochum, Carl A., Priv. 1st Cl.	F	826 N. Main St., Princeton, Ind.

## HISTORY OF THE TWELFTH ENGINEERS

**York, Clell M., Corp.**  
**Youell, Roy, Priv. 1st Cl.**

B Crossville, Ill.  
F Litchfield, Ill.

**Zeltner, Leo P., Serg. 1st Cl.**  
Ziwicki, Anthony G.  
Zumbo, Lorenzo  
**Zwald, Ralph L., Corp.**

E 5162a Cates Ave., St. Louis, Mo.  
Hq. 761 Warn Ave., Detroit, Mich.  
F 239 E. 26th St., New York City.  
Med. 1117 Crease St., Philadelphia, Pa.











