

# March 2021 Newsletter



Dear Thirsty 13<sup>th</sup> members, relatives, and friends,

After the last newsletter, February 24, 2021, presenting new details of the layout of our camp at Dulag, I focused on another one of the Thirsty 13<sup>th</sup> mysteries – the train routes from Pope Field to Ohio, and Ohio to California and came up with most-likely scenarios. If your relative was in the 13<sup>th</sup> TCS in 1942, search this document (press Alt e, then f) for his name, in a table in the appendix, to learn which one or both of these trains he was on.

I followed up with relatives of 14 members who have potentially helpful items. The grandson, Dewayne, of our aircraft mechanic Lester Ford shared two helpful photos, including one amazing one. He wrote: “Thanks for all your work and sacrifices to keep the memories of our loved ones alive and not forgotten.”

I went through Arthur Driedger’s stories and added 2 pages of these – with more of his stories to be shared later.

With best wishes,

Seth P. Washburne, Squadron Historian  
March 14, 2021

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This is the newsletter for the U.S. Army Air Corps 13<sup>th</sup> Troop Carrier Squadron, 1940-1946, nicknamed “The Thirsty 13<sup>th</sup>.” This is prepared by Seth P. Washburne, the son of John C. Washburne, navigator 11/42-7/43. Please direct any comments to him at: (212) 289-1506, sethpw1@gmail.com, or 5200 Meadowcreek Drive, Apt. 2060, Dallas, TX 75248.

Page numbers referred to are in the book “The Thirsty 13<sup>th</sup>” unless otherwise stated.

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To enlarge the PDF to fill the width of your screen, press the CTRL key and “+” at the same time.

Please click the hand symbol to make it easier to scroll down.



1. Additional History
a. 1942: Our Troop Trains

Another aspect of the Thirsty 13th history is the routes they travelled between bases in the U.S. They drove from the first base near Dayton to the second in Tampa, and to the third at Fort Bragg, NC. They took a train to Lockbourne, Ohio, and to Pittsburg, Calif. In 2019 I spent hours at the National Archives in College Park, Md., going over troop train files and found nothing helpful.

On 12/20/20 I emailed Adam Burns of American-Rails and asked about troop trains. He replied 12/21, suggesting I contact the C&O Railway Historical Society. I emailed its founder and President, Thomas W. Dixon, and he replied January 29. He replied again February 7 and suggested I buy the Official Guide of the Railways, and said he found one from 1945 on eBay. I went on eBay and was thrilled to find one, at right, for October 1942, the month we went to California. We went from Pope Field to Lockbourne in August 1942.



In the back of the guide is the listing below, of military posts and the nearest railroad station.

1466

List of Military Posts and Camps in the United States, showing Railroad Passenger Station.

Table with 4 columns: NAME, R.R. PASSENGER STATION, NAME, R.R. PASSENGER STATION. Lists military posts like Aberdeen Proving Ground, Alameda Naval Air Base, and Albert Whitted Air Port, along with their nearest railroad stations.

After one knows the railroad station, another index in the back, below, lists the railroads which stop at these. Lastly, in the front is an index of railroads, also below, telling which pages they appear on. The book is 1,472 pages long and lists hundreds of railroads, but about 25 major ones.

Forrest-Fort Sill

1288

INDEX OF RAILROAD STATIONS—See Note and Key on first page of Index

Table listing railroad stations for various military posts. Columns include post names (e.g., Forrest, N.C., Fort Chadbourne, Tex.) and the corresponding railroad lines and page numbers.

5-13

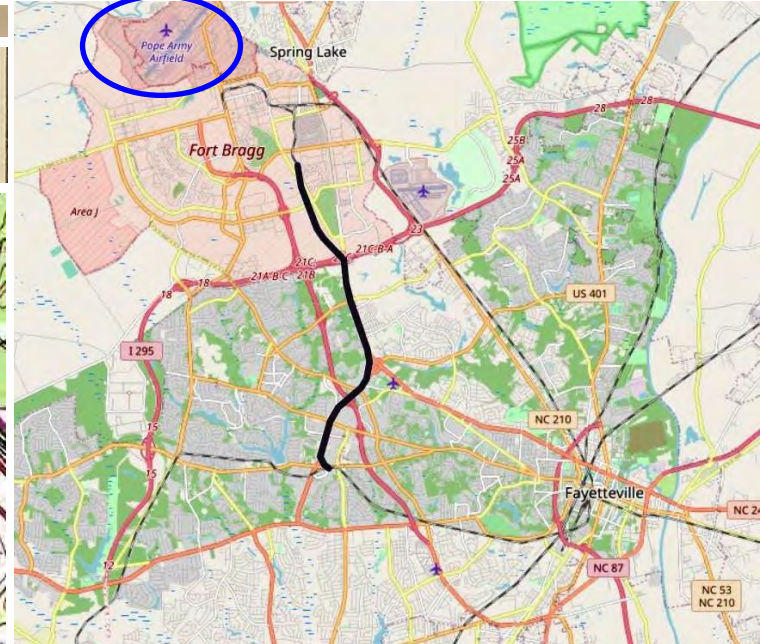
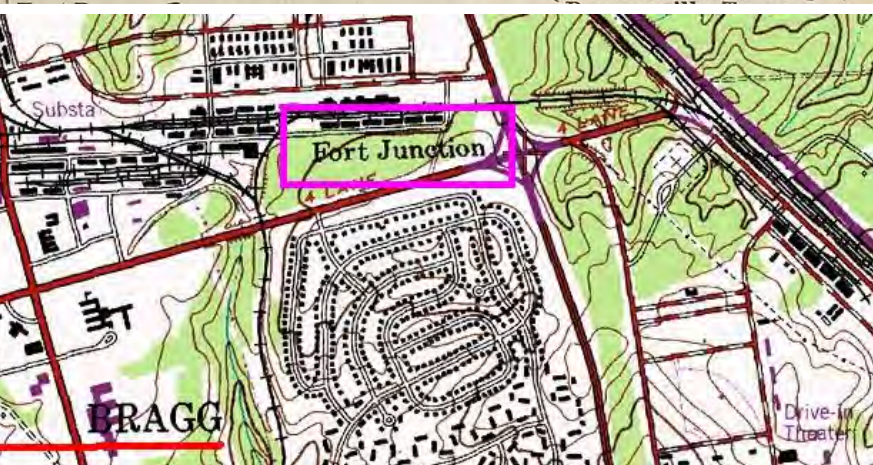
GENERAL INDEX OF TRANSPORTATION LINES

NOTE.—Gauge for railroads, unless otherwise indicated, is standard 4 feet, 8 1/2 inches.

Table listing transportation lines and their corresponding page numbers. Includes entries like Aberdeen and Rockfish R.R. Co., Atlantic and Western Ry. Co., and Atlantic Coast Line R.R.



Pope Field, N.C. .... Fort Bragg, N.C.  
 Fayetteville, N.C.  
 Fort Junction, N.C.  
 Cape Fear Rys. — Fort Bragg, N.C. (for special passenger trains and for L. C. L. or C. L. freight).



**Pope Field, NC to Lockbourne, OH, Aug. 8-11, 1942**

For Pope Field, the list of military posts, top left, says to use the Fort Bragg railroad station. For Fort Bragg, also top left, this index says the nearest stations are Fayetteville, Fort Junction, and “Cape Fear Rys – Fort Bragg (for special passenger trains for L.C.L. or C.L. freight)” – not a town, but a railway. L.C.L. means a “less-than container load.”

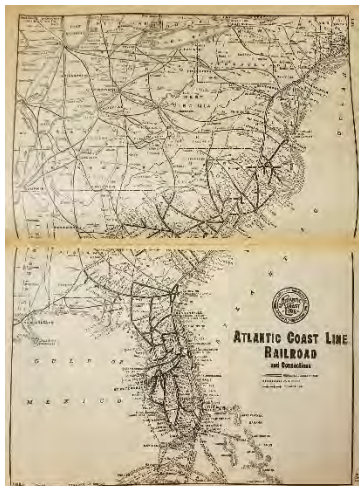
Fort Junction is on the east side of Fort Bragg, as shown above left. Cape Fear Railways had only two lines, listed at right: a 2-mile, 15-minute line from Fort Bragg to Fort Junction and a 9-mile line to the Skibo west of Fayetteville.

CAPE FEAR RAILWAYS, Inc.							
H. A. PAGE, Jr., President and General Manager. R. M. JORDAN, Jr., Vice-President, Secretary and Treasurer. W. D. HOWARD, Vice-President. J. PAUL LITTON, General Auditor. FRED C. PAGE, Freight Claim Agent.							
General Offices—Fort Bragg, N.C. Telephone : Fort Bragg 5255, Fayetteville 5814.							
FORT BRAGG-FORT JUNCTION.							
□	□	Mls.	March, 1942.		□	□	
*1100 A M	*700 A M	0	lve.. Fort Bragg, N.C.	arr.	7 45 A M	11 45 A M	
11 15 A M	7 15 A M	2	arr.. Fort Junction	lve.	*7 30 A M	*1130 A M	
FORT BRAGG-SKIBO.							
□	□	Mls.	April, 1942.		□	□	
*800 P M	*600 A M	0	lve.. Fort Bragg, N.C.	arr.	7 15 A M	9 15 P M	
8 30 P M	6 30 A M	9	arr.. Skibo	lve.	*6 45 A M	*8 45 P M	
*Daily. □ Freight service only. STANDARD—Eastern time. Special train service all hours. CONNECTIONS. <sup>1</sup> With Atlantic Coast Line R.R. <sup>2</sup> With Aberdeen & Rockfish R.R. (Seaboard at Aberdeen or Norfolk Southern at Aberdeen or Fayetteville, N.C.)							

The map above right (from AbandonedRails.com) shows Pope Field where the 13<sup>th</sup> TCS was in the top left. Below this is Fort Bragg, with the Cape Fear’s two rail lines. Per this website, the Skibo line, in bold, was built in the 1920s as a trolley line to improve relations with the town to avoid base closures. We would have left through Fort Junction.

The guide’s list of stations has the entry at right for Fort Junction, that shows it was also on the Atlantic Coast Line, in their Table 31. The Atlantic Coast Line had a line, below left, that went from Boston to Miami. Table 31, below center, says they stopped at Fort Junction only for freight. As shown below right, Fort Junction is on a spur, Fayetteville to Sanford, NC. West of this was the Atlantic & Yadkin, and “N & W.”

Fort Junction, N.C.,  
 Atlantic Coast L., 31<sup>4</sup>  
 " Cape Fear



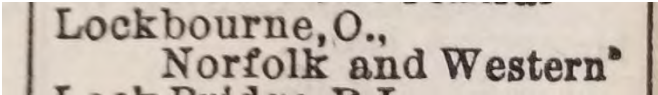
**Table 31. WILMINGTON AND SANFORD.**

No. 57	Mls.	August 16, 1942.	No. 56
	0	lv. + Wilmington δ . arr.	1 45 P M
	9.2	Richards .....	11 18 "
	18.7	Currie .....	1 02 "
	25.0	Atkinson .....	12 52 "
	32.1	Ivanhoe .....	12 40 "
	41.1	Tomahawk .....	12 25 "
	47.4	Garland .....	12 15 "
	52.0	Parkersburg .....	12 08 P M
	60.9	Roseboro .....	11 54 A M
	65.9	Hayne .....	11 45 "
	69.0	Autryville .....	11 40 "
	4.40	Stedman .....	11 35 "
	5 05 P M	83.9 arr. + Fayetteville δ . lve.	*1115 A M
		(Fort Bragg)	
		Fayetteville	
	92.3	Fort Junction .....	
	95.8	Manchester .....	
	98.3	Overhills .....	
	102.3	Sput Springs .....	
	109.6	Olivia .....	
	116.9	Jonesboro .....	
	119.2	Sanford .....	

Freight and Express Service only.







Looking at the destination, Lockbourne, Ohio, it is the town in the lower left of the image at right, and the air base is east of it (now Rickenbacker Airport). It was served by the Norfolk and Western, as shown above.



The map shows two rail lines, labelled Northern Subdivision (part of the Chesapeake and Ohio per Adam Burns of American-Rails) and Columbus District (on the Norfolk and Western). A spur at the blue circle came into the base, off the Columbus District line.

The Norfolk and Western in October 1942 had the route map below, with service from Walnut Cove, NC, to Lockbourne. The Atlantic and Yadkin Railway covered the 90 miles from Sanford NC to Walnut Cove, NC, as shown at right. The table footnote, also below, says the A&Y connected to the Atlantic Coast Line at Sanford, and the "N & W Ry" at Walnut Cove.

ATLANTIC AND YADKIN RAILWAY			
JULIAN PRICE, President, Greensboro, N.C.		G. E. MAULDIN, Secretary, Washington, D.C.	
E. L. FAULCONER, Vice-Prest. & Gen. Mgr. Greensboro, N.C.		W. D. MESSICK, Auditor, Greensboro, N.C.	
A. L. THOMPSON, Vice-Prest. & Gen. Mgr. Greensboro, N.C.		H. S. WOOTTON, Gen. Agent, Y. C. GILTON, Car Acct., Greensboro, N.C.	
J. M. BRYAN, Treasurer, "		E. K. McARTHUR, Roadmaster, Greensboro, N.C.	

Miles	May 10, 1942.		
0	Sanford		
6.5	Cummock		
9.3	Gulf		
12.9	Goldston		
16.8	Bear Creek		
19.4	Bonlee		
20.9	Mt. Vernon Springs		
24	Siler City		
29.9	Staley		
37.4	Liberty		
44.5	Julian		
47.9	Climax		
52.8	Pleasant Garden	Freight Service only.	Freight Service only.
56.4	Vandalia		
60.7	Greensboro		
66.9	Battle Ground		
72.6	Summerfield		
76.8	Stokesdale		
86.0	Heloux Creek		
90.0	Walnut Cove		
95.6	Germanton		
100.3	Rural Hall		
105.0	King		
108.2	Dalton		
111.0	Pinnacle		
115.7	Pilot Mountain		
121.7	Ararat		
130.1	Mount Airy		

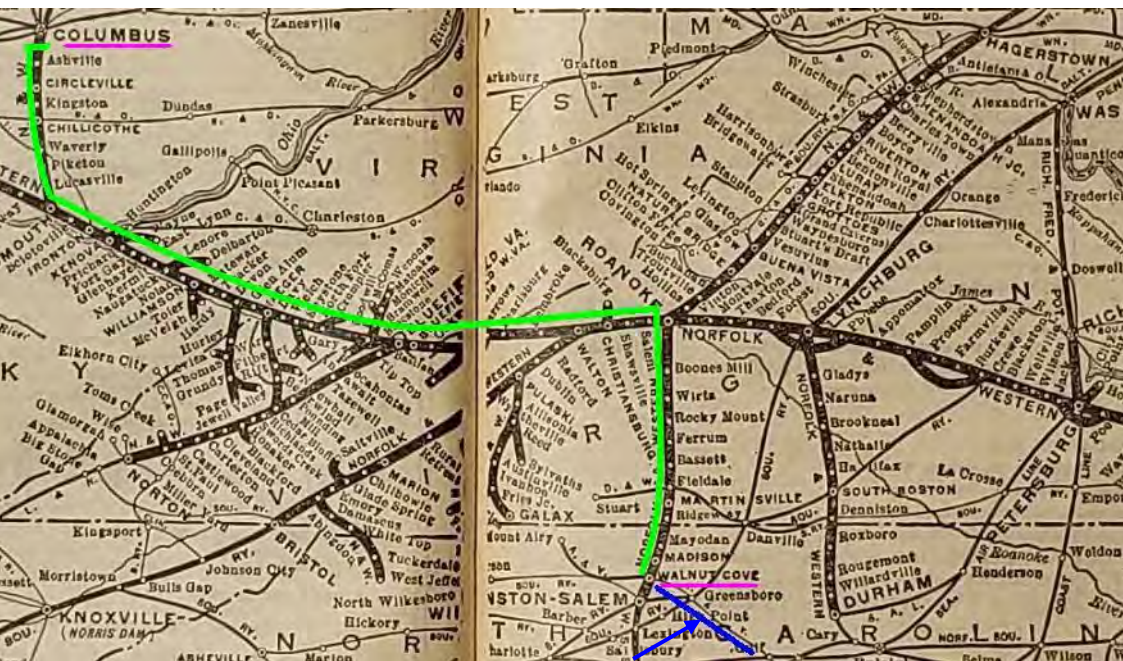
CLIMAX AND RAMSEUR.			
Miles	May 10, 1942.		
0	Climax		
9.5	Milboro		
14.0	Cedar Falls		
16.0	Franklinville		
18.8	Ramseur		

Connections: 1 With Atl. & West. Ry., A. C. L. R.R. and Seaboard Ry. 2 With N. So. Ry. 3 and 4 With So. Ry. Sys. 5 With N. & W. Ry.

We had a train dedicated to only us, with our men and equipment, but these railroads managed the right of ways. I expect our path was:

- Fort Junction (i.e., Fort Bragg), NC northwest to Sanford, NC, on the Atlantic Coast Line's right of way, in yellow below.
- Sanford, northwest to Walnut Cove, NC, on the Atlantic and Yadkin Railway tracks. This make sense as it was probably less travelled than other routes, and the shortest distance. This is the blue line.
- Walnut Cove, NC to Lockbourne on the Norfolk and Western tracks.

Below right is an ad in the railroad guide by the Chicago, Milwaukee, and St. Paul Railroad, nicknamed "The Milwaukee Road." It says, "The Milwaukee Road, along with many other railroads in the US is being called upon to handle an ever-increasing volume of military and civilian traffic," including the "right of way." The top left image is "Handling troop movements," not just as passengers on regular trains. This suggests the individual railroads still managed the right of ways, so it is probably correct to estimate the route by looking at the then-existing routes.



Thanks for your cooperation Mr. Ticket Agent



"The Milwaukee Road, along with many other railroads in the United States, is being called upon to handle an ever-increasing volume of military and civilian traffic. In motive power, cars, terminal and station facilities and right of way, The Milwaukee Road is fully prepared to handle its share of the war load. But we wish to acknowledge the very real help we have received from the ticket agents and, through them, from the traveling public. Agents and public alike have helped us make the best use of our facilities by making reservations well in advance, arranging for mid-week travel when possible, and by cooperating in many other ways. The Milwaukee Road places its duty to the Nation first, but you may be sure that we will continue to serve your patrons to the very best of our ability.

**FAMOUS TRAINS**  
**TWIN CITIES HIAWATHAS**—2 a day, each way—Chicago, Milwaukee, Fort Snelling, La Crosse, Winona, St. Paul, Minneapolis.  
**MIDWEST HIAWATHA**—Chicago, Rockford, Dubuque, Cedar Rapids, Des Moines, Chicago, St. Louis, St. Paul, Minneapolis.  
**THE OLYMPIAN**—Chicago, Milwaukee, Tompkinsville, Spokane, Seattle, Tacoma.  
**THE PIONEER LIMITED**—Chicago, Milwaukee, St. Paul, Minneapolis.  
**THE CHIPPEWA**—Chicago, Green Bay, Iron Mountain, Upper Michigan.  
**THE MARQUETTE**—Chicago, Tennessee, Madison, Charles City, Mason City.  
**THE SOUTHWEST LIMITED**—Chicago, St. Louis, Kansas City.

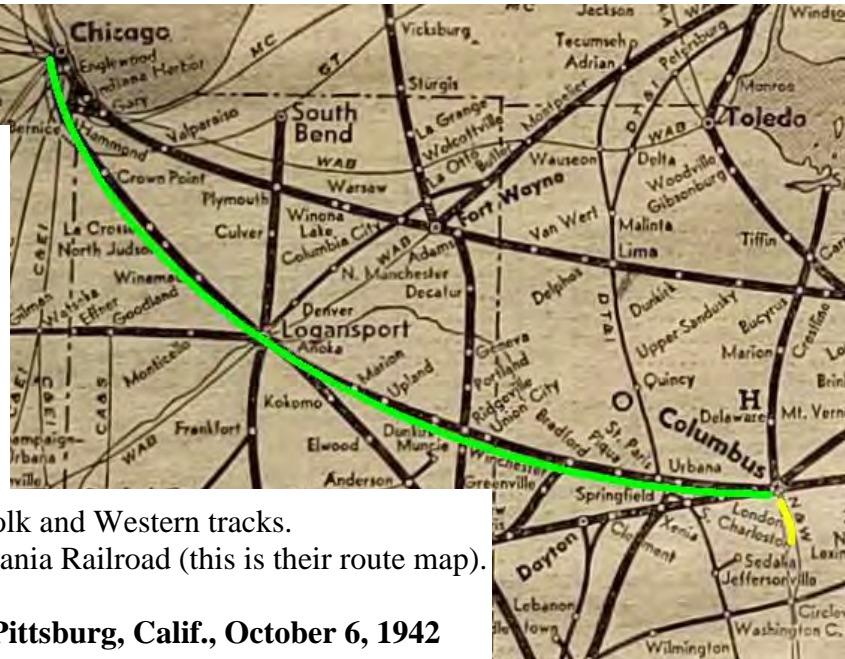
**The MILWAUKEE ROAD** BUY WAR BONDS AND STAMPS

Connections: 1 With Atl. & West. Ry., A. C. L. R.R. and Seaboard Ry. 2 With N. So. Ry. 3 and 4 With So. Ry. Sys. 5 With N. & W. Ry.



**Lockbourne, Oh., to Chicago, 10/6/42**

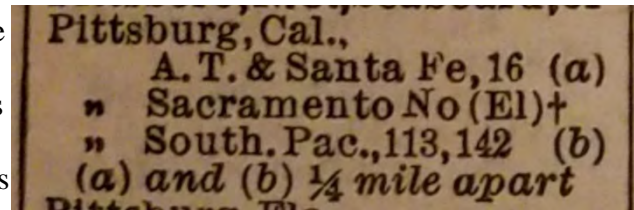
On the book's page 42, I note the 13<sup>th</sup> TCS ground echelon left Lockbourne Army Air Base south of Columbus, Ohio, for Camp Stoneman in Pittsburg, Calif., 10/6/42. A quote from Melton states the train first went to Chicago. As shown at right, the shortest distance was:



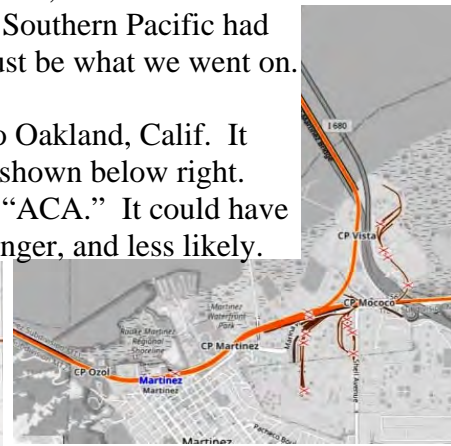
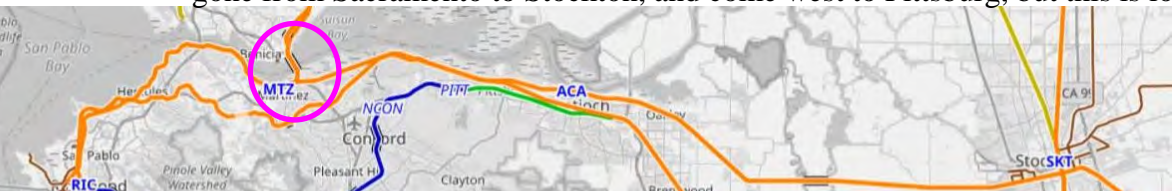
- Lockbourne to Columbus on the Norfolk and Western tracks.
- Columbus to Chicago on the Pennsylvania Railroad (this is their route map).

**Lockbourne, Oh., to Camp Stoneman, Pittsburg, Calif., October 6, 1942**

For Chicago to Camp Stoneman in Pittsburg, Calif., Deppe said they stopped in Kansas City, and Bernhard remembered crossing the Great Salt Lake. As shown at right, Pittsburg was served by the Atchison, Topeka & Santa Fe, and by the Southern Pacific. The Sacramento Northern was only 39 miles to and from Oakland. The Santa Fe went through Santa Fe, and did not go over the Great Salt Lake. The Southern Pacific did cross the lake, and a curve off its line, south of the Santa Fe line in Pittsburg, went into Camp Stoneman. The Southern Pacific had the only route over the lake, the Lucin Cutoff, a 12-mile trestle bridge, so must be what we went on.



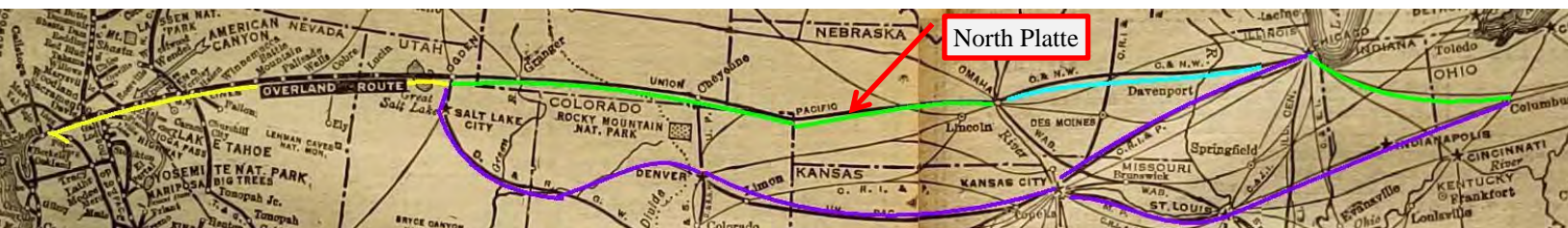
In the image below, the orange lines in the top are the Southern Pacific to Oakland, Calif. It crosses the Carquinez Strait at Martinez, the pink circle, and curves west, as shown below right. Our train would stop in Martinez and reverse course to get to Pittsburg, near "ACA." It could have gone from Sacramento to Stockton, and come west to Pittsburg, but this is longer, and less likely.



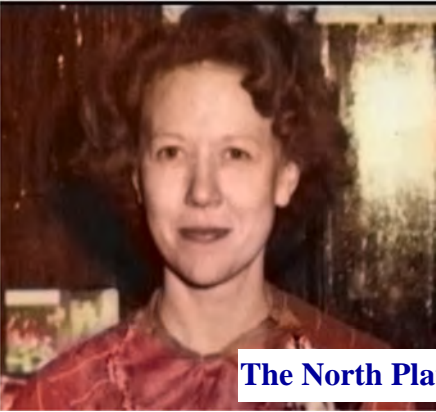
The Southern Pacific Railway in the guide had the map shown in part below for what was known as the Overland Route. From Chicago to Omaha is on the Chicago and North Western Railway, then to Ogden on the Union Pacific, then the Southern Pacific. Their "Challenger" schedule is at right (we would have a different time), a total of 2.5 days. This is the direct path with the fewest number of carriers. This goes through North Platte, Neb., and the canteen here (on the next page) was on a main troop train route. If we were going to Kansas City, a feeder on the schedule, the purple line, it seems we would have gone west from Columbus also in purple, not to Chicago. Deppe may have meant Omaha – it is close to Kansas City, or remembered Kansas City from his trip home.

Lve. Chicago (C.T.) (C. & N.W.)	920 P.M.
Arr. Omaha	829 A.M.
Lve. Omaha	915 A.M.
Arr. Ogden (M.T.)	830 A.M.
Lve. Kansas City (No. 37) (U.P.)	1155 P.M.
Arr. Denver	320 P.M.
Lve. Denver	445 P.M.
Arr. Ogden (No. 87)	830 A.M.
Lve. Ogden (P.T.)	845 A.M.
Arr. Sacramento	415 A.M.
Arr. Berkeley	654 A.M.
Arr. Oakland (6th Street)	703 A.M.
Arr. Oakland Pier	715 A.M.
Arr. San Francisco (Mkt. St.)	750 A.M.

The 1 TCC order 10/1/42 said we were Shipment 4696 by the QMC, Quartermaster Corps, perhaps that at Lockbourne Army Air Base. I continue to hope to find the original records.







**The North Platte Canteen**



If the 13<sup>th</sup> TCS was on the “Overland Route” on the prior page, they stopped at the North Platte, Neb., canteen. The following is from movie The Canteen Spirit Story on [netnebraska.org](http://netnebraska.org).

On 12/17/41 about 500 relatives and friends of the Nebraska National Guard Company D came to the North Platte depot, above, to give candy, cookies, and Christmas presents to its soldiers, who were from the town, and stopping there that day on a train. To their disappointment none of their loved ones were on the train. It was the Kansas National Guard Company D. All looked at each other. Then Rae Wilson, a 26-year-old drugstore clerk, above left, there to see her brother, stepped forward and gave her presents to the Kansas boys. The others followed. As the movie says, the Kansas boys “were suddenly seen as the town’s own boys and loved ones.”

The next day, Rae wrote to the North Platte Bulletin, saying “To see the spirit and the high morale among those soldiers should certainly put some of us on our feet and makes us realize we are really at war.” “Let’s do something,” and suggested opening a canteen.

The first train they met came through 8 days later, on December 25, 1941. Five volunteers in this small town, on Christmas at 11 p.m., met the train with bushel baskets of fruit and other goodies. They later learned that the boys on this first train ended up in the Philippines as POWs.

Rae asked the President of the Union Pacific, who lived locally, if the canteen could be run in a vacant lunchroom in red above, and above right, and he agreed. Within 14 days, they had greeted 9,000 uniformed service members with a donated apple or candy bar.

Rather than fizzle out, the effort grew. Eventually 55,000 volunteers from 125 towns, as shown at right, some being 200 miles away, gave food and time. They donated enormous amounts of fresh milk, chickens, sandwiches, pickles, eggs, cookies, donuts, pies, cupcakes, brownies, popcorn balls, coffee, fruit, magazines, pencils, and much more, almost all from home, plus their time. The government paid \$0. They worked at the depot from 5 a.m. ‘til midnight, and met up to 23 troop trains a day, 3,000 to 5,000 service members/day.



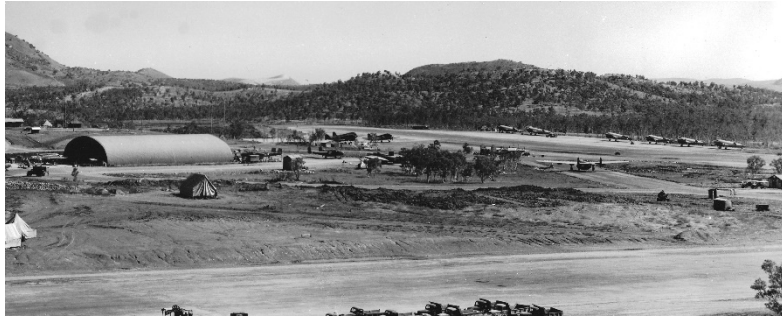
A tradition started in 1942 was to give any serviceman celebrating a birthday a birthday cake, which was about 20 per day. Through 4/1/46, the North Platte canteen served 6 million service members, suggesting this may have been the on main route to California, which we, too, took.





FG---AD 4

2ND LT HOWARD C KIRK JR	0671034	(P)
2ND LT JOSEPH E KOLKMEYER	0684746	(CP)
2ND LT WILLIAM R TANGNEY	0814161	(N)
Sgt Lester Ford	34420997	(E)
Cpl Max Galant	13152555	(R)



**b. 1943: Photos from Lester Ford, Aircraft Mechanic, 11/18/43-3/12/44**

Lester Ford, at right, was the aircraft mechanic on the five-man crew above left which flew a C-47 from Fort Wayne, Ind., to San Francisco, then to Hawaii, and south to New Caledonia. This was risky in a 2-engine aircraft. They were assigned to the 13<sup>th</sup> TCS, but placed on detached service with the 13<sup>th</sup> Air Force Air Depot. This was in the arched building above right, at Tontouta Air Base, across from our flight line, in the upper right.



On February 19, 1944, per the morning report below left, Ford was relieved from detached service with the 13<sup>th</sup> Air Depot and joined us at Espiritu Santo. On March 12, 1944, he was transferred back to the 13<sup>th</sup> Air Depot, so was in our camp 22 days.



34420997 Ford, Lester (MUI) 750 Sgt  
 Reld fr DS w/13th AD, New Caledonia, fr en  
 route to Jn to Jd, 1130

34420997 Ford, Lester (MUI) Sgt  
 Above IM reld asgmt and trfd to 13th AD Gp,  
 New Caledonia, per par 2, SO 53, Hq, XIII

In my push last fall to find relatives of more members, on November 13 I connected with Ford's grandson, Dewayne, who emailed me the photo of his grandfather above right, which I colorized. Ford wears the 13<sup>th</sup> AF shoulder patch. He is holding a tool to loosen bolts for an access panel to the fuel selector valve, as shown in the photos left of it, the bolt at the red arrow. This may have been in the air depot. I have not seen us with this tool but perhaps we, too, had it.

On March 6, I asked Dewayne if he would please photograph his grandfather's photos. From these I could see if any added to the 13<sup>th</sup> TCS history and request a scan or to borrow a photo.

On March 6, Dewayne emailed me the image at right. This is one of our original 13 C-47s, "The Nomad," in the 13<sup>th</sup> Air Depot's arched-roof hangar. The book on page 109 has the right-side nose art, but not the left side. In the table on the book's page 105, I list the left side nose art as "The Nomad," but put it in gray color, meaning this was estimated. **I have never found this, until now!** He was kind to mail me the original, below, to get this better scan.

For our first 13 C-47s, I accounted for what happened to 12 of them, e.g., six flew back to the US 12/10/43. I never knew what happened to "The Nomad." This photo is from after Ford arrived overseas 11/18/43 and suggests #576 went to the 13<sup>th</sup> Air Depot.



Thank you, Dewayne!

### c. 1944-45: Stories from Arthur Driedger, Radio Operator, 8/11/44-10/16/45

I first met Arthur Driedger at the Reading (Penn.) Air Show, June 7, 2008, and he gave me a black 1"-binder, to keep, packed with pages of typed stories he had written – completed in 1998, plus his flight log, and his notes from radio school. I spent 2 days retyping his stories, and, single-spaced in a Word file, they were 101 pages. I started my research a few weeks before, and could not put the stories in context, and found them overwhelming, e.g. if someone said “I flew from Oobahdoo to Eebahla,” it is slightly confusing, because one doesn’t know where these are. This was one-month into my research, and I was eager to learn where the camps were, etc.

By June 2011, I had figured out all the camp locations, and dates of moves, and desperately wanted more stories, more “meat on the bones.” One day I called Art to ask a question, and he told me it was in his stories. I opened that file for the first time in 3 years, and was astonished at all his great stories, which now made sense. These added 30 pages to the book.

In January when preparing a file for someone, I noted Driedger’s other stories, and want to share some more of these, too, some in this newsletter, some in the next.

Driedger (Radio Operator, 8/11/44-10/16/45): “The men who came over originally called themselves the Old Boulders. They had a special relationship with one another and wanted just a little recognition from those that joined later, who were called old or young pebbles.”

“The engineers were busy on the ground, the radio operators in the air.”

“The engineer was known as the crew chief, and, though of the same rank, would be in-charge of the enlisted men.” [I thought this referred to the mechanic crew assigned to the plane, but it also applied to the crew of enlisted men on the plane].

“In the States there were strict loading requirements. I remember in Mississippi seeing an engineer with a special slide rule [such as shown in the July 2020 newsletter for original 13<sup>th</sup> TCS C-47 “Billie”] trying to place each piece of cargo in the correct place to balance the load and distribute the weight. I never saw this done overseas. We would just tell the loaders to put the cargo about here or there and used our judgment to balance the cargo.

“On the floor there were special tie down holders to pass rope through to tie down the cargo. We carried 5,000 pounds, which may seem small now, but then it was large.”

“The extreme rear of the plane had a door behind which was a heavy toolbox and a funnel on the door for men only to take care of their bodily liquid waste. The funnel was attached to a tube leading out of the plane. For solid waste one planned his needs accordingly. It bordered on tragedy to use a bucket on the plane located back there for that purpose. Anyone using the bucket had to empty and clean it using his own ingenuity to do so. I never knew it to be used.”

“My first plane was 944, the “Patient Virgin.” It was a very old plane, and men for months would come up to me and say they had seen it months earlier in some far distant place. They couldn't believe it was still flying. I understand it ended up sitting on the side of a remote airstrip in the Philippines, its radio being used as a tower to control plane traffic at that strip.”

“[When away on an overnight mission] Sometimes we could find a meal in a transit camp mess hall, other times we cooked our own on a little Coleman stove we all carried.”

[I thought they referred to these as “transient” camps, but they were “transit.”]



## April 1945 Mission to Bougainville

“On April 30 we went east again, and this time spent the night on Bougainville, which I always wanted to visit. At night I saw the reflection of the two volcanoes against the night clouds. The next day we flew to Los Negros, and this time close by the Jap base at Rabaul, and even over a Jap strip. By this time the Japs had lost control of the sea and air in this area and it was no longer feared by the Americans.

May 2 [at right] we were involved in our only accident, and it could have been very bad, but we were lucky. Lt. Strand was the pilot and I had been with him many times, and Lt. Hughes copilot. We were landing at Morotai from Biak.

I had a premonition of trouble but could not detect anything I had done wrong. My trailing wire antenna was in, etc. We had about 6 passengers in the back, with a load of empty drop gas tanks for fighter planes.

As we came on our final approach for a landing, I moved to the navigator's table. We had full flaps, which gave us a low landing speed of perhaps only 80 MPH, and this was fortunate. Our right brake was frozen, and the right wheel would not rotate. We ground-looped, hopping around on this wheel and our right wing almost touched the ground. Both pilots did their best to control the plane, I sat at the table holding tightly, and yelling at all others to do the same.

After completely spinning around, we came to a halt with our plane partially blocking the runway. I opened the cargo section door; the gas tanks and passengers were thrown all over the place. The passengers wondered what happened and were alarmed.

I crawled over the disordered gas tanks, and opened the plane door, placed the steps in position, and with the engineer placed the locks in the control surfaces.

Up until now I was calm, cool, collected and knew what I was doing. As I gave the sign to the pilots that the locks were in position and I was headed back toward the plane door, fire engines, men in asbestos suits, and ambulances were rushing at high speed toward us. At the sight of all these helpers coming to our aid, my legs and knees turned to rubber. I could not stand up unless I leaned against elevators at the end of the plane.

When it became evident that all we had was a flat tire, and a plane that was partly blocking the runway, I slowly recovered my senses and boarded the plane.

I called the tower and advised them of our predicament; they sent a tow vehicle down to us, which pulled us off the runway. This was the worst airplane experience I had overseas. After what I saw, I was very lucky.

The next day, May 3<sup>rd</sup>, we went from Morotai to Dulag to Palawan and then from Palawan to Morotai. At 21:00, 3 hours out, we detected fumes of burning material, but we could not locate the source. At times they were strong enough to make us cough. On landing we had no electricity after the engines were cut. The fumes were from a boiling battery and the acid caused the fumes. Despite the long flying hours, we didn't see a cloud all day.”

4/30	Biak-Nadzab	5:25
	Bougainville	3:30
5/1	Los Negros	3:50
	Biak	4:45
5/2	Morotai	3:30
5/3	Tanauan	4:10
	Dulag	0:15
	Palawan	3:05
	Morotai	4:50
5/4	Hollandia	4:55
	Biak	2:15

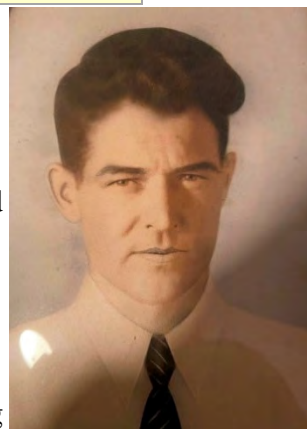
## 2. Members and Relatives

### a. Final Resting Place for Buster Stallings, Aircraft Mechanic, 12/43-9/45

On 2/25, the daughter, Janet, of crew chief Buster Stallings, replied to the last newsletter. I asked her for his final resting place, which I had not been able to find, and she provided it. I also learned that his full name was Otis R. Stallings. She also shared the photo of him at right, from after the war. Thank you, Janet!

## 3. Conclusions and Thanks

Thank you to Dewayne Ford for sharing two photos from his grandfather, including of the left side of “The Nomad.” And thank you to Art Driedger for his amazing stories.





**13th TCS Officer and Enlisted Men on Trains from NC to OH, and from OH to CA**

**Summary: Pope Field to Lockbourne: 126 men, including 8 officers (Ref: 61st TCG Sp. Ord. 103, 8.8/42)  
Lockbourne to Camp Stoneman: 170 men, including 17 officers (Lockb. AAB SO. 107, 10/6/42)**

Only OH		
1	Burgess	A. E.
2	Flynn	L. A.
3	Foster	F. J.
4	Harp	P. J.
5	Heckerson	B. E.
6	Ingalls	L. F.
7	Killebrew	G. W.
8	Laming	R. C.
9	Linkenhoger	F. B.
10	McCullough	E. L.
11	Merriott	G. C.
12	Reeves	S. B.
13	Saylor	J. L.
14	Smith	J.
15	Versdahl	O. J.
16	Vestre	E. K.
17	Zdon	F. V.

To OH and CA		
18	1	Burgess M. (o)
19	2	Kimball M. E. (o)
20	3	Lyle J. R. (o)
21	4	McGill C. C. (o)
22	5	Norfleet M. B. (o)
23	6	Reynolds G. E. (o)
24	7	Szafir E. V. (o)
25	8	White W. C. (o)
26	9	Anderson C. L.
27	10	Angle W. E.
28	11	Bacon E. O.
29	12	Bakken M. O.
30	13	Biedenbach C. J.
31	14	Bowen H. G.
32	15	Boyko W.
33	16	Brouse R. R.
34	17	Byrd W. W.
35	18	Cameron R. J.
36	19	Chapman W. H.
37	20	Christie N. J.
38	21	Coker J. T. Jr.
39	22	Collart H. A.
40	23	Cummins (sr) J.
41	24	Davis W. D.
42	25	Delaney J. A.
43	26	Deppe V. L.
44	27	Eastburn A.
45	28	Eatmon J.
46	29	Eaton (Eazln) W. L.
47	30	Enfield C. D.
48	31	Fabish M.
49	32	Ferguson M. B.
50	33	Foster R. C.
51	34	Franklin L. E.
52	35	Franklin E. H.
53	36	Fuselier C. R.
54	37	Gallagher J. F.
55	38	Gee W. W.
56	39	Geuther W. J.
57	40	Goessl M. E.
58	41	Goodwin W. C.
59	42	Gordon F. R.
60	43	Granger G. E.
61	44	Harper D. R.
62	45	Hays C. S.
63	46	Hladczuk J. V.
64	47	Korty E.
65	48	Kuhl G. L.

To OH and CA (cont'd)		
66	49	Larger H. F.
67	50	Lawrence E. F.
68	51	LeBlanc N. J.
69	52	Lee G. T.
70	53	MacLeod J. D.
71	54	Marks K. G.
72	55	Martinaga J.
73	56	Matela F. R.
74	57	Mazzone G. J.
75	58	McAllister F.
76	59	McNulty J. P.
77	60	Mello M. A.
78	61	Melton R. E.
79	62	Mika J. F.
80	63	Miller G. J., Jr.
81	64	Mlynek F. J.
82	65	Morgan S. W.
83	66	Myres D. L.
84	67	O'Shea J. C.
85	68	Palmer W. D. Jr.
86	69	Pasco V. F.
87	70	Persen A. T.
88	71	Petricola J.
89	72	Petry B. E.
90	73	Podolsky (Pε) E. H.
91	74	Price W. L.
92	75	Reddick R. H.
93	76	Robertson E. G.
94	77	Samiran A. R.
95	78	Schertz C. W.
96	79	Schild P. T.
97	80	Schmidt C. L.
98	81	Schmitz J. D.
99	82	Schroth A. K.
100	83	Scott W. M. Jr.
101	84	Setliff O. E.
102	85	Shearer W. J.
103	86	Sidelko S. W.
104	87	Sinclair R. D.
105	88	Sodergren E. W.
106	89	Souder L. W.
107	90	St. Pierre R. L.
108	91	Stallings D. C.
109	92	Stiers B. P.
110	93	Storbeck H. W.
111	94	Storms C. W.
112	95	Sturgis B. N.
113	96	Sydnor K. W.
114	97	Thaute L.
115	98	Thweatt O. D.
116	99	Tustin W. W.
117	100	Tutella R.
118	101	Uhl D. C.
119	102	Valley B. X.
120	103	Wade W. C.
121	104	Wallace J. T.
122	105	Weekley R. B.
123	106	Wicks R. M.
124	107	Windham E. T.
125	108	Wiseman B. H.
126	109	Wozniak M. S.

Only CA		
110	Duffy	R. C. (o)
111	Nelson	L. W. (o)
112	O'Connor	W. J. (o)
113	Schauer	J. R. (o)
114	Strode	E. C. (o)
115	Dewey Jr.	E. K. (o)
116	Givens	R. E. (o)
117	Norris	S. G. (o)
118	Yeomans	W. C. (o)
119	Amert	E. R.
120	Barker	O.
121	Bass	W. H.
122	Beacorn	D. F.
123	Belto	E. D.
124	Bernhard	J. J.
125	Bond	W. B.
126	Bradford	J. R. Jr.
127	Carruthers	W. E.
128	Davis	C. E.
129	Dawson	L. W.
130	DeHaan	J. G.
131	Elam	R. K.
132	Ferguson	J. B. Jr.
133	Finelli	D. J., Jr.
134	Gates	E. N.
135	Germershaus	F. J. Jr.
136	Holbrook	J. V.
137	Hopkins	J. P.
138	Labeledz	C. A.
139	Laine	C. O.
140	Lamothe	W. W.
141	Lord	F. M.
142	McDade	F. J.
143	Meyers	C. M.
144	Moore	J. R.
145	Morin	R. A.
146	Myers	R. S.
147	Nogaj	S. R.
148	Oehm	E. R.
149	Paucek	J. L.
150	Phipps	W. A.
151	Pierce	J. W.
152	Powell	D. L.
153	Power	J. K.
154	Rapp	A. C.
155	Riskey	J. E.
156	Robertson	D. C.
157	Scruggs	J. T.
158	Smith	O. E.
159	Stainback	A. M.
160	Steele	D. H.
161	Taylor	R. C.
162	Termini	R. L.
163	Thompson	D. C.
164	Van Ness	O. K.
165	Wallace	K. D.
166	Waller	E. A.
167	Wells	R. S.
168	Whitehead	J. W.
169	Wilkerson	H. F.
170	Yeager	E. E.