



February 1966

Issue No. 1

The "BULL SHEET"

Published by:
Headquarters
107th Engineer Association
Ishpeming, Michigan

This issue dedicated to the memory of

** Lt. Col. LOREN W. JENKINS **

For most of our addressees this publication will be a real surprise - and a pleasant one we trust! Now a word of explanation. To further evidence healthy growing pains of the Association one of the highly significant items approved at the 1965 annual business meeting in Marquette, Mich. was the go-ahead on a newsletter for general distribution. This is issue one! The Executive Committee (officers and directors) at their meeting on Oct. 10th in Newberry, Michigan turned over the project to Donald "Duke" Duquette and Ed Vickstrom by virtue of their being the ones currently holding down the PRO and secretary jobs respectively. (So one way to get new editors is to "can" them come next election). The format will be informal - when we say newsletter we mean just that! For the present no set publication dates are set but as we ease into it who knows? Points to ponder: 1,000 copies of this issue mailed; postage expense \$50.00; cost of printing \$65.40; cost of 10,000 copies of preprinted letterheads \$145.00. A little "yeast" helps to raise the "dough"!

PER COPY COST OF BULL SHEET

- .0145 Pre-printing of letterhead, 2 color
- .0260 Printing cost of pages 1 & 2 on pre-paid letterhead
- .0285 Printing cost of pages 3 & 4
- .0225 Cost of printed envelope
- .0500 Postage
- \$.1415 Mailing cost per copy or

\$ 14.15 per hundred or
\$141.50 per thousand

NOW - why call this newsletter the BULL SHEET-good question! Selecting a name for the infant publication was a real toughie - to come up with a designation that would be meaningful to all of us covering service periods all the way from 1913 to 1966. In the final analysis it was decided to go with something that "was" instead of with a name that would be brand new and thereby having no direct connection with our historical background. Appropriately enough for all of us, however, the BS was birthed in Belgium 6 November 1944 when the 254 was in bivouac near Bullingen, it is a salty reference to all good Combat Engineers - and besides, dammit, it had to be called something!

*** NEWS FROM HEADQUARTERS ***

Your Association officials for the fiscal year 1965-66 are: Pres., Oral J. "Moose" LaCombe, Soo, Mich.(WWI); Vice-Pres., Lynn R. McDonald, Soo, Mich. (107th, 522nd); Secretary, Edward C. Vickstrom, Ishpeming, Mich. (WWII); Treas., Francis D. Morin, Houghton, Mich. (II); Historian, Louis H. Giesen, Fountain City, Wis. (I); Pub. Relations Officer, Donald M. "Duke" Duquette, Negaunee, Mich. (II); Directors, Lt. Col. Austin E. Lindberg, Ishpeming, Mich. (Bn CO of 107th NG's); John D. Morrison, Marquette, Mich. (I); John E. Mackin, Soo, Mich. (II); Harvey J. Turcotte, Iron Mtn., Mich. (I); and Henry E. Warth, Marquette, Mich. (I).

The annual reunion notices will be mailed out in April and will include: The "will or will not" return card, your dues standing, list of recommended hotels and motels for your consideration in making reservations and a program of planned events - and our usual reminder for more names and addresses of unlocated comrades. Even at this early date we ask - PLEASE RETURN the "will or will not" card.

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* * Lt. Col. LOREN W. JENKINS * *
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DIID YOU KNOW??

Entered federal service with Co. A 107th Engr. Regiment (Escanaba NG Co.) as a 1st Lt. on 15 Oct. 1940 as Co. CO; promoted to Bn CO when the 107th was reduced to a Bn at Fort Dix, N.J., the 2nd Bn of the 112th (still the basic 107th) and the 254 from the date it was organized in England, Omaha Beach, France, Paris, Belgium, Luxembourg, Germany to the wars' end at Pilsen Czechoslovakia and back to Troyes, France to construct redeployment camps before the return home. The following in response to an inquiry to the City of Escanaba- the Colonel's hometown

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It was my good fortune for many years to know Loren W. Jenkins. Because of this I am familiar with his military career and his civilian duties with the City of Escanaba.

Loren and I worked closely together for almost a decade prior to his death. In fact, after attending a Council meeting, Loren and I drove to his home in my car. About an hour later, Loren was gone. It was sudden and most unexpected.

Having been associated with Mr. Jenkins during many days and weeks of planning programs of particular benefit to the community of Escanaba I know intimately the role that he played in making Escanaba the most progressive community in the Upper Peninsula. Loren served as City Engineer and Director of Public Works during much of the planning that took place in Ludington Park. Under the capable direction of Mr. A. V. Aronson, the City Manager, the planning program was instituted. With the assistance of Mr. Jenkins and other associates, Mr. Aronson brought these plans to a reality. Because the development of Ludington Park and its environs was so well received by the community and visitors to this area, the people proudly proclaimed this area as its "million dollar water front".

To memorialize his work, the City Council named the drive the "Loren W. Jenkins Memorial Drive".

The name of Loren Jenkins comes up frequently during our discussions on planning and programming in our municipal government today, just as it must among the men who served under him during the days of World War II. His name and his deeds will long be remembered.

Sincerely yours,

George M. Harvey
City Manager

or do you remember how the 'Snortin Bull' originated? Well, to make a long story short Col. Loren W. Jenkins decided he wanted something distinctive for his outfit (then the 254) - this at Newquay on the rocky Atlantic coast of Cornwall, England (remember skidding down the hills in the calked GI's). He transmitted his thoughts to George H. Molentin, a commercial artist by trade and our very able Bn. photographer all through the war, and George's fertile imagination and skill took it from there. The end result after many sketches and layouts for the Colonel's ever critical eye the 'Snortin Bull' as we knew him back then and as he still continues in service with the National Guard today - only with a 107 on the dozer blade. George collects his royalties on his masterpiece at 4845 W. Gregry, Chicago - in a box monthly - good for the petunias anyway, eh George?

why they were called foot-sloggers in WWI? Henry Warth tells us that the march to the Rhine by the 107th Regiment from near Dun-Sur-Meuse in France covered 254 kilometres and took 17 marching days; from Nov. 17th to Dec. 15th when it arrived at its station in OBERBIEBER, Germany. Every inch of the way was covered ON FOOT except for waggons, pack-mule trainguys and certain officers who rated a horse. (Maybe we WWII blokes did reach the Rhine by truck, Henry, but at least we did have to build our own bridge to get across). Interestingly enough, however, the 254 after finally crossing the Rhine on 27 March 1945 bivouaced, at all places, in OBERBIEBER and NEIDERBIEBER for 3 days - the same towns in which the 107th performed their occupation duties in 1919. Had we known we'd have done some checking up on you guys - anything for a couple free rounds at the reunions you know!

that Lindsay C. "Pops" Passano has made three reunions already all the way from Pasadena, Maryland - and claims he already has plane reservations for the Soo in '66! (The backbone of the 254 Bn Supply, remember?) Anyway, Pops works for Bethlehem Steel in Maryland and has recently and successfully undergone major surgery. On a convalescence trip to New Orleans he traced Capt. Richard B. Bailey from Baton Rouge to N.O. and they and spouses had dinner together - main course being mint juleps, I suppose. Pops also tracked down Ashton St. Romain, Capt. Murray H. Cunningham and Harry T. Bailey, Jr. and the Association address file has benefited accordingly. Can it be that after all these years Pops is still bucking for that extra stripe? Settle for a doubler at the Soo, Pops?

Welcome! Members of the 107th Engineer Association, non-members (for the present) and wives to the reading audience of our official Association newsletter. I firmly and sincerely predict that this publication will be a real stimulant to all of us - a shot in the arm for a bigger and better organization. It is indeed a pleasure to be your President at the inauguration of this milestone in the Association's history and it is an extremely encouraging contrast to our first year in business, and my first term as President, when we shoved off with nothing but a name and a newly elected slate of officers. Now - I lay before you the simple word PARTICIPATION. We need it and look forward to it - even if it is nothing more than a courteous return of the annual reunion notices indicating you are unable to be present. KEEP IN TOUCH each year - the very basic act of PARTICIPATION. I also invite your pre-reunion notice attention to the "Lock City in '66" - hope to see you all in Sault Ste. Marie, Michigan on August 12-13 at our 6th Annual Reunion and Convention which, I give you my personal guarantee, will be a real Combat Engineers Ball!

Best Personal Regards to All,

Oral J. LaCombe, President

REPRINT FROM OLD "BULL SHEET"

Issue #50 dated 19 January 1945 (in Ardenes immediately north of Malmedy during the waning days of the Battle of the Bulge

HOT DOPE - Edwin "Fergy" Ferguson (Bergland, Mich.) the Co. B boy who can blow out more hot air than the compressor he operates, has been trying to convince the boys of an old Upper Michigan winter trick known to an old woodsman like himself. Fergy claims that if you paint your overshoes or swampers white you won't make tracks in the snow to give away your position - and he painted his own to prove it!

An address change? Let us know about it?

Comments, suggestions, addresses, news or what have you (detach and send in) _____

Historical and colorful Sault Ste. Marie, Mich., more familiarly known simply as the "Soo" will be the setting for our 6th Annual Reunion. Keep these dates in mind - August 12 and 13 - and get those vacation schedules arranged accordingly! The beautiful armory at the Soo is home for the 1437th Engineer Company (Float Bridge) which is attached to the 107th Michigan Guards for training, administration, etc. Called to active service during the Korean war the 1437th again finds itself in the high priority category during the current crises. In this jet age it seemingly still takes roads and bridges to move armies - and I wonder just who builds them in the combat zones? Well, anyway, the Soo also sent Company B and the Regimental Band to Camp Beauregard, La. back in 1940 so it is indeed a fitting place to hold our reunion. Anyone attending the 2nd Annual there will recall the fine facilities and hospitality characteristic of a major tourist city. The famed Soo locks, boat trips, fine shopping district, Canada just across the river and many other scenic attractions will occupy the spouses and kids while the 'ol man reminisces and has a couple cold ones. Time your arrival to enjoy the social activities planned for the evening of the 12th (Friday). Lynn McDonald (107, 522 & 1437) is the 1966 reunion chairman by virtue of being elected as the Vice-Pres. for this year. Active on his committee are President "Moose" LaCombe and Arago Guck of WWI vintage, John Mackin and Frank "Snuffy" Smith of WWII and many members of the host NG Company whose cooperation and hard work have been invaluable at every reunion. All are residents of the Soo and are extremely capable representatives to handle the many, many details involved in putting on the show.

This is our blast-off issue devoted to a large extent to introductory and background items. In future issues it is planned and hoped to run quite extensive "Did You Know" and "Personal Briefs" features - most everyone wants to see names, names and more names - and after these many years we all have lots of catching up to do. So, clip the following, tack on your two francs worth and send it in - and don't be too bashful to tell us about yourself.

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* * T A P S * *
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This will be a regular section of all BS's so as to report the departure of our comrades as the information is received in Association HQ. In this, our first issue, we pass on all such information received since 1961 even though it does entail a list of considerable length. In some cases our record is very sketchy and may possibly be inaccurate. However, we report what we have with the hope our future lists will be very short but complete and accurate.

BISHOP, Leslie, Ironwood, Mich. (H&S 254) about 1948; BRIGGS, Sr., Claude L., Elmwood, Ill.; 1964; BROSLOVIC, Walter, Gaastra, Mich. (Co. C 254), about 1948; BRULEY, William, Hermansville, Mich. (Co. A 254); CARUSO, Louis A., Ironwood, Mich. (Co. A 254), 1961; CASSETTE, Ernest, Lake Linden, Mich. (Co. A 254), 1961; CELLI, Peter, Pence, Wis. (WWI), 1963; COLE, Thomas, Ishpeming, Mich. (WWI), 1963; DILLON, Chester, Wakefield, Mich.; DRUDING, Norman E., Gladstone, Mich. (WWII); EDWARDS, Sm. M., Detroit, Mich. (WWI); FACHINETTI, Florindo, (WWI) Italy; GETZEN, Peter, Calumet, Mich. (WWI); GLEASON, William, Lake Linden, Mich. (WWI), 1965; HAGERSTROM, Emil E., Detroit, Mich., 1965; HENDRICKSON, Oscar, Chassell, Mich., (WWI), 1964; HOLMES, John F., Laurium, Mich., 1963; JENKINS, Loren W., Escanaba, Mich. (Bn CO WWII), 1956; JONES, Francis H., South China, Maine (H&S 254); KARPINEN, Charles E. "Chuck", Calumet, Mich. (254) about 1948; KESSINGER, James A., Pa. (254); KING, B. C., Traverse City, Mich.; KNAPP, Leonard, Pence, Wis. (WWII) 1957; KOZEN, John J., Ironwood, Mich. (Co A 254), 1964; LANGLOIS, Frederick "Frog", Negaunee, Mich. (WWII), 1963; LANGSFORD, Harold J., Negaunee, Mich. (WWI), 1965; LEARMONT, Phillip R., Detroit, Mich. (WWI), 1964; LEISK, Ross D., Spokane, Wash. (WWI), 1963; LORENDO, George, Chicago, Ill. (WWI); LUCE, Robert, Brighton, Mich. (WWII); MALMBORG, Roy C., Soo, Mich. (Co A 107)(WWII); MENARD, Alphonse T., Marquette, Mich. (WWI); 1964; MONGEAU, Elmer, Ontonagon, Mich. (Co C WWI), 1964; NEWETT, William H., Ishpeming, Mich. (WWI), 1963; NOTARY, James, Calumet, Mich. (Co A WWI); O'CONNOR, James, Calumet, Mich. (Co A WWI); PASTORE, James J., Negaunee, Mich. (WWI);

nee, Mich. (WWI); PHILLIPS, Wendell, Calumet, Mich. (Co A WWI); PLOOF, Francis L., Hancock, Mich. (Co A 254), 1959; RAZIMOWIZ, Joseph, Calumet, Mich. (WWI), 1962; REITAN, Jack C., Riverside, Cal., 1962; ROKOS, Edward, Traverse City, Mich. (Co A 254), 1964; ROYAL, Ivan B., Pontiac, Mich. (WWI); SITTER, Fred. R., Detroit, Mich. (WWI), 1962; SORONEN, Wm. O., Calumet, Mich. (WWI), 1962; THIESSEN, Eddie A., Detroit, Mich. (WWI); TRUDGEON, Donald L., Ironwood, Mich. (Co B 254), 1955; VOGELER, Paul, Milwaukee, Wis. (WWI), 1962; VUCITECH, Alfred, Flint, Mich. (Co. B 254).

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R E U N I O N S C O O P S

The first four reunions were held, beginning to end, at the marvelous armories which are the homes of the present day companies of the 107th Engineer Bn (254 eyeballs pop when they observe the old, familiar 'Snortin Bull' emblem looking at them from the middle of Ishpeming's drill floor). In 1964, however, drinking was prohibited in all Michigan armories - and you know what that can do to a "song and dance" affair for Combat Engineers! So, for this reason only the socializing will necessarily have to be done elsewhere at least for '66. Tentative plans are to hold the Friday and Saturday nights' activities at the American Legion Club. All remaining portions of the program will be in the Soo armory.

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D I D Y O U K N O W ?

that in 1916-17 when Company A Engineers, Mich. National Guard was stationed on the Mexican border, it was a part of the 11th Engineer Regiment of the 11th Provisional Division, and was commanded by Major U. S. Grant, III. At that time one half of each Engineer Company was mounted and the mounted sections were trained like cavalry troops and carried the same equipment with the exception of the saber. The mounted section of Company A was commanded by 1st Lt. Ralph A. Loveland.