

My Overseas Assignment in France,

28 December 1955 to 31 July 1957

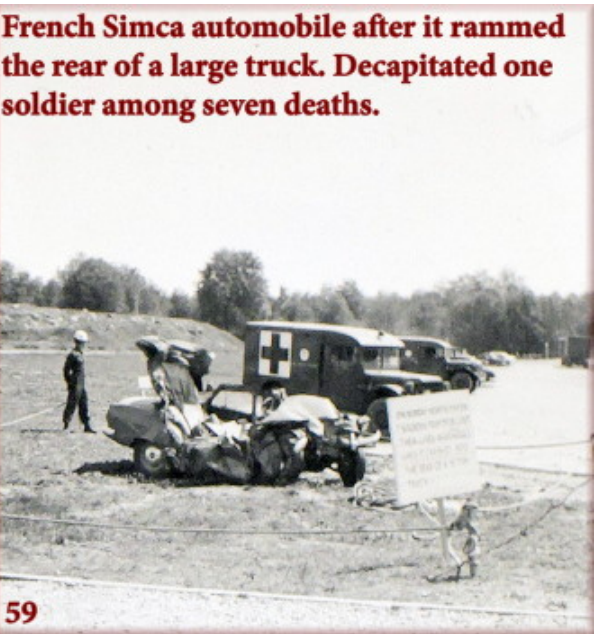
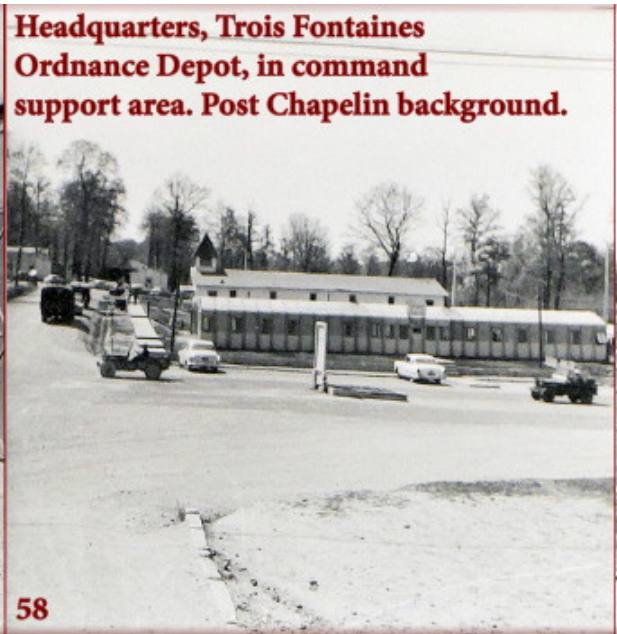
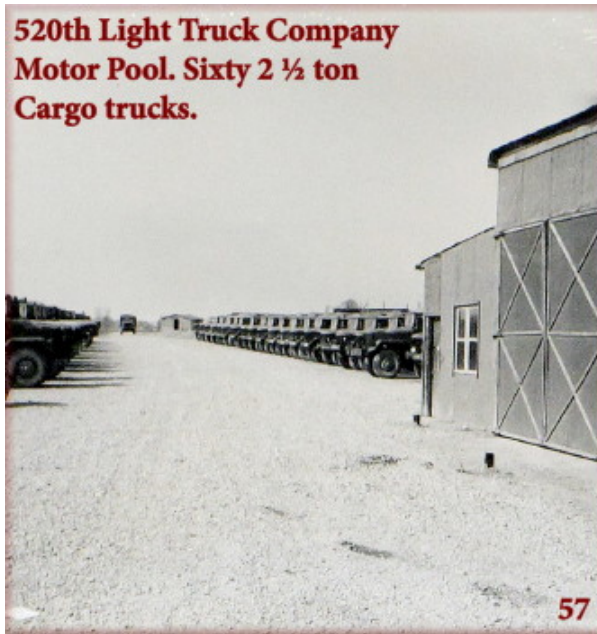
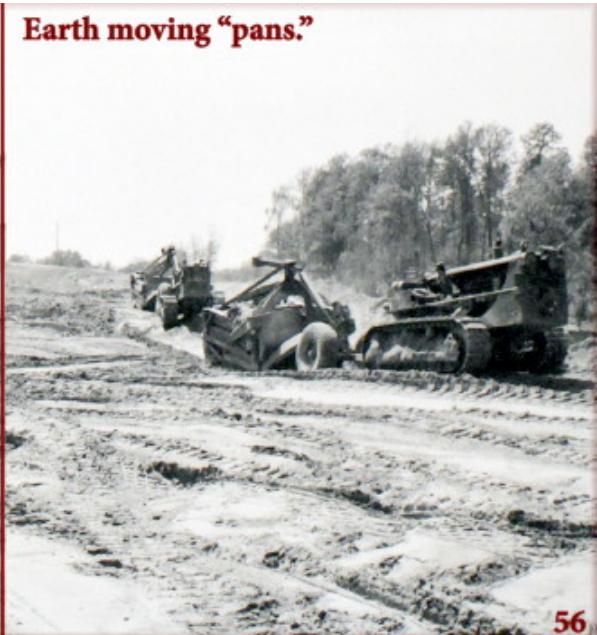
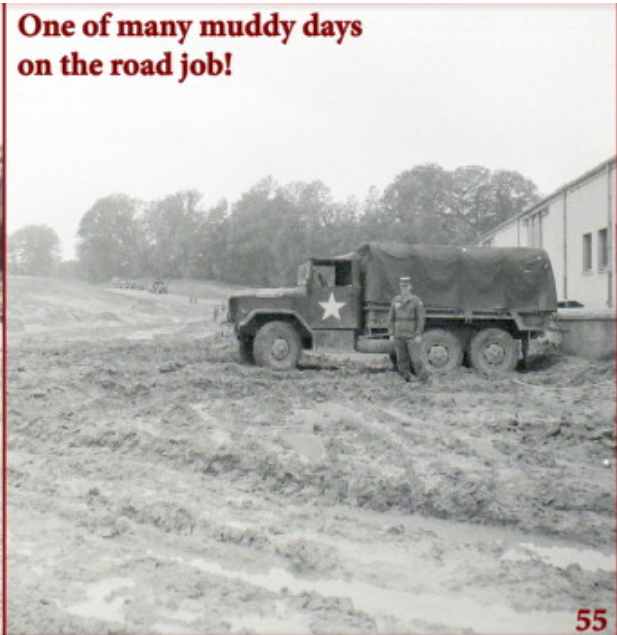
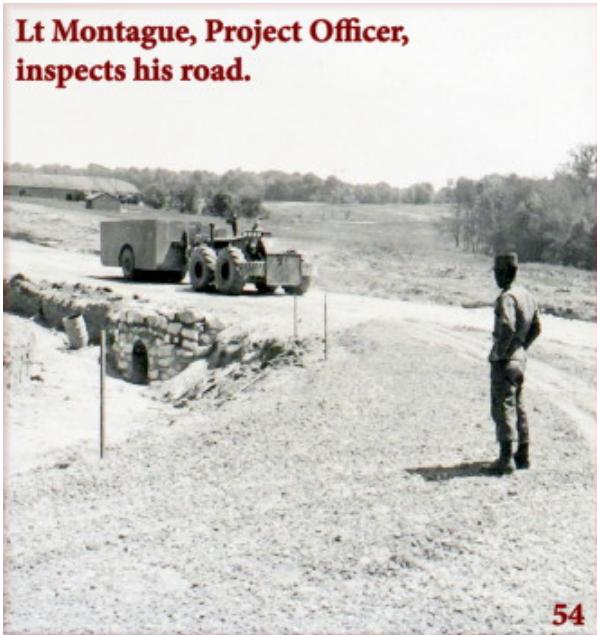
**PHOTOGRAPHS FROM THE FILES OF
1LT DANIEL N. KLINCK: PART 2**

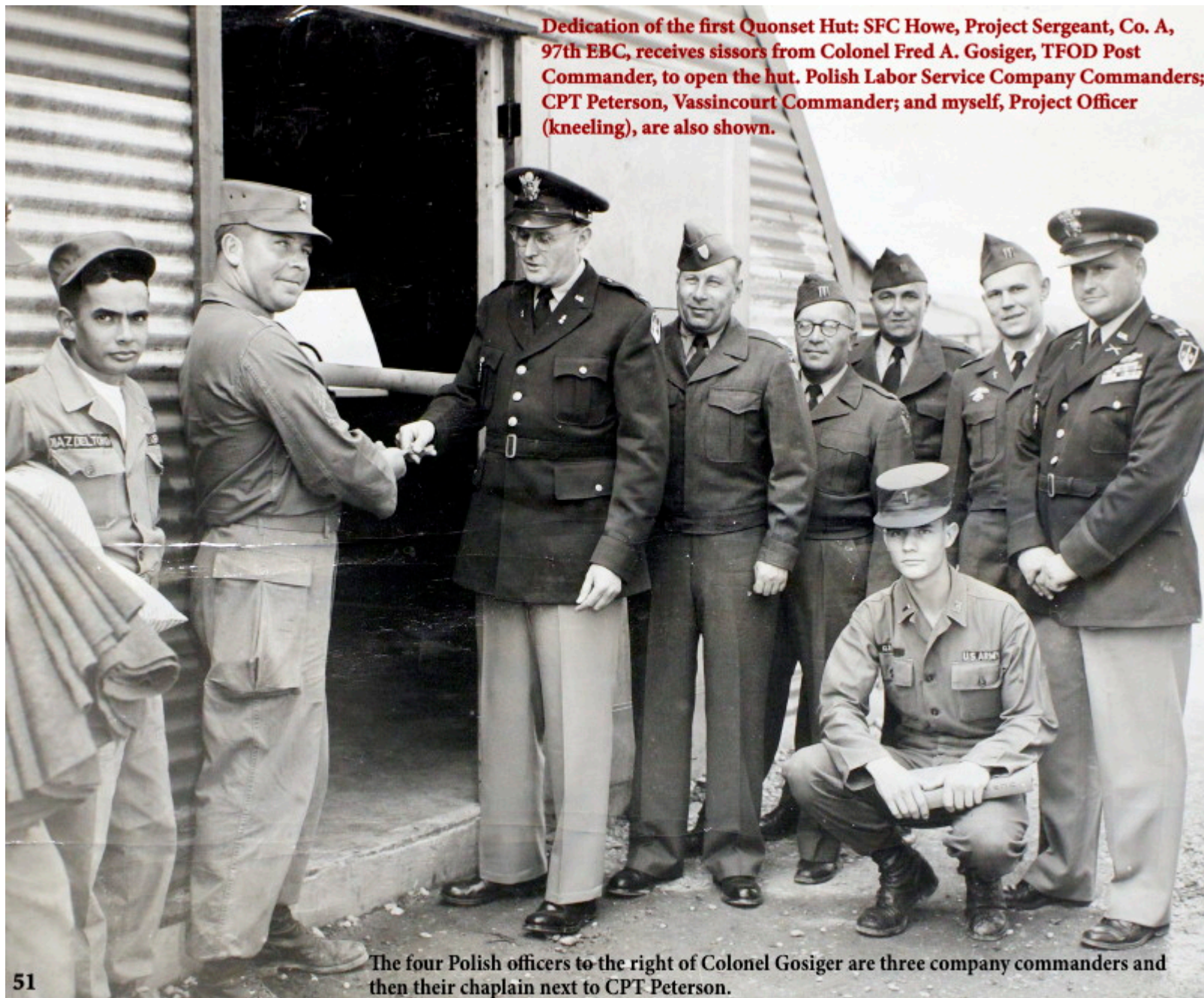
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This warehouse used to be in small valley, is now on a plain.

Earth Moving Project of Company A



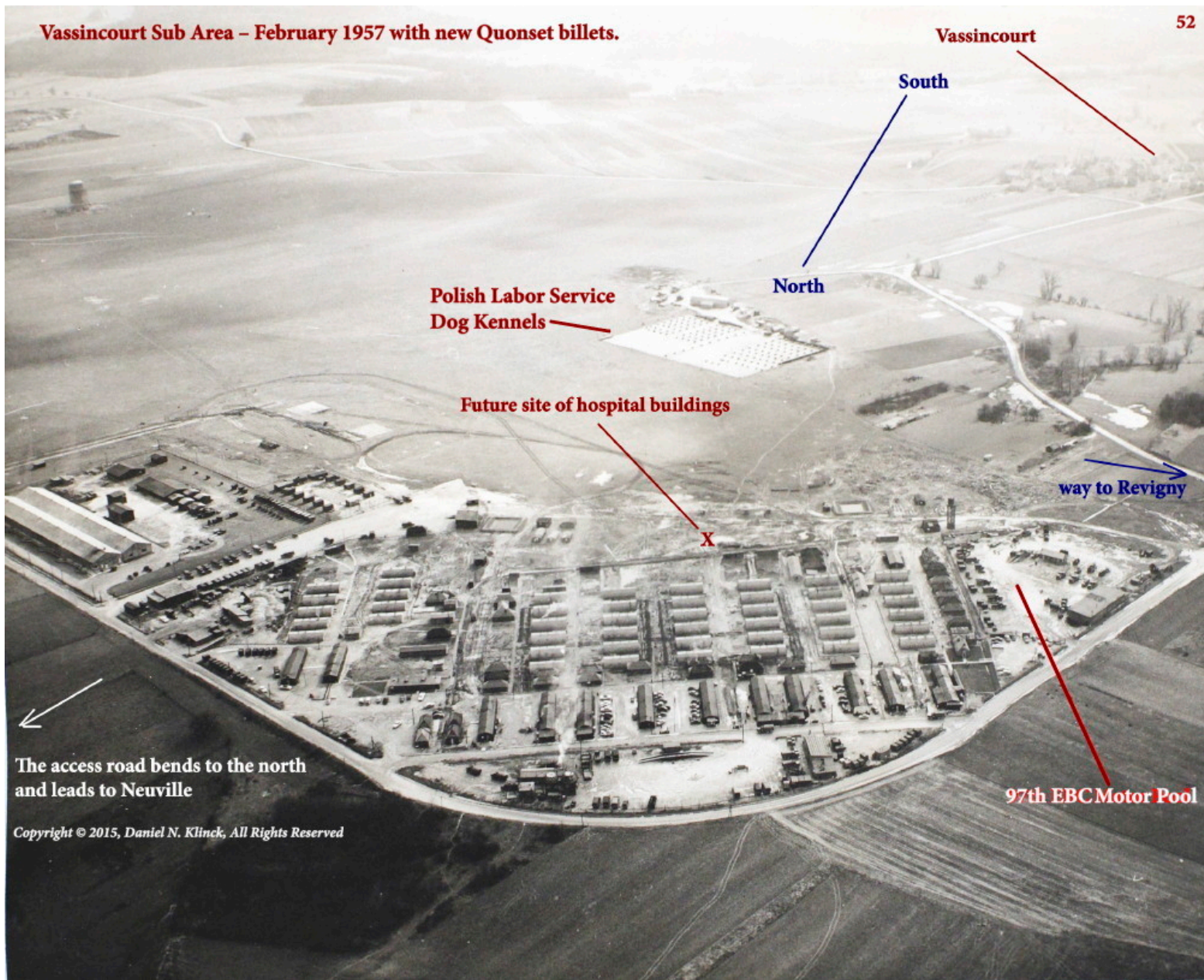


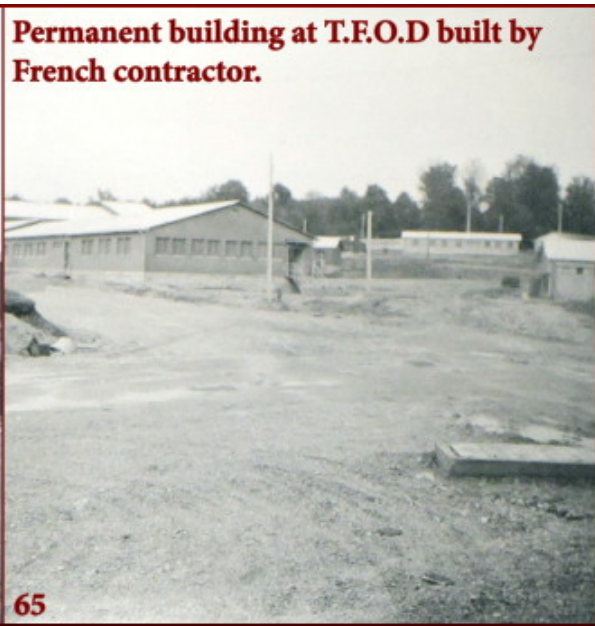
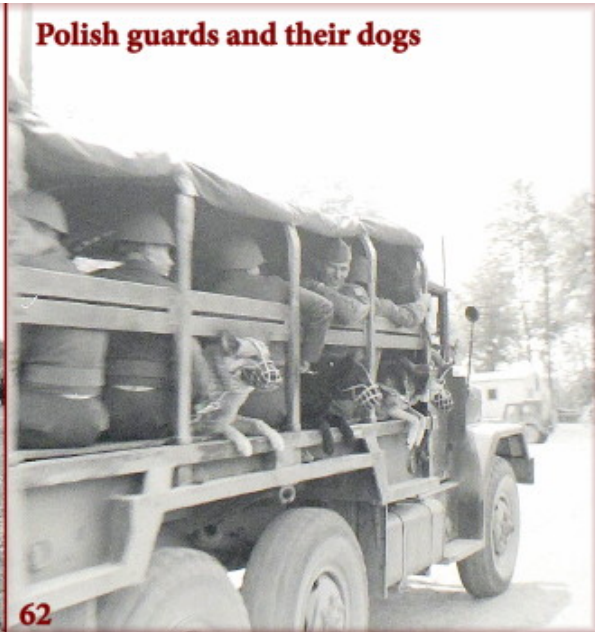
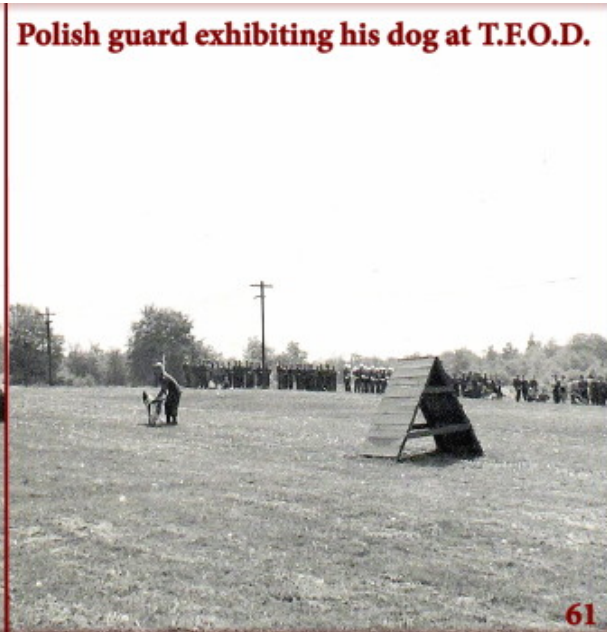
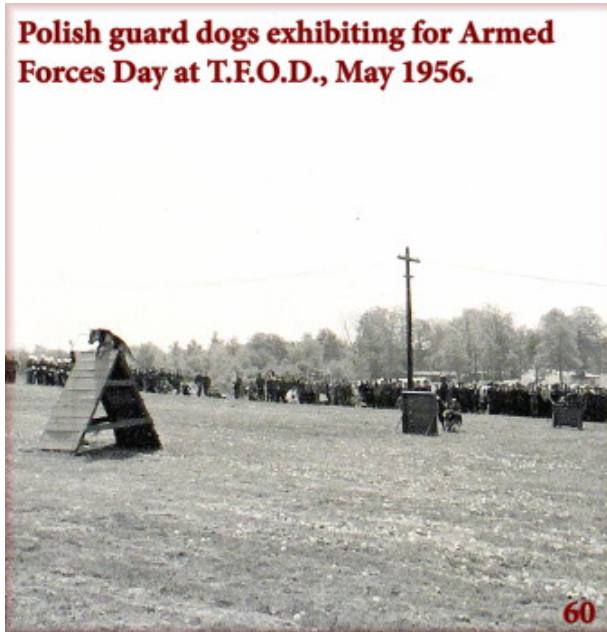


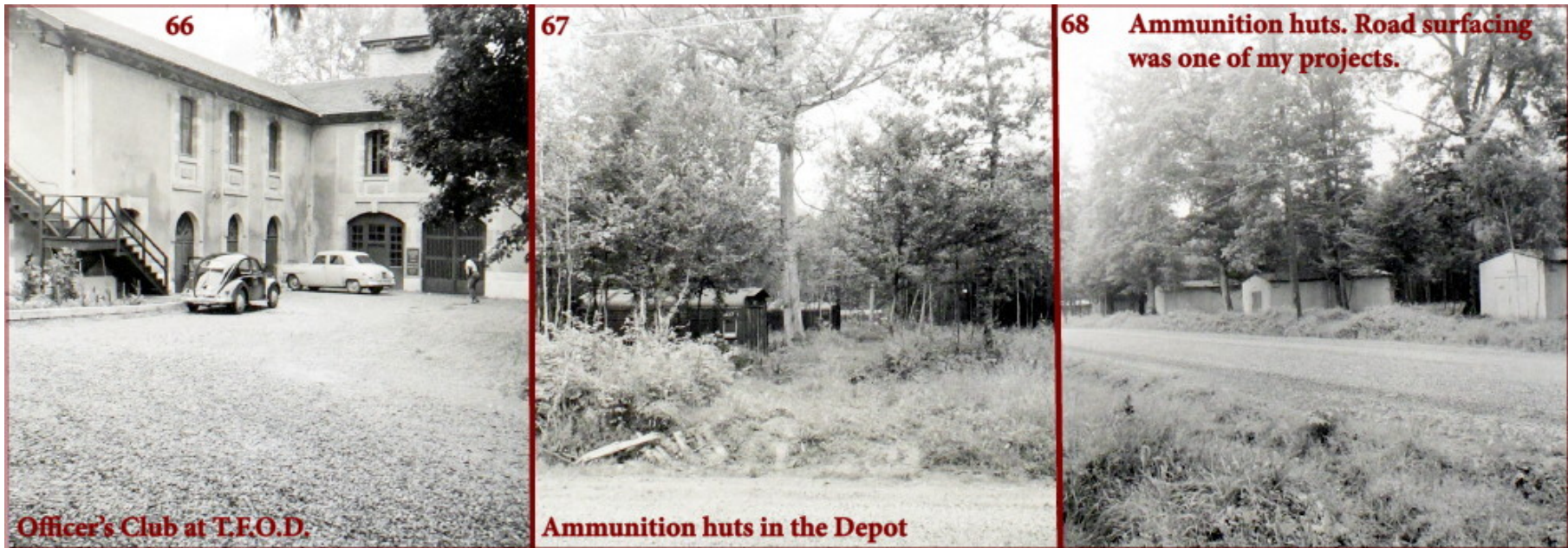
Dedication of the first Quonset Hut: SFC Howe, Project Sergeant, Co. A, 97th EBC, receives sissors from Colonel Fred A. Gosiger, TFOD Post Commander, to open the hut. Polish Labor Service Company Commanders; CPT Peterson, Vassincourt Commander; and myself, Project Officer (kneeling), are also shown.

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The four Polish officers to the right of Colonel Gosiger are three company commanders and then their chaplain next to CPT Peterson.



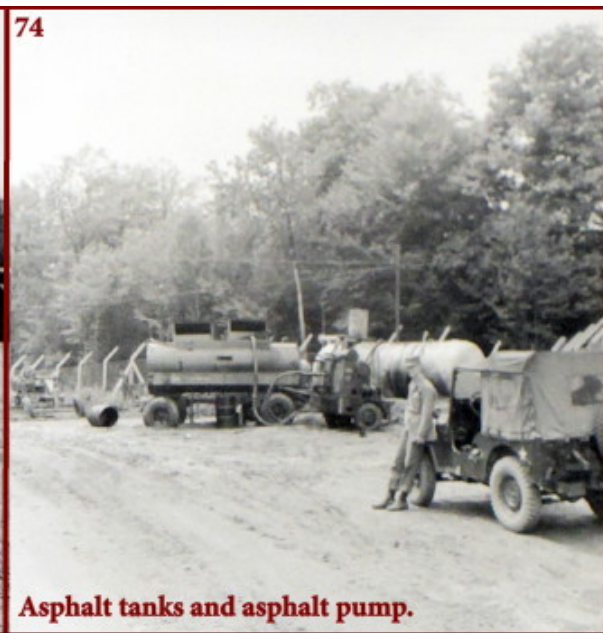
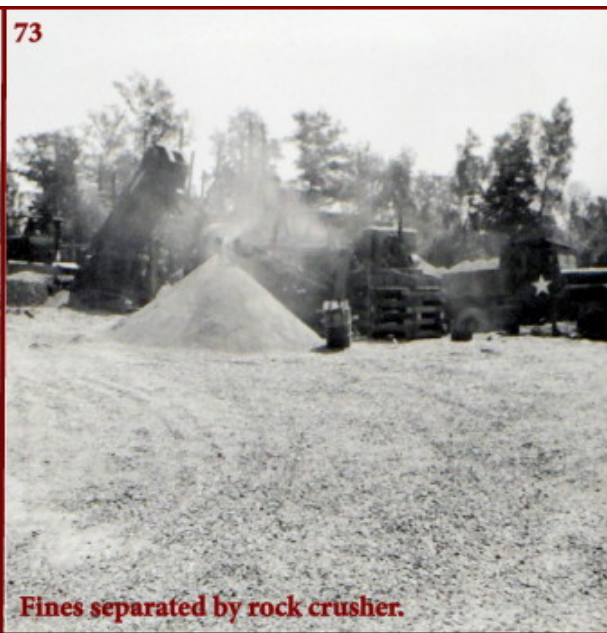
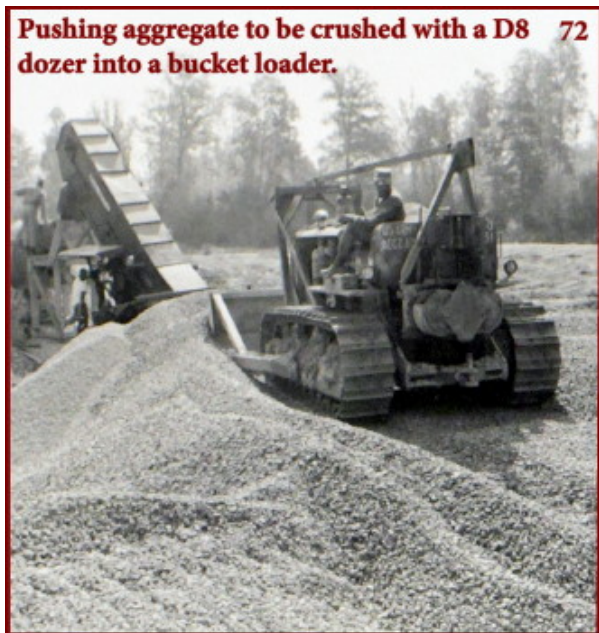
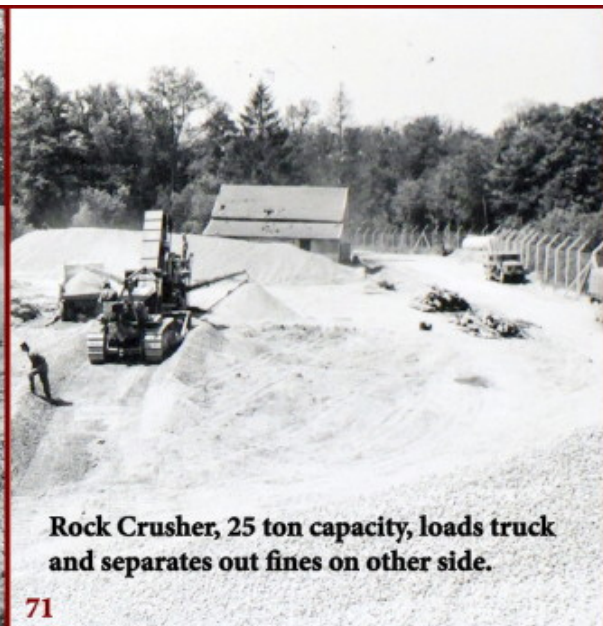
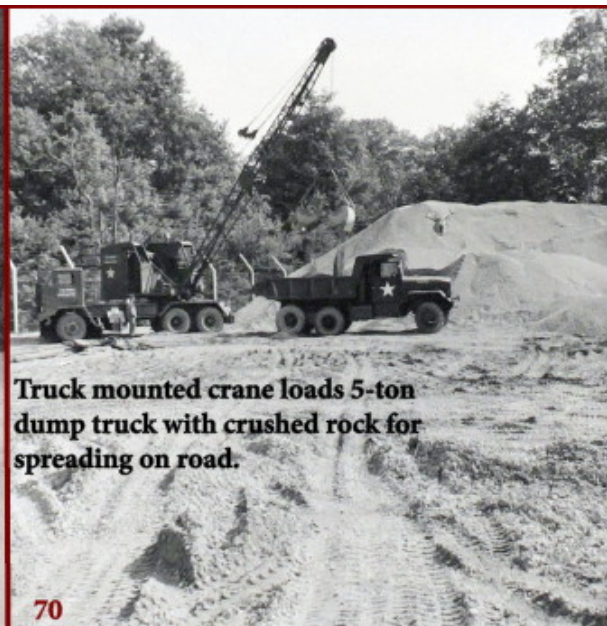
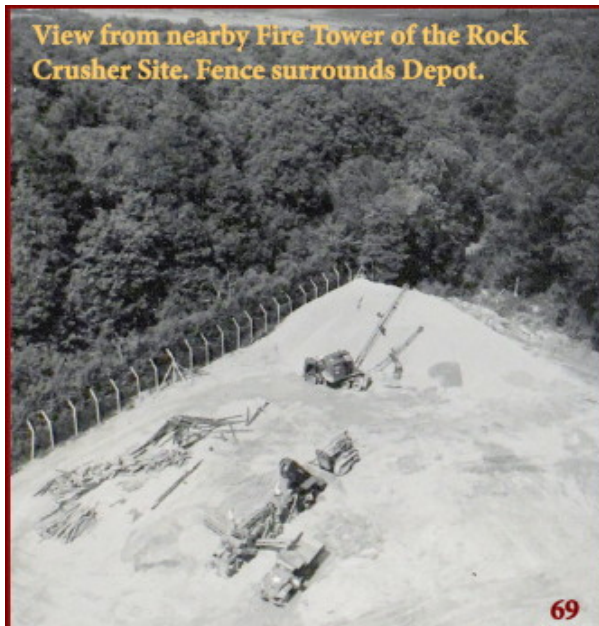




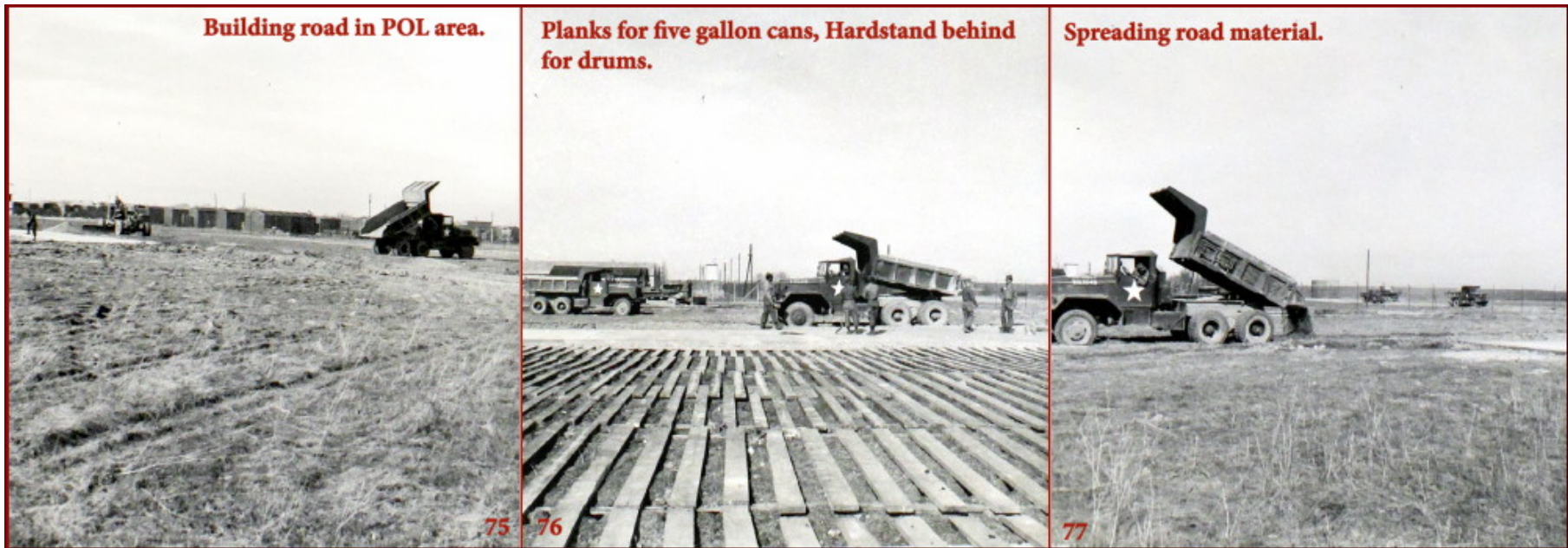
Road Project. EOD #91-56. Lt Klinck, Project Officer:

To resurface the miles of the Depot's main interior roads, aggregate was washed and stock filed at a "crusher site." Asphalt emulsion, most convenient for France's wet climate, was stored in 1500-gallon tanks and shipped daily from Verdun. The job consisted of cleaning the existing road, patching it, then "shooting and chipping" with asphalt and aggregate in two layers. Thirty men were employed operating the equipment and for pick and shovel work. The following pictures show first the equipment at the Rock Crusher Site. Project started in April 1957, was to be completed in September (photos are on the following page):

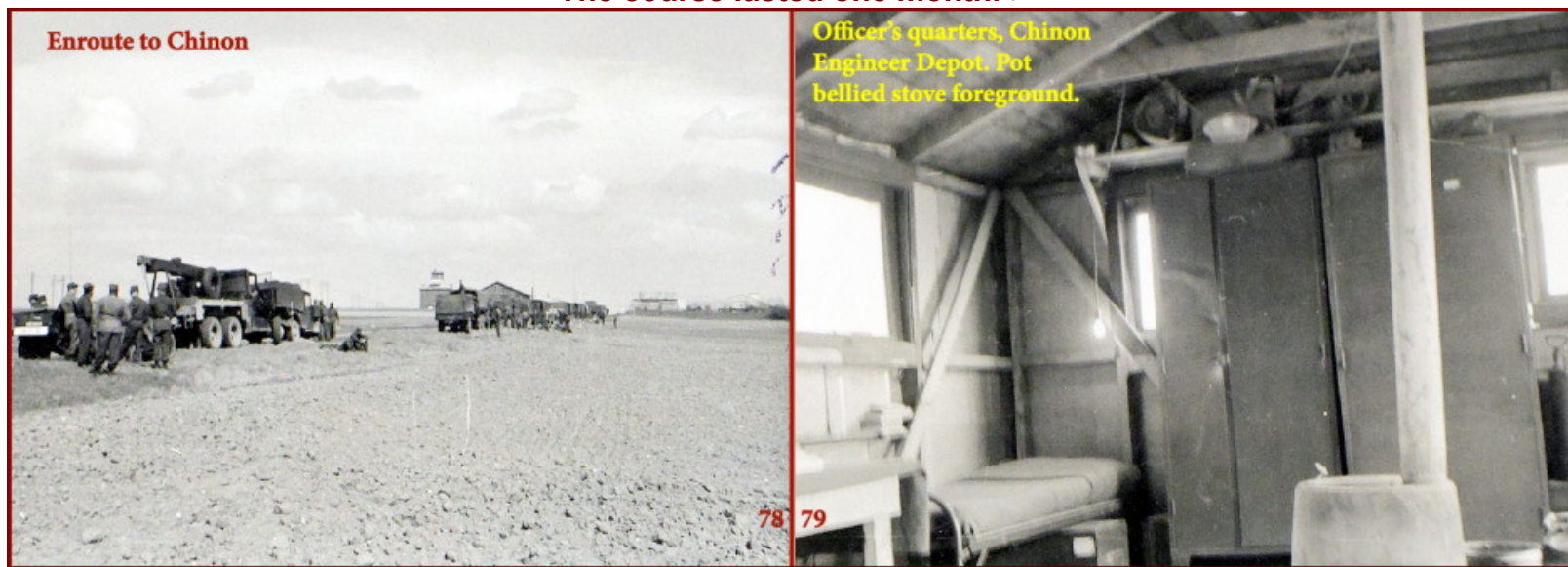
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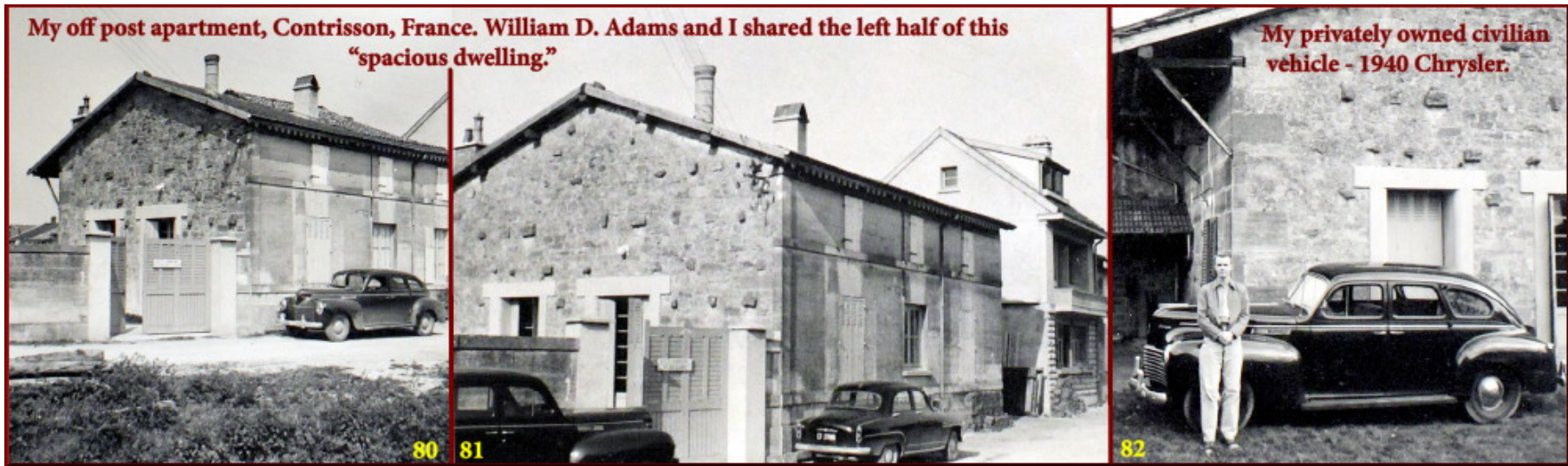


↓ Petroleum, Oil, and Lubricant Storage Area, at Vassincourt Area. Project Officer – Lt Klinck. ↓

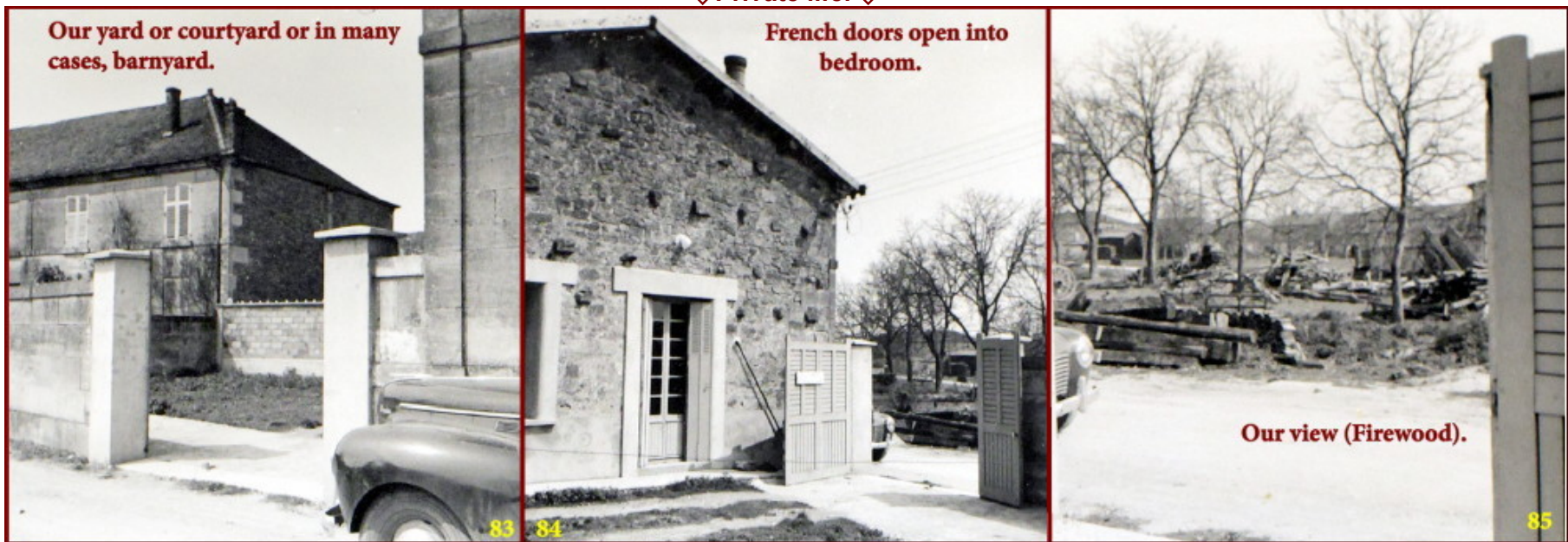


↓ Company A traveled to Chinon, France, in late February 1956 to attend an invasion pipeline school. The course lasted one month. ↓





⇅ Private life. ⇅



Recollections of the Company A Officers, 1956-1957

Most of the Company A officers were recent ROTC graduates in either engineering or architecture. They were very fortunate to be sent to France, since virtually all of their Ft. Belvoir classmates were assigned to the Far East (think Korea and Okinawa). Along with the officers from the 520th Light Truck Company, they spent much of their spare time traveling in northern France and to Germany. Their personal vehicles were repaired in Kaiserslautern (at a 90-bay garage) and one of the officers would make a monthly day trip to Luxembourg for a better rate of currency exchange for our pay, from dollars to francs.

One day, **1st Lt. Creed F. Alderson, Jr.** decided to ride to the depot with the Polish guards and their dogs in the back of a 2 ½ ton truck. As he climbed over the tailgate, the dogs lunged at him. He rode up front with the driver. **2nd Lt. Michael E. Godsil** (OSU, Corvallis) was a civil engineering graduate who knew the most about road construction. Mike and his wife hosted a Christmas dinner for the officers in 1956. **2nd Lt. James D. Wells** (Clemson) was married with a baby boy, yet he enjoyed his Austin Healey two-seat sports car. **2nd Lt. William D. Adams** (Cornell) was the most serious among us. Bill really resented being in the service but was very professional. He drove a French Simca, which developed engine trouble after about 40,000 miles. He roomed with **2nd Lt. Daniel N. Klinck** (The Citadel) in Contrisson with government-owned furniture from Austria, which was no longer partially occupied by U.S. forces. Dan drove his 1940 Chrysler all the way to Copenhagen, when he flew to Sweden on vacation.

In September 1956, Bill and Dan were asked to photograph French post offices in the surrounding area. The Army thought that telegraph offices would be the only sites for communication in case of war. Halfway through their assignment they were called back, because their work could be interpreted by the French as espionage.

1st Lt. Thomas W. Montague (Geo. Peabody Inst.) arrived in 1957 from another assignment with his 1956 Ford Victoria hardtop. Tom supervised earth-moving projects in the depot. **2nd Lt. James J. Lacey** (Carnegie Tech) from Pittsburgh arrived in May 1957.

1st Lt. James J. Vesey, an OCS graduate who arrived from Fort Leonard Wood in 1953, was company commander in 1956, followed by **Capt. Frank M. O'Quinn** (LSU) in 1957, who was RA. On 20 September 1956, Lt. Vesey left for Camp Rucker, Alabama. He was a very affable and left much of the operations to Creed Alderson and the running of the company to **1st Sgt Norman Mixon**. Frank was just the opposite. He was businesslike and a no-nonsense commander. He was everywhere. Master Sergeant Mixon (no one ever called him Norman) was an old soldier, who took the young second lieutenants under his wing.

During this time, Company A's tar paper shacks were replaced by Quonset huts, shipped over from Rhode Island. Potbellied stoves were used for warmth. All of the platoon leaders were involved with such tasks as resurfacing the TFOD roads, running a rock crusher site, assembling Quonset huts and constructing sentry boxes. The sergeants did all the heavy lifting.

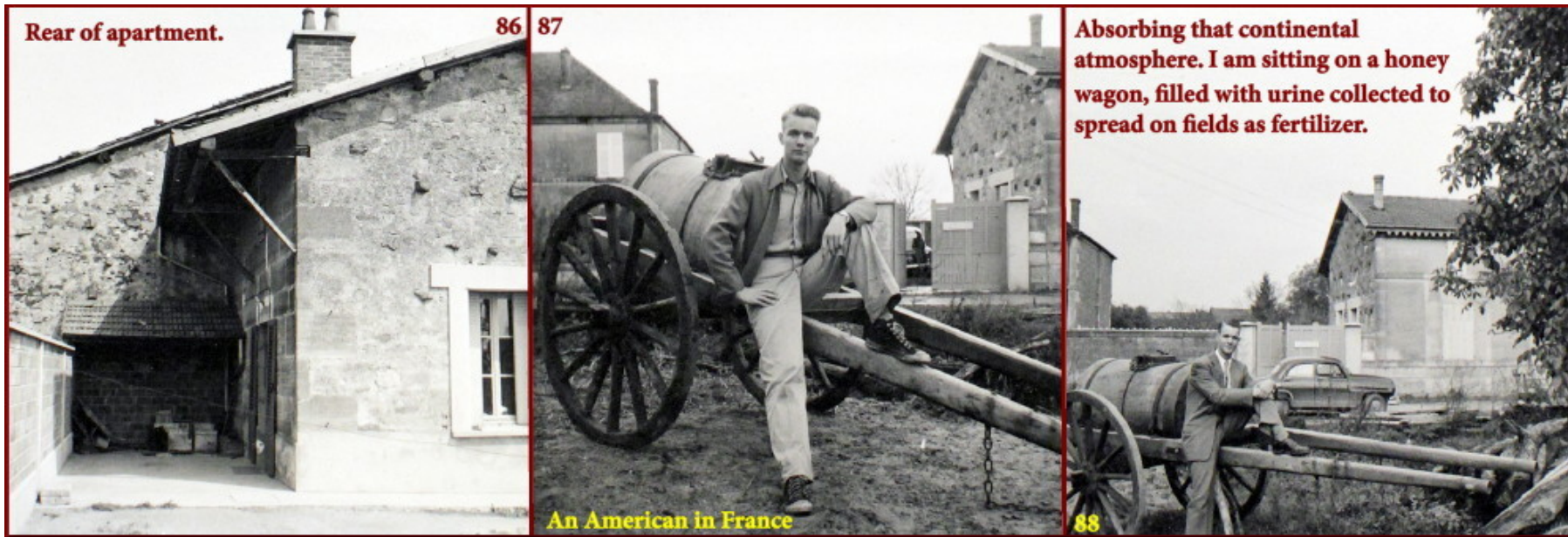
Abstracts – 32nd Engineer Group Officer's Roster for Company A

NAME	GRADE	DOR	CAT	EXP DATE	DOB	ROTATE
<u>7 April 1956</u>						
Vesey, James J.	1 st Lt	29 Sep 54	VOL	Indef	26 Apr 30	13 Sep 56
Alderson, Creed F. Jr.	1 st Lt	15 Dec 55	II	30 Jan 56	21 Nov 33	30 May 56
Wells, James D. Jr.	2 nd Lt	19 Jan 55	II	31 Jan 57	18 Mar 32	31 Dec 56
Godsil, Michael E.	2 nd Lt	24 Jan 55	II	31 Jan 57	28 Nov 30	31 Dec 56
Adams, William D.	2 nd Lt	21 Jun 55	II	30 Jun 57	26 Apr 33	30 May 57
Klinck, Daniel N.	2 nd Lt	1 Sep 55	OBV	31 Aug 57	1 Mar 34	31 Jul 57
 <u>7 September 1956</u>						
O'Quinn, Frank M.	Capt.	28 Apr 54	RA		24 Sep 28	25 Jun 59
Vesey, James J.	1 st Lt	29 Sep 54	VOL	Indef	26 Apr 30	13 Sep 56
Wells, James D. Jr.	1 st Lt	19 Jul 56	II	31 Jan 57	18 Mar 32	31 Dec 56
Godsil, Michael E.	1 st Lt	24 Jul 56	II	31 Jan 57	28 Nov 30	31 Dec 56
Adams, William D.	2 nd Lt	21 Jun 55	OBV	20 Jun 57	26 Apr 33	20 May 57
Klinck, Daniel N.	2 nd Lt	1 Sep 55	OBV	31 Aug 57	1 Mar 34	31 Jul 57
 <u>9 February 1957</u>						
O'Quinn, Frank M.	Capt.	26 Apr 54	RA		24 Sep 28	26 Jun 59
Montague, Thomas W.	1 st Lt	7 Jan 56	VOL	Indef	27 Aug 33	13 Sep 59
Adams, William D.	1 st Lt	21 Dec 56	OBV	20 Jun 57	26 Apr 33	20 May 57
Klinck, Daniel N.	2 nd Lt	1 Sep 55	OBV	31 Aug 57	1 Mar 34	31 Jul 57

All 2nd Lieutenants were promoted to 1st Lieutenants before they left Company A.

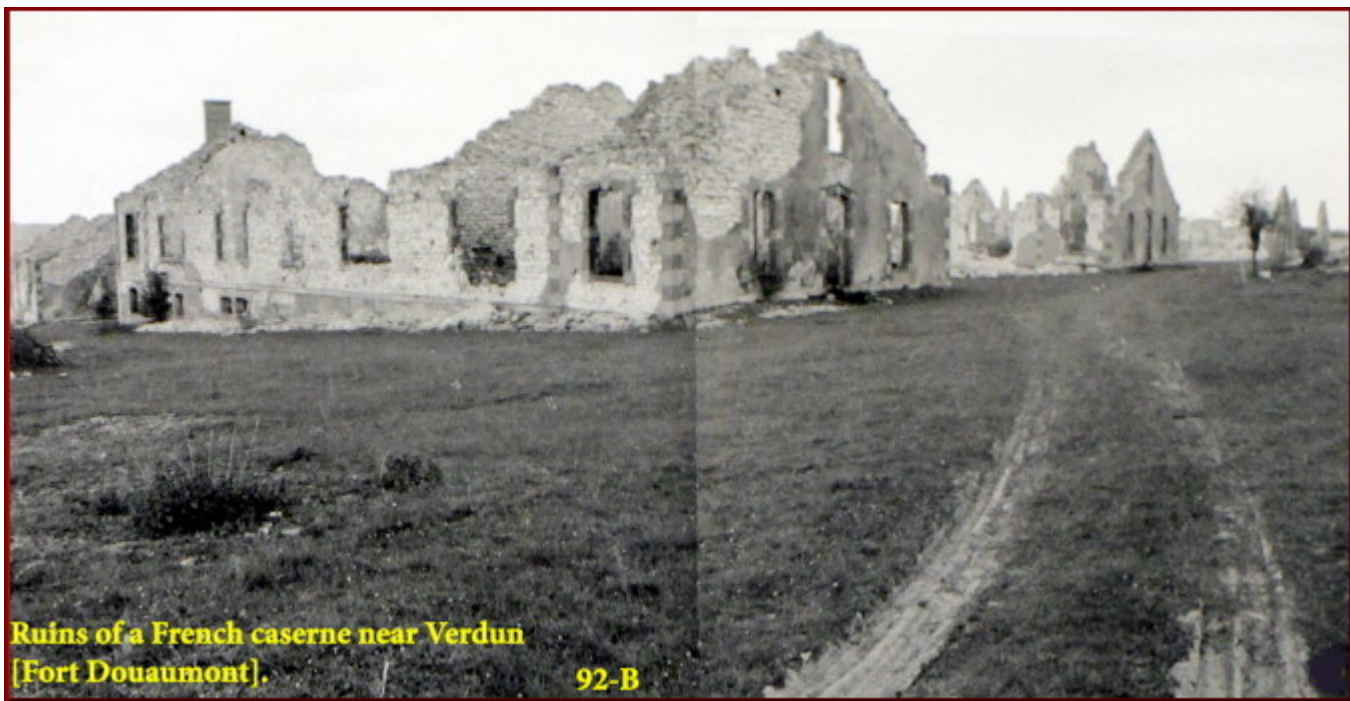
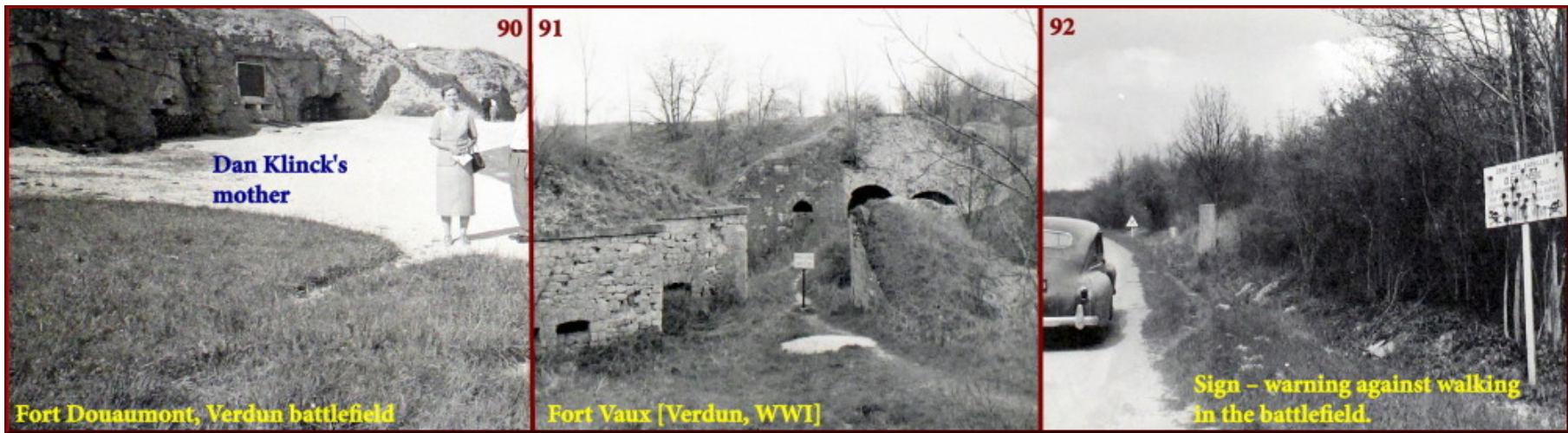
College majors of the officers in Company A:

- Michael E. Godsil – Oregon State University—Civil Engineering (assumed because of his knowledge in road building)
- James D. Wells, Jr. – Clemson—Architecture
- William D. Adams – Cornell—Architecture (a five year course)
- Daniel N. Klinck – The Citadel—Electrical Engineering (power engineering, not electronics, which was in its infancy)
- Thomas W. Montague – Geo. Peabody Institute—Agriculture
- James J. Lacey – Carnegie Tech—Chemical Engineering
- Frank M. O'Quinn – Louisiana State University—Mechanical Engineering

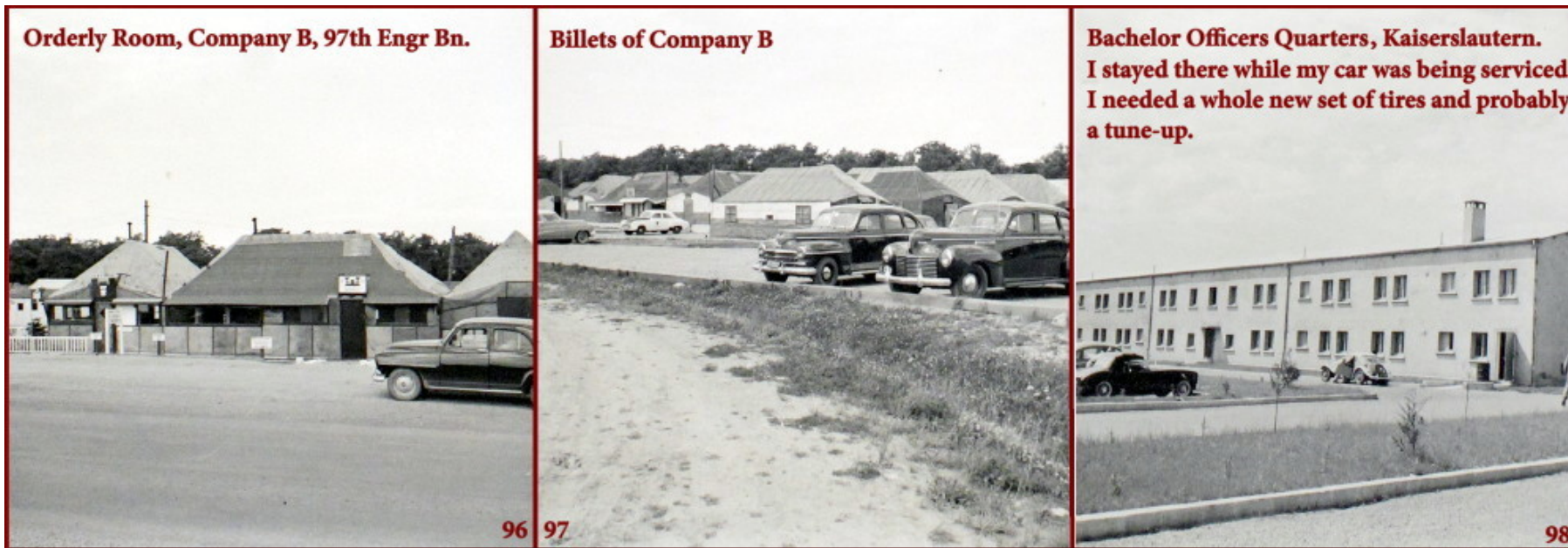
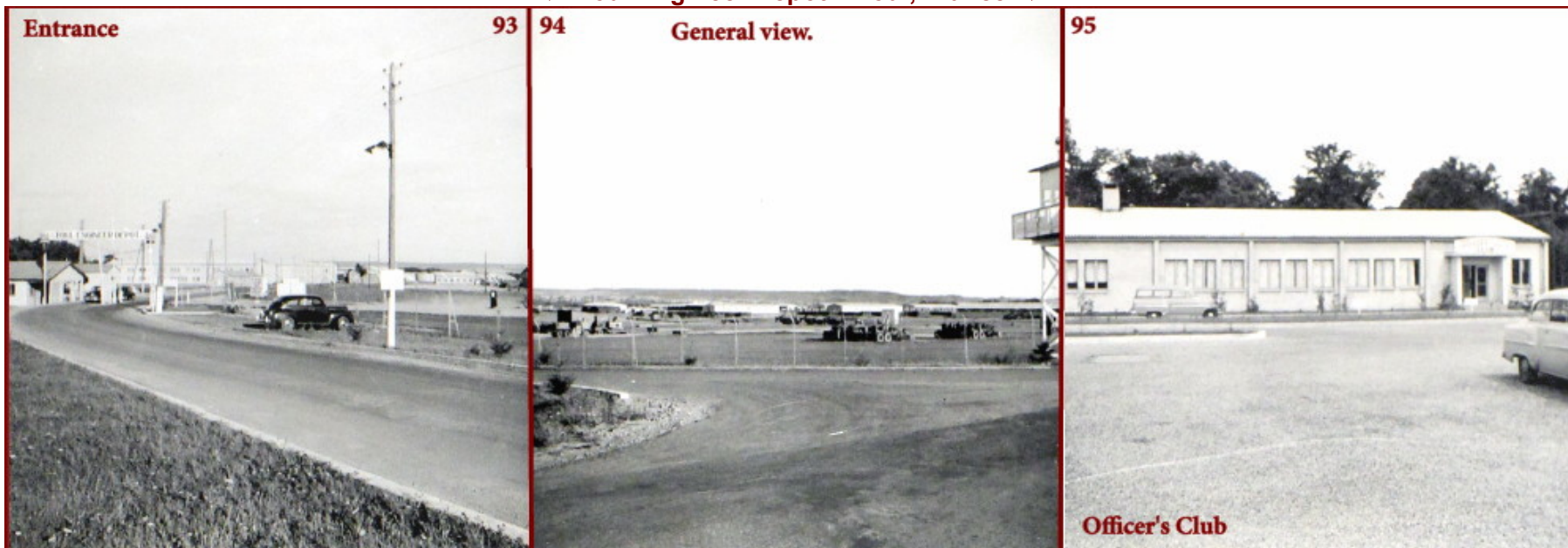


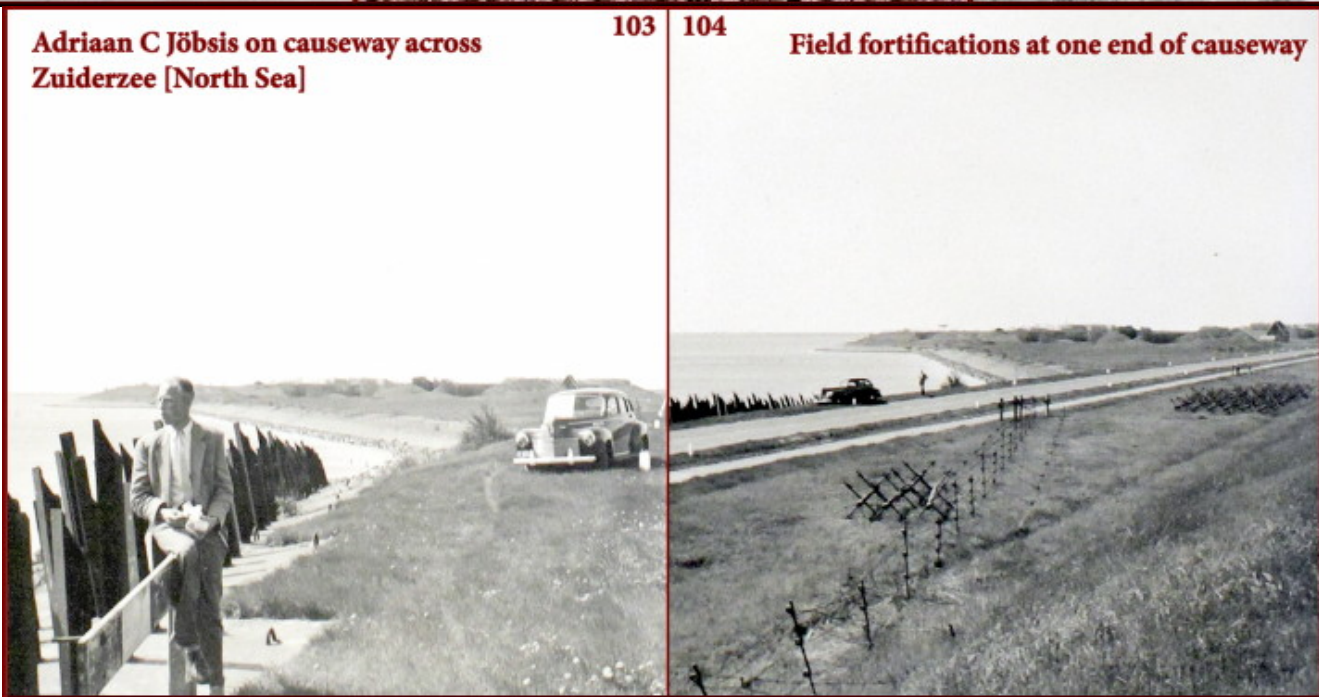
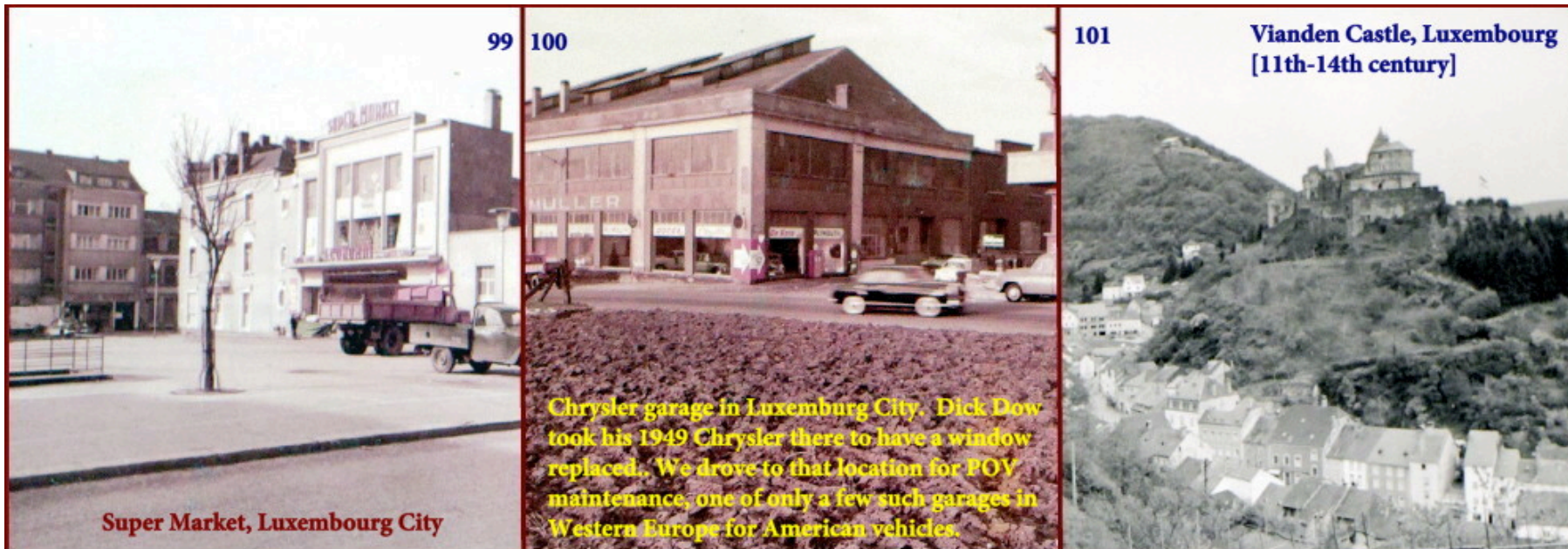
97th Engineer Battalion Headquarters, Maginot Caserne, Verdun



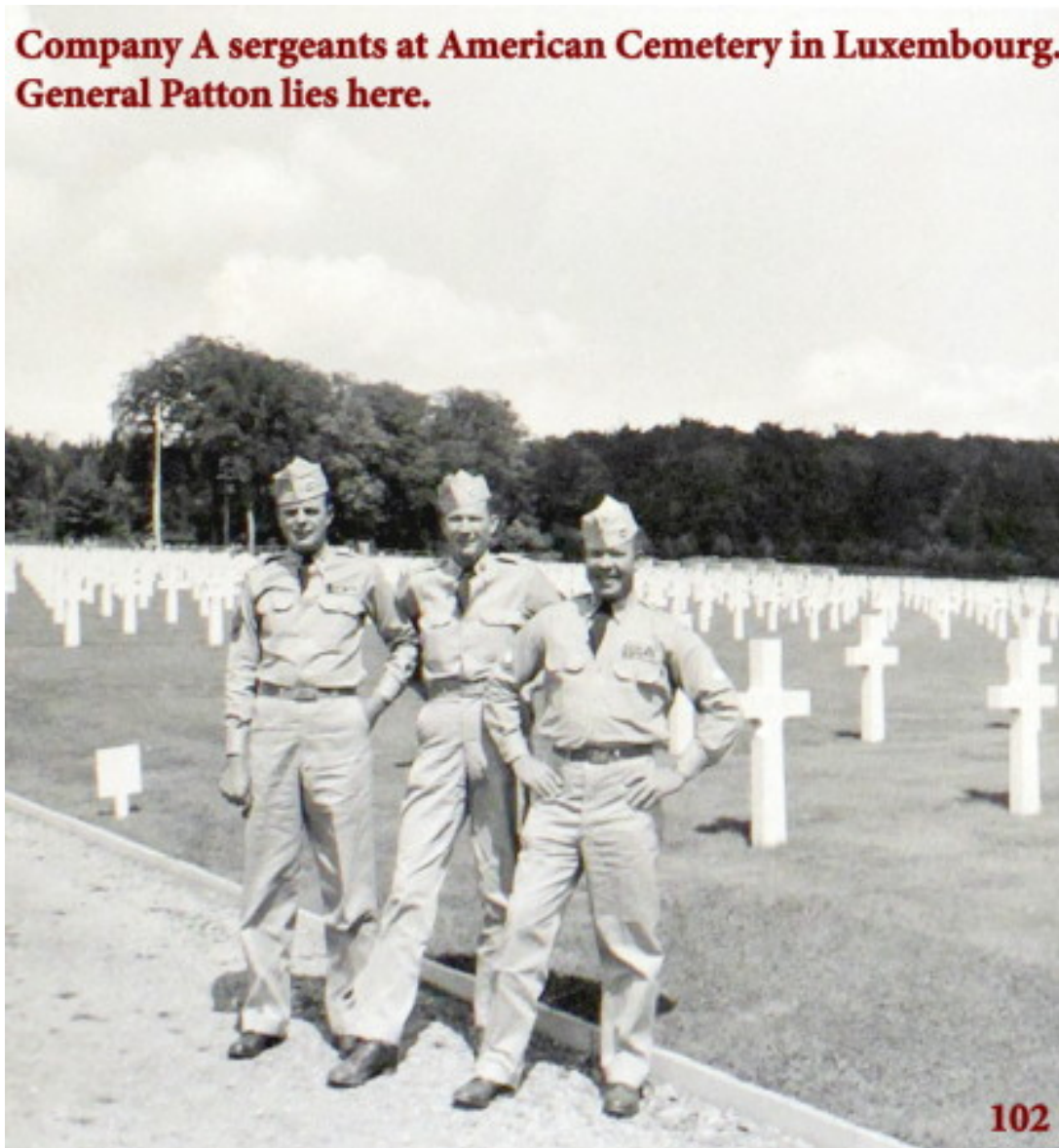


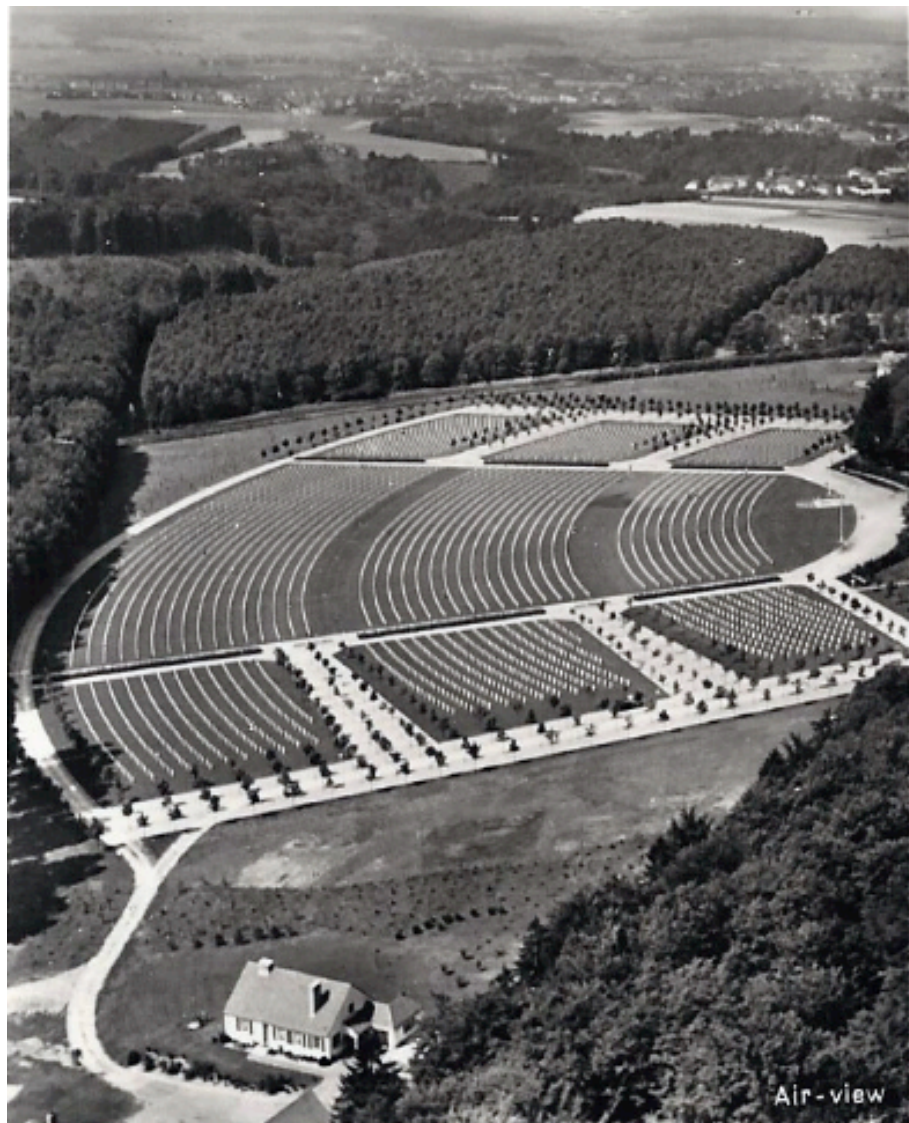
↓ Toul Engineer Depot – Toul, France ↓





**Company A sergeants at American Cemetery in Luxembourg.
General Patton lies here.**





Air - view



Grave General G. S. Patton Jr.

General Patton's grave on right

Historical Abstracts From Letters Sent Home From France:

March 22, 1956 — At Chinon, France for pipeline school:

In 24 hours, 12 hours Monday and 12 hours Tuesday, we constructed a 1000 barrel steel-bolted tank (7000 bolts), two-four unit pump stations and three miles of pipeline through woods, across roads and including one suspended and one submerged stream crossing. One of our major problems was to keep our trucks from being bogged down in mud. At one point our D-8 Caterpillar tractor was stuck, several times trucks were stuck trying to pull others out. The pipe we lay is 6", 12- gage steel, 20' long. They are coupled with vistaulic type couplings. We now have to pump 10,000 barrels of water through the line in a continuous 24 hour period. After that we take it apart and leave again for Vassincourt. Everyone wants to return because of the poorer facilities here.

P. S. The pipeline was cleaned by inserting a large round steel bristled device that would be sent down the pipe, followed by a liquid to push it along. It travelled slowly and sounded like a pig squealing as it rotated. It was called a pig.

June 10, 1956:

Creed Alderson rotated home. He is from Arlington, Virginia. He was an OCS graduate and will start college at the University of Virginia this fall.

July 24, 1956 — At Vassincourt Sub Depot:

The Poles are paid by us, are organized into their own companies, wear our uniforms and share all government issued equipment. Their only main difference is that they never rotate but are here for as long as they wish to stay. Some return home from time to time. They are D.P.'s who worked for the Germans during the war and now for us. Many speak four languages as would be expected. After a number of years, I understand that they are admitted to the U. S. if they wish to come.

October 17, 1956:

1/Lt Thomas Montague graduated from Peabody Institute [now a part of Vanderbilt University] and majored in Agriculture.

May 25, 1957:

We have a new lieutenant in the company. He is James Lacey from Pittsburgh and graduated from Carnegie Tech in Chemical Engineering.

Comments section next page:

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COMMENTS:

- **Lawrence Ervin: (510th Engr Co.):** The crane you see in pictures #69 and #70 are of my crane and I at work.
- **Jim Komer (97th EBC-510th Engr Co.):** Great pics - brought back fond memories. All the Officers (Montague, Breeding, Nemic, Hemingway and I) Lived in a house at 2 Grand Rue de Rancourt.
- **Dan Klinck:** On photo #59, the demolished car. The soldiers were probably drunk and traveling too fast and they ran into a slow moving truck with a long flat bed that must have extended out the back. The truck did not have any rear lights and the driver did not see it. The top of the car was peeled off like a sardine can.
- **Don Ricks, Editor:** Dan, you are now giving real life to these photographs and the people who appear in them. Even I am moved by just the knowledge of who served and built the Quonset units in which I often shivered in winter and appreciated a cooling breeze at night in summer. I think of these men who are now scattered, many deceased and who probably don't have access to these living photos to which you have added a brief comment. Even with the minor negatives as stated above I missed those comfortable, womb-like structures, after we moved into the hospital buildings and experienced more open living arrangements. I suppose the small amount of privacy experienced in them, with wall locker-separated sections defining the space, one could consider that situation a luxury.
- **Prof. David Egan (Professor Emeritus of Architecture, Clemson University):** Great that you saved photos from TFOD/TFAD and Vassincourt. My 39th Ord C detachment in 1963-64 at Trois-Fontaines worked on vehicles and small arms from both installations. CO of 39th Det in 1957-58 was 1st Lt Edgar C. Garrison. I am searching for name of Garrison's successor at TFOD. Maybe Capt Strater? Hope you saved officer rosters. [Editor: Yes, Dan supplied a complete set of rosters being processed by Larry Castleman]. US military installed the *Fillod* prefabs at Trois-Fontaines, Vassincourt, and several other installations throughout ComZ. A Fillod is one of five standard prefab structures used by the Joint Construction Agency, was fabricated near Metz, France, by Construction Metalliques Fillod. Don't know if they made any for the Germans.