

American Legion  
**Post 1758**  
Newsletter



**November 2019**

Est 1949

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Our next meeting will be **Tuesday January 14th, 2020** at 7:00PM in the East Fishkill Old Town Hall, Rte 52, next to the East Fishkill police Station.

I've missed more than 9000 shots in my career. I've lost almost 300 games. 26 times I've been trusted to take the game winning shot and missed. I've failed over and over and over again in my life. And that is why I succeed. –Michael

**Special Notice:** If you are a veteran in emotional crisis and need help RIGHT NOW, call this toll-free number

**1-800-273-8255**

available 24/7, and tell them you are a veteran. All calls are confidential.

## Sick Call

I'm glad to report that **Bob Logan** is home after a bout of pneumonia and a stay in the hospital. He continues to go to rehab 3 times a week.

Also **Jim Broughton** is back home after a couple of days in the hospital with stomach issues.

Next week **Danny Oberhauser** goes in for a knee replacement.

Let's keep all of them in our thoughts and prayers.



### Good of the Legion:

Vic Geller's name was drawn at our November 12th meeting unfortunately, he was not in attendance. The Pot Of Gold continues to grow.

Danny Oberhauser presents  
a check from our Post to  
Department Commander Mike  
McDermott at the Department  
Commander's Visitation Dinner  
on November 4th.



## Welcome

To **Lydia Shishowsky** our newest member who recently moved from California to Hopewell. Lydia served in the Air Force during the Korean War. Commander Reynolds met her at the East Fishkill Veterans Luncheon and asked her if she would like to join our Post.

Also, to **John DelBene** from Wappinger Falls who is transferring in from Post NY01.

And finally, to **Cameron Burris** who just graduated from Naval Boot Camp. Cameron is one of the young gentlemen who enlisted upon graduation from John Jay last June. He and his family attended our enlistee recognition luncheon.

## Veterans Day at John Jay

We had our best turn out ever for our service with the students and faculty at John Jay on November 8th. Thanks to members Dan Briscoe, Jim Broughton, Don Burns, John Call, Norm Dauerer, Len Hart, Bill Kriebel, Tom Masch, Bill Meyer, Jeff Miedowski, Don Muller, Dan Oberhauser, Caroline Pogge, John Polasko, Jim Reynolds, and Joe Ryan.



## Veterans Day Breakfast at Gayhead

We left John Jay about 8:30 and headed over to Gayhead Elementary to have breakfast served by Mrs. Olivares and Mrs. Allen's second grade class.

Dan Briscoe, Jim Broughton, Don Burns, John Call, Norm Dauerer, Len Hart, Tom Masch, Bill Meyer, Jeff Miedowski, Don Muller, Dan Oberhauser, John Polasko, Jim Reynolds, Vinnie Richards, Joe Ryan and Ralph Schwartz enjoyed a great breakfast and entertainment provided by the students.



On November 1<sup>st</sup> Commander Reynolds and Vice Commander Burns accepted a \$500 donation from Healey Hyundai General Manager Rich Knudson. Healey donated to our post to support our children and youth activities. Healey employees that are military veterans joined in the presentation.



**Our Post provided a color guard at the Hudson Valley Hospice Breakfast on November 14<sup>th</sup>. Thanks to Bill Meyer, John Call and Norm Dauerer for representing us so well.**



## MOH



## FRED MCGUIRE

Service: Navy

Rank: Hospital Apprentice

Conflict: Action Against Outlaws - Philippines

Year of Honor: 1911

Born: Gordonville, Missouri

## CITATION

While attached to the U.S.S. Pampang, McGuire was one of a shore party moving in to capture Mundang, on the island of Basilan, P.I., 24 September 1911. Ordered to take station within 100 yards of a group of nipa huts close to the trail, McGuire advanced and stood guard as the leader and his scout party first searched the surrounding deep grasses, then moved into the open area before the huts. Instantly enemy Moros opened point-blank fire on the exposed men, and approximately 20 Moros charged the small group from inside the huts and from other concealed positions. McGuire, responding to the calls for help, was one of the first on the scene. After emptying his rifle into the attackers, he closed in with rifle, using it as a club to wage fierce battle until his comrades arrived on the field, when he rallied to the aid of his dying leader and other wounded. Although himself wounded, McGuire ministered tirelessly and efficiently to those who had been struck down, thereby saving the lives of two who otherwise might have succumbed to enemy-inflicted wounds.

### **The Red Ball Express**

The Germans were reeling, and the Allies were chomping at the bit to deliver them the final blow. Since D-Day on June 6, 1944, Allied forces were locked in a stagnant battle against the Germans. However, in late July the German lines ruptured and they began to retreat rapidly. The Allies were not simply marching from the beachheads of Normandy into occupied France - they were sprinting.

The American General George S. Patton's Third Army was particularly aggressive, astonishing the Germans who had invented blitzkrieg. Patton was given permission to wheel some of his forces toward Paris in order to trap pockets of retreating Germans. The chase was on, but by late August 1944, the Allies were facing a logistical nightmare.

According to the memoirs of General Omar Bradley, each army division required up to 750 tons of supplies a day, and there were 28 divisions marching across France and Belgium. In a single day, Patton's Third Army used up 800,000 gallons of gasoline alone.

Working railways were mostly non-existent - ironically bombed to pieces by the Allies prior to D-Day - and the Germans still held the major cargo ports of Le Havre and Antwerp. Getting fuel, food, and munitions to the front line were proving to be almost impossible. Patton stopped his advance not because he was stymied by the Germans, but for lack of gas.

Allied leaders conferred and developed the Red Ball Express, sometimes referred to as the Red Ball Line, which operated from August 25, 1944, until November 16, 1944. The name comes from an earlier logistical express used by the British.

Theoretically, trucks ran in convoys of no fewer than five, racing to the front to deliver materiel. Each truck was numbered for its position in the convoy and they were to stay sixty feet apart. It was a well thought out plan. However, at once the Red Ball Express bogged down in civilian and military traffic.

In response, the Army commandeered two parallel highways that traveled from the Normandy beachhead to Chartres, France outside of Paris. The northern highway carried trucks filled with supplies and the southern route was filled with empty trucks returning to Normandy. The route was later extended as the Allies advanced on Paris.

Once the route was established, the Red Ball went into full swing. On August 29 it reached its highest tonnage day with nearly 6,000 vehicles carrying over 12,000 tons of supplies to the fight.

One of the notable features of the Red Ball Express was that it was a central contribution of African Americans to the war effort. Most of the personnel who manned the Red Ball (about 75%) were black.

This was due to the racial segregation of the U.S. Army at that time and the typical assignment of black troops to support and service assignments in the Quartermaster Corps rather than as frontline troops. And support the men of the Red Ball Express gave, in an admirable and often overzealous fashion.

There was a shortage of trucks and drivers. Therefore, the Army seized trucks anywhere it could. Drivers for the Red Ball were not selected for their driving acumen, but for their availability. Soldiers who knew about as much about driving a truck as to how to build an atomic bomb were chosen, perhaps given a cursory training, "qualified," and told to get driving and keep driving.

The established rules of the road were routinely ignored. Even though drivers were supposed to go at 35 miles per hour, many removed the governors from the trucks that limited their speed to 56 miles per hour.

Sleep deprivation was a major woe that usually didn't stop the drivers as much as stripped gears, constant breakdowns, compromised roadways from overuse, and mud. The road was littered with C-ration cans, shrapnel, barbed wire, and all other sorts of war debris. Over 40,000 truck tires were worn out. Trucks tipped over due to supplies being overloaded and stacked much too high.

There was also sabotage. German POWs, who were at times used to assist by checking tire pressure, cleaning windshields, and checking oil levels, were caught deliberately putting water in gas cans. When a truck broke down (not if), the driver would get the vehicle out of the way and he would hop aboard another truck until he was recycled back to the Normandy beachhead.

Food, cigarettes, and other rations were shipped on the Red Ball Express. But the most precious commodity that Red Ball trucks carried was gasoline, often carried in five-gallon "jerrycans," German-designed gasoline containers that were superior to Allied analogs.

A few drivers were able to make their assignment on the Red Ball profitable as there was a lucrative black market in France. One jerrycan could fetch \$100 on the black market.

By the time the Red Ball Express was discontinued, the truckers had brought over 412,000 tons of supplies to the front thus ensuring Allied success as it pushed into Germany. Subsequent truck supply lines were also dubbed the Red Ball, but it is this original that has lived on in lore.

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For more detail visit: <https://www.historynet.com/red-ball-express>



Veterans Day, Monday, November 11<sup>th</sup> found us out at 7:00AM placing flags along route 82 in Hopewell Junction. At 8:00 we moved on to our assigned stations for coin drops. Another good turnout...thanks to all our volunteers; Lance Asworth, Tom Masch, and John Call at the Convenient Mart, Len Hart, Dan Briscoe, Jim Reynolds and Jeff Miedowski at Stewarts and John Polasko, Claude Wuytack, Don Burns, Bill Meyer, Bill Kriebel, and Bruce Coneeny at Flory's.



Friday afternoon, November 8<sup>th</sup> found us at Noxon Road Elementary School helping the students honor family and friend veterans. We were asked to provide a color guard and the team didn't let them down. Attending were Lance Ashworth, Dan Briscoe, Jim Broughton, Don Burns, John Call, Norm Dauerer, Len Hart, Bill Kriebel, Jay Livermore, Bill Meyer, Jeff Miedowski, Don Muller, Dan Oberhauser, John Polasko, Jim Reynolds, and Joe Ryan.

Not everyone was captured in this photo but I hope to have more pictures for the next newsletter.



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## In Memoriam

On November 7<sup>th</sup> Commander Reynolds learned of the passing of Post member Gene Jarrett when he met Gene's wife at the Rte. 82 Shoprite. Gene passed away July 7<sup>th</sup> of this year. Reynolds will be delivering a Veterans Flag holder for Gene's gravesite to Mrs. Jarrett in the next few days.

Rest In Peace Comrade.



# Holiday Party

If you have not yet paid and wish to attend this year's dinner at Charlie Brown's please **submit your payment and entrée selections to Adjutant Lance Ashworth by November 27<sup>th</sup>**. Mail it to Post 1758, PO Box 92, Hopewell Jct., NY 12533.

## Charlie Brown's Fresh Grill

18 Westage Drive, Suite 22  
Fishkill, NY 12524

**Saturday, December 7, 2019**

**6:30PM**

\$40.00 per person

Unlimited soda, coffee, tea

Farmers Market Salad Bar

Choice of:

Queen Cut Prime Rib

Parmesan Crusted Chicken

or

Crab Stuffed Flounder

Cake