



Castle Courier



A Publication of the U.S. Army Engineer Museum

14296 S. Dakota Ave, Ft. Leonard Wood, Mo 65473

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Well it's that time of year again: the annual State of the Museum issue. It has been another incredible year at the Engineer Museum! Despite losing two staff members, the Museum was able to set records in several areas and make improvements, which greatly enhanced soldier education and the visitor experience. Through hard work, research, leads from many of the *Castle Courier* readers, and the monetary donations of our friends and Engineer family, the Museum staff was able to bring in many new artifacts. **ESSAYONS!**

Troy

State of the Museum.

The Engineer Museum acquired 56 new artifacts in 2014. Some of these artifacts will be used to support future exhibits, while others filled holes in the Museum's study collection. The majority of this year's accessions were purchased, but some great donations came from Soldiers and Veterans. The Engineer Museum's collection now contains 10,623 artifacts. Of these, 108 are artwork, 68 are vehicles, and 169 are weapons. Many of you may recognize that the total number of artifacts has fallen from last year.

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AEA Announces Museum Fundraising Campaign for 2015

The Engineer Museum has in its collection a Clark 290M tractor. After years of collecting the parts needed to restore this 290M, the Engineer Museum announced it would be restored in early 2015. Although the tractor is a fine example of Vietnam-era Engineer equipment, it is missing the implement it would have towed. Clark 290M's would have pulled a pan scraper or a water tanker, the scraper being much more common. The Museum Staff located a pan scraper for sale. The Army Engineer Association is taking the lead on this fund raising effort. Please help AEA and the Engineer Museum preserve this important piece of Army Engineer History. Donations may be tax deductible. Checks or money orders should be made payable to "MUSEUM SUPPLEMENTAL ACCOUNT"

and sent to:

**Army Engineer Association,
P.O. Box. 634
Fort Leonard Wood, MO 65473.**

Thanks for helping us preserve this important piece of Engineer history.



Above: The Clark 290M that the Museum is restoring in 2015. Special thanks to Richard Friend, Dave Kaufman, C.B. Hewitt, the Vietnam Landclearing Association, Mike Sieczkowski, the 595th Engineer Company Association, and Ken Kiel for donating the over \$3,000.00 necessary to purchase parts to restore the tractor.



Left: The scraper pan needed to complete to the Museum's Clark 290M.

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This is because almost 1,000 artifacts not related to Engineer or Fort Leonard Wood history were transferred to other museums.

Several vehicles were added to the collection in 2014: a Hough Scoop Loader, donated by the estate of David Sherman; a SEE and a Buffalo which came out of active service; and a WW2 Brockway truck purchased with donations from over 70 *Castle Courier* readers.

The Veterans of the 589th Engineer Battalion donated \$1,000.00, which was used to purchase the 13 wheeled, towed compactor below.



One of the main things I love about this job is that being successful requires the support of the Soldiers and Veterans we support. This year the Museum lost two positions; leaving just three employees to run the Engineer and Fort Leonard Wood Museums. Unfortunately, when man hours are reduced, the first area to suffer is new accessions.

New accessions are driven by two things, staff time to seek new artifacts and the money to purchase them. This year my appeal to each of you is two-fold: to assist the Engineer Museum Staff in finding and paying for the many key pieces of Engineer history that remain on the Museum's needs list.

First, if you see a piece of Engineer History, take a photo and send it to my email troy.d.morgan12.civ@mail.mil. If you're in an antique shop or at a flea market, take a photo and send it to my cell phone (573) 586-6720. We are always on the lookout for great pieces of Engineer history.

Second, we are always looking for donors to purchase artifacts on the Museum's behalf, or donate to AEA's fund raising campaigns for the Museum.

The remainder of this issue is devoted to artifacts we recently bought and those we are seeking.

Engineer Band and Musicians' Insignia Purchase.

One of the Engineer Museum's missions is to collect Engineer unique artifacts. We often get these items directly from Veterans or their family members. Some items are either so old, or so rare that the Museum is forced to purchase them. The Museum was recently approached by a collector who had some extremely rare Engineer band and musicians' insignia. I thought this would provide an excellent opportunity to highlight some of the insignia purchased and provide readers a history of organized music within the Corps of Engineers.

When discussing Engineer Musicians, it is important to understand roles. Each Engineer Company had two field musicians. These two men played bugles or trumpets to relay various orders. In 1901 when the authorized strength of the Corps of Engineers rose from 5 companies to 12, it was then authorized a regimental band of 24 men.

In 1875, Infantry insignia changed from the looped bugle horn to crossed rifles. Because the Quartermaster Department had many of the pre-1875 looped horns, these became the insignia of field musicians for all branches. Field musicians assigned to Engineer units wore a castle superimposed over the horn and a letter atop.



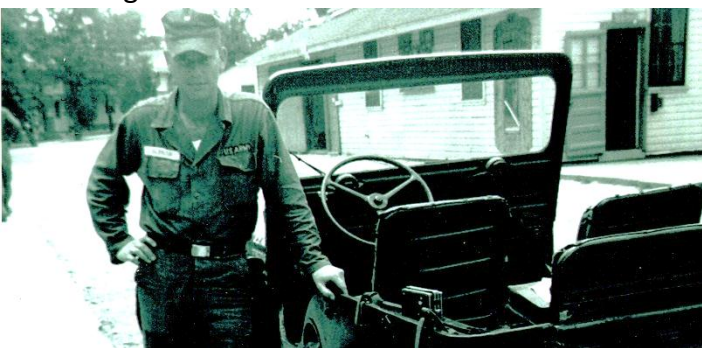
Left: Insignia worn on Engineer field musician's dress uniforms from 1875 to 1905. This insignia was worn by a member of Company A. Right: Insignia worn by a Field Musician of L Company on a service uniform. L Company was authorized in 1901, so this insignia would have only been used for four years.

In 1905, field musician insignia changed to a straight trumpet. Engineer field musicians wore the castle superimposed on the trumpet, with company letter above the castle. When multiple Engineer Regiments were authorized in 1916, the castle was dropped and the Engineer field musicians wore a standard insignia.

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Museum Gets Key Donation.

Several years ago, I had the honor of meeting David Sherman. Dave was in the propane business in Rhode Island. While serving as an Engineer in Vietnam, Dave operated a Hough Scoop Loader. Following his Vietnam tour, Dave was assigned to the Engineer School, Fort Leonard Wood as an instructor at the scoop loader phase, teaching about the Hough.



Dave at Fort Leonard Wood.

Years later, Dave bought a surplus Hough scoop loader and restored it. He drove the Hough in parades in the northeast. When I met Dave, he quickly pulled out a photo of his Hough. Dave and I spent the next four hours discussing Engineer history, military vehicles, and his love for his Hough.

Over the next few years, I would receive photos of Dave and his Hough in various parades. The Engineer Museum had no scoop loaders in its collection, so I asked Dave if he would consider donating his Hough to the Museum. Dave responded, that he would donate it when he was no longer healthy enough to drive it.

On January 16th, Dave passed away. Finding a file folder full of letters and copies of the *Castle Courier*, Dave's family knew where the Hough belonged. Special thanks to Dave's family for the donation and condolences on Dave's passing. A portion of Dave's legacy will live on at Fort Leonard Wood.



Dave's Hough scoop loader arrives at the Engineer Museum.



Insignia adopted by Engineer field musicians in 1905. This gilt insignia was worn on a dress uniform. Bronze insignia were worn on service uniforms.

The regulation of 26 Feb 1901, authorized 24 musicians that would form the Engineer Regimental Band. These men wore a castle superimposed over a lyre, all bronze on their service uniforms and a gilt castle superimposed over a silver lyre on their dress uniforms.



This musician played the trombone in the Engineer Band. On the collar (right) you can see the castle over lyre insignia.

By far the rarest piece of insignia in the Museum's recent purchase was a commissioned band leader's collar insignia. Band members, including the band leader, were enlisted men. A few bands had officers as band leaders. Authorized in October 1918 for commissioned band leaders of the Corps of Engineers, the below insignia was officially rescinded in 1923, as the Army downsized after WW1. However, it is doubtful any commissioned



band leaders remained in the Army after 1920.

Top Ten Items on the Museum's Needs List.

1. A Medal of Honor (MOH) for an Engineer.* Sixteen MOH's are attributed to Engineers. The Engineer Museum has the MOH of Herman Wallace. Wilbur Colyer's MOH is in a Museum near Chicago. If you know of the location of any other Engineer MOH's please let me know.
2. Pre-WW2 Engineer vehicles.
3. Dive log from an Engineer diver (1973 or earlier).
4. A Nuclear Reactor Operator's badge with provenance.
5. Civil War Engineer's uniform.
6. AN/PRS-8 Mine Detector.
7. Anything Engineer relating to D-day.
8. WW1 and earlier diaries for Engineer soldiers. Photocopies of these would be fine. We like to use the quotes from these documents in exhibits.
9. Cartographic glasses for a multi-plex machine.
10. Airfield matting: M8 (PSP) M8A1, and AM2.

*The sixteen Engineer MOH's recipients are:

JOHN M. WILSON
GEORGE L. GILLESPIE
WILLIAM H. H. BENYAURD
FREDERICK W. GERBER
WILBUR E. COLYER
JUNIOR VAN NOY
JOE C. SPECKER
TRUMAN KIMBRO
HERMAN C. WALLACE
GEORGE D. LIBBY
MELVIN L. BROWN
DAN D. SCHOONOVER
BRUCE P. CRANDALL
ED FREEMAN
TERRY TERUO KAWAMURA
PAUL R. SMITH

Other Items on the Museum's Needs List.



The Engineer Museum is seeking cement mixer. The mixer at left is a Vietnam era 16S mixer. The mixers changed little from 1941 to 1971.



The Museum is also seeking WW2 airborne Engineer equipment. Above is a Case airborne tractor pulling the airborne grader. Below a Clark CA-1 (the Museum already has one of these) airborne tractor pulls a LaPlant Choate scraper.



(Enlarged to show detail)

