

PART FIVE

115TH TRAIN UNITS AND TRENCH MORTAR BATTERY
(SECOND COLORADO INFANTRY)

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THE 115TH AMMUNITION TRAIN—THE 115TH SUPPLY TRAIN— THE 115TH TRENCH MORTAR BATTERY (SECOND COLORADO INFANTRY)

THE SECOND COLORADO INFANTRY OF 1917 (WORLD WAR).

Under the provisions of an Act of the General Assembly of the State of Colorado approved April 12, 1915, and in accordance with the Tables of Organization, Organized Militia, War Department, 1914, the infantry strength of the Colorado National Guard as announced in General Orders No. 20, Adjutant General's Office, Denver, Colorado, July 10, 1915, was fixed at two regiments of 52 officers and 918 enlisted men, each. However, due to lack of funds and for other cogent reasons the reorganization of the second regiment was not then undertaken.¹ In fact, some difficulty was experienced in completing the organization of the First Regiment under the new tables, and on the call for service on the Mexican Border in 1916, but two battalions of that regiment were immediately available for active service. On the entry of the United States into the World War, April 6, 1917, instructions were received from the War Department to bring the infantry of the Colorado National Guard up to its authorized strength of two regiments, and in accordance therewith active recruiting was immediately instituted for the organization of the *new* Second Regiment. Previous organizations of the Colorado National Guard that had borne the designation of Second Infantry had, in general, been located in the southern part of the state and in keeping with this tradition headquarters of the new regiment were established at Pueblo and stations of the respective companies assigned, with few exceptions, to towns in Southern Colorado. Dates of organization and locations of the units of the new regiment were as follows:

Company	Station	Date of muster in or Organization	Commanding Officer
A, 2nd Infantry	Akron	May 30, 1917	Captain H. E. Insley
B, 2nd Infantry	Breckenridge	May 31, 1917	Captain J. J. McGee
C, 2nd Infantry	La Junta	June 2, 1917	Captain J. B. Mock
D, 2nd Infantry	Weston	June 4, 1917	Captain A. N. Salazar
E, 2nd Infantry	Pueblo	June 8, 1917	Captain N. L. Myers
F, 2nd Infantry	Pueblo	June 20, 1917	Captain E. J. McGovern
G, 2nd Infantry	Berwind	June 23, 1917	Captain J. Davis
H, 2nd Infantry	Salida	June 25, 1917	Captain C. C. Williams
I, 2nd Infantry	Denver	June 25, 1917	Captain B. J. Kempter
K, 2nd Infantry	Antonito	June 25, 1917	Captain I. W. Rockhill
L, 2nd Infantry	La Jara	June 25, 1917	Captain C. D. Weist
M, 2nd Infantry	Ordway	June 25, 1917	Captain D. A. Fraser

¹ Five companies of the old Second Infantry were in existence at this time (July, 1915), but these were transferred to the First Infantry on June 15, 1916, and the Second Infantry ceased to exist as of that date—see History of the 157th Infantry.

Company	Station	Date of muster in or Organization	Commanding Officer
Machine Gun Company, 2nd Infantry	Denver and La Junta	July 25, 1917	Captain C. H. Doke
Headquarters Co. 2nd Infantry	Trinidad and Pueblo	July 6, 1917	Captain S. H. Morrow
Supply Company 2nd Infantry	Trinidad and Pueblo	July 6, 1917	Captain John C. Watson
Med. Detch. 2nd Infantry	Pueblo	July 25, 1917	Major H. C. Dodge

Note: Dates of organization of the Supply, Headquarters, and Machine Gun Companies as given here are the dates on which the bulk of each of these units was enlisted.

Judge Jesse G. Northcutt, Trinidad, Colorado, was appointed Colonel, Second Colorado Infantry, on July 3, 1917, and the other field and staff officers of the regiment on final organization were as follows:

Lieutenant Colonel Wm. C. Danks—Executive
 Major John A. Martin, Commanding 1st Battalion
 Major Earl Cooley, Commanding 2nd Battalion
 Major E. D. Householder, Commanding 3rd Battalion
 Captain S. H. Morrow, Adjutant
 Chaplain, 1st Lieutenant M. P. Donovan

On July 7, 1917, orders were issued from the Adjutant General's Office in Denver, Colorado, directing the mobilization of all units of the Colorado National Guard not already in Federal Service. All companies were ordered "to assemble at the home rendezvous equipped, as far as possible, for field service", and on July 10th further orders were issued to concentrate two battalions of the Second Infantry at the mobilization camp, Fair Grounds, Pueblo, the balance of the regiment concentrating at the Fair Grounds camp in Trinidad. Later, the camp at Trinidad was abandoned, and on July 17, 1917, the entire regiment was concentrated at Camp Gunter, Pueblo, under command of Colonel Northcutt. The Second Colorado Infantry was mustered in to the United States service between August 14 and 17, 1917, by Captains Head, Livingstone and Nankivell of the First Colorado Infantry, then in Federal service. The strength of the regiment on muster in was 53 officers and 971 enlisted men, and, to quote from Adjutant General Baldwin's report: "were completely uniformed and equipped with every article of the uniform of standard quality necessary for their immediate requirements and comfort, at the expense of the State".

The regiment left Camp Gunter, Pueblo, Colorado, by rail, on September 28th, and arrived at Camp Kearny, California, on October 2, 1917. Here the Second Colorado Infantry was reorganized and its units assigned to form new organizations of the 40th Division as follows:

115th Ammunition Train—(Regimental Headquarters, Headquarters Company, Second Battalion, and Third Battalion, Second Colorado Infantry).

115th Supply Train—(Supply Company and First Battalion, Second Colorado Infantry).

115th Trench Mortar Battery—(Machine Gun Company, Second Colorado Infantry).

160th Field Hospital, 115th Sanitary Train—(Medical Detachment, 2nd Colorado Infantry).

The band of the Second Colorado Infantry was transferred to the 308th Cavalry, and excess officers not required in the organization of the new train units were transferred to other units of the 40th Division; Colonel Northcutt was temporarily attached for duty with the 157th (1st Colorado) Infantry, and eventually assigned to command the 65th Depot Brigade, Camp Kearny.

Reorganization was completed during the month of October, 1917, under the provisions of General Orders No. 17, Headquarters 40th Division, Camp Kearny, California, October 5, 1917, and the Second Colorado Infantry, as such, ceased to exist. However, its component units continued under their new designations, and the further history of these units under such designations, follows.

THE 115th AMMUNITION TRAIN

The 115th Ammunition Train, formed from Regimental Headquarters, Headquarters Company, Second and Third Battalions, of the Second Colorado Infantry, completed its organization during October, 1917, and on November 1, 1917, was organized as follows:

115th AMMUNITION TRAIN HEADQUARTERS

Lieutenant Colonel William C. Danks—Commanding
Captain David A. Fraser—Adjutant
1st Lieutenant Dell W. Van Gilder, M. C.—Surgeon
First Lieutenant Michael P. Donovan—Chaplain
Captain Selin W. Myers } Attached.
Captain Francis N. Bull }

Headquarters Detachment: Captain David A. Fraser, Commanding—10 enlisted men.

MOTOR BATTALION

Major Earl Cooley—Commanding.²

Battalion Headquarters Detachment: Five enlisted men.

*Truck Company A:*³ Captain Norman L. Myers, commanding—Three officers and fifty-eight enlisted men.

Truck Company B: Captain Joseph B. Mock, commanding—Three officers and fifty-one enlisted men.

Truck Company C: Captain Jackson Davis, commanding—Three officers and fifty enlisted men.

Truck Company D: Captain Claude C. Williams, commanding—Three officers and thirty-two enlisted men.

² An adjutant was added to the battalion staff at a later date.

³ The companies were originally designated by number, as "Truck Company No. 1," etc., but this was changed later to a letter designation.

HORSE BATTALION

Major Ernest D. Householder—Commanding
 First Lieutenant Harry C. Holdeman—Adjutant
 Second Lieutenant Clarence V. Williams
 Second Lieutenant Horace S. Eakins } Veterinarians
 Second Lieutenant Elmo Coburn }

Battalion Headquarters Detachment: First Lieutenant H. C. Holdeman, commanding. Four enlisted men.

Caisson Company E: Captain Charles D. Weist, commanding—Three officers and sixty enlisted men.

Caisson Company F: Captain Samuel H. Morrow, commanding—Three officers and thirty-four enlisted men.

*Wagon Company G:*⁴ Captain Edward J. McGovern, commanding—Two officers and seventy-eight enlisted men.

Total strength—33 officers and 382 enlisted men.

The initial organization of the 115th Ammunition Train as given above was considerably below the maximum strength prescribed in tables of organization (34 officers and 1315 enlisted men), and despite later increments from the draft, the unit did not attain the prescribed maximum strength at any time during its service.

Soon after conversion, the train was issued part of its organizational equipment of escort wagons, caissons, and trucks, and at the same time some two hundred animals, mostly partly trained mules, were received. Evidently the scheme of training contemplated that the instruction of the personnel and the animals would advance along parallel lines, and the ensuing few weeks held much in the way of interest and excitement for the misnamed "Horse Battalion". However, the erstwhile "Doughboys" quickly adapted themselves to their new duties, and soon became proficient "mule-skinners" and truck drivers.

The 115th Ammunition Train, nominally under the direction of the commander of trains, Colonel E. C. Abbott, 115th Train Headquarters, was attached for training to the 65th Field Artillery Brigade inasmuch as its normal duties as an ammunition train brought it into close association with the artillery organization, and during the stay at Camp Kearny intensive training was undergone in the technical and tactical operation of the train as an ammunition supply unit.

Lieutenant Colonel Danks was discharged on account of physical disability on December 18, 1917⁵ and was followed in command of the 115th Ammunition Train by Lieutenant Colonel Wm. C. Porterfield, who, in turn, was succeeded by Lieutenant Colonel Harry H. Donkersley on March 21, 1918. Major Householder was transferred to the 115th Supply Train on March 28, 1918, and Captain Frank W. Hall was promoted to the grade of Major on May 24, 1918, and assigned to command the Horse Battalion, 115th Ammunition Train, vice Householder transferred.

⁴ The band of the Second Colorado Infantry was attached to this company until transferred to the 308th Cavalry.

⁵ Lieutenant Colonel Danks was however, later re-commissioned and assigned to command the 301st Headquarters, Trains and Military Police 76th Division, with which unit he later went to France.

Orders for the overseas movement of the 40th Division were received about the middle of July, 1918, and shortly thereafter the first detachments of the division were on their way to the ports of embarkation. The 115th Ammunition Train left Camp Kearny, California, on August 1, 1918, and arrived at Camp Mills, Long Island, N. Y., on August 8th; here the unit was outfitted and inspected for overseas service, and on the 14th embarked on *H. M. S. Briton* for the voyage across the Atlantic. The *Briton* with fifteen other transports, the remainder of the convoy, left New York harbor on the 16th, and the trip overseas was made with only one attempted attack by submarines which were, it was believed, driven off by artillery fire from the transports. Arriving at Liverpool, England, on August 28th the 115th Ammunition Train debarked and marched to Knotty Ash Rest Camp, four miles from Liverpool, where it remained for two days. Transportation by rail was then made to Southampton; another short period in a rest camp, and then the unit crossed the English Channel to Le Havre, France, where it arrived September 1, 1918. Two more days in a British rest camp, and the 65th Field Artillery Brigade with the 115th Ammunition Train attached then entrained for Poitiers, in the vicinity of which both organizations were billeted for a period of two weeks. Leaving Jaunay-Clan in the Poitiers area on September 17th the 115th Ammunition Train accompanied the artillery brigade to the Bordeaux area, and arrived at its new station, Cadaujac, on the 18th. Here the train remained until October 1, 1918, when it moved to Camp de Souge, an artillery training center about twenty-five kilometers south-west of Bordeaux.

During the stay at Camp de Souge the 115th Ammunition Train operated and trained with the 65th Field Artillery Brigade until the departure of the artillery units for the United States in December, 1918. Thereafter the train was employed by detachments on convoy duties, transport work in and around Bordeaux, and routine duties of supply at Camp de Souge. Late in November Lieutenant Colonel Donkersley relinquished command of the train because of sickness, and on December 7th returned to the United States; Major Earl Cooley, Motor Battalion, assumed command on November 30, 1918. During February, 1919, the Motor Battalion was transferred to the Motor Transport Corps, Base Section No. 2, Bordeaux, France, and thus ceased to exist as a unit of the 115th Ammunition Train. The personnel and materiel of the battalion were absorbed by the Motor Transport Corps, and its identity as a separate unit entirely lost.

The 115th Ammunition Train (less Motor Battalion) moved to the Genicart embarkation camp on March 14, 1919, and on April 10th following boarded the *U. S. S. Panaman* for the voyage to the United States. Arriving at Hoboken, N. J., on April 22d, the train disembarked and proceeded to Camp Mills on the same date. Here the organization was split into detachments for transportation to the various demobilization camps, and on May 8, 1919, the bulk of the command, four officers and 276 enlisted men, left for Fort D. A. Russell, Wyo., where they arrived on the 12th; final muster out was accomplished by May 16th and officers and men returned to their respective homes in Colorado.

THE 115th SUPPLY TRAIN

In compliance with General Orders No. 17, Headquarters 40th Division, Camp Kearny, California, dated October 5, 1917, the Supply Company and First Battalion, Second Colorado Infantry, were converted to the 115th Supply Train, and on November 1, 1917, the new unit was organized as follows:

115TH SUPPLY TRAIN HEADQUARTERS

Major John A. Martin—Commanding.

First Lieutenant James R. McClelland—Adjutant and Supply Officer.

First Lieutenant Robert E. Talbot, M. C.—Surgeon.

Headquarters Detachment: 1st Lieutenant J. R. McClelland, commanding.
Five enlisted men assigned, eight attached.

*Truck Company A:*¹ First Lieutenant Howard O. Elder, commanding—
Thirty-two enlisted men.

Truck Company B: First Lieutenant Guy C. Currier, commanding—
Forty-six enlisted men.

Truck Company C: Second Lieutenant J. E. Manual, commanding—
Twenty-nine enlisted men.

Truck Company D: First Lieutenant Ernest F. Remington, commanding—
Forty-two enlisted men.

Truck Company E: Second Lieutenant Osborne B. Kalbaugh, commanding—
Forty-five enlisted men.

Truck Company F: Second Lieutenant William G. Simmons, commanding—
Thirty-five enlisted men.

Total strength—9 officers and 232 enlisted men.

Officers of the former Second Infantry companies rendered surplus by the reorganization were at first attached to the train headquarters, but some thirty days later were assigned to the command of the companies of the train as follows:

Captain John C. Watson—Company A.

Captain Joseph J. McGee—Company B.

First Lieutenant Charles E. Hensel—Company C.

Captain Harry E. Insley—Company D.

Captain Ernest L. Danielson—Company E.

Captain Ford E. Spiegelmeier—Company F.

The enlisted strength of the train was later increased by assignments from the draft contingents, and eventually somewhat exceeded the prescribed maximum strength of 8 officers and 324 enlisted men.

Immediately following the reorganization a part of the organization equipment of trucks² was issued to the 115th Supply Train, and, despite the fact that the unit was a motorized organization, the deficiency in transportation was made up in some measure by the acquisition of eighty partly trained mules, a proportionate number of escort wagons, and several scrapers, rollers, and water carts. With the latter equipment the train was put to work scraping and preparing the Camp Kearny parade ground for drill purposes for the units of the division, and working day and night the task was finished in excellent shape in three weeks.

The activities of the 115th Supply Train were controlled to a considerable extent by the Division Quartermaster, and during the period of training at Camp Kearny the train aided the camp transportation companies until it finally took over the entire work of motor transportation for the 40th Division. Major

¹ As with the ammunition train, the companies were first designated by numbers, but this was changed later to a letter designation.

² Twelve 1½ ton White trucks were received at this time. The total number of motor vehicles allotted the unit under the tables of organization was 195.

Martin was honorably discharged on March 28, 1918, and was succeeded in command of the train by Major Ernest D. Householder, transferred from the 115th Ammunition Train on the same date.

Conforming to the movement of the 40th Division to the ports of embarkation for overseas duty, the 115th Supply Train left Camp Kearny, California, on August 1, 1918, and arrived at Camp Mills, Long Island, N. Y., on August 8th. Leaving Camp Mills on the 15th, the unit embarked on the transport *Missanabie*, which at once joined the remainder of its convoy off Coney Island. The voyage across the Atlantic was, except for one submarine scare, uneventful, and the convoy arrived at Liverpool, England, on August 28, 1918. Two days were spent at the rest camp at Knotty Ash near Liverpool and on August 31st the 115th Supply Train left Southampton, England, for Le Havre, France, where it arrived without incident on September 1, 1918. Another two days in a British rest camp, and on September 3rd the personnel of the unit were introduced to the French troop trains of "Hommes 40 et Chevaux 8" fame and in which they set out on their first journey through France. Arriving at La Guerche, Cher, on September 4th, the 115th Supply Train was assigned to billets in nearby French villages. Here the train functioned in its normal duty of furnishing transportation for the supply activities of the division, and on the conversion of the 40th Division to a depot division the 115th Supply Train furnished the bulk of the personnel for the newly organized "Miscellaneous Detachment" of division headquarters.

The train accompanied the division to the Revigny, Meuse, area, arriving thereat on November 5, 1918, and was billeted in the area as follows:

Battalion Headquarters and Companies C, D, and E at Revigny;

Company A at Andernay, and Companies B and F at Sermaize les Bains, Marne.

The usual routine duties were carried out in the new area, and before the signing of the Armistice on November 11th the unit was again called on for officers and enlisted men for various activities in the forward area. On January 6, 1919, the 115th Supply Train left Revigny for Castres, Gironde, where it arrived on January 9th. Major Householder was transferred to the Combat Officers Replacement Battalion at Gondrecourt on the day the train left Revigny, and Captain Joseph J. McGee, commanding Company B, assumed command of the 115th Supply Train on the same date.

The unit was billeted at Portets in the Bordeaux area until February 22d when it moved to Base Camp No. 2 at Genicart preparatory to embarkation for the United States. General Pershing inspected and reviewed the units of the 40th Division in the Bordeaux area on March 1, 1919,³ and on April 5th following, the 115th Supply Train embarked on the *U. S. S. Roanoke*, homeward bound. Arriving at New York on April 18th, the train was finally mustered out by detachments at Fort D. A. Russell, Wyoming, Camp Funston, Kansas, and Camp Kearny, California, during May, 1919.

THE 115th TRENCH MORTAR BATTERY

This unit was organized at Camp Kearny, California, under the provisions of General Orders No. 17, Headquarters 40th Division, October 5, 1917, from the Machine Gun Company, Second Colorado Infantry, and its officers on November 1, 1917, were as follows: Captain Charles H. Doke, commanding; First Lieutenant Francis P. Loveland, and Second Lieutenant Otis E. Sanborn.

³ See Chapter 15, History of the 157th Infantry, for details.

First Lieutenant John S. Chase, Medical Corps, and Second Lieutenant Dupree S. Shelton, Infantry were attached to the unit, and the enlisted strength was 116. A Sanitary Detachment of one sergeant and three privates was also attached to the battery.

The 115th Trench Mortar Battery was assigned to the 65th Field Artillery Brigade, 40th Division, and during the stay at Camp Kearny underwent intensive training as a separate unit and as a component of the artillery brigade. The battery was armed with the six inch Stokes mortar, and inasmuch as this was a new weapon to the United States Army it provoked keen interest on the part of the officers and men of the unit. Entering into the training with zest the battery, under the tutelage of officers of the British Mission, soon acquired the technique of the mortar and carried out several tactical exercises in the trench area adjacent to Camp Kearny.

The 65th Field Artillery Brigade was ordered on overseas service about the middle of July, 1918, and, with other units of the 40th Division, commenced the movement towards the port of embarkation later in the same month. The brigade arrived at Camp Mills, Long Island, N. Y., for transportation overseas on August 4th, 5th, and 6th, and after being outfitted for overseas duty, embarked August 14th and 15th, sailing from New York Harbor on the 16th. The 115th Trench Mortar Battery embarked on the *S. S. Scotian*, and after an uneventful voyage arrived at Liverpool, England, on August 28, 1918. Two days were spent in the Knotty Ash rest camp, and transportation by rail was then made to Southampton in the south of England; another brief stay and on September 3, 1918, the battery arrived at Cherbourg, France after crossing the English Channel during the previous night. Leaving Cherbourg on the 10th the battery proceeded by French troop train to Vitrey, Haute Saone, arriving on September 12th. Here it remained in training, participating in several night and regimental barrage problems, until December 12, 1918, when it entrained for the Bordeaux area. Arriving at Pont Neuf on the 16th, the battery finally embarked on the *S. S. Powhattan* at Bordeaux on December 25th, sailing the same day for the United States. Newport News, Virginia, was reached on January 7th, and on January 26, 1919, the 115th Trench Mortar Battery was demobilized at the Presidio of San Francisco, California.
