

PART NINE

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FORTY-FIFTH DIVISION UNITS  
(LESS 157<sup>TH</sup> INFANTRY)  
COLORADO NATIONAL GUARD

## PART NINE

### FORTY-FIFTH DIVISION UNITS (LESS 157TH INFANTRY)



DISTINCTIVE INSIGNIA NON-COLOR  
BEARING UNITS, 45TH DIVISION

#### THE FORTY-FIFTH DIVISION AVIATION (120th OBSERVATION SQUADRON AND 120th PHOTO SECTION)

The 120th Observation Squadron, 45th Division Aviation, Colorado National Guard, was organized in June, 1923, at Denver, Colorado by Mr. Carl Milliken, then Secretary of State, with the assistance of several former war-time pilots among whom was Captain Jerry Vasconcelles, erst-while ace of the American Expeditionary Forces in France. The squadron was mustered in to the State service on June 27, 1923, by First Lieutenant William Kenney, 117th Cavalry, Colo. N.G., with fifty enlisted men and the following officers:<sup>1</sup>

Major Carl S. Milliken; Captain William H. Dayton; First Lieutenants Charles W. Keene, Don P. Hogan, Edward J. Brooks and Malcolm G. Robinson; and Second Lieutenants J. Herold Cordner and Harley H. Montague. All of these officers were ex-service men and, with the exception of Major Milliken, former Air Service pilots.

The squadron was inspected for Federal recognition by Major A. H. Mueller, Cavalry, (D.O.L.), Instructor, Colorado National Guard on the date of muster in, and recognition was extended to the organization as the 120th Observation Squadron (less Flight B), Colo. N.G. on August 22, 1923, to date from June 27, 1923. While actual flying could not be participated in at this time due to lack of equipment, some of the hardest work in the early history of the unit in completing organization, preparing a flying field and erecting hangars, was accomplished in the remaining months of 1923 by the willing cooperation of every member of the squadron. Through the help of several public spirited citizens of Denver, approximately eighty acres of ground were procured as a flying field four miles northeast of the business section of the city, and two steel hangars which had been secured from the Federal Government were promptly erected on the site. The naming of the new flying field was accomplished under the provisions of General Orders No. 8, Adjutant General's Office, Denver, Colo., dated April 7, 1924, the text of which reads as follows:

<sup>1</sup> Bert Cole, who had been appointed a captain was killed in an airplane accident on the evening of the muster and 1st Lieutenant Wm. H. Dayton was mustered in as captain in his stead.



"1. By permission of the Chief, Militia Bureau (M.B. 686-Colorado-2), dated April 2, 1924, the Flying Field secured for the use of the 45th Division Air Service, Colorado National Guard, Denver, Colorado, is officially named "LOWRY FIELD" as a tribute to Second Lieutenant Francis Brown Lowry, C. A. C., Observer, Denver, Colorado, assigned to 91st American Squadron, who was shot down and killed near Crepion, France, September 26, 1918, while on an important photographic mission. Lieutenant Lowry was the only Denver flying officer killed in action of whom we have any record."

First Lieutenant (later Captain) Floyd N. Shumaker, Air Service, U. S. Army, reported for duty as instructor to the squadron on February 8, 1924, and to his untiring efforts, assisted by Master Sergeant (later First Lieutenant) Daniel F. Kearns of the 120th Observation Squadron, much of the early success of the organization was due. Major Milliken resigned on February 27, 1924, and was succeeded in command of the squadron by Captain William H. Dayton who was promoted Major on March 4, 1924.

The squadron had been in existence almost a year when the first airplanes were received in May, 1924. These were five Curtiss JNSE type airplanes, familiarly known as "Jennies," and similar in type to those used to train pilots in elementary flying during the World War. These "Jennies," which were practically the sole equipment of the squadron during the years 1924, 1925 and 1926, were unsuited for flight in a state with a higher average elevation than any other state in the Union, and because of their low power it was at first doubted that they would fly at an elevation of 5280 feet, the altitude of the flying field. However, the "Jennies" were assembled, and on June 27, 1924, Sergeant Kearns made the first flight from Lowry Field in one of the assembled machines. It was soon discovered that it was futile to attempt regular drill flights when the sun was shining owing to the thin and bumpy air. Pilots were forced to gain their flying hours and carry out drill missions and instructions immediately after sun-up and just before sun-down when the air is heavier and usually smooth and even. These hours were very inconvenient, but the work of the squadron was successfully and efficiently carried on despite all handicaps.

The 120th Photo Section, 45th Division Air Service, was organized on July 13, 1924, strength one officer and twenty enlisted men, Federal recognition being extended from the same date, and Lieutenant Harley H. Montague was transferred from the squadron proper to take command of the newly organized section. On July 28th another section, designated the 180th Air Intelligence Section, one officer (Capt. Bruce Kistler) and five enlisted men, was organized and assigned to the 45th Division Air Service, and on the following day, July 29, 1924, the Medical Department Detachment, 45th Division Air Service, one officer (Capt. James L. Hammond, M.C.) and five enlisted men, was also organized; both units received Federal recognition as of the respective dates of their organization.<sup>2</sup>

The first annual field training camp of the squadron was held at Lowry Field, August 2-16, 1924. At that time, other than the two steel hangars, the only permanent building on the field was a small frame headquarters building. The personnel of the squadron was under canvas for the period of the camp, and a very comprehensive training program was successfully completed under Lieutenant Shumaker's able supervision.

<sup>2</sup> Special Orders Nos. 61 and 62, Adjutant General's Office, Denver, Colo., dated July 28 and 29, 1924, respectively.



The organization of the 120th Observation Squadron, Colo. N.G., was completed on November 14, 1924, when Flight B was mustered in at Pueblo, Colorado, by Lieutenant R. C. Royall, 157th Infantry, with a strength of seven officers (First Lieutenants Earl H. Zimmerman and Archbold R. Jones, and Second Lieutenants Joseph H. Atkinson, Arthur K. Hammond, Jesse Heinsohn, John K. Kelly and Claire Stroh) and twenty-two enlisted men. Lieutenant Shumaker inspected the new unit for Federal recognition on the same date, and five Curtiss JNSE airplanes were allotted to Flight B early in the following spring. During the summer of 1925 First Lieutenant Carlos L. Reavis, 120th Observation Squadron, won the cross country air race between Denver and Parco, Wyoming, travelling at a speed barely above 80 miles an hour. Later in the same summer Captain Robinson and Lieutenant Kearns made a flight to New York and return.

Under the provisions of General Orders No. 15, Adjutant General's Office, Denver, Colo., dated June 4, 1925, the 180th Air Intelligence Section, 45th Division Air Service, Colo. N. G., was disbanded, and the enlisted personnel transferred to the 120th Photo Section; Captain Kistler was transferred to the 120th Observation Squadron, and the duties of the former Intelligence Section were taken over by the operations officers of the squadron. The designation of "Air Service" as a branch of the Army was changed to "Air Corps" under the provisions of an Act of Congress approved July 2, 1926, and in compliance with the Act and instructions from the War Department the designation of the Colorado air units was changed to "45th Division Air Corps, Colorado National Guard." During the years 1925 and 1926 considerable improvements were made at Lowry Field; the field was leveled, two mess halls, a club room, and administration building and an emergency hospital erected, and repair and replacement facilities augmented. Quoting from the biennial report of the Adjutant General of Colorado for these years: "The Air Corps has been very successful in all its operations during the period of this report, and but for the untimely death by accident of 2nd Lieutenant Jesse E. Heinsohn at Pueblo on August 21, 1926, and 2nd Lieutenant Robert B. Rolando at Lowry Field on September 29, 1926, we should feel that the record was exceptionally good."

Due to pressure of private business matters and a change of residence to another state, Major Dayton resigned on May 15, 1927, and was succeeded in command of the squadron by Major Bruce Kistler, appointed May 16, 1927. During the years 1926 and 1927 a program of replacement of the JNSE type of airplanes was instituted by the Militia Bureau, and in January, 1926, two Douglas O-2C type "ships" were received by the squadron. The ten original "Jennies" were placed on report of survey, and eventually destroyed by burning on September 30, 1927. Prior to the destruction of the "Jennies" four type PT-1 airplanes were received in May, 1927, and although similar in construction and size to the "Jennies", were but slightly more efficient and dependable. However, it was soon discovered that they were of little value in observation duties during daylight hours over the mountainous areas of Colorado due to down drafts and insufficient power of the motor, and dependence had to be placed on the O-2C's for this type of duty which became of prime importance during the strike in the coal fields of Colorado, October, 1927 to January, 1928. Trouble first broke out in the coal camps of Southern Colorado on October 18, 1927, and acting under direct orders from the Governor, five officers and four enlisted men, with three airplanes, were ordered to Pueblo on October 28th. The orders were issued at midnight, October 27-28th, and by noon of the 28th the detail had made its base at



Pueblo and had patrolled ninety miles to the south. Thereafter, the Governor and the Adjutant General's Office in Denver were kept fully informed of all concentrations, mass meetings, and threatened disturbances through almost continuous patrolling, much sooner and far more accurately than any other medium could have supplied. For three weeks this small detail performed its work and carried the not unheeded threat of the military into the southern coal fields. The disorders later spread to the north and with the breaking out of open hostilities and bloodshed at the Columbine Mine on November 21, 1927, the entire Colorado National Guard was called to active field duty. The 120th Observation Squadron, operating from Lowry Field, flew daily patrols over the areas of disturbance in the northern coal fields and performed the same reconnaissance duties as those just completed in the southern fields. The squadron was relieved from active field duty on January 5, 1928.

The usual field training camps were held during the years following the first camp in 1924, and the camp of June 2-16, 1928, at Lowry Field marked the last appearance of Flight B of Pueblo. This unit was disbanded on June 30, 1928 under the provisions of Special Orders No. 55, Adjutant General's Office, Denver, Colo., dated June 28, 1928, the few officers remaining having resigned, and the enlisted men either transferred to Battery C, 168th Field Artillery Battalion (Horse), Pueblo, or honorably discharged. The same order, quoting the authority of the Secretary of War, changed the designation of the Denver organization to "120th Observation Squadron, 45th Division Air Service," with station at Denver, Colorado.

During May, 1928, three Douglas O-2H airplanes were received from the Douglas factory, and the old PT-1's were later transferred to other stations; meantime the two Douglas O-2C's were damaged beyond repair ("washed-out") during cross country flights. The new Douglas machines were equipped with 400 horsepower, 12 cylinder Liberty engines, and were correctly designed for observation squadron duties. Two more of this type of airplane were received in May, 1931, from other National Guard air squadrons, and these, with two Consolidated O-17's received in January, 1930, gave the 120th Observation Squadron "ships" of a type that had great horsepower and maneuverability at high altitudes.<sup>3</sup> In May, 1933, three Douglass O-38's were received from other units, and in September, 1933, the squadron received its latest airplane, a Douglas O-38E. The present equipment (February, 1934) consists of three Douglas O-38, one Douglas O-38E, and five Douglas O-2H airplanes. Three of these airplanes are equipped with the 134 radio set, one is equipped for photographic work, and one for instrument flying. All of the Douglas type airplanes can be equipped for bombing and gunnery, and aerial machine guns and sets of bombing racks are available for use when required.

On August 25, 1930, the squadron was saddened by the death of Major Bruce Kistler after a short illness, and the following extract from General Orders No. 14, Adjutant General's Office, Denver, Colo., September 1, 1930, pays worthy tribute to his outstanding services to his native state: "This gift of organizing and directing others for greater service gave the organization added impetus, and, at the time of his death, no unit of aviation in the United States stood higher than the one he commanded." Captain Carlos L. Reavis was promoted Major on August 27, 1930, and was assigned to command of the squadron on the same date.

<sup>3</sup> The two O-17's were turned over to the University of Colorado, Boulder, Colo. and the School of Mines, Golden, Colo. in June, 1933 and March, 1934, respectively, for instructional purposes.



During the years 1931, 1932 and 1933, the annual field training camps of the squadron were held at Fort Sill, Oklahoma, where it operated with units of the 45th Division comprised of troops from the Oklahoma National Guard. Participation in divisional command post exercises, divisional maneuvers and artillery surveillance and adjustment missions were the principal training objectives of the camp insofar as the 120th Observation Squadron was concerned. In May, 1931, a detachment of the squadron consisting of First Lieutenant Charles La Gue, commanding officer; First Lieutenant William E. Hunter, operations officer; First Lieutenant Raymond E. Wilson, engineering officer; First Lieutenant Harrison Wellman, finance officer; Sergeants Jack Burnell, Fred Shirk, Fred Schaffer and Ronald A. Castetter and Corporal Watson A. Babbitt, mechanics, accompanied by First Lieutenant L. V. Beau and Sergeant J. E. Warrick, regular army instructors on duty with the 45th Division Aviation, and with five airplanes from the squadron, participated in an extensive Air Corps maneuver and demonstration as part of the 22d Provisional Observation Wing at Wright Field, Dayton, Ohio. In addition to the regular army aviation units, ninety-nine airplanes representing eighteen National Guard squadrons took part in the maneuvers and the Colorado detachment received much favorable comment on its high degree of efficiency.

First Lieutenant L. V. Beau, Air Corps, U. S. Army, who had succeeded Captain Shumaker as instructor to the squadron on July 15, 1928, was transferred to the Air Corps Tactical School, Maxwell Field, Ala., on July 1, 1933, Captain Myron R. Wood, Air Corps, taking his place as instructor. Captain Wood was in turn relieved as instructor by First Lieutenant Norman D. Brophy, Air Corps, on January 8, 1934.

Major Reavis was promoted Lieutenant Colonel, Aviation Section, 45th Division Staff, on January 19, 1934, and relinquished command of the 120th Observation Squadron on the same date. Captain Virgil D. Stone was promoted Major and assigned to command the squadron on January 19, 1934. The present strength of the unit (February, 1934) is twenty officers and ninety-two enlisted men. The roster of the officers is as follows:

45th DIVISION AVIATION  
COLORADO NATIONAL GUARD

Major Virgil D. Stone, Air Corps, Colorado National Guard, Commanding.

120th OBSERVATION SQUADRON

*Headquarters Section:*

Virgil D. Stone, Major Air Corps, Commanding.  
William E. Hunter, 1st Lieut. Air Corps, Adjutant.

*Operations Section:*

Charles J. La Gue, Captain Air Corps, Operations Officer.  
Albert J. Boot, Jr., 1st Lieut. Air Corps, Intelligence Officer.

*Supply Section:*

William B. Ogle, 2nd Lieut. Air Corps, Supply Officer.

*Communication Section:*

Harrison W. Wellman, Jr., 1st Lieut. Air Corps, Communication Officer.

*Armament Section:*

Henry S. Houghton, 2nd Lieut. Air Corps, Armament Officer.

*Engineering Officer:*

Raymond M. Wilson, 1st Lieut. Air Corps, Engineering Officer.

*Commander Flight "A":*

Charles W. France, Captain Air Corps.

*Commander Flight "B":*

Harley H. Montague, Captain Air Corps.

## FLIGHT ASSIGNMENTS:

*Flight "A"*

Charles W. France, Captain Air Corps, Colo. N. G., Commanding.  
Charles J. La Gue, Captain Air Corps, Colo. N. G.  
Raymond M. Wilson, 1st Lieut. Air Corps, Colo. N. G.  
Floyd E. Welsh, 1st Lieut. Air Corps, Colo. N. G.  
John D. Hissong, 1st Lieut. Air Corps, Colo. N. G.  
Virgil W. Vaughan, 1st Lieut. Air Corps, Colo. N. G.  
Harold Montee, 1st Lieut. Air Corps, Colo. N. G.  
Harold L. Baird, 2nd Lieut. Air Corps, Colo. N. G.  
William B. Ogle, 2nd Lieut. Air Corps, Colo. N. G.

*Flight "B"*

Harley H. Montague, Captain Air Corps, Colo. N. G., Commanding.  
Neil T. McMillan, Captain Air Corps, Colo. N. G.  
Cecil H. Braddick, Captain Air Corps, Colo. N. G.  
William H. Hunter, 1st Lieut. Air Corps, Colo. N. G.  
Albert J. Boot, 1st Lieut. Air Corps, Colo. N. G.  
Harrison W. Wellman, Jr., 1st Lieut. Air Corps, Colo. N. G.  
George E. Batty, 2nd Lieut. Air Corps, Colo. N. G.  
Henry S. Houghton, 2nd Lieut. Air Corps, Colo. N. G.

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120th PHOTO SECTION

1st Lieutenant Homer G. Sweet, Air Corps, Colo. N. G., Commanding.

## MEDICAL DEPARTMENT DETACHMENT

Captain Nolie Mumey, Medical Corps, Colo. N. G.

While perhaps the greatest service to the State of Colorado was during the Coal Strike of 1927, much valuable work has been done by the squadron which is extremely difficult to estimate. It has loaned its planes and pilots for errands of mercy, carrying serum and emergency medical supplies to remote sections of the state over the nation's highest mountain range, usually in the middle of winter or during severe storms;<sup>4</sup> it has flown many thousands of miles over mountain forests patrolling for or observing forest fires; it has assisted in nearly every air port dedicated in the state; it has flown aerial escorts for parades and patriotic demonstrations; it has been used to photograph state property; it has been used as a means of rapid conveyance for State and Federal officials; has assisted police officials and sheriffs on several occasions in apprehending bank robbers and fugitives from justice, and has now loaned its airplanes to the regular

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<sup>4</sup> An outstanding example of this type of service was performed by Lieutenant Daniel Kearns accompanied by Master Sergeant Clyde Plank on March 8, 1927, when, despite the fact that other pilots had been driven back by severe storms over the Continental Divide, these two intrepid airmen flew to snowbound Silverton to deliver much needed diphtheria anti-toxin and a package of mail, newspapers, etc. The orders of the Adjutant General authorizing the flight directed them: "... to render any and all aid possible to the snowbound city of Silverton, Colorado; and for experimental purposes so that data might be obtained for future air excursions to the mountains under similar conditions in an emergency."



army to carry out the President's program of air mail service following the cancellation of all civil air mail contracts. It has served well in peace, but its primary function is to be prepared for war. Towards this end the squadron continually trains, keeping pace with each new development, and ever ready to "carry on" and to live up to the motto of the 45th Division—"Semper Anticus" "Always to the Front."



120th OBSERVATION SQUADRON AIRPLANE MARKING INSIGNIA

The Secretary of War, under date of June 17, 1932, approved a design to be painted on all airplanes of the 120th Observation Squadron, Air Corps, Colo. N. G., as the official insignia or marking of the squadron. The following is the official description of the insignia:

"1. The following insignia hereinafter described for the marking of airplanes of the 120th Observation Squadron, Air Corps, Colorado National Guard, is approved:

"On a besant and within an annulet azure a mountain lion's face proper.

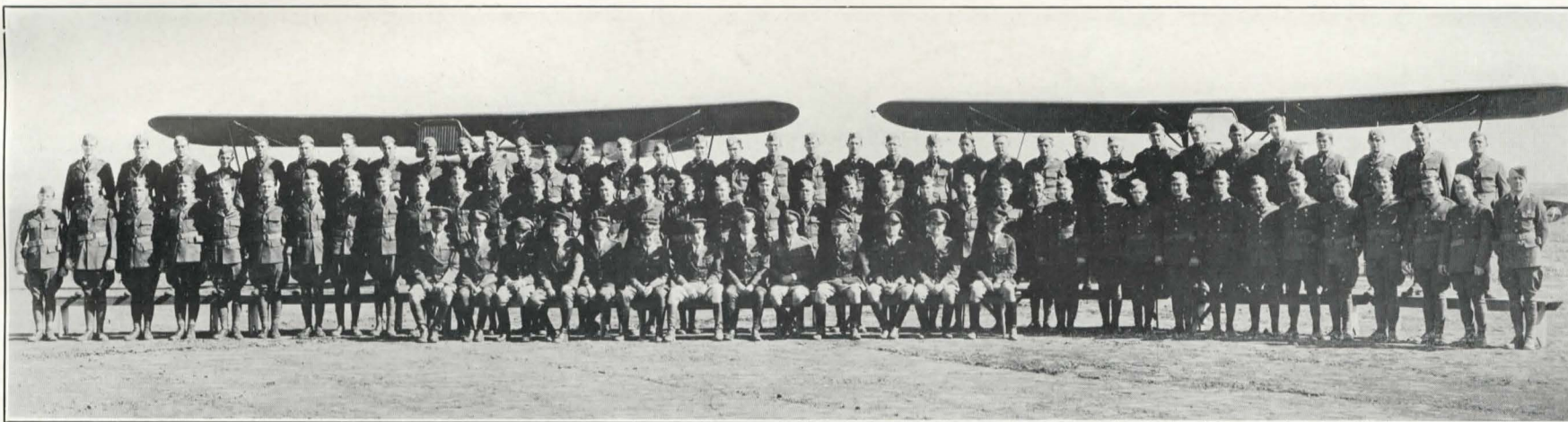
"The 120th Observation Squadron was organized June 27, 1923, as the 120th Observation Squadron (less Flight B) 45th Division Air Service, Colorado National Guard. June 30, 1928, it was redesignated 120th Observation Squadron, 45th Division Aviation, Colorado National Guard. It has its headquarters at Denver, Colorado.

"The 120th Observation Squadron is a new organization and not entitled to any battle honors.

"The background and border are in the colors of the Air Corps. The mountain lion is known for his fighting qualities, keen observation and agility.

"The insignia was designed by 1st Lieutenant Floyd E. Welsh, 120th Observation Squadron, Air Corps, Colo. N. G., and is intended to exemplify the squadron's primary duty of observation and its fighting spirit."





45TH DIVISION AVIATION (120TH OBSERVATION SQUADRON AND 120TH PHOTO SECTION), LOWRY FIELD, DENVER, MARCH 22, 1931.  
Major Carlos Reavis, 120th Ob. Sq., C. N. G., Commanding.



THE 120<sup>TH</sup> OBSERVATION SQUADRON, 45<sup>TH</sup> DIVISION AVIATION, COLORADO NATIONAL GUARD  
Flying in Formation Over Pike's Peak, Colorado, December 13, 1931.



## THE FORTY-FIFTH DIVISION TANK COMPANY

On January 10, 1921, James G. Bennett, a veteran of the British Heavy Tank Corps, and George C. Devalon were respectively appointed Captain and Second Lieutenant, Tank Company (Infantry) Colorado National Guard, and under authority from the Militia Bureau, War Department, Washington, D. C., proceeded to organize a tank company with a platoon each in Denver and in Golden, Colo., during the months of January and February, 1921. Organization was completed and the company mustered in to the State service by Major Charles B. Lore, I. G. D., Colo. N. G., on February 24, 1921, with an initial strength of five officers and fifty enlisted men. The company was federally inspected by Major Dennies E. McCunniff, Infantry (D.O.L.), Instructor, Colo. N. G., on March 24, 1921, and Federal recognition was extended to the unit as of that date. The officers of the company at this time were: Captain James G. Bennett; First Lieutenants Albert S. Bowser and Harold W. Stanton; Second Lieutenants Robert C. Mulnix and George C. Devalon. Company Headquarters and the First Platoon were assigned to station at Denver, and the Second Platoon at Golden, Colo.

The company had not been in existence much more than three months when it was called out for active duty on account of the disastrous flood of the Arkansas River which overwhelmed the city of Pueblo, Colo., on June 3, 1921. Practically the entire Colorado National Guard was on duty in the stricken city from June 4 to 24, maintaining law and order and protecting life and property.<sup>1</sup> The Tank Company received its first consignment of seven six-ton light tanks while on duty at Pueblo, and these tanks were put to the rather un-warlike tasks of hauling street cars out of the flooded areas and wrecking houses that had floated from their foundations and were a menace to the safety of workers.

Under the provisions of General Orders No. 25, Adjutant General's Office, Denver, Colo., dated October 27, 1921, the designation of the company was changed to 45th Tank Company, 45th Division Special Troops, Colo. N. G., effective as of November 1, 1921. On June 29, 1922, the Colorado National Guard was again called to active duty on account of threatened disorders incident to the coal miners' strike then in effect throughout the state. The 45th Tank Company, with other units of the Colorado National Guard, was ordered to Frederick, Colo., on June 30th, and two tanks were immediately shipped to this station by rail, the personnel of the company moving thereto by motor transportation. The prompt movement of troops had a salutary effect upon the would-be rioters and no serious trouble eventuated. The tank company was relieved from active duty on July 28, 1922.

On January 16, 1923, Special Orders No. 6, were published by the Adjutant General, in part, to the following effect: "2. In accordance with special authority of the Secretary of War, as contained in 1st indorsement, War Department, Militia Bureau, dated January 13, 1923, (M.B. 325.453 Colorado), the 45th Tank Company, Colorado National Guard, is hereby consolidated with station at Denver, Colorado. The Second Platoon 45th Tank Company, with station heretofore at Golden, Colorado, is discontinued." All property of the company, except tanks and motor equipment, was assembled at company headquarters in Denver, and the tanks and motor equipment were held at the storage sheds at the Rifle Range as heretofore. The first annual field training camp for the company was held at the Rifle Range, near Golden, Colo., June 10 to 24, 1923, the first to be held for the Colorado National Guard following the World War, and the unit gained much valuable experience in field duties in cooperation with the

<sup>1</sup> See Chapter 16, History of the 157th Infantry, Part Two, ante.



infantry and the other arms. The 45th Tank Company has attended all subsequent annual field training camps of the Colorado National Guard held at the Rifle Range from 1924 to 1934, inclusive.

Strike duty again claimed the services of the company, and on November 21, 1927, it, together with other troops of the Colorado National Guard, was ordered to the Columbine Mine in Boulder County, Colorado, where bloodshed and riot had occurred earlier in the day. Once again the presence of the troops had the usual pacifying effect, and at no time during the tour of active duty was it found necessary to resort to extreme measures to enforce peace. The 45th Tank Company was a potent factor in maintaining tranquility in the disaffected areas, and the grim, but silent threat of the tanks had a decidedly quiescent effect on the turbulent elements. The company was relieved from active duty on February 8, 1928, and returned to its home station, Denver, on the same date. The company's last period of active duty was during the riots in the State Penitentiary at Canon City, October 3, 1929. A tank and a detachment of the company were ordered to Canon City on October 3; however, the riot was suddenly ended by the death of the ringleaders of the mutineers, and the detachment returned to Denver on the following day.

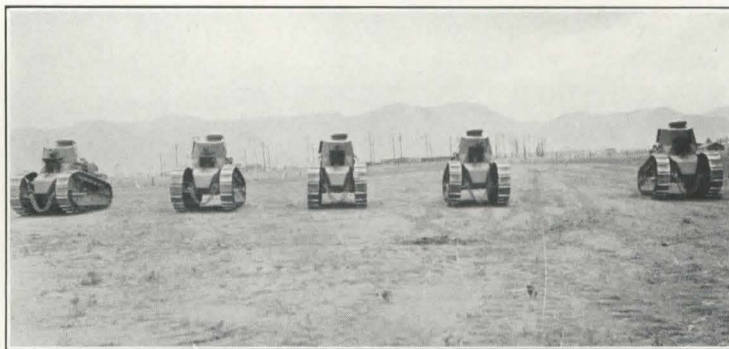
The 45th Tank Company has been called upon on several occasions to participate in various civic functions and celebrations, and among these may be mentioned the following: September, 1922, "Days of '59" Celebration at Idaho Springs; Colorado State Fair, Pueblo, 1925; State Convention American Legion, Lamar, 1932; and Veterans of Foreign Wars State Convention, Longmont, 1932. The first public appearance of the tanks in Denver was on Armistice Day, November 11, 1921.

The company commanders of the 45th Tank Company since organization were as follows: Captains James G. Bennett, John F. Campion, Seward P. Stanley, Robert C. Mulnix and Edward J. Irving.

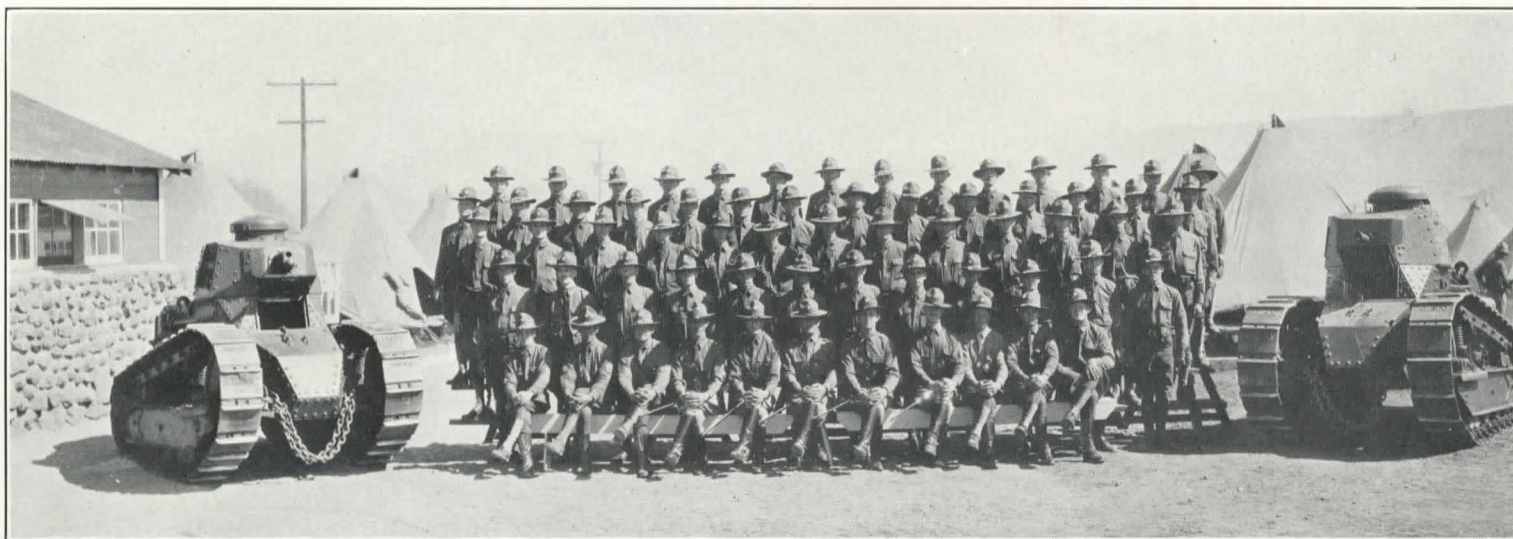
Captain Irving was killed in an automobile accident on March 20, 1934, and his untimely death was a severe blow to his comrades of the Colorado National Guard. It was to his untiring energy and able leadership that the 45th Tank Company had attained a degree of efficiency second to none as a tank unit of the National Guard. The officers of the 45th Tank Company at this date (May 1, 1934) are: First Lieutenants Edwin B. Allen, and Lou W. Appledorn; Second Lieutenants Benjamin F. Dies, Gordon C. Clark and Walter F. Anderson.

During its thirteen years of existence the 45th Tank Company, Colo. N. G., has enjoyed an enviable reputation for efficiency, and in the past five or six years the condition of its tank materiel has elicited very favorable comment from inspecting officers of the Ordnance Department from Eighth Corps Area Headquarters, Fort Sam Houston, Texas. The company has not, as yet, had any actual battle experience, but its present efficiency bodes well for the future, and there is little doubt that it will continue to live up to its motto of being, "Ready and Able."





TANK DRILL, 45TH TANK COMPANY



45TH TANK COMPANY, COLO. N. G., (DENVER)  
 Captain E. J. Irving, Commanding. Camp, Rifle Range, 1932.

DETACHMENTS, 45th DIVISION AND 89th BRIGADE  
HEADQUARTERS, C. N. G.

During the World War the bulk of the troops of the Colorado National Guard were assigned to the 40th (National Guard) Division. However, in the post-war reorganization of the Army of the United States the 157th Infantry and other Colorado units were assigned to the newly organized 45th (National Guard) Division. This division was organized from National Guard troops from the states of Arizona, Colorado, New Mexico and Oklahoma, and the 157th Infantry of Colorado and the 158th Infantry of Arizona were assigned to the 89th Brigade of the division. These two regiments had served together in the 79th Brigade of the 40th Division during the World War, and on December 1, 1928, Brigadier General A. M. Tuthill, war-time commander of the 79th Brigade, was assigned to command of the 89th Brigade, 45th Division.

In the creation of the division and brigade staffs, allotment of certain staff positions was made to the State of Colorado in proportion to the number of troops from the state in the division, and the first appointments to the 45th Division staff from the Colorado National Guard were made on February 11, 1924, as follows:

Lieutenant-Colonel Arthur L. Hart, Infantry—Assistant Chief of Staff, G-2.

Captain Joseph E. Moorhead, Ordnance Department—Ordnance Section.

Captain Walter H. McComb, Infantry—Aide Section.

On March 10, 1924, the 45th Division Staff Detachment, Colo. N. G., was further augmented by the appointments of Major Joseph W. LeFever, Ordnance Department and Major Theron D. Harris, Quartermaster Corps. Both these officers were promoted to the rank of Lieutenant Colonel on July 1, 1924, and from August 4 to 18, 1924, all of the above named members of the Detachment 45th Division Headquarters, Colo. N. G., attended camp at Fort Sill, Okla., with the 45th Division Headquarters. There have been many changes in the personnel of the detachment since its organization in 1924, and the roster of its present (February, 1934) personnel, follows:

Lieutenant Colonel R. J. Seyfried, Inf., Inspectors Section—Division Inspector.

Lieutenant Colonel Carlos Reavis, Air Corps, Aviation Section.

Lieutenant Colonel Richard F. Grinstead, Ordnance Dept., Ordnance Section.

Major Irving O. Schaefer, Inf.—Acting Assistant Chief of Staff, G-3.

The organization of the Detachment, 89th Brigade Headquarters, Colo. N. G., was accomplished on December 22, 1927, when Major John P. Donovan, Eng. Res., was appointed Major of Infantry, Colo. N. G., and assigned to duty with the 89th Infantry Brigade Headquarters. Captain Richard F. Bourne, V. C., was assigned to the brigade staff as brigade veterinarian on October 19, 1927, and First Lieutenant Milton P. Lightner, Infantry, as aide on May 14, 1928. These three officers constituted the Detachment 89th Brigade Staff, Colo. N. G., until May 22, 1933, when under instructions from the Militia Bureau the position of brigade veterinarian was abolished and Captain Bourne was transferred to the National Guard Reserve. Major Donovan and Lieutenant Lightner continued as sole members of the staff detachment until the promotion of Lieutenant Colo-





BRIG. GEN. WILLIAM E. GUTHNER,  
Commanding 89th Infantry Brigade.

nel William E. Guthner, 157th Infantry, on February 15, 1934, to the rank of Brigadier General, vice Brigadier General A. M. Tuthill who was promoted Major General commanding the 45th Division on June 14, 1933. The Detachment, 89th Brigade Headquarters, Colo. N. G., as now constituted (February, 1934), is as follows:

Brigadier General William E. Guthner, Commanding.  
Major John P. Donovan, Inf., Executive.  
First Lieutenant Milton P. Lightner, Inf., aide.  
First Lieutenant Harry L. Dotson, F. A., aide.