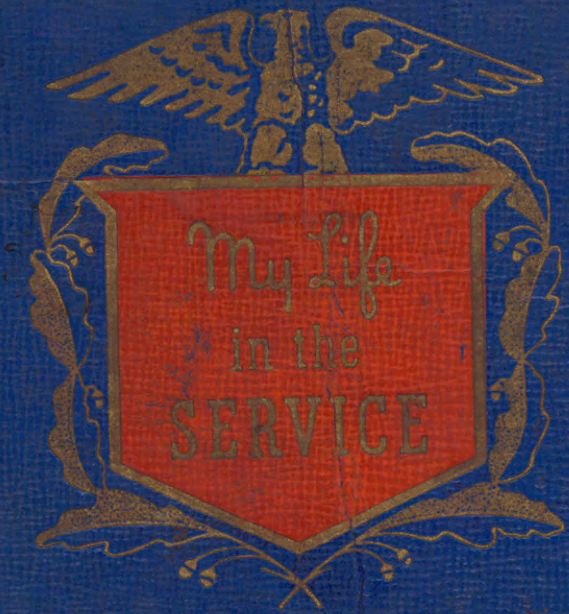
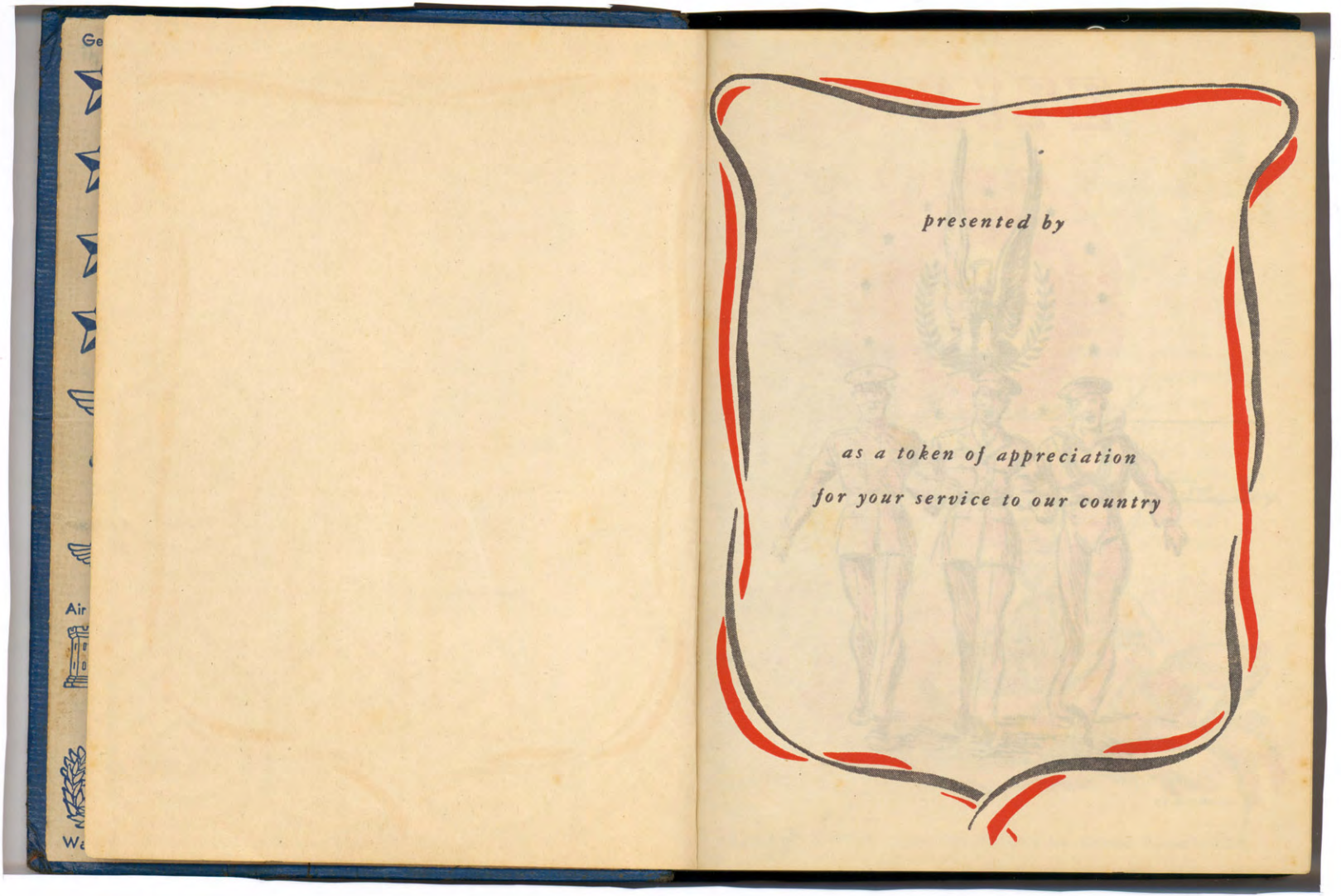

My Life
in the
SERVICE

ARMY INSIGNIA

General
Lieut. Gen.
Maj. Gen.
Brig. Gen.

Pilot's Badge
Senior Pilot's Badge
Command Pilot's Badge
Air Corps and Flying Cadet
Engineers
Warrant Officer
Cavalry
Field Artillery
Ordnance
Dental Corps
Aide to Brig. Gen.
Veterinary
Coast Artillery
Chemical Warfare
Medical Admin.
Private 1st Class 6/1/42
Corporal 7/15/42
Aviation Observer's Badge
Infantry
Signal Corps
Nurses Corps
Captain
Regular Sergeant 9/1/42
Military Police
General Staff
Sanitary Reserves
Lieut. Col. (silver)
1st Lieut. (silver)
Staff Sergeant 1/1/43
Military Intelligence
Inspector Gen.
Medical Corps
Colonel
Major (gold)
2nd Lieut. (gold)
Technical Sergeant
Quartermaster
Chaplain (Christ.)
Chaplain (Jewish)
Master Sergeant
First Sergeant


presented by
as a token of appreciation
for your service to our country



MY LIFE IN THE SERVICE

THE DIARY OF

S/Sgt Frank T. Devereaux

123 Market St. Bayford, Tex.



Copyright 1941 by Consolidated Book Publishers, Inc., Chicago, Printed in U.S.A.



Your experiences in the armed forces of your country are your part of living history. By all means KEEP A DIARY! Times without number, historians and writers have found more information of real human interest in the diaries of enlisted men than in the studied accounts of generals and admirals. This book, conscientiously kept, may prove to be the living record of your destiny five hundred years from now!

By keeping a diary, you provide a record that can be referred to in after years for verification should any question arise. Although the Army, Navy, and Marines keep official records of all the men in the armed forces, there are many ways in which their records can be lost or destroyed in time of war. Your personal record may supply vital information that is available at no other source.

It is particularly essential to record any disability or hospital treatment received, whether on duty or on leave. This should be a detailed account—giving dates, names of Medical Officers and Examining Physicians—with complete facts concerning hospitalization.

Because the events recorded in these pages are likely to be the most significant of your life, and the ones most worthy of remembrance, DON'T TRUST THEM TO MEMORY. Keep a written record. You will be glad you did so—countless times—when you have need to recall incidents, places, dates, and close companions. In many cases diaries have been turned to profit for their authors: newspapers and magazines have published them—with permission from the War or Navy Department—to give their readers a true, firsthand picture of service life.

Especially planned for convenience, this book has designated pages for every pertinent entry—names, addresses, dates, places, people, autographs, and photographs. By all means PHOTOGRAPHS! One picture is said to be worth a thousand words . . . get as many pictures as you can, of people and places, for an illustrated diary is the best of all!

And if for any reason it becomes inadvisable for you to keep your diary with you, if your duties are such that the book should not be in your possession, DON'T STOP MAKING ENTRIES! Send your diary home or to a friend for safekeeping. Then while you are away, send your entries home in letters—regularly. Keep your diary up to date by proxy.



Remember, the value of this record lies in the future; the time to create that value is now. Resolve to make an entry, however short, EVERY SINGLE DAY! Make this book a treasure trove of rich memories.

MOUNT PHOTO HERE



MY PHOTOGRAPH, taken _____ Where _____ When

IDENTIFICATION

Name Frank Taylor Devereaux

Rank S/S. Serial Number 18043115

Unit

Stationed at Seymour Johnson Field,

Religion P

Date of Birth 10-13-22 Weight 187

Color White Color of Hair Brown

Height 5' 10" Color of Eyes Blue

Birthmarks or Other Distinguishing Features

NEAREST RELATIVE OR FRIEND

Name

Address

City State



★ SERVICE RECORD ★

TRANSFERS AND CHANGES IN RANK



★ PHYSICAL RECORD



ON ENTERING THE SERVICE

Date_____ Weight_____

Chest—Normal_____ Expanded_____ Waist_____

Date_____	Date_____	Date_____
Weight_____	Weight_____	Weight_____
Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____
Waist_____	Waist_____	Waist_____
Date_____	Date_____	Date_____
Weight_____	Weight_____	Weight_____
Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____
Waist_____	Waist_____	Waist_____
Date_____	Date_____	Date_____
Weight_____	Weight_____	Weight_____
Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____
Waist_____	Waist_____	Waist_____
Date_____	Date_____	Date_____
Weight_____	Weight_____	Weight_____
Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____
Waist_____	Waist_____	Waist_____
Date_____	Date_____	Date_____
Weight_____	Weight_____	Weight_____
Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____	Chest—Nor._____ Exp._____
Waist	Waist	Waist



CITATIONS, AWARDS AND DECORATIONS



MY BUDDIES

IN THE SERVICE

★ Name and Nickname • Where I Met Him • What I Liked and Disliked About Him • What We Did • Home Address • Picture

★ MY BUDDIES ★



M-1s.

1 T.C. Horne
707 Parsonage St - Bennettsville, SC
2 Arlington R. Adams 1723 Dodge St. Burlington Iowa
3 W.C. Davies A.L. 814 Elna St.
New Castle, Pa.
4 Thomas H. Roach
Rushville, New York
5 Robert Krapka, Macksburg, Ohio.
6 Bernard H. Swift - Akron, N.Y.
7 E.H. Meldauer 1759 Alwood Terrace S.W. Atlanta, Ga.
8 Howard N. Schuh 917 Pearl St. Aurora, Illinois
9 Bob Dreher - 402 Parsons Dr.
10 Syracuse, N.Y.
11 Bob Shipman 1302 6th Street
Moundsville, West Virginia
12 Vern Meyers, 239 N. Grant St.
Reading, Penna.
13 Joseph S. Wilson, 643 Belleview Ave.
Kenmonton, N.J.



★ ★ MY BUDDIES IN THE SERVICE



14 S/c Donald O. Sensenbach
1821 W. Cedar St.
Allentown, Penna.

12 Kenneth F. Powell
708 Linn Ave.
Edwood City, Penna.

16 Robert Anchondo
1021 Santa Fe Ave.
Los Angeles Calif.

17 Samuel H. Lee
52 Jones
Denver, Colo.

18 Robert H. Ackerman
T/Sgt. C.W. Young
Bend, Oregon

19 M/Sgt. Dave I. Gates
Buckhill, Miss.

20 Sgt. Hugh Burnett
371 W. 16 S.
Salt Lake City, Utah

21 Pvt Ralph W. Letteri
122 Beach St
Jersey City, N.J.

22 T/Sgt Frank L. Pabel Jr.
6338 So. Throop St.
Chicago, Ill.

23 P.V. Robert S. McKernan
23 Lyons Place
Pelhamont N.Y.



★ ★ MY BUDDIES IN THE SERVICE



Pvt James R. Looney
117 Oneon Ave.
Pelham, N.Y. Pel 8-0617

Pvt Richard J. Coleman
201-09 27 Ave
Bayside L.I. N.Y.

Lt Roy L. Wright
Trinidad, Colorado

S/Sgt. John T. Grumbine.
781 Parkway blv.
Park-village, York, Penna.

S/Sgt. K. W. Hall
Lawrence Kansas.

Lt. Carl Sagnarelli
1252 Halsey St
Brooklyn N. Y.

Lt. Melvin J. Bradley
Steam baft sprüfer
Ludw.

Pfc L. Miller
1,70 85 803
2818 Bronx park East.
Bronx 67, N.Y.

S/Sgt. K. T. Cooper
2 Ft W. Lenea Ave.
Sapulpa, Okla.

Sgt Bill Bunn Jr.
R. 5. Box 42. J
Joakum, Texas.



★ ★ MY BUDDIES IN THE SERVICE



Cpl. Perry W. Ivey
1512 West Grove Ave.
Lufkin, Texas

Mr. & Mrs. J. Russell
29 W. Liberty St.
Bridgeport 4, Conn.

Lt. J. H. Russell
10th I 1/2 Grand
Beaumont, Texas

Joseph C. Padgett
P.O. Box 405
NOTASULGA, FLA.

Jim Loughran
11387 Lady Pl.
Hollywood, Calif

PFC. R. M. Hicks
Filter Division
A.T.G. - 19th M.A.W.
Cherry Point, N. C.

Miss Elizabeth Locker
L. S. U.
Baton Rouge, La.

Melvin Williams
338 Old Glory St.
Lead, S. Dak.

George L. Kempsky
229 Hickory St.
Peckville Penna



★ ★ MY BUDDIES IN THE SERVICE



Sgt. Dan A. Shamberg
229 East 14th St.
Hutchinson, Kansas

Sgt. B. F. Jones
Crestard, South Dakota

Sgt. Harry E. Newell
Abbeville, S. C.

S.G.T. Delbert D. McWhirter
Route #1 - Box 228
DeQuincy, La.
Lecompte, La.

Fred "Pris" Allen
3 Bayside Road
Squantum, Mass
President 1985

Sgt. Harold Machnick
110 Wood St
Waterbury, Conn

S/Sgt. Robert X Buzzard
Ohley, W. Va. c/o Mrs. L.V. McCutcheon

Sgt. Jack Allyn
320 Washington St.
Allyn apts apt. 26-B.
Spokane Wash.

Sgt. Walter E. Harris
& William M. Harris
Hortonville, Wis



★ ★ MY BUDDIES IN THE SERVICE



Mr. Vernon Lovern
Decorah, Iowa
R#2

Mr B. C. Booker
Benhamn, Va.

Charles A Hardiman
2930 Jefferson Ave Cincinnati-Ohio

Vincent Delfapa
39 Ashburnham St, Pawtucket, R.I.



★ ★ MY BUDDIES IN THE SERVICE



The 18 pages following this scan are blank and not included.



OFFICERS

I HAVE MET

★ Name and Address • His Rank • Home Address • His Picture if Possible • What I and Others Liked and Disliked About Him

★ OFFICERS ★



E G Farnsworth / Capt Air Corps
14 Bay ave Westfield, Mass



★ ★ OFFICERS I HAVE MET



The 6 pages following this scan are blank and not included.



CIVILIANS

I HAVE MET WHILE IN THE SERVICE

★ Name • Address • Picture • Phone Number • How and Why Our Acquaintance Started • General Comment and Things to Remember

★ CIVILIANS



The 8 pages following this scan are blank and not included.

THE FOLLOWING PAGES CONTAIN THE DIARY OF MY LIFE IN THE SERVICE

This simple record of my daily experiences and thoughts has given me pleasure in the writing of it. If for any reason it leaves my possession, I would like to have it forwarded to:

5/5/97.
Name Frank T. Devereaux

Address Box 63

City Corrigan State Texas



The following pages contain information concerning my combat missions.

I was assigned to the 310th B. Group on the 14th of Nov. 1944. 380th B. Squadron, I was stationed on Corsica Isle, France.

All actual heroes are essential men,
And all men possible heroes.
—*E. B. Browning*



America is the only place where man is full-grown!
—*O. W. Holmes*

1. 12/28/44, We Bombed a Rail Road Bridge at Piazzola, Northern Italy. I flew the upper turret position.
Bomb load - 8x500
The Flak was very light, all planes returned OK.
Flying time {3:20}
"Good Bombing results".

2. 12/29/44, Bombed Vigonda, Northern Italy. We hit a Supply dump with good results.
"No Flak".
Flying time {2:45}
Bomb load - 8x500

Every man thinks meanly of himself for not having been a soldier.—*Samuel Johnson*



Righteousness exalteth a nation.
—*Proverbs XIV : 34*

(1)
3, 1/4/45, Brenner Pass,
Bombed Latisia Rail
Road Viaducks with
good results.
The flak was plenty
heavy + we lost one ship.
Lt. Pickett + crew went
down.
My first mission
as Bombardier.
The flak was so ~~the~~
near the plane that
I could hear it go.
Flying time { 4:20
Bomb load 4 X 1000

Proclaim liberty throughout all the land unto all the inhabitants thereof.—*Inscription on the Liberty Bell*

Just draw on your grit; it's so easy to quit—
It's the keeping your chin up that's hard.—*Robert W. Service*

4, 1/8/45, Started to Pizzolas Northern Italy, we had to turn back because of bad Weather. ~~Went~~ Went up to 16,500'
4X1000 {3:20}

5, 1/9/45, Had to turn back again, bad weather. started to Chivasa, Italy. Forty miles over enemy territory.
4X1000 {3:30}

6, 1/15/45, Brenner Pass, Bombed San Michele R.R. Bridge. No flak in my boys.
Good bombing results.
4X1000 {3:40}

The less there is of fear, the less there is of danger.—*Livy*

Establish the eternal truth that acquiescence under insult is not the way to escape war.—*Thomas Jefferson*

(#3)

2/18/45, Brenner Pass.
Bombed San Ambrigio,
Italy— lower end of Pass.
Flak was heavy, we
lost one ship one piece
of flak came through
my compartment.
4x1000 lb. G.P. {2:45}
No one got out of the
ship that went down.

(#4)

2/20/45, Brenner Pass.
Bombed San Michele
R.R. Bridge again.
No flak.
4x1000 lb. G.P. {3:40}



Confidence begets confidence.—*Proverb*

Almost everything that is great has been done by youth.
—*Disraeli*

9. 1/22/45, Bombed Chiusafarte, Italy, R. R. Bridge. 200' long. We missed the Bridge.
4X1000 G.P. F.T. {4:40}

10. 1/28/45, Started to Bizzola, Italy, had to turn back at target, undercast
4X1000 G.P. F.T. {3:00}

11. 1/29/45, Bombed R.R. Bridge at Chiusafarte, Northern Italy.
Good results, made three runs on target.
4X1000 G.P. F.T. {4:45}

When we assumed the soldier, we did not lay aside the citizen.—*George Washington*



When duty whispers low, *Thou must,*
The youth replies, *I can.—Emerson*

(*5) Trento

12A, 1/30/45, Brenner Pass.
Bombed Trento Marshaling yards. Good results.
Lots of Flak, one piece tore my flak suits.
4x1000 G.P. F.T. {4:00}

Eight holes in our plane.

12B. 1/31/45, Bombed R.R. Bridge at Chiusaforte, Italy. We made six runs on target, Didn't drop bombs.
4x1000 G.P. F.T. {6:20}

Independence now and Independence forever!
—*Daniel Webster*

Even God lends a hand to honest boldness.—*Menander*

14. 2/4/45, Bombed Dogna Town, Italy. Good Results. Slight flak, one plane got the landing gear shot out & returned to Base O.K.
4X1000 B.L. F.F. {4:35}

16. ~~2/8~~ 2/8/45 - Bombed Chiasforte R.R.B. missed target. No flak.
4X1000 B.L. F.F. {4:45}

16. 2/13/45 - Bombed Dogna town R.R.B. Hit the target. Lots of flak. eight holes.
4X1000 B.L. F.F. {4:50}

Let it be your pride to show all men everywhere not only what good soldiers you are, but also what good men you are.—*Woodrow Wilson*

A mysterious bond of brotherhood makes all men one.
—*Carlyle*

(★6)

12. 2/14/45. Bombed San Pietro allis area. was unable to pick up target. no flak in my flight. one ship had to force land.
4X1000 B.L. F.T. {4:20}

13. 2/17/45. Bombed Vogna Town, R.R.B. Northern Italy. Good results, several direct hits. Flak at target.
4X1000 B.L. F.T. {4:40}

(★7)

14. 2/18/45. ~~Bombed~~ ~~target~~
Went to Turin R.R. Diversion, unable to pick up target because of under-cast. Flak at target.
8X500 B.L. F.T. {3:40}



Fear not.—*Gen. XLII: 23*

Millions for defense but not a cent for tribute.
—*Robert G. Harper*

#8 Brenner Pass
2 2-20-45. Bombed Alla.
Northern Italy, R.R.B.
+ Marshalling yards.
We were Target- flak.
Flak was Seant
72x10 B.L. 2.2 {3:40.}

#9
2 2-24-45. Brenner Pass.
We Bombed Javis R.R.
division. Flak was
heavy, I was hit in
the Rpo one cylinder
was knocked out & left
engine.
4x1000 B.L. 2.2 {4:40}

#10
2 3-3-45. Brenner Pass,
Salarno R.R.B. No
Flak.
4x1000 B.L. 2.2 {4:20}

Safeguard the health both of body and soul.—*Cleobulus*



Valor is the soldier's adornment.—*Livy*

#11

2d, 3-4-45. Brenner Pass.
Railroad R.R. Installations.
No flak.
4X1000 B.L. 2.2 & 410

2d, 2-20-45. Bombed
Railroad R.R. Bridge in
Gonazia, Italy.
225' long. Hit and dropped
R.R. Trestle.
4X1000 B.L. 2.2 54.30

#12

2d, 3-6-45. Bombed R.R.
Bridge between Udine
and Villa, Northern Italy.
Flak was heavy, and
radio shot out. One engine
was knocked out.
4X1000 B.L. 22. & 3:20

Worth, courage, honor, these indeed
Your sustenance and birthright are.—*E. C. Stedman*

Where liberty dwells there is my country.
—*Benjamin Franklin*

(4) 13,
26. 3-6-45, Brenner Pass.
Bombed R. R. Line
between Ala + Dalee,
Northern Italy.
Flak was heavy,
we got one right
engine shot out.
We returned ok.
4x1000 B.L. 2.2.{320?
12 heavy guns

(4) 13)
26 3-7-45, Brenner Pass.
R. R. Line between
Dalee + San Ambrogio,
Northern Italy.
Flak was heavy,
we got one gas tank
shot out. The engineer
& I got in B. B. + patched
it. Tail gunner started to
bail out.
4x1000 BL. 2.2.{300?

It is better to lose a battery than a battle.
—*General Zachary Taylor*

He went forth conquering and to conquer.—*Rev. VI: 2*

27 ~~Obs. A~~

28 3-8-45. R. R. Bridge at Longarone, Italy. Good Invasion, no flak.
4X1000 B.L. 2.2 [4:20]

Obs. Brandburg, Austria.

28 3-11-45, Bombed R.R. B. in Austria, This was the first time B-25's ever bombed targets in Austria. Good results, No flak.
4X1000 B.L. 2.2 [4:40]

(4-19-45)

29 3-13-45, Brenner Pass. R.R.B. at Salorno. Good results, no flak
4X1000 B.L. 22 [3:45]

Fight the good fight of faith.
—*I Tim. VI: 12*



The greater the difficulty, the greater the glory.—*Cicero*

(45)

30. 3-14-45. Brenner Pass, R.R. Bridge at San Martgherita, Italy. Flak Heavy Inaccurate. one hole in left wing. we were Anti flak ship. one Sauergun Battery. 32 X 100 # B. L. 22.

31. 3-17-45. Bombed Cittadella, Northern Italy. R.R. Viaduct. No results. Cut. No flak. 4 X 1000 G.P. 22. {3:20}

32. 3-18-45. Bombed Montagnana R.R.B. alt target. Area was covered by overcast. No flak good results. 4 X 1000 G.P. 2.2 {3.35}

Do your duty in all things. You cannot do more. You should never wish to do less.—*Robert E. Lee*



We have room for but one loyalty, loyalty to the United States.

—*Theodore Roosevelt*

38 3-19-45 Bombed Ala, Northern Italy, R.R. B. Clesty 3 flak, but nation. Only two Radio operators were wounded.
4X1000 B.S. long delay.
2.2. {4:05}

34 3-20-45 Bombed Casarsa R.R. Division 2nd + 3rd box didn't drop, went to alt. Montebello, northern Italy. Sent flak at prior. Targets
4X1000 B.S. 2.2. {4:20}

The cause of freedom is the cause of God.—*W. L. Bowles*

35. 3-21-45. Brenner Pass
in Austria. Steinach
Railroad R.R.B. was
unable to pick up
target, went to alt.
Sat. Mitchell. Flak
good results. NO Flak.
4X1000 B.D. 3.3 {4:20}

36. 3-22-45. Austria,
Bombed R.R.B. at
Steinach, Austria.
My bombs hit the
city & walked across
approach. 2nd & 3rd bays
hit the Bridge. No Flak.
My pilot finished
his 30th mission.
4x1000 B.D. 22 {4:20}

The roll of honor consists of the names of men who have squared their conduct by ideals of duty.—*Woodrow Wilson*

Our country! in her intercourse with foreign nations may she always be in the right; but our country, right or wrong!—*Decatur*

The world was never more unsafe for democracy than it is today.—*Stanley Baldwin*

3703-2445 - Austria.
Bombed R. R. Fill at
Steinach, Austria. No
Flak.
4X1000 B.L. 22 {4'18"
38

Dare, will, keep silence.
—*William Bolitho*



And you can win, though you face the worst,
If you feel that you're going to do it.—*Edgar A. Guest*

The 125 pages following this scan are blank and not included.

What can alone ennoble fight? A noble cause!
—*Thomas Campbell*

Freedom exists only where the people take care of the government.—*Woodrow Wilson*

THE FOLKS BACK HOME



Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

Name

Address

City State

DROP 'EM A LINE
as often as you can





DATES TO REMEMBER



BIRTHDAYS, ANNIVERSARIES AND SPECIAL OCCASIONS I WANT TO REMEMBER BY SENDING A GREETING OR GIFT

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion

Date
Name
Occasion



GIFTS

I HAVE RECEIVED For Which I Want to Express Appreciation

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

GIFTS I HAVE RECEIVED

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

GIFTS I HAVE RECEIVED

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

GIFTS I HAVE RECEIVED

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

Gift
When Received
From Whom

PLACES I HAVE BEEN



DATE, DESCRIPTION, AND MY IMPRESSIONS OF PLACES I WANT TO REMEMBER HAVING VISITED

PLACES I HAVE BEEN



PLACES I HAVE BEEN



PLACES I HAVE BEEN





AUTOGRAPHS

Have Each of Your Buddies Write a Verse, Sentiment, or Characteristic Comment . . . and Sign His Name

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Signature

Signature

Signature

Signature

The 8 pages following this scan are blank and not included.

Signature

Signature

FIRST AID

The first aid measures here described are not intended to replace the aid and advice of a physician. They are suggested procedures to be used in emergencies. Accidents are acute emergencies; they require prompt, cool action in order to avoid catastrophe. The discussion that follows outlines several procedures which should prove beneficial until a doctor arrives.

In any accident, the most important considerations, in the order named are: (1) the control of excessive bleeding by stopping the rapid escape of blood from injured vessels; (2) the immediate institution of artificial respiration if breathing has ceased; (3) the combating of shock. The symptoms of shock are (1) pallor; (2) cold sweat; (3) dilated pupils; (4) weak and rapid pulse; (5) subnormal temperature; and (6) general weakness (tendency toward fainting). Effort should be made to reassure the patient concerning his condition. If possible, a badly injured person should not be moved, and injured parts of the body should not be handled unnecessarily. Normal body heat should be maintained by blankets and hot water bottles.

Artificial Respiration— This is employed whenever normal breathing has ceased. Cessation of breathing may be due to electric shock, suffocation from poisonous gases, or drowning (caused by water filling the upper air passages). The best known and most practical method is the Schaeffer Prone-Pressure method, which consists of the alternate application of pressure to force air out of the lungs and release of pressure to draw air into the lungs. Before applying this treatment, false teeth, chewing gum, or any foreign substance should be removed from the mouth. The patient should be placed face down with his head turned to one side and resting on his hand. The tongue should be drawn forward and to one side of the mouth. If there is water in the air passages, the patient should be lifted with hands placed under his abdomen, so that whatever water is present may drain out. But this should all be done very quickly, as seconds may mean the life of the patient. It is important to keep the jaws open. The operator should kneel astride the patient's knees, place the palms of the hands upon the back of the lower chest region, and gradually but firmly exert pressure forward and downward; then remove the hands quickly. The pressing and releasing should be rhythmic, about 12 times a minute, giving 5 seconds for the double movement of compression and sudden relaxation. Artificial respiration should be continued for as much as 6 hours or more if the patient does not resume normal breathing sooner.

Burns and Scalds—As there is no essential difference between burns and scalds, the treatment of them is the same. The fundamental principle in the treatment of burns is the prevention of infection. Burned tissues are devitalized and are more apt to become infected than normal tissue. Infection constitutes a threat to life and even if overcome, results in unsightly scars and crippling deformities. Cleanliness, therefore, is the simplest and most effective measure in the treatment of burns. Burned surfaces should be washed with soap and water and should be covered with a dry sterile bandage. Severe burns cause shock, the treatment of which is the most important first aid measure in such conditions.

In treating burns caused by strong acids or alkalies the caustic agent should first be removed by gently washing with water. Baking soda may then be employed for neutralizing a burn of either type.

Cuts—These are dangerous for two chief reasons: (1) They cause a loss of blood, which might be very serious; or (2) they may introduce infection into the blood stream. Virulent and deadly germs, present in the air and on the skin, need only the tiniest opening imaginable to penetrate the skin and cause a severe illness and even death. In treating small cuts where bleeding is not profuse, the most important consideration is the prevention of infection. For this reason bleeding should be allowed, so that any germs that have entered the opening may be carried away by the flow of blood. After the wound has bled for a short while, it should be thoroughly cleansed with soap and water. Small cuts usually stop bleeding of themselves.

In the treatment of large cuts, however, the most important consideration is the prevention of the loss of blood. Direct pressure upon the bleeding point is the most valuable single measure in the control of bleeding. Pressure should be applied continuously until the bleeding has stopped and a clot of blood formed. Elevation of the wounded

part will also help, because in this way the blood pressure in the part is reduced and clotting is facilitated. Tourniquets have been much advertised and much abused. The commonest errors are in too loose an application, which still permits bleeding, and in too tight or too long an application, which injures tissues and deprives them of their vital blood supply. Their use should be limited to those accidents which involve the severance of large arteries. In that case anything like a belt, cord, rope, or piece of clothing may be twisted above the bleeding point and tightened up until the bleeding stops. It is always advisable to release the tourniquet at least every fifteen minutes in order to flush the parts below it with blood, and thus help to prevent a complication like gangrene.

After the flow of blood has been stopped, the area around the wound should be cleansed with soap and water, and any foreign matter such as dirt should be removed from the wound. The person administering first aid should make sure that his own hands are rendered clean by thoroughly scrubbing them with soap and water.

Dislocation— When the strain producing a sprain does more than stretch the ligament by tearing it, there is a dislocation of the joint, evidenced by the change in shape, by pain, and by swelling. Hot towels should be applied, the patient placed in a comfortable position, and the doctor summoned.

Sprains are partial or complete tears of supporting ligaments of a joint, due to excessive motion in some direction. It is very difficult even for a physician to differentiate between a severe sprain and a possible fracture; X-ray may be necessary. However, before the doctor arrives, it is advisable to place the joint in the most comfortable position and elevate the injured part as high as possible. A light pressure with a snug but comfortably-fitting bandage may be applied. The bandage should be kept wet with cold applications of water for the first few hours; then with hot water.

Fractures— The first aid that a fracture receives may determine its healing results. There is no need of haste to transport the patient somewhere. The first thing to consider is the treatment of the shock which is present in almost all cases of fractures. The patient must be kept warm; stimulants may be administered. Clean and sterile dressings should be applied to compound fractures (fractures in which bone fragments project through the skin), but no attempt should be made to reduce or manipulate the fracture in any manner. Most important of all is to splint the injured member with four points of fixation—two above and two below the fracture. After the splint is adjusted, the patient may be moved (in a horizontal position) and any unnecessary jarring should be avoided.

Heat Prostration or Heat Stroke— This occurs in tropics or zones in which there has been a long-continued heat wave. It is brought on by ill health, intemperance, a susceptibility to heat, or because of previous attacks. The attacks start with faintness, dizziness, headache, nausea, and difficulty in walking. The skin becomes pale, cold, and moist; the pulse becomes rapid though weak; breathing is very rapid; and the pupils of the eyes become dilated. The victim should at once be placed in a recumbent position and cold towels applied to his head. If his temperature has dropped below normal he should be kept warm with blankets and hot water bottles applied to his body. Stimulants such as aromatic spirits of ammonia may be used by inhalation. Nothing should be given by mouth until the victim is fully conscious.

Sunstroke— This is brought on by continued exposure to bright sunlight. The first signs of impending sunstroke are dizziness, dry skin, headache, weakness, and rapid breathing. Shortly afterward there is intense thirst, restlessness, flushed face, rapid pulse, throbbing of arteries in face and neck, and twitching of the muscles all over the body. The patient should immediately be taken out of the heat to a cool place, his clothing loosened, and cold compresses applied to the head, neck, and chest. The rest of the body should be continuously fanned and sponged with cold water. The head should be kept high and cooled. A little cold salt water may be administered internally.

Nose Bleed— The causes of nose bleeds are numerous. Most frequently they are caused by blows upon the nose, by scratching the nose to remove dried secretions, by high blood pressure, and by fractures at the base of the skull. Most nose bleeds cease spontaneously; therefore it is best to keep the patient quiet. The upright position of the patient lowers the blood pressure and favors clotting. The patient should be directed to breathe quietly through the mouth, in order not to loosen the clots. The nose should not be blown. Time honored remedies such as placing ice on the back of the neck are of value chiefly in that they keep the patient quiet and in an upright position. Repeated or uncontrollable hemorrhage demands a physician's care.

MY DISCHARGE

FROM THE SERVICE

DATE .....

PLACE .....

RANK .....

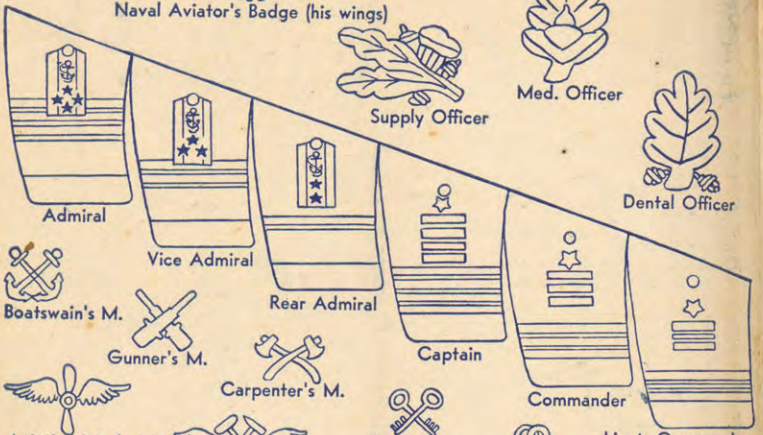
COMMENT .....

★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★ ★

★ ★ ★ NAVAL INSIGNIA


Naval Aviator's Badge (his wings)


Naval Aviation Observer's Badge



Supply Officer

Med. Officer

Dental Officer


Pharmacist


Electrician


Line Officer


Civil Engineer


Chaplain


Boatswain


Machinist


Pay Clerk


Gunner


Radio Electrician


Carpenter

Aviation Mach. M.


Aviation Ordnanceman


Av. Carpenter's M.


Av. Gen. Utility



Boatswain's M.

Gunner's M.

Carpenter's M.


Aviation Metalsmith


Aerographer


Quartermaster



Storekeeper


Turret Capt.


Machinist M.


Torpedoman


Comm. Steward


Bugler




Cook


Fire Controlman


Yeoman


Musician

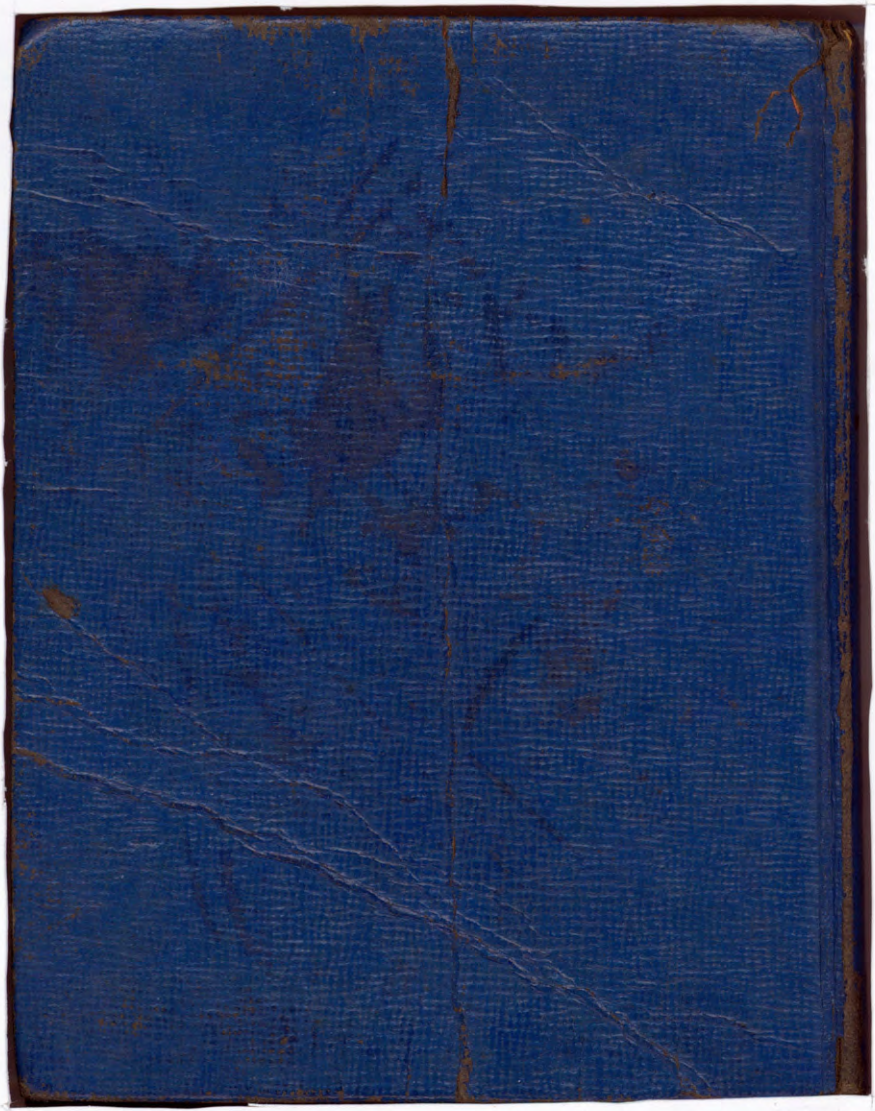
Radioman

Elec. M.

Metalsmith

Signalman

Submarine Officer's Badge



Frank Devereaux World War II Flight Log
380th Bombardment Squadron (M), 310th Bombardment Group (M)
December 27, 1944 – March 24, 1945

Abstract:

Diboll native S/Sgt. Frank Devereaux served as a togglier on a B-25 Mitchell bomber in the 380th Bomb Squadron (M), 301th Bomb Group (M) based in Italy. He was awarded the Purple Heart for an injury on February 24, 1945 when flack hit his plane over Germany – he was hit in the hip by shrapnel. His bomber crew subsequently dubbed him "Purple Hear Devereaux." He received the Soldier's Medal on May 3, 1945 for stemming the flow of gasoline into the bomb bay after flack hit his bomber over Germany, allowing the pilot to safely return the plane and its crew back to base in Italy.

Devereaux kept a flight log, detailing the location and success of each mission. His bomb group spent the early months of 1945 keeping Brenner Pass, an important German supply route between Austria and Italy, closed. A typical payload consisted of four 1,000-pound bombs which were dropped often on railroad yards and bridges. Devereaux's purpose for keeping this log was to prove that he had flown the required amount of missions needed to be relieved of air combat duty. In an interview with Jonathan Gerland, Devereaux stated that it was sixty missions. He explained that his log only records thirty-seven missions because the Army instructed that soldiers cease recording combat missions for security reasons in case the log fell into enemy hands.

The log's handwritten text is transcribed below. Printed text is transcribed only when it serves as a title to a section preceding handwritten text, such as "My Buddies in the Service." Not all of the log's pages were scanned as there were extended runs of blank pages. This is noted throughout the log. Corrections made by the transcriber are noted in brackets.

Flight Log Transcription:

"My Life in the Service"
a/s Frank T. Devereaux
123 Market St. Baytown, Tex.

"Identification"
Name: Frank T. Devereaux
Rank: a/s Serial Number: 18043115
Unit:
Stationed at: Seymore [Seymour] Johnson Field

Religion: P
Date of Birth: 10-13-22 Weight: 187
Color: White Color of Hair: Brown
Height: 5'10" Color of Eyes: Blue

"My Buddies in the Service"
M – I's
1. A. C. Home
207 Parsonage St – Bennettsville, S. C.
2. Arlington R. Adams 1723 Dodge St., Burlington, Iowa
3. a/c Davies, A L 814 Etna St.
New Castle, PA
4. Thomas A. Roach
Rushville, New York
5. J. Robert Kraps, Macksburg, Ohio
6. Bernard Swift – Akron, N. Y.
7. E. H. Moldenhaner 1759 Alverado Terrace S. W. Atlanta, Ga.
8. Howard N. Shulz 917 Pearl St. Aurora, Illinois
9. Bob Dochner – 402 Parsons Dr.
10. Syracuse N. Y.
11. "Bob" Shipman 1302 6th Street
Moundsville, West Virginia
12. Vern Meyers, 239 N Grant St.
Reading, Penna.
13. Joseph G. W. Wilson, 643 Bellevue Ave.
Hammonton, N. J.

14. a/c Donald O. Senseback
1821 W. Cedar St.
Allentown, Penna.
15. Kenneth T. Powell
708 Line Ave.
Ellwood City, Penna.
16. Robert Anehondo
1021 Santa Fe. Ave.
Los Angeles, Calif.
17. Samuel H. Lee
52 Jones
Denver Colo.
18. Robert H. Ackerman
% C. N. Young
Burns, Oregon

19. M/sgt. Dave T. Gates
Duckhill, Miss.
20. Sgt. Hugh Burnett

371 W. 16 S.
Salt Lake City, Utah

21. Pvt. Ralph W. Lettiere
122 Beach St.
Jersey City, N. J.

22. T/sgt. Frank L. Prabel Jr.
6338 So. Throop St.
Chicago, Ill.

23. P. V. Robert S. McKernan
23 Lyons Place
Larchmont, N. Y.

Pvt. James B. Leahy
117 Ancon Ave.
Pelham, N. Y. Pe 18-0617

Pvt. Richard J. Coleman
201-09 27 Ave
Bayside, L. I., N. Y.

Sgt. Roy L. Wright
Grant, Colorado

S/Sgt. John T. Grumbine
751 Parkway Ave.
Park Village, York, Penna.

S/Sgt. R. W. Mall
Lawrence Kansas

Pvt. Carl Signorelli
1252 Halsey St.
Brooklyn, N. Y.

Pvt. Melvin J. Bradley
Steam Boat Springs
Colo.

PFe L. Miller
17085 803
2818 Bronx Park East
Bronx 67, N. Y.

S/Sgt. R. F. Cooper
216 W. Line
Sapulpa, Okla.

Sgt. Bill Bunsing Jr.
R. 5 Box 42
Yoakun, Texas

Pfc. Roscoe W. Ivy
1212 West Grove Ave
Lufkin, Texas

Mr. B. J. Russell
29 W. Liberty St.
Bridgeport, 4, Conn.

Lt. J. h. Russell
1071 ½ Grand
Beaumont, Tex.

Joseph C. Padgett
P. O. Box 405
Notasulga, Ala.

Jim Loughran
1138 ¼ Lody Pl.
Hollywood, Calif.

PFC. R. M. Hicks
Filter Division
A. W. Y. – 19th M.A.W.
Cheery Point, N.C.

Miss Elizabeth Lack
L. S. U.
Baton Rouge, La.

Melvin Williams
338 Old Ave St.
Lead, S. Oak.

George L. Krempasky
229 Hickory St.
Peckville Penna

Sgt. Dan A. Shamberg
227 east 14th St.
Hutchinson, Kansas

Sgt. B. Z. Jones
Cresbard, South Dakota

_____

Sgt. Harry E. Newell
Abbeville, S. C.

_____

Sgt. Delbert E. McWhirter
Route #1 – Box 22A.
Lecompte, La.

_____

Fred “Pro” Allen
3 Bayside Road
Squantum, Mass
President 1985

S/Sgt. Harold Machick
100 Wood St.
Waterbury, Conn.

_____

S/Sgt. Robert K. Buzzard
Ohley, W. Va. c/o Mrs. L. V. McCutcheon

_____

Sgt. Jack Allyn
S. 320 Washington St.
Allyn. Apt. out 26-B
Spokane, Wash.

_____

Sgt. Walter E. Harris
c/o William M. Harris
Hortonville, Wis.

Mr. Vernon Loven
Decorah, Iowa
R#2

_____

Mr. R. C. Booker
Benhams, Va.

_____

Charles R. Woodiwiss
29 SE Jefferson Ave. Cincinnati Ohio

_____

Vincent Delpapa
89 Ashburn St., Pawtucket, R. I.

“Officers I have Met”
E. G. Farnsworth J Capt. Air Comm.

12 Day Ave Westfield, Mass.

"The Following Pages Contain the
Diary of My Life in the Service"
Name: S/Sgt. Frank T. Devereaux
Address: Box 3
City: Corrigan State: Texas

The following pages
contain information
concerning my combat
missions.
I was assigned to
the 310th B. Group
the 19th of Nov. 1944
380th B. Squadron, I
Was stationed on laisica [?]
Isle, France.

1. 12/27/44, We bombed
a railroad bridge at Piazzola, northern Italy.
I flew the upper turret
position.
Bomb loaded – 8x500
the flak was very
light, all planes returned
OK.
Flying time {3:20}
"Good Bombing results."

2. 12/29/44 Bombed Vignola,
northern Italy. We hit
a supply dump with good results.
"No flak"
Flying time {2:45}
Bomb load 8x500

3. (*1) 1/4/45 Brenner Pass,
bombed Lanisia Rail
Road viadocks [viaducts] with
good results.
The flak was plenty
heavy + we lost one ship.
Lt. Pickett + crew went
down.
My first mission as bombardier.

The flak was so near the plane that
I could hear it pop.
Flying time {4:20
bomb load 4X1000

4. 1/8/45, started to Pizzloas [Piazolla ?]
northern Italy. We had
to turn back because of bad weather.
Went up to 16,500
4x1000_____{3:20}

5.1/9/45, Had to turn
back again. Bad weather.
Started to Chivaso [Chivasso], Italy.
Forty miles over enemy territory.
4x1000 {2:30}

6. (*2) 1/15/45, Brenner Pass.
Bombed San Michele R. R. Bridge, No flak
in my box.
Good bombing results.
4x1000 {3:40}

7. (*3) 1/18/45, Brenner Pass
Bombed San Ambrigio [San Ambrosio?],
Italy – lower end of pass.
Flak was heavy, we
lost one ship. One piece
of flak came through
my compartment.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {2:45}
No one got out of the
ship that went down

8.(*4) 1/20/45, Brenner Pass.
Bombed San Michele
R. R. Bridge again.
no flak
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:40}

9.1/22/45, Bombed Chiusaforte,
Italy R. R. Bridge 700' long.
We missed the bridge.
4x1000 B.[omb] L.[load] F.[light] T.[ime] {4:40}

10. 1/28/45, Started to

Bizzola, Italy, had to
turn back at target.
undercast
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:00}

11. 1/29/45, Bombed R. R.
Bridge at Chiusaforte,
northeastern Italy.
God results made
three runs on target.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:48}

Trento

12. a. (*5) 1/30/45, Brenner Pass
Bombed Trento marshling [marshaling]
yards. Good results.
Lots of flak, one piece
tore my flak suit.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:00}
Eight holes in our plane.

12. B. 1/31/45, Bombed R. R.
Bridge at Chiusaforte,
Italy. We made six
runs on target, Didn't
drop bombs.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {5:20}

14. 2/4/45, Bombed Dogna
Town, Italy. Good results.
Slight flak. one plane
got the landing gear
shot out. Returned to
base O.K.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:35}

15. 2/8/45 – Bombed
Chiusaforte R. R. B. missed
target. no flak
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:45}

16. 2/13/45 – Bombed Dogna
Town R. . B. Hit the
target. Lots of flak. eight
holes.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:50}

17. (*6) 2/14/45. Bombed
San Ponte allis [?] ared.[?]
was unable to pick up
target. no flak in my box. one ship had to
force land.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:20}

18. 2/17/45 – Bombed Dogna
Town R. R. B. northern Italy.
Good results. several direct
hits. Flak a target.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:40}

19. (*7) 2/18/45 ~~Bombed~~
Went to Lavis R. R.
Division. unable to pick
up target because of under-
cast. Flak at target.
8x500 B.[omb] L.[oad] F.[light] T.[ime] {3:40}

Brenner Pass
21. (*8) 2-20-45. Bombed Ala.
northern Italy. R. R. B.
+ marshaling yards.
We were anti flak.
Flak was scant.
12x100 B.[omb] L.[oad] F.[light] T.[ime] {3:40}

22. (*9) 2-24-45. Brenner Pass.
We bombed Lavis R. R.
division. Flak was
heavy. I was hit in
the hip. one cylinder
was sucked out of left
engine.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3/4:40}

22. (*10) 3-3-45. Brenner Pass.
Salarno [Salerno] R. R. B. no
flak.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:20}

24. (*11), 3-4-45. Brenner Pass.
Salerno R. R. division.
no flak.

4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:10}

20. 2-20-45. Bombed
Salerno R. R. B. 1 ½ m. n.
of Gorazia [?], Italy.
7.25' long didn't drop.
P. D. I. [?] trouble
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:30}

25. (*12) 3-6-45. Bombed R. R.
B. between Dolce [?]
+ Ala, northern Italy.
Flak was heavy. one
radio hit. our right engine
was knocked out.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:20}

~~26. (*13) 3-6-45. Brenner Pass.~~
~~Bombed R. R. fill~~
~~between Ala + Dolce,~~
~~northern Italy.~~
~~Flak was heavy,~~
~~we got our right engine shot out.~~
~~We returned O.K.~~
~~4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:20}~~
~~12 heavy guns~~

26. (*13) 3-7-45. Brenner Pass.
R. R. fill between
Dolce + San Ambrigio [San Ambrosio?] ,
northern Italy.
Flak was heavy,
we got our gas line
short out. The engineer
+ I got in B.[omb] B.[ay] + patched
it. Tail gunner started to
bail out.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:00}

27. 3-8-45. R. R. Bridge
at Longarone, Italy.
Good mission, no
flak.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:20}

Obv [?] Drauburg, Aust.[ria]

28. 3-11-45. Bombed R. R.
B. in Austria. This was
the first time B-25s
were [?] bombed targets in
Austria. good results.
no flak.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:40}

29. (*14) 3-13-45, Brenner Pass
B. R. R. B at Salerno.
Good results, no flak.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:45}

30. 3-14-45, Brenner Pass
R. R. Bridge at San
Margherita, Italy.
flak heavy. inaccurate.
one hole in left wing.
we were anti flak
ship. one pound[?] gun
Battery.
82x10 B.[omb] L.[oad] F.[light] T.[ime]

31. 3-17-45. Bombed Cittadella,
northern Italy. R. R.
Division. 10/10 under [?]
cast. no flak.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:20}

32. 3-18-45, Bombed Mantova
R. R. B. alt [?] target.
Trim [?] was covered by
overcast. no flak good
results.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {3:35}

33. 3-19-45, bombed
Ala, northern Italy R. R.
B. plenty of flak, but
not in my box tio[?].
Radio operators were
wounded.
4x1000 B.[omb] L.[oad] Long delay
F.[light] T.[ime] {4:05}

34. 3-20-45 Bombed

Casarsa R. R. Division.
2nd + 3rd box didn't
drop. went to Alt.
Montebello, northern
Italy. Scout flak at
prime [?] targets.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:20}

35. 3-21-45, Brenner Pass
in Austria. Stienach [Steinach]
Austria R. R. B. was
unable to pick up
target. went to alt.
San Michele, Italy.
good results, no flak.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:20}

36. 3-22-45 Austria,
Bombed R. R. B. at
Steinach, Austria.
my bombs hit the city + walked across
approach [?]. 2dn + 3rd box
hit the Bridge. no flak,
my pilot finished
his 20th mission.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:20}

37. 3-24-45. Austria
Bombed R. R. fill at
Steinach, Austria. No
flak.
4x1000 B.[omb] L.[oad] F.[light] T.[ime] {4:10}

38.

[END OF WRITING]

[Editorial note: Mr. Devereaux stated in 2012 that he stopped making journal entries after his 37th mission because he was commanded to stop. Commanders feared the information might fall into enemy hands].