



The FERRYMAN

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EXUBERANT REJOICING, PARADES, AUTO CARAVANS, STREET DANCING AND PRAYER MARKED DOBBS' V-J DAY



Part of the celebrating crowd are, left to right, Anthony Tisi, Joe Badillo, Salvatore Pisani, Jess Pearce, Joseph Petruzzelli, and Charlie Baiano.

With the end of the war in Europe, plans to redeploy troops to the Pacific theatre were underway and Dobbs Ferry veterans who had fought in Europe were slated for the invasion of Japan. But all this was dramatically changed after the atomic bombing of Hiroshima and Nagasaki. With the end of the war with Japan, the Dobbs Ferry Register reported the explosion of joy when the news reached the Village. The following article is taken from the August 17, 1945 issue of the Register.

"An all-night celebration, the like of which was never before known in these parts, marked President Truman's message to the nation at 7 P.M. on Tuesday that the Japanese government had accepted surrender terms and that the hour to celebrate victory over this barbaric foe had arrived.

"The next five hours were choked with the wildest and most exuberant rejoicing as residents, from youngsters to oldsters, turned out en masse to jam the streets and shout their joy. It was a gigantic scene for hours.

"The village fire whistle went into action with

the countless factory whistles in the vicinity as hostilities ceased. Members of the three fire companies put their apparatus into motion and with sirens howling went on a tour of the village. A parade formed on Main Street with the American Legion Boys' Band in the van and as this procession beat a path north and south past the Municipal Building, the air was filled with paper and confetti tossed by the happy sidewalk crowds. Village Trustee Burt Hawkins and Legion Commander Herb Springsteel were busy keeping the parade on its course.

"Trailing the parade were school boys and girls zig-zagging in a long snake dance which defied competition from the traffic and everything else that looked like interference. The noise was tumultuous throughout. Those on the sidelines got in as much noisemaking as the frolickers in the marches.

"Pieces of torn paper eventually covered the length of Main Street from Cedar to Walnut Streets and created a white carpet on which the celebrants marched. Cars roared by with horns tooting and many had barrels and cans tied on

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V-J Day in Dobbs Ferry, continued from page 1

the rear for good measure.

"There was hardly a street in the village that did not present an atmosphere of merry observance. In the most remote spots, groups of people congregated at intersections and waved a greeting to the howling auto caravans. Flags were very much in evidence. The Boy Scout Cubs did their celebrating from the rear of a big touring car. Many Air Raid Wardens gave their whistles and helmets a final dusting-off.

"As darkness came soon after 8 P.M., two big bombers whizzed silently by symbolizing the war's victory weapon -- it was such planes that carried the Atomic Bombs to Hirohito's front door.

"While Main Street was having its hectic outburst, the four corners at Broadway, Ashford and Walgrove Avenues was the scene of a great gathering. Autos poured through this hub in great numbers and pedestrians found it difficult to cross. The Legion band, after becoming foot weary from marching, was put aboard the village truck and the young musicians pumped their music thereafter from a moving platform.

"Jack Benny was billed in a feature at the Embassy, but even Jack Benny couldn't lure a customer indoors, so the playhouse locked its doors and the staff joined the victory shindig.

"While the celebration was in progress, the churches were open for prayers and devotions and hundreds of residents were seen entering and leaving local places of worship.

"There were no fireworks or gunfiring and except for an occasional auto backfire, the noise

was limited to the horns and the shouts and songs of happy humans. Walking arm-in-arm in one of the parades were Mr. and Mrs. Max Foley of Palisade Street, whose son, Seaman Warren Foley, was taken prisoner by the Japs [sic] in Corregidor at the outset of the Pacific war.

"Hundreds of employees of the North American Philips Company were celebrating the signing of a new wage contract at a party in Legion Hall when the war ended and this gave further inspiration for rejoicing as the festivities lasted well after midnight.

"The local restaurants and grills did tremendous business. Crowded to capacity were Dick's Cabin, Jimmie's Spaghetti House, The Lido, The Hideaway, Tracy's and Harmony Inn. Chief of Police Edward J. Doyle, Jr., had the entire force on emergency duty, but there was not much the bluecoats could or wanted to do except participate. The paraders spun their own course and the police went along to provide a sort of headway, but it was a difficult assignment for the night-stick staff.

"When dawn broke, Highway Commissioner Tom Cullen put several men to work sweeping up the paper and debris which littered the streets, but it was apparent after a few hours' work that the job would require several days. Louie Ettus, Charlie Honig and Murray North sold out the morning papers in a hurry. The headlines read 'President Truman will announce V-J Day when the Japs [sic] sign on the dotted line,' another historic occasion to look forward to."

More Than 921 from Village Were in the Service in World War II



Above is the July 4, 1942 Roll of Honor. The old Elementary School building is in the background. In the years after the War, the Roll of Honor was dismantled and stored in school facilities. Eventually, the lumber was used for other purposes.

Identifying the names and determining the numbers of all those who served in the armed forces during World War II is still an ongoing project as *The Ferryman* goes to press. On July 4, 1942 the Roll of Honor listing 263 names was unveiled on the campus of the Elementary and High School on Broadway. By May of 1944 the Roll of Honor had been expanded to five sections with two more to be added.

The Chairman of the Roll of Honor Committee, Louis B. Basha, made an appeal for additional names. As of May 1944, 780 names were on the Roll of Honor with 141 names to be added, making a total of 921. By wars' end there had to be more.

This issue of *The Ferryman* does not contain all the names or all information about those in the Service in WW II. The Society is establishing a special WW II archive and all those with photos or information are urged to contribute.

HOW DOBBS FERRY PARTICIPATED IN WORLD WAR II

On a quiet Sunday afternoon in early December 1941, while **Phyllis DeRosa Paretti** was doing the dishes, the radio brought the news that Pearl Harbor had been bombed. On the light cruiser Detroit, **Waterman Joseph Fastiggi** experienced the horror of Pearl Harbor as warships of the United States Navy burned and exploded about him. Only the previous year he had left Dobbs Ferry to enlist.

Elvira Marconi recalled, "I cried, wondering how long the war would be." **Bill McHenry's** mother asked "Where is Pearl Harbor -- what does it mean to you?" Shortly afterwards Bill would be an infantry anti-tank gunner for 3 years, 2 months and 27 days

For the next 42 months village life would be mobilized for total global conflict. Before it was over, more than nine hundred men and women living in Dobbs Ferry at the time of the war served on every front and in every branch of the service. Thirty-two sacrificed their lives.

Aliens Must Register

After the initial shock, the village responded quickly. Acting on Federal directives, German and Italian aliens were required to register, turn in cameras and radio equipment and obtain permission to travel. On instructions from the FBI, a lone Japanese resident was also required to report to police headquarters.

The possibility of bombing by enemy aircraft caused great concern. Volunteers were appointed air raid wardens and at the blast of a siren, blackout drills were rehearsed. The Dobbs Ferry Hospital was readied for casualties. Two buckets of sand were issued by the village to each householder to fight fires that might be caused by incendiary bombs.

"If they bombed anywhere, they would bomb New York City or Washington, D.C. We were so close, we were afraid the bombs would hit us," **Elvira Marconi** recalled.

Fortunately, 1942 enemy bombers lacked the capacity to fly over the ocean and back. And inter-continental rockets were weapons of the future. Consequently, there wasn't a single casualty due to enemy aircraft or missile action in Dobbs Ferry or the continental United States.

But enemy submarines off shore were a constant threat to shipping and convoys. Be-

cause night lighting silhouetted vessels, making them easier targets, a dimout was imposed. Illumination from village street lights was reduced by one-half by partially painting the bulbs with black paint. Residents were required to shade lamps, porches remained unlighted and store windows dark.

In the first year of the war, rationing for the duration was established as a way of life in the village. Ration books were issued for basics including gasoline, food items, fuel and shoes. "You couldn't get in your car and go where you wanted," **Barbara Pearce** remembered. "You had to give coupons to the man at the pump." As the war progressed there were more and more bikes and pedestrians in the village.

Few consumer goods were produced and anyone wanting a new car would have to wait until the war was over. "If a girl was getting married, she couldn't get sheets or pillowcases," **Elvira Marconi** observed, recalling the days of bridal hope chests. As silk or nylon stockings were unavailable, some women simulated the effect with leg makeup.

Draft calls continued at an accelerated pace as families somberly saw their men off to the induction center from the Ardsley railroad station.

An honor roll listing the names of those in the service was erected in front of the school -- and before the end of the war additional wings for new names had to be added. A death was marked by a gold star.



Cadet Serrell

Young men graduating from high school soon had their names on the honor roll. Two days after receiving his diploma, a newspaper item informed **Andrew Serrell** that by passing an examination he could become eligible to be a naval air cadet. He passed, went on to fight the naval air war in the Pacific and then made a lifetime career as a naval aviator, retiring as a Captain.

Bill Maguire decided to enlist in the Navy. "Why walk when you can ride?" he observed. As a radioman, he rode the high-powered, fast torpedo boat PT 106 in the Solomon Islands area attacking Japanese shipping. His brother,

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John Maguire was on a neighboring boat, PT-109, commanded by Lt. John F. Kennedy.

Several village women joined various services. **Lt. Barbara Bastow** and **Lt. Elvira Bergstrom** were Army Nurses who served in Europe. **Peggy Delmerico** joined the Woman's Army Corps (WAC); **Alice Beet, Henrietta Coffey, Lillian Coffey, Marie Hahn, Virginia Jones, Madeline Jones, and Mary Dunn McDermott** joined the WAVES. **Florence Lester MacNamara**, later to become elementary school principal, was a Marine. By war's end, there would be a gold star beside the name of **Mary Dunn McDermott**

There were ongoing blood bank drives, as well as campaigns to sell war bonds. Tons of scrap metal, including cans, were collected. Residents saved frying pan drippings, used to manufacture explosives.

Before the war, Dobbs Ferry -- with the rest of the nation -- had not recovered from the Depression and there was resultant unemployment. The war brought

this to an end. Conscription and war plants working around the clock created acute labor shortages. Many Dobbs Ferry women went into war work at local plants.

Not all of it was safe. Stauffer Chemical made the components of explosives, and **Phyllis DeRosa Paretto** remembers that despite safety precautions there were fires and the continual risk of explosions. Anaconda Copper in Hastings produced cable, some of which required insulation made from hazardous chemical materials. There were fatalities.

The Dutch concern, North American Philips, purchased the building previously used by the Methodist Publishing House and converted it for wartime electronic production. Local residents, including high school and college students, made "walkie-talkies"-- battery powered radio telephones. "My brother and I and every other kid in Dobbs Ferry worked there," **Barbara Pearce** recalled. The building now houses Morgan Press, *The Ferryman* printers.

Private James Spenser Warren, editor of the *Dobbs Ferry Register* before entering the service, wrote an article while home on furlough describing the village as he found it in July 1943. "You're surprised to find the number of people working in war plants," he wrote. "Just about everybody you know, it seems, is either in uniform or on a night shift."

"An awful lot of people," he continued, "are proudly wearing North American Philips and Anaconda badges. It seems as though Dobbs Ferry has more women war-workers than men. Mature women who have sons in the service are wearing overalls and toting lunch boxes. The school teachers are doing their bit and more. Many faculty members are putting in a day's work in the classroom, then dashing down to Phillips to stand at a machine for a few hours."

Besides engaging in war work, the village women gave blood and knitted scarves and socks to be sent overseas. Packages "to the front" contained various items, including food.

Village church groups sent newsletters. The Holy Name Society, for example, published and mailed the monthly *Sacred Heart Parish Front* containing articles about parish activities.

Each year mounting casualties brought home war's tragic results. The notification of "missing in action" was often followed by news of a death.

Prisoners of War

When next of kin were notified that a serviceman had become a prisoner of war, there was at first a sense of relief. But as time wore on there was justified anxiety. Both the Germans and the Japanese kept prisoners on a near starvation diet. Red Cross packages from home, when received, made a tremendous difference. Toward the end of the European war, Hitler threatened to execute prisoners if the allies continued the bombardment of German cities. This threat was not carried out.

The first POW was **Seaman Warren John Foley**, who was held by the Japanese when Bataan fell in April 1942 until the time of his liberation in September 1945.

Seaman's Foley's parents, Mr. and Mrs. Max Foley, had few messages from their son, and it wasn't until the war ended that they learned of the severity of his imprisonment. His captors put him to work in the Philippines as a stevedore and in Japan as a laborer in a lead mine.



Florence Lester MacNamara

After his liberation, **President Truman** wrote to Seaman Foley, "It gives me special pleasure to welcome you back to your native shores--you have fought valiantly and have suffered greatly. As your Commander in Chief, I take pride in your past achievements and express the thanks of a grateful nation for your services in combat and your steadfastness while a prisoner of war. May God grant you happiness and a successful future."

Staff Sergeant Charlie Baiano, B-17 belly gunner, became a prisoner of war after his second bombing mission over Germany. When German fighters set his plane on fire, he was ordered to bail out. Wounded in the leg, he was greeted on the ground by German civilians with pitchforks, rifles and a pack of dogs. After a stay in a German hospital and 7 days of constant interrogation, he was sent to Stalag 17, where food was poor and scarce. Red Cross packages helped him survive. As the war neared an end and as the Russians approached the camp, the 4,000 internees were started on a forced 18-day march by their captors. The rations provided by the Germans consisted of one loaf of bread for every 18 men. But before finally being liberated by Patton's third Army, Baiano reported that "we bartered with the Austrians and passersby as we hiked and managed to swap cigarettes and soap for additional food, and this really kept us alive."

Lieutenant Frank Delmerico an Air Force Liberator bomber pilot, became a prisoner of war on November 25, 1944. In May 1945 his parents, Mr. and Mrs. Frank Delmerico, were notified that their son had been liberated from Stalag-Luft Number 1. Future Village residents **Sgt. Charles Angelo** and **Lt. Vincent Lisanti** were also shot down and taken prisoners.

Air War in Africa and Europe

The air war that was waged over Africa and Europe was a decisive factor in the defeat of Germany, and Air Force men from Dobbs Ferry played a significant role, but not without great cost. **Lt. Wayne Friberg**, **Sgt. Robert Pearce**, **Lt. William J. Sullivan** and **Lt. Robert Zipfel** paid with their lives to make victory possible.

Early in the war **Lt. Col Eugene Campbell** left Eastern Air Lines to help set up the Air Transport Command and establish the department for North Atlantic Traffic. From Casa-

blanca in North Africa, he directed the flow of personnel and cargo to the European and China/Burma/India theatres.

In 1941 **Sgt. Otto Frank** served in Iceland in the Air Force.

Another future village resident, **Lieutenant Robert Lent**, a B24 bombardier, made missions over the coast of German-occupied France just months after Pearl Harbor. In the summer of 1942, flying from the English midlands, he targeted submarine pens on the French coast using the fabled Norden bombsight. Later, the objectives were in North Africa prior to the invasion. Early in the air war over Europe, there was no fighter plane escort, adding to the hazard. Anti-aircraft fire was a continuing danger and while Lt. Lent's plane received several hits, none caused serious damage. After 29 missions, he returned to the states as an instructor in Texas and met Kris Lent, his future wife, then in training at a nearby WASP base.

Kris Lent, a future resident of the village, learned to fly as a civilian and joined the WASPs (Women's Air Force Service Pilots). The WASPs flew military planes from one air base to another, freeing male pilots. Some women delivered bombers to Europe. Kris Lent was assigned as a test pilot, which involved flying planes after repairs had been made to determine if they were airworthy.

Shortly after Pearl Harbor, **Colonel Carl H. Norcross** left *Aviation* magazine, where he was editor, to enlist in the Air Force. He supervised the planning of B-17 Flying Fortress attacks on military and industrial targets as well as the enemy opposition they might encounter. One of the operations was the England-to-Africa shuttle bombing of the Messerschmitt plants in Regensburg, Germany.

B-17 Air Force Gunner **Sgt. Arthur Harman** from Dobbs Ferry participated in these attacks.

Radio Operator **Sergeant Charles Angelo** made two raids on the Ploesti oil fields. While bombing oil depots in Bulgaria, his plane, a B-24, was shot down by six Messerschmitts. Parachuting from the burning plane, he suffered a broken ankle and temporary blindness. He was a prisoner of war for four months before being released as the Russians approached the POW camp. The diet at the camp was near starvation, consisting of soup and bread. No Red Cross packages were available, but German intelligence officers dressed in Red Cross

uniforms attempted to obtain information. His route home was through Greece, Turkey, Egypt, and, finally, Italy.

Lieutenant Vincent Lisanti, a future village resident, was shot down twice. On his first mission, he escaped capture after a forced landing in the Adriatic. But on his thirteenth mission, after bombing a Budapest BMW plant, he was taken prisoner after being shot down,

Over Italy, **Lt. George Kinsella**, a B-29 pilot was also shot down twice. In the latter encounter, his plane accounted for two German fighters before he and the crew of the badly damaged plane parachuted to safety. After being reported missing for 35 days, he returned to his air base in Italy. It took him that long to walk 500 miles, part of which was through enemy territory.

Sergeant Myron Ettus flew 35 missions as a waist gunner on a B-17 over France and Germany. On one flight, enemy fire and anti-aircraft guns nearly cut the plane in two. Because their parachutes were damaged, the crew was forced to ride the crippled ship home.

Lieutenant Robert Zipfel, a bombardier, died after his plane was shot down over Germany June 20, 1944. He had completed 20 missions when he was killed, exactly two years to the day after he entered the service.

Atlantic & Mediterranean Naval War

German submarines in the Atlantic were a constant threat to troop and cargo ships. Heavily escorted convoys reduced the danger but continual vigilance was essential. For forty-two months **Lt. Commander James Kenny** participated in anti-submarine warfare in the Atlantic area and anti-aircraft operations in the Mediterranean as staff communications officer of flagships for task forces of the Atlantic Fleet.

Operating between Coca Sola and the Panama Canal Zone, **Aviation Machinist's Mate James Malavarco** was attached to an anti-submarine crew.

Clearing mines was a continuing operation and **Fireman George Edwin Smith** was killed on the French Coast in the Mediterranean on a mine sweeper.

African and European Land War

Once across the Atlantic in the early days of

the war, Dobbs Ferry servicemen participated in land warfare in the Mediterranean and Africa.

Lieutenant Natal DeLuca, after serving two years in the Hawaiian Islands, went to the Mediterranean theater as an MP with the 516th Battalion serving in Africa and Italy. After taking part in the invasion of Southern France and fighting into Germany, he was on duty in Munich, Germany, on V-E Day.

Sgt. Bill Divico, a future village resident, had similar experiences serving as an MP in Africa, Sicily, Italy, France and Germany

Again, the ground war in Europe exacted heavy costs. Among the Dobbs Ferry residents who sacrificed their lives were: **Corporal Herbert Bachant** in France; **Lt. Arthur Bohlinger** in Germany; **Sergeant Franklin C. French** in Italy; **Private Leo Hill** in Belgium; **Private Edward Overstreet** in Italy; **Private William Pisani** in Italy.

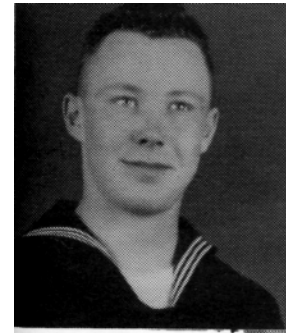
Lieutenant Samuel Brown brought troops and equipment to Normandy beaches on D-Day from the LST that he commanded. Later, he would serve in the Pacific.

Lt. Fred Gottlieb, another future village resident, landed on Omaha Beach in Normandy on D-Day. His group of Signal Corpsmen attached to the Air Force, landed on the beach to obtain intelligence about the disposition of German aircraft. He continued in the battle through Europe, and later, as Captain, set up a new intelligence unit.

Sergeant Salvatore Pisani, as a member of the 121st Engineers, was in the first wave of invasion forces going into Normandy on D-Day. He was in the battle of St. Lo and was at Brest, France, when he was wounded in action. Suffering severe back injuries, he was flown to a hospital in England, where he convalesced until December. In January, rejoining his outfit in Germany, he was wounded a second time while fighting in the Ruhr Valley. An exploding land mine severely burned his face and blinded him. He partially recovered his eyesight.

Sergeant Pisani was one of six brothers serving in the war. His brother **William Pisani**, with the Army Ski Troops, was killed in Italy.

Lieutenant Richard Dickerman, after serving in North Africa and Sicily, was in the invasion at Normandy. Joining the army in 1941, he was one of the first to report after Pearl Harbor. Holding the rank of Sergeant in the Infantry during the battle through France,



Joseph Kelly



Raymond Shulk



Walter Bunn



Donald Graham



Harold Foley



J. Bavellio



Mr. and Mrs. John and Bill Maguire



Anthony Raimando



Vito Blunda



Paul Delmerico



George Rome



Margaret Kelly



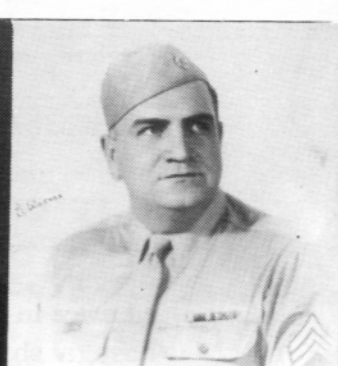
Edward Basha



William Warnock



Allen Anderson



B. Worman

he was cited for bravery and commissioned Second Lieutenant in the field. He was wounded in action.

Corporal Joseph Fratturi took part in the North Africa, Sicily, France, Belgium, Holland, Luxembourg, Germany and Czechoslovakia campaigns.

Private First Class Arthur Chapman participated in the Africa, Arno, and Po Valley campaigns. He was a member of a scouting party that advanced into the Po Valley ten days ahead of the 5th Army. After V-E Day, he served as a personal guard to General Mark Clark.

A future resident of the village, **Private First Class Robert Fitzpatrick** was awarded the Silver Star for gallantry in action near Olk, Germany on March 1, 1945. In the attack on the town, the company was temporarily halted by intense artillery, machine gun and small arms fire. PFC Fitzpatrick advanced through enemy territory from one fox hole to another until he had either killed or captured fourteen German soldiers. His company was then able to continue its assault. According to wording of the order conferring the Silver Star award, "His courage and aggressiveness are a gallant example of the highest traditions of the armed forces of the United States."

Sergeant Joseph Gelsi, another future resident of the village, after fighting through the Battle of the Bulge and into Germany, making contact with the Russians, celebrated V-E Day disarming hand grenades. After guarding a prison camp, he was assigned to a ship heading home. As a battle seasoned veteran, he said, he probably would have been deployed for the invasion of Japan had not the surrender occurred.

Sergeant Bill McHenry followed the same route as Sergeant Gelsi. Both Gelsi and McHenry knocked out German pillboxes. McHenry's infantry unit included a heavy duty truck pulling an anti-tank gun that McHenry operated. In one encounter he disabled a tank by shooting off the treads.

Private First Class John Delmerico, an infantryman, fought in Belgium and Germany. In his ten months overseas service he was wounded twice in five weeks. He arrived home on the hospital ship Spangler.

Sergeant Bud Brown, Medical Corpsman in the 386th Infantry Division, crossed the Rhine

before the Germans blew up the bridge at Remagen and was in the Battle of the Bulge. He advanced with his division and made contact with the Russians at the end of the war. Like Sergeant Gelsi, Sergeant Brown was returned home from Europe for reassignment.

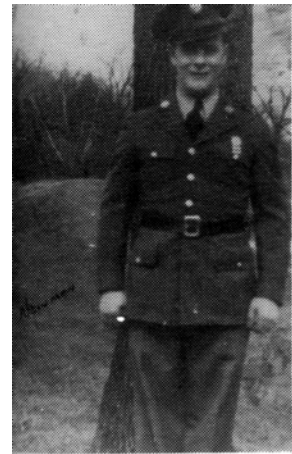
Private First Class Natal Stagliano participated in the Rainbow Division's smash through the heart of Southern Germany to the Austrian border, capturing Wurzburg, Schweinfurt and Furth, as well as the center portion of Munich. Thirty-two thousand persons at the infamous camp of Dachau were liberated. In the last issue of *The Ferryman*, Medical Corpsman **Corporal Joseph Addorisio's** letter told of the liberation of the German concentration camp Buchenwald.

In the European theatre two Dobbs Ferry doctors, **Lt. Col. John Mulholland** and **Major G. A. Petruzzelli**, saved hundreds of lives. Lt. Col. Mulholland was chief of surgical service at the 1st United States General Hospital from 1944 to 1945. He also imparted his knowledge to the surgical services of other army hospitals. Major Petruzzelli served as a field surgeon with Patton's Third Army from Normandy into Germany. He later became commanding officer of the 257th Medical Detachment. En route home, while aboard a small cargo ship, he was cited for performing an emergency major operation aboard the ship while it was being tossed around during a severe Atlantic storm.

Corporal Charles E. Lester, a medical corpsman, was stationed in England at three general hospitals. He served for almost four years, twenty six months of which were overseas.

Corporal Matthew Reich served as a medical technician with the 182nd Station Hospital which was part of the Peninsular Base Headquarters in Italy, the important supply and services organization for the Fifth Army. Cpl. Reich served in this unit for sixteen months.

Sergeant James S. Warren, former editor of the *Dobbs Ferry Register*, was in charge of a photo center attached to General Patch's Third Army. Writing in a letter home from inside Germany, he reported that during the winter in France, he had made many long trips by jeep, one of them as much as 1000 miles collecting supplies, and had been to many French cities, including Paris. Before entering Germany, he had been in Luxembourg.



Joseph Newman



Friendly New Guinea natives transported wounded to aid station. U.S. forces, unlike the Japanese, maintained good relations with the native population. Photo is from Albert Wall's wartime album.



Albert Wall



Gordon Pearce



Charles Baiano



Frank Cristello



Fred Staats



William McHenry



Peggy Delmerico



Herbert Kerr



J. McSweeney



At the end of the war, Rochambeau Street residents hung this banner between utility polls. There were thirty servicemen from this street alone. All returned home with only one seriously wounded.



Larry DaRosa



Robert Fitzpatrick



Ferdinand Gottlieb



Joseph Gelsi

The War in the Pacific



The above photograph is from the wartime album of Lt. Albert Wall. The European war of movement was not possible in the dense jungles of New Guinea. But air power was critical.

Air War in the Pacific

As in the European theatre, winning the air war was essential to victory in the Pacific, and it was won from the decks of carriers and from the air fields created by the Sea Bees.

During the island hopping war in the Pacific, **Lt. Andrew Serrell** fought in many engagements as a Navy patrol bomber pilot. His targets were warships, shipping and ports in the battles that included Guam, Tinian and Saipan. After the conquest of Iwo Jima, he bombed targets on mainland Japan.

When **Lieutenant Howard French** was shot down in a B-29 bombing mission over Tokyo, the Japanese, like the Germans, were unable to protect their homeland from the massive air onslaught. Tokyo was left in ruins.

Peace is not won easily. After the Japanese surrender, **Lt. William Tucker** while piloting a bomber on occupation duty was killed in a tragic air collision.

Naval War in the Pacific

The naval war in the Pacific cost the lives of three Dobbs Ferry men. They were: **Petty Officer Richard Hallahan, Lt. James MacKenzie** and **Petty Officer George Tino**.

Future village resident **Chief Petty Officer George Petretti** was aboard the submarine *Sterlet* that sunk twelve Japanese cargo ships, one warship, and shelled an installation on the Japanese shore. His submarine picked up eight flyers who were shot down at sea. Chief Petty Officer Petretti recalls seeing Mt. Fujiyama through a periscope.

Lieutenant M. Vogel, executive officer of the destroyer/mine sweeper *Hobson*, shot down four Japanese suicide planes in forty-seven minutes northwest of Okinawa. One of the enemy planes delivered a 250-pound bomb that did extensive damage. After temporary repairs were made at Okinawa, the ship limped 10,000 miles to the Norfolk Navy Yard, arriving on June 15, 1945.

Navy Waterman Nick Ricci, first on an aircraft carrier and then on a cruiser, was involved in the Solomon, Gilbert, and Marianna Islands operations, as well as Okinawa. The cruiser's twelve inch guns bombarded the shore and provided fleet escort.

Lt. Commander Erford Littlejohn's Seabee unit unloaded more than 100 LST's and countless barges and small craft in a two-week period, bringing ashore a total of 60,000 tons of material in a fifteen day battle for Palau Island. They were frequently under machine gun and mortar fire.

Petty Officer John Coffey, later to become Dobbs Ferry Chief of Police, was a pharmacist's mate taking part in the Leyte, Samar, Luzon and other assaults in the Philippines, serving in the crew of the U.S.S. *Lough*, a destroyer.

Petty Officer Frank J. Coffey was an aviation Radioman.

Petty Officer First Class Reginald Marra was a member of a Navy construction battalion and was assigned to build airfields for B-29 Superfortresses on Tarawa. During his twenty-five months of service he was stationed in New Zealand, Tarawa, Saipan, the Tinian Islands and Hawaii.

Chief Petty Officer George Speyer, in the Seabees, helped build landing strips in the Philippines. He also worked on the construction of a hospital that was to be used for the care of casualties in the expected invasion of Japan. Before he died a few years ago, George Speyer expressed pride in this accomplishment but was happy that it was never used for its intended purpose.

Pacific Land and Amphibious War

The long, hard-fought, island hopping war in the Pacific claimed the lives of seven Dobbs Ferry servicemen. They were: **Platoon Sergeant Louis J. Bonadies** at Iwo Jima; **Private Joseph Caro** at Mindanao in the Philippines; **Captain J. Frasca** died of tropical disease contracted while in the service; **Private Lawrence Mahan** in a south Pacific engagement; **Private First Class Louis D. Mastroianni** at Iwo Jima; **Private First Class James B. McCormick** in the Pacific Islands; **Petty Officer Raymond Scaperrotta** at Bougainville.

Private First Class Bart Liberatore participated in the battles of Guadalcanal, Bougainville and other nearby islands.

Lieutenant Victor Gagliardi commanded a truck company in the Philippines and Okinawa.

Future village resident **Lieutenant Albert Wall** fought in New Guinea, from which the Japanese, from the beginning of the war, threatened Australia. The firmly entrenched enemy fought tenaciously in the bitter hand-to-hand conflict of jungle warfare. Lt. Wall remembers that the army had a good relationship with the natives who helped transport the wounded. The Japanese, who treated them poorly, did not.

First Sergeant Fred Staats, another future village resident, also fought in New Guinea as part of the Signal Corps attached to the Infantry. Setting up observation posts, he radioed information on enemy activity to advancing infantry units. He also participated in the action on Mindoro to liberate the Philippines.

Sergeant William Warnock, who also later became a Dobbs Ferry resident, was involved in New Guinea. In addition to directing beach traffic in combat operations, he was responsible for sending Japanese prisoners to the rear for Intelligence interrogation.

Infantry Sergeant Tony Raff's division was in the Philippines and Saipan and conducted a mop-up operation at Palau.

Captain Norman H. Witt was an army battalion surgeon. Arriving in New Guinea, he was in the invasion landing at Talasea, New Britain, and at Malabang, and Mindanao. He continued to serve in the Medical Corps Amphibious Command at Lingayen Gulf, Luzon, Dutch East

Indies and Finch Haven.

Staff Sergeant Nicholas Macri was a member of the 81st Infantry Division that wrested Palau and other Western Caroline Islands from the Japanese.

Private First Class Vincent Petruzzelli took part in the invasion and capture of Macon Island in the Gilberts, went ashore at Saipan with the first waves of combat infantrymen, and fought the stubbornly resisting Japanese until wounded in the left leg and thigh by a sniper.

PFC Petruzzelli saw three of his Dobbs Ferry buddies, **Private First Class Frank Grande**, **Anthony Annicharico**, and **Joseph Rutigan** before leaving Saipan for a hospital at Oahu in Hawaii. All three, he said, are "well and just as anxious to get home as I am."

Lieutenant Harold S. Klein, another future resident of the village, was in the Signal Corps attached to the Infantry in the China/Burma/India theatre.

Lieutenant Klein, who learned Japanese in the service, worked in Intelligence providing information on Japanese air strength and order of battle. Besides the CBI theatre, he saw service in Washington, DC.

Corporal John DePaolo was a member of a port battalion in the India/Burma theatre. Base Section No. 2, to which Corporal DePaolo was attached, was the foremost military port installation operating in any theatre of war. Unloading of ships in the docks averaged three and one-half days, the fastest record in the world, the *Dobbs Ferry Register* reported.

The Occupation Forces

Lieutenant Samuel Brown, after the Normandy invasion in Europe, was assigned to the Pacific theatre of operations where, as an executive officer of LST - 1010, he saw action in the Philippines and Okinawa. After the surrender of Japan, he participated in the initial amphibious occupation convoy to Tokyo Bay and remained there with a unit used to transfer troops and equipment to different parts of Japan. As Commander of LST - 1010 he also saw duty in the occupied islands of Saipan, Guam, Mindanao, Leyte, Luzon, Okinawa, Honshu, Hokkaido, and Kyushu.

Ships' Cook First Class Dominick Scaperotta on the aircraft carrier U.S.S. Bataan saw final victory as the ship anchored in Tokyo Bay. The Bataan was involved in forty-seven months of battle in the Pacific.

After the Japanese surrender, Marine **Private First Class Anthony Scaperotta** was sent to China with the Third Marine Amphibious Corps to disarm the surrendering Japanese forces. He was in China in Tientsin for four months.

A number of servicemen did occupation duty who would have been in the invasion of Japan, had surrender not occurred. They included **Sergeant Bud Brown**, and future Dobbs Ferry resident **Hugh Frankenthaler**.

Private First Class Gordon Pearce, a lithographer, printed army maps for the Army of Occupation in Germany .

On April 12, 1945, **President Roosevelt** died, never living to see the hard fought victory over Germany and Japan. **Acting School Superintendent William Z. Lindsey** officiated at memorial services in the Dobbs Ferry High School auditorium and Acting High School **Principal Walter B. Danahar** presented a brief sketch of Mr. Roosevelt's life and accomplishments, while **George F. Nichols**, Elementary School Principal, eulogized the late chief executive. Pupils and members of the faculty sang several appropriate hymns, taps were sounded by a member of the high school band and classes were dismissed.

The seventeen car funeral train carrying the body of the late President passed through Dobbs Ferry early in the morning on Sunday, April 15. Aboard were **President Truman**, the Roosevelt family, Cabinet members and all members of the Supreme Court.

Only eight months before, Dobbs Ferry's mayor, **Joseph P. Walker** died on July 26, 1944, never living to see peace return to the village.

Mayor Walker's son, **Naval Lieutenant Joseph P. Walker** flew home from England, where he was at an advanced base for amphibious landing craft preceding D-Day.

Warren Benedict became acting mayor, completing Walker's term until **Anthony Paino** was elected in March 1945,

On August 1, 1945, the Dobbs Ferry Register reported, "An Army transport carrying several hundred returned soldiers from Europe

anchored off Camp Shanks opposite Dobbs Ferry late Saturday afternoon and the Army men disembarked onto small boats which ferried them to the Shanks pier at Piermont.

"Factory whistles at Hastings and Dobbs Ferry sounded a salute to the soldiers and the local fire whistle also was blown."

At the end of the war Camp Shanks was a major army discharge center.

The surrender of Japan was marked by an all-night celebration in the village (details in this issue of *The Ferryman*). But even before V-J Day, some servicemen returned to the village, having been discharged, while others received furloughs before redeployment. Several veterans of the war in Europe were slated for the invasion of Japan. There was, indeed, great reason for rejoicing when the Pacific war ended without the need for invasion and heavy losses

In the following months, the village saw veterans discharged or on terminal leave returning at an accelerated pace. Ads in the *Dobbs Ferry Register* from the Greenburgh Savings Bank during the war years encouraged savings for future home building. The time had arrived for mortgage money to finance a post-war building boom in the village. Many returning veterans took advantage of the government-guaranteed low-interest G.I. mortgages. Other veterans, like **John Delmerico** and **Madeline Jones**, entered college under the G. I. Bill, which provided full payment of tuition.

At the beginning of World War II the village was still recovering from the Depression and resultant unemployment. While there was temporary economic dislocation with the conversion of local industry from war to peace, the economy nevertheless would boom. Unemployment would be a thing of the past.

Not all servicemen returned home immediately. **Staff Sergeant Lawrence Tino** continued to serve with the 509th composite group of the Air Force Task Force 1.5 on Kwajalein Island, the main base in the Bikini tests. On July 1, 1946, the Task Force dropped an atomic bomb to test its effect on a fleet including four U.S. battleships, two cruisers and two carriers, as well as a Japanese battleship and cruiser and a German cruiser. This was the fourth atomic bomb ever to be detonated and was identical to the one exploded over Nagasaki. Goats were aboard some of the ships.



Lt. Arthur Bohlinger



Sgt. Louis Bonadies



Capt. Kenneth Frasca



Pvt. William Gamerota



Pvt. Leo Hill



Lt. James Mackenzie

Thirty men, one woman, and one merchant seaman from the Village died in World War II. The Dobbs Ferry Historical Society was able to obtain only thirteen photographs of those who gave their lives and they are printed on this page. Twelve of these pictures were taken from the *Dobbs Ferry Register*. Our search for the other 19 will continue.



Pfc. Louis Mastroianni

While we have biographical material for twenty nine, we have been unable to obtain data for William B. Armand and Richard Burleigh. Again, our search will continue.

Every Veterans' Day a memorial service sponsored by the Village is conducted by the American Legion. The names of those who died in the armed services in WW I and WW II are read in remembrance and with reverence.



Petty Officer George Tino



Pfc. James McCormick



Sgt. Robert Pearce



Pvt. Anthony Sanfilippo



Petty Officer Raymond Scaperrotta



Lt. William Sullivan

IN MEMORY OF THOSE WHO GAVE THEIR LIVES

Early this year, during a taping of his war-time experiences, Joe Gelsi learned of the thirty-two from Dobbs Ferry who lost their lives in World War II. Joe did not become a resident of the village until 1950 and wasn't acquainted with any of those who died. But he felt strongly that we all should know who they were -- they should be more than names on monuments. With Charlie Baiano and Bill Maguire, and with the help of the Dobbs Ferry Historical Society's microfilm archives, much of this meaningful material was researched. Thanks to Fred and Patricia Arone for their help, Thanks to the Enterprise, whose stories helped to develop information, and to Gloria Blanck who helped to put this section all together.

William B. Arnard

(no information at press time)

Corporal Herbert Bachant

Corporal Herbert Bachant, 35, son of Mrs. Mary Bachant of 123 Palisade Street, was killed in action on August 1, 1944, in France where he had been on combat duty in the infantry since the D-Day invasion. Report of his death followed an earlier message to the family that he was missing.

A former bus driver, he joined the Army in May, 1941, and after being released under the Overage Rule, he was recalled to duty in January, 1942.

Corporal Bachant was the proud father of triplets, and showed pictures whenever he could. His brother, Kenneth, also served with the Army in Europe.

Private Herbert Bernhardt

The only child of Mr. and Mrs. Charles Bernhardt, Infantry Private Herbert Bernhardt was killed in action in France on September 2, 1944. He was the second resident of Lyman Place to die. (Lt. Robert Zipfel of the Army Air Force, also from Lyman Place, played with Bernhardt when they were boys. Zipfel was killed in action over Germany in June of 1944.) Pvt. Bernhardt was a replacement with the Ninth Infantry and died during the American attack on Brest. He had been in the Army only a few months when he was rushed overseas. The Bernhardts had moved from Oradell Manor in Dobbs Ferry to White Plains shortly before the war. The young soldier was survived by a wife and two children in addition to his parents.

Lieutenant Arthur Bohlinger

On March 16, 1945, just before the close of the European war, Lieutenant Arthur Bohlinger, 25, son of Mr. and Mrs. Charles Bohlinger of Storm Street, was killed in action in Germany. He was one of four sons in the Bohlinger family who served in the armed forces. His death came a few weeks after he was cited for bravery and commissioned on the field by General Patton. He had the rank of Staff Sergeant when his distinguished service was recognized and won him the gold bars of a lieutenant. He had been on active combat service since D-Day and was overseas 15 months. While in Dobbs Ferry High School he was a member of the football and basketball teams. He was President of the Fife, Drum & Bugle Corps of American Legion D.F. Post 1048, had attended Pace Business Institute in New York City, and had been employed as a salesman before entering the service. He is survived by four brothers and three sisters.

Platoon Sergeant Louis J. Bonadies

Son of Mr. and Mrs. Bonadies of Maple Street, Sgt. Bonadies survived the sinking of the aircraft carrier Hornet in October 1942, and took part in more than ten battles. He was killed by machine gun fire on February 24, 1945, fighting on Iwo Jima as a member of the Fourth Marines. Bonadies enlisted in the Marine Corps during his senior year at Dobbs Ferry High School, where he had been a member of the football and baseball teams. At the time of his death he was survived by his parents, four brothers and four sisters. He was awarded the Bronze Star Medal posthumously for meritorious achievement in action against Japanese during the assault and seizure of Iwo Jima and Volcano Islands. Three brothers also served in the war: Patsy, Chief Petty Officer in the U. S. Navy; Joseph, Sergeant in the Army Air Force; and Rocco, who served as a Seaman in the Maritime Service.

Richard Burleigh

(no information at press time)

Private Joseph Caro

Private Joseph Caro, twenty, son of Mr. and Mrs. Salvatore Caro of Yonkers, formerly of 38 Oliphant Avenue, was killed in action at Malabalay, Mindanao in the Philippines on May 20, 1945, while fighting with the Army

Infantry against the Japanese. He was a graduate of Dobbs Ferry High School and planned to study law. Before joining the Army in February 1943, he worked part time in his father's ice and coal business. He had been a member of the Jinx Club, a group of local Dobbs Ferry boys. He was survived by a sister, Patricia "Tina" Grady.

Private James John DeCarlo

Private James John DeCarlo, twenty-one years old, son of Mr. and Mrs. Walter Brown of 75 Ashford Avenue, died on August 26, 1943, at Camp Maan, California from illness contracted while on training manouvers. He joined the Army in November 1942, and served in the Infantry. Pvt. DeCarlo had been engaged in war production work in Philadelphia before going into the service. He had been a member of the D.F. American Legion Post Fife, Drum and Bugle Corps.

Captain Kenneth J. Frasca

Captain Kenneth J. Frasca served in the Army Medical Corps as a dentist, and was the son of Mr. and Mrs. Michael J. Frasca of Chestnut Street. He died September 21, 1944, at White Sulphur Springs, W. Va. where he was a patient in an Army Hospital being treated for tropical disease contracted while on duty in the South Pacific. He was a graduate of Harvard Dental College and practiced in Elmsford, Dobbs Ferry and Hastings. He enlisted as a First Lieutenant in August 1942, and went overseas with the rank of Captain. After his return to the United States he had made one visit with his parents before he succumbed. At the time of his death he was survived by his parents, a brother Michael, Jr. and sister Jean.

Sergeant Franklin C. French

Sergeant Franklin C. French, grandson of Colonel and Mrs. Franklin Q. Brown of Walgrove Avenue, died of injuries on June 8, 1945, in Italy. The young soldier was attached to the 85th Mountain Infantry Headquarters and was a veteran of the Aleutians campaign before going to Italy.

Lieutenant Howard French

Son of Mr. and Mrs. Charles P. French of South Field Avenue, Lt. Howard French, was reported missing in action when his plane was shot down over Tokyo on April 7, 1945. Lt. French was believed to have been on his 15th bombing mission, operating from a B-29 base on Saipan in the Mariannas. He was a graduate

of Dobbs Ferry High School, where he played varsity football, baseball and basketball and was rated one of the best students in school, scholastically as well as in extra-curricular activities. He went on to study for 2 years at New York State Agricultural College before graduating from Rhode Island State College. At R.I. State he became a member of the famous Rhode Island Raiders basketball squad which played annually in Madison Square Garden collegiate tournaments. He enlisted in the army on graduation.

Lieutenant Wayne Friberg

Pilot of a B-24 Liberator bomber which engaged in the historic raid on the Ploesti oil fields in Romania, Lieutenant Wayne Friberg, brother of Mrs. Dave Whyte who lived in Rosalind Gardens, was reported missing August 29, 1943 over Foggia, Italy. He and six members of the crew bailed out over the Adriatic after the plane was hit. Two were saved after being in the water about 1-1/2 days. Lt. Friberg had joined the Royal Canadian Air Force in 1942 and transferred to the U. S. Army Air Force the following year. He had been stationed in the Mediterranean area for three months. The War Department subsequently advised Mrs. White that her brother was presumed to have been killed on the day that he was shot down.

The Distinguished Flying Cross and Army Air Medal with Oak Leaf Cluster was later presented to his widow, Mrs. Adele Friberg of Montgomery, Alabama.

Private William G. Gamerota

Private William Gamerota, 27-year-old son of Mr. and Mrs. Patsy Gamerota of Main Street, died on June 29, 1942, of injuries sustained in an Army truck accident in Hawaii, where he was stationed with the U. S. Army Field Artillery. Pvt. Gamerota enlisted in the N. Y. National Guard in October, 1940. He was the first casualty of the war who was actually a resident of the village when joining the service. Pvt. Gamerota was born in Dobbs Ferry, was a graduate of the Dobbs Ferry Schools, and had been employed by Anaconda Wire & Cable Co. before his enlistment. He left two sisters and one brother at the time of his death.

Petty Officer Richard George Hallahan

Petty Officer Richard George Hallahan, thirty-one, son of Mr. and Mrs. William Hallahan of Sussex Hall, died on August 19, 1944, of injuries suffered while in the performance of his duties. He was a Navy storekeeper in New

Caledonia where he was stationed for 22 months. Born in Dobbs Ferry, he was graduated from St. Matthew's Parochial School in Hastings, and Yonkers High School. He enlisted in the Navy in July, 1941, and trained in the United States for six months before going overseas. At his death he left two sisters and one brother.

Private George Hauptman

Private George Hauptman, son of Mr. and Mrs. George Hauptman of 7 Scott Street, died at Camp Cook, California, from illness suffered while on duty. He was 20, and his death occurred on November 12, 1943. He had entered the service one year before his death and was stationed for six weeks in California, before being transferred to Camp Cook. Prior to his army service he was employed by the North American Philips Co.

Private Leo R. Hill

A member of the Armed Forces for two years, Private Leo R. Hill, son of Mr. and Mrs. Raymond Hill, was killed in action in Belgium on February 14, 1944, while serving with a Combat Engineer unit. He was overseas six weeks when he was killed. Besides his mother he left a wife and two young children, Leo Jr. and Judith, a sister Virginia and two brothers, Raymond and Philip. He was a graduate of Dobbs Ferry High School, where he had been a member of the football and other athletic teams. He was an employee of Anaconda before entering the service.

Lieutenant James Brown Mackenzie

Lieutenant James Brown Mackenzie, twenty-three, son of Mr. and Mrs. Ronald Mackenzie of 407 Ashford Avenue, was killed in action in the Pacific in November, 1944, at an advanced base to which his ship was carrying war cargo. He was serving as a gunnery officer aboard a new type of action cargo vessel. The young officer was commissioned in the Navy after three years of duty with the U. S. Maritime Commission. He was a graduate of Ardsley High School and the New York State Merchant Marine Academy. While attending high school he was active in intramural athletics and drama, was a member of the student council for three years, and was president of the freshman and sophomore classes and vice president of the senior class.

Private Lawrence Mahan

Private Lawrence Mahan of the U. S. Mar-

ines, seventeen years old, and son of Mr. and Mrs. Larry Mahan of Ashford Avenue, died of wounds received in action in September during one of the South Pacific engagements against the Japanese. He was buried at sea. He enlisted on his seventeenth birthday while a sophomore student in the Dobbs Ferry High School.

Private First Class Louis E. Mastroianni

Private First Class Louis E. Mastroianni, nineteen, son of Mrs. Antoinette Mastroianni of 63 Main Street and the late Vincent Mastroianni, was killed on Washington's Birthday, February 22, 1945, in the invasion of Iwo Jima in the Volcano Islands. He was a member of the Fourth Marines and he was participating in his first engagement when he died. He went overseas in November, 1944, and had enlisted in the Marines when he was seventeen, during his senior year at Dobbs Ferry High School. He had been stationed in the Philippines until he was assigned to the Fourth Marines as a replacement. He had played football while in high school, served as an altar boy at Pompeii Church, was a Boy Scout leader, and played accordian and performed at various village and church functions. He was survived by his brother, Thomas.

Private First Class James B. McCormick,

Private First Class James B. McCormick, nineteen year old son of Police Justice and Mrs. John T. McCormick of Mohican Park Avenue, died of wounds received in battle while fighting with the 4th Marine Division. During his service with the Marines, he had fought in the Marshall Islands, the Marianas, and Saipan, as well as Tinian Island. In 1942, at the age of sixteen, he graduated from Dobbs Ferry High School, where he had played on the football and hockey teams. He had been an Altar Boy at Sacred Heart Church, was a Life Scout in Boy Scout Troop 24, and a member of Brownson Fife & Drum Corps. He had been employed for several months at Anaconda Wire & Cable when he enlisted in the Marine Corps on January 13, 1943, shortly before his eighteenth birthday. He was the first Dobbs Ferry Marine to die in World War II.

Mary Dunn McDermott

Mary McDermott died in San Francisco. She enlisted in the WAVES on September 29, 1942 and was in the first group of twenty-eight WAVES who crossed the U.S. for duty on the West Coast.

At the time of her death she was attached to the Bureau of Logistics at the 12th Naval District in San Francisco.

A graduate of Dobbs Ferry High School and Mt. St. Vincent College, she was the wife of Lt. McDermott of the U. S. Navy attached to the U. S. S. Arcturus.

Private Edward A. Overstreet

Private First Class Edward A. Overstreet, was killed at the age of twenty-two during a combat operation in Italy April 28, 1945. Enlisting in July, 1942, he went overseas with Company B, 14th Armored Infantry Battalion. He participated in the North Africa Campaign, the invasion of Italy, and other major battles in Italy.

Pvt. Overstreet was serving with a detachment cleaning up Nazi combat pockets in the Po Valley. After rounding up a large number of German prisoners, the American soldiers were attacked by a group of Italian Fascists, who mortally wounded Overstreet and another soldier.

Overstreet had previously received a Purple Heart for wounds received in April, the year before his death. He was survived by his father and two sisters, Mrs. Frank Cristello of Dobbs Ferry, and Mary Overstreet of Enid, Oklahoma.

Sergeant Robert W. Pearce

A flight engineer and aerial gunner on a B-17 Flying Fortress, Staff Sergeant Robert W. Pearce, son of Mr. and Mrs. Jess J. Pearce of 38 Oliphant Avenue, was shot down on a mission over Germany on April 7, 1945, in the last big raid against the Nazis before they surrendered.

Flying as a radar jammer, he was in the lead B-17 bomber when, in the vicinity of Munster, an out-of-control ME-109 crashed into his plane and in the ensuing explosion all but one of the crew was killed.

Sgt. Pearce was awarded the Air Medal with three Oak Leaf Clusters. He enlisted on July 4, 1942 and had completed 32 of a required 35 bombing missions when he was reported missing. He had previously been wounded in the left arm and hand on a raid over Germany in December, 1944.

A graduate of Dobbs Ferry High School, where he was a member of the hockey team, he had been employed at the Methodist Book Company and Anaconda Wire & Cable before his enlistment. His brother, Harold, served as Sea-

man 1st Class in the U. S. Navy.

Private William Pisani

On March 9, 1945, Private First Class William Pisani, nineteen, son of Mr. and Mrs. Frank Pisani of English Lane, was killed in action in Italy while fighting with the Army Mountain Troops. He was inducted June 1, 1943. The young soldier was overseas for six months and at the time of his death had been in the service only about a year. He was a Dobbs Ferry High School graduate, a star baseball player during his school years, and had also been a member of the football and basketball teams.

Private Anthony Sanfilippo

Private First Class Anthony Sanfilippo, son of Mr. and Mrs. Joseph Sanfilippo of 43 Main Street, died on May 2, 1944, at Camp Reale, California, of wounds suffered from a land-mine explosion during maneuvers. He joined the Army in November, 1942, and was a member of the 81st Wildcat Infantry. He was a nephew of Mayor Paino. In 1942 he graduated from Dobbs Ferry High School, where he was active in the Hockey Club, Chorus, and Dancing Club.

Petty Officer Raymond Scaperrotta

Petty Officer Third Class Raymond J. Scaperrotta, twenty-four, son of Dominick Scaperrotta of Ashford Avenue, was killed in action on November 1, 1943, in an assault landing at Bougainville. He died of chest wounds. A Carpenter's Mate, the young Navy man enlisted in 1940 and he was the first Dobbs Ferry man killed in combat. He had been stationed in the Pacific area for two and a half years, and had volunteered to serve in the crew of the landing craft on which he was killed as the third wave of invading forces hit the Bougainville shore. He was a graduate of Dobbs Ferry High School and participated in football and basketball. Before he entered the service he had been employed by Otto J. Goebel of Main Street.

Fireman George Edwin Smith

Fireman Second Class George Edwin Smith, twenty-four, son of Mr. and Mrs. Harry L. Smith of 85 Main Street, was reported killed in action after his parents were previously advised that he was missing. Fireman Smith joined the Navy on February 24, 1944, and trained at Boston

Navy Yard for duty on a minesweeper. He was overseas three months on duty clearing mines from the French coast in the Mediterranean when he was killed on September 25, 1944. Besides his parents he left a wife, Catherine Tassio of Hastings, and four sisters, Edith, Edna, Elizabeth and Louise.

Lieutenant J. William Sullivan

First Lieutenant J. William Sullivan, a fighter pilot in the Air Force and son of Mrs. Grayce Sullivan of New York, formerly of Bellewood Avenue, was killed on February 24, 1944, over Coblenz, Germany. He enlisted in the Royal Canadian Air Force in 1941 and transferred to the U. S. Air Force after arriving overseas. He was a graduate of Dobbs Ferry High School and had also attended Fordham Prep and Notre Dame.

Petty Officer Anthony George Tino

A Machinist Mate First Class in the U. S. Navy, Anthony George Tino, twenty-four, son of Mr. and Mrs. Joseph Tino of 111 Palisade Street, died December 9, 1944, in the Pacific. He was a graduate of Dobbs Ferry High School. He had served in the Navy for five years before giving his life. He had served aboard the Destroyer Lansdale before that ship was sunk in the Mediterranean. He was in the crew of a cruiser believed to have been in the vicinity of the Philippine Islands when he was killed. He was buried at sea.

Seaman Florent Trombacco

Seaman Florent Trombacco, 34, U. S. Merchant Marine, died in the Port of Naples, Italy, on December 9, 1944, of injuries believed to have been received during an air raid. He had been serving on the S. S. Charles S. Moran. A son of Severio Trombacco of Main Street, he joined the Merchant Marine in March, 1944, and made several Atlantic crossings. He had been employed by General Motors, where he received several bonuses for developing patents. Because of his adventurous nature he was known as "the Errol Flynn of Dobbs Ferry." He swam across the Hudson and once drove his Model T Ford across and back over the frozen river. At the time of his death he was survived by his wife, two daughters, Florence and Nancy, six brothers and two sisters.

First Lieutenant William Tucker, III

Killed on May 9, 1946 at the age of 26, Lt. Tucker was piloting a plane on patrol from Atsuga Airfield to Nagoya in Japan. Two attack

bombers, one piloted by Tucker, collided in a storm. While at Dobbs Ferry High School he was captain of the tennis team and played varsity football. He studied at Cornwall Military Academy before entering West Point, graduating West Point in January, 1943. He was sent overseas in December 1945.

Lieutenant Robert N. Zipfel

An Army bombardier, Lieutenant Robert N. Zipfel, son of Mr. and Mrs. John Zipfel of Lyman Place, who was reported missing in action on June 20, 1944, on a flight over Germany, was reported killed in action on that day, according to a War Department message received by the parents several months later, on September 1. He had completed 20 bombing missions and was in the Army two years to the day when he was lost. He was a graduate of Dobbs Ferry H. S. and Swarthmore College, receiving a degree in political science. He then studied law for one year at New York University. At Swarthmore he earned varsity letters in lacrosse and cross-country, and was business manager of the undergraduate newspaper, the "Phoenix".

How This Issue Was Produced

Putting together the story of Dobbs Ferry in World War II required going to several sources. The microfilm in the archives of the Dobbs Ferry Historical Society of the *Dobbs Ferry Register* provided the principal information. Reference was also made to the microfilm of the *Herald Statesman* at the Will Library in Yonkers and the *New York Times* at Mercy College.

Many of the photographs that are printed in this issue of *The Ferryman* are from the Society's archives. However, the Society owes a debt of thanks to the American Legion that initially donated many of them. Thanks also to Bill Maguire, Bill McHenry, Fred Staats, Al Wall and Joe Gelsi for their personal photos.

Very important, too, were the former servicemen and women who recalled their wartime experiences in video taped interviews. These are now a part of our archival collection.

Other information was obtained in telephone and personal interviews.

The Historical Society and I are also exceedingly fortunate in having the services of Hank Walter as an editor.

Bill Blanck

Dobbs Ferry Historical Society

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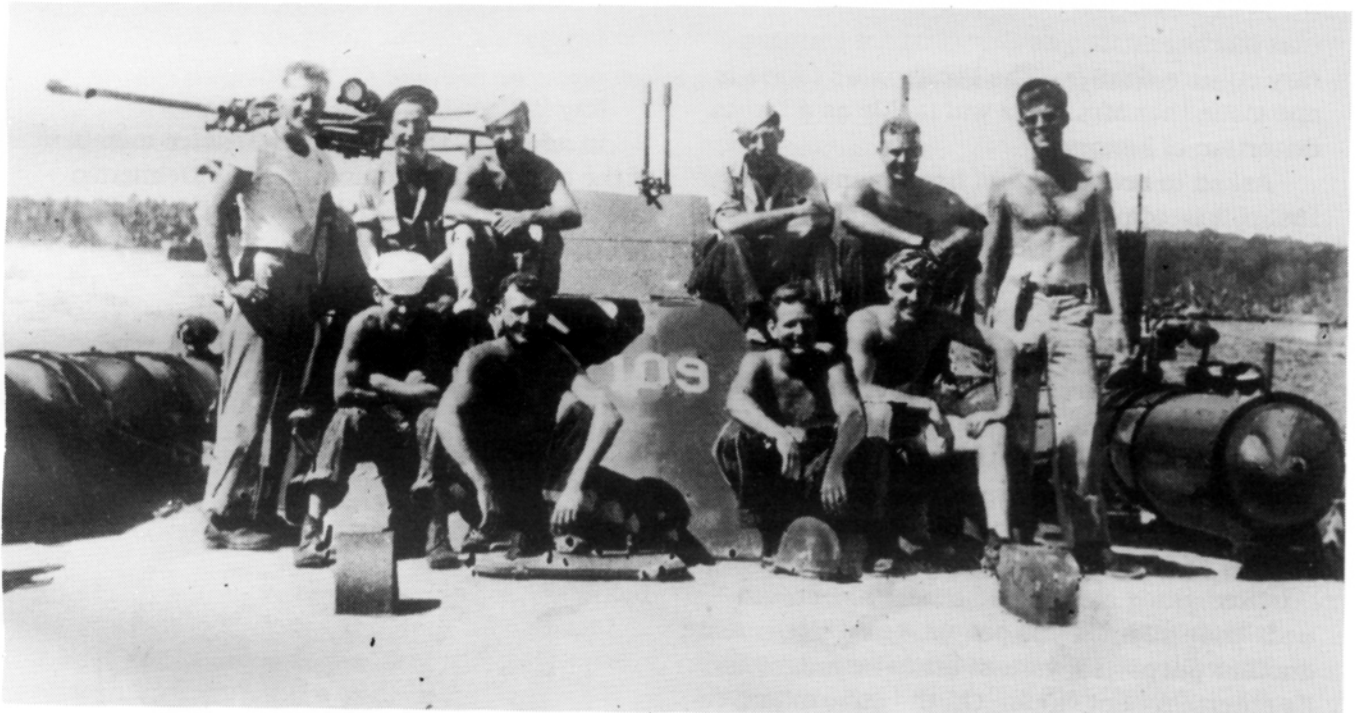
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John Maguire Survived Sinking of PT 109 Commanded by Kennedy



Radioman John Maguire on PT 109 was part of the crew that swam to safety after their boat was rammed and cut in two by a Japanese destroyer. Led by **Lt. John F. Kennedy**, future president of the United States, the crew found refuge on an island inhabited by friendly natives. Hidden in a canoe manned by the natives, Kennedy made contact with a coast watcher who radioed for help. Shown above is the crew on the deck of the PT 109. John Maguire, seated in the top row, is next to Kennedy who is standing at right. **Bill Maguire** on nearby PT 106 had anxious days before he knew his brother was safe. After the war, the crew campaigned for Kennedy when he ran for President.

Pocahontas to be Part of History Talk by Jean Fritz at Society's Annual Meeting on September 29th

"Pocahontas" -- Disney-style. Is the commercially successful animated movie good for children? "No," says Jean Fritz, Historical Society Trustee, emphatically.

Mrs. Fritz is an historian and author of some 40 books, many for pre-teen children, including one published in 1991 (four years before Disney) called, "The Double Life of Pocahontas." She will detail the reasons for her thumbs-down criticism of the popular film at the annual membership meeting of the Dobbs Ferry Historical Society.

The annual meeting will take place on Friday, September 29, at Our Lady of Pompeii Parish Hall. It will start at 8:00 p.m. and will include a financial report, a short report by Society President Bill Blanck on activities of the past year as well as plans for the future, and the election of Trustees.

Following the business meeting, Mrs. Fritz will speak on some of the research problems that historians face as the values of contemporary culture change. The Pocahontas movie is one issue that Mrs. Fritz will tackle as a "gross distortion of history."

Asked to reveal a bit of her comments on Disney's treatment of the historical Pocahontas for this issue of *The Ferryman*, Mrs. Fritz said:

"It is one thing for Disney to change and adapt for film treatment old fairy tales like 'Snow White' and 'Beauty and the Beast,' or even classic literary works for children by Kipling and others. It is quite another thing -- and wrong -- for Disney to step into history, take historical characters like Pocahontas and Captain John Smith and distort their story beyond all historical recognition."

"Remaking children's fiction," she continued, "may offend some people, but it does create another purported work of art to be judged for its entertainment value. On the other hand, re-writing the known facts of history for consumption by children does intellectual violence to history. The movie's ages of Pocahontas and Smith are just one root distortion of historical fact by Disney."

"Moreover, the movie undermines what history teachers are trying to get across to chil-

dren -- an understanding of past events that shaped us into a great nation. If Disney remains uncorrected, the film will help a whole generation of children grow into adults with a truly weird sense of history, namely, that it is alright to change historical facts for children and force the revisions into the basest form of commercialized formula fiction."

The Nominating Committee has approved of a slate of six candidates for Trustee for three-year terms expiring September 30, 1998, and one candidate for a one-year term expiring September 30, 1996. The slate, to be submitted to the members on September 29 for a vote, is as follows:

For three years:

Warren Gardner	(for a renewed term)
Fred Staats	(for a renewed term)
Mavis Cain	(new nomination)
Brian Kates	(new nomination)
Terry Lockett	(new nomination)
Teresa Walsh	(new nomination)

For one year:

Ray Willsea	(to fill a vacancy)
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In addition, the three non-Trustee members of the Nominating Committee, Fay Delmerico (chair), Peggy Coffey and Demarest Romaine, are running for reelection to one-year terms expiring September 30, 1996.



Pocahontas