JOSEPH LAWRENCE GUARINO

US ARMY AIR CORPS 1942-1945

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Joe in 1942

Joseph L. Guarino was born 5-Nov 1922 in St. Louis Mo. Joe was the first generation of his family born in the United Stated. The family had immigrated to the U.S. in 1916 from Italy.

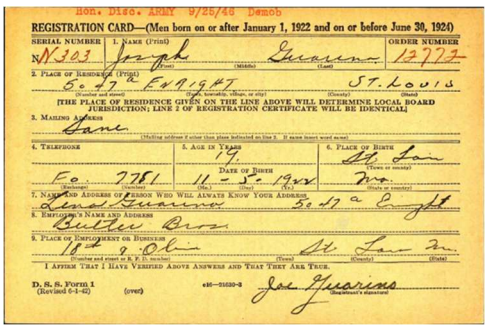
His father was Vito Guarino (1895-1985) and his mother was Lena K. (nee Zinna) Guarino (1902-1991). Vito, though he had been in the United States for two years, served in the Army and was a veteran of World War I.

Joe had two brothers: James and Frank (1928-2025). Joe attended Soldan High School in St. Louis. James also served in the Army and in Italy as a medic. Joe later recalled, "As kids, we would sleep in nearby Forest park when it was hot and we went swimming at Westlake Park." As a teenager, Joe delivered groceries on his bicycle, usually earning a nickel tip.

Jim, Frank, and Joe in 1930s.

According to the 1940 Federal Census, Joe was 17, had completed two years of high school and was living with his parents at 5047 Enright Avenue in St. Louis in an upstairs apartment. He was a "Clerk" working for a Wholesale Electric Company.

Joseph L. Guarino was inducted into the Army on 30-Dec 1942. His serial number was 37407702. On his enlistment record, it states Joe attended and completed 3 years of high school. His active service started on 6-Jan 1943. It is likely Joe attended basic training at Jefferson Barracks in St. Louis Mo. In 1942, basic training at Jefferson Barracks, which served as an Army Air Forces Replacement Training Center, was generally 8 to 13 weeks long, though it was highly variable due to urgent wartime needs. Early in the war, training was often standardized around 13 weeks but could be shorter depending on the need for rapid replacement.



Hon. Disc. ARMY 9/25/46 Demob

REGISTRATION CARD—(Men born on or after January 1, 1922 and on or before June 30, 1924)

SERIAL NUMBER: N303 | 1. NAME (Print): Joseph Guarino | ORDER NUMBER: 12723

2. PLACE OF RESIDENCE (Print): 5047 Enright St. Louis

[THE PLACE OF RESIDENCE GIVEN ON THE LINE ABOVE WILL DETERMINE LOCAL BOARD JURISDICTION; LINE 2 OF REGISTRATION CERTIFICATE WILL BE IDENTICAL]

3. MAILING ADDRESS: Same

4. TELEPHONE: Fo 7781 | 5. AGE IN YEARS: 17. DATE OF BIRTH: 11-5-1922 | 6. PLACE OF BIRTH: St Louis Mo.

7. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS: Lena Guarino 5047 a Enright

8. EMPLOYER'S NAME AND ADDRESS: Butler Bros

9. PLACE OF EMPLOYMENT OR BUSINESS: 1822 S. 8th St. Louis Mo.

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE.

D. S. S. Form 1 (Revised 6-1-42) (over) 16—31532-3 Joe Guarino (Registrant's signature)

After his basic training, Joe was assigned to the 459th Bomb Group (Heavy). The bomber assigned to the group was B-24 Liberator. Joe was assigned to MOS 911 Armorer.

MOS 911 Airplane Armorer

A Military Occupational Specialty (MOS) was specialized training soldiers were given after basic. Joe was trained to be armorer and would serve in the 459th Bombardment Group. In the U.S. Army Air Forces during WWII, the primary MOS for an armorer was 911 (Airplane Armorer). Army Air Corps armorers maintained, repaired, and loaded machine guns and bombs on aircraft. Joe was given his specialty training at the following stateside stations.

1943 picnic. Frank, Joe (center) and Jim with their mother Lena.

Joseph was "rated" on the M1 Carbine in September 1943. He attended training schools at Army Air Field in Buckley and Lowry Air Field Base in Colorado. Buckley Field served as a critical Army Air Forces Technical Training Command base. It was the largest fighter aircraft armament school in the US, training thousands of armorers and mechanics. At Buckley, Joe's training focused on fighter armorer and gunnery skills. The base was known for its rapid, somewhat chaotic development, with early 1943 seeing spartan conditions as training facilities for the Army Air Forces were quickly erected.

At Lowry Air Field, in Denver, Colorado the base specialized in training bombardiers and aircraft armorers. Later Lowery began crucial B-29 Superfortress flight engineer training while continuing its support on B-17 and B-24 bomber modifications.

Gunnery School

Family members recall, as Joe rode a train for gunnery school, his destination was kept secret. The windows were covered with brown paper and their destination was unknown. The men knew it was some place warm and likely in Florida for as they neared their destination and it was getting hotter and hotter. Their destination was Tyndall Field near Panama City FL. The base provided 5-week, intensive training involving live firing at aerial towed targets over the Gulf of Mexico. Students were trained in in-flight machine gun operation (nose, tail, waist, upper/lower positions), maintenance, and weapon loading. By April 1943, the gunnery course was expanded to six weeks, with a weekly quota of 1,920 students by late 1943. Training included Free French and Chinese personnel.

Editor's note: The most famous trainee at Tyndall was likely Clark Gable. Gable was at Tyndall Field between late 1942 and January 1943 for aerial gunnery training. After commissioning as a Second Lieutenant on 27-Oct 1942, he attended this school to become a flexible gunner before heading to England in early 1943 to shoot combat footage. Clark Gable shot actual combat footage during World War II while serving as a U.S. Army Air Forces captain. He produced, narrated, and filmed Combat America (1945), a documentary featuring footage he captured during five B-17 bomber missions over Germany.

The B-24 Liberator

The B-24 Liberator was the most produced heavy bomber of World War II, with over 18,000 built, serving in every theater as a bomber, patrol plane, and transport. Known for its long-range and innovative high-efficiency wing, it played a critical role in strategic bombing, including the daring 1943 Ploesti oil field raids. The B-24 Liberator typically carried an internal bomb load of 8,000 pounds for combat missions, though it was capable of carrying up to 8,800 lbs. or more depending on distance. It could carry a variety of payloads, including up to eight 500 lb. bombs or four 2,000 lb. bombs internally. Soldiers and aircrews of World War II often viewed the B-24 Liberator as an ugly, "lumbering," yet indispensable workhorse that was superior to the B-17 in speed, range, and payload, though it was less loved by its crews. Often called the "Flying Coffin" due to its challenging handling, dangerous exit points, and high-altitude instability.

459th Bomb Group Patch

The 759th Bombardment Squadron crews (Heavy) trained primarily in the Western United States in 1943, with their main training base at Alamogordo Army Airfield, New Mexico, where the squadron was activated on 1-Jul 1943. They trained on Consolidated B-24 Liberators under the Second Air Force. Primary training locations included Alamogordo Army Airfield, New Mexico (July-Sept 1943), Kearns, Utah (Sept 1943), and Davis-Monthan Field, Arizona (Sept-Oct 1943). Alamogordo Army Airfield in New Mexico I-Jul 1943.

Joe and the ground crewmembers would have joined the air crews in July 1943 for initial training at Alamogordo (now Holloman Air Force Base) in southern New Mexico. Alamogordo served as a critical World War II training base for heavy bomber crews flying B-17, B-24, and B-29 aircraft.

For intermediate training August-September the crews moved to Kearns Army Air Base in Utah. Kearns Army Air Base, Kearns, Utah 31-Aug 1943 was a major World War II United States Army Air Forces training facility near Salt Lake City, Utah, operating from 1942 to 1946. Although designated an "Air Base," it was a massive training center but not a flying field, There the Army conducted training for thousands of combat aircrew personnel.

Soon the crews were dispatched to Davis-Monthan Field, Arizona for further training. During World War II, Davis-Monthan Field in Tucson, Arizona, transformed into a critical U.S. Army Air Forces training facility, primarily focusing on heavy bomber operation and aircrew training. Activated for war in 1940, it trained crews on B-18 Bolo, B-24 Liberator, and later B-29 Superfortress bombers before they were sent to combat theaters.

Their final phase training was at Westover Field in Massachusetts from November-December 1943. Here the squadron finalized training and performed convoy escort missions and anti-submarine patrols against German U-boats before deploying to Italy. During World War II, Westover Field in Chicopee, Massachusetts, was the largest military air facility in the Northeast, serving as a vital bomber training base and a major port of embarkation and debarkation for troops.

Embarking for the European Theater

His training nearly complete, Joe and his squadron settled in briefly at Westover Field, Massachusetts. There, the squadron participated in escort duty. Joe and his squadron were at Westover Field from 1-Nov 1943 to 2-Jan 1944. The ground crew departed Westover and the U.S. in early January 1944 and headed to the Mediterranean theater. They sailed aboard a Liberty Ship as part of a convoy. The squadron (ground crew) and its personnel debarked at Taranto, Italy, on 10-Feb 1944. They moved to their base by train to Giulia Airfield (near Cerignola), Italy, arriving 12-Feb 1944 and began to set up operations in Italy. Ground crews typically arrived by sea while and the air echelon would fly their planes, first to Florida, then Trinidad, Brazil, Africa and finally to Giulia Field in Cerignola, Italy. They would join about a dozen other similar airfields, each housing and basing about 2000 men.

Welcome to Giulia Italy

In Italy, Joe served in the 759th Squadron, 459th Bomb Group, 304th Bomb Wing of the 15th Air Force. He was based at Giulia Airfield In 1944. Giulia was a busy, semi-permanent home to the 15th Air Force Base near Cerignola, Italy. Giulia was situated on what was the Pavoncelli Estate, of olive and fig groves and vineyards. The estate was commonly known

as Torre Giulia, which exists to this day. The squadron began its first flying mission in theater on 1-Mar 1944.

A diary kept by Sgt. Ervin P. Sage of the 759th Squadron provides an insight of some events while the 759th Squadron was based at Guilia. The diary is in his own words. Some of the highlights from the diary include:

February 10 - We debarked at Taranto Italy, at 1800, and marched from the docks to Staging Area 3, where we were quartered for the first few days after our arrival in Italy. We marched several miles with full pack, arrived at camp about 2300 hours, and received no evening meal, and slept on the ground. Although we were in tents, the ground was wet and cold, and it was so windy, that before morning most of us were sleeping half out of the tents.

February 11 - Everyone's chief concern was to get something to eat, and to build a fire for warmth. We were short on rations, so received two meals of half rations. The countryside was searched for firewood, and that evening camp fires were rampant until black out was ordered.

February 13 - Our camp was beset with peddlers who sold us oranges and almonds, and Vino on the sly. What seemed curious to us was that the best trade article was cigarettes–among old and young.

February 14 - We marched with full pack back to Taranto Italy, and departed by train, arriving at APO 520, Guilia Field #1,Italy, near Cerignola, at 2030 hours. We made the last few miles by truck and slept on the floor of farm buildings that first night.

February 15–We moved to our camp area. The flying echelon was already present. We proceeded to set up pup tents, and to fill our mattresses from a nearby straw pile.

March 2 - The initial flight or first real mission of our squadron. The formation left at 0900 hours with fragmentation bombs and headed for Anzio beachhead. All planes returned at 1215, after a successful mission. Ten planes were on the raid.

March 3 - Ten planes took off on a mission. One of our planes failed to return, and the crew were listed as missing in action. Ordnance and Armament sections spent all night working to get the ships ready for next days mission. All rounds were taken out of all ships and tested for short rounds and poor ammunition.

March 8 - Our baker, Joe D'Orezie began baking in the remodeled Italian bakery near the Orderly Room. Frank Noviello, Supply Sergeant, brought back the first load of clean laundry since our arrival here.

March 13 - Our Tent Area was flooded by the rains of the previous night. The first man to appear that morning was Cpl George V. Simpson, who came to the supply tent and state "Is it possible for me to exchange my blankets for some dry ones? When I woke up this morning, my mattress was in water, and when I put my hand out, I stuck it in mud and water. As the sun appeared over the horizon, numerous other soldiers were seen hop-skipping through mud and water and were soon relating similar stories. The tent housing the Italian soldier EM's had a stream flowing right through the center of it that morning, and before evening, many tents had been moved to drier locations. Lt Edward F. Williams and his buddies were among the ones who had to move to higher land, and before evening, his feet were so wet, and he was so

disgusted, that he didn't bother to walk around a puddle of water but went straight through over his shoes.

March 16 - We had freakish weather, and some snow mixed with the rain that had been coming down all night. The snow quickly disappeared as it touched the warm earth.

March 30 - Seven ships made the mission and returned safely. Cpl Ervin Sagen (Author) had his first experience with mice in this country, for upon opening his duffel bag, he found mice had carried nuts to it and made a nice little home in the mosquito net packed therein.

March 31 - We received ribbons and star for our participation in the Battle of Italy. F/O (Flight Officer) Angelo directed the beginning of the baseball diamond near the Squadron Area.

April 3 - Six of our ships were in the mission today, and all returned safely. Technical Sergeant Steve <unknown> rationed out overshoes and mosquito nets today. Overshoes in summer, in sunny Italy may seem wrong, but try some of that mud while on guard on night, and they are much appreciated. The nets of course, were to protect us from enemy number two over here 'Mr. Malaria Mosquito'.

April 3- Started the campaign against Malaria today. It is very prevalent in this area. In fact, our medics tell us that this is the third worst malaria area in the world. We have to have our nets up over our bunks before the 15th without fail. And have to put on lotion after sundown. Ugh.

April 8 - Two real, white, American girls, served us coffee and doughnuts. Tech Sergeant Plimpton, and 1st Sergeant Denton went to town to buy wines for our newly formed E M Club. This Club was to be run for a week by department heads, and then to be turned over to Officers who were to be elected by delegates from each department.

April 9 - Easter Sunday, and sunrise services at the Group Chapel at 0600 hours this morning. Other services were held at 0900 hours, and at 1000 hours. There was no mission today, which made it seem more like an Easter holiday for all of us. Today we had our greatest pass list since coming here, about sixty of our Squadron going to town to absorb the various things it had to offer, many of them going in to attend the Church in tow. The attendance is always good. Our group Chaplain gives some very fine talks. He doesn't go highbrow on us or try to sell us a "bill of goods". Just urges us to live a decent life. No mission today. In the evening, the Bombshells from Harlem visited the E M (Enlisted Men) Club and helped us make merry and forget the trials of war.

April 11 - No mission. Our Squadron received its first silver ship today, flown from the states ATC (Air Transport Command). The Enlisted Men's Club was officially opened this evening, from 1800 hours to 2200 hours. The receipts of the opening night was <sic> $189.00. The section heads acted as bartenders and did just as good a job of selling wines as they do at running their sections. Mess Sergeant Ray J. Beddingfield was popular at the Club, for he handed out free sandwiches to all comers.

April 13 - Three new ships were added to our Squadron today, thus bringing up to par our quota after the losses we had sustained. One new crew joined our Squadron. This was our 20th mission today. Two of our planes were lost in the raid on Budapest this date. Among the missing was Hyman Cohen, 2nd Lt, who joined us ATC, and was flying his first mission with

our Squadron in combat area. Our model crew, the backbone of our Squadron, who had been with us from the beginning were among the lost today.

Their B-24 was hit by enemy flak and crashed near Mostar, Yugoslavia. The airmen who perished on B-24 (#41-28675) were:

- *Blankenship, Joe W. 2nd Lt, Bombardier, Kentucky – KIA*
- *Cowart, Hugh D. S/Sgt, Ball Turret Gunner, Georgia - KIA*
- *Evans, Benjamin E. T/Sgt, Radio Operator, Georgia - DOW*
- *Foley, Kenneth H. T/Sgt, Engineer/Gunner, Oregon - KIA*
- *Magrath, Kenneth. 2nd Lt, Pilot, Massachusetts - KIA*
- *Manuel, James W. 2nd Lt, Co-Pilot, Louisiana - KIA*
- *Steakley, Waymon E. S/Sgt, Left Waist Gunner, Alabama - KIA*

April 15 - The Medical department of our Squadron began their daily spraying of all tents and all buildings with mosquito bombs today. This was to be their major engagement against the enemy, killing the malaria mosquito, which to many of us, was more feared than the human enemy. The medics also began serving atabrine tablets after the evening meal, which was supposed to become another daily precaution against the dread malaria. All beds were now covered with mosquito nets.

April 20 - Highlights of the day – ice cream for supper.

April 23 - Today our Squadron made history, for it's <sic> raid on Bad Voslau, Austria, went down in history as one of the finest bombings every done by any air force any where <sic>. The following message from Major General Twining of the 15th Air Force, quote "The superior performance of the Bombing attach <sic> at Bad Voslau on 23rd April by the 304th Wing is deserving of the highest commendation. No Bombardment Organization has ever done a better job. The skill of your bombardiers and the pilot's ability to maintain good bombing formation is evidenced by the strike photos." One of our planes failed to return from the mission. We bought four truckloads of block for the E M Building today.

April 30 - Pay Day. All members of the organization were paid to date. The month of April ended as a history making month for the 759th Bomb Squadron. Evidence of the appreciation of the performances of our combat crew members is found in the number of decorations awarded to the men in the group. At this writing, approximately 600 Air Medals have been presented with an average of two to three Oak Leave Clusters per medal. Approximately 45 Purple Heart Awards have been made, and fifteen airmen have received the Distinguished Flying Cross. History is made that will live long after the Squadron is disintegrated. May those who go back remember those who are left behind.

June 1 - The dawn of a new cycle in our life in Italy, for summer had come, with its warm weather - and mosquitoes. The medical department, under the direction of Capt. Earl S. Vetter, launched a new campaign against this fifth column ally of Adolph Hitler — and new and more artistic pictures were posted on the medical bulletin board, with tales of the horrors of this same dread mosquito. Lo, and behold, he who passes by without the Atabrine (quinacrine) pill these days, shall be made to swallow twice as many on the morrow." The base would also be subjected to dust storms.

In June 1944, in the same diary by Sgt. Ervin P. Sage, from South Dakota and a member of the 759th Squadron described early summer in June 1944 saying.

June 6—The American Flag was first raised in this squadron area. Major Warren called 'Attention', S/Sgt. Ruffus Ketchum, and T/Sgt Socartes Wouplos carried the flag forward and slowly raised it – to wave continually over the squadron area. The news of the day – opening of the second front (D- Day) in western Europe. In Foggia today I had my first ride in a one horse taxi and found it to be a restful and enjoyable way of seeing the sights in the city.

June 11 - "Chicken" for supper. This overshadowed all else.

June 29 - We had our first American beer since we arrived here. Each enlisted man was allowed three cans.

By this time, the men had settled in and made the air field as comfortable as possible. There was a baseball field, volleyball court, and horseshoe pit.

About Air Field Giulia

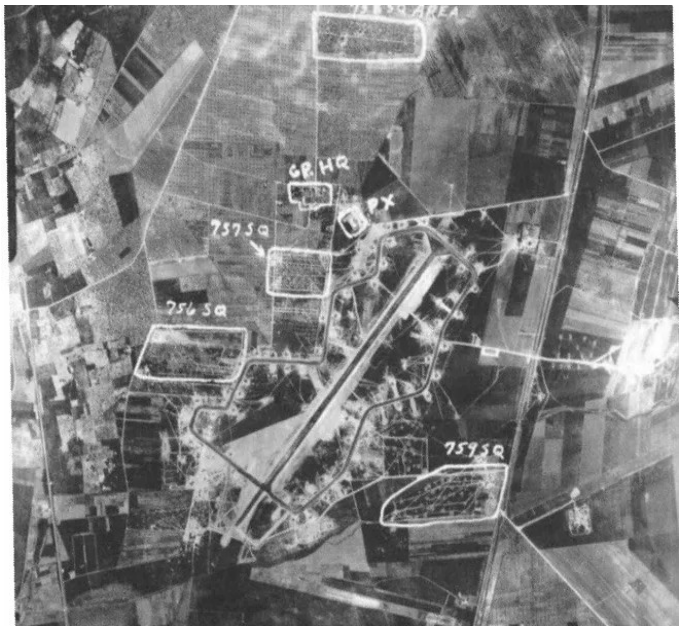
Giulia was part of the Foggia Airfield Complex, a series of World War II military airfields located within a 25-mile radius of Foggia. The ancient winery was commandeered as group headquarters and the base commander used the adjoining residence for housing. Other buildings were used as seemed fit. The men lived in tented billeting (barracks). Airmen and ground crews lived in six-man tents with dirt floors, later replacing them with scavenged wood.

Joe in Italy. Bottom row, third from right.

In August 2011 veteran Stan Kolbe recalled: "There were on site medical facilities and larger military hospitals at Foggia and Cerignola. Each squadron had its own area, complete with officer's mess/club and showers. The enlisted men had the same but all squadrons were in their own area. The billeting was referred to 'Permanent housing' by the Air Force. The site was surrounded by active vineyards, with local women and children continuing to work the land throughout operations. All this time the owner of the land was allowed to use all the other land for his business and crews often saw women and children stomp grapes in huge vats and going about their business as if we weren't there." Many of the veterans that served there recall the owner of the vineyard sharing his wine with the troops.

Picture of barracks taken by Joe Guarino.

There was a command center in a commandeered winery. It was an often mud-covered, hub for B-24 Liberator bombers targeting Nazi-occupied Europe. The base featured 67 all-weather hardstands, taxiways, and a, temporary, wooden control tower known as the "Coffee Tower". The runway was a pierced steel planking (PSP) runway. The base was known for poor weather in 1944, the base was, occasionally, severely affected by heavy mud and, at other times, dusty conditions. For a long time, the airfield was made of dirt and rocks, but this was eventually changed into gravel and oil and occasionally PSP. It is on these hardstands where much of the service on the planes were performed.



Giulia Airfield, Italy Home of the 459th BG - 15th Air Force

Editor's note: a hardstand during World War II was a specially prepared, reinforced, and paved or solidified area located around the edges of an airfield, used for parking, servicing, and dispersing aircraft. Unlike main runways or tarmacs, these were often secluded spots designed to protect planes when not in active use.

759th Bomber Squadron WWII

The motto of the 459th Bombardment Group during World War II was "Ducit Amor Patriae," which translates from Latin to "Led by Love of Country"

The 459th BG consisted of these squadrons: 756th, 757th, 758th, 759th Squadrons. The 459th BG engaged in very long-range strategic bombing missions to enemy military, industrial and transportation targets in Italy, France, Germany, Czechoslovakia, Austria, Hungary, Romania, Bulgaria, Albania, and Greece. The unit flew support and interdiction missions, participated in the

invasion of Southern France and struck communications lines and other targets during March and April 1945 to support the advance of British Eighth Army and American Fifth Army in northern Italy.

Targets

The squadrons attacked oil refineries, munitions and aircraft factories, industrial areas, airfields, and communications centers in Italy, France, Germany, Poland, Czechoslovakia, Hungary, Austria, Rumania, Bulgaria, Yugoslavia, and Greece with Italy serving as the home to the 459th Bombardment Group (Heavy).

On the back, Joe wrote, "yes this is me. This is what I do every night. I sure look small in this picture."

The bomb group and squadrons targeted oil refineries, marshalling yards, and aircraft factories in Germany, Austria, and Romania. In advance of D-Day 6-Jun 1944, the group provided support for Allied Invasions by attacking bridges, harbors, and troop concentrations to support the invasion.

The Bomb Group provided support for ground troops assisting the American Fifth and British Eighth Army by striking communication lines, supply depots, and marshalling yards in northern Italy during March and April 1945.

Joe and Jim in Trani Italy 12-Jun 1944

The Bomb Group participated in the Air Offensive over Europe, Rome-Arno, Normandy, Southern France, Rhineland, and the Po Valley campaigns. The group earned a Distinguished Unit Citation (DUC) for leading the 304th Wing against heavy enemy fire to bomb Bad Voslau, Austria, on 23-Apr1944.

World Series 1944

In October 1944, the men on the base at Giulia were able to listen to the World Series. As a St. Louisan, Joe had both hometown teams playing in the series. The 1944 World Series was known as the “St. Louis Showdown” or “Trolley Car Series,”. The series saw the St. Louis Cardinals defeat the St. Louis Browns 4–2. It was the only all-St. Louis World Series, played entirely at Sportsman’s Park. The primary batteries consisting of pitcher Mort Cooper and catcher Walker Cooper, along with Harry Brecheen and catcher Ken O'Dea. The Browns' primary battery featured Jack Kramer or Nels Potter pitching to catcher Red Hayworth. Joe is shown keeping score on the fuselage of a bomber on Thursday 5-Oct 1944.

FiJoe keeps score on the fuselage of a bomber in game 2, 1944 World Series.

1945

Through April 1945, the 759th Squadron targeted oil refineries, munitions factories, aircraft factories, industrial areas, airfields, and communications centers in Germany, Austria, Czechoslovakia, and the Balkans.

In March and April 1945, they focused on attacking railroad bridges, depots, and marshalling yards to support the Allied advance of the British Eighth and American Fifth Armies in northern Italy. The squadron flew its last combat mission of World War II in Europe, which included targets like Linz, Austria, on April 25, 1945, and Tarvissio, Italy, on 26-Apr 1945, as German forces retreated.

Germany surrendered unconditionally to the Allied forces on 7-May 1945.

From their base in Giulia, they departed for the U.S., arrived at the U.S. at Hampton Roads Virginia, traveled by train in July 1945 arriving at Sioux Falls Army Air Field in South Dakota 16-28 Aug 1945. The unit was programmed to convert to Boeing B-29 Superfortresses for the Pacific Theater, but was inactivated on 28-Aug 1945, following the Japanese surrender. Today the location is an agricultural area with only the farm of Torre Giulia remaining. There is next to no evidence of its presence in aerial photography.

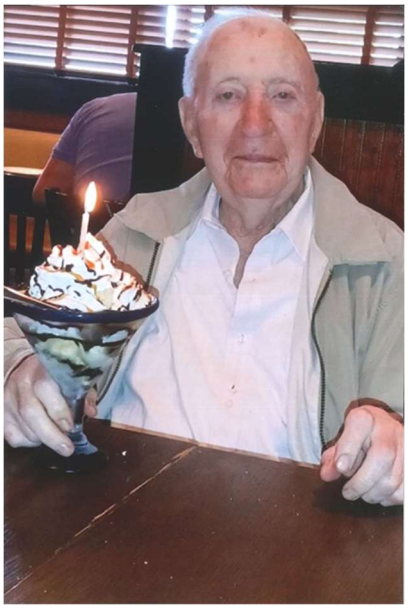
Joseph Lawrence Guarino attained the rank of sergeant and was awarded nine Bronze Stars for the following campaigns:

- Normandy
- Central Europe
- Northern France
- North Apennines
- Po Valley.
- Rome-Arno
- Rhineland
- Air Combat Balkans
- Southern France

Sgt. Guarino was likely eligible for the following medals and Commendations:

- European-African-Middle East Campaign Medal/Ribbon
- World War II Victory Medal
- Army Good Conduct Medal
- American Defense Medal
- Distinguished Unit Citation (DUI)

Post War



Joseph L. Guarino was Honorably Discharged on 25-Sep 1945 at Jefferson Barracks in St. Louis. Joe would later say, “My father was working at Jefferson Barracks and somehow discovered what train Joe would arrive home on after the war. Joe hadn’t seen his father for nearly three years. As Joe stepped off the train, his father was waiting for him. “This is a memory that Joe could recall like yesterday. One, Joe never forgot.”

He had served two years, eight months and twenty-five days. His final payment upon mustering out of the Army was 300.00 and .65 travel expenses. Joseph has an ASR Score of 95. The Adjusted Service Rating (ASR) Score, or “points system,” was a formula used by the U.S. Army after WWII (starting May 1945) to determine which soldiers were discharged first. It aimed for equity by calculating points based on time in service, overseas duty, combat awards, and children. Initially, 85 points were required to go home.

After the war, Joe returned to St. Louis MO and resumed his career with his employer Glasco Electric working there 3 years. Later he worked delivering bread for Wonder/Continental Bread Company for 15 years. After this he worked for Smith Overalls delivering uniforms for 21 years. As a sideline job, Joe worked for his father-in-law on his ice cream trucks. Joe retired in 1986 but soon went back to work for an electric company. In his entire work career, Joe only missed one day of work.

Joe and his family later lived at 2337 Bruno Ave, in Saint Louis. When he registered for the "Old Man's Draft" on 31-Aug 1948 Joe listed he was a "Clerk" employed by Glasco Electric Co. The "Old Man's Draft" was an inventory of US manpower, not for active combat. Korean War draft calls (1950–1953) instead targeted men aged 18½ to 35.

Joe met Jean Barbera at a friend's wedding. They married on 24-Apr 1949. They would have three children: Leanora, Vic and Anne. In 1950, the Federal Census reported Joe was married, living at 5047 Enright Avenue and later they bought a house in the Hanley Hills neighborhood.

Joe celebrated his 100th birthday on 5-Nov 2022. Both brothers joined in the celebration. At that time, his brother Frank was 96. Frank died on 16-Feb 2025. His brother Jim, an Army veteran, is 101. At the celebration of his 100th Birthday, Joe was interviewed for television by Mike Columbo in his series Veterans Voices. As in 1944, Joe was always a huge Cardinal Baseball fan. Joe enjoyed spending time with his family. Joe enjoyed traveling with his wife Jean. Joe lost his wife Jean on 8-Mar 2021 (1929-2021). As Jean had Alzheimer's, Joe was her primary caregiver for the last ten years. Joe and Jean were married 72 years.

Joseph Lawrence Guarino died 16-Mar 2023. Jean and Joe are buried together in Calvary Cemetery in St. Louis MO.

Supplemental Information:

In the early morning hours of Sunday, 13-Dec 1943, a B-24 Liberator bomber from the 759th Bomber Squadron took off from Westover Air Field in Chicopee, Massachusetts, for a training flight in preparation for overseas duty. It was never seen again, and was presumed to have gone down in the waters off the New England coast. The wreckage was found on the eastern slope of Mount Greylock, approximately 200 feet below the summit. The aircraft was flying through a heavy snowstorm and thick clouds. It is believed the pilot was unable to see the peak in the low visibility, leading to a controlled flight into terrain (CFIT). Due to the remote location and the ongoing storm, the wreckage was not located until several days after the disappearance. Today, a plaque at the Massachusetts Air National Guard base and a memorial at the Mt. Greylock State Reservation honoring the crew.

The eight crew members, were declared dead with their remains likely lost at sea:

- 1st Lt. Marion R. Klice (Pilot)
- 1st Lt. Donald H. Johnson (Co-Pilot)
- 1st Lt. James N. Phillips, Jr. (Bombardier)
- 2nd Lt. Orville Drue Andrews (Navigator)
- Master Sergeant Archie R. Jester, Jr. (Engineer)
- Staff Sergeant William E. Perkins (Radio Operator)
- Corporal Stephen Bilocur (Gunner)
- Staff Sergeant Robert J. Aulsbury (Gunner)

This was Joe's squadron. It is likely he knew some of the men.

Game 2 of the 1944 World Series. St. Louis hosted the St. Louis Browns 5-Oct 1944. Joe keeps score.

Joe with what is likely a Thompson Submachine Gun.

MORE SOLDIERS FROM THIS AREA ARRIVE IN U.S.

Eight Others Flown to Miami on Transport Command Planes From Europe.

More St. Louis area service men arrived yesterday in New York aboard a transport, after serving in Europe, the Associated Press reported today. They are:

Pfs. Arthur W. Yount, 2740 Hickory street; Pvt. Irvin Ehrlich, 5630 Pershing avenue; Lt. Edward B. Hogan, 1802A Leffingwell avenue; Sgt. Dan Burovich, 5923 Cabanne avenue; Sgt. Dan Burovich, 5923 (address unavailable); Cpl. Benjamin F. Bachus, 1221 Chambers street; Cpl. Clarence L. Carrico, 4157 Maryland avenue; Pfc. Hobert E. Farmer, 4067A Blaine avenue; Pfc. Norman D. Mayfield, 3504 Page boulevard; Pfc. Roby E. Parson, 1809 Cass avenue.

Pfc. Gene J. Slater, 3806 North Newstead avenue; Pfc. Ora L. Zehner, 1408 Linton street; Pvt. William A. Kircher, 3661 Montana street; Pvt. Walter J. Lang, 4487 Bircher street; Pvt. Leroy R. Lasher, 3510 Page boulevard; Pvt. Herbert Warner, 5053 Maple avenue; Pfc. John R. Brener, 4885A Kossuth avenue; Tech. Sgt. Jack D. Rotman, 1241 Hamilton avenue; Staff Sgt. Vernon E. Gruner, 5648 St. Louis avenue; Sgt. Elmer B. Hummert, 4110 Shreve avenue, and Cpl. Robert C. Hanssen, 4544 Flora avenue.

Eight men from St. Louis and vicinity arrived recently at Miami, Fla., aboard Air Transport Command planes from overseas, the Army Air Forces announced yesterday. These men, whose names follow, will be sent to Jefferson Barracks for processing prior to furloughs with their families here.

Pfc. Walter F. Ronshausen, 931 Withnell street; Pvt. Clyde C. Wideman, 2217 Montgomery street; Pfc. Lester E. Purcell, 4053 Washington boulevard; Staff Sgt. Archibald R. Wolverson, Webster Groves; Cpl. Grant D. Hanephin, Sappington; Sgt. David M. Davis, St. Charles; Sgt. Walter F. Westing, 2528 Odell street, and Sgt. Edward O. Provaznik, 2840 Arsenal street.

The names of other St. Louis area service men who arrived recently in this country from Europe are:

Staff Sgt. Harry Berger, 5571 Vernon avenue; Cpl. Leroy V. Stovesand, 3414 Oregon avenue, and Cpl. Willard F. Padgett, 2443 Benton avenue, Granite City.

The following men were scheduled to arrive in Hampton Roads, Va., yesterday, Associated Press announced.

Lt. James M. Chartrand, 2348 Arkansas avenue; Staff Sgt. Roy L. McCabe, 3806 Wyoming street; Cpl. Anthony F. Tikvart, 1511 Picker street; Cpl. Christian S. O'Conner 4132 McRee avenue; Maj. Robert D. Rhoades, 5704 Bartmer avenue; Tech. Sgt. Herbert B. Schulte, 5336 Chippewa street; Sgt. Roland R. Russell, 900 South Eighteenth street; Sgt. Lafayette G. Kugler, 2631 South Kingshighway; Sgt. Martin Braloski, 3722A Vest avenue; Cpl. Albert Cohen, 5891 Minerva avenue; Capt. Robert V. Williamson Jr., 1825 Natural Bridge avenue; Tech. Sgt. Elmer F. Donnell, 2704 Belt avenue; Pvt. James C. Cooper, 3526 Illinois avenue; Capt. Melvin T. Pennell, 5001 Miami street; Cpl. Walter R. Imel, 5507 Pennsylvania avenue; [illegible] Joseph Guarino, 5047 Enright avenue; [illegible] 7250 Pershing avenue; Sgt. University City; Cpl. Gordon F. Kelly, [illegible] and Tech. Sgt. Anton N. Rephoiz, 4543 Westminster place.

The transport Frederick Victory is due today in New York with the following St. Louisans aboard, the Associated Press reported:

Sgt. James P. Porterfield, 625 Shenandoah avenue; Pfc. Lyle O'Dell, 6118 Wabada avenue; Pfc. Milton Schlette, 4143 Noah drive, Ferguson; Pvt. Orville H. Jones, 1319 South Compton avenue. Addresses unavailable for following: Tech. Sgt. Frederick Tenholder, Staff Sgt. Luther W. Atkins, Staff Sgt. Kenneth L. Kallbrier, Cpl. Henderson East, Pfc. Otis C. Scholebo, Pvt. Robert G. Calnan, Pvt. James Mitchell and Pvt. John Steinbeck.

The Associated Press also listed the transport Caribia as due in New York today with the follow-

From Post Dispatch 14-Aug 1945.

uggs Arrives or Contest With Greco

Oscar Suggs and Billy Howard, principals on the boxing bill tomorrow night at Kiel Auditorium, swung into action for the last time at the Typo gym yesterday, leaving but two other boys still unreported. They are Walter "Popeye" Woods of New York and Nick Marmon, Dayton, Ohio, middleweight sockers who appear in eight-round events.

Suggs, a veteran of 200 fights in seven years of activity in the squared circle, meets Johnny Greco of Montreal, in the 10-round feature. Howard, who arrived with Suggs and Manager Lew Meyers, tackles Woods, who Tuesday night belted out Howard Benson in six rounds at Baltimore. Woods and Howard are down for a semifinal.

GGS SHADOW BOXES

Suggs shadow-boxed for three rounds then retired to the dressing room. "He's had a lot of work Providence," Meyers explained, and there is no use overdoing it." Oscar, a tall, sinewy, fighter built along the same lines as Allen Matthews, a veteran St. Louis boxer, demonstrated that he has speed as well as power.

Suggs and Greco will be resuming where they left off in Montreal a couple of weeks ago where they fought 10 vicious rounds with the Canadian welter champion getting the decision. Both are digging body punchers and know how to take care of themselves in tight quarters.

This may be Suggs' last fight, or perhaps one of his last since he passed his army physical five days ago. Twenty-seven years old next February he expects to be called for service within 90 days.

Oscar, like his prominent dad, Jack Suggs, who fought his best years ago, doesn't believe in protective measures boxers use today. In an actual fight he never wears a mouth protector and in the gym never laces on a headgear.

UGHT SOME GOOD MEN

number of good name fighters listed among boys he has fought this year including Al Tommy" Davis, Frankie Terry, Jo Mallen, a British welter, Pete Lucas, Georgie Martin, Fred Carbal, Al Costa, Vic Dellicurti and Sonny Horne.

Davis stopped him in seven rounds when Suggs' seconds couldn't let him come out for that round due to a badly gashed eye. He knocked out Lucas and Mallen, decisioned Martin, Carbal Costa and earned a draw with Dellicurti. The others outpointed

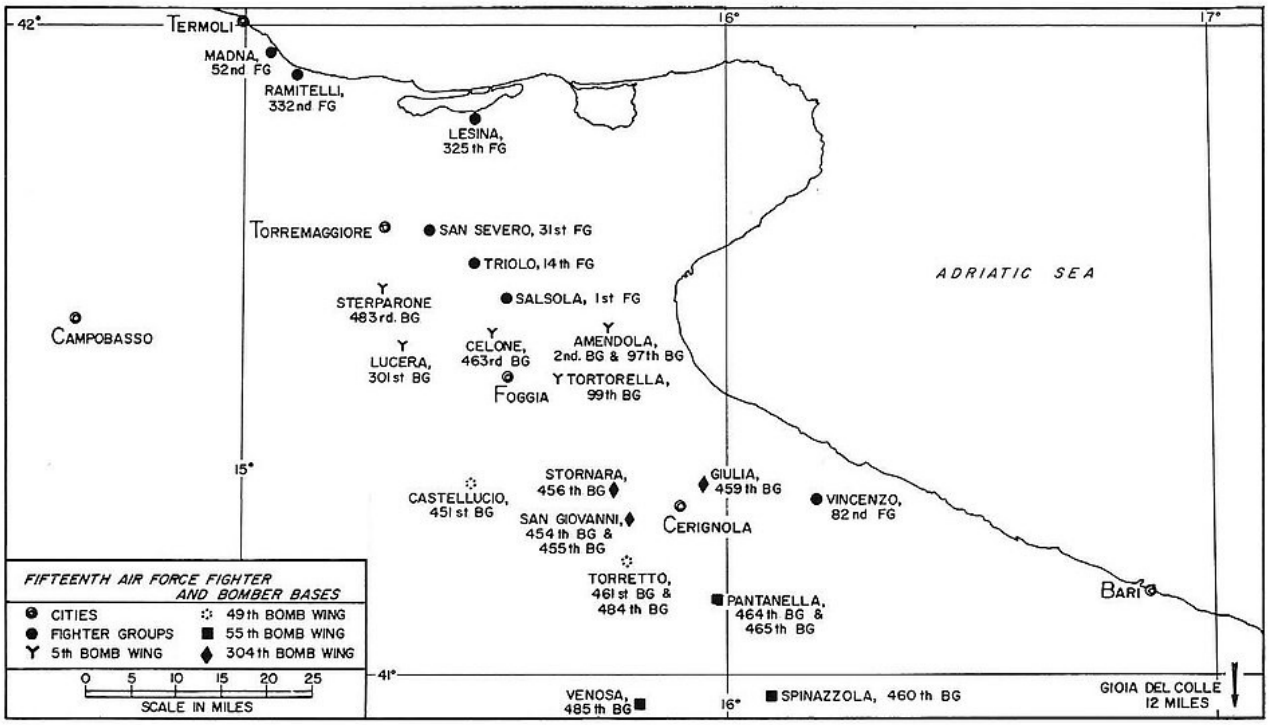
Greco, after a nearly morning start on the road, worked eight rounds in the gym, including three sparring sessions with Curtis Smith. Johnny didn't cut loose against the Golden Gloves cham-

ON THREE FAR-FLUNG BATTLE FRONTS, soldiers took time out to listen to short wave broadcasts of the all-St. Louis world series. At top, four Pennsylvania boys, friends of George Kurowski and Danny Litwhiler, Pennsylvania-born Cardinal stars, listen to the report. From the left in front are S-Sgt. Lester Blankenbiller and Sgt. Nick Marmontello of Reading and Cpl. Wilbert Reigle. In back is T-Sgt. Harold Briggs. The latter two are from Ringtown, Pa. In the center picture, three St. Louisans at an Eighth Air Force Bomber Station in England, huddle around a radio. From the left they are Cpl. Gilbert W. Schmitt, 3635 Rutger st.; Sgt. Marvin H. Mueller, 3171A California ave., and 1st Lt. Benjamin B. Tepper, 1145 Aubert ave. Below, more St. Louis boys use the side of a bomber as a scoreboard at an air base in Italy. Cpl. Edgar W. Sample, 7021 South Broadway, left; Cpl. Joseph L. Guarino, 5047 Enright ave., and Pvt. Bob Staley, top, 5168 Raymond ave., are the listeners.

Allen Denies Linking Coaches With

From St. Louis Globe Democrat 25-Oct 1944.

Unknown crew. The bombs painted on the fuselage indicate the number of missions flown.

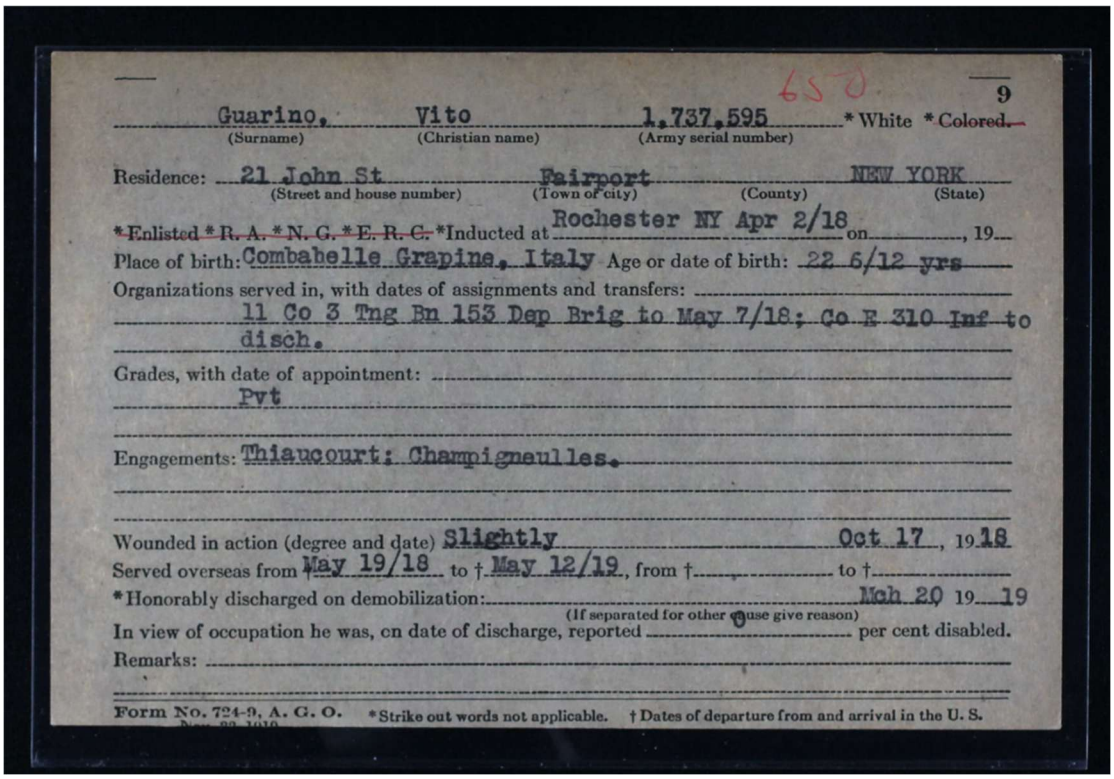


Joe is third from right, bottom row.

Vito Guarino

Joe's father was an Army veteran of World War I. Vito served in Company H, 346th Infantry, 87th Division. He left New York for overseas on SS Alsatain on 24-Aug 1918. His service number was 3205612. He left St. Nazaire France on 15-Mar 1919 for the US aboard the SS Alaskan bound for Fort Dix NY. He was listed as a private.

The SS Alsatian was a 1913 Allan Line ocean liner converted into an armed merchant cruiser (HMS Alsatian) during WWI. Serving in the 10th Cruiser Squadron, she was a flagship for the Northern Patrol, enforcing the blockade of Germany. She was noted for her speed, modern wireless equipment, and later renamed RMS Empress of France in 1919.



650 9

Guarino, (Surname) Vito (Christian name) 1,737,595 (Army serial number) * White * Colored

Residence: 21 John St (Street and house number) Fairport (Town or city) NEW YORK (County) (State)

*Enlisted * R. A. * N. G. * E. R. C. *Inducted at Rochester NY Apr 2/18 on ____, 19__

Place of birth: Combabelle Grapine, Italy Age or date of birth: 22 6/12 yrs

Organizations served in, with dates of assignments and transfers: 11 Co 3 Tng Bn 153 Dep Brig to May 7/18; Co F 310 Inf to disch.

Grades, with date of appointment: Pvt

Engagements: Thiaucourt; Champigneulles.

Wounded in action (degree and date) Slightly Oct 17, 1918

Served overseas from † May 19/18 to † May 12/19, from † ____ to † ____

*Honorably discharged on demobilization: Mch 20 19 19

(If separated for other cause give reason)

In view of occupation he was, on date of discharge, reported ____ per cent disabled.

Remarks: ____

Form No. 724-9, A. G. O. *Strike out words not applicable. † Dates of departure from and arrival in the U. S.

Our thanks to:

- William Van Sickle Blog, Personal diary and memories by Sgt. Ervin P. Sage
- Mike Columbo, Veterans Voices, Fox Channel 2 News
- Rob Burgess, grandson author of "Who is this Man?"
- Veteran, Stan Kolbe
- Family members note
- Garden View Care Center article

Editor’s note: There is a book written about the 459Th Bomb Group. However, it is out of print. Since it is out of print, the price ranges from $400-$500.00.:

“Coffee tower: A history of the 459th Bomb Group” Hardcover – June 15, 1997 by Lyle McCarty (Author).

2 St. Louisans Given Silver Star.

Three St. Louisans have been awarded the Silver Star and four have won the Bronze Star for gallantry in action and outstanding heroism, army dispatches announced yesterday. They were:

Silver Star.

1st Lt. George F. Wahle Jr., 24, leader of an assault platoon of a tank battalion in France, for "repeatedly exposing himself to enemy fire in order to maneuver his platoon into proper firing distance." His parents live at 4409 Marcus ave

T-Sgt. Paul J. Andert, 22, platoon Sergeant with an armored division in France who, despite wounds, rounded up his men scattered by enemy action and hereby "materially aided in defense of the village of St. Dennis-le-Gast, Normandy, on July 29." Son of Mr. and Mrs. Charles Andert, of 4241A West Sacramento ave. Has also been awarded the Bronze Star and the Combat Infantryman's Badge.

Pfc. Thomas E. Gossage, of 3728 Penrose st., for voluntarily manning a machine gun and firing at enemy planes in New Guinea in December, 1942, although inexperienced in the use of that weapon.

Bronze Star:

Pvt. James F. Henderson, whose address was given as 3853 Lindell bl., an infantryman in France, "for outstanding service and heroism in combat."

Pfc. Howard R. Kennedy, 21, rifleman with an infantry division in the Pacific, for heroic service in the battle of Saipan in rescuing a wounded comrade under fire. Son of Mrs. Sara Kennedy, 2719A Allen ave.

Pvt. Urban F. Fuchs, 21, scout with a rifle squad in Italy. Son of Mr. and Mrs. Joseph P. Fuchs, 8807 South Grand bl., Lemay. Has also been awarded the Purple Heart for wounds received Oct. 11.

S-Sgt. Giacomo (Jack) Dotta, member of an army engineer corps in France. Brother of Richard Dotta, 5240A Cote Brilliante ave.

Other awards include:

Distinguished Flying Cross:

S-Sgt. Edward G. Hughes, 24, turrget gunner on a flying Fortress, "The Big Drip," base in England. Son of Mr. and Mrs. Ollie Hughes, 4357 Lee ave. Has also been awarded the Air Medal with Three Clusters.

Flight Officer William Cassor, 25, pilot of a Royal Canadian Air Forces bomber. Nephew of John Cassor, 4047 Clayton ave.

T-Sgt. Robert M. Derfler, 22, top turret gunner of a B-17 in England. Son of Mr. and Mrs. Frank Derfler, 457 North Twenty-second st., East St. Louis. Has also been awarded two additional Clusters to the Air Medal and the Presidential Unit Citation.

1st Lt. Roy E. Wickerham, 23, bombardier of a B-17 in England. Son of Mr. and Mrs. W. J. Hodecker, 4366 Neosho st. Has also been awarded Three Clusters to the Air Medal.

Clusters to the Air Medal:

S-Sgt. Leonard G. Heckert, 26, engineer-gunner on a Liberator in Italy, first bronze Oak Leaf Cluster to the Air Medal. Son of Mr. and Mrs. E. W. Heckert, 5056 St. Louis ave.

T-Sgt. Antony J. Caglia, 24, radio operator-gunner on a Flying Fortress in England, First Cluster to the Air Medal. Husband of Mrs. Mary L. Caglia, 5323 Northland ave.

1st Lt. Eugene R. Stefanic, 19, Flying Fortress engineer and top-turret gunner in England, second and third Cluster to the Air Medal. Has completed more than 25 bombing attacks. Son of Mr. and Mrs. J. H. Stefanic, 4836 Oldenburg ave.

1st Lt. Robert J. Blumenfeld, Liberator bomber based in England, an additional Cluster to the Air Medal. Son of Mr. and Mrs. Charles Blumenfeld, 5768 Kingsbury ave.

Air Medal:

S-Sgt. George Babcock, 22, radio operator-gunner on a transport plane in the China-India-Burma theater. Son of Mrs. Mary Babcock, 4027 Cleveland ave.

Sgt. James F. Tharp, 28, tail gunner of a Liberator in Italy. Son of Mr. and Mrs. J. O. Tharp, 7310 Morganford rd.

Sgt. George M. Smith, 20, radioman-gunner of a Liberator in Italy. His address was given as 3953A Easton ave.

Sgt. Sylvester Luciano, tail gunner of a Liberator in England. Husband of Mrs. Martha Luciano, 1919 Angelrodt st.

2d Lt. Carl W. Johnson, 23, copilot of a Flying Fortress in England. Son of Mr. and Mrs. C. H. Johnson, 4017 Green Lea pl.

S-Sgt. Lafayette M. Carty, waist gunner on a Liberator in Italy. Husband of Mrs. Dorothy C. Carty, 2929 Pennsylvania ave., and son of L. F. Carty of Graniteville, Missouri.

S-Sgt. John E. Hughes, 25, waist gunner of a B-17 in England. Husband of Mrs. Cora Belle Hughes, 4100 Minnesota ave., and son of Mr. and Mrs. Elmer Hughes of Grand Tower, Ill.

Sgt. George Donald Walbridge, 20, engineer-gunner on a Marauder in France, who has completed 20 missions. Son of Mr. and Mrs. Gene Walbridge, 1424 Hebert st.

1st Lt. Herschel B. Malvin, pilot of a Liberator in Italy, who has completed 35 missions. Husband of Mrs. Dolores E. Malvin, 2305 North Kingshighway bl.

Purple Heart:

Pvt. Stephen J. Marcon, 20, infantryman wounded in France. Grandson of Mrs. Rose Tisato, 422 East Steins st.

Pfc. George F. Braun, for wounds July 28 in France. Husband of Mrs. Katherine Braun, 3931 Randall st.

Marine Cpl. Joseph Panus, 23, for wounds received on Tinian Island in July. Now in a hospital in New Caledonia. Son of Mrs. Julia Panus, 2514A Elliott ave.

Distinguished Unit Badge:

Pfc. George K. Nugent, 730 North Eleventh st., East St. Louis, armament specialist with the Fifteenth Air Force bomber outfit in Italy which was cited for outstanding performance of duty.

Cpl. Joseph L. Guarino, 22, member of a B-24 group in Italy recently awarded the Distinguished Unit Citation. Son of Mr. and Mrs. Veto Guarino, 5047 Enright avenue.

Pvt. Robert E. Scher, 20, member of a quartermaster truck company in the China-Burma-India theater recently awarded the Presidential Unit Citation. Son of John J. Scher, 2001 Delmar bl.

Cpl. Albert Cohen, 26, of 5891 Minerva ave., parachute rigger of a bomber group in Italy awarded the Presidential Citation.

From St. Louis Globe Democrat 7-Nov 1944.