



HISTORY
COMPANY 1396
(V)
S-120-Pa.
Farrandsville, Pa.

Army Personnel

1st Lt. Thomas M. Lerner
 Commanding
 1st Lt. Rudolph P. Weis
 Mess Officer
 1st Lt. Peter Grego
 Exchange Officer
 Dr. George D. Green
 Contract Surgeon
 Mr. Hiram M. Wolfe
 CEA

COMPANY 1396 was organized at Fort Meade, Md., by Lieut. James Goodall, on June 27, 1933. Lieut. Russell A. Wilson was second in command. The new company, composed of 200 veterans, arrived at Farrandsville, Pa., July 10, 1933. A beautiful camp has been built on an island in Lick Run, where high mountains surround it on all sides forming a natural amphitheater. The beauty spot is seven miles northwest of Lock Haven.

On July 15, 1933, the company started work upon state forest projects,

and one of the first and most important of these was the Carrier Road, 13 miles long, improved and rebuilt to serve as a main artery. Work was completed in July, 1934. Three protection roads aggregating 9 $\frac{3}{4}$ miles have since been constructed, 32 miles of fire trails have been built, twenty-five miles of roadside have been cleaned, 500 acres of blister rust control work, a stock survey of 1200 acres has been completed, and stand improvement cutting has covered another 500 acres.

The important projects were carried on under the direction of Camp Superintendent J. J. Meenan from August 23, 1933 to April 15, 1935, when he was succeeded by Mr. John C. Graham, present superintendent. The latest and one of the largest projects to be completed was the 13 mile Hazard Road connecting the camp with Coudersport Pike.

Captain James F. Smith, relieved Lieut. Goodall November 1, 1933 First Lieut. Edwin O. Shaw took command on September 10, 1934, and was promoted to Captain August 15, 1935. Under his command Camp S-120 won the Sub-District No. 9 Trophy in

May, 1935. The award was heartily applauded by the many friends of the camp in Lock Haven, it was won at the expense of many hours of overtime work.

The greatest sacrifices were made and the most loyal services rendered to the people of Lock Haven during and after the great flood of March 17, 1936. Captain Shaw and Superintendent Graham sent the men of Company 1396 into the stricken city by gasoline scooter on the Pennsylvania Railroad. Sensing the dire need of the distressed people, the men set to work with enthusiasm and courage. To reach the city half a mile of road had been rebuilt, the city cleaned, the people happily returned to their homes and the company returned to camp.

Mr. Hugh T. Day became the first educational adviser in April, 1934. Since that time a practical and effective educational program has been carried on. Elementary, high school and vocational studies are available. Valuable work has been done in landscaping, forestry, stone wall building and journalism. The official camp paper, "The Pickup," was started as a mimeographed paper in December, 1934.