KENTUCKY NATIONAL GUARD

50th ANNIVERSARY REMEMBRANCE
1958 - 2008

The Prestonsburg School Bus Disaster
28 February – 10 May 1958

Compiled by John M. Trowbridge, Jason M. LeMay, and Jackie Branham Hall.
2008
Kentucky Resolution

SR 17 - J. Turner, R. Jones II
Commemorate the 50th Anniversary of the Prestonsburg School Bus Crash of 1958.

January 9, 2008 –Introduced in Senate

A RESOLUTION Commemorating the 50th Anniversary of the Prestonsburg School Bus Crash of 1958.

"I answer the heroic question 'Death, where is thy sting?' with 'It is here in my heart and mind and memories.'"
- Maya Angelou

WHEREAS, on February 28th, 1958, at 8:10 a.m., School Bus #27, loaded with 48 students, was in route to Prestonsburg Elementary and High Schools, when three miles south of Prestonsburg on US 23, the bus collided with a tow truck, swerved and struck a parked car, and then plunged into the icy waters of the rain-swollen Big Sandy River; and

WHEREAS, in a matter of minutes the 12,000 pound school bus disappeared into the murky depths with its innocent cargo - 26 children, ranging in age from 8 to 17, and their bus driver, the deadliest school bus crash in United States history, equaled only by the Carrollton Bus Crash of 1988; and

WHEREAS, the tragedy struck at the very heart of Prestonsburg and Floyd County, leaving no one untouched in some way, from the grieving families and friends to the 22 survivors, who each had to deal with the tragedy itself and adjust to life after the accident; and

WHEREAS, the children who died in the Crash were not given a permanent memorial immediately following the accident, as many parents wished not to be reminded of the tragedy; and

WHEREAS, a permanent monument to the victims of the crash at Jenny Wiley State Park was dedicated in 1984 and a memorial was recently unveiled in Prestonsburg at the site of the old Floyd County Courthouse; and

WHEREAS, this unspeakable disaster remains as painful for the survivors today fifty years later, and was summed up simply and eloquently by Prestonsburg resident Josephine Fields, who said, "It's the worst thing that's ever happened in Floyd County. The very worst thing;"

NOW, THEREFORE, Be it resolved by the Senate of the General Assembly of the Commonwealth of Kentucky:

Section 1. The members of this body, both individually and collectively, commemorate the 50th anniversary of the Prestonsburg School Bus Crash of 1958, and express our condolences to the surviving friends and family members of the victims.

Section 2. When the Senate adjourns this day, it does so in honor of the victims of the Prestonsburg School Bus Crash of 1958.

Section 3. The Clerk of the Senate shall forward copies of this Resolution to Senator Johnny Ray Turner for presentation to local officials and family members.
Contents

Kentucky Resolution: Commemorating the 50th Anniversary of the Prestonsburg School Bus Crash of 1958.

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  B - Information about the School Bus Disaster.
  C – Kentucky National Guard Units Activated.
  D – Awards and Decorations to Kentucky National Guard Personnel.


NOTE: Caution this document contains descriptions of the accident and the aftermath and may not be suitable for all readers.
Acknowledgements

As with all of our historical publications, many people have helped to pull this piece of Kentucky National Guard History together.


Special thanks to Kathy Prater of the Floyd County Times for her photographs and assistance in locating individuals in and around Floyd County who had pertinent information pertaining to the Kentucky National Guard’s involvement with this tragic event.

Colonel (Ret) Armando “Al” Alfaro, one of the many Guardsmen who were on hand during the event, for his informative insight, on the Guards involvement in this tragic event, thank you sir.

The libraries at the Kentucky Historical Society, the Kentucky Department of Libraries and Archives, University of Kentucky’s, William T. Young Library, and the Lexington-Fayette County Public Library for assistance in tracking down articles and information pertaining to the event. And finally, thanks to the staff of the Department of Military Affairs, Military Records and Research Branch for their assistance with compiling data and photographs for the publication.
Introduction

The collision and plunge into a river involving a school bus near Prestonsburg, Kentucky on February 28, 1958 was the most disastrous bus accident in the history of the United States.

On a cold and cloudy morning, after a period of heavy rains and thaw, a Floyd County school bus loaded with 48 elementary and high school students bound for school at Prestonsburg on U.S. Route 23 struck the rear of a wrecker truck and plunged down an embankment and into the swollen waters of the Levisa Fork of the Big Sandy River, where it was swept downstream and submerged.

Twenty-Two children escaped the bus in the first few minutes as it became fully submerged in the raging flood stage waters and made it safely out of the river. However, 26 other children and the bus driver drowned. Kentucky National Guard and other authorities and agencies responded. The bus was finally located by Navy divers, and removed from the river 55 hours later.

Over 500 Kentucky National Guardsmen were activated during the sixty-nine day search and recovery operation for the victims of this tragic incident. Kentucky Guardsmen involved count the Prestonsburg Bus Tragedy as the grimmest state duty they ever performed. The accident drew nationwide sympathy for the parents of the children and respect for the stoic courage of the Prestonsburg people.

Fifty years later, the 27 person death toll is tied with the Carrollton, Kentucky bus disaster in 1988 for the highest number of fatalities resulting from a bus accident. Both accidents occurred in Kentucky and in each, the victims were all thought to have survived the initial collisions, but were unable to safely evacuate the school-type buses afterwards. After the 1988 accident, Kentucky changed its public school bus equipment requirements and requires a higher number of emergency exits than any other state in the country.
The Prestonsburg School Bus Disaster

On the morning of February 28, 1958, junk dealer Donald Horn slowed to investigate a truck off the road in a ditch. Behind him, a Floyd County school bus, apparently not seeing Horn’s wrecker in time, struck the rear of the vehicle, swerved across U.S. Route 23, and plunged into the Levisa Fork of the Big Sandy River.

The normally docile stream had been transformed by rain and flooding into a swiftly moving river thirty feet deep, twenty feet above flood stage. What might have been a multi-injury accident became a tragedy as panic-stricken schoolchildren broke windows and fought to get out the back door before the bus sank. Of the forty-eight on board, twenty-two escaped. The rest – twenty-six children and the driver – were carried downstream and under the water in the fierce current.i

The accident occurred at Knotley Hollow, three miles south of Prestonsburg. It was immediately labeled the worst traffic accident in state history and the National Safety Council called it the worst highway accident involving children in the nation's history.ii

Answering the frantic appeals of local officials, Governor Chandler directed Adjutant General J. J. B. Williams to order to active duty "any number of National Guard units or individuals...deemed necessary to effect immediate aid to the bereaved families in the search for the school bus and children involved." General Orders #4, 28 February 1958, shows the following seventeen units of the Kentucky National Guard ordered to duty on the dates shown:

<table>
<thead>
<tr>
<th>Unit:</th>
<th>Station:</th>
<th>Date Ordered to Active Duty:</th>
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<tbody>
<tr>
<td>138th FA Btry (Searchlight)</td>
<td>Lexington</td>
<td>28 February</td>
</tr>
<tr>
<td>Svc Btry 242nd FA Bn</td>
<td>Jackson</td>
<td>03 March</td>
</tr>
<tr>
<td>Hq &amp; Hq Btry XXIII Corps Arty</td>
<td>Lexington</td>
<td>04 March</td>
</tr>
<tr>
<td>Hq &amp; Hq Btry 242nd FA Bn</td>
<td>Frankfort</td>
<td>04 March</td>
</tr>
<tr>
<td>Btry A, 242nd FA Bn</td>
<td>Carlisle</td>
<td>04 March</td>
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<tr>
<td>Hq &amp; Hq Btry 441st FA Bn</td>
<td>Richmond</td>
<td>04 March</td>
</tr>
<tr>
<td>Svc Btry 441st FA Bn</td>
<td>Harrodsburg</td>
<td>04 March</td>
</tr>
<tr>
<td>Btry A 441st FA Bn</td>
<td>Danville</td>
<td>04 March</td>
</tr>
<tr>
<td>Btry B 441st FA Bn</td>
<td>Richmond</td>
<td>04 March</td>
</tr>
<tr>
<td>Btry C 441st FA Bn</td>
<td>Richmond</td>
<td>04 March</td>
</tr>
<tr>
<td>Co A, 201st Engr (C)(A) Bn</td>
<td>Carrollton</td>
<td>04 March</td>
</tr>
</tbody>
</table>

Governor A. B. Chandler.  
Courtesy KHS Special Collections.
Elements of many other Guard units were called to duty before the search ended. In addition, the State Police, Coast Guard, Salvation Army, Red Cross, and some Army Reservists were all summoned for help. The Army Reserve Armory at Prestonsburg was prepared as an emergency morgue.iv

Major General J. J. B. Williams, The Adjutant General of Kentucky, at the time of the bus disaster. Courtesy KY DMA, MRRB.

Captain Armando Alfaro⁵ of XXIII Corps Artillery received notice of active duty at the old Frankfort Pike armory in Lexington that afternoon. He and Second Lieutenant James Winkler of Searchlight Battery departed for Prestonsburg in advance of other personnel, taking one searchlight with them. They arrived in Prestonsburg late that evening, encountering swarms of sightseer, and reported to Lieutenant William Lykins of the Kentucky State Police and Prestonsburg Mayor William Napier. After reconnaissance, they positioned the searchlight at the West Prestonsburg Bridge.vi

By morning, personnel of the 138th Searchlight Battery, XXIII Corps Artillery and the 640th Field Artillery Observation Battalion arrived with three more searchlights. Arriving was Master Sergeant Charles Haynes, Sergeant First Class John Roser, and Sergeant Charles Biddle of the 138th Searchlight Battery; Chief Warrant Officers George Armstrong, Esby
Barber and George Mattocks, Jr., Specialist Nullan Burton and Private Thomas White of XXIII Corps Artillery; and First Lieutenant Thomas Buyher, Warrant Officer Hansel House, and Warrant Officer Edward Smith of the 640th.\textsuperscript{vii} Each searchlight was five feet in diameter and had the brightness of 800 million candles (candle power). These spotlights allowed the parents of the children, many of whom had vowed to stay on the river twenty-four hours (a day) until their children were found, to continue the grim search.\textsuperscript{viii}
By Saturday morning, news of the tragedy had drawn more volunteers and sightseers to the area. U.S. Route 23 was lined with cars for a mile in either direction. Guardsmen performed traffic control duties in addition to probing the river and clearing brush and branches from areas in their search for the still-submerged bus. They supervised the flow of traffic in cooperation with local officials until 6:00 o’clock that evening. Then they manned the searchlights at the accident area and the West Prestonsburg Bridge. It was the first night all four searchlights were put into operation, and searchers gave whoops of joy at the day-like brightness the lights lent to the river.
The bus, however, could not be found. U.S. Navy divers were finally used after all other means, including sonar equipment, grappling hooks, and long steel rods, failed. Metal nets were stretched across the Big Sandy three miles downstream to catch bodies. A river barge was also used in the search; holes were drilled through its deck and steel pipes run through the holes to drag the river. Lieutenant John Mundy of the Coast Guard coordinated all search efforts.

(Left) Diver Carlton Hadley. (Right) An unidentified Kentucky National Guardsman watches as diver prepares for another descent into the murky waters. Henry P. Scaff Collection.

Kentucky National Guard soldiers assist in lower search boat down the bank of the Levisa Fork of the Big Sandy River. AP Wire Service.
Governor Chandler and his executive secretary Harry Davis arrived by plane at 3:10 p.m. on Saturday, March 1st. Colonel (Ret) Alfaro recalls Chandler's visiting some of the families:

"He was a very emotional man and I know he went to visit one family and I remember seeing him when he came out in tears ..."xiii

In a radio speech made to the citizens of Prestonsburg, Governor Chandler promised, "We will do all we can for you in this disaster." He added, "We should be grateful to God Almighty for those youngsters who were saved."xiv

Kentucky Guard units were organized into probing and dragging teams. They worked night and day, thoroughly covering the river and the willows bordering it. Boat teams dragged the bottom of the river, employing eight to ten boats at one time and working side by side so that the entire width of the river could be covered. Men sifted through flood refuse and probed along the banks.xv

Arrow to the left indicates the high water mark when bus plunged into the river the morning of February 28, 1958. Notice military helicopter in the field, across the river. Courtesy Jackie Branham Hall.
On March 2, the school bus was found approximately 250 feet from where it entered the river. It might have gone further but for a rock ledge in the center of the stream blocked it.\textsuperscript{xvi} It was the body of young James Ousley, floating near the surface and caught in one of the bus windows, that indicated the location of the bus.\textsuperscript{xvii} Divers attached grappling hooks to the bus and bulldozers dragged it out onto the bank. Colonel (Ret) Alfaro describes the bus after it came to rest and the events that followed:

\begin{quote}
"I remember the bus was loaded with mud and you could see hands and legs sticking out of the mud... The people were just sort of in shock, and I remember Hansel House... ran over and pulled up that front door and he grabbed the first body and with that everybody came in and started doing it."\textsuperscript{xxviii}
\end{quote}

\begin{center}
\textit{Kentucky National Guard soldiers watch as the bus is pulled to the river bank. Petty Thompson Collection.}
\end{center}

\begin{center}
\textit{Floyd County Times.}
\end{center}

The "first body" was the driver's. Fourteen pupils were also pulled out of the bus, leaving twelve to be found.\textsuperscript{xix}
Kentucky National Guard soldiers assist with the movement of bodies from the bus, as well as keeping the crowd back from the site. *Reverend Dan Heitzelman Collection.*
On March 3, Service Battery, 242nd Field Artillery Battalion, assumed command in Prestonsburg. Due to a mix-up in orders, Alfaro's unit had departed for home after the bus was found. Now XXIII Corps Artillery was ordered back to Prestonsburg to assume immediate supervision of operations. As it was clear troops would be stationed in the area for some time, First Lieutenant Joseph R. Craft of the United States Property & Fiscal Office was assigned as procurement officer and directed the logistics end of the operation. All troops were stationed in the Prestonsburg High School Gym.

The body of Linda Darby was pulled from the muddy river on March 3 by two civilian volunteers. Her body was recovered about one-half mile below the location of the school bus.

On March 4 a meeting was held with local officials to coordinate search activities. Present at the meeting were County Judge Henry Stumbo, Mayor William Napier, Lieutenant Mundy, Floyd County Sheriff Hershel Warrins, County Coroner James Carter, and all Kentucky National Guard unit commanders. It was decided to continue probing operations along the flooded riverbanks, dragging the river, illuminating the river at strategic points, and maintaining nets stretched across the river at the West Prestonsburg Bridge, Auxier (a small community north of Prestonsburg), and at Paintsville (beyond Auxier).

Three bodies were discovered on March 4 by Service Battery, 242nd Field Artillery Battalion. The next day, a fourth body, that of Joyce McPeak was recovered beneath a swinging bridge. To facilitate the search, Guardsmen and volunteer searchers fashioned makeshift grappling poles with scrap iron and sixteen-foot 2x2's. Some of the irons were too dull to use; the 441st lost two bodies it had located and tried to recover. Materials for the poles were secured via announcements over radio station WEKY. Other appeals brought in 36 pairs of rubber gloves and 24 pairs of pliers.

Guardsmen recall the Prestonsburg folk as polite and helpful during the extensive search, able to lay aside personal grief to assist in the search and support the Guardsmen. Communities such as Auxier donated cots and other supplies and prepared food for Guardsmen. Colonel (Ret) Jerry Heaton recalls the townspeople as "extremely cooperative." Colonel (Ret) Joe Craft remembers in particular the Gobles, who had lost three children in the accident and who expressed continual concern for the welfare of the Guardsmen.

Captain David May of the 441st Field Artillery Battalion is another who recalls the kindness he encountered during the tragedy. He cites one man who informed him that the ladies of a church at Auxier had prepared lunch for his men. Captain May, remembering his instructions not to impose on the citizens, declined, saying he had
seventy-seven people in his company. "He said he knew, and told us to come on," Mays says, adding:

"Those people were just tremendous in their support of the Guard, and I don't know that I have ever seen that many men work for such hours with just total absence of any complaining and I think that this is a credit to the Guard, and also an indication of how sincerely those Guardsmen felt about trying to find those kids."xxx

No more bodies were discovered through the rest of March.

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22 March 1958, press release from Brigadier General Jesse Lindsay, commander, XXIII Corps. *Courtesy of Jackie Branham Hall.*
Suggestions as to how to raise the seven remaining bodies poured into the Governor's Office and the Office of the Adjutant General. It was suggested that detonating dynamite might be the best way to dislodge the bodies in the river. This suggestion was based on the old practice of firing a cannon over a body of water where a person had drowned, the concussion often being sufficient to nudge the body to the surface. Meanwhile, superstitious town folk suggested that a forked peach tree limb with a toenail and a lock of hair attached would lead to the location of the bodies.

On April 6, a new net was constructed below the one at the West Prestonsburg Bridge. Units dragged Levisa Fork from four miles north of West Prestonsburg Bridge, working north to Auxier four and a half miles. No recoveries were made until April 8, when a little girl's body was spotted at 11:10 in the morning. Early the next morning, April 9, another body was withdrawn from the river. Around three o'clock on April 10, a third body was recovered. Headquarters Company, 623rd Field Artillery Battalion, was responsible for each of these recoveries.

The return of warm weather and the gradual descent of the river caused the bodies to rise and surface. But divers were used on April 14 and 15 after another lull in the recoveries. As before they met with no success; the waters were still too dark and the current too strong.

On April 16 a new operation was put into effect. Bulldozers were used to clear away the troublesome willow trees and shrubs having branches in the water. It was thought that these could trap and hold a body down. Operations were begun at 7:30 a.m. and proved effective soon after when, at 9:45, the body of Doris Faye Burchett was found.
On April 20, Guardsmen, assisted by rescue workers from Tennessee, used four bulldozers to clear the river's right bank of willow shrubs and stumps from the accident scene to approximately 1,000 feet downriver. Bulldozers on the left bank duplicated the procedure. Except for the recover of a coat on April 18, there were no more results.xxxvii

In late April, heavy rains again raised the water's level and strengthened its current, hindering search efforts. On April 23, Specialist James P. Seals and Private Wayne Hopkins sighted a body, floating amid trash, from the boat dock watch position. The body was retrieved approximately 500 yards below the West Prestonsburg Bridge on the left bank by Master Sergeant Okie S. Green, Warrant Officer Thomas W. Muncaster, Master Sergeant Vaughn Holbrook, and Specialist James Stephens. Two civilians assisted. The body was taken to the Reserve armory where it was identified by clothing and a wristwatch to be that of James L. Meade.xxxviii

The 640th worked with the 201st Engineers to clear willows from the right bank beginning just below the accident scene to the Bull Creek Bridge. Hard rains delayed the operation. On April 25, ten boats manned by National Guard personnel patrolled the river from the scene of the accident to Auxier. The units' efforts were further hindered when the searchlights began needing replacement parts that weren't available.xxxix Consequently, only two searchlights were

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Floyd County Times newspaper article concerning recovery of the body of Doris Fay Burchett. *Courtesy of Jackie Branham Hall.*
manned, one at the boat dock and one at the West Prestonsburg Bridge. A searchlight was burned intermittently at Auxier.\textsuperscript{xI}

On April 30, Beddie Goble and William Goodman, two volunteer searchers, were working approximately one and a half miles from the scene of the accident when they found another body. Personnel of Battery B, 640\textsuperscript{th} Field Artillery Battalion, and the 201\textsuperscript{st} Engineer Battalion assisted in the recovery of the body, which was later identified as that of James Edward Goble, Beddie Gobel's son.\textsuperscript{xII}

By May 7, the Levisa Fork was again at flood stage. Boat patrols were used only to confirm the identification of objects resembling bodies. The Guard assisted families in moving from low areas, constructed levies to hold back flood waters, and assisted the Army Corps of Engineers in distributing pumps.\textsuperscript{xIII}

On May 10, two Kentucky Guardsmen, Jarrell Caudill and Billy Banks, assisted in the recovery of the final body, nine-year-old Paulette Cline was discovered at dusk under the Cliff Bridge nearly three miles from the site of the accident. After 72 days the search and recovery operation was finally over.\textsuperscript{xIII}

Veteran Guardsmen count the Prestonsburg Bus Tragedy as the grimmest state duty they ever performed. The accident drew nationwide sympathy for the parents of the children and respect for the stoic courage of the Prestonsburg people.

Less than a month after the recovery of the last body, Guard members were surprised to receive citations for "Outstanding Service contributed in the recovery of the bodies of the twenty-six schoolchildren and the bus driver lost in the Big Sandy River". The citations had been prepared by the Prestonsburg Schoolchildren Recovery Committee, and were signed by the parents of the deceased. The gesture touched the Guardsmen, who were unaccustomed to receiving thanks for doing their duty.
Citation for Service - Citation given by the families of the children who perished in the
Prestonsburg School Bus Disaster to individual members of the Kentucky National Guard who
assisted in the recovery operation. Certificate presented to Harold McSpadden. Donated by
CSM (Ret) Lee McSpadden.
Annex A

List of those who died in the Prestonsburg School Bus Disaster

Doris Faye Burchett, 15, of Emma.

James Edison Carey, 9, of Emma.

Glenda May Cisco, 17, and her brother,
Kenneth Forest Cisco, 14, of Sugar Loaf.

Sandra Faye Cline, 8, and her sister,
Paulette Cline, 9, of Lancer.

Emogene Darby, 17, of Cow Creek.

Linda Darby, 14, of Cow Creek.

John Alex DeRossett, 27, of Water Gap.

James Edward Goble, 12, his brother,
John Spencer Goble, 11, and sister,
Anna Laura Goble, 9, of Emma.

Jane Carol Harris, 14, of Emma.

John Harlan Hughes Jr., 13, of Emma.

Margaret Louise Hunt, 15, of Cow Creek.

Bucky Ray Jarrell, 14, and his sister,
Katie Carol Jarrell, 13, of Sugar Loaf.

Marcella Jervis, 14, of Emma.

Montaine Jervis, 15, of Endicott.

Thomas Roosevelt Jervis, 13, of Buffalo Creek.

Kathryn Justice, 16, of Endicott.

Nannie Joyce McPeek, 17, of Lancer.

Joyce Ann Matney, 14, and her sister,
Rita Cheryl Matney, 8, of Lancer.

James L. Meade Jr., 9, of Lancer.

James Thomas Ousley, 15, of Lancer.

Randy Scott Wallen, 17, of Lancer.
The Twenty-seven Who Died
In The Nation's Worst School Bus Disaster
Near Prestonsburg, Ky., February 28, 1958
A memorial to the school bus victims is located about midway between the convention center and May Lodge at Jenny Wiley Park. The stone monument sits at the top of a heart-shaped garden. Three plaques are displayed on the monument. One plaque has 27 crosses representing the children and bus driver who died in the accident. A cross stands at the heart's point. The monument was dedicated in 1994.

On October 10, 2007, a second memorial dedicated to the memory of the 27 lives that were lost in the 1958 school bus disaster was officially unveiled in front of the old Floyd County Courthouse.
Annex B

KENTUCKY NATIONAL GUARD
AFTER-ACTION REPORT CONCERNING THE BUS DISASTER

On 28 February 1958 the 138th FA Btry (SLT) was ordered to Prestonsburg, Kentucky for the purpose of aiding in the search for drowned school children in the Big Sandy River. On 4 March 1958 the following additional units were ordered for this duty: Hq & Hq Btry XXIIIrd Corps Arty, Hq & Hq Btry 242nd FA Bn, Btry A 242nd FA Bn, all of the 441st FA Bn. On 15 March 1958, Btry B 452nd FA Bn was ordered for this duty and on 16 March, Hq Btry and Btry A 452nd FA Bn were ordered for this duty. Co A, 201st Engineer Bn (C)(A) had elements for this duty during the entire operation. In addition several units had elements of the units ordered for this duty.

PRESTONSBURG SCHOOL BUS DISASTER FUND

Allotted from Governor's Emergency Fund 106,000

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<th>Expenditures</th>
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<td>Doctors' Fees and Hospital bills</td>
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<tr>
<td>Maint. and Repair of Vehicles</td>
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<td>Medical Supplies</td>
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<td>Total State Cost,</td>
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<tr>
<td>Prestonsburg School Bus Disaster</td>
<td>105,502</td>
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</table>
Annex C

KENTUCKY NATIONAL GUARD UNITS ACTIVATED

Many of the men pictured below took part in the Prestonsburg bus disaster recovery operation. All photographs were taken during Annual Training at Camp Breckenridge, Kentucky, in 1959.

Headquarters & Headquarters Battery, XXIII Corps Artillery
Lexington, Kentucky

138th Field Artillery Battery (Searchlight)
Lexington, Kentucky
Headquarters & Headquarters Battery, 198th Field Artillery Battalion
Louisville, Kentucky

Service Battery, 198th Field Artillery Battalion
Louisville, Kentucky
Battery A, 198th Field Artillery Battalion
Louisville, Kentucky

Battery B, 198th Field Artillery Battalion
Louisville, Kentucky
Headquarters & Headquarters Battery, 242nd Field Artillery Battalion
Frankfort, Kentucky

Battery A, 242nd Field Artillery Battalion
Carlisle, Kentucky
Service Battery, 242nd Field Artillery Battalion
Jackson, Kentucky

Headquarters & Headquarters Battery,
441st Field Artillery Battalion
Richmond, Kentucky
Service Battery, 441st Field Artillery Battalion
Harrodsburg, Kentucky

Battery A, 441st Field Artillery Battalion
Danville, Kentucky
Battery B, 441st Field Artillery Battalion
Richmond, Kentucky

Battery C, 441st Field Artillery Battalion
Richmond, Kentucky
Headquarters & Headquarters Battery, 452nd Armored Field Artillery Battalion
Louisville, Kentucky

Service Battery, 452nd Armored Field Artillery Battalion
Louisville, Kentucky
Battery A, 452nd Armored Field Artillery Battalion
Louisville, Kentucky

Battery B, 452nd Armored Field Artillery Battalion
Elizabethtown, Kentucky
Battery C, 452nd Armored Field Artillery Battalion
Elizabethtown, Kentucky

Headquarters & Headquarters Battery,
623rd Field Artillery Battalion
Glasgow, Kentucky
Company A, 201st Engineer (Combat)(Army) Battalion
Carrollton, Kentucky

Partial list of names of personnel from Company A, 201st Engineer (C)(A) that participated in the recovery operation:

MAJ Tilman O. Blackburn
MAJ Royce H. Gregory
MAJ John R. Somerville
MSG Robert E. Brown
SFC Joseph W. Simmons
SP2 Cecil Daniel
SP2 Ernest D. Howard
SP3 Richard L. Bittel
SP3 Louis E. Boone
SP3 Jimmie L. McCoy
SP3 Albert R. Brown
SP3 James R. Simmons
SP3 Paul E. Smith
SP3 Kenneth S. Underwood
Annex D

AWARDS AND DECORATIONS
PRESENTED TO KENTUCKY NATIONAL GUARD PERSONNEL

Kentucky Medal for Merit.

Captain William S. Dalton,
Service Battery, 242nd Field Artillery Battalion.

First Lieutenant Glenn A. Fisher,
Company A, 201st Engineer Battalion.

Chief Warrant Officer Frank J. Hickey,
Service Battery, 242nd Field Artillery Battalion.

Chief Warrant Officer Hansel House,
Headquarters and Service Battery, 640th Field Artillery Battalion.

Kentucky Commendation Ribbon with “V” Device.

Master Sergeant Robert H. Young, Jr.,
Company A, 201st Engineer Battalion.

Sergeant First Class Kenneth G. Miller,
Company A, 201st Engineer Battalion.

Kentucky Commendation Ribbon.

Presented to the following personnel of Service Battery,
242nd Field Artillery Battalion:

Sergeant First Class Charles A. Combs.
Sergeant First Class Bert Goff.
Sergeant First Class Hobert Scuth.
Sergeant Thomas R. Bach
Sergeant Arch Stacy, Jr.
Specialist Third Class Cecil W. Griffin, Jr.
Specialist Third Class Donald Privett.
Specialist Third Class John M. Smith.
Private First Class Morton McIntosh.
Specialist Second Class Norman Dunn.
Private Second Class J. B. Scuth.
Endnotes


v Then-Captain Alfaro retired from the Kentucky National as a Colonel in 1988.
vi Morning report, Provisional Detachment, XXIII Corps Artillery, 28 February 1958, State active duty history files, Military Records and Research Branch (MRRB).

vii Ibid.

viii Brigadier General (Ret) Jesse Lindsay and Major General (Ret) William Buster, "Prestonsburg School Bus Disaster," Folder #14 of 20 of unfinished research project, MRRB, 3 (hereafter "Prestonsburg School Bus Disasters").
ix Morning report, Provisional Detachment, XXIII Corps Artillery, 01 March 1958, State active duty history files, MRRB.
x Colonel (Ret) Armando Alfaro interview, 30 November 1989, MRRB.
xii Ibid.

xiii Colonel (Ret) Armando Alfaro, interview by Brigadier General (Ret) Jesse Lindsay, transcript, n.d., folder # 14 of Lindsay/Buster research project, MRRB.

xv "Prestonsburg School Bus Disaster," 3.

xvii Captain (Ret) David May, interview by Brigadier General (Ret) Jesse Lindsay, transcript, n.d., folder # 14 of Lindsay/Buster research project, MRRB.


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