



Clarence Albert Murray

Clarence Murray was born on October 2, 1894 in Randolph, Minnesota to Lukas (Luke) Murray (1856-1925) and Anna Christina Anderson (1856-1936). Luke worked for the railroad out of the Randolph Depot. He was the Section Foreman and Anna ran a boarding house and cooked at the hotel next door. Luke was born in Germany and Anna was born in Sweden. Clarence was one of eight children, three of which served in WWI (Ernest Arthur, Clarence Albert and Eldo Roy). In 1910 Clarence and his brothers Eldo and Louis are fireman working for the railroad. On June 5, 1917 he registers for the mandatory draft. He is now a freight conductor for Chicago Great Western Railroad. He is 25 and single. He enlists on September 13, 1917 and is assigned as a Conductor to Company D of the 21st Light Rail Engineers. This was one of the most dangerous jobs in the War. They were tasked with building the

temporary sections of track called “spurs” that would carry ammunition, supplies and men to the trenches. They operated the trains day and night and were under constant enemy fire.

They trained at Camp Grant, Illinois and on December 16, 1917 they left from Camp Merritt, New Jersey on a train through Canada where they sailed to France on the USS President Grant. They arrived on January 13 in Gievres, France and hiked to Camp Duquesne. Here they constructed their own barracks. The front was 9 miles away. They were ordered to construct a light railway from Sorcy to Corneville, France which would connect the French Light Railway which ran to that point from Pagny which formed a perfect network of tracks directly behind the trenches. They did this quickly and then began to move supplies, then rock to construct roads and last of all they moved the men. Company D was also assigned to relieve the French Telephone Operators. When the war ended, they still had work to do. They spent the next few months picking up and hauling the ammunition that had been left in scattered dump sites all along the front. Finally on May 28, 1919 they were headed home. They left from Brest, France, once again on the USS President Grant to Boston, Massachusetts. Clarence was released from Camp Devens, Massachusetts as a Corporal and he returned to Minnesota.



He married Luella Frieda Sachs from Dakota County and the couple moved to Minneapolis, where Clarence worked as a Conductor for the Chicago Great Western Railroad until he retired. The couple had two daughters, Marjorie born in 1922 and June born in 1928. He died on June 11, 1966 at the age of 72 in St Paul, Minnesota. He is buried at Acacia Park Cemetery in Mendota Heights.