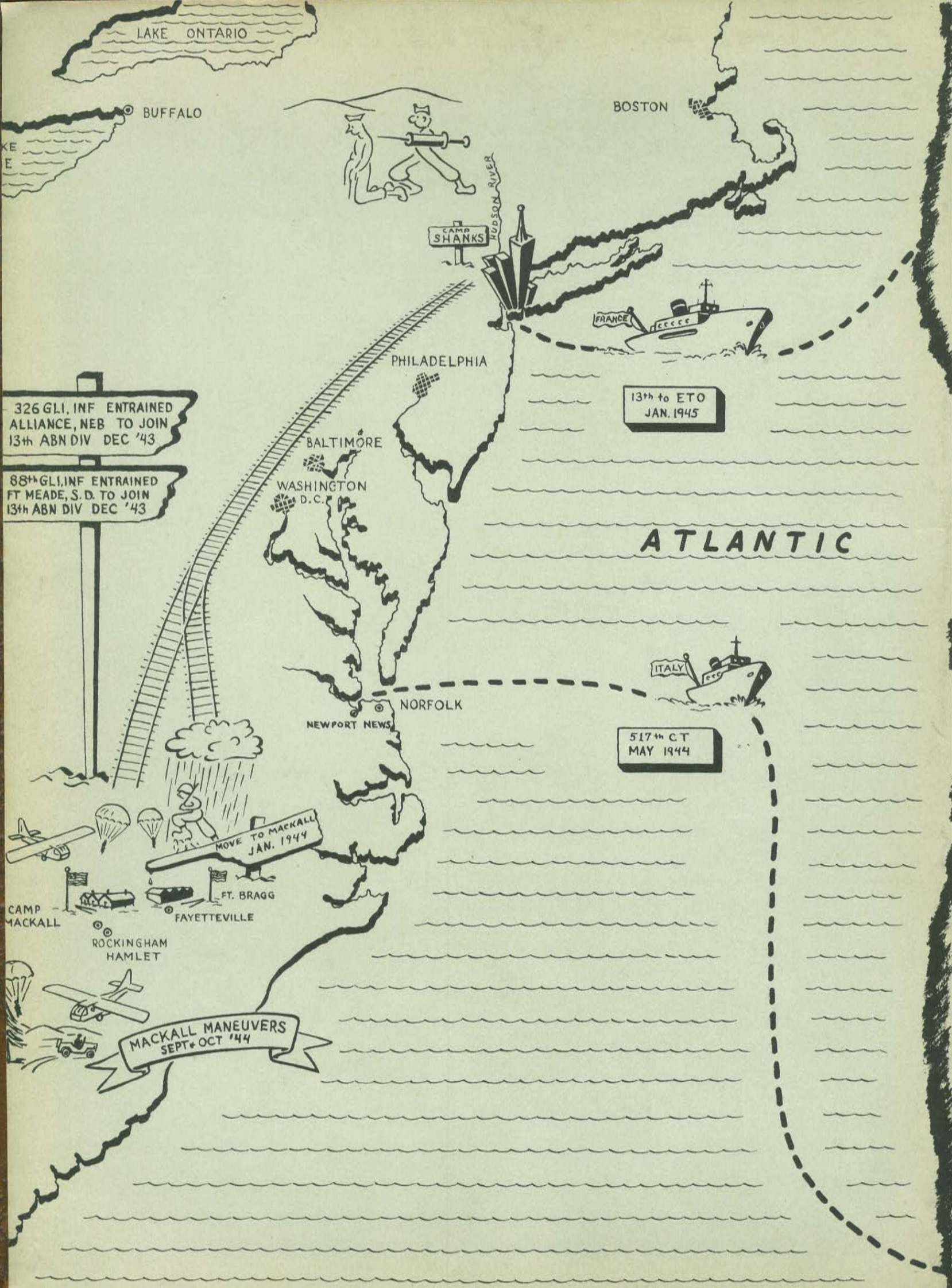


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13th



DIVISION



LAKE ONTARIO

BUFFALO

BOSTON

CAMP SHANKS

HUDSON RIVER

PHILADELPHIA

BALTIMORE

WASHINGTON D.C.

NORFOLK

NEWPORT NEWS

13th to ETO
JAN. 1945

ATLANTIC

517th CT
MAY 1944

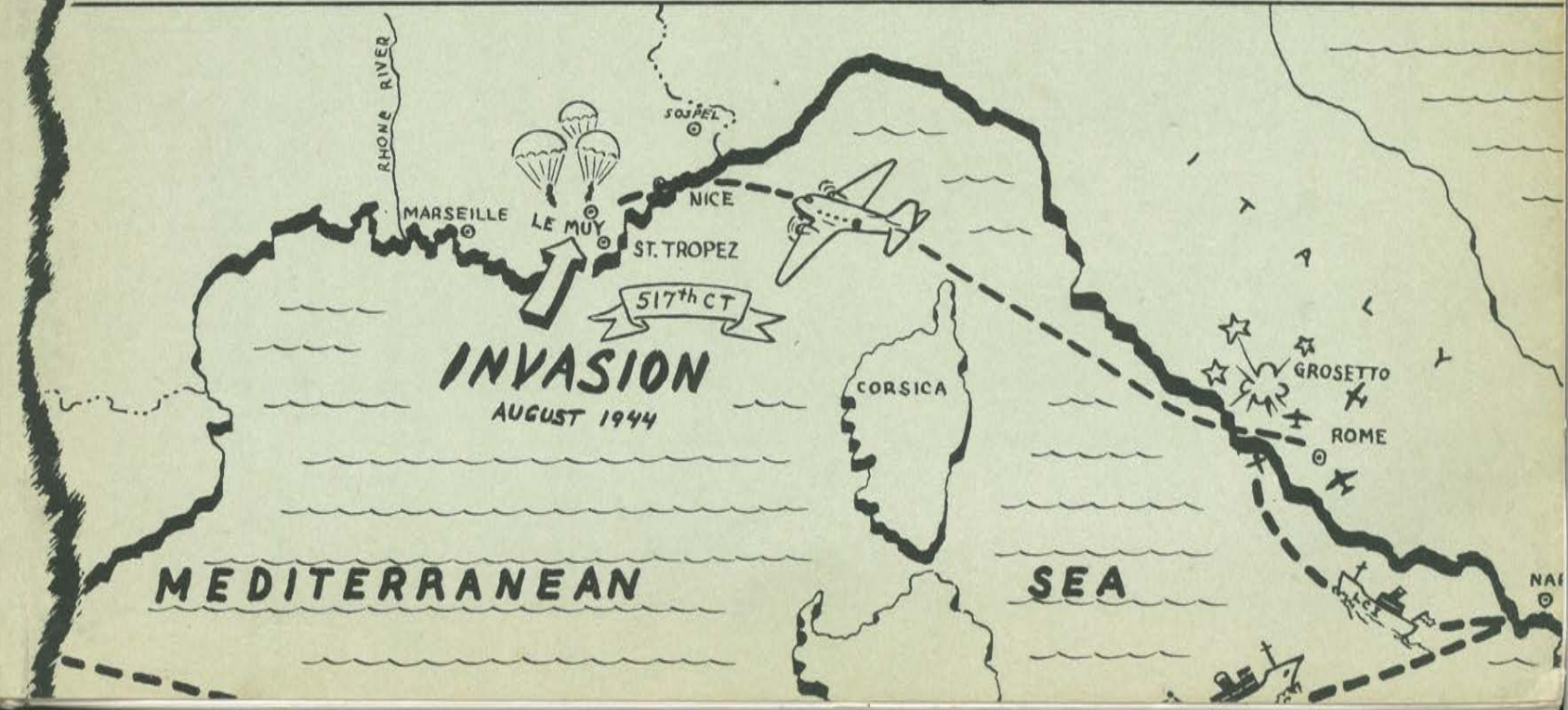
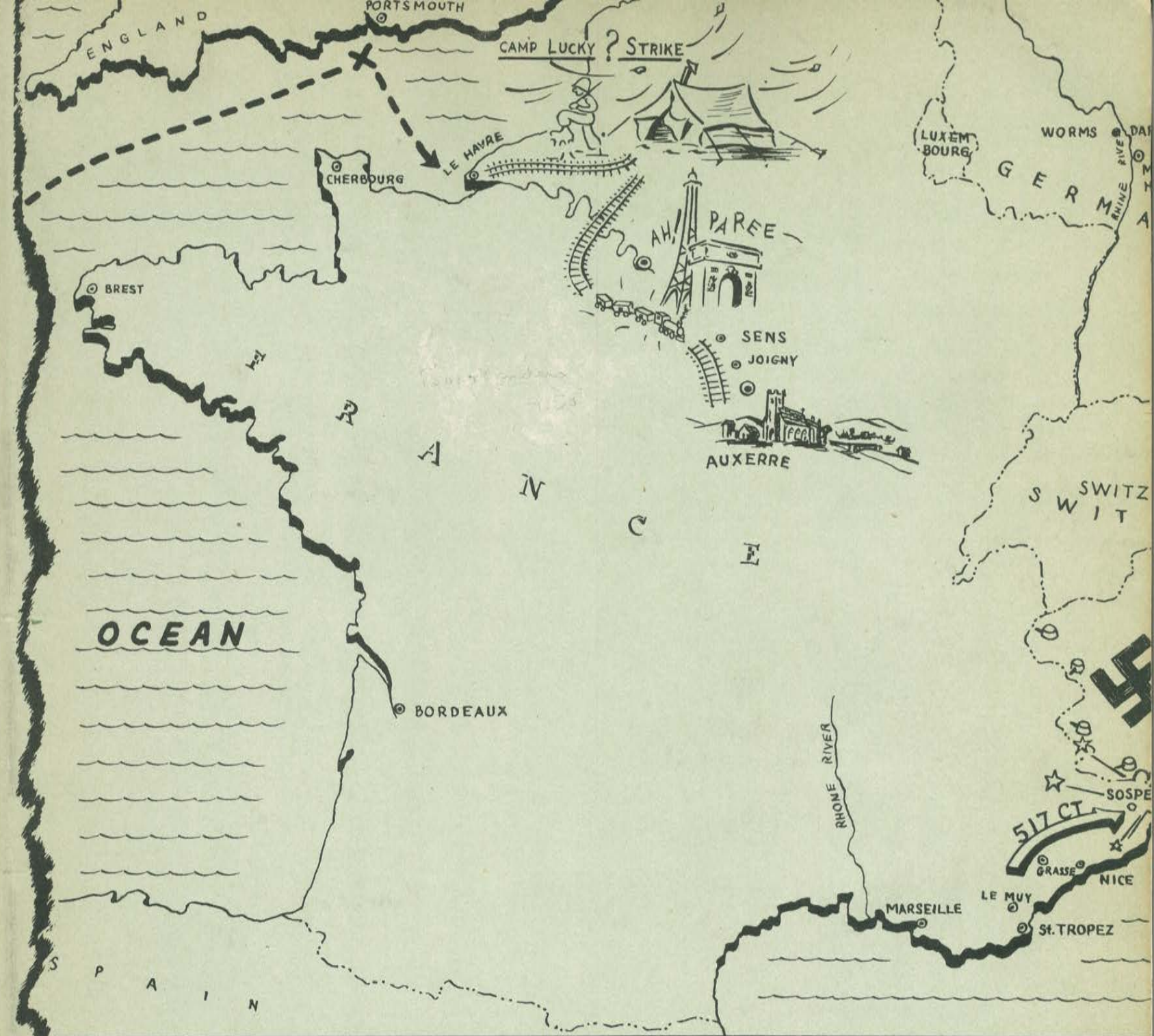
MOVE TO MACKALL
JAN. 1944

FT. BRAGG

FAYETTEVILLE

ROCKINGHAM
HAMLET

MACKALL MANEUVERS
SEPT-OCT '44





**SHOULDER PATCH OF
THE 13th AIRBORNE
DIVISION**

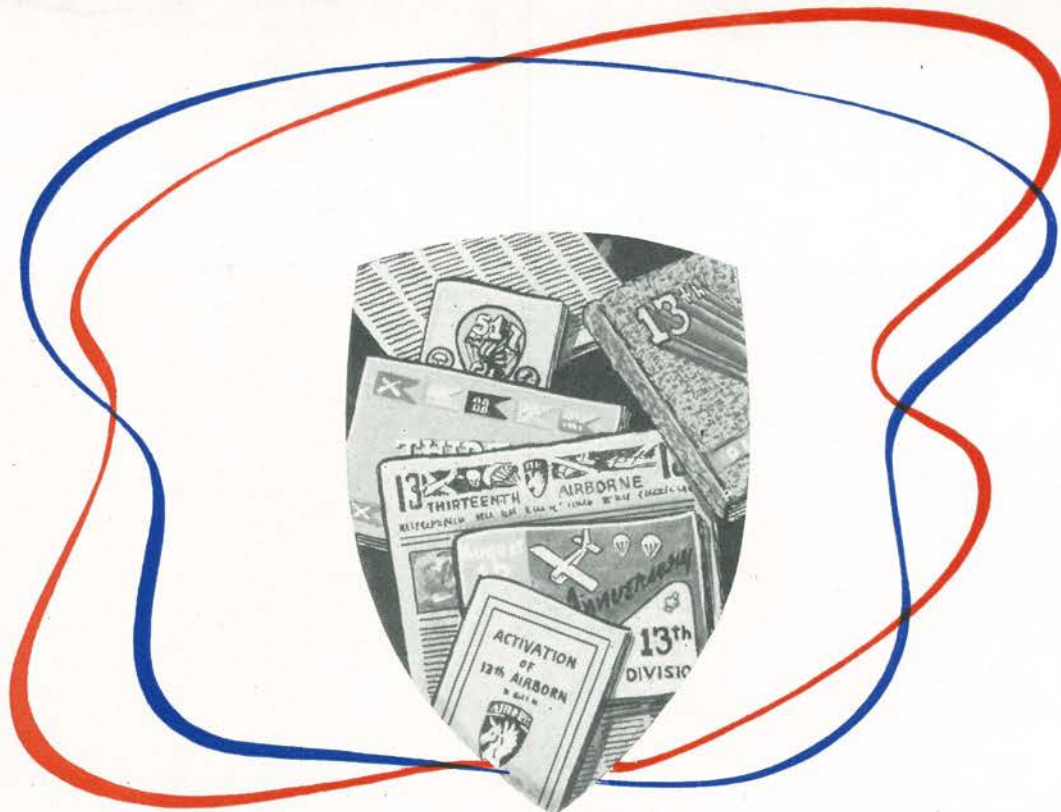
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AIRBORNE

Where is the prince who can afford so to cover his country with troupes for its defense, as that ten thousand men, descending from the clouds, might not, in many places, do an infinite deal of mischief before a force could be brought together to repel them?

BENJAMIN FRANKLIN
1784



Editorial

STAFF

EDITOR

LT. COL. WILLIAM J. BLYTHE
AC of S, G-2, Division Headquarters

— ASSOCIATE EDITORS —

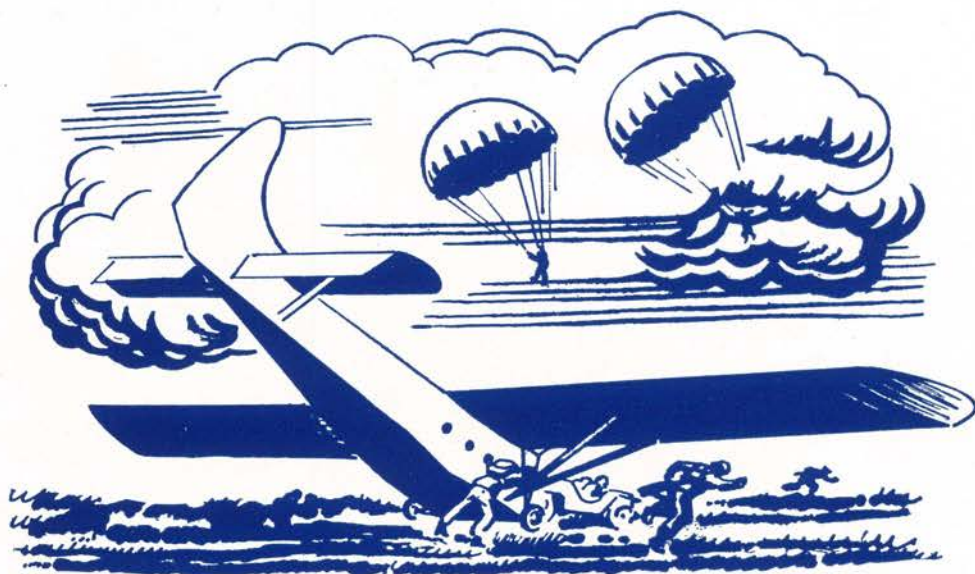
LT. COL. CHARLES W. HENRY
Division Artillery
MAJOR ROBERT J. SOLLENBERGER
129th Engineer Battalion
CAPTAIN EDWARD RIGGS-MILLER
515th Parachute Infantry
1ST LIEUTENANT DANIEL J. CLEARY, JR.
326th Glider Infantry

1ST LIEUTENANT FRANCIS L. RUDINE
Division Special Troops
1ST LIEUTENANT GERALD A. DOUGHERTY
153rd Anti-Aircraft Battalion
2nd LIEUTENANT ALLAN A. BYNON, JR.
517th Parachute Infantry

* PHOTOGRAPHY *

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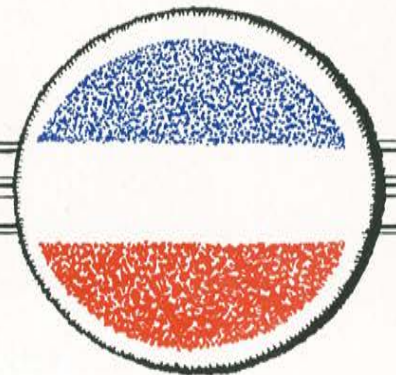
FOREWORD

In editing this, the history of the 13th Airborne Division, we hope that we have not committed the grievous error of considering our commission as merely a personal honor. We feel that the honor and the high responsibility entailed therewith allows us an opportunity to render a real service to our comrades and to our beloved Division. It is our most sincere hope that in the years to come, when the memory of recent days fade, you may take this book in your lap and recall memories of friends—of trials and triumphs—of days we spent together in the 13th Airborne Division.

—*The Editorial and Management Board.*



LIEUTENANT GENERAL LESLEY J. McNAIR, U.S.A.



DEDICATED

This unit history is dedicated to the memory of the late Lieutenant General Lesley J. McNair, U.S.A., under whose direction as Commanding General, Army Ground Forces, the 13th Airborne Division was activated, organized and trained. His deep personal and professional interest in the Airborne Development was well known to this command, where his visits were inspiring, his words encouraging, and his military attributes an exemplary standard to officers and men alike.

We take pride in having served under the command of one of America's outstanding military leaders whose vision and foresight contributed so greatly to the success of our efforts. To his memory as a courageous commander, a superior soldier and a supreme leader we render the final salute of the Division: "Morituri te Salutamus."





MAJOR GENERAL ELBRIDGE G. CHAPMAN
COMMANDING GENERAL
13th AIRBORNE DIVISION

to the TROOPS

THE 13th Airborne Division will have held its last parade and marched in final review as this published record of its men and their activities is being released from the press. It is particularly fitting that the division history should appear simultaneously with the passing of units from active existence to take their place in the annals of history.

The detailed events depicted herein are of interest chiefly to those members who actively participated in the episodes as recorded. If this publication is instrumental in renewing an old friendship, reviving a close comradeship, or recalling the memory of hardships and hazards which have cemented our association, it will then have served its purpose. With a single objective we have devoted a portion of our lives to the country's welfare in carrying to a successful conclusion the greatest war in all history. The 13th Airborne Division has been characterized by the pride of its members in their service, faithfully rendered, and in the individual accomplishments of our comrades.

As years roll by these memories, aided by this written record, will be more highly prized and deeply cherished.

To each man of the 13th Airborne Division who has played his part and carried his share of the responsibilities entrusted to our unit, this book will serve as a token reminder of the past and a criterion of obligations of citizenship to be upheld in the future.

Here we render a parting salute to our flag and to our active military association together under the sign of the unicorn.

Bridge Chapman





IN MEMORIAM

TO OUR HEROES OF
WORLD WAR II

Those members and former members
of the 13th Airborne Division
who have given their lives
in defense of their
country.

*"Before they die the brave have in their hands
A rich particular beauty for their heirs."*



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GOD IS OUR TRUST





History

BOOK I

A BRIEF HISTORY OF THE 13th AIRBORNE DIVISION

**ITS ORIGIN AND DEVELOPMENT... EARLY DAYS...
GLANCES AT THE TRIALS AND EXPERIENCES
THAT LEAD TO ITS PRESENT POSITION,
COMPLEMENTED BY MANY VIVID
ILLUSTRATIONS THAT RECALL
AN INTERESTING PAST.**

THE USE of Airborne troops in modern warfare won the interest of military strategists after the development of the parachute following World War I. However, for over a decade such tactics were in an experimental phase and were frankly regarded as a novelty. Likewise the use of the glider for military purposes was not considered feasible until the proponents of the use of airpower in Germany took advantage of so-called sailplanes to build up a reserve of qualified airmen. Methods of warfare change and man's imagination is

eager to accept the challenge, to prove his supremacy with new equipment and techniques. At the outset of World War II in 1939 the nations of the world were ill-prepared for the onslaught of Hitler's "Blitzkrieg." Highly trained, fast moving troops, already masters of the rapid breakthrough, envelopment, and encirclement, now introduced the third dimensional envelopment by parachute and glider, proved their capabilities on the island of Crete and used them with devastating effect as the Nazi juggernaut smashed across the Dutch lowlands.

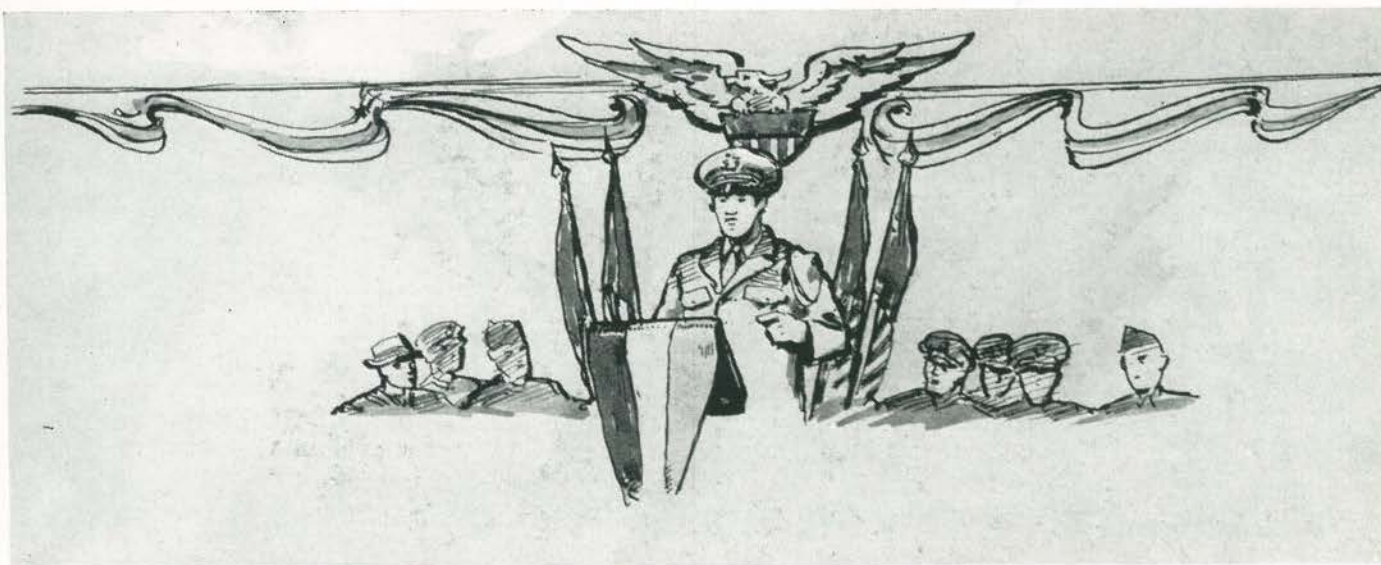




The United States had long considered the possibilities of Airborne tactics and had, in a small way, experimented with Airborne techniques. When the need became apparent the groundwork had already been laid for future growth. Airborne units were organized in skeleton form and were quickly filled with intelligent volunteers of outstanding physical ability. Training

programs were outlined and men of vision rose above the lack of precedent to carry forth this new concept of military mobility. Their ideas did not always meet with instantaneous approval but their unfailing efforts were the foundation for one of the most brilliant and successful arms of the American army.





AS PART of the general program of Airborne expansion the 13th Airborne Division was activated on Friday the 13th of August, 1943. The colors were presented to the Division's first Commander, Brigadier General George W. Griner, by the Fort Bragg Post Commander, Brigadier General J. T. Kennedy, Major General Elbridge G. Chapman, Commanding General of the Airborne Command and one of the pioneers in Airborne development, addressed the assembled cadre and distinguished visitors. Airborne troops were already making history on the battlefronts of the world and a great future was predicted for this,

the youngest of a new but honored family. From throughout the nation came messages offering best wishes and encouragement to the officers and men of the new 13th.

It was but a few months later that the Division sustained a distinct loss when General Griner left to assume command of the 98th Infantry Division and took with him his Chief of Staff, Colonel Richard P. Ovenshine. But the 13th was honored to welcome as its new Commander, General Chapman, whose efforts with the Airborne since its earliest days were widely known and whose words had keynoted the activation ceremonies such a short time before.





IN DECEMBER the first Airborne Infantry unit organized in this country became part of the Division, absorbing the 190th Glider Infantry. This organization was Colonel Joseph A. Hinton's command, the 88th, which had been founded by General Chapman at Fort Benning in October of 1941. At the same time another proud unit, the 326th Glider Infantry Regiment under Colonel William O. Poindexter, joined the Division and absorbed the 189th. The 189th and 190th had been part of the Division, as cadre, since activation day.

The first week of 1944 found the Division moving to Camp Mackall to inaugurate a training program. The 88th, already an experienced regiment, went to the Pinehurst-Aberdeen area to participate in maneuvers against the 17th Airborne Division. This was the first of many problems and maneuvers which the 13th was to be a part before its shipment overseas.

In March of 1944, the 513th Parachute Infantry Regiment left the 13th to join the 17th Airborne Division in Tennessee. Several months later the 17th was to go overseas and the 513th made a name for itself in European combat. They were replaced as the Division's jump regiment by the 515th Parachute Infantry Regiment, which soon after highlighted the visit of Under-Secretary of War Robert Patterson with a regimental jump.

The late Lieutenant General Lesley J. McNair, to whom this book is dedicated, inspected and put his stamp of approval on the 13th in June of '44. While he was with the Division on his tour of inspection, General McNair presented the Division's first Expert Infantry Badges.

A group of officers was selected from the Division in July to form the staff of the First Allied Airborne Task Force which was to launch the successful Airborne invasion of Southern France a month later.

In September, field exercises were held, followed by full-scale Airborne maneuvers that were to be the last test before combat. In spite of difficult conditions and the unfamiliar situations encountered, Army Ground Forces observers pronounced the entire tactical operation a success.

★ ★ ★

"We had been building up to these maneuvers for a long time. We had sweated out preliminary problems and had our share of tough times—glider accidents—wearying night problems—getting lost in swamps—to say the least, we hoped the big maneuver would come off better than some of the jobs we had pulled in preparation. The take-off day arrived and we carried out the 'get ready' routine that we were to become so familiar with later on in Europe. The first serials left the airfield in total darkness and by the time I hit the ground the illusion of reality was as complete as it could be without an actual enemy. We were just getting organized in the drop zone when a C-47 lit up the sky with a trail of flame and crashed so close to me that I could feel the impact. Of course, the maneuver was just a large-scale repetition of things we had done so often that they were almost second nature, but that flaming C-47 was the milestone for me of one phase completed and another more difficult one about to begin. 'Guadalmackall' with its tarpaper barracks and oceans of sand was behind us."



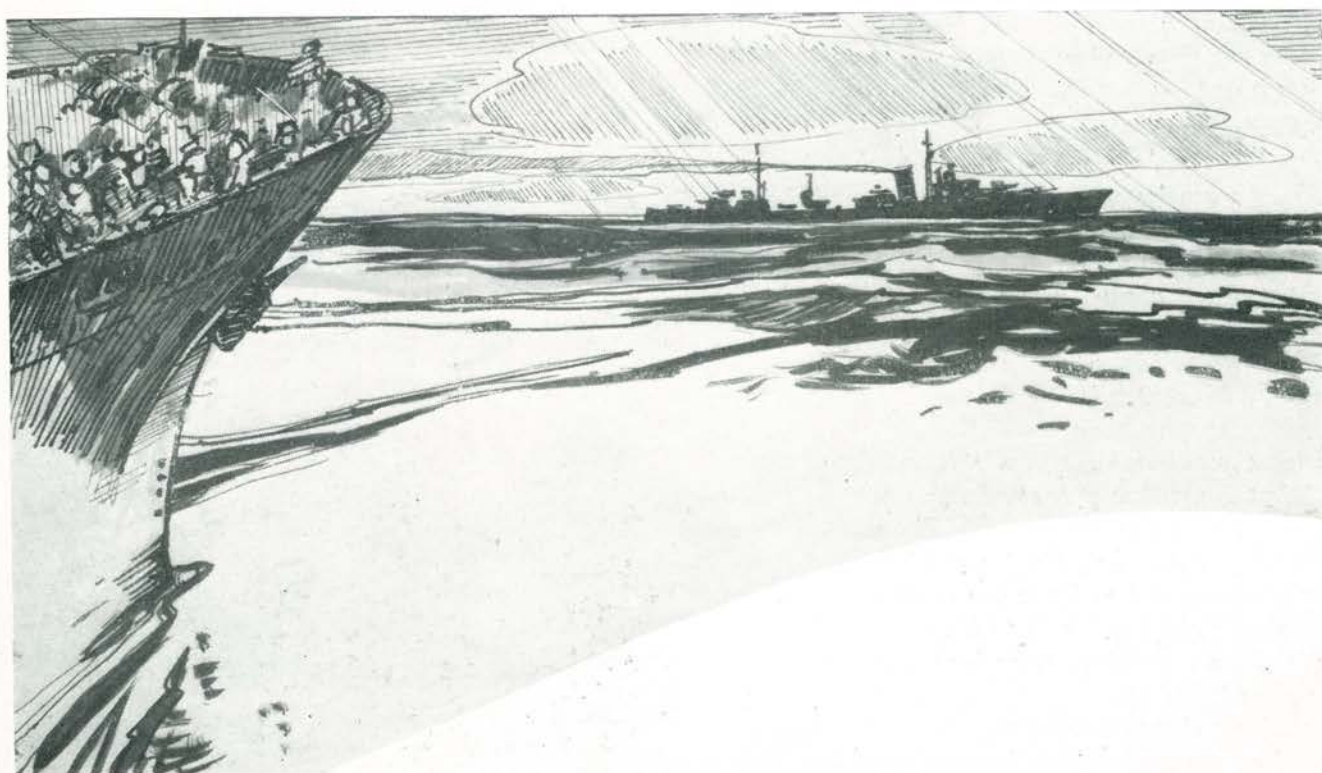
The next assignment was to prepare the 13th for shipment to Europe. Replacements swelled the units to full strength, equipment was packed in readiness for the alert and all qualifications for overseas movement were met. The alert finally was received and the Division entrained for Camp Shanks. Soon after arrival there, the final alert was given and the 13th embarked on the 20th of January, 1945, for "ports unknown."

The Division was ready for combat and expected to

be committed to battle soon after its arrival in Europe. While the complete defeat of Von Rundstedt's Armies in Belgium had not been accepted, the tide of battle was turning and an Allied counter-offensive was expected. Just where this drive would be was not known, but the men of the 13th were confident that they would be in on the final push across France, into Germany and on to Berlin.



"The Nazis last stand in Belgium seemed to be losing strength today, but in certain sectors the situation appeared to be still critical. News at this time is incomplete but latest communiques seem to indicate that . . . the Russian drive toward the Oder moved up on a wide front today and military experts stated that unless the Nazis had a reserve force not yet in evidence . . ." This was the radio news that sped us on our way to the ETO. We knew that there were Airborne guys in the Bulge and we knew that they were hard pressed in places. It certainly didn't look as if they were rolling out the velvet carpet and 'welcome' mat for us. Our trip over was like most of the hundreds of other convoys that crossed the Atlantic during the war. The things that concerned us most were the reports from Europe, the daily rumors about 'falling barometer' and the hourly latrine-o-grams concerning 'a man overboard on one of the other ships.' Just after dark one night we met a hospital ship headed Stateside and, in a rather grim way, that brought home the realization that this was not a pleasure cruise."





THE FIRST sight of land after leaving New York was a glimpse of the fog-shrouded coast of Southern England near Portsmouth. Soon after, the Division reached the port of Le Havre at the mouth of the Seine River. The city and particularly the harbor area had been severely damaged by bombing and the Division was given its first view of the havoc and destruction they were to see in other parts of France and that some were to see in Germany.

"The thing that I remember about the landing at Le Havre was right after I got off the boat. I'd just stepped off the gangplank into the mud on the dock when I turned around to spot a buddy. I saw him all right just as he slipped under the weight of his duffle bag to fall flat on his face in that mud. He was really a mess and the tough part about it was that he was to wear those same clothes all the way to Lucky Strike."

"The trip to Lucky Strike was a tedious journey. It was only 35 or 40 miles but the French railroads run on a philosophy all their own. Counting stops for the engineer to talk with his friends, it took us 17 hours."

"Most of the time at Lucky Strike was spent in chow lines and trying to keep warm. There was only one chow line for the whole division and it was a column of fours that extended as far as you could see. We would just about finish breakfast and it would be time to line up for dinner. It rained every day and from the look of the place it had been carrying on like that for weeks. I remember trying to keep my tent dry. I borrowed some gravel off the walks, threw in some straw, put down a layer of cardboard and topped it off with some boards,

but you would never have known I'd done a thing. The mud was still ankle deep. We finally got to the point where we couldn't lace up our boots. We would just leave them in our galoshes and wear them that way."

From Camp Lucky Strike, the 13th's initial staging area, the Division was assigned to the XVIII Airborne Corps, commanded by Major General Matthew B. Ridgway. Units proceeded by train to Sens, Auxerre and Joigny, bases south of Paris on the Yonne River. It was during this period that the 517th Combat Team joined the Division and were quartered at Joigny. This team, composed of the 517th Parachute Infantry, 460th Parachute Field Artillery Battalion and the 569th Parachute Engineer Company, had already achieved an excellent combat record in Italy, Southern France and the "Bulge." As veterans they were a welcome addition to an otherwise untried Division that was momentarily expecting assignment to a combat mission.

"I drove for the old man; he got around quite a bit. The three little cities, Auxerre, Joigny, and Sens became quite familiar to me as we traveled up and down the valley of the Yonne. I saw the same things you did and I'll bet none of us ever forget the bustling market places on Monday mornings. People headed for home with a couple of loaves of long bread, pinching off a bite now and then as they scurried along. Bicycles everywhere. Clatter of wooden soled shoes. Two-wheeled carts rumbling over the cobbles with Andre nodding sleepily atop the load."

"Remember the park by the river where some of us used to promenade? I recall the narrow streets of the village and the second floor balconies. Heaven had to help the unwary G. I. who chanced below when the dishwater was coming down. And, of course, the old landmarks. The clock gate in Auxerre, the massive towers of the cathedral in Sens, the bridge at Joigny where you could stand and watch the housewives flail the laundry clean upon the rocks of the river."

"Everybody had his own favorite bistro and cafe where the vin rouge tasted a little better. We all found new friends among these people—the kids who got our chewing gum, the girls who came dancing, the hardened patriots of the underground, the bearded patriarchs."

"Here we were often invited into the homes of the French people and we were grateful. I will always remember France as I knew it in the pleasant valley of the Yonne River."



Assignment of a combat mission to the 13th was not long in coming. When the 517th joined the Division a new table of organization was drawn up which called for the amalgamation of the 326th and 88th Glider Infantry Regiments. Three weeks after this change was carried out, the strengthened Division was alerted for "Varsity," an operation calling for a drop near Wesel, Germany, with the U. S. 17th and the British 6th Airborne Divisions. Many long hours of preparation and planning were finally written off to experience when the participation of the 13th was cancelled due to insufficient air lift.

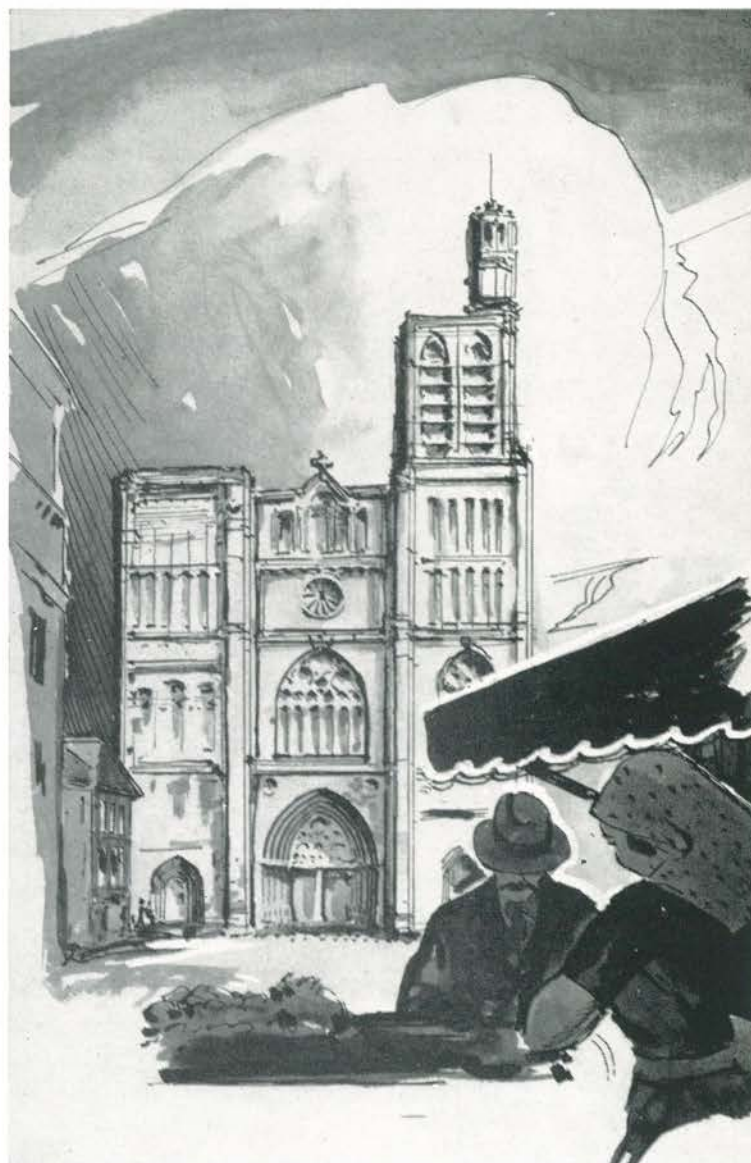
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ANOTHER alert came through for "Choker II" and the operational planning went on without a break. This operation called for the establishment of a bridgehead on the east bank of the Rhine near Worms, Germany, to support the offensive of the 45th and 3d Infantry Divisions of the U. S. Seventh Army. Morale within the Division reached an all-time high and the men were convinced that this time they were on their way. However, General Patton's 3rd Army in its spectacular drive through the German line along the Moselle River successfully reached the Rhine at Worms and the resultant changes in Allied strategy precluded commitment of the 13th in the "Choker" operation.

★ ★ ★

Within a short time five great Allied armies crossed the Rhine and the Russians were at the gates of Berlin. The Wehrmacht in its retreat was being reduced to a shambles on both fronts and Nazi leaders desperately sought means to salvage something from the wreckage of the fallen empire.



Attention of the Allied High Command was focused on the Bavarian Alps where the Nazi hierarchy was reportedly preparing to entrench itself in a "National Redoubt" for a final stand. At this time the 13th was alerted for operation "EFFECTIVE" in which, as part of the U. S. 7th Army, they were to assist in the denying of this reported stronghold to the Germans. As a surprise element the Division was to seize target towns and certain designated German leaders.

The Division moved to marshalling areas at airfields in Northern France. Extensive preparations were made, the Division was briefed, and again everything was placed in readiness for H-hour. The overland party was sent into Germany—the men were at the airfields waiting to board the planes when the news was flashed that the 1st French Army had broken through the Black Forest changing the situation to the extent that the mission of the 13th was no longer necessary.

★ ★ ★



"We were lined up for chow about 5 o'clock one morning in the marshalling area when someone behind me said, 'President Roosevelt's dead.' The guy in front of me said, 'Yeah, and the Japs just landed in 'Frisco.' 'No bull,' this Joe behind me said, 'They heard it on the radio.' We didn't believe it at first, there were so many rumors going the rounds and it just didn't seem possible that the man who had planned the whole thing could be dead before the finish. In the backs of our minds we'd thought of him carrying it through to get what we were fighting for and we didn't want to believe that he was gone. But, it seemed we'd almost forgotten about it in a few days. We had many things to do, loading clips, cleaning weapons, writing home, and all the other details of preparation for a combat operation, so that events in other parts of the world seemed relatively unimportant."



Just prior to the final collapse in Germany, elements of the 13th were scheduled to be part of a 1st Allied Airborne Army mission to Copenhagen, Denmark. Existing weather conditions curtailed this operation and the Division, until the war's end, continued as SHAEF reserve.

★ ★ ★

"I was in Paris when the news of the German surrender was announced officially. We'd known about it back at the base for several days but we'd held off on the celebrating until it was official. I guess a lot of people must have had advance news because when I got to the city the streets were jammed. I wanted to get to the Arc de Triomphe but the Champs Elysees was so crowded I didn't have a chance. About three o'clock the news everybody was waiting for was announced over loudspeakers and the city went wild. At first there was a storm of paper from the windows and a melee of noises impossible to describe. Airplanes of all descriptions, from artillery observation cubs to four-engine bombers, were flying over the city. I remember a P-51 that buzzed the avenue at tree-top height and then banked around the Arc. People began snake dancing along the avenue; in and out of cafes, around trees, through fountains, everywhere; shouting 'Vive la France! Vive les Allies! Vive les Americans!' On the side streets every conceivable kind of vehicle; jeeps, trucks, horse-drawn taxis, were careening around filled with laughing screaming people and flags of all the allied nations fluttered from balconies and windows. This day meant the end of long years of war and hateful occupation for these people and they were making the most of the hour of victory. I had to go back to the base about 10 o'clock and on the way we passed through several French towns where we had to thread our way through impromptu celebrations and street dances. All told, it was a night to long remember."

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With the news of Allied Victory the 13th Airborne returned to its stations in the department of Yonne to await further orders. It was announced that the Division would be redeployed to the Pacific Theater to participate in the invasion of Japan. Reports in "Stars and Stripes" stated that the 13th was scheduled to sail for Japan in November with a stopover in the States between theaters.

While awaiting official orders the men of the Division were given the opportunity to visit London, the Riviera and some of the battle areas near Worms, Germany, and Metz, France.

"After VE-Day some of us got over to Germany to see some of the battle areas and the places we would have been fighting if 'Choker II' had gone through. A couple of us went one day to the village that would have been our objective. We saw a rough copy of the Nazi underground symbol nailed to a tree when we hit the edge of town and we began to feel uneasy. Then as we mosied in toward the main drag people gave us the cold stare, a hush would drop over a group chatting on a street corner and the place had the air of a tomb. There were a few walls or maybe a couple of floors of a big building left in the main section of town. Largely the architectural splendor, if any, of this Kraut hamlet was caved into the cellars and piled up at the curbs. We felt anything but comfortable walking through that town. Finally, when a fraulein came wheeling around a corner on her bicycle, saw us, and turned around to take off in the other direction, we'd had enough. We turned around, too, and walked away."

"Another town we hit was more cheerful, though. The kids came out and gathered around us, asking for candy, and babbling away a mile a minute. We went into a bar for a beer and the fraulein in charge started talking to us right away. She said she'd had a brother in the army who'd been killed in the 'Bulge.' I said I'd lost a buddy in the same mess and it gave me the feeling we had something in common 'til I remembered the SS ring on my finger and the dead Kraut it had come from."

★ ★ ★

News was released late in July that the Division departure date was set for August and all personnel were ordered to return to their bases. At this time a reshuffling of men under the point system was effected. Men with service in two theaters were transferred to the 82nd Airborne Division, and high-point men were sent to the 17th. Concurrently a large body of low-point men from the 17th brought the Division to a strength of 15,000.





The 13th moved to Camp Pittsburgh in the Reims Assembly Area for the processing necessary for redeployment. There were numerous inspections and all the equipment to pack again. The news of the first atomic bomb reached the Division while at Pittsburgh. The Division wondered, with the rest of the world, about the implications of this new destructive weapon but the particular concern was with its possible effect on redeployment. With the Russian entry into the Japanese War 8 August, '45, anxiety increased as to whether the Division would really be going home.

★ ★ ★

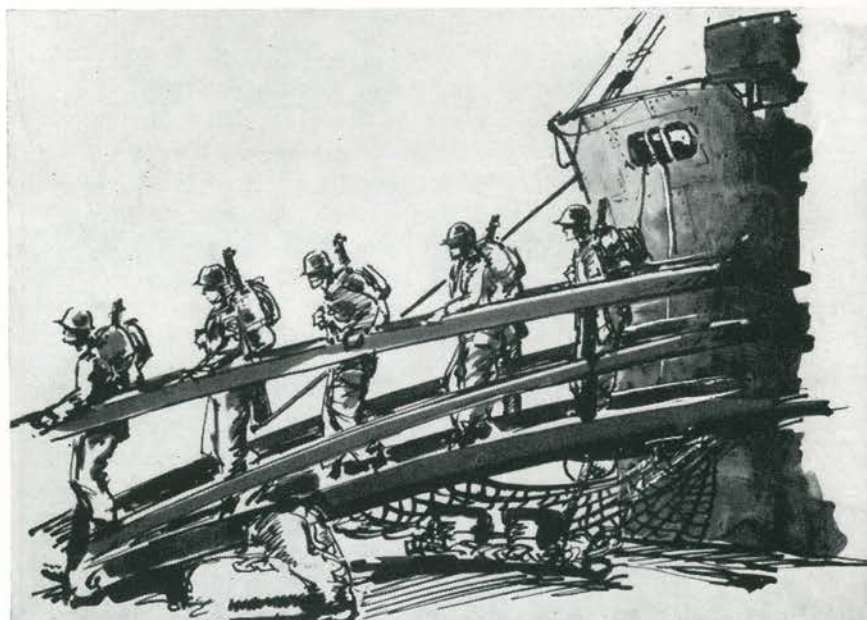
"When we left Camp Pittsburgh for the staging area near Le Havre the guys were all wondering whether we would really get on those ships. Every time the train stopped there were shouts out the windows, 'is the war over yet?'—'what's the news from the Pacific?' At one station there was a newsdealer. He sold his papers so fast it must have made his head swim. The papers were read quickly; they didn't tell us what we wanted to know. The rumors were as thick as leaves in the fall but they only increased the tension, nobody knew what to believe. The invasion of Japan was still hanging over our heads when we shipped out. Except for a few, the official news of the surrender came over the ship's radio."

★ ★ ★

The men of the Division reached various ports on the eastern seaboard of the United States in the latter part of August, 1945, and were sent to distribution centers near their homes for furlough. When the 13th arrived in the States the plan was for the Division to continue to

the Pacific for occupation duties. However, by the time the men returned to Fort Bragg, North Carolina, these plans were cancelled by the War Department. At the time of writing the Division is gradually readjusting itself to peacetime functioning at Fort Bragg.

Although some individual units of the 13th Airborne Division distinguished themselves in battle, the Division as a whole was withheld from combat in the European Theater of Operations, and the abrupt end of the Japanese War precluded use of the Division in the Pacific. What the future holds to fulfill the early promise of the 13th is more than anyone can say. It is certain that the importance of Airborne tactics and the value of Airborne units was decisively proved in the crucial stages of World War II. The refinement of Airborne technique will necessarily continue and in future years the men of the 13th Airborne Division will look with pride at their contributions to the development of this important chapter in America's military history.

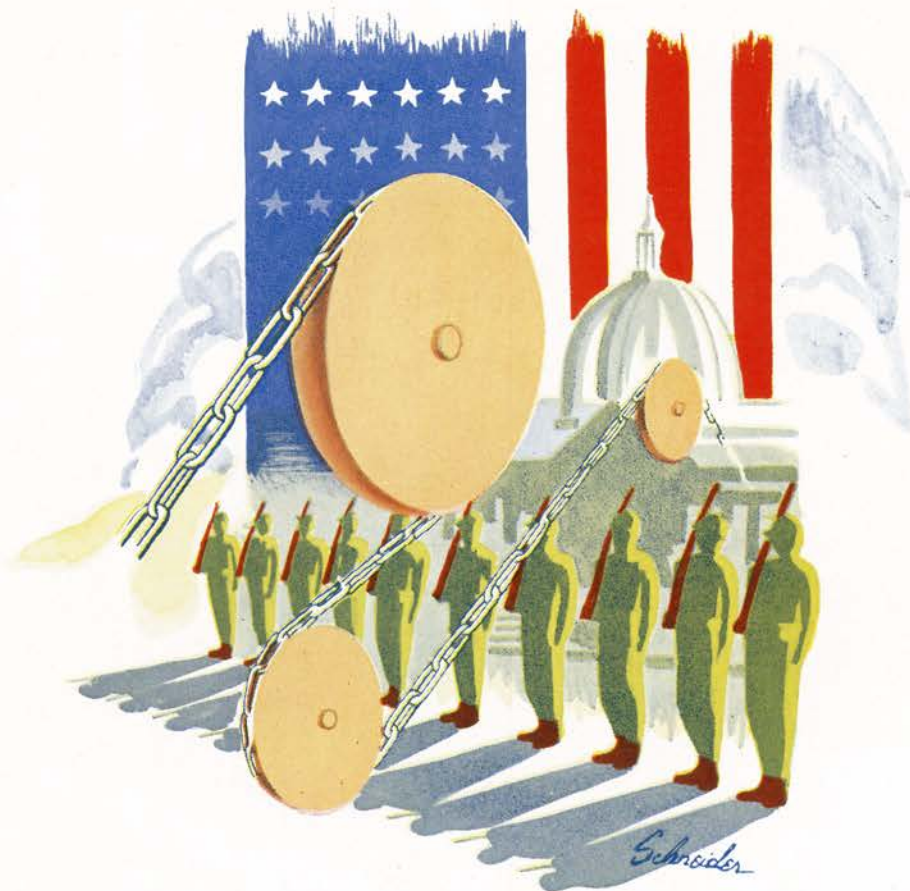


ACTIVATION DAY

Commanding General.....	Brig. Gen.....George W. Griner
Asst. Division Commander.....	Col.....Stuart B. Cutler
Div. Artillery Commander.....	Col.....Eric S. Molitor
Chief of Staff	Col.....Richard F. Ovenshine
AC of S, G-1	Maj.....Leo Guibault
AC of S, G-2	Maj.....William J. Blythe
AC of S, G-3	Lt. Col.....Frederick O. Hartel
AC of S, G-4	Maj.....Sigfrid E. Carlson
Adjutant General	Maj.....Willard F. Smith
Inspector General.....	Maj.....Wesley H. Armstrong
Judge Advocate.....	Maj.....Inzer B. Wyatt
Provost Marshal	Maj.Harry Brevda
Surgeon	Maj.....Rollin F. Bunch
Chaplain	Maj.....Claude R. Ingram
Engineer	Maj.....Allan A. Blatherwick
Quartermaster	Maj.....Ralph E. Zahrobsky
Finance Officer.....	Maj.....Fred E. Haderman
Chemical Officer	Capt.....Stanley F. Scholl
Signal Officer.....	Capt.....Floyd H. Hauffe
Ordnance Officer.....	Capt.....George R. Bethune, Jr.
Special Service Officer.....	Capt.....Robert J. Murphy
513th Prcht Inf Regt	Col.....Albert H. Dickerson
189th Glider Inf Regt	Col.....Walter S. Winn, Jr.
190th Glider Inf Regt	Col.....Rowland R. Street
458th Field Arty Bn	Maj.....Ralph O. Brown
676th Field Arty Bn	Lt. Co.....Clark Lynn, Jr.
677th Field Arty Bn	Lt. Col.....Howell G. Long
129th Abn Engr Bn.....	Maj.....Allan A. Blatherwick
153rd Abn AA Bn	Lt. Col.....Harry R. Hale
222nd Abn Med Co	Capt.....Myron O. Howle
713th Abn Ord Co	1st Lt.....John B. Hart
513th Abn Sig Co.....	1st Lt.....Ray H. Puckett
409th Abn Qm Co.	Capt.....Walter O. Tritscher







Command

BOOK II

HARRY S. TRUMAN
Commander in Chief

GENERAL GEORGE MARSHALL
Chief of Staff, U. S. A.

GENERAL DWIGHT D. EISENHOWER
Supreme Allied Commander

GENERAL JACOB L. DEVERS
Commanding Army Ground Forces

LIEUTENANT GENERAL LEWIS H. BRERETON
Commanding General
Allied Airborne Army

LIEUTENANT GENERAL MATHEW B. RIDGWAY
Commanding XVIII Corps Airborne

MAJOR GENERAL ELBRIDGE G. CHAPMAN
Commanding General
13th Airborne Division

BRIGADIER GENERAL MONROE
Assistant Division Commander

BRIGADIER GENERAL MOLITOR
Division Artillery Commander



President Harry S. Truman, Commander in Chief, U. S. Armed Forces, at his desk
in the White House in Washington, D. C.



General George Marshall, Chief of Staff, U. S. A.



General Dwight D. Eisenhower, Supreme Allied Commander



General Jacob L. Devers
Commander, Army Ground Forces

Lieutenant General Lewis H. Brereton
Commanding Allied Airborne Army



Lieutenant General Matthew B. Ridgway
Commanding XVIII Corps Airborne



Captain James L. Wray
ADC to General Chapman



Major General Elbridge G. Chapman
Commanding General 13th Airborne Division



1st Lt. Charles A. Mitchell
ADC to General Chapman

Brigadier General Monroe
Assistant Division Commander



1st Lt. Michael P. Hogen
ADC to General Monroe



2nd Lt. Walter H. Hayden
ADC to General Monroe



Brigadier General Molitor
Division Artillery Commander



1st Lt. Arthur P. Hayden
ADC to General Molitor



1st Lt. Matthew J. Loomis, Jr.
ADC to General Molitor

Colonel H. P. Harris, GSC
Chief of Staff, 13th Airborne Division





Lt. Col. Bernard G. Teeters

GENERAL

G-1

FORMER G-1's

Major (later Lt. Col.) Leo Guibault, 13 August 1943 to 28 February 1944.

Lt. Col. John T. Ellis, 29 February 1944 to 21 July 1944.

Major Karl F. Ockershauser Jr., 22 July 1944 to 22 August 1944.

Capt. Raymond D. Dopp, 23 August 1944 to 2 October 1944.



CWO Joseph H. Pobloske



1st Lt. Charles W. Bright



STAFF

G-2

FORMER G-2's

Maj. Samuel G. Kail, GSC
From 4 July, '44 to 2 Jan. '45



Lt. Col. William J. Blythe



Maj. A. D. Budz, Jr.
Asst. G-2

Capt. E. W. Hartman
Asst. G-2

Capt. T. J. Okolowich
Asst. G-2

Capt. S. R. Granberry





Col. Frederick O. Hartel

GENERAL

G-3

Capt. R. R. Bird, CE Asst. G-3 Capt. J. D. Erskine III
Liaison Officer



Maj. R. D. Dopp
I and E Officer

Maj. J. A. McCullough,
A.C., Air Advisor

Maj. L. W. McChesney

Maj. R. S. Storey,
G.S.C., Asst. G-3

Maj. S. G. Kail G.S.C.
Air-Ground Lia. Officer

Maj. E. A. Tomasik,
G.S.C., Asst. G-3, for
Air

Capt. J. B. Lauer F. A.
Liaison Officer



STAFF

G-4



Lt. Col. Sigfrid E. Carlson



Maj. Andrew J. Jessee

Maj. J. Saikewitz
G.S.C.

Maj. Ben Z. Houston

Capt. Joseph Gold

CWO George W. Lynch

1st Lt. C. W. Lafferty





Lt. Col. Samuel A. Lewis, A.G.

SPECIAL

A-G

OFFICER PERSONNEL — ADJ. GENERAL SECTION FORMER A. G.'s

Lt. Col. Willard F. Smith, Activation to 7 May 1944

Major Niels R. Jensen, 8 May 1944 to 9 July 1944.

Maj. Vernon L. Wimberly, 10 July 1944 to 28 July 1944.

Major Don W. Dunn, 29 July 1944 to 5 September 1944.



Maj. Don W. Dunn
Asst. A.G.

Capt. B. M. Goldman
Asst. A.G.

1st Lt. L. L. McCullough
AG-Personnel

1st Lt. G. L. Overstreet
AG-Classification

CWO D. K. Ritchie
Asst. A.G.



STAFF



Lt. Col. Stanley T. B. Johnson, Div. Engr.

FORMER DIV. ENGR

Lt. Col. A. A. Blatherwick,
Activation to 14 October 1944.
Maj. E. C. Wallace, 15 Oct. 1944 to 5 July 1945.



Lt. Col. Carl S. Brandner, I.G.

FORMER I. G.'s

Maj. W. H. Armstrong, Activation to Dec. 1943
Lt. Col. G. W. Greathouse, Dec. 1943 to July 1944



Lt. Col. Rollin F. Bunch, M.C., Div. Surgeon

FORMER ORDNANCE OFFICERS

Maj. G. R. Bethune, 15 July 1943 to 22 Aug. 1944
Maj. P. H. Decker, 29 Aug. 1944 to 17 Oct. 1944
Present Maj. Phillip H. Decker, 6 Nov. to date.



Lt. Col. Glen H. Collins, Ordnance Officer



Lt. Col. Ralph E. Zahrobky, Div. Q.M.



Lt. Col. Floyd H. Haupe, Div. Signal Officer



Lt. Col. James E. Reilly, Div. C.W. Officer

FORMER C. W. S.
Major Stanley F. Scholl
Activation to July 1944

SPECIAL



Maj. William J. Higgins, Hq. Commandant

FORMER HQ. COMMANDANT

Lt. Col. Harley N. Trice
1 March 1945 to 5 November 1945



Maj. Frank E. Lobianco, Provost Marshal

FORMER P. M.'s

Maj. Harry Brevda, Activation to August 1944
Maj. W. T. O'Byrne Jr., Aug. 1944 to March 1945
Capt. George J. Hecko, March 1945 to July 1945

STAFF



Maj. James C. Clore, Special Service Officer

FORMER S. S. O.

Major Robert J. Murphy
Activation to 14 April 1944



Captain Edwin B. Meissner, Asst. I.G.

FORMER J. A.'s

Lt. Col. I. B. Wyatt, Activation to 8 April 1944
Maj. R. F. H. Pollock, 9 April '44 to 22 March '45
Capt. G. P. Rosen, 23 March 1945 to 15 Aug. 1945
1st Lt. W. J. Reseburg Jr., 16 Aug. 1945 to date



Chaplain (Capt.) Samuel A. Granade, Div. Chaplain

FORMER CHAPLAIN

Lt. Col. Claude R. Ingram
Activation to 10 July 1945



Capt. Stephen E. Hudecki, Dental Officer



Capt. Paul H. Eggers, Finance Officer

FORMER FINANCE OFFICER

Lt. Col. F. E. Hadermann
1 August 1943 to 17 October 1945



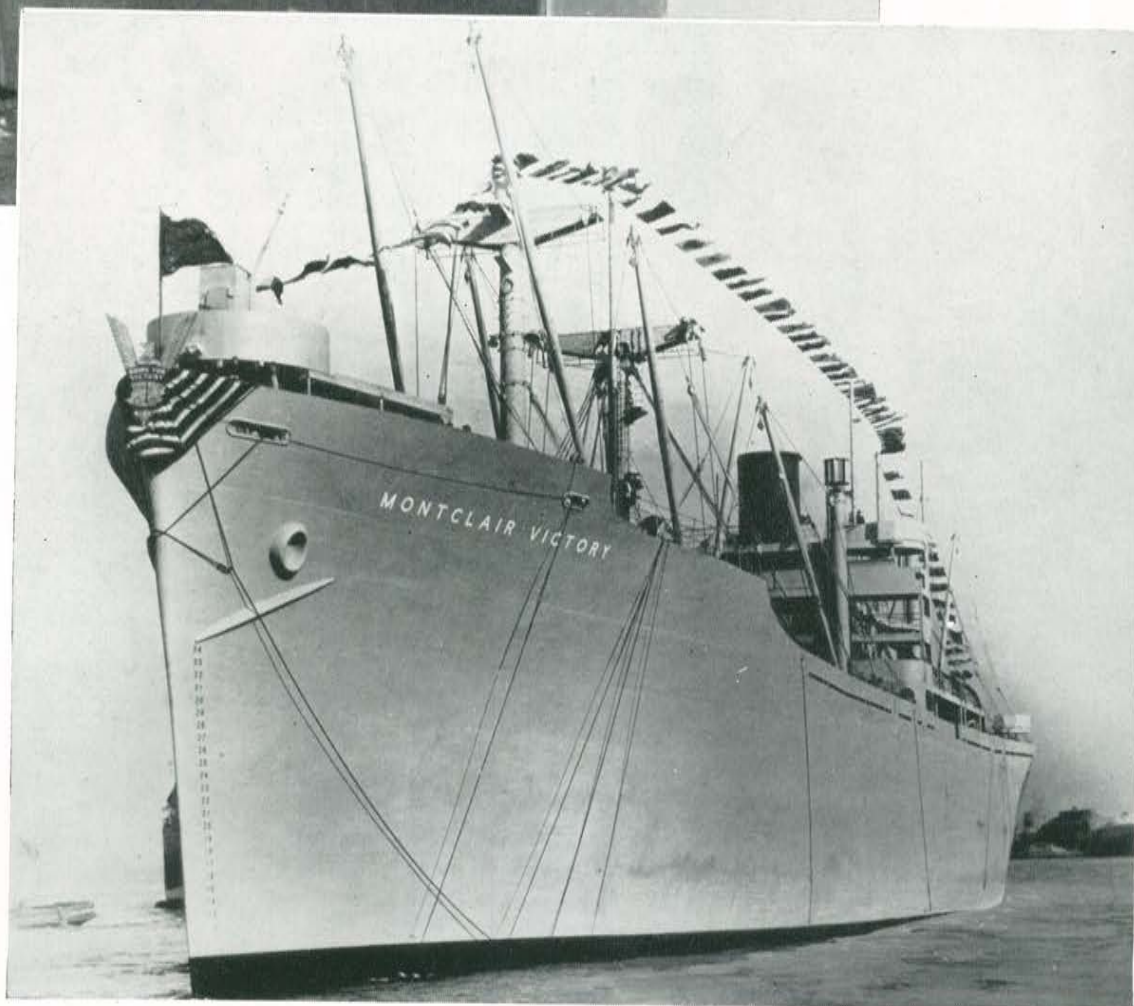
Special Troops

BOOK III

SPECIAL TROOPS HQ.
HEADQUARTERS—HDQTS. COMPANY
MILITARY POLICE PLATOON
BAND
222nd MEDICAL COMPANY
DIVISION RCN PLATOON
513th SIGNAL COMPANY
713th ORDNANCE COMPANY
409th Q.M. COMPANY
DIVISION PRCHT. MAINT. COMPANY



Debarcation Ships





Lt. Col. Trice
Commanding Special Troops



Capt. Senko
Adj. Special Troops

Capt. Wright
Exec. Officer Special
Troops

SPECIAL TROOPS HEADQUARTERS

HHEADQUARTERS Special Troops was activated at Auxerre, France, on 1 March, 1945 with four officers and seven enlisted men. It remained stationed at Auxerre, until the movement of the 13th Airborne Division for redeployment to the Pacific Theater at which time it was transferred from Auxerre to Camp Pittsburgh, France, thence to Camp Philip Morris, France. The unit arrived at Camp Shanks, New York, on the 22d of August 1945 and was finally transferred back to Fort Bragg, North Carolina, the former station of the 13th Airborne Division.



Capt. Albert F. Dawson

HEADQUARTERS AND HEADQUARTERS COMPANY

1st Lt. Wray, James.....Gaston, S. C.
August 1943—January 1944

1st Lt. Robinson, Samuel W.....Bush, New York
January 1944—September 1944

Capt. Weller, Albert E.....New York, New York
September 1944—January 1945

Capt. Hecko, George.....Bloomington, Indiana
January 1945—March 1945

THE 13th Airborne Division's Headquarters and Headquarters Company was formed at Fort Bragg, North Carolina around a nucleus of one hundred and fifty cadre men from the 78th "Lightning" Division. After the Company had taken their qualifying glider flights the news came that we were moving to a new home at Camp Mackall, North Carolina. We arrived at Camp Mackall the morning after fire had destroyed our new home area and the Company remained on the Main Post until other arrangements could be made.

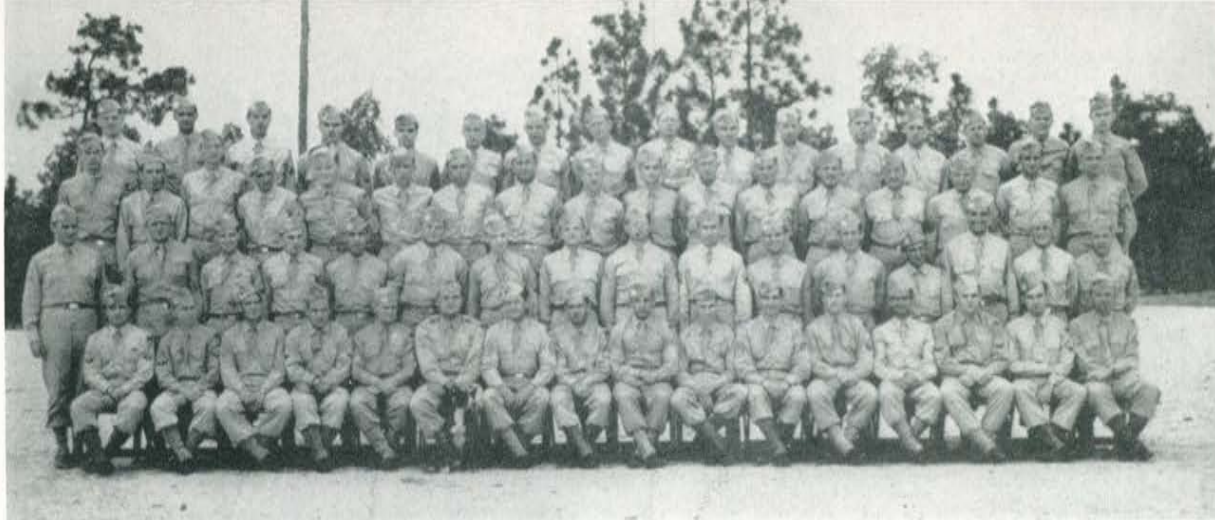
A short time later the Company initiated its thorough and intensive training program. During May of '44, the Company and Division Headquarters were ordered to conduct a CPX problem at Camp AP Hill in Virginia for the purpose of gaining experience in field operation of a divisional headquarters. The problem consisted of defense of the CP and the operation of the Division Headquarters with higher echelons. A sidelight of the Virginia trip was a pleasure trip to Washington. Following the end of the CPX the unit returned to Camp Mackall and began to look forward to coming maneuvers. The Division's maneuvers occurred during September of '44. After three days of "sweating it out" at the Laurinburg-Maxton Air Base, Headquarters and Headquarters Company took off and participated in the air movement phase. Next came the ground phase in which

all personnel participated. With maneuvers completed we returned again to Camp Mackall to prepare for the ultimate mission of going overseas and being committed to combat.

February found the Division in France. A brief stop over in the "Sea of Mud," Camp Lucky Strike, broke our trip to Auxerre. Auxerre wasn't all ease and luxury either. Soon various sections and units of the Company started work on our missions, both in Auxerre and later at A-48 Airfield near Paris. With all missions ultimately cancelled and V-E Day history, the Company returned to Auxerre in May and took part in the Division's recreation program.

In July the Company received the news that we were returning to the States, perhaps enroute to the Pacific. The 22nd of August 1945 will never be forgotten by the men of the Company, when at 2300 the first outline of the United States coast line was sighted. With the welcome we received as we sailed up the Hudson River, we knew we were home in the greatest country in the world.

Upon our return and during furloughs some of the men were soon separated from the service. The remainder of us reassembled at Fort Bragg, the same Post where Headquarters and Headquarters Company had its beginning.

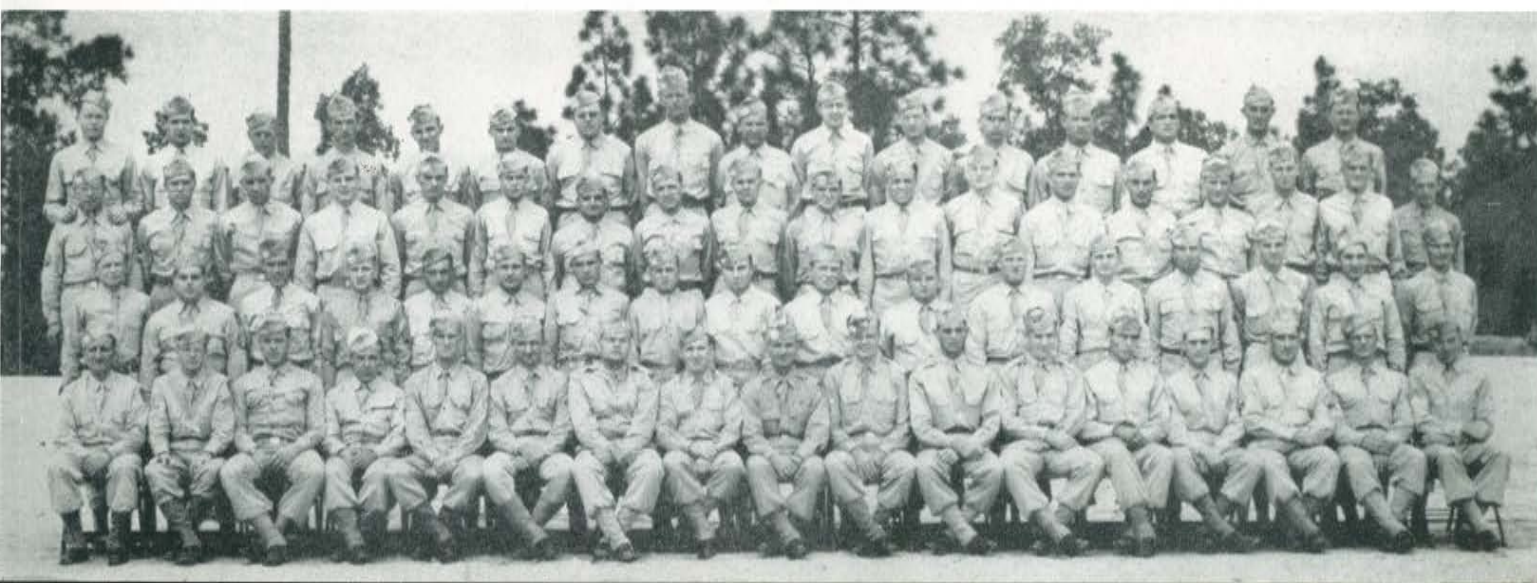


Headquarters and Headquarters Co.—Group I



"KP sweating it out"

Headquarters and Headquarters Co.—Group II





1st. Lt. John A. Benjamin

MILITARY POLICE PLATOON

FORMER PLATOON COMMANDER

1st Lt. Sass, Irwin A., September 1943 to August 1944

THE M. P. Platoon of the 13th Airborne Division, which was activated with the division, was small until March 1944 when, by the influx of ASTP men, it was increased to thirty-three men. Its duties were manifold, however, entailing town and traffic patrols and security measures.

During the maneuvers of September 1944, the platoon had its first real test of handling traffic under difficult conditions having to be virtual encyclopedias of information concerning the whereabouts of units. This proved to be difficult in view of the Air Corps' unusual method of spreading men all over Western North Carolina.

On January 26, 1945, the M. P. Platoon sailed from New York and in due time we disembarked at Le Havre, France. On February 16, the platoon joined other units of the division in Auxerre, France, where our new headquarters were set up in the town's museum. Duties were varied, ranging from guarding the divisions TOP SECRETS to patrolling the network of roads among the towns of Sens, Joigny, Auxerre, Chablis, and Tonnerre.

During the first days of April, the platoon moved to an American air-strip near Arpajon, France. Here the platoon waited—eating steaks, bathing in the sun, going

to Paris 15 miles distant, and listening to innumerable rumors until orders finally came. The road-tail of the unit piled into their jeeps and set out for Germany. They reached Heilbronn, Germany, before word of the mission being cancelled reached them.

Soon after this, V-E day came and then a very unfortunate young citizen, George Manus became our "hard luck" champion with a critical score of 84 points.

About May 15 the unit once more reassembled at Auxerre to resume routine duties. In July Sergeant Alan Hack and Pfc. Bill Caufield proved in a division elimination tournament to be among the best golfers in the 13th. Cpl. Bill Kennedy, whose pitching record for the champion Division team was eight wins and no losses, added to the platoon's laurels. Soon, without too much reluctance, we prepared to go home with the other units of the Division and pay our joyous respects to the "Traffic cop with the torch" in New York Harbor.

As we review our experiences with the "Lucky 13th" we are thankful for our association with the Division and proud that we were able to contribute to the smooth functioning of its plans.

"Sweating it out at Camp Able, France."



"Californians abroad."

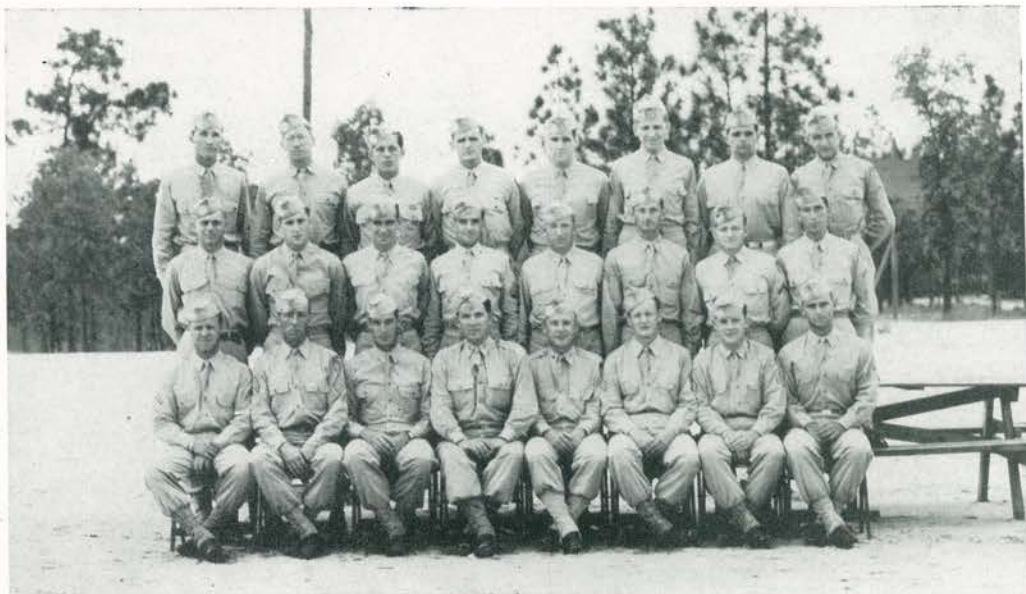


"Chateau Pommier."



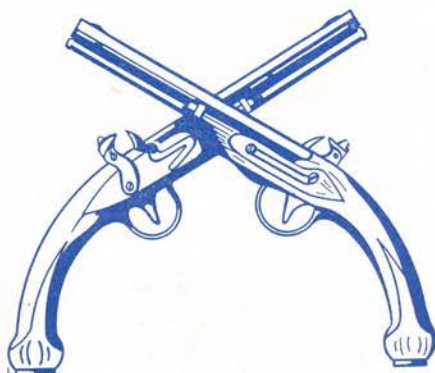
"Little Beaver."





Top row—Left to right—Baker, Utah; Thomas (Red), Ind.; Robt. Brown, Colo.; Sgt. Joseph O'Kelly, Miss.; Lewis R. Bodine, Everett, Wash. Bottom row—Left to right—R. C. Bledsoe, W. H. Anderson, N. C. and Jack Emery, Pittsburgh.

"On the Ferry-Hudson River—Almost Home."





Charles O. Shrader (W.O.J.G.)

DIVISION BAND

FORMER COMMANDERS

Baggett, Allen T. Jr., CWO.....Midlothian, Texas
June 1944—October 1945

Shrader, Charles O. (W.O.J.G.)
October 45—Present

THE 13th Airborne Division Band is the outgrowth of the merger of two Ground Forces Bands, both of which were serving the Division at Camp Mackall. The 274th AGF Band was the first to be redesignated 13th Airborne Division Band. The 274th served with the 36th Division in World War I. In April 1944 the band was relieved from assignment to 2nd Army, and was assigned to XIII Corps, to be stationed at Camp Mackall. Upon arrival at Camp Mackall, the group was attached to 13th Airborne Division.

The 13th Airborne Division Artillery Band was activated at Camp Shelby, Mississippi, 15 May 1942, as 339th Infantry Band, 85th Division. In July 1943 the group moved to Fort Bragg to form the nucleus for the Artillery Band of the 13th Airborne Division. The Division Artillery Band moved to Camp Mackall with 13th Airborne Division in January, 1944, and until March of 1944 it served the Division, along with the Band of 513th Parachute Infantry. With the departure of the 513th Band in March 1944, the Division Artillery Band was the only Band in the Division, and was therefore called upon to serve the Infantry Regiments as well as Division Artillery, until the arrival of the 274th Band, 27 April 1944.

In August of 1944, Chief Warrant Officer Allan T. Baggett was awarded the Legion of Merit by Major

General Chapman. CWO Baggett had been recommended for the award by General Kreuger in recognition of his outstanding achievement as a band leader as shown by the band's excellent record.

Upon departing for the Port of Embarkation, the Band was the last group to leave, having remained behind to furnish music for the departure of the entire Division, and finally furnishing farewell music for the group with which they were to move. When the day for embarkation arrived, the process was reversed—we were the first group to embark, in order to be on hand to play for the remainder of the troops to ship with them. During the voyage, members of the band spent much of their time maneuvering instruments through the passageways of a ship, in order to play concerts on deck and to have jam sessions for the men in the compartments and for the officers and men in the messes. Between digging paths, garbage dumps, and other items of necessity and convenience at Camp Lucky Strike, the Band played concerts in all of the areas in which the Division was stationed. We settled in Joigny and were attached to the newly arrived 517th Infantry Regiment. The Band then initiated a program of furnishing music in the three major cities in which the Division was located, in addition to trying to take care of smaller units which were located

in smaller towns surrounding these cities. Concerts, parades, reviews, Bastille Day celebrations, dances, parties, receptions, shows, and decorations kept the group busy seven days a week. Wherever the band appeared, the French civilians became enthusiastic—the younger generation following the dance bands, the older times attending Sunday afternoon concerts, and the entire populace turning out for any parade or review which had any military pageantry and military music connected with it.

Upon receipt of orders to prepare to enter combat, we were assigned duty with supply sections. During the stay in marshalling areas, the Band sent small groups to play in the various airfields where troops were stationed, in addition to taking larger groups to play for field days. The fame of the organization spread chiefly through the efforts of the dance band, and an invitation to play at the Red Cross Club in Versailles was soon forthcoming. This was followed by two very successful appearances at the Stage Door Canteen in Paris, for which a commendation was received from the Director of the Canteen. The entire Band made two trips to play for ceremonies of the First Allied Airborne Army, with subsequent commendations from General Brereton and

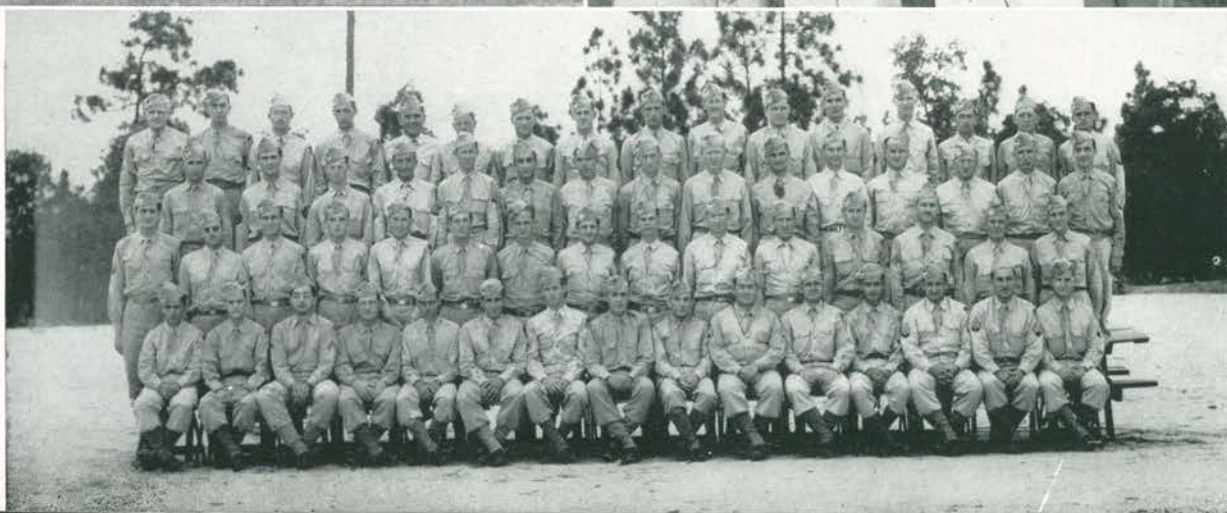
General Parks. Shortly before departing from France, a unit from the Band was assigned to XVI Corps for several days to furnish entertainment in conjunction with the Corps Swimming Meet.

Because of its enviable record as a musical organization and in view of the splendid disciplinary record, the Band was awarded the Meritorious Service Unit Plaque in June of 1945.

The final appearances of the Band before demobilization wrought its ravages were at Camp Pittsburgh. During the stay there, the Band played for reviews and presentations of decorations, and furnished music for parties and dances. Upon departure from Pittsburgh, most of the instruments were packed for shipment to the Assembly Area in the States. Only enough instruments for jam sessions were left available for the return voyage, and for the first three days, even the instruments were seasick. Eventually, however, all recovered, and the usual evening sessions became SOP.

Of those who served so faithfully with the Band, only a few now remain in service. To those who are no longer with us and whose efforts have given the Band the record it now has, the ones remaining offer their sincere thanks.

Division Band





CAPT. CHARLES E. ERIKSON
Commanding Officer

222nd MEDICAL COMPANY

FORMER COMMANDERS

Major Myron G. Howle July 1943—October 1945
Summerton, South Carolina

Captain Charles E. Erikson October 1945—Present
Cavalier, North Dakota

In July, 1943, the cadre arrived from Camp Butner to organize the 222nd Medical Co., which was activated with the 13th Airborne Division, and immediately thereafter a series of basic training cycles was inaugurated. By January, when the unit moved to Camp Mackall, the men had completed three periods of basic, and on a clear day the sound of creaking bones could be heard for miles around. On the night of 15 Jan. 44, "the coldest in the recorded annals of the Sunny South," the high command shifted the company to Camp Mackall in a lightning move. If we hadn't put stump juice in the radiator the jeeps would have frozen. Twenty minutes after our arrival, when the Guadalmackall Beachhead had been firmly secured, cries of "Basic Training", "Basic Training", rent the frigid air and off we went on the old merry-go-round again.

In April and May the company finally became airborne, having learned to load and lash in their sleep. When the time came for our first glider flight, there was a mad rush for jump school. When the jumpers came back, the rush was for passes and furloughs, as there was a lot of shining boots and wings clamoring for civilian attention.

Shortly after this we became the 222nd Auxiliary Engineers; we re-landscaped the company area, creating two lakes and several canals. After every rain the Mess Sergeant did a thriving business ferrying customers to and from the mess hall.

On 25 Sept. 1944, an epidemic of dysentery, trench mouth, hives, barber's itch, and emergencies at home hit the company, and one could plainly see that it was maneuver time. As medics, we prescribed a C. C. pill, an aspirin, or both for these assorted ailments, and took off for the pine trees and sand.

About this time overseas shipment was imminent, so G-3 quickly slipped in another session of basic. The idea was to Separate The Men From The Boys, but when the final returns were in, where could you get a new company in a hurry? Fully hep to malaria discipline, jungle training, judo, and conditioned by a steady rice diet from our mess hall, we got the big picture on the South Pacific and promptly took off for the E. T. O. At this point we felt reasonably ready for anything, having been trained, respectively, as medical aid men, drivers, ambulance orderlies, dental technicians, clerks, medical and surgical assistants, cooks, and litter bearers.





Lined up at Auxerre France for Trip
to Camp Pittsburgh



Field Hospital in Old Chateau

Arriving in France, and having been without basic training for almost two months, it was decided that a nice, brisk walk in the clear, French twilight would be just the thing. If there is anything we bring back to tell our grandchildren, it's the gruesome details of that sixteen-mile march from Auxerre to Toucy. Only the unflagging spirit of Major Howle going ceaselessly back and forth along the ranks, exhorting his men to give it that extra something, carried us on. Our only worry was that the Major with his tireless cruising to and fro would eventually run out of petrol for his putt-putt.

About 1 April 1945 we moved to the marshalling area, expecting at any moment to be awakened for that 4 A. M. steak breakfast. But while SHAEF was crying "Wolf", the boys were acting the part in Orleans, Chateaudun, and Gay Paree. When Germany surrendered on 8 May, we returned to the woods of Auxerre but left our hearts—or pocketbooks—in Pigalle.

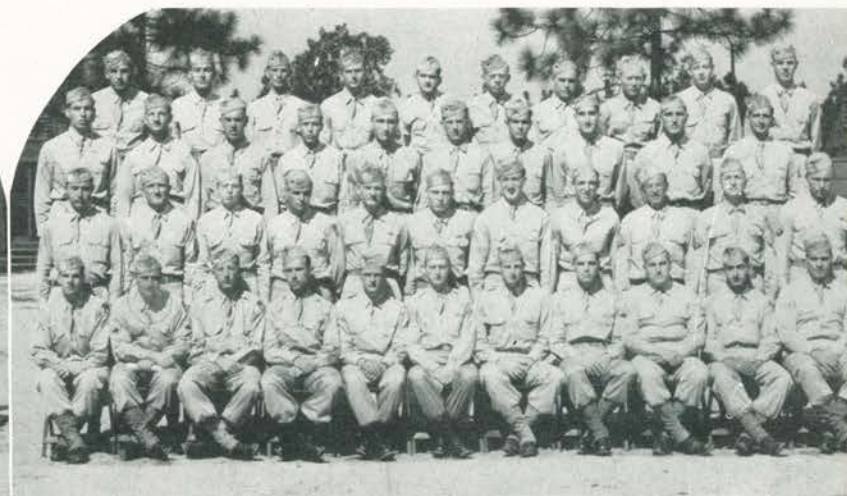
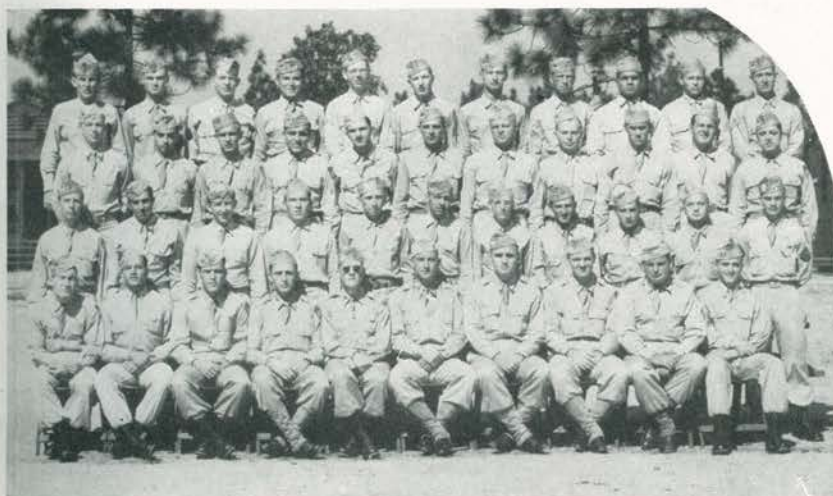
On 12 August, after having done our bit for the Allied cause by staying out of the Third Army's way, we boarded the "Thomas H. Barry", and sailed for the States, enroute to Japan. But V-J day came while we were on the high seas, and after the usual amount of "We go, we don't", we returned to Fort Bragg, where we are wearily contemplating basic training as opposed to civilian life.



Arm Splint



Preparing the Patients



222nd Medical Co. "Group I"



Lt. Maxwell T. James
Commanding Officer

RECONNAISSANCE PLATOON

FORMER COMMANDER

1st Lt. Russell F. Miller, Inf., March 1945—Oct. 1945
Des Moines, Iowa

The activation of the Division Reconnaissance Platoon began about the first of March, 1945, in Auxerre, France. At that time it consisted of a commanding officer and eight overseas replacements. A chateau, six miles from Auxerre was our "home."

A week later our original staff was augmented by 18 men who were previously affiliated with the Office of Strategic Services on combat duty in Greece, Italy, Yugoslavia, and islands along the Dalmation coast. These men, possessing a wealth of information and technique gained in combat, proved to be an asset of extreme value to our unit. On the 15th of March another group joined the outfit—men from the 153rd Anti-Aircraft Battalion and the 326th Glider Infantry.

By the end of the month we had obtained our equipment and completed our special training for combat. Then it came: A mission across the Rhine had been assigned the 13th! A high spirit of enthusiasm pervaded the outfit. The men were briefed; jeeps loaded with equipment; guns mounted; and combat ammunition issued and then—the mission was shelved!

April found our boys situated in marshalling area, near Chartres, France. Further training was emphasized

during our short stay there. Preparations for a new mission near Stuttgart, Germany, were completed. This operation, like the Rhine mission, was cancelled.

Another move was in order for the platoon. We took off to an area located in the vicinity of Chateaudun; and there we remained until V-E Day . . . A day and night that shall live long in our memories. The citizens of Orleans, France, will long remember our celebration with them on the unforgettable eve. Some distinguished themselves in *all* events, including the swimming meet and high-diving exhibition held in the public square.

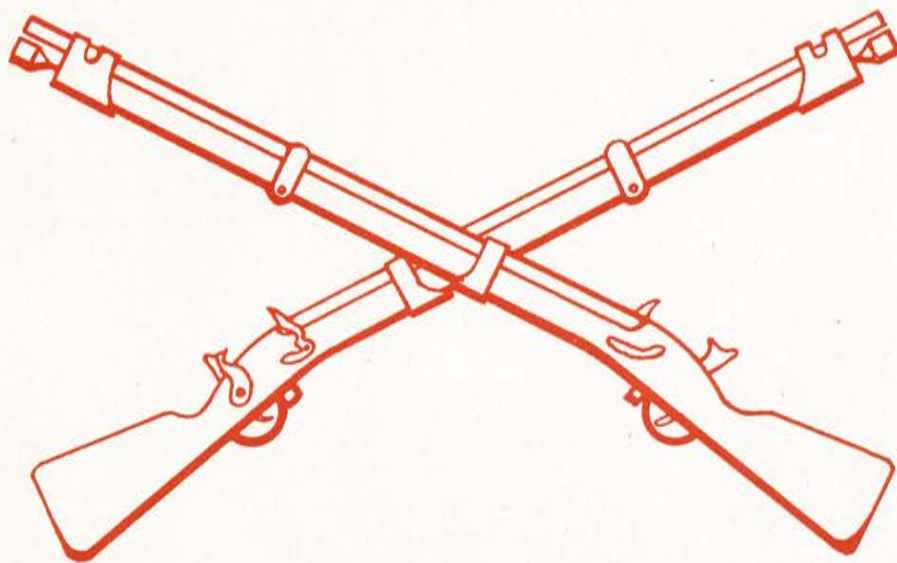
Returning to Auxerre, we inherited a new place of abode. The area assigned us was in need of repairs and with much work and cooperation we managed to make it liveable.

On 27 July 1945 we "au revoir-ed" Auxerre and "bon jour-ed" Camp Pittsburgh. Here we picked up 100 men from the 17th Airborne Division who joined us to form a contemplated Cavalry Recon Troop. Our next move took us to Camp Philip Morris for another physical and showdown inspection. Four days later we found ourselves on an Army Troop Transport, the "Thomas H. Barry", heading toward the Pacific via the United States.





Auxerre, France—July 1945





Captain Leo O. Sykes
Commanding Officer

513 SIGNAL COMPANY

FORMER COMMANDERS

Major Ray H. Plunkett . . . October 1943—October 1944
Houston, Texas

Captain Robert E. Bard October 1944—May 1945

Captain Leo O. Sykes May 1945—Present
Des Moines, Iowa

The active existence of the 513th Airborne Signal Company began, not on activation day but on the 20 October, 1943, with the arrival of six newly inducted rookies to add to the compliment of 10 cadremen and 4 officers. From this humble beginning gradually evolved the training methods, schools, and policies which were to build the unit into its peak strength, and to prepare it fully for whatever mission it might be assigned.

The stateside history of our unit is similar to that of any airborne group undergoing training. There was a constant influx of personnel, with training and re-training necessary to achieve complete proficiency in the various phases of signal work. This training included CPX's, field problems, and maneuvers. We also had our share of parades, guard duty and KP; promotions occurred and transfers made. The welding of friendships, the final feeling of complete confidence in the unit—and the eagerness to prove that confidence in battle was the feature of our strong company spirit.

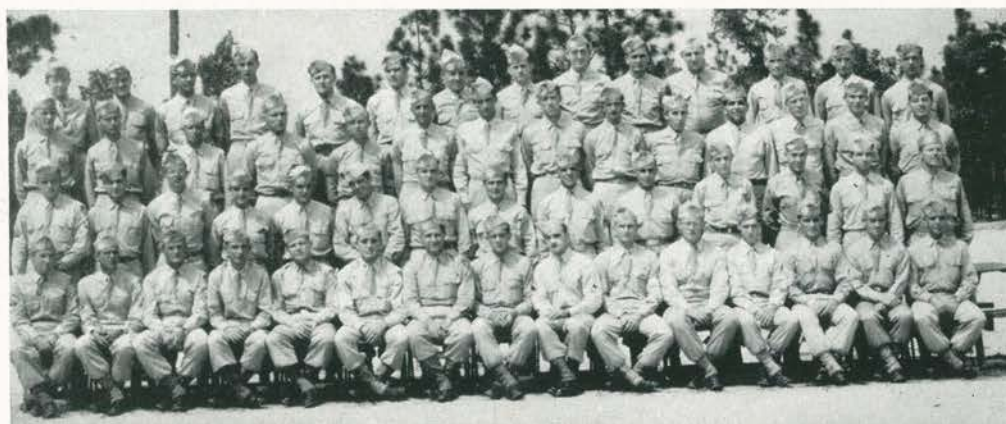
Of particular interest in the training period were such events as the parachute and glider qualifications; the A. P. Hill problem, under XIII Corps, in conjunction with the 78th and 100th Divisions. We participated in the greatest airborne maneuvers ever held, and sent special teams to instruct the 84th and 103rd Divisions in airborne tactics. Our company was commended for its

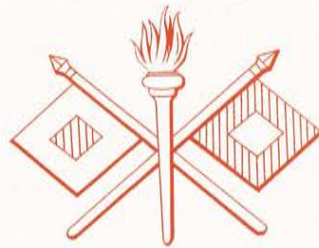
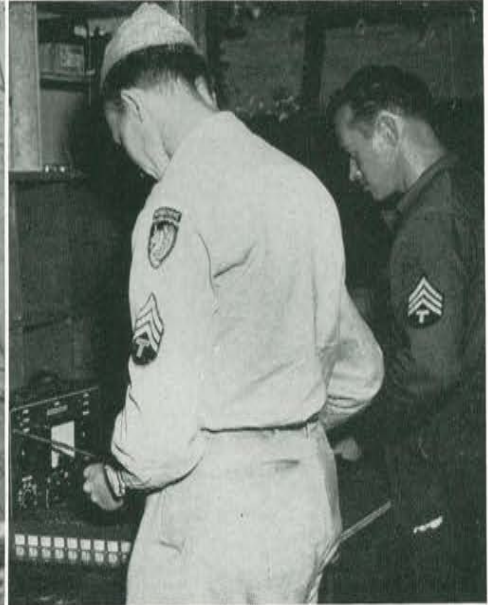
proficiency, by the Commanding General, after both A. P. Hill and the maneuvers, and we shared in the commendations accorded the Division by the commanders of the 84th and 103rd Divisions.

The E. T. O. found us handling the entire Division communications; the installing of phones, stringing wire, and maintaining constant switchboard service. Radio nets were operated with Army Corps, Metz and Worms, and the rest camp at Avalon, as well as an air-ground net. A continuous message center operation and teletype service were maintained while we were constantly on the alert and ready for commitment to battle. While there was plenty of work, we also managed to enjoy ourselves after V-E Day. We were saddened by the loss of Tec 5 Phillip Parker, killed in a jeep accident while in the performance of his duties.

The unit returned to the United States aboard the U. S. Army Transport Thomas H. Barry in August, 1945, to begin the cycle of training replacements and anticipating discharges.

Back home at a testimonial dinner, the entire unit gathered to honor Major Puckett as he prepared to leave the service—a testimonial that became not a farewell for one man but a farewell for all the men who had so faithfully served and a criteria of the high esprit of our company.







Capt. Irvin M. Massey
Commanding Officer

713 ORDNANCE COMPANY

FORMER COMMANDERS

Captain John B. Hart May 1943—August 1944

Captain Richard S. High .. August 1944—October 1945

Captain Irvin M. Massey October 1945—Present

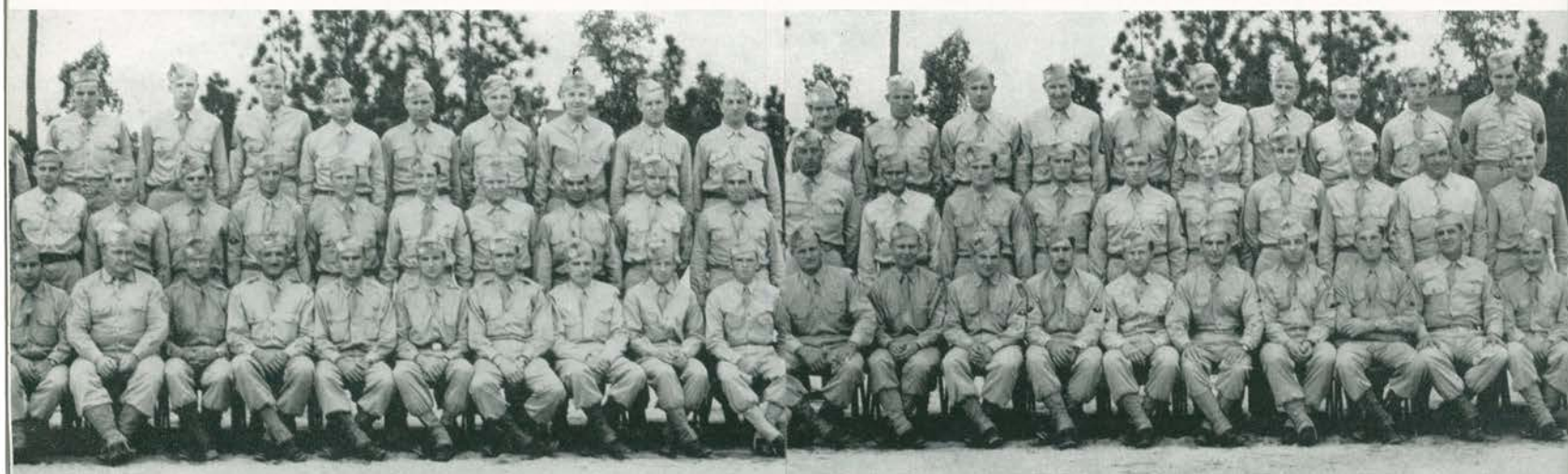
On the 15th day of May 1943, two officers and eighteen noncoms assembled at Camp Mackall, North Carolina—the nucleus of what was later regarded as the crack 713th Ordnance outfit of the 13th Airborne Division.

During the first few weeks, these original members established company policies, organized shop sections and anxiously awaited the arrival of sixty-seven new inductees. The third week of June saw the organization at prescribed level.

A basic military and technical training program was immediately initiated. The training period lasted thirteen weeks and transition from civilian life to the rugged life of the hardened soldier was apparent. Upon completion of this training program the entire company moved to nearby Fort Bragg where we became an integral part of the newly born 13th Airborne Division.

Upon the company's arrival at Bragg it's primary function was initiated, performing all third echelon maintenance on vehicular and armament equipment within the division. Concurrently, the members of the ordnance company began their airborne training. They soon became expert in loading and lashing of ordnance equipment. The pressure was increased as the day neared for the first glider rides. Also initiated at this time was parachute training with fifty per cent of the organization volunteering to become "jumpers."

The summer months saw the Ordnance Company with all sections operating with speed and efficiency. By fall of '44 the company was put through it's first test: Maneuvers—fox holes, swamps, sandhills, glider movements, parachuting and the moving of sections, supplies, ammunition and equipment by air and by foot. After these maneuvers the Ordnance Company received its first commendation as a result of 2nd Army inspections and was pronounced ready for combat.



719th Ordnance Co. "Group I"

719th Ordnance Co. "Group II"



The 713th shipped with the Division and arrived in Auxerre about a month later. March saw the Company alerted with the Division for the now famous Rhine Mission. We were deployed on a captured German airfield near Chartres, France, where we pitched into the task of preparing all arms and vehicles in the Division for a full scale combat operation. Life at the marshalling area was enviable—movies, good chow, athletics—but underneath it all was the strain and nervousness of sweating out H-Hour. The tension finally broke when the operation was cancelled and the company returned to Auxerre.

The work of the 713th continued until redeployment closed the shops and the company prepared for the trip home. At the staging area in Reims we were again commended, this time by the Assembly Area Command Headquarters for having the finest arms and vehicles of any Division they had inspected.

Our return to Fort Bragg found the Company again involved in reorganization with many replacements arriving to relieve the high pointers. It is the hope of the "old timers" that the new men will maintain the high standards set in past days.



409th QUARtermaster COMPANY

FORMER COMMANDERS

Major Walter O. Tritschler . . . May 1943—Sept. 1943

Dec. 1943 — April 1944

Upper Sandusky, Ohio

1st Lt. Richard Wilkins . . Sept. 1943—December 1943

Address Unknown

Captain Frederick Wurzbach . . April 1944—May 1945

Chicago (13), Ill.

Captain Joseph Gold May 1945—June 1945

Bridgeport, Conn.



Lt. Samuel Robinson
Commanding Officer

The 409th Airborne Quartermaster Company came into being in May, 1943, as an attachment of the 11th Airborne Division. In July we transferred to Fort Bragg and joined the 13th Airborne Division at the time of its activation.

Upon the completion of basic training, we took tests at Camp Mackall and passed with an excellent record, receiving a commendation from the Division Commander. In the course of the following year, we participated in maneuvers against the 17th Airborne Division, and took intensive training in loading and lashing at Airborne Command School to become qualified glidermen.

In May, the first of three groups of glidermen left for jump school at Fort Benning, Georgia, while two other groups went to Camp Fisher for machine gun school. June found us celebrating our first anniversary with a beer party and U. S. O. show in the Special Troops mess hall. Later that year, two groups left for Camps Claiborne and Howze to train the men of the 84th and 103rd Divisions in loading and lashing, receiving high commendation for their instruction from the commanding generals of both divisions.

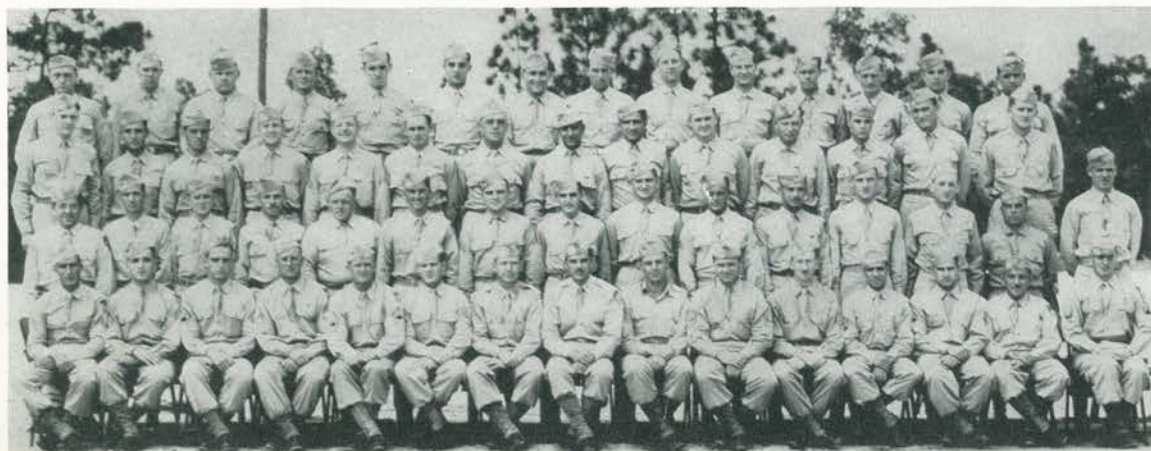
On our trip overseas, occasional sessions by the division jive band and target practice by the naval gunners enlivened the days spent en route. We "sojourned" at Lucky Strike before entraining for the small town of Briennon, where we were billeted in French houses and received much attention as no other troops were stationed there.

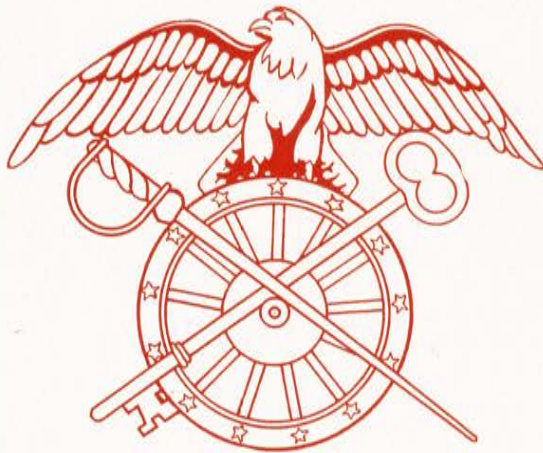
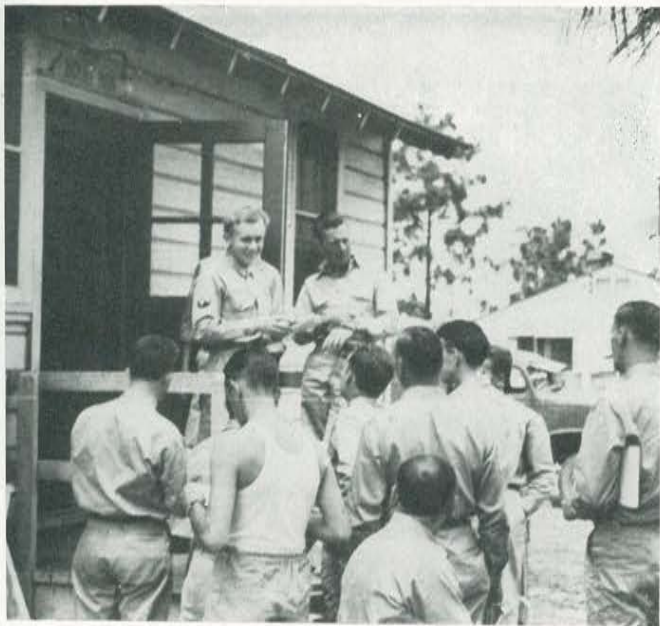
Many of the famous cities of France, Belgium, and Germany were visited by our men, for in picking up supplies our work took us to Lille, Rheims, St. Quentin, Lyon, Chalons, Brussels, Worms, Metz, and Paris. At one time reports were forwarded that German agents were attempting to hamper our ration convoys, and armed guards rode our supply line. In Briennon, escaping PW's, in a mixed American uniform, were thwarted by the efforts of two alert QM GI's, whose quick thinking brought them into custody of division intelligence agents.

One company member, Frank Pellerin, was killed and others wounded by a mine explosion in Metz, and our camp near Briennon was named Camp Pellerin in his honor.

Remember griping about redeployment to the Pacific and hoping that we would go to Tokyo via Home-town, USA? We all sweated out the atomic bomb and its consequences, not knowing whether we would ship state-side or not. By the time we finally boarded the Georgetown Victory, no one complained as we pulled the KP details on the way back. No, not after such a close shave.

Forty of us who reformed back at Fort Bragg as a nucleus for reorganization salute the former members now in civilian clothes, and wish them the best of luck.





PARACHUTE MAINTENANCE COMPANY

FORMER COMMANDERS

1st Lt. Savo Vukomanovich February 44—May 44
Chicago, Ill.

Captain Fred Corson May 44—July 45
Williamsport, Pa.

Captain David Korn July 45—Present
Brooklyn, N. Y.



Capt. David Korn
Commanding Officer

The 13th Parachute Maintenance Co. was organized in February, 1944, under the name of The Provisional Parachute Maintenance Co. It was during those days, while the fate of the company was yet a question mark, that the company completed the hard work of keeping up with rigorous packing schedules, the always difficult task of satisfying the whims of everyone, keeping field tents and equipment up to the latest official alterations. Official recognition of the company's hard work and the efficient and expeditious way in which the work was handled came in October, 1944, when Division Special Troops welcomed its newest member, The 13th Parachute Maintenance Co.

But it has not been all work and no play for the men in the company. About every two months we were the happy recipients of a day of rest at which time we would toss off an enormous repast and laze through an evening of gaiety. Following these periodic celebrations we would again be ready to face our work and accept our fates with soldierly philosophy.

Of all the units in the division the parachute riggers are perhaps the best qualified to chart the swamps of North Carolina. This knowledge, not easily gained, is the result of many days and hours spent searching the countryside for the chute-strewn areas where troopers had done their "precision" unloading after being brought over a dank black swamp by the "unerring" Air Corps. It was on one of these chute retrieving jaunts that our first Company Commander, Lt. Vukomanovich, was injured and lost to the company when the L-5 in which he was spotting lost chutes cracked up.

Before we left for overseas, a quickie was pulled somewhere along the line and we were able to dump all the parachute equipment on the various outfits of the division. This was indeed a lifesaver as we were swamped with work as things stood. The dire manpower situation

was alleviated by the influx of new blood from The Parachute School. They were quickly won over to our ways of wit and wisdom. The seafaring members of our unit were able to test their sea legs on our next journey. It turned out that not very many of the boys had sea legs. The food situation on the trip was quite drastic. It was very difficult to catch up with the food and then once it was apprehended, it was more difficult to get it down and keep it down. It was indeed a joyous day for many when we ploughed into the devastated harbor of Le Havre.

After debarking in the wee hours of the morning, our first military accomplishment was to get lost in the winding rubble of that city in search of our new and temporary homes. After much confusion and wandering about, we followed a stray dog to our encampment.

Soon we holed up at Camp Brown, a former German Concentration Camp, where a number of men from the 517th Combat Team and the 509th Parachute Infantry joined us to bolster our morale and confidence with their "know-how."

After working like fiends to complete the packing, repairing and modification of 40,000 parachutes for the expected missions, we were all chagrined to have things called off. But we drowned our disappointment in Gay Paree, as we were fortunate enough to get to this fair city quite often. Even in quaint Auxerre the fellows managed to find occasional merriment at the Blue Goose, our rendezvous on the Yonne.

With the cessation of hostilities, Parachute Maintenance Company gained their first opportunity to participate in organized athletics. Despite much enthusiasm, no one was injured seriously.

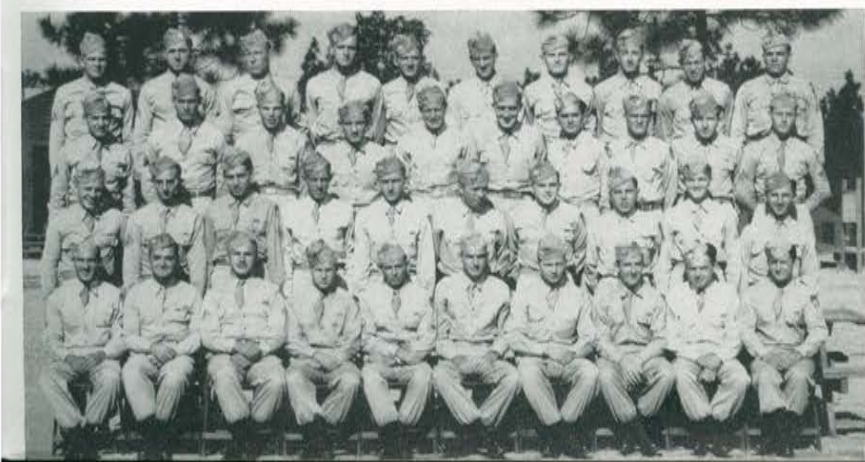
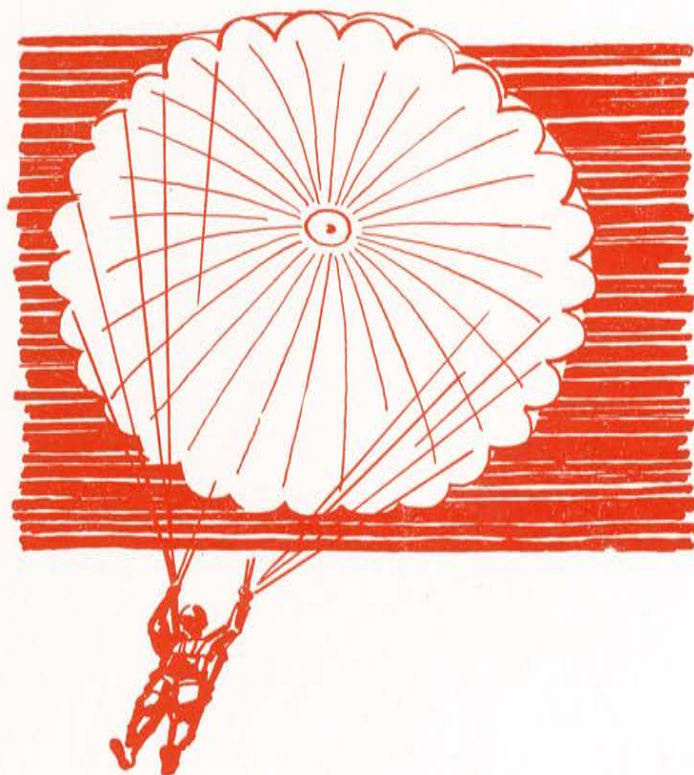
The return to the States followed closely the familiar pattern of the trip over, and the riggers were elated to at last arrive in New York Harbor.



Scenes near Auxerre, France



Jump Tower
Ft. Benning, Georgia





153rd Abn AA Bn

BOOK IV



Lt. Col. Harry Hale
153rd AA Battalion, Commander

HEADQUARTERS

153rd ABN AA BATTALION

TO: The Officers and Men of the 153d Airborne Anti-Aircraft Battalion.

It gives me great pleasure to have this opportunity to express to you all my deepest appreciation for the energetic, conscientious and skillful manner in which, over a period of over two and a half years you have built up and maintained an organization in the United States Army whose standards are second to none.

To all members of this Battalion, both past and present, my heartiest greetings and best wishes. Well done—keep it up!

Very sincerely yours,

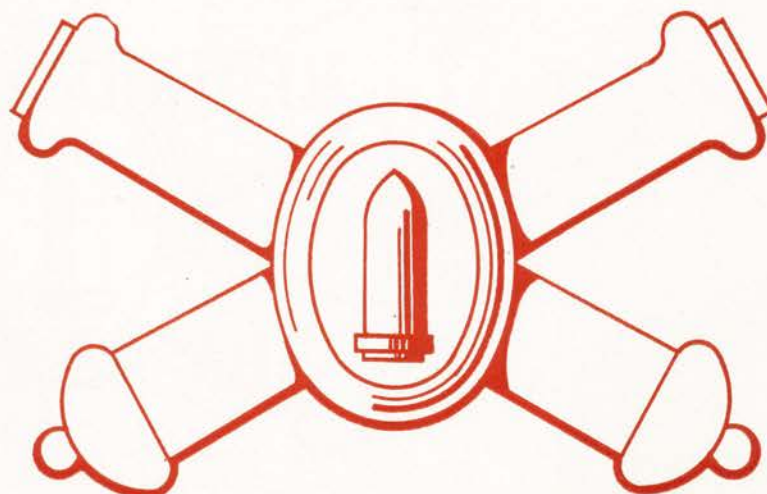
Harry R. Hale



STAFF PHOTO

From Left to Right: Drake, Melvin L., WOJG, W-2115559, 1715 Parkdale Ave., Toledo 7, Ohio; Geery, William B., 1st Lt., 01051140, 721 Lincoln Ave., St. Paul, Minn.; Ostlund, Ivar E., Major, 01040789, Box 724, Parkland, Wash.; Hale, Harry R., Lt. Col. 0-19828, 80th AA Bn Ft. Bragg, N. C.; Gumaer, Robert L., 1st Lt., 0-311647, 145 E. William St., Ovid, Mich.; Meinhardt, Henry T., WOJG, W-2124422, 2437 N. Racine Ave., Chicago, Ill.





HISTORY OF THE 153rd AIRBORNE ANTI-AIRCRAFT BATTALION

Born at Fort Bragg, North Carolina, August 13, 1945, satellite of the 13th Airborne Division, and commanded by Lt. Col. Harry R. Hale, the 153rd Airborne Anti-Aircraft Battalion, started its existence with a cadre of enlisted men from the 479th Coast Artillery (AA) Battalion and the Enlisted Cadre Pool both of Camp Davis, North Carolina and officer personnel from various Anti-Aircraft Training Camps across the nation.

Cross country conditioning marches and hours of gun drill marked the first period of training in the midst of which we became an airborne unit and were introduced to the CG-4A Glider. In the fall our strength increased as inductees from New England arrived and still later we received a share of the men released from colleges in accordance with the War Department policy to augment Army Ground Forces. Moving with the division to Camp Mackall we received the 656th, 657th and 658th AAA Machine Gun Batteries from Camp Stewart, Georgia, and reaching our full strength were ready for the arduous days of training which confronted us—AA 50 caliber firing at Fort Fisher, North Carolina—Airborne training at Pope Field, North Carolina—for some, parachute training at Fort Benning, Georgia.

Interspersed were a series of command inspections, reviews for high dignitaries, the Lumberton area Air-Ground maneuver, and finally, the last P. O. M. hurdle, shakedown by the Inspector General. It suffices that in both administration and training the 153rd received a high rating in the Division.

January, 1945 and the tempo of activity increased, countless equipment checks, to the medics for shots, the dentist for fillings, packing and unpacking A bags and B

bags, the train, the cavernous pier, gang plank, transport, cold, lonely ocean, heads and holds, landfall at shattered, battered Le Havre, 40 and 8's, Auxerre, our home on the Continent.

In a striking flag raising ceremony attended by French dignitaries, Lt. Col. Hale took over our new post and named it Camp Brown in honor of Pfc. Melvin Brown who died at Camp Mackall of wounds received in training.

On March 1, 1945, the Battalion underwent partial reorganization. Batteries A, B and C were armed with British Six Pounders and received new prime movers. Battery D was armed with 24, 50 caliber machine guns. Batteries E and F were designated parachute units and armed with the, then secret and untried, recoilless 57 and 75 mm anti-tank guns. The changes necessitated a heavy training program. At Chateaudun Airport we, aided by the veteran pilots, test loaded CG-4A's, experimented with new equipment and new ideas. The two "jump" batteries, assisted by Ordnance experts, set about mastering their new weapons. Test after test provided convincing proof that the recoilless weapons were aptly named "tank killers."

As the training phase progressed, morale soared, and we reached a new high in efficiency. Thus it was a well knit team that departed for our marshalling area at A-50, near Chateaudun, when the Division was alerted for a combat operation. Here our time was devoted to pre-pairing equipment, hearing security lectures, hoping for a bountiful mail call, and waiting for the next PX ration.

The scheduled operation was scrapped as progress of Allied arms precluded its necessity and on April 19 we returned to Auxerre, less Batteries E and F, which had

been previously attached to the 515th and 517th Combat Teams—there to prepare for a land movement to the front. Again the proposed operation was cancelled and normal routine took the place of combat expectancy and preparation.

V-E Day, May 8, 1945, and the lights came on in France again. The cathedral bells clamored joyously and the populace went wild with delight. Auxerre's citizens took us into their homes and brought forth the old French wines, hidden and guarded carefully through the long, dark days of the German occupation. Many the glasses raised as "Vive les Americains," "Vive les Allies" echoed along the narrow streets. The next day we marched in the Victory Parade before the citizens of happy Auxerre.

After V-E Day a period of speculation prevailed. We all became familiar with such slogans as "Mackall in the Fall," "Golden Gate in '48," and "Through the Isthmus by Christmas." The big question—"Would the Division be redeployed directly to the Pacific or via the United States?" Our prayers were answered, we sailed for home

on August 12, 1945, aboard the ex-luxury liner, Thomas H. Barry.

We were selected as detail battalion for the voyage which killed the monotony of grey seas. So, a few stormy days weathered, we passed Ambrose Lighthouse in the early morning haze of August 20 and entered New York Harbor. Home at last!

The reception, the furloughs, and the assembly at Fort Bragg, North Carolina followed. Now in retrospect we review our achievements.

The 153rd is proud of the men who comprised it. Proud of the efforts expended and the results achieved in training, the good judgment and high standards of conduct displayed at all times. Our record would receive the highest acclaim of any leader. We salute our brothers in arms whose prowess on the Western Front forestalled our entry into combat but deep within us is the certain knowledge that tempered in the crucible of battle we would unquestionably have carried the proud name of the 153rd to great heights.



Melvin Brown

MELVIN M. BROWN

We herein honor the memory of Private First Class Melvin M. Brown, who became the 153d's only fatal casualty. He died as a result of a wound received while running a combat course with overhead fire at Camp Mackall, N. C.

Melvin was one of the best liked and most respected soldiers in this battalion. Many of the original men in the 153d well remember him as a spirited and intelligent soldier. Others of us who knew him more intimately thought of him as a happy, cheerful friend, always ready to do his buddies a favor. His memory lives on, honored by his country, comrades, and friends.



Lt. John R. (Skippy) McCune
Battery Commander

HEADQUARTERS BATTERY

FORMER COMMANDERS

Name	Rank
Anderson, Robert W.	Capt.
Austin, Arch A.	Capt.
Beeman, Glen W.	Capt.
Tufte, Chester	1st. Lt.

MEDICAL OFFICERS

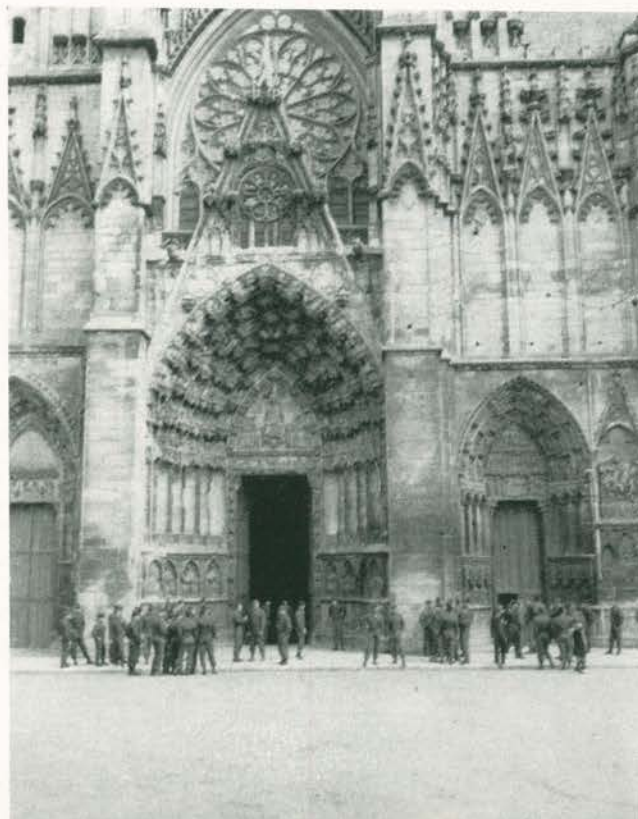
Ferrer, Alfred, Jr.	Capt.
Fink, Edward S.	Capt.
Hall, Cameron B.	1st. Lt.
Reisman, M. J.	1st. Lt.
Stasney, Anton E.	1st. Lt.
Chambers, John Sharpe, Jr.	1st. Lt.



Division Review



Training Jump



Cathedral, Auxerre, France



AA Battalion Medical Detachment



Hunting Azimuths



BATTERY A



Capt. Max. C. Opperman
Battery Commander



153rd Abn AA Bn



We found they were here to stay



T. O. Vacancy, One Pilot



Hot and Cold Running Water



Dry Run



"Remember Sad Sack?"





Capt. Frank (Harpo) Marx
Battery Commander

BATTERY B

FORMER OFFICERS

Name	Rank
Adams, Edward	2nd Lt.
Burdett, Norman F.	2nd Lt.
King, Gerold R., Jr.	2nd Lt.
Pilgrim, Arthur J.	2nd Lt.
Wofford, Denver F.	1st Lt.



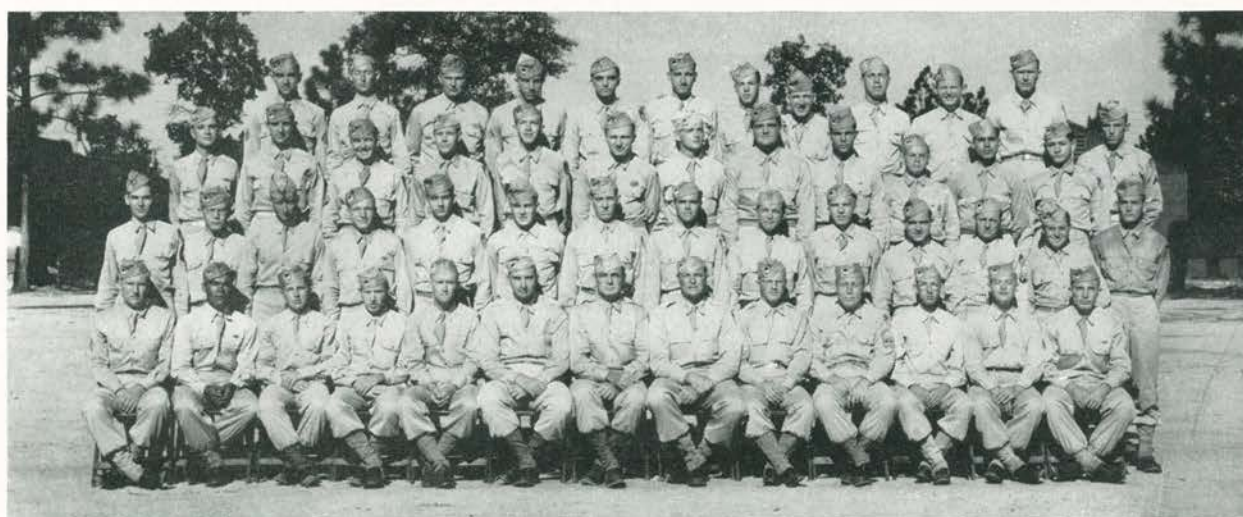
Maneuvers



"Casualty Radar" We Killed Him with Kindness



Marshalling Area



Battery B, 153rd Abn AA Bn





Lt. David C. (Dave) Brown
Battery Commander

BATTERY C

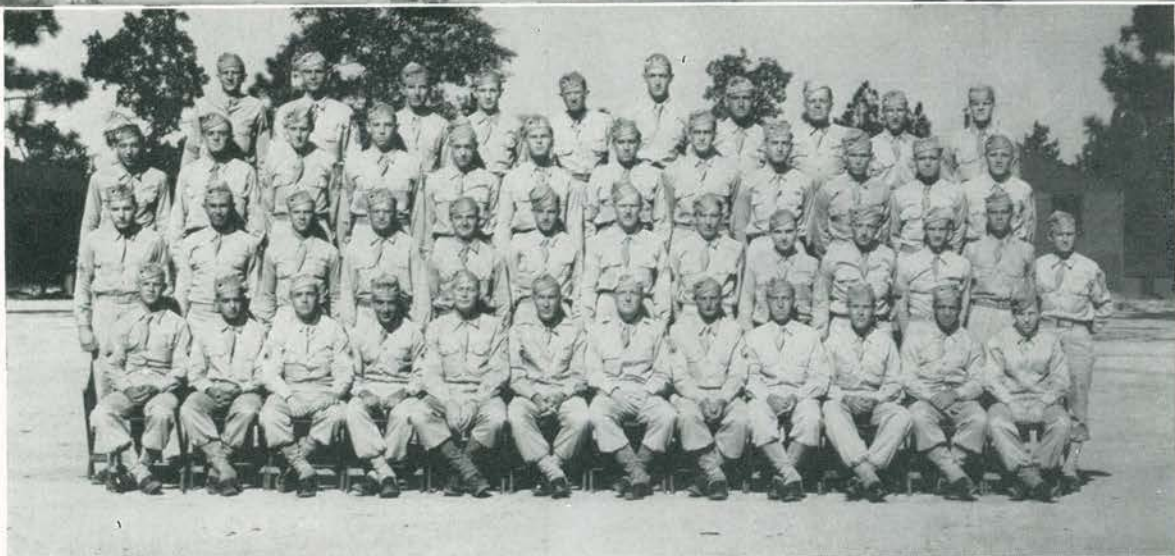
FORMER OFFICERS

Name	Rank
Blackwood, Terrance R.	2nd Lt.
Cherry, Orion T.	2nd Lt.
Ginader, John M.	2nd Lt.
Helinski, Joseph A.	2nd Lt.
Kracen, Walter R.	1st Lt.
Murphy, Thomas B.	2nd Lt.
Sherry, Earl C., Jr.	2nd Lt.
Woods, James J., Jr.	2nd Lt.

Paris in the Spring



Cigarette M'sier?



Battery C, 153rd Abn AA Bn



BATTERY D

FORMER OFFICERS

Name	Rank
Bright, Charles W.	2nd Lt.
Charpie, Hugh E.	2nd Lt.
Collier, Barhto P.	2nd Lt.
Cummings, Andrew J.	2nd Lt.
Dukart, Leonard	1st Lt.
Elliott, John G.	Capt.
Hurst, Charles A.	2nd Lt.
Martin, Alfred J.	Capt.



Lt. Burt Wuellner
Battery Commander

Homeward Bound



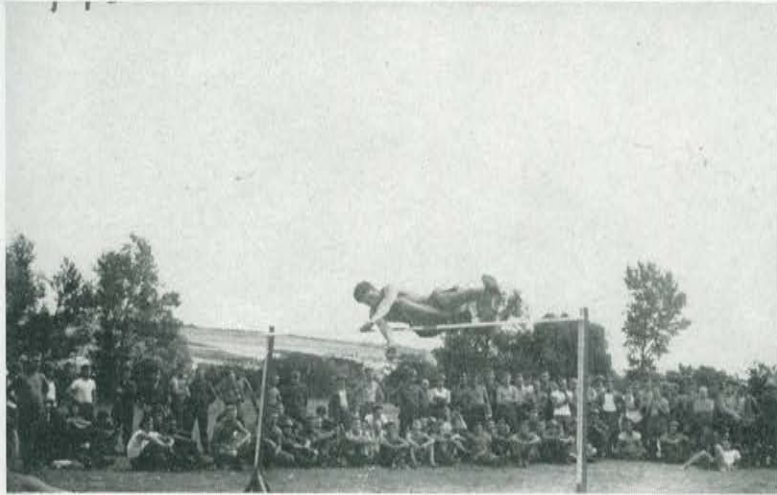
1st Class Passengers



Battery D, 153rd Abn AA Bn



Sweetheart!



Scenes from Auxerre

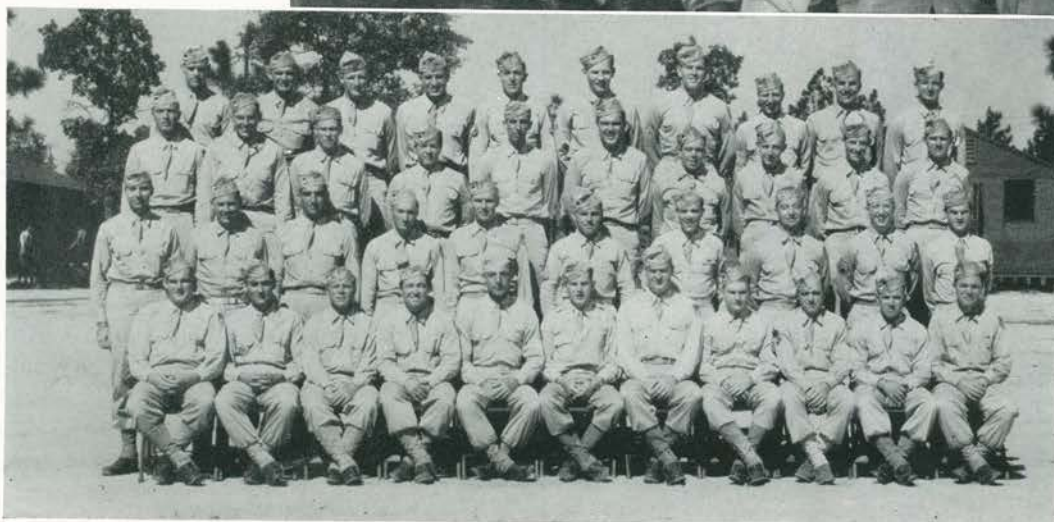
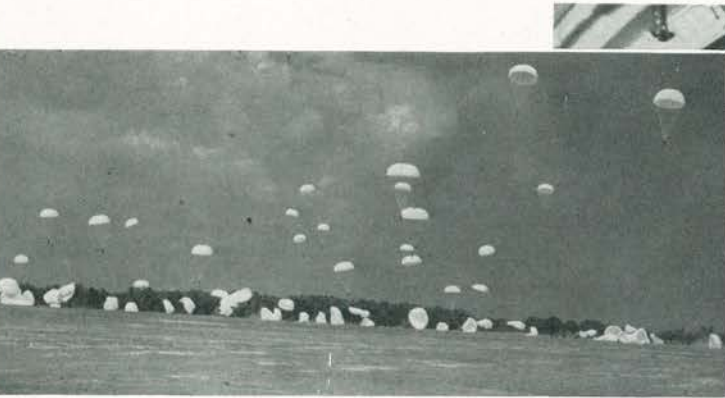


Lt. Andre C. (Andy) Champagne
Battery Commander

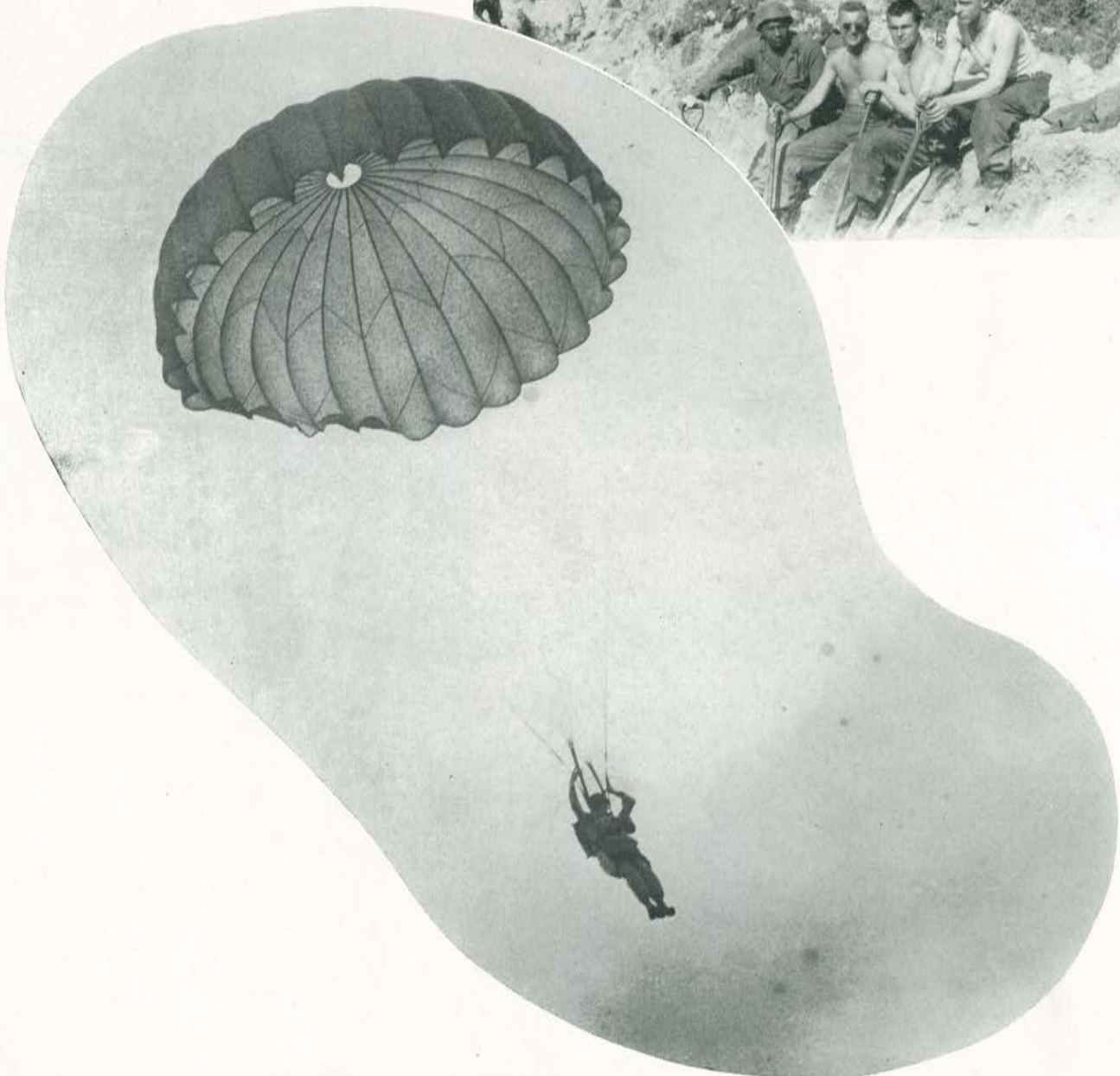
BATTERY E

FORMER OFFICERS

Name	Rank
Aldrich, Alfred S.	2nd Lt.
Curtis, Robert M.C.N.	1st Lt.
Fredenburgh, Paul H.	2nd Lt.
Gleason, Robert D.	2nd Lt.
Hammill, Cornelius H.	2nd Lt.
Hand, Charles P.	1st Lt.
Henry, S. J.	2nd Lt.
Hoferer, Francis S.	2nd Lt.
Mabry, John T.	2nd Lt.
Toy, Rogers B.	Capt.
Turner, Clyde E.	2nd Lt.

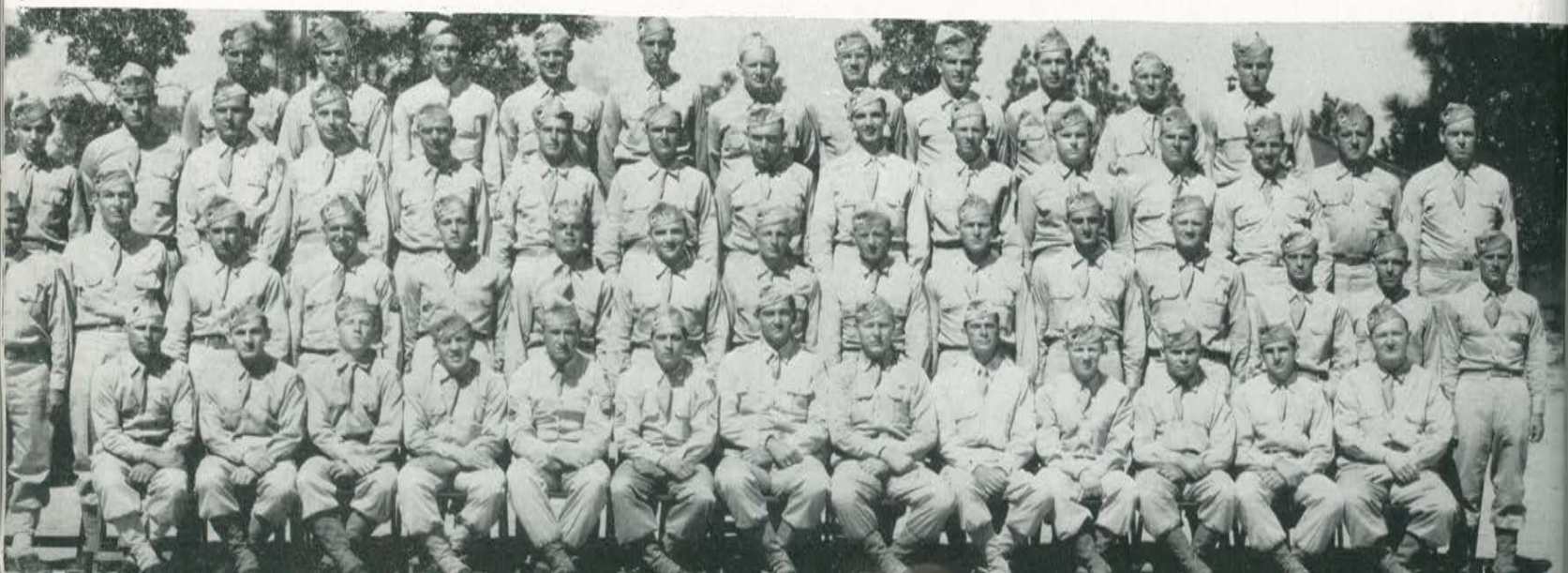


Battery E, 153rd Abn AA Bn





Capt. Albert J. (Al) Twigg
Battery Commander



BATTERY F

FORMER OFFICERS

Name	Rank
Glass, Martin I.	2nd Lt.
Higgins, Edward B.	Capt.
Ince, John H.	2nd Lt.
Martin, Henry J.	2nd Lt.
Summers, Noel B.	Capt.





129th Abn Engrs

BOOK V



Lt. Col. Johnson, Commanding Officer

ENGINEER BATTALION COMMAND AND STAFF

PREVIOUS BATTALION COMMANDERS

Lt. Col. A. A. Blatherwick .. July '43—Oct. '44
Maj. Elbert C. Wallace Oct. '44—July '45

PREVIOUS STAFF MEMBERS

Maj. Elbert C. Wallace
Maj. Philip Johnson
Capt. John E. Darlington
Capt. Francis Norton
Lt. Reginald R. Bird
Lt. William Simmons

Staff—

Lt. Montgomery
Capt. Pope
Capt. Kreml
Maj. Sollenberg
Maj. Kross
Capt. Lee

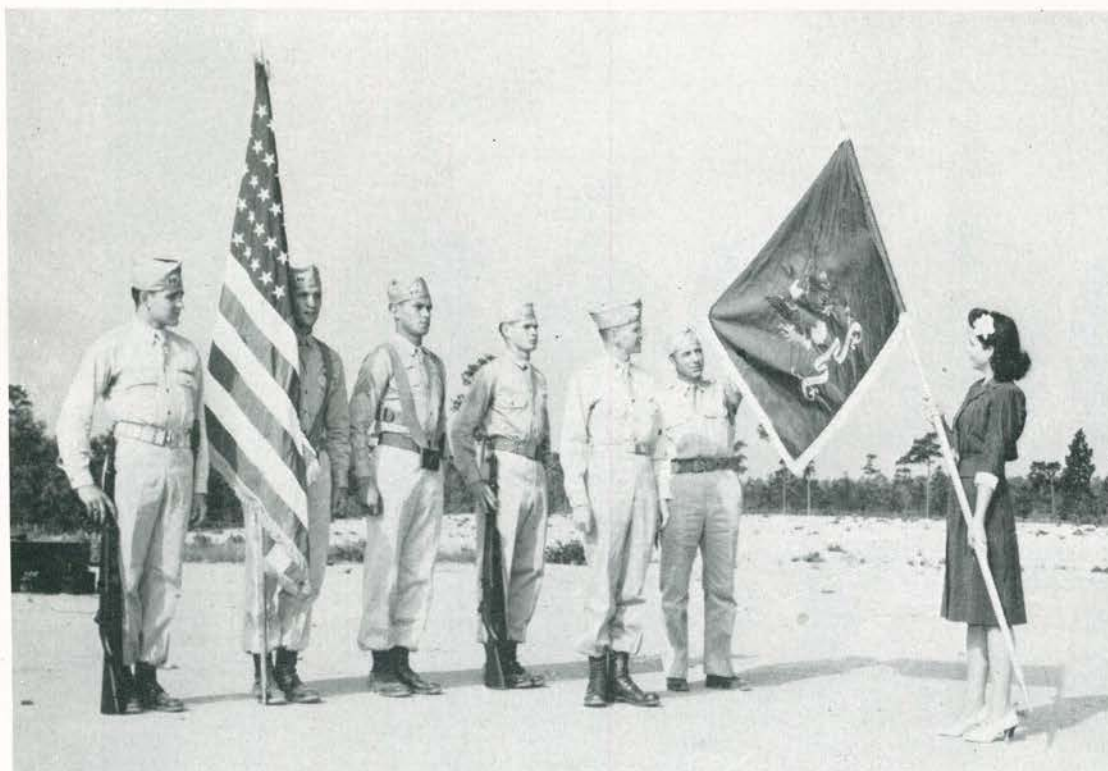


HISTORY OF THE 129th AIRBORNE ENGINEER BN.

On the stroke of noon, the 15th day of July, 1943, the first truck of the convoy rolled through the gates of Fort Bragg. The engineer soldiers clambered down from the trucks, hoisted their bags to their shoulders and marched to their new quarters. The enlisted cadre from the 303rd Combat Engineer Battalion of the 78th "Lightning" Division, had arrived to begin the work of forming the 129th Airborne Engineer Battalion, 13th Airborne Division. Two months previously, the War Department had selected eight officers stationed at Fort Belvoir, Virginia, to form the bulk of the officer cadre. While the battalion commander was going through the Command and General Staff School at Fort Leavenworth, the Fort Belvoir Group was undergoing airborne training at Lauranburg-Maxton Air Base and cadre officer training at Fort Belvoir. During this same period of May to July, 1943, an entire Parachute Engineer Company was being trained at Camp Mackall, N. C. The fusing of these three elements began that hot day in July. The cadre officers were: Battalion Commander, Major (now Lt. Col.) A. A.



Blatherwick; Executive Officer, Captain (now Major) E. C. Wallace; Adjutant, 2nd Lt. (now Captain) R. R. Bird; S-2, S-3, 1st Lt. William Simmons; S-4, 2nd Lt. (now Captain) J. E. Darlington; ADE, Captain (now Major) R. J. Sollenberger; Commanding Co. A, 1st Lt. Arden N. Ballard; Commanding Co. B, 1st Lt. Daniel Webster; and Commanding Co. C, 1st Lt. (now Major)



PRESENTATION OF BATTALION COLORS
By Mrs. A. A. Blatherwick, to Lt. Col. Blatherwick and Maj. E. C. Wallace



Phillip Johnson. Among the key non-commissioned officers in the enlisted cadre were Master Sgt. Joseph Strobel; Technical Sgt. William Pritchard, Personnel Sgt.; Technical Sgt. William Beckum, Battalion Supply Sgt.; Technical Sgt. Robert Dodson, Battalion Communication Chief; and Battalion Motor Sgt., S/Sgt. Elmer Kovac. This was an auspicious beginning but full battalion development was retarded because fillers were arriving only intermittently and in small numbers. Slowly from various sources and from all sections of the United States men filtered in. The calibre of the men was extremely high and expertly, albeit, slowly two glider companies and a headquarters and service company were formed and trained.

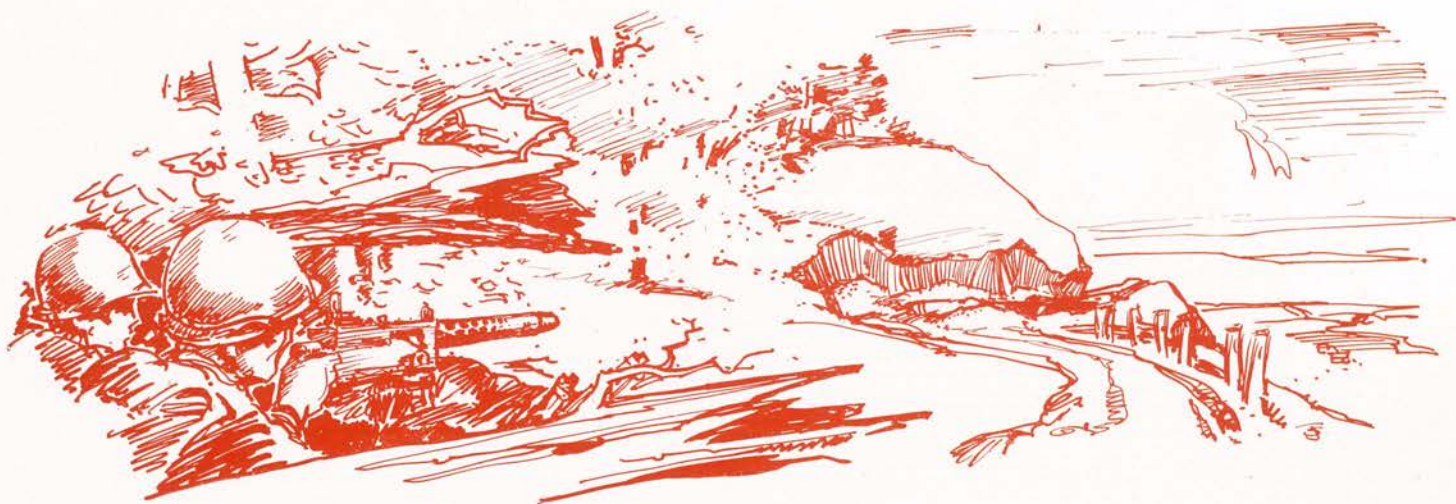
The 14th day of January was moving day for the battalion. The 129th moved to the North area of Camp Mackall, N. C. Before the personnel of the unit became familiar with their new surroundings, the battalion was moved, a very short distance this time, to the South area of Camp Mackall. It was here the entire division remained until alerted for overseas movement. The battalion was now growing in strength and effectiveness. Training was hard and intensive and the men of the 129th began to look and feel like airborne soldiers. The achievement of professional ability was rather seriously handicapped by the continuing demand on the battalion

for overseas replacements in officers and enlisted men. Many Airborne engineer officers who distinguished themselves in combat with other airborne divisions received a great amount of experience and training with the 129th. In March of 1944, many experienced enlisted men and officers were sent to Camp Pickett, Va., to cadre a new airborne battalion. The state of the Nation during the period of January to September, 1944, was reflected in the unit. With the country battling for its very existence, training was intensified on a mounting scale. Officers and men no longer had evenings free. Midnight oil was consumed in company orderly rooms and battalion headquarters, as problems were met and solved, specialist schools were planned and executed. Demolitionists, machine gunners, riggers, carpenters, clerks, cooks, were learning the things necessary to weld the battalion into a professional, hard bitten group of engineer soldiers.

During the month of August, 1944, the 129th conducted a mine school for all units in the division. The results were even better than anticipated with each division unit becoming familiar with the operation and construction of mines and booby traps. Necessary construction work at Camp Mackall, such as reinforced concrete taxiway at the airport and "jump" trainers and platforms for division parachute training was completed by the men of the line companies. The ultimate objective of this hard work and intensive training was the battlefield and the immediate objective was division maneuvers.

The 22nd of September, 1944, the 129th Airborne Engineer Battalion moved to the airfield at Lumberton, North Carolina, to marshal for airborne and ground maneuvers. There was an air of expectancy and excitement. Could the battalion in practical hard maneuvers achieve the standards necessary to qualify it for the battlefield?

Three days were consumed in final preparations for loading and dropping men and equipment. Maneuver D-Day arrived and the test was at hand. All types of air transport were used in dropping the battalion. One company being landed by parachute and another by glider, and





the remaining company and Headquarters and Service Company being air-landed in C-47's. Assignment of companies was initially normal combat team assignment, and our mission was to prepare and defend a barrier system on all roads leading to the objective, Camp Mac-kall airport. The initial mission completed successfully, the companies reverted to battalion control, and while maintaining and improving the barrier system, other engineer tasks were assigned to the companies. Water supply, bridge building, and reconnaissance were the primary functions during this first week of maneuvers. After three days in a rest area to resupply and regroup, the division entered on the ground phase of its maneuvers. The battalion remained intact during this period, and in addition to its normal engineer functions was employed as reserve for one of the infantry regiments in an attack. At the end of this week, the maneuvers were completed.

Upon completion of maneuvers, officers and enlisted men, tired, dirty, but confident, returned to Camp Mac-

kall. The battalion commander, Lt. Col. Alan G. Blather-wick was transferred at this time and the executive officer, Major Elbert C. Wallace, assumed command. One of the unforgettable happenings of this period was the visit of General George C. Marshall and his talk to the officers of the division at the 326th Officers Club. In November, 1944, the division had been alerted for overseas move-ment. The movement date was postponed for 60 days, and part of General Marshall's talk was succinct explana-tion of a War Department change in strategy that necessi-tated our movement being delayed.

In December, the battalion constructed a series of forti-fications in Fort Bragg for a division firing exercise em-



ploying all weapons and air support. The task of bat-talion during this problem was to maintain and repair the fortifications after each day's firing. The battalion mission was extremely successful as none of the well con-cealed emplacements was hit by either artillery or air bombardment.

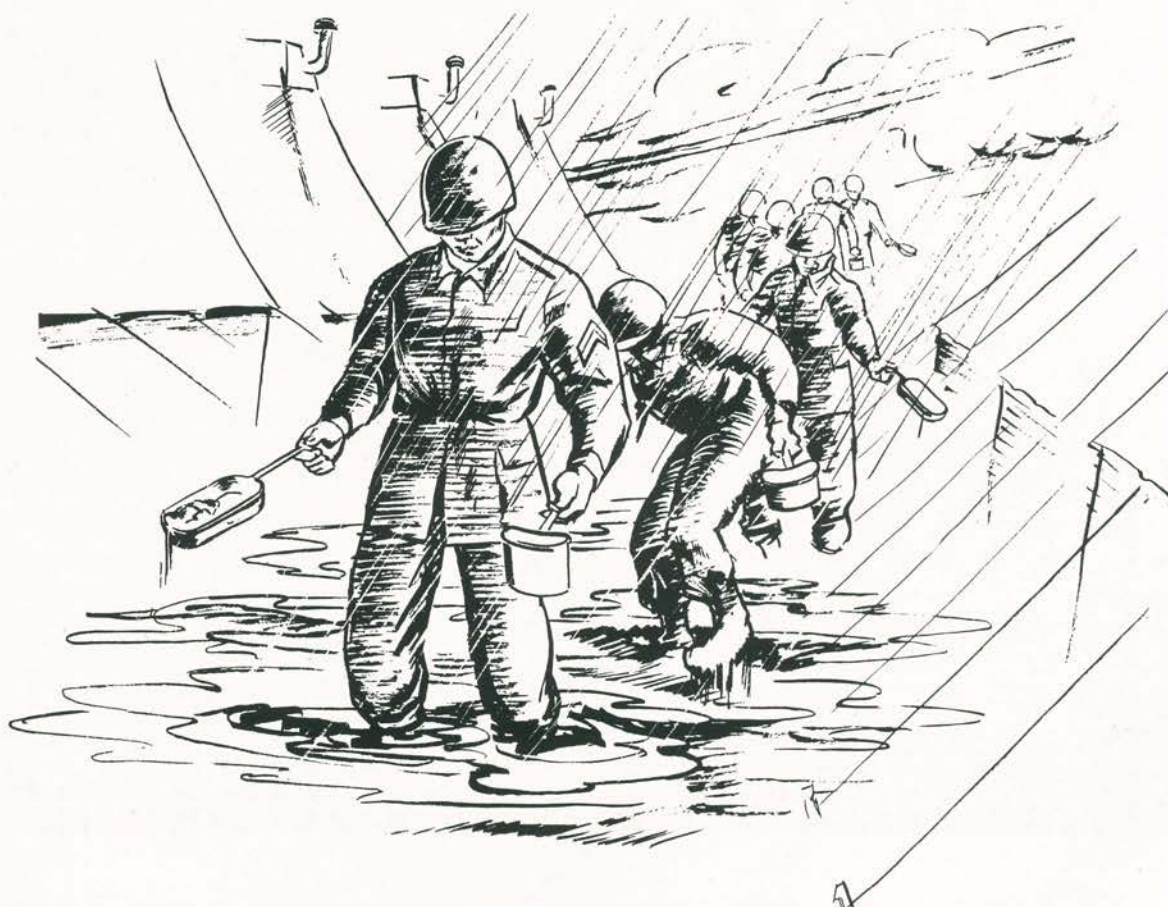




On 19th of January 1945, the battalion moved from Camp Mackall, N. C., to Camp Shanks, N. Y., for final processing before embarkation for overseas. At 1900, on the evening of 25 January, 1945, the battalion was marched to the station at Camp Shanks, and proceeded by train to New York, and embarked on the U.S.A.T. George Washington. The crossing of the Atlantic was made safely although many will remember the sub scare at 3 o'clock of the morning of the 5th when the underwater explosion of depth charges propelled by the Y guns of the Navy destroyer escorts could be heard close by. The transport anchored in Portsmouth Harbor, England, and the flat, white roofs of Portsmouth and Smithtown could be clearly seen. The large transport finally came to rest

off Le Harve, personnel were transferred from the ships to LCI's, and we were on French soil the 7th of February, 1945. The battalion was detailed on KP during the entire trip but this was not the irksome work usually associated with this type of duty. In fact, many men found the toughest part of the trip was carrying their food-stuffed duffle bags down the gangway. The first impressions of France, or that part of it, known as Camp Lucky Strike, were extremely unpleasant. Mud, with the consistency and adhesion of Southern molasses, covered the entire camp. Unceasing rain further added to our miseries, and we were happy to leave behind the scanty food, the mud, and the cold.

From Camp Lucky Strike, the battalion moved by





French boxcars (40 hommes and 8 chevaux) approximately 200 miles SE to the town of Auxerre, France. Upon arrival at Auxerre, the battalion headquarters was stationed in an unoccupied home, and the companies were billeted in chateaux surrounding the town. House-keeping and adaption to new conditions employed the first two weeks, and then training and physical conditioning were resumed. Renewed interest in the war situation on the western front was evidenced, and the morale and spirit of all personnel was high as a feeling of readiness grew increasingly strong.

In February, 1945, a new T/O was received by the battalion, authorizing two parachute companies and one glider company with three platoons. On 1 March, 1945, the 596 Airborne Engineer Company, of the 517 Combat Team, was incorporated into the battalion, and redesignated Co B, 129th Airborne Engineer Battalion. This company was commanded by 1st Lt. Raymond Hild. The two glider companies, Co A and Co B, were amalgamated and became Co A, 129th Airborne Engineer Battalion.

The next two weeks were busy with reorganization and re-equipping, and in the middle of March, the first alert was given to the battalion. The mission was "CHOKER II" across the Rhine at Worms, in support of the 45th and 3rd Divisions, and a planning and staging period occupied the latter two weeks of March. However, on the 25th of March, 1945, as the companies were loading for departure to the marshalling areas, a cancellation of our mission was received. General Patton's 3rd Army had crossed the Rhine, and overrun our target area.

Early in April, the entire division was alerted and moved to marshalling airfields surrounding Paris and in north France. Operation "EFFECTIVE," at Grosselfinger, Germany, in the Swabian uplands, was given to the division, and the middle of April was our D Day. Again, this time just a few hours before the take off, a cancellation was received. The French 1st Army had broken out of the Black Forest and occupied our area. A third mission in Czechoslovakia for a unit of the division was planned, but not executed.

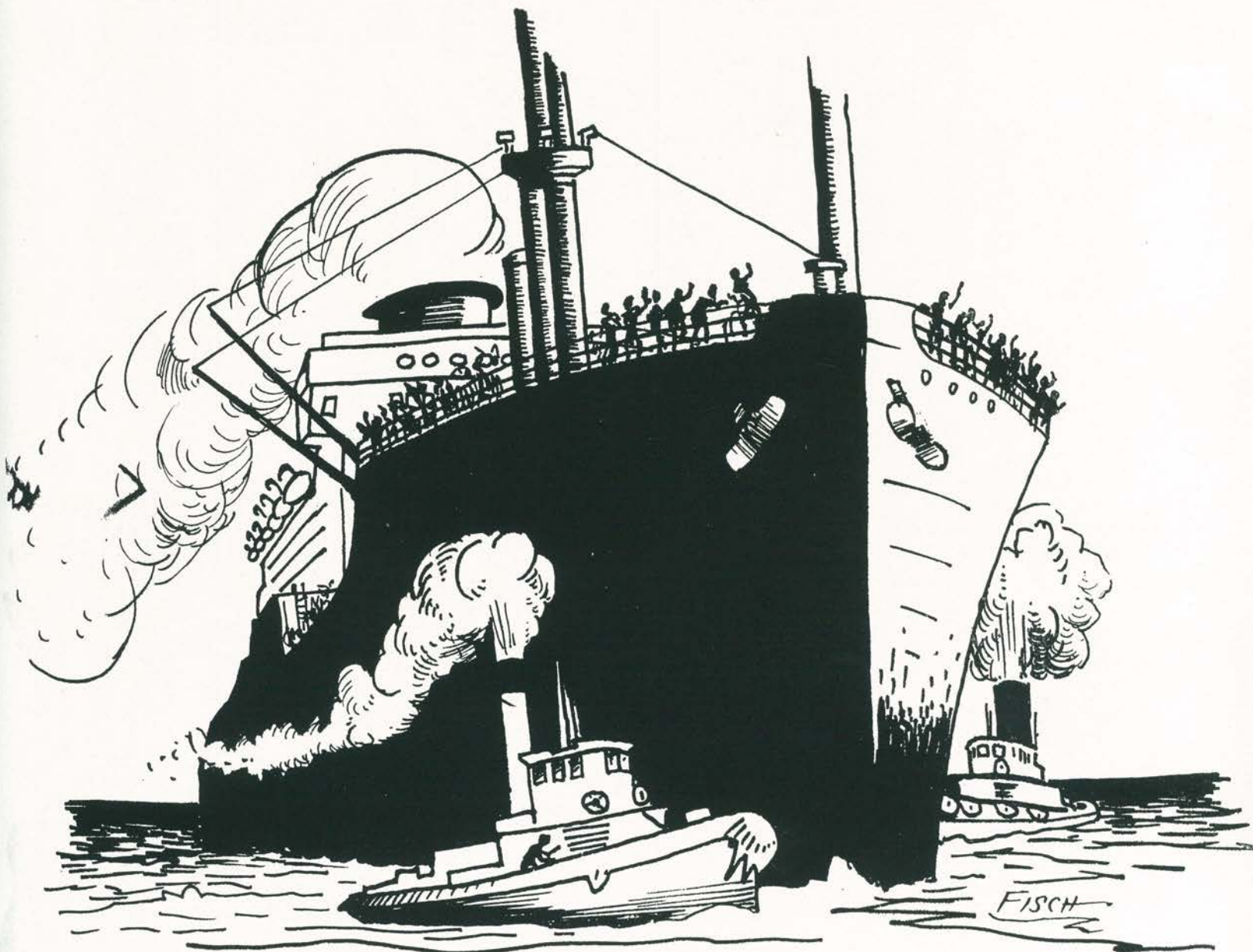
On V-E Day, the battalion had regrouped in a mar-



shalling area outside of Orleans, France, and shortly afterwards the unit returned to Auxerre and was billeted in Camp Brown, near Auxerre. At Camp Brown, the battalion was occupied with the transfer of high-point officers and men to the 17th Airborne Division and an extensive athletic program until the middle of July. During this period, one company from the 139th Airborne Engineer Battalion was trained and equipped for POM by our battalion.

Barry on the 13th of August, 1945, with division headquarters and the entire division artillery.

Two days out at sea, the ship's radio crackled with the most heart-stirring news the world had heard in many years. The long awaited V-J Day had arrived. Each man reacted to the news in his own way. Strongly attended religious services were held. There was an undercurrent of feeling approaching disbelief. The war had gone on for so many years that it was hard to believe it could be



In June, 1945, Major Wallace was transferred to the 17th Airborne Division, and Lt. Col. Stanley Johnson, of the 139th Airborne Engineer Battalion, 17th Airborne Division, assumed command of the battalion. Accompanying Lt. Col. Johnson from the 139th Airborne Engineer Battalion were Major George Kross as executive officer, Captain Cornell Pope as S-2, and Captain John Lee as S-4.

In July an alert to return to the United States was received by the battalion. Movement to Camp Pittsburgh, near Rheims, France, for processing was the first step toward the United States. On the 8th of August, 1945, the battalion left Camp Pittsburgh for Camp Philip Morris, near Le Havre, and embarked on the U.S.A.T. Thomas

ended. The question of redeployment for the occupation of Japan was in the back of everyone's mind, but generally, thoughts were concentrated on the joys of homecoming and the promised thirty days at home.

On 20 August 1945, the U.S.A.T. Thomas Barry docked at New York, and the battalion was taken directly by ferry and train to Camp Kilmer, N. J. From Camp Kilmer, the troops were sent on thirty days' recuperation TDY to their homes through various reception centers. During the fifteen-day extension granted all personnel, our redeployment to the Pacific was cancelled, and the assembly station was designated as Fort Bragg, N. C. During the month of October, the remainder of the battalion personnel, excepting those awaiting discharge at reception stations, assembled at Fort Bragg, N. C.

ABOVE AND BEYOND

SILVER STAR



Lt. Joseph Williard
Lt. Earl Dillard
Lt. Wayne D. Norwood

1st/Sgt. Leonard I. Walker
Sgt. Jack W. Boyer

BRONZE STAR



Lt. Col. Stanley T. B. Johnson
Maj. George W. Kross
Capt. Cornell Pope
Lt. Raymond C. Hild
Lt. Fredrick H. Zavattero
Lt. Glen Gainer
Lt. Charles Bonaventura
Lt. Henry Gatewood
S/Sgt. Corey F. Gibbon
S/Sgt. James M. Moses

Sgt. Allan R. Goodman
Sgt. Vincent D. Porasky
Cpl. Harold C. Johnson
Cpl. Ralph A. Longstreth
Cpl. Tom G. Small
Pfc. William T. Christian
Pfc. George W. Mitchell
Pfc. Joseph F. Senter
Sgt. Cornelius M. Driscoll
Cpl. Harold C. Johnson

Cpl. Homer L. McRoy
Cpl. Donald F. O'Niel
Pfc. Robert E. Anderson
Pfc. Michael Bulino
Pfc. Kyle F. Kenyon, Jr.
Pfc. Mike F. Kovach
Pfc. Davis S. Valadez
Pvt. Bernard E. Spencer
M/Sgt. Roy Chaney
Sgt. Aaron O. Ripken

PURPLE HEART



Lt. Col. Stanley T. B. Johnson
Capt. Cornell Pope
Lt. Glen Gainer
Lt. Henry Gatewood
Lt. Joseph A. Willard

Sgt. Sam Morgan
Sgt. Aaron O. Ripken
Pfc. Richard Ringer
Pfc. Poiles
Pvt. Ira Van Dkye, Jr.

HEADQUARTERS AND SERVICE COMPANY

PREVIOUS COMPANY COMMANDERS

Capt. John Darlington.....	13 Aug. '43—15 Jan. '44
1st Lt. James Rinehart.....	15 Jan. '44—11 Oct. '44
Capt. E. K. Kreml.....	11 Oct. '44—18 April '45
Capt. Francis Norton.....	18 Apr. '45—2 July '45
1st Lt. Gordon Stolberg.....	2 July '45—23 Oct. '45



ON Activation Day, 13 August 1943, Headquarters and Service Company commanded by 2nd Lt. (Now Captain) John E. Darlington, was deep in the responsibilities of supply and service. Some of the non-commissioned officers working to bring their sections to efficient levels at that time were 1st Sgt. Buford Newton, Master Sergeant Joseph Strobel, Tech Sgt. William Pritchard, Tech Sgt. Robert Dodson, Tech Sgt. William Beckum, and S/Sgt. Hubert Parker. S/Sgt. Robert Fike was transferred to the company to take the post of Battalion Operations Sergeant, which he held until his discharge from the Army. During the day the duties of supply, administration, and motor maintenance kept all personnel moving at a fast pace. The day was not over at 1700, however, for at night, basic training was held for newly arrived



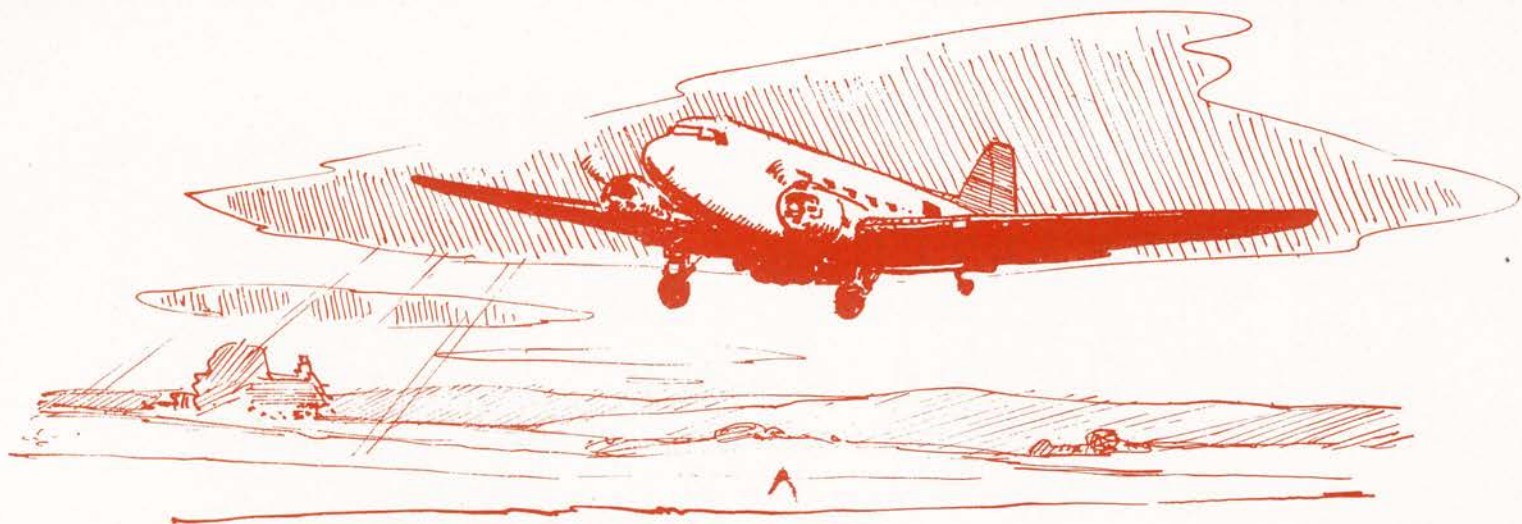
1st Lt. George E. Inlow
Company Commander

men to round out a very full day. In January, 1944, Tec 5 Thomas A. Ryan, one of the original cadremen, was appointed warrant officer and took over the post of battalion personnel officer. Tech 4 Melvin Waters of the 713 Ordnance Company was also appointed warrant officer at this time and assumed the post of battalion motor officer. Second Lt. (now 1st Lt.) Homer T. Montgomery took over the position of S-1, and this appointment completed the Battalion Staff.

In January, 1944, the company moved to Camp MacKall, N. C., and set up new headquarters first in the north area and finally in the south area of that camp.

In March part of a cadre for the 659th Airborne Engineer Battalion was furnished by Headquarters & Service Company, taking Sgts. Newton, Kovac, and Beckum. Second Lt. (now 1st Lt.) James Rinehart assumed command of the company in April, and in May replacements from deactivated antiaircraft units were received by H&S





Company. First Sgt. Casteel and T/Sgt. Goodrow, Bn. Supply Sgt., and S/Sgt. John Kielb arrived during this period.

Training and staff duties occupied the company during the summer months of 1944, and preparation for maneuvers in September were being made. The afternoon of Maneuver D Day, Headquarters and Service Company was airlanded by C-47's at Camp Mackall Airport. The company immediately set up their command post and supply dumps, and throughout the maneuvers continued to supply the division with water and all types of engineer supplies.

The communications section under Tech Sgt. Robert Dodson set up radio contact linking all companies of the battalion and battalion headquarters with G-3. Tec 4 (now 1st Sgt.) Meek, Tec 4 Skavarek, Tec 5 Kolligian and Cpl. Stanford comprised the personnel of the section. The Battalion S-4 section commanded by Tech Sgt. Goodrow and S/Sgt. Anderson, had the task of furnishing engineer supplies to the entire division. Company supply was handled by S/Sgt. Kielb and Tec 5 Passaro. The problem of supplying fresh water for the division, another S-4 function was ably handled by Tec 4 Hoogendoorn and Tec 5 Ginsburg. The Battalion Staff at this period included Captain Johnson, from Company C, as S-3, and Lt. Bird as S-2.

In October, 1944, Captain E. K. Kreml assumed command of Headquarters & Service Company.

Preparations for overseas movement were intensified during the months of December and January, and Captain Philip Johnson was appointed executive officer, and Captain R. J. Sollenberger moved back to S-3 from commanding Company "B."

The company moved with the battalion through the staging area to its overseas port of debarkation. Upon arriving in Auxerre, France, the company was billeted in a chateau about 8 kilometers from Auxerre for two weeks and then moved to Camp Brown, just outside of Auxerre.

In March, the company was busy preparing the plans for mission "CHOKER II" until the 24th when the mission was cancelled. The first of April, the company moved to a marshalling area near Orleans, and thence in a few days to a field farther north near St. Andre. Approximately two weeks were spent there formulating plans for operation "EFFECTIVE" before the mission was cancelled, and the company returned to Orleans to join the rest of the battalion. Prior to the move to Orleans, Captain Francis Norton assumed command of Headquarters and Service Company from Captain Edward Kreml, and Captain Kreml was assigned as S-2.

From Orleans, the company moved to Camp Brown, Auxerre, in the middle of May, and in June, 1st Lt. Stolberg and 1st Sgt. Walenga, from the 17th Airborne Division took over the duties of company commander and 1st Sgt.; Captain Norton was transferred to the 17th Airborne Division, and 1st Sgt. Chadwell to Company C, 139th Airborne Engineer Battalion. T/Sgt. Fike, S/Sgt. Fransen, T/3 Peltola and Sgt. Gabriel were also lost to the 17th Airborne Division.

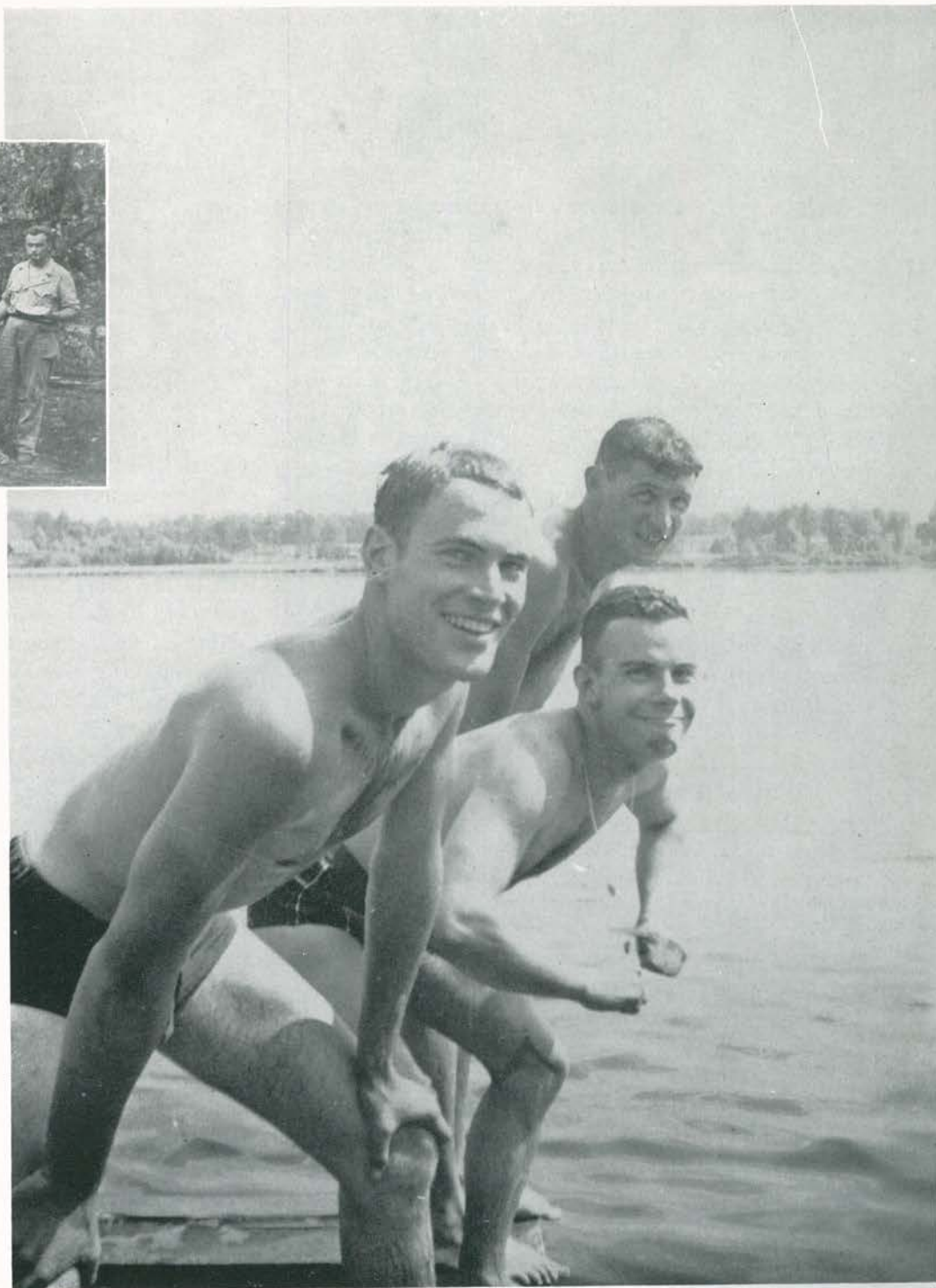
From Auxerre, the trip to the United States was made with the battalion, and in October the Company reformed at Fort Bragg with 1st Lt. George Inlow as Company Commander.



HEADQUARTERS SERVICE COMPANY



MacRae, Morris, Fisch, Tedd Webb, Reising and Warren Web enjoy a supplement to army rations, during a field problem



Army Life has it's light moments for MacKasy, Murchie, and Peretzman



Capt. Keadle, Company Commander



COMPANY "A"

PREVIOUS COMPANY COMMANDERS

1st Lt. A. N. Ballard 13 Aug. '43—15 Nov. '43
 Capt. R. N. Newberry 15 Nov. '43—30 Mar. '44
 Capt. David S. Herbertson . . 30 Mar. '44—9 Aug. '44
 1st Lt. Joseph Willard 9 Aug. '44—11 Nov. '44

The Company A cadremen who arrived from Camp Butner, on the 15 July 1943 included 1st Sgt. James Chadwell, Mess Sgt. William Krape, S/Sgt. Donald Ruthford, Company Supply Sgt., Cpl. Lester Spencer, Company Clerk, and S/Sgts. Lee R. Kneblick and Robert Fike. The company was commanded by 1st Lt. Arden N. Ballard. A few weeks after the company was formed on 13 August 1943, Company A was activated as part of the 129th Airborne Engineer Battalion. The month of October 1943 will be remembered by such men as Paul Geisler, Normand Beaulieu, Carroll Dorothy, John Valente, and Louis Garbin; for they were among the first arrivals after the original cadremen.

Throughout the fall and early winter of 1943, new men arrived from various sources, enabling the company to rapidly progress in its training. Captain Ragen Newberry was assigned to the battalion in the winter of 1943 and replaced Lt. Ballard as A Company Commander. During this phase of training, emphasis was placed on demolitions, bridge building and infantry tactics. The Army Specialist Training Program released a great many men at this time and Ralph Zepp, Robert Herbst, Sherwin Schaffer, Robert Oberlin, Marvin Salisbury, were among those who added to the size and calibre of the company.

Laying Stringers for first bridge constructed by Co. A—
During Training



Captain David Herbertson took command of Company A when Captain Newberry was transferred from the battalion. Glider training for the entire company was initiated in the spring of 1944. The real test came at the end of the course when equipment was loaded, lashed and flown by the crew, giving eloquent testimony to the ability of the loading team. The lives of the loading team depended upon each man doing his job correctly.

In May, 1944, a change in company organization was authorized to the extent of one parachute platoon per glider company. During this month Lt. Keadle, platoon commander and S/Sgt. Kneblick, platoon sergeant took a group of 25 men to Fort Benning, Ga. Three weeks later the platoon returned to Camp Mackall with all personnel qualified parachutists.

As Bridge progresses, Sgt. Gainer explains the construction
and centering of one bent



During May, 1944, antiaircraft units deactivated at Camp Edwards provided the company with twenty-five replacements, including James McComman, Harold Heafner, Grady Faulnor, Ivory Felts and Granville Phillips.

Bridge construction training was emphasized during the month of June as the company reviewed the building of many types of combat engineer bridges, including the famous, adaptable Bailey Bridge. Lt. Joseph Willard, who had just returned from combat in Africa, Sicily, and Italy, where he had won the Silver Star, became company commander when Captain Herbertson was designated assistant division engineer. Training during August and early September was directed toward the division's air and ground maneuver.

During the latter part of September the company proceeded to the airport at Lumberton to marshal for its first full scale air maneuvers. The company was transported by C-47's from Lumberton to its objective, Camp Mackall Airport. The initial mission of the company was to establish part of the barrier system surrounding the airport, and many of its outposts were hit repeatedly by the Red mechanized forces. During the week of the ground phase of the maneuvers, the company bridged Downing Creek for division traffic and constructed several miles of corduroy road through thick swamp. During the last day of the maneuver, Company "A" was held in reserve with the battalion to aid in an Infantry attack. Maneuvers ended with a feeling in all ranks that the company had proved its ability to handle any engineer job that might be assigned to it.

Lt. Keadle took over the command of the company on 11 November 1944, and the company was prepared to move overseas. A postponement of the shipping date, however, permitted the resumption of refresher training.

Company "A" moved with the battalion to Camp Shanks on 19 January 1945, and moved out on 24 January 1945 ahead of the battalion as part of a detachment to ready the ship for the embarkation of troops. The company boarded the "Marine Panther" that morning, but in the afternoon moved over to the U.S.A.T. "George Washington" on a change of orders.

Proceeding overseas and to Auxerre, France, with the battalion, the company was billeted in the Chateau Montfort, a beautiful stone mansion, about 13 kilometers from Auxerre. Duties were routine for the first few weeks concerning housekeeping and physical conditioning.

At this time another change in T/O was received, authorizing 3 platoons in one glider company, and Company "A" received all the glidermen from Company "B". Captain Keadle remained as company commander, and platoon officers were Lt. Rinehart, Lt. Grass, and Lt. Fisher, who was transferred from 596th Airborne Engineer Company. Immediately following the consolidation in the glider companies, the 1st and 3rd platoons were sent to Epernay to attend the XVIII Corps Bailey Bridge School.

In the middle of March, Company "A" began preparation for its first mission with the battalion. The mission was "CHOKER II", across the Rhine, and the initial assignment of Company "A" was to make a landing in



Company A—Constructing the approach to an expedient Ponton Bridge, to cross Downing Creek



Heavy Timber to be used as a stringer, visiting Brazilian officers in background



S/Sgt. Knebllick Supervising placement of stringers from shore to Ponton

gliders and immediately move to the east side of the river to prepare that bank and approaches for subsequent crossings. This mission was cancelled, however, on the 25th of March.

Shortly after, on 8 April 1945, Co. "A" moved to a

Chateau Montfort, Billet of Company A during the period spent in Auxerre



marshalling area near Orleans, France. A new mission, "EFFECTIVE," was planned. Co. "A's" role in this operation was to clear an airport near Grosselfinger, Germany, for continued airlandings by C-47's. The remainder of time in Orleans until V-E Day was spent in demolition problems on the bombed out buildings on the airport, and an extensive athletic program was initiated for the afternoons.

Company "A" moved back to Camp Brown with the battalion and from May until the middle of July was



View of left bank of canal of Auxerre Water Plant that was repaired, and resurfaced by Company A personnel

employed in Auxerre cleaning the rubble from the streets of the French town, and repairing the water plant so that the civilian population and the military units could have water 24 hours a day.

Two platoons of Company "A" also repaired and cleaned a resort hotel, Hotel Beau Rivage, near Montsauche, France, for a division rest center. Although the division moved out on redeployment before this hotel could be placed in full operation, many men in the bat-

Hotel "Beau Rivage," near Montsauche, France, where men of the Battalion relaxed



talion enjoyed a 5-day sojourn swimming, fishing, and sailing on the beautiful lake.

In July, the company proceeded with the battalion first to Camp Pittsburgh, then to Camp Philip Morris and on to Le Havre, embarkation port for home. Pier 16, Staten Island, New York City, was the first landing spot in the United States, and after spending a day at Camp Kilmer, N. J., the personnel of the company was sent to the various reception stations for recuperation leave. Assembly in Fort Bragg, N. C., followed in October, 1945, and the company is now building once again to its former efficient organization.



Darmstadt, Germany



Enroute to Worms, Germany





Completed Ponton Bridge open for all division traffic. Bridge was completed in less than three hours, capacity of 15 tons

Completed fixed bridge built in basic training, tank weight, approximately 13 tons





PREVIOUS COMPANY COMMANDERS

1st Lt. Daniel Webster 13 Aug. '43—9 Dec. '43
 Capt. John S. Keadle 9 Dec. '43—26 Jan. '44
 Maj. Robt. J. Sollenberger . 26 Jan. '44—18 Oct. '44
 Capt. Francis Norton 18 Oct. '44—2 Mar. '45
 1st Lt. Raymond Hild 2 Mar. '45—10 Mar. '45
 Capt. Bernard Freiberg . . 10 Mar. '45—31 May '45
 1st Lt. Earl Dillard 31 May '45—10 July '45



B COMPANY, 129th Airborne Engineer Battalion, was activated 13 August 1943, at Fort Bragg, N. C. The first company commander was Lt. Daniel Webster. The cadre for the first group of trainees was taken from the 78th Division, and consisted of 1st Sgt. Johnnie Cornelius, S/Sgts. Jay Morris, Theodore Nowak, and Charles Tucker, Sgts. Paul Carter, Lenon Kidd, Cpl. Chiodi. Kitchen personnel were S/Sgt. Jesse Hicks, T/4 Rufus Carpenter, and T/5 Gordon Scott.

The company was slow to fill up, and it wasn't until the last of October that basic training was started. On the first of December men began arriving from ASTP units, and included among the newly arrived men were Haller, Lucey, Rile and Chriss. These men were a welcome addition to the thin ranks of the company. On December 7th, Lt. Webster was shipped overseas, and Lt. (now Captain) John S. Keadle took over the company. Platoon leaders at that time were Lt. Zimmerman and Lt. William Henry.

On January 14, 1944, the company moved to Camp Mackall, N. C., the Airborne Center, and unit training was begun. At this time Lt. Christoph and Lt. Zima joined the company, and Captain Sollenberger replaced Lt. Keadle. In March the company had glider training and its first air sickness, with Gunter bearing the brunt of lost meals and Pitino running a close second. During the last week in March, a new group of men from ASTP joined the company, and names such as Holloway, Berman, Zeigler, Feinburg, Damm, Nosky, and Kemman took their place on the rolls of the company. The last of April, 21 enlisted men and one officer, Lt. Inlow, volunteered for jump school. "A" stage was taken at Camp Mackall and all men qualified on May 27, 1944, at Fort Benning, Ga. During the time of the parachute training for the first group in Fort Benning, the size of the company was again increased with the entry of men from the deactivated antiaircraft units at Camp Edwards, Mass. Hammer, Quinn, Jackson, Mosely, and Chacon are familiar names to this group of men.

Training during these summer months was intensive and included several problems of a week's duration in the field. The company, in all exercises, showed itself to be

well trained and capable of handling any engineer task that might be assigned to it. Specialists were trained for their particular slot in the organization, and assault teams to attack and reduce enemy fortifications were formed and trained.

Maneuvers started on September 22, 1944, and lasted until October 8th. The company, including the parachute platoon, went in by glider. The company, functioning as it would in combat, laid mine fields, built bridges, constructed corduroy roads, and even supported in the attack when necessary. The initial mission of company "B" of the 129th Airborne Engineer Battalion was to land in gliders and proceed south in advance of the division artillery and bridge Drowning Creek if the existing bridge was blown by the Red forces. Finding the bridge intact, the company was placed under division control, and given the mission of establishing part of the barrier system surrounding the objective. These outposts were held for three days against repeated Red attacks, and when an advance was launched against a Red concentration, Company "B" was attached to the 88th Glider Infantry Regt.

The next task of the company was to bridge Horse Creek for the entire combat team, and this was completed by midnight. The following morning Company "B" was attached to the 2nd Battalion of the 88th Glider Infantry in a coordinated attack on the enemy concentration. This attack ended the air phase of the maneuvers.

During the three days in a rear area for regrouping, Company "B" reverted to battalion control. The primary mission of Company "B" during this ground period was reconnaissance for stream and swamp crossings. Until the end of the maneuver, Company "B" stayed under battalion control. Capt. Francis Norton assumed command of the company after maneuvers and retained it until the old Company "B" was dissolved.

Flame Thrower and Phosphorous Grenades cover the approach of demolition men, as Co. B's assault team prepare to put the finishing touches to Mock-Up of Hitler's West Wall



After maneuvers the company began preparation for moving overseas. Movement was scheduled for the last of November, but a two months' postponement came and it began to move in January. The company left Camp Mackall on January 19, and moved to Camp Shanks, New York.

On January 26, 1945, the company sailed from New York Harbor on board the U. S. A. T. George Washington. Seasickness was not too prevalent, however, Kemman looked at the boat and got sick, and Kelly stepped on board and duplicated. Both recovered after leaving the boat. The crossing took 10 days and the company landed at Le Havre, France, on February 6. Camp Lucky Strike was a muddy, unpleasant interlude of two weeks until the company moved to a chateau near Auxerre, France, via a four-day 40 & 8 trip.

It was at this chateau in March, 1945, that the old "B" Company was dissolved and the 596th Parachute Company took its place. Men of the new "B" Company had behind it, as the 596th Parachute Company, a very good, and quite a long combat record. It spent a short time in Italy, and then jumped on Southern France in that historic airborne invasion as part of the 517th Combat Team. It also fought in the bulge and in Germany. The commander of the company at the time was Lt. Raymond Hild. He was replaced in March by Capt. Bernard S. Freiberg.

The first of April found the company at a marshalling area near Lille and later in another near Amien where missions were alternately planned and cancelled until a few days before the end of hostilities. In both operations, "CHOKER II" and "EFFECTIVE," Company "B" was attached to the 517th Combat Team initially, and their mission in both cases was to establish and defend road blocks on the regimental perimeter. The end of the war in Europe found the company at an airfield near Orleans, and shortly it moved to Auxerre.

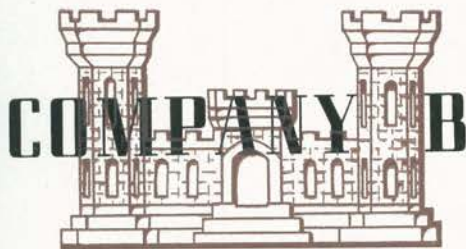
The company stayed at Auxerre until it began its re-deployment to the United States, on the 26th of July. After short stops at Camp Pittsburgh and Camp Philip Morris, the company left Le Havre August 12th. It arrived in New York Harbor the 20th of August, and the next day the men left on recuperation furloughs.

The company reassembled at Fort Bragg, N. C., but many of the veterans of the company with sufficient points to qualify them for discharge have returned to the cities and villages which are their homes.



The result of this explosion was a crater large enough to stop even the tiger tank

The result, the Jeep is ready for a trip across any obstacle that might be impossible to bridge



A Jeep is lashed in the cargo net, and the riggers check their work

After the high line is rigged, its strength is tested





U. S. Airborne Infantry passing through a French village on their way to contact the enemy

View of Naples Harbor—Italy, it was here the 596th Engr. Co. landed with the 517th combat team to begin its overseas service

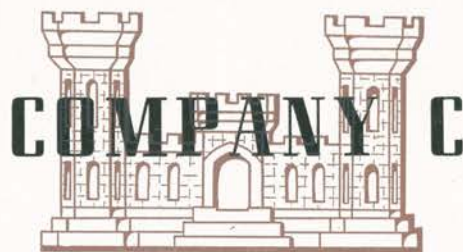




1st Lt. Stanford Polonsky, Company Commander

COMPANY "C", the oldest parachute company in the 129th Airborne Engineer Battalion, was formed long before the 13th Airborne Division was activated. The company was activated on the fifteenth of March, 1943, at Fort Bragg, N. C., under the command of Captain Fred Rosell. The company at that time consisted of eight officers and 131 enlisted men. Soon after activation, the company was ordered to Camp Mackall, forty miles from Fort Bragg and arrived at the new camp on the sixth of April, 1943. For a short period the company was on a replacement pool basis, receiving and sending out parachute engineer soldiers. In the middle of May, the company assisted on the Kershaw maneuvers. Company "C" was not engaged tactically on these maneuvers but confined its activities to setting off explosives to simulate enemy dive bombing and also acted as road guards. At the end of May, the company returned to Camp Mackall and was given the task of constructing a parachute landing field. Some member of the company with the mind of a statistician counted 800 tree stumps cleared from the field with a total of 3000 pounds of explosives used in the task.

Fifteenth July, 1943, saw the company once again stationed at Fort Bragg. Company "C" joined the cadre companies and thus the 129th Airborne Engineer Battalion was formed. On the 13th of August, 1943, the battalion was activated with the rest of the 13th Airborne Division. At this time the company was under the command of 1st Lt. Philip Johnson, who was later promoted to Major as Battalion Executive Officer. One of the finest records ever compiled on range firing was achieved by Company "C" at Fort Bragg. Over 75 percent of the company qualified as expert riflemen. The Division Commander, in a letter of commendation, stated, in part, that he "was proud to have Company 'C' in the Division." The company officers at this time, in addition to 1st Lt. Philip Johnson, commander, were 1st Lt. John V. Physioc (later company commander), 1st Lt. James Pegram,



PREVIOUS COMPANY COMMANDERS

Capt. Fred Rosell.....Mar. '43—Jul. '43
Major Philip JohnsonJul. '43—9 Aug. '44
Capt. John V. Physioc.....9 Aug. '44—2 Jul. '45
1st Lt. H. E. Berminghauser.2 Jul. '45—26 Oct. '45
1st Lt. Francis Hale.....26 Oct. '45—1 Dec. '45

1st Lt. William Hannan, and 2nd Lts. Church, Vin Bampus, Cappelozzi and Macinko. Then, as now, James J. Boyle was 1st Sgt., and the platoon sergeants were James A. Baston, Thomas Fretina and Leo J. Arsenault. The first two weeks of January, 1944, found the company employed as part of the Red Forces in maneuvers. The enemy of the Red Force was the 17th Airborne Division. In the middle of January the whole division moved to Camp Mackall where training was resumed. One of Company "C's" jobs upon returning to Camp Mackall was the construction of a bazooka range. In March, 1st Lt. Physioc, 2nd Lt. Darch and two platoon sergeants, Thomas Fretina and James Baston, were sent to Camp Pickett, Va., as part of a cadre for the 659th Airborne Engineer Battalion. In August of the same year Capt. Physioc returned to take command of Company "C" when Capt. Johnson was transferred to the battalion staff.

Ground and air maneuvers for the division were scheduled for the latter part of September and the beginning of October, and intensive refresher training was instituted just prior to maneuvers. The night of maneuver "D" day the company landed by parachute in "F" field near Camp Mackall Airport. After assembling, the company moved out on its mission, which was to set up road blocks and prepare bridges for demolition. Opposition was light during the air phase of the maneuvers but many sleepless nights were spent before maneuvers came to a close the second week in October.

The division had been alerted for shipment overseas in November, but as a postponement for two months was



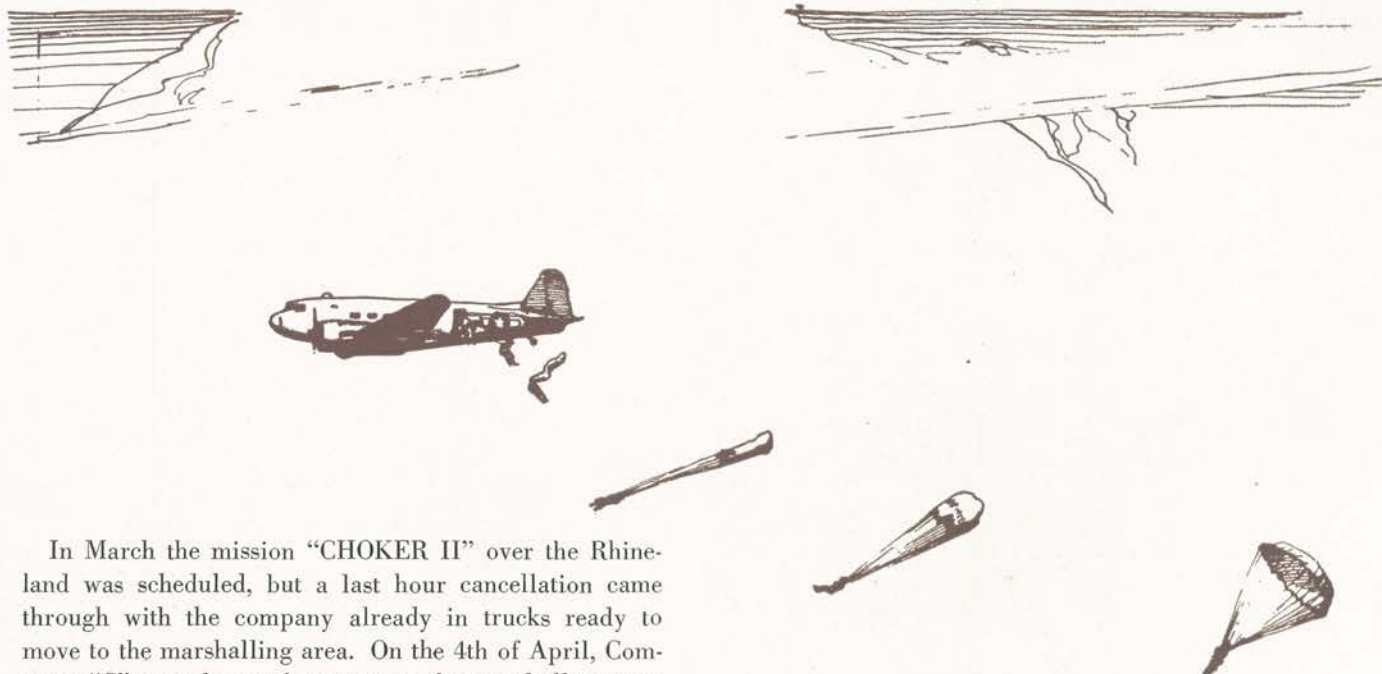
A Jeep well on its way across the ravine. This load represents a weight of over 2000 pounds on the rig constructed by engineer specialists.



Typical engineer loads being tested on the new pack board. Loads up to 50 pounds were transported by men of Co. C—in the test of these new carriers

announced, training was resumed until the middle of January. On the 19th of January, 1945, the battalion left for Camp Shanks, N. Y., where the division was being processed for shipment to Europe. At 11 o'clock, the night of January 25th, the battalion boarded the U.S.A.T. George Washington and the next morning left the port for the European Theater of Operations.

The 7th of February found the battalion walking through the rubble-strewn streets of Le Havre, France, to waiting trucks which took the outfit to Camp Lucky Strike on the French Channel coast. After a two-week nightmare of mud, cold and inadequate food, the battalion left by rail for the town of Auxerre, about 200 miles southeast. The vehicles of travel were the fabled 40 & 8's. After a few days in the garrison Caserne at Auxerre, the company was moved to a chateau about six miles from town.



In March the mission "CHOKER II" over the Rhineland was scheduled, but a last hour cancellation came through with the company already in trucks ready to move to the marshalling area. On the 4th of April, Company "C" went by truck convoy to the marshalling area at Abbeville, France. Their mission, "EFFECTIVE," was planned and cancelled during the forty-five days the company spent in the area. Company "C's" mission, in both operation, "CHOKER II" and "EFFECTIVE," was to prepare and defend barriers on the outskirts of the 515th Regimental sector.

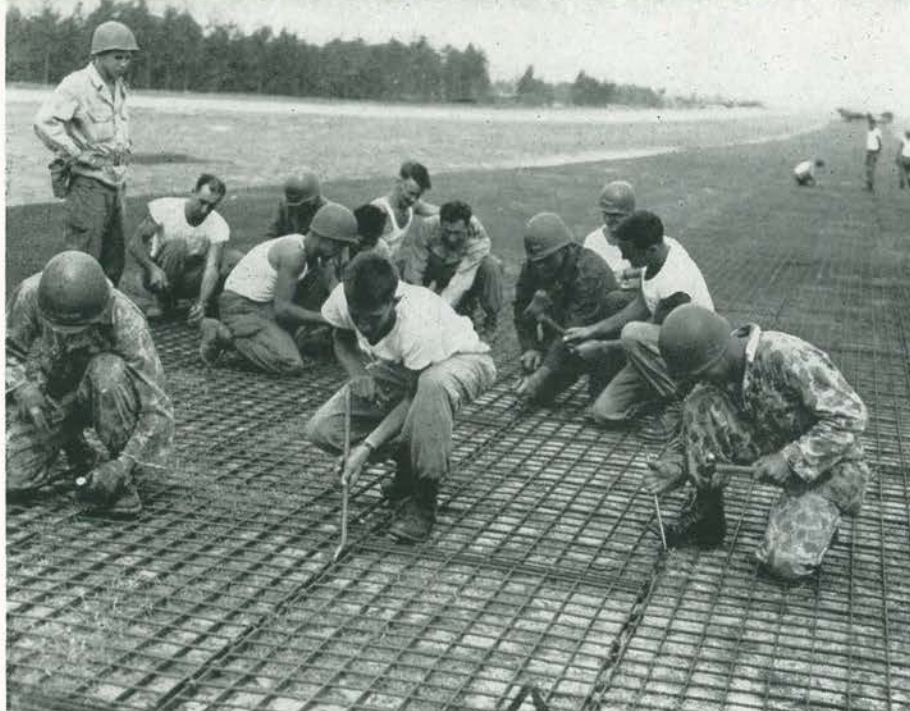
The company moved to Orleans, France, to regroup with the rest of the battalion and on May 16th moved back to Auxerre. Unexpectedly, in July orders were received to move the battalion back to the United States.

During basic training, Co. C, builds an expedient corduroy road through deep swamp

Completed road is about to be opened for traffic as last log is nailed in place

Camp Pittsburgh and Camp Philip Morris were stepping stones to Le Havre. On August 12th the battalion once more passed through Le Havre, which looked precisely as it had seven months previously. The Army Transport Thomas H. Barry took the battalion back to the U.S.A., and after a rough crossing landed at Staten Island, New York, eight days later. From Camp Kilmer everybody was sent to the Reception Station nearest his home for thirty days' recuperation furlough. Subsequently this furlough was lengthened to forty-five days, and the company reformed at Fort Bragg, N. C., almost two years after the battalion first made its headquarters at that station. Many of the former members of the company have been discharged from the Army and other veteran members have either re-enlisted or are awaiting separation from the service.

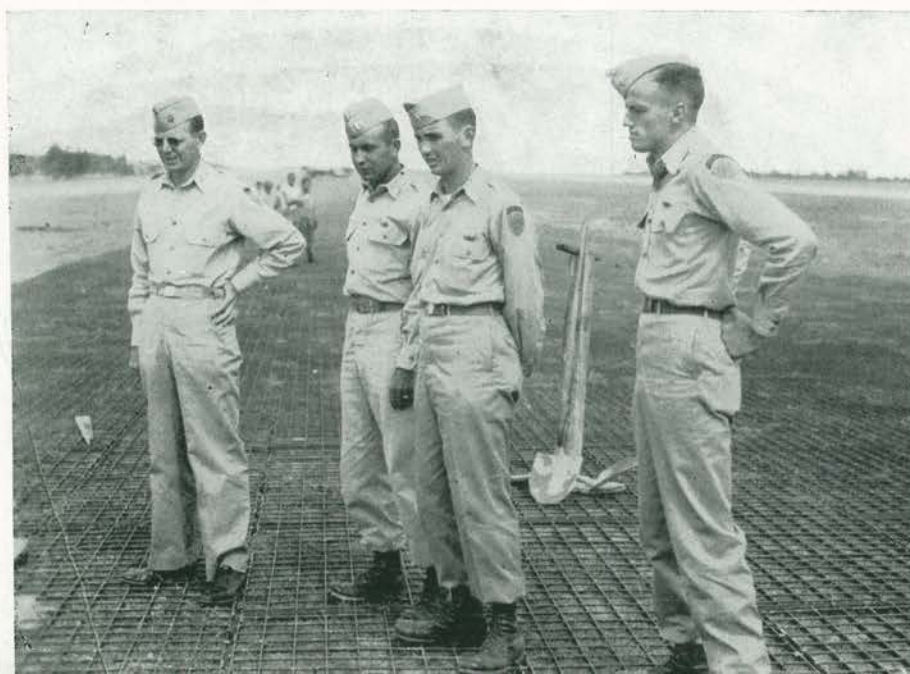




Sgt. Weaver supervises the clinch connections to the sections of aircraft landing mat



Completing the taxi strip at Camp Mackall airport.



Lt. Col. Blatherwick, Capt. Johnson, Lts. Polonsky and Rider, inspect taxi strip before concrete is pored



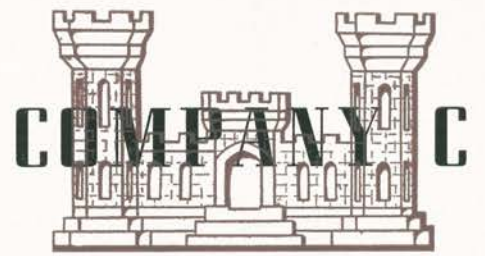
Inspection of Completed Bailey Bridge Span

The first platoon crosses the completed bridge as the last curb bolt is turned in place



Company C—Men take a break as first Bailey Bridge is completed





Worms, Germany shows the tremendous air and artillery concentration that was placed on this town before entry of American troops.

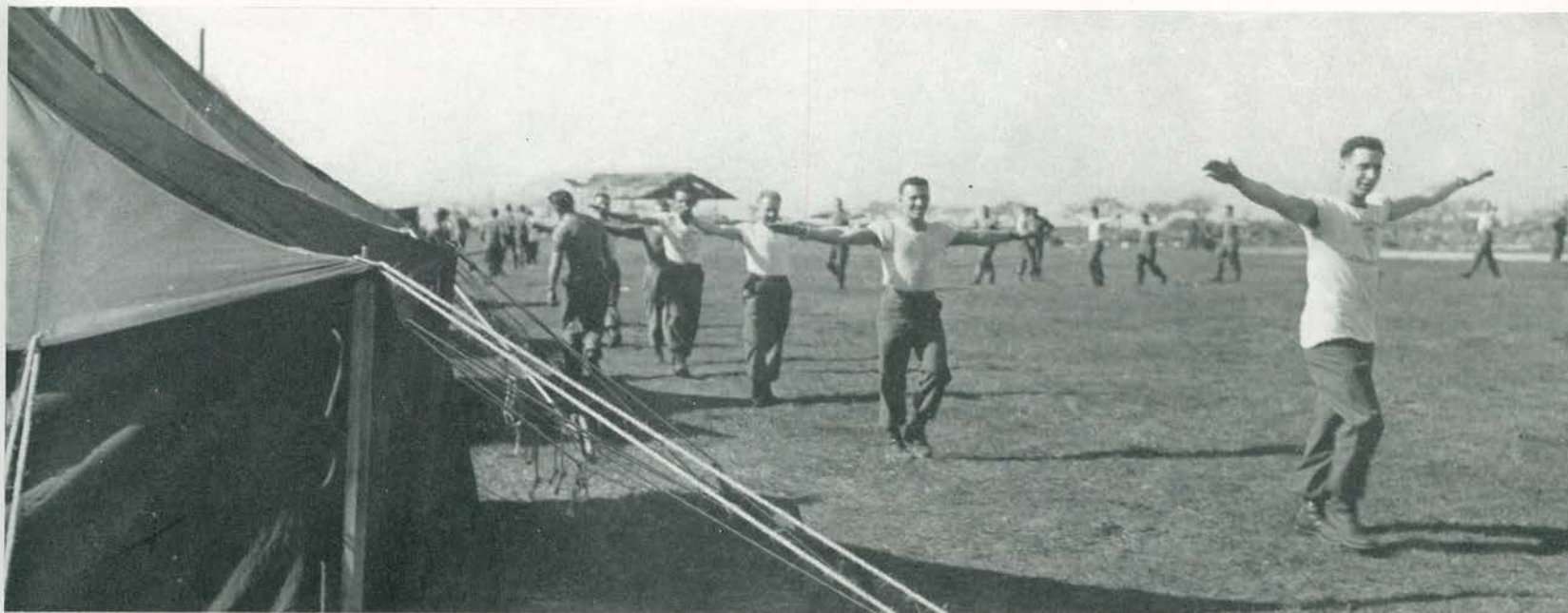
DeBatiste and Ashworth show confidence in their construction as they ride first tank across the Bailey



Show Down—Camp Pittsburgh
S. Sgt. Arsenault



Company C—men keep fit while awaiting
a mission



First truck of Company C, moves into enclosure of the Marshalling area

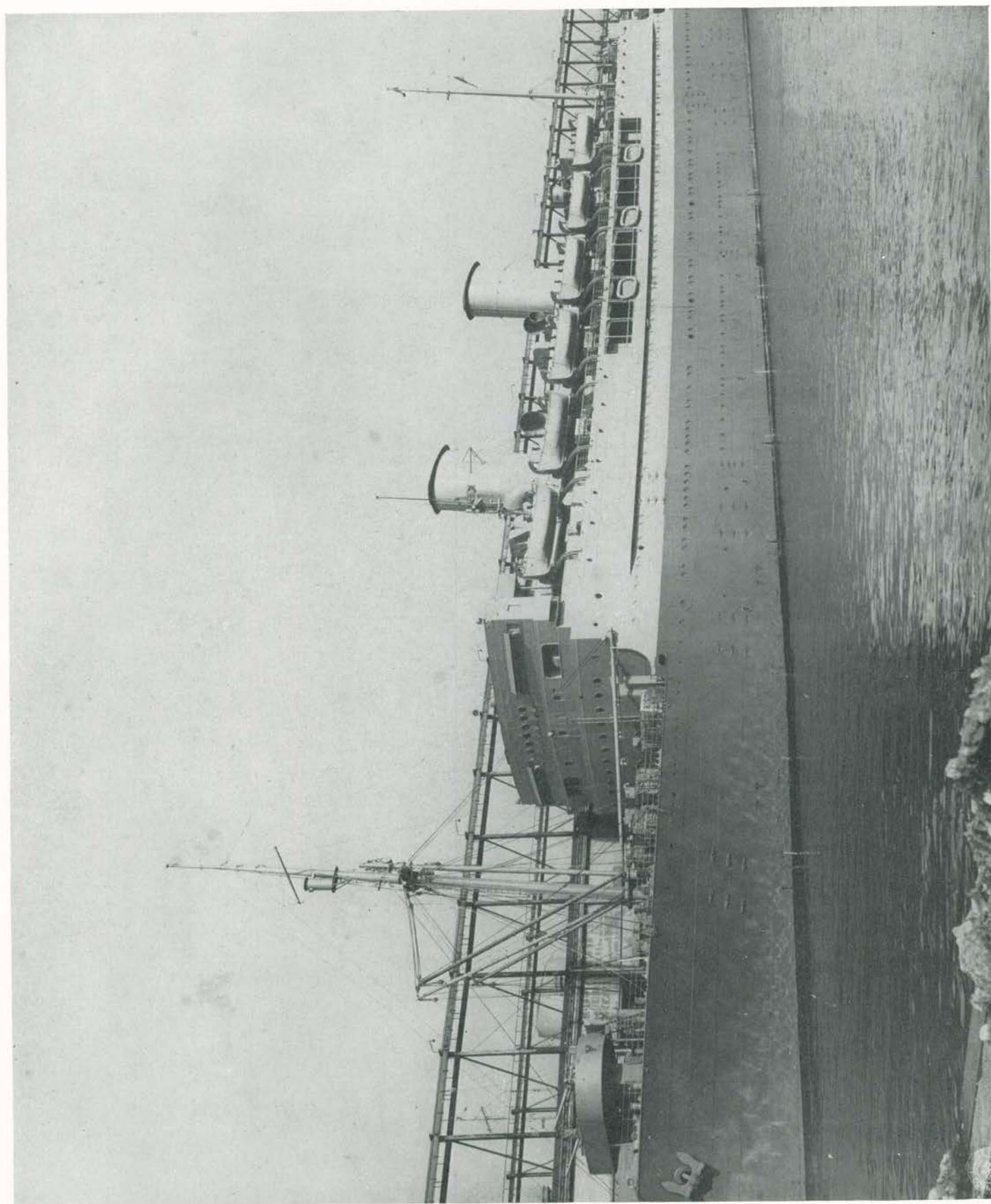


THE AIRBORNE ENGINEER



326th Gli Inf

BOOK VI



Thomas H. Barry



TO THE MEN OF THE 326TH:

The cessation of hostilities and our safe return home have given me this opportunity to express my heartfelt thanks for your loyalty and faithful years of service.

Many of you were with me in the 88th, and have carried into this regiment all of its fine standards and traditions.

Some of you have already been discharged, and others of you will be released within the next few months. To these men I would like to say that it has been an honor to have served with you.

I know that you are going back into civilian life as better citizens and finer human beings. Your past army training should provide an ideal background for the early realization of your ambitions. If your undertakings in your new life are faced with the same spirit you have shown in this Regiment, I am certain that you will be successful.

In closing, let me wish you the greatest of happiness and the best of luck.

Sincerely,

SAMUEL ROTH,
Colonel, Infantry,
Commanding.



Lt. Col. Donald A. McPheron
Executive Officer

REGIMENTAL STAFF



Capt. William O. Peak, S-1



Capt. Weaver H. Gaines, S-2



Major Jay W. Herrington, S-3



Major Carl S. Whitcomb, S-4



HISTORY OF THE 326th GLIDER INFANTRY REGT.

INTRODUCTION

THE History of the 326th Glider Infantry is the story of two regiments. In March, 1945, the 88th Glider Infantry, the first American glider unit, and the 326th, one of the first glider airborne regiments, merged to form the present 326th Glider Infantry Regiment. From their inception these regiments devised, created, corrected, tested, and proved the practicability of every method and tactic used by glidermen in this war. Therefore, the history of the 326th mirrors the growth of all glider regiments in the United States Army.

WORLD WAR I

The 326th Infantry was first organized at Camp Gordon, Georgia, on August 29, 1917, under the command of Colonel John C. McArthur. It was one of the four infantry regiments of the 82nd "All-American Division." After spending seven months of intensive training at Camp Gordon, the Regiment embarked from New York April 29, 1918, and arrived at Le Havre, France, on May 17.

FIRST CASUALTY

Immediately following the arrival of the organization, small detachments were sent into the line to accustom the men to trench warfare.

On June 9, 1918, Captain Jewett Williams of the 326th was killed—the Division's first casualty.

The first combat mission assigned to the Regiment was to relieve the 101st Infantry of the 26th Division in the Toul sector. On August 4, a part of the Regiment was sent over the top for the first time to secure certain information about the enemy. Advancing behind an artillery barrage, these units of the 326th captured three German machine guns, inflicted 75 casualties, and secured the information desired. This was the first offensive action in which any unit of the 82nd Division participated, and the machine guns were the first enemy materiel captured by the All-American Division. Shortly after this action the Regiment was relieved and moved to form part of the Marbache defense sector.

ST. MIHIEL - MEUSE - ARGONNE

At dawn, September 12, 1918, the St. Mihiel offensive, the first major operation of the AEF, was launched. The 82nd Division acted as the right pivot on which it was decided to turn the line. Thus, the mission of the 326th Infantry was to hold to its position without advancing. And hold it they did, despite the intensity of a prolonged artillery barrage, a harassing gas attack and persistent strafing by German aircraft.

With the success of this operation, the 326th moved to participate in the Meuse-Argonne offensive. The Regiment fought honorably through this campaign, achieving

considerable distinction when it crossed the Aire River at Marcq under heavy machine gun and artillery fire. The action helped greatly to pave the way for this outstanding American Victory in World War I.

As a result of the flanking operations in this advance, the 82nd Division, including the 326th Infantry, played a most important role in clearing the Boche from his long established positions in the Argonne Forest. Advancing into the "impregnable" Krimhilde-Stellung Line, the Division was largely responsible for forcing the enemy to withdraw to the north, the beginning of the route which ended in a few days with the complete German capitulation.

IN ACTIVE OPERATIONS LONGEST

As a result of its campaigning in France, the 326th Infantry is entitled to battle participation credit for: St. Mihiel, Meuse-Argonne, and Lorraine. Engaged from August 9, 1918, to October 31, 1918—a period of eighty-four days—the Regiment, as an integral part of the 82nd Division, shared the distinction of having served in active operations longer, continuously, and without relief, than any other regiment in the AEF.

The 326th remained in France, in the Prauthoy area, after the Armistice was signed. It returned to the United States in April 1919, and was demobilized at Camp Mills, New York.

A regimental shield was designed depicting the Regiment's notable achievements during World War I. The shield is blue for Infantry, with a wavy white band running through the center, representing the Aire River crossing. A blue square edged with gold divides this white band into, symbolizing the bridge that the Regiment built over the river. Two fleurs-de-lis in the lower half of the shield refer to the two major operations of the Regiment. In the top center of the shield, a boar's head, the crest of General James Oglethorpe, founder of Georgia, indicates the allocation of the 326th to his State when the Regiment was later placed in the Organized Reserve. The Latin phrase, "ASPERA JUVANT," is inscribed across the bottom. Literally translated, it means: "Difficulties Delight," a more academic way of saying, "The tougher it gets, the better we like it."

REACTIVATED

After the war the 326th Infantry was reconstituted as an Organized Reserve Unit and allotted to the Fourth Corps Area. It remained in this status for the duration of the peace.

When the sneak attack on Pearl Harbor plunged the

United States into war again, one of the first of the Organized Reserve "paper divisions" to be activated was the 82nd Division, under the command of Major General Omar Bradley, with Brigadier General Ridgway, later commander of the 18th Airborne Corps, as Assistant Division Commander. The 82nd became a streamlined, triangular division—still known, however, as the "All-American"—and the 326th was one of its three infantry regiments.

The 326th Infantry itself was reactivated at Camp Claiborne, Louisiana, on March 25, 1942, with Colonel Stuart Cutler as Commanding Officer. Three thousand recruits, hailing mainly from the States of the Ohio River and some Southern States, formed the mass of the Regiment. The enlisted cadre came from the 47th Infantry of the 9th Division; the officers were assembled from various divisions and replacement training centers.

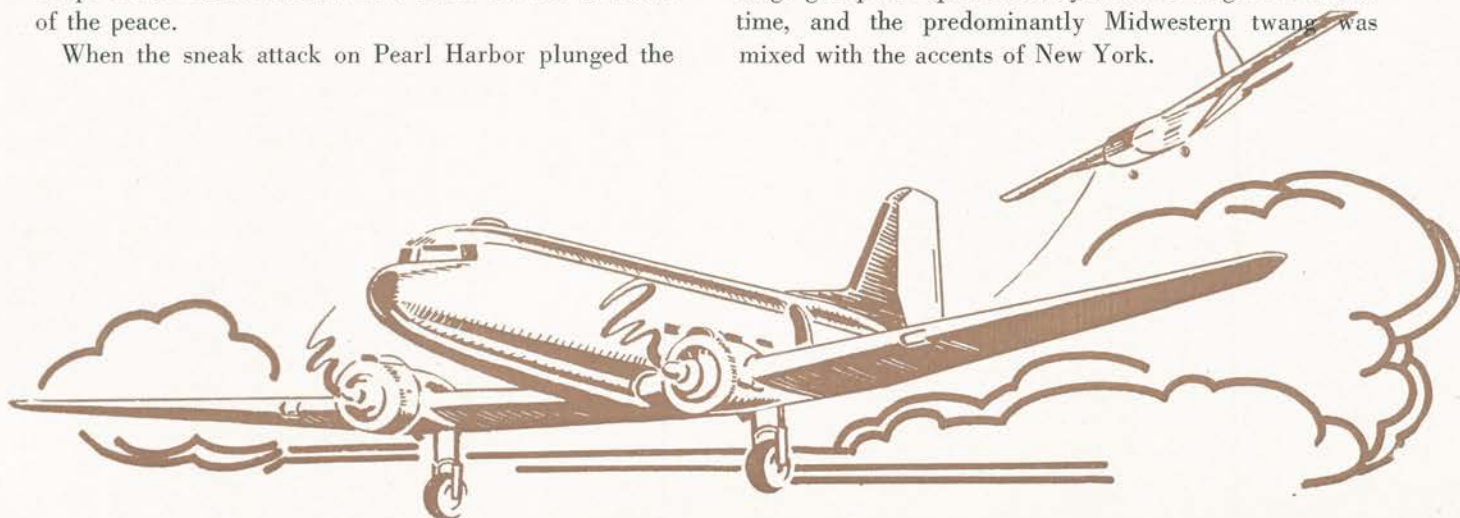
It was Colonel Cutler's idea that the outfit should be known as the "Fighting 326th—the Singing Regiment." Each man was issued a song sheet—one hymn and two marching songs included. As we passed regimental headquarters, lame and worn from a long march, the order would be given, "Sing!", and the whole Regiment would begin its serenade, "Onward Christian Soldiers" ... The Colonel got a kick out of that.

Months of intensive field work under a hot, broiling sun in the heart of Louisiana swamp lands fused diverse elements into a well-trained, well-disciplined fighting unit. The rigors of the country, living conditions, and the training seemed designed to make the men prepared for anything. By the end of the summer, the 326th was ready, willing, even eager for combat.

BECAME AIRBORNE

On August 15, 1942, General Ridgway announced to the men that the 82nd Division was being accorded the signal honor of becoming the first Airborne Division in the American Army. A new period of training was necessary to familiarize the men with the fundamentals of Airborne tactics and air transport. In October, the All-American Division moved to Fort Bragg, North Carolina.

Compared to Louisiana, Fort Bragg was heaven. The two-story barracks were heated, latrines and showers were both modern and convenient. The program of tactical training in the field continued, but the fundamentals of Airborne training, such as the loading and lashing of equipment in aircraft, became a new training feature. A large group of replacements joined the Regiment at this time, and the predominantly Midwestern twang was mixed with the accents of New York.



LEAVE EIGHTY-SECOND

Early in 1943 it was decided to change the composition of the 82nd from two glider and one parachute regiments to two jump and one glider regiments. The question of which glider outfit, the 325th or the 326th, would remain with the Division was decided, it is told, by a flip of a coin. The 325th Glider Infantry won, and on February 10, 1943, the 326th was transferred from the All-American Division to the Airborne Command. The next month the Regiment left Bragg for Alliance, Nebraska.

ALLIANCE

On March 4, 1943, the 326th Glider Infantry arrived at the Alliance Army Airbase. Three feet of snow and thirty below zero temperature was the Nebraskan Spring that greeted the Regiment . . . Spring indeed!

But warm weather soon became an actuality, and so did training. At this time, in June, 1943, Colonel William O. Poindexter took over the reins of the 326th and retained command of the Regiment until after V-E Day.

The phrase to describe the period of the 326th in the sandhills of Nebraska is "getting tough." Conditioning the men for all the possible exigencies of modern battle was the keynote. Physical and mental hardening was the ultimate goal of every schedule that was typed and every training feature that was prepared. The German village built by the Regiment at the site of an abandoned ranch, and dubbed "Fuehrerville," was glamorized in the newspapers of the region. The fame of the 326th close combat course and its reputation for sheer physical vigor spread throughout the Army and was recorded in the pages of "Yank" as the "toughest in the country." Schools in demolitions, camouflage, attack of fortified positions, and the detection and the removal of mines were held. Platoons were sent into the field on their own for problems of a week's duration.

In addition to being put through the contortions of an army training schedule, the troops also battled nature. Sandstorms were so bad that they were issued dust respirators, and the mosquitoes were big enough to saddle.

But weekends were another story. The men found the people of the region warm and friendly. The surrounding area became a "soldier's paradise"—pretty girls, laughs and good whiskey.

ELUSIVE 88th

Nor was the air training of a glider infantry regiment neglected. That September, the First Airborne Brigade Maneuvers were held. The entire 326th was flown in tactical loads, both in C-47 planes and in CG-4A gliders, to Fort Robinson, Nebraska, to engage the 88th. For five days the Regiment lived in the field as an Airborne Unit, unsuccessfully chasing an elusive 88th through the Black Hills.

JOIN THIRTEENTH

Returning to Alliance, the 326th continued with its field work until the first week in December, when it left the First Airborne Brigade to join the 13th Airborne Division at Fort Bragg, North Carolina.

The Regiment arrived at Fort Bragg in the late afternoon of December 3, and moved into the cadre-manned 189th Glider Infantry area. As soon as things leveled into normal routine, training began again.

We of the 189th didn't like it when the 326th moved into our area. We were supposed to get shiny rookies to train, and here were these guys, practically vets. But they shot a rugged game of craps and owned a pool table, so after a while we took them in . . . and even adopted their name!

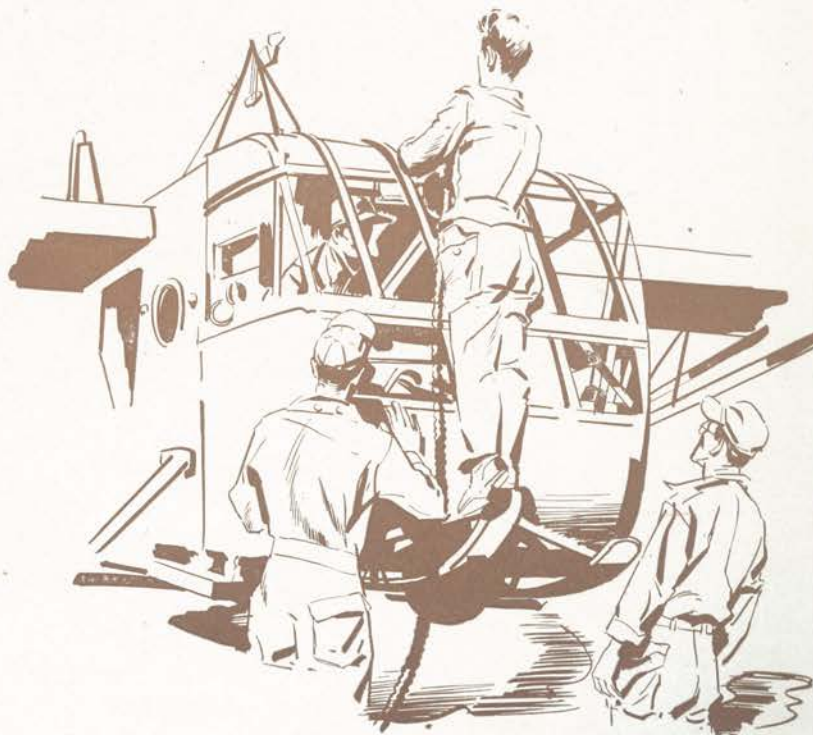
Christmas, 1943, was bitter cold. A minor flu epidemic put many men in the hospital for the holidays, so the Regiment hoisted cubicles around the beds and swallowed pills twice a day.

On January 14, 1944, the 326th struck out for Camp Mackall on a forced march of 40 miles . . . arriving 30 hours later. When the men arrived, tired and drenched from rain and sweat, the 88th was already there. On January 2, the 88th had started its movement to Mackall by the slow process of a fluid maneuver with the 17th Airborne Division.

88TH HISTORY

The 88th had been activated at Fort Benning, Georgia, on 10 October, 1941, as the 88th Infantry Airborne Battalion with a strength of 27 officers and 500 enlisted men, Lt. Col. Elbridge G. Chapman commanding. During the early days, training consisted chiefly of advanced basic training, but the great innovation was instruction in the use of parachutes, including a brief course at The Parachute School, and orientation flights in C-47's.

During the first week of November, 1941, one composite company participated in an Airborne problem which took them to MacDill Field, Florida. This was the first problem of its kind in which the 88th took part.



EXPERIMENTAL WORK

In January, 1942, the Battalion moved from its tent area at Fort Benning to a location on the bluffs adjacent to Lawson Field. A number of plane mock-ups constructed here were used to introduce methods of loading men and equipment for Airborne missions. This primary period was used chiefly for the testing of loading and tying down of equipment in planes and mock-ups. All work done in this connection was new and experimental. The findings influenced the layout plans of troop transports and gliders then being designed.

MARCH OF TIME

The importance and the allure of the outfit as glider pioneers was now widely recognized. *The March of Time* sent down a crew of cameramen to catch the 88th going through its various Airborne activities, and these pictures were incorporated into a film entitled "Our New Army." In April, 1942, the 88th accomplished its first reorganization, expanding to a full battalion of 1000 men.

Movement orders were received for a permanent change of station, and during the first week of May, the Battalion moved from Fort Benning, Georgia, to Fort Bragg, North Carolina.

FIRST GLIDER APPEARS

At this time an incident of lasting importance occurred, an event that should not be overlooked in recounting Airborne history. The officers of the 88th received advance word that a glider, one of the first off the assembly-line, was flying to Bragg from the Dayton, Ohio, factory. It was officially known as the X-CG4, a yellow-winged, blue-bodied plane without a motor. The 88th Airborne was ready to sprout wings.

The first month at Fort Bragg was spent in familiarization with terrain, orientation, and a continuation of Airborne training. Mock-ups were constructed in the nearby battalion training area.

In June of 1942 the Battalion was reorganized and expanded to a regiment less two battalions. At this time an Airborne Training Instructional Team was created for the purpose of teaching divisions Airborne tactics and technique. The summer of 1942 was spent in preparing this team for its task.



TRAIN 2ND INFANTRY DIVISION

September brought the first assignment, the training of the 2nd Infantry Division at Fort Sam Houston, Texas. In commending the work of the 88th with its first guinea pig, Major General William Roberson wrote the following letter: "As Commander of the 2nd Infantry Division, I desire to express my grateful appreciation for the superior manner in which the 88th Glider Infantry, under the command of Lieutenant Colonel Robert C. Aloe, conducted the technical training of the 2nd Infantry Division during its Airborne training, from September 25, to November 1, 1942." The mission was accomplished.

BECOMES 88TH GLIDER INFANTRY

The remainder of the Regiment stayed behind at Fort Bragg, and in that same month, again reorganized as the 88th Glider Infantry. Under the new table of organization, the unit was now comprised of some 1600 enlisted men and 73 officers.

In the beginning of November 1942, the Airborne Training Instructional Team returned from Texas to Fort Bragg. The Regiment then proceeded to the Army Air Base at Maxton, North Carolina, for its first practical training in gliders.

The movement to Maxton was a march of 55 miles.

Colonel Aloe gave the order to move out. We covered 22 miles the first day. Our route took us down Chicken Road, past Mott Lake, and we bivouacked opposite Sandy Grove cemetery. By this time the name Chicken Road had taken on special significance to the men, and the implication of Sandy Grove Cemetery was obvious. The "hike" was completed in three days, but 50 percent of the men had fallen by the wayside.

In December Colonel Aloe was succeeded as commanding officer by Colonel Joseph Hinton. The period from December, 1942, to February, 1943, was spent chiefly in the study of advanced glider technique. The first orientation flights in gliders were given during the latter part of this period.

TRAIN AIRBORNE OFFICERS

During February, 1943, the Regiment was relieved of its assignment of training divisions in Airborne tactics and was transferred from Fort Bragg, North Carolina, to Fort Meade, South Dakota, where intensive ground work was undertaken. Cadre was selected to form the 190th Infantry Airborne Battalion which stayed on at Maxton. These troops did an excellent job in training the officer cadre of the Eleventh, Thirteenth, and Seventeenth Airborne Divisions. They also completed the training of the 82nd and the 101st Airborne Divisions.

In April, the 88th was assigned to the First Airborne Infantry Brigade, joining the 326th Glider Infantry and the 507th Parachute Infantry. April to July was spent enduring the rigors of a variety of field problems, starting at platoon level and building up to regimental exercises. During this time three hundred fifty enlisted men, direct from induction stations, joined the Regiment.

ROBAIX LAKE

At the end of May, the Regiment left for the Robaix Lake Maneuver Area, twenty miles from Fort Meade, to engage in extensive field exercises. The terrain and the problems were rough, and both taxed endurance to the limit. The men dragged fully-loaded handcarts up and down the rugged Black Hills. To climax it all, on the morning of June 4, they arose, stiff and chilled, covered with a four-inch blanket of snow. The barracks looked mighty good after two weeks of mountains, snow handcarts, little sleep, sore muscles and shortened tempers. That weekend, Ma's Nifty Rooms and the Gold Bar in Deadwood did a land-office business.

88TH JOINS THIRTEENTH

In August, the 88th went to Fort Robinson, Nebraska, to defend it in a maneuver against the combined airborne landings of the 326th and 507th. The out-manned and out-gunned 88th played an elusive game of "cat and mouse" for five days. The wily tactics of Colonel Hinton ultimately resulted in both enemy regiments firing on each other on the supposition that they had finally found their long-sought adversary. Returning to Fort Meade, the men were proud, but markedly tired. Deadwood's bars were busy again that weekend.

Rumors of leaving Fort Meade and Deadwood began to circulate. Late in November these stories took on the fiber of fact, and the 88th boarded Pullmans for the long haul back to Fort Bragg, North Carolina. They arrived on the first of December, 1943, and joined the newly activated 13th Airborne Division.

FIRST FATALITY

Early in February, the two glider regiments started from scratch, relearning the basic principles of loading and lashing with CG-4As and C-47s. They flew both day and night; the double-tow night flights were especially risky. It was a distasteful business to the men. On one of these lifts, two gliders crashed in mid-air. One of the pilots cut loose before the other. He banked to swing into landing position, and in the dark, unable to see the other glider, his wing sheared off the other's tail-assembly. The tailless glider spun to earth, the wing lights cutting a weird design in the night. It crashed, a mass of wreckage. Five 326th men were killed instantly, including the Regiment's two Chaplains. After that, double-tow night flights stopped. The gliders had earned their name, "flying coffins."

"POR" TO EUROPE

In the last week of March it was rumored that the 13th would soon be sending replacements to overseas Airborne divisions. In April the whispers became signed orders, and 1200 men from the 88th and 326th were alerted for shipment to Fort Meade, Maryland. Later we received letters and read that most of them had joined the 82nd and 101st in England and had participated in the invasion of "Festung Europa." Also in April, Colonel Samuel Roth, who had returned from the North African Campaign, took over as commanding officer of the 88th.

When General Cutler, former 326th Commander, left the Division, he was given a farewell party by the officers of his Regiment. Everyone knocked down more than a few. Leaving, Colonel Poindexter judiciously pronounced to the bartender, "We don't mind a kick, but the next time you make a punch, pad those damn horseshoes."

In mid-May, men from the Air Corps and ASTP brought the two regiments back to normal strength. But, if personnel strength was up to normal, morale was not. These replacements were bitter and disillusioned; their morale could not be lower. They didn't like infantry basic, but they learned. . . .

AIRBORNE MANEUVERS

In June the Regiment was given 100 days in which to prepare itself for POE. Squad problems changed to



platoon operations, and then to company controlled affairs, all intended to culminate in a Divisional maneuver in the fall.

In September the whole Division marched out for a three-day exercise that has since been nicknamed "The Big Swamp Problem."

After an eleven-mile hike with full equipment, we reached Drowning Creek Swamp. It was getting dark by now, and it started to rain, but we had to cross it. That night in the swamp was as dismal a period as any of us had ever experienced. It was slow, churning movement in groping blackness and never-ending marsh. We inched forward in single file . . . five hours of hearing the Lieutenant, who was in the rear of the column, growl, "Close it up, close it up!", made us want to reduce the T.O. by one. The lead man finally stopped at a hole too deep to wade. After several vain orders to get moving, the Lieutenant started forward, edging his way from man to man, to investigate the holdup. He groped, felt the lead man, and continued. No one said a word. . . . After his rescue, we proceeded in silence.

Later that same month, we climaxed the summer's training with an airborne maneuver which was the biggest ever held in the United States.

The problem was to take off from the Laurinburg-Maxton Airbase, travel 40 miles northeast, and capture the Hoffman Airfield.

The maneuver was divided into an air phase and a ground phase . . . The glidermen had prepared in advance for their takeoff, and when the time finally came to leave, there was relief in the faces of those who had been sweating it out. They boarded the gliders with apprehension and buckled themselves into their seats. Then the long nylon lines became taut, and they were on their way. Although Hoffman was only 40 miles away, the route of approach covered 150 miles.

The ride was smooth, and the gliders landed on schedule without a single mishap. As each load hit the already captured Hoffman Airfield, the men piled out and ran to pre-designated assembly areas to form into company formations.

Then the Regiment fanned out beyond the field to consolidate its gains. Two days later the umpires ended the first, or airborne phase of the maneuver, and the Regiment moved into a non-tactical bivouac for a well-earned two-day break.

Our cup ran over. During the break we received a three-month backlog of glider pay, which became effective from July, 1944. It was bank night and everybody was in the chips . . . but not for long. Next day many sent home money orders, others orders for money.

Refreshed and clean, the men started the ground phase with a night march to our forward assembly areas. The rest of the maneuver settled into a series of hikes, and movements from position to position in pursuit of the "enemy." One battalion was cut off, and for the rest of the time was supplied solely by air.

The maneuver was climaxed with a dawn attack that lasted well into the next day. Finally, when it seemed that weary legs could go no farther, the umpires declared the show over.

The exhausted troops rode back to Mackall, badly in need of both rest and showers, but singing, nevertheless.

READYING FOR SHIPMENT

As soon as the maneuver was over, they started getting ready for POE, for they expected to leave within a month. In October the Regiment was alerted for shipment and confined to camp. It turned out to be a false start, for the alert was lifted, and a sixty-day extension given.

Christmas week, 1944, the unit was alerted again. This was the real thing. After three weeks of waiting, the Regiment finally left from Mackall on January 13th, bound for the Port of Embarkation.

When the 326th was ready to leave Mackall for the POE, Colonel Poindexter assembled the Regiment and made a speech that ended with the prophetic words: "I have no political ambition, nor any desire for promotion. All that I want is to carry my Regiment overseas, fulfill our mission, and bring back each and every man without a scratch." As it turned out, the Colonel was not far amiss.

SHANKS-POE

The destination was Camp Shanks, a POE close enough to New York City to provide the men with the pleasant prospect of visiting the Big Town before shoving off.

They arrived. The men left the train and started their climb to the top of a long hill where cold barracks awaited them.



The next morning processing began. Weapons and other ordnance equipment were inspected for the last time . . . clothing checked and replaced . . . blouses turned in . . . lectures on insurance and security were conducted. "Abandon-ship" drill was practiced, with emphasis on the dangers of leaping into the sea. The "tough" physical, so often referred to, was conducted by our Regimental doctors as a formality, disillusioning those who had hoped to be disqualified for alleged disabilities. As a final and painful ending to the physical, additional shots were administered.

UP THE GANGPLANK

Processing completed, the men received overnight passes and visited New York for a last fling. The big moment had arrived—the final alert. They were about to sail.

The remaining days were spent under rigid restrictions while final preparations were made. When these were completed they boarded the train once more, ferried across the river, and stood ready at the pier. The band blared and Red Cross women hurried up and down in the dimness, dispensing hot coffee and doughnuts. After answering to their names, the men received meal tickets and struggled up the gangplank into the depths of the ship. Once in the troop compartments, they piled into their bunks, equipment and all.

Midway up the gangplank a red-haired PFC, loaded down with gear, turned and shouted, "Is this trip necessary?"

The 326th aboard the General George O. Squire, a regular Navy transport, and the 88th aboard the U.S.A.T. George Washington, a converted German luxury liner, picked up a convoy just outside the harbor. In the convoy, tankers, cargo ships, other transports and escort vessels extended as far as the eye could see.

The weather was warm and the seas were fairly calm for an Atlantic winter, but from the first day seasickness took its toll. By the third day, green faces and regurgitating stomachs settled back to normal and ship routine began. The men suffered through inspections, gas-mask drills, calisthenics, and lectures.

The long monotonous hours aboard ship were broken by an entertainment program. Bands mixed swing and classics in frequent deck concerts, skits, and specialty acts were improvised, and occasional movies were shown.

LAND IN FRANCE

During the last days of the voyage, the men searched the horizon for the first sight of land. On February 5th, the Isle of Wight, just off Southampton, England, appeared off the port side. The ships anchored for the night in a heavy fog. Morning found them headed for France. On reaching Le Havre that day, the men caught their first glimpse of war-torn Europe. Debarking at the shattered port, the 326th was packed into 40 and 8s bound for Camp Lucky Strike, the staging area.

LUCKY STRIKE

At Lucky Strike, a huge canvas city greeted their eyes. The seasonal rains had turned the place into a sea of mud; ordinary walking became impossible. Food was a popular topic of conversation, for it was scarce in those first few days before the supply problem was adjusted. Men stood through long lines for even an extra slice of bread.

It was dark and we were feeding. After receiving our food we moved on in search of a place to eat. Suddenly the man in front of me disappeared with a loud splash into one of the many sump holes surrounding the kitchen area. Emerging, covered with slime, but still clutching his precious chow, his only comment was: "Watch that first step, it's a little slippery."

The entire camp area had been extensively mined by the Nazis, as part of the heavy beach defenses for the nearby towns of St. Valery en Caux and Fé camp. During our stay in Lucky Strike the work of digging up these mines was still incomplete. Mine-clearing teams were organized, including personnel of the 326th and the 88th, and detonations were frequently heard in the regimental areas.

REACH SENS

After ten days at Camp Lucky Strike, we left for Sens, a town of eighteen thousand people. It was 70 miles south of Paris, and had figured prominently in the history of France from the earliest settlements of the Romans. Sens is credited with being the first city in France and its capital in early days.

On February 19th, the men detrained from the 40 and 8s, and marched through the streets of the town to the Caserne, where they were to be quartered. The whole population of Sens was out to observe the arrival of "les Américains," and the men sang and whistled as they strutted by.



QUARTERED IN CASERNE

Caserne Gemeau was a walled-in half-mile-square area on the northeast edge of town. It contained many stone buildings that had been built in the 1870s to house units of the French Cavalry. The buildings were filthy and in a state of dis-repair; they had been used by the Nazis for Russian PWs during the occupation. Sens had been liberated by Patton on August 24, 1944, some five months before, but the courtyards of the Caserne were still strewn with abandoned German equipment.

MEET THE FRENCH

The men spent several days cleaning and repairing their quarters. Finally they were issued passes and they invaded the city, armed only with their little French dictionaries. As might be expected, language difficulties arose immediately, but American ingenuity conquered all. Women—and more important than just ordinary women—laundry women, were contacted. Once again the 326th had clean underwear! Before many days had passed, guards were stationed at the house with blue doors. A more intimate acquaintance with French national customs and beverages was also acquired.

During a visit to the city we were aroused by the frenzied gestures of a GI near the market place, describing his first venture. "I met a woman who couldn't speak English, and I couldn't speak French. But she bought me drinks and fed me eats and took me out and put me up for the night. And hell, I was in fatigues. Can you imagine what I could have done in OD's?"

Our purpose in coming overseas was not forgotten. In a short space of time, the inevitable training schedule made its appearance.

AMALGAMATION

Rumors concerning the dissolution of the 88th had been running the grapevine for quite some time. On March 1, 1945, the reorganization became fact.

The amalgamation of the 326th Glider Infantry and the 88th Glider Infantry into a single regiment, was accomplished quickly. One Glider Regiment of three bat-

talions, equal in strength to the combined personnel of the former two Regiments was the result. From February to March, the strength of the 326th jumped from 1668 to 3235 officers and enlisted men.

For several days the entire Caserne area was a flurry of movement. After the first spurt of confusion, things settled back to normal. Colonel Poindexter remained as Commanding Officer with Lt. Col. Donald A. McPherson as the new Executive Officer.

A three weeks training program was started, consisting of squad and company problems, stressing village fighting and the new lessons learned by the American armies edging toward the Rhine barrier. Everyone guessed that a big show was in the offing—that General Eisenhower would soon throw in the Airborne to spearhead an offensive across the Rhine River into Germany. The 326th was getting ready.

The increasing tempo of simple happenings around the Regiment indicated that something was in the wind. Clothing checks, the mood of key officers, the quality of the food, all added up; it was evident that our turn was at hand.

MISSION — CHOKER-TWO

The news spread first through unofficial channels. Finally, after days of anticipation, of believing and disbelieving, the 28th Article of War was read. All doubts were now dissolved. The Regiment was alerted; trench knives were distributed!



Frantic but thorough preparations continued. Medical kits were handed out. Orders were given concerning the equipment to be taken, and that to be left behind. The men busied themselves cleaning their weapons, this time diligently. The trench knives were sharpened to razor-fine edge.

Packs were readied, equipment was loaded, last letters were written. Everything was in order. The complex gears that had turned to produce top-notch fighting units had done their work. The 326th was prepared to meet the enemy.

The mission, officially designated as Choker Two, called for an Airborne landing southwest of Worms, to enable General Patch's Seventh Army to cross the Rhine at that

point. On March 30th, Patton's 3rd Army, encountering surprisingly little resistance, crossed the River in force and shot his armored spearheads through Southern Germany. The need for the Airborne operation was nullified and Choker Two was cancelled.

SOME DISAPPOINTED

The battalion commanders notified their men of "Patch's Reprieve" as soon as they received word themselves. The reaction of the men, who had really been sweating it out, was one of relief mixed with disappointment—disappointment that this "sweating it out" had been in vain, that the inevitable "Baptism of Fire" was again postponed.



On March 24, the 17th Airborne had landed on the east bank of the Rhine at Wesel to run interference for the British Second and American Ninth Armies. The drive into the Ruhr industrial area; Patton's crossing of the Upper Rhine nipping off the Saar Basin; the Remagen bridgehead—all indicated that the final phase of the war was at hand. To prevent any disruption of the Allied timetable, the 13th Airborne Division was ordered to move up into a position of readiness.

MOVE TO MARSHALLING AREAS

On April 4, 1945, the 326th Glider Infantry departed from Sens, France, for marshalling areas. These, barbed-wire tent enclosures on the edge of airfields, were the very ones from which the 17th Airborne had left only a few days before. Individual parts of the Regiment were located at various air fields, from Rheims to the district south-southwest of Paris.

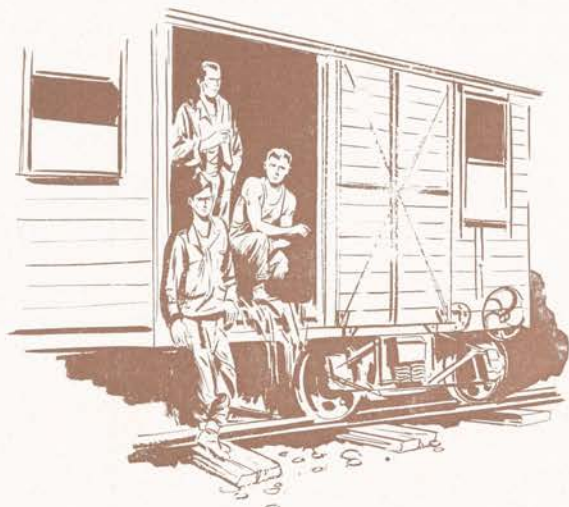
All one could do here was wait and sweat it out, then wait some more. Eat, sleep, and just enough athletics to keep from going stale. From this angle the war looked very unreal—living in comparative comfort, with P.W.'s attending to all menial details, yet within any hour the Regiment might be in battle behind Nazi lines.

This was really the place for abundant living. One GI was receiving bi-weekly packages from home full of cocoa powder and marsh mallows. Water was hardly the

fluid to consummate the drink, so every night after dusk the culprit would abscond with several tins of evaporated milk from the officer's mess. One day a lieutenant was complaining about the dark coffee he had to put up with and was overheard by the "cocoa drinker." "Pretty rough, Lieutenant," he muttered, "but things are tough all over."

END APPROACHES

From many of these airfields the vital "battle of supplies" was being fought. From dawn to dusk endless



streams of C-47 ferried gasoline and other high priority materiel to the forward American spearheads that were thrusting deeper into Germany. On the return trip they brought back wounded, and to those who saw the rows of stretchers and ambulances, their own comfort and momentary security seemed incongruous indeed.

The Air Transports then began flying out the RAMP's, Allied prisoners of war liberated by our forward elements. French, Russians, English, Canadians, Australians, New Zealanders, and Americans, released from P.W. camps and Nazi mistreatment after periods of captivity ranging from three months to five years, started streaming back. From the stories they told, one was able to piece together the picture of rapid disintegration within the Third Reich that Hitler boasted would last 1000 years. It was obvious that the end of the war was now only a matter of days or hours, and that the "Lucky 13th" would not be needed.

STUTTGART MISSION CALLED OFF

There had been a few days when it looked as if the 326th might yet be thrown in. The fenced-off operations tent suddenly became active and guards were posted. Preparations were again being started, glider loads announced. Shortly after the maps for this new mission arrived, the alert was called off. The plan had been for the Regiment to seize positions in the rear of some Nazi S.S. units in the vicinity of Stuttgart. Instead, the French First Army took care of the situation and the 326th was again in the clear.

V-E DAY

As far as the men themselves were concerned, this "marshalling area period" had very little of the "martial"

in it. The volley-ball courts caused a number of casualties, as did the "eau de vie" of the neighboring French cities. Passes were given to Rheims, Melun, Meaux, and Paris. Although many may wish to describe to their wives the wonderous Pomeroy Champagne Caves in Rheims, it is less likely that Rainbow Corners and Pigalle will be as freely discussed—except at future Legion Conventions.

Momentous events occurred rapidly. The news of President Roosevelt's death came as a shock. The Russians entered Berlin, and the world learned that Adolph Hitler had met his ignoble end in its ruins. When the actual end of the war came, it was an anti-climax. Although the men were certainly glad that Europe was now liberated, they could not be elated, for the Pacific now loomed as an immediate prospect.

RETURN TO SENS

It seemed strange to return to Sens. During the six weeks the Regiment was away, the war in Europe had ended. The troops, apprehensive of the future, pondered the possibilities: redeployment to the Pacific battle fronts, or occupation in Germany. With time, it became apparent that their virginal status gave them a high priority for redeployment to the Pacific.

EXTRA-CURRICULA ACTIVITIES

On May 18 the entire Regiment had reassembled and a comprehensive training schedule, embodying night problems, close order drill, marches, inspections, orientation, and athletics, was set into operation. The mere thought of enduring again the rigors of night problems and marches was sufficient cause for many to unearth buried or undeveloped athletic talents. The number of men on special duty with the A&R Office soared to unheralded heights.

The athletic and recreation program was started on a large scale. Sport fields and swimming spots were requisitioned. "Bars and Stripes," a burlesque on our experiences in France, was put into rehearsal. A more extensive program of company, battalion, and regimental dances was planned and set into motion.

The Third Battalion was selected to parade in Paris on Memorial Day. They were reviewed by a host of top Allied officials including the United States Ambassador to France, the Honorable Jefferson Caffrey, and the Military Governor of Paris, General Koenig. A commendable report on their performance was received from Major General Ralph Smith, American Military Attache in Paris.

After the parade one of the GI's wanted to buy a fountain pen so he found a "magasin" and asked the modest lady behind the counter, in a blustering facsimile of this new tongue, that he wanted a "ploom" that you don't have to dip. She looked at him patiently, withstood his spiel and then asked quite eloquently in English, "You mean you want a fountain pen?"

PASSES TO PARIS

Vivid memories are retained of the extra-curricula

activities . . . The grey-stoned Red Cross Club, coffee and donuts . . . the simple luxury of a bath and the pretty bathhouse girl who drew the water . . . the infamous house with the barred windows, blue doors, and patrolling M.P.'s . . . company dances at the Hotel de Ville . . . religious ceremonies in the magnificent single-spired, eleventh century, Cathedrale de St. Etienne . . . the house in which Jeanine or Denise lived . . . elbow bending at your favorite cafe where you knew the proprietor well enough to get the non-poisonous cognac . . . swimming, sun-bathing, and Sunday afternoon dances at Brididi . . . the odors that attended the open-air urinals on the Boulevard . . . Jascha Heifetz's memorable performance . . . the Bastille Day parade . . . slim-hipped girls riding bicycles . . . discussions in psychology class . . . the approaches of the Black-marketeer. Yes, there's much to remember, and much we'll purposely try to forget about those days.

Passes to Paris, excursions to Pigalle, were a popular, albeit expensive, way to spend a day. Then came the opportunities for furloughs to the United Kingdom or to Nice, the resort area on the French Riviera. The boys returned with inviting tales of Scotch, steaks, beautiful women, white sheets, and lazy comforts.

Much interest was stimulated by the educational opportunities offered by world-renowned universities in France and England.



HOMEWARD BOUND

Before the educational program could shift out of low gear, a warning order arrived from Division alerting the Regiment. To most, this revocation of their reprieve until November came as a startling surprise. It was evident that the speeded-up schedule of operations in the Pacific had effected a revision in our redeployment date.

There was but a brief time to prepare. Men on furlough were recalled. The Regimental Open Dance in the Market Place, July 22, was billed as the last dance in Sens. On the main floor of the covered market a huge crowd of dancers would-be dancers and spectators jostled one another. In the gallery, French vied with Americans for the free "vin blanc." For some, the starlit summer night was more attracting, and before the dance was

over, many couples had drifted away from the throng for a last intimate promenade.

By July 25, farewells had been said, duffle bags packed, individual bedding rolled, and the barracks inspected for the last time. A whistle, and the men fell out in front of the Caserne. Then out the gate and the final march through the narrow, cobble-stoned streets of Sens to the station across the River Yonne.

At the railroad station, we were gratified to renew acquaintance with our old friends, the spacious French-style pullmans, which can comfortably accommodate forty men and eight horses.

The Regiment left Sens in three train-loads. The 2nd Battalion, which pulled out next to last, was the only group that met with any mis-adventure. When some three hours out of Sens, the engine and three lead "coaches" jumped the track. No one was injured, but a long delay was necessitated.

PITTSBURGH

On July 26, the Regiment arrived at Mourmelon le Grand, rail terminal for Camp Pittsburgh, one of the redeployment assembly camps, and laden with equipment, the men marched to our Regimental area.

The days were warm, but the nights were so cold that extra blankets and overcoats were standard sleeping equipment. Freed from the drudgery of K.P. and fatigue details by German P.W.'s assigned to each company, the boys played baseball and volleyball or sun-bathed. Then, when the processing of records was completed, passes were given to Rheims, scene of the German surrender.

On August 5, 500 men from the 17th Airborne Division joined the Regiment for its homeward voyage.

The Stars and Stripes was eagerly read as the war tempo in the Pacific was increased and rumors of Japanese surrender started. Then came the climatic one-two punch, the atomic bomb and U. S. S. R.'s entry into the war. The end of the war was imminent, and some feared it might mean a change in our shipping orders—Germany instead of the U. S. A.

On August 12 the outfit left Camp Pittsburgh in wooden 3rd class Kraut coaches, bound for a "cigarette" camp near Le Havre. Arriving the next day at the bombed-out railroad depot in Le Havre, the men piled into awaiting trucks. They rode through pillbox-studded, rubble-laden sections of the city, up the steep hill to Camp Herbert Tareyton, situated on the bluffs overlooking the port.

V-J DAY

Cards and magazines helped to pass the few days while they were waiting for their ships to be readied. On August 15, Japan capitulated. Though jubilant over the news, the occupation of Japan still loomed ominously on the horizon.

The day before leaving, francs were exchanged for good, green American dollars. Trucks took them down the hill, through the devastated city to the docks. The ever-present American Red Cross clubmobile was on hand dispensing best wishes, cigarettes, and the inevitable coffee and doughnuts. The haunting fear of a possible



last-minute cancellation of shipping orders was only now beginning to dissipate.

Struggling under the double burden of duffle bag and full field roll, the men filed happily up the gangplank. Nearly 3600 troops wedged into two overcrowded Victory ships, the Cranston Victory and the Georgetown Victory. Men slept on bunks in the compartments, on the hatches—in fact, on every available foot of floor space. They willingly suffered such minor inconvenience, because every movement brought them nearer home.



The men of the Regiment wish to extend their best wishes to Col. Poindexter, former commanding officer of the 326th Glider Infantry, and to Col. Hinton, former commanding officer of the 88th Glider Infantry, and to express their appreciation for the privilege of having served with them.



HOME

Nine days of ocean; nine days of furlough planning and day-dreaming; nine days that took the Regiment from the havoc of Europe to the haven of the New York Harbor. The official welcoming yacht came alongside, and one could see the attractive "greeting committee" of New York show girls and debutantes, and hear the latest tunes from the brassy Special Service Band. After the yacht had left, the tugs started pushing the liner toward the pier.

The Georgetown Victory, carrying the Regimental Staff, Special Units, and the 2nd Battalion, had left Le Havre August 15, and arrived in New York the 25th. The Cranston Victory, with the 1st and 3rd Battalions aboard, had sailed on August 19, and arrived in the New York Harbor on the 27th.

Those who landed from the Georgetown Victory went by ferry and train from the Staten Island pier up the Hudson River to Camp Shanks. Those from the Cranston, loaded on trains at the Staten Island dock and went directly to Camp Kilmer, New Jersey.

From these Debarkation Centers the men were classified into geographical units for shipment to regional Reception Centers. From there they received furloughs.

The 326th had completed the circuit. It was home again . . .





SPECIAL TROOPS



326th
GLIDER INFANTRY REGIMENT

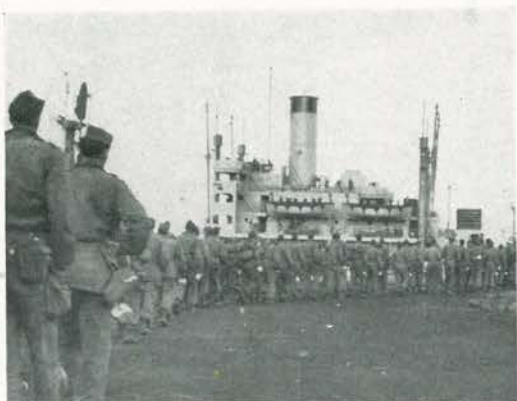
HEADQUARTERS CO
ANTI-TANK CO
SERVICE CO
MEDICAL DETACHMENT



Capt. H. A. Stroud
Commanding Officer



Close Shave



Coffee . . . Le Havre



Company Officers



Caserne Courtyard, Sens



Keep it Clean



Lt. Harold K. Stewart
Commanding Officer



Anti-Tank



Don't Fence Me In



Sun Deck

On The War Path





What's Up?



Morale Builder

Shipboard Entertainment



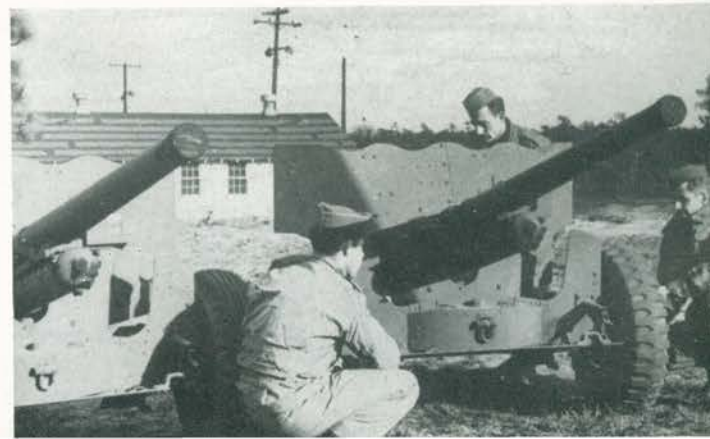
Dirty??



Nomenclature



Caught at Retreat



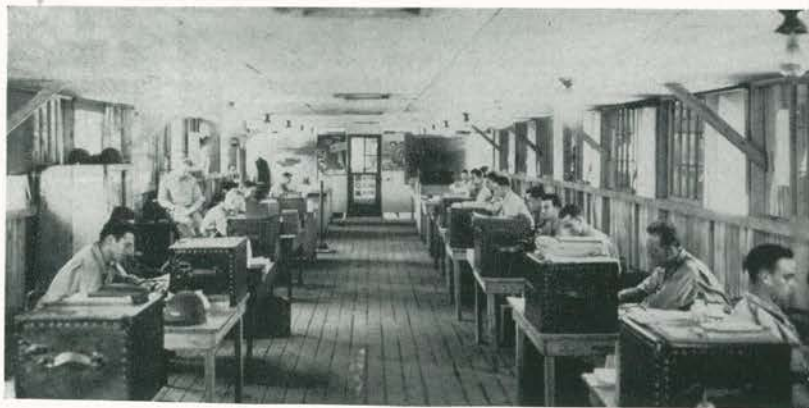


Capt. Joseph J. Givens
Commanding Officer



NAMES AND DATES OF PAST COMMANDING OFFICERS

Capt. Ernest A. Sack.....Mar. '42—June '42
1st Lt. Nelson.....June '42—Sept. '42
Capt. Frank E. Lobianco....Sept. '42—Feb. '43
Capt. Robert E. Adair.....Feb. '43—June '43
1st Lt. John G. Lewis.....June '43—Mar. '44
Capt. Thomas G. Rogers....Mar. '44—Sept. '44
Capt. John G. Lewis.....Sept. '44—Feb. '45



Chairborne Personnel



I. & E. Staff



Banner on the Cranston Victory

Neither Sleet Nor Hail

Maintenance

Wash Job





Company Officers



Regimental Chaplains



Back to School



A. & R. Staff



Ration Breakdown



Busted Fan Belt



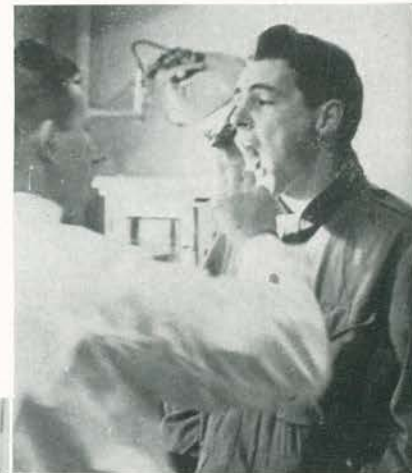
Capt. George E. Duncan
Commanding Officer



NAMES OF PAST COMMANDING OFFICERS

Major Malcome
Major Ernest Marcus.
Capt. William F. Eckbert
Capt. William S. Derrick

Capt. Kenneth B. Grimm
Major Ernest Marcus
Capt. George E. Duncan
Capt. Robert S. Kelle



AHH!!



My Aching Back



Airborne Doggies



Good Needle-Work



Sick Call

FIRST BATTALION



326th
GLIDER INFANTRY REGIMENT

FIRST HQ. BATTALION



Maj. James E. Goad
Bn Commander

NAMES AND DATES OF PAST COMMANDING OFFICERS

Lt. Col. W. J. Gaddis
Mar. '42—July '42
Major Jack Whitfield
July '42—Aug. '42
Major James H. Weaver
Aug. '42—Nov. '42
Major John H. Danner
Nov. '42—Jan. '43
Major J. H. Brown
Jan. '43—Feb. '43
Major John H. Danner
Feb. '43—Mar. '43
Lt. Col. Laurel E. Butler
Mar. '43—Oct. '43
Lt. Col. Russell E. Fromer
Oct. '43—Feb. '44
Lt. Col. John R. Saxton
Feb. '44—April '44
Lt. Col. Russell E. Fromer
April '44—Oct. '45

BN. HQ. STAFF

HEADQUARTERS, FIRST BATTALION
326th GLIDER INFANTRY

Lt. Col. Russell E. Fromer, C.O.-----RFD No. 2, Greensburg, Ind.
Commanding Officer:
Major James E. Goad-----Pendleton, Texas
Capt. Thomas G. Rogers-----155 N. 18th St., E. Orange, N. J.
1st Lt. Robert T. Older-----357 S. Kenmore Ave., Los Angeles, Calif.
Capt Emerson B. Pierce-----6740 7th Ave., N. W., Seattle, Wash.
1st Lt. Joseph F. Collins-----173 Century St., West Medford, Mass.

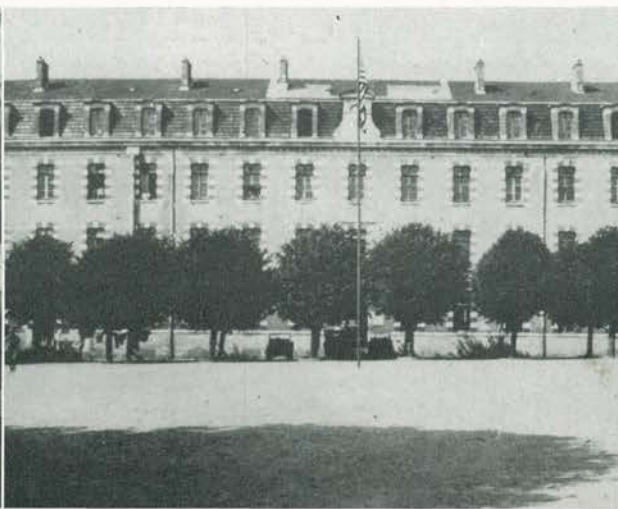


Battalion Staff

Big Operators



Caserne at Sens



The Brains





NAMES AND DATES OF PAST COMMANDING OFFICERS

Capt. Lewis M. Harris.....	May 1944—July 1944
1st Lt. Francis B. Mercier.....	July 1944—Aug. 1944
Capt. Lewis M. Harris.....	Aug. 1944—Sept. 1944
1st Lt. Leon A. Sayer.....	Sept. 1944—Sept. 1944
Capt. Joel T. Lee.....	Sept. 1944—Oct. 1944
1st Lt. Leon A. Sayer.....	Oct. 1944—Oct. 1944
Capt. Robert O. Lambert.....	Oct. 1944—Feb. 1945
Capt. Mario Comolli.....	Mar. 1945—June 1945



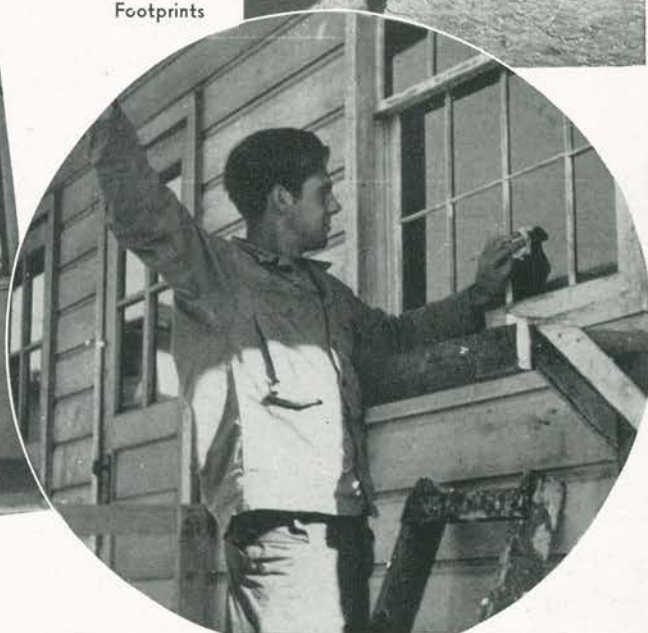
Home Coming



Oo-La-Laa



Stop Over



Footprints



Spit and Polish



Officers



Ain't She Sweet???



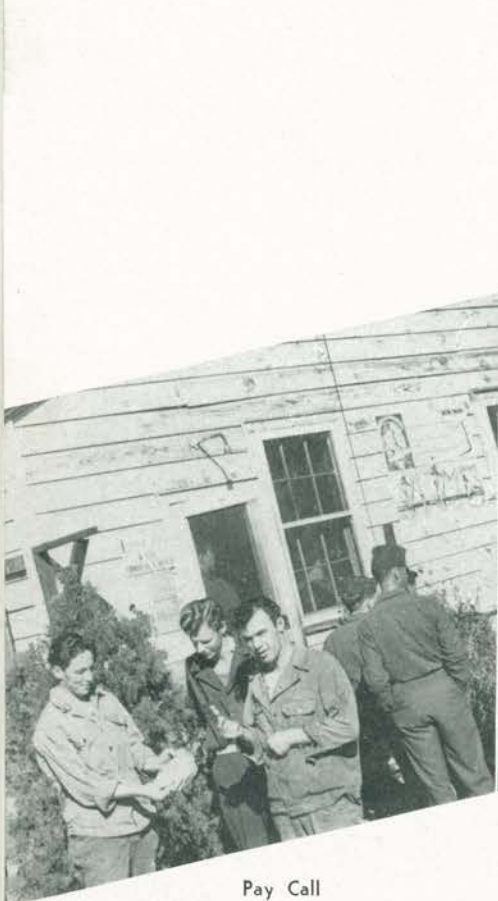
1st Lt. James I. Vaupel
Commanding Officer

NAMES AND DATES OF PAST COMMANDING OFFICERS

Capt. Carl E. Spottswood.....Mar. 1942—Dec. 1942
 Capt. Weinberg.....Dec. 1942—Feb. 1943
 Capt. Robert O. Lambert.....Feb. 1943—June 1944



Parry!!-Thrust!!



Pay Call



Evening at Home



Clean as a Whistle



Company Officers



The Big Picture



Duffledetail



Embarking



Entering Sens



Loading

Home on the Range



Artist at Work



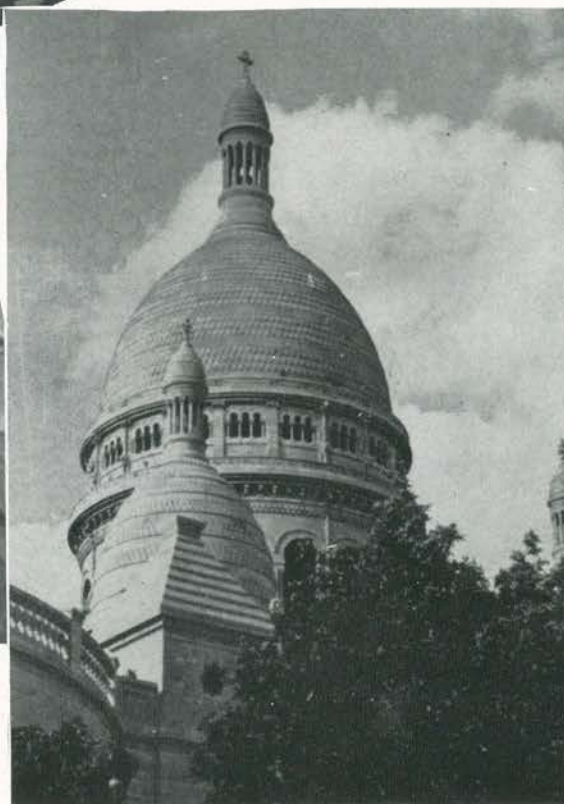


1st Lt. Richard A. Yaple,
Commanding Officer

Company Officers

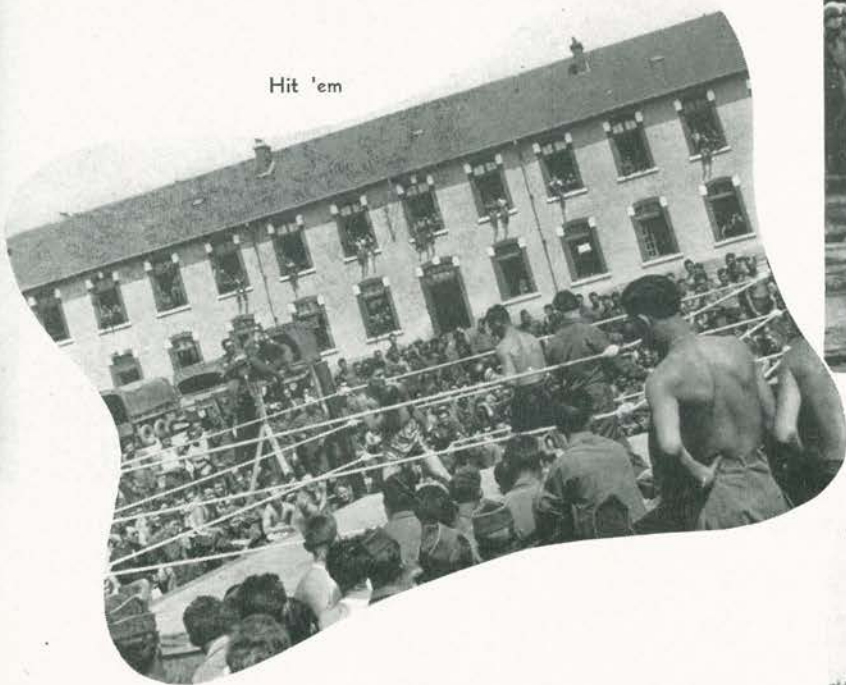


Feed 'em

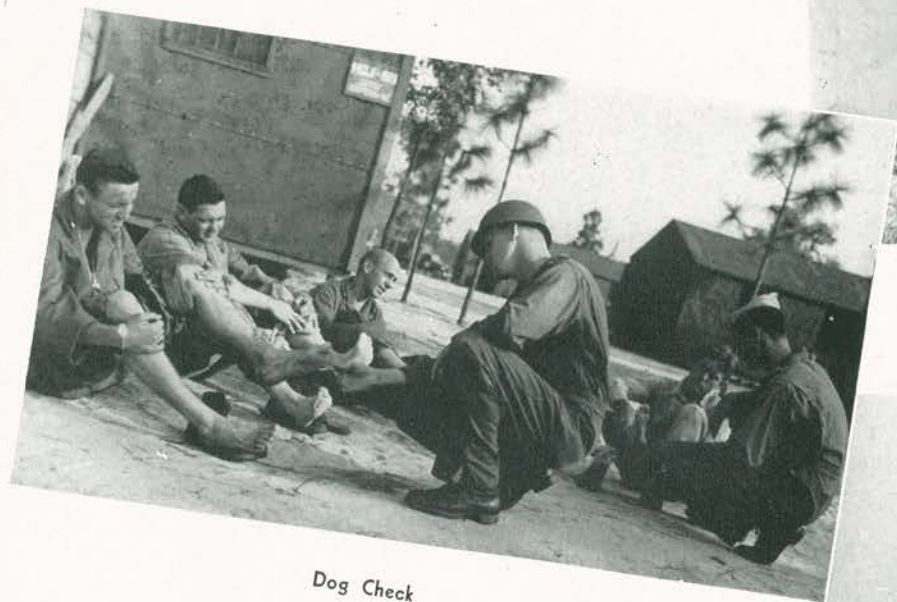
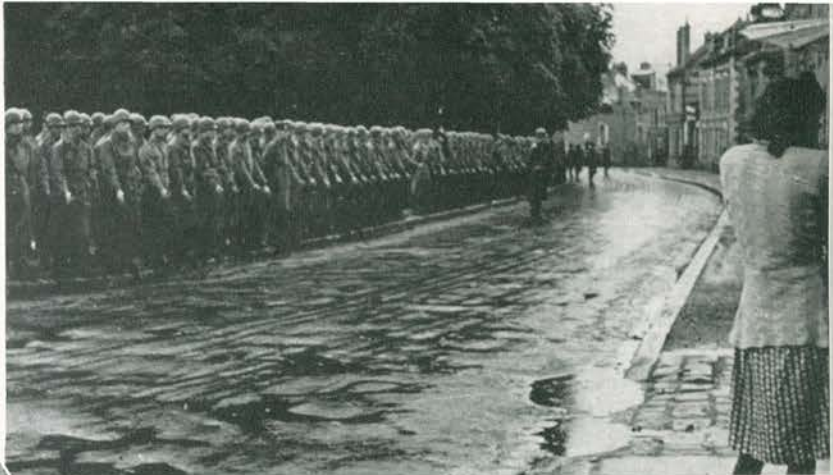


Sacre Coeur, Paris

Hit 'em



Line-Up on the Boulevard

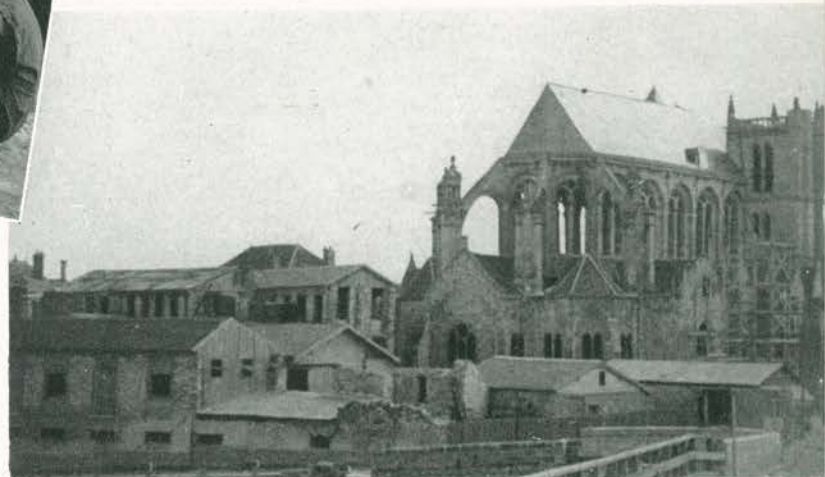


Dog Check

Rheims Cathedral



Ten-Hut!



Bucket Brigade

WPA





Capt. H. W. Hollis
Commanding Officer



NAMES AND DATES OF PAST COMMANDING OFFICERS

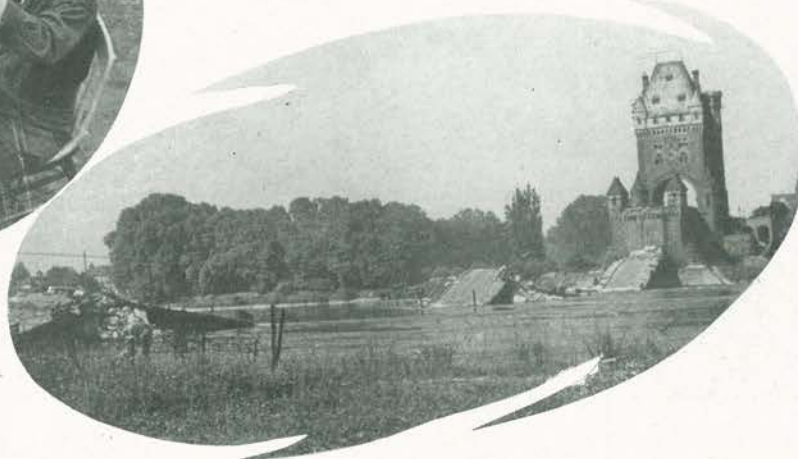
Capt. Dan W. King
Mar. 1942—Sept. 1942
Capt. James E. Goad
Sept. 1942—May 1943
1st Lt. Joseph F. Collins
May 1943—July 1943
Capt. Robert E. Adair
July 1943—Oct. 1943
Capt. David Hickman
Oct. 1943—Jan. 1944
Capt. Lewis M. Harris
Jan. 1944—Jan. 1944
Capt. Joel T. Lee
Jan. 1944—Sept. 1944
Capt. Thomas G. Rogers
Sept. 1944—Dec. 1944

These Guns for Hire

Avenue Des Arenes, Sens



Bridge out at Worms





Hot Hand



Blanket Party



Company Officers



Pause That Refreshes



Light Lunch



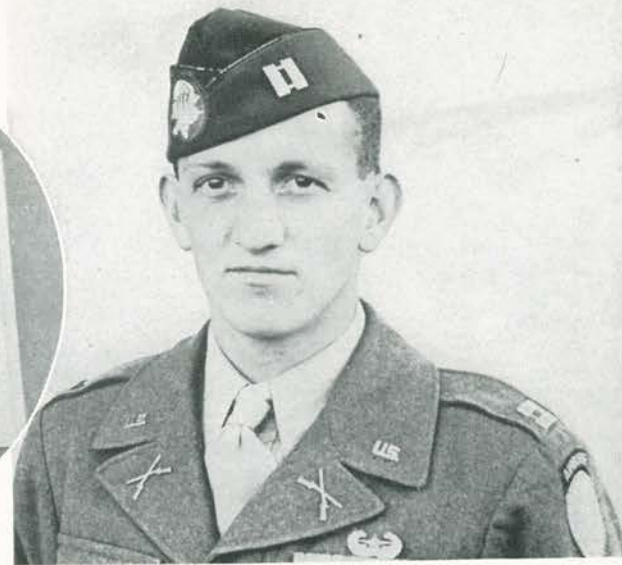
And Saturday Afternoon Off



Battered Le Havre



Camp Pittsburgh



Capt. Constant C. Delwiche
Commanding Officer



Pittsburgh—The Old Gang



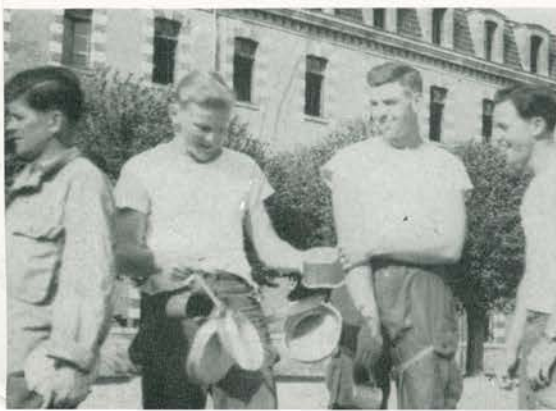
Deck Sports



In this Corner



Safari



End of the Line



Come Seven



Free Lunch

SECOND BATTALION



326th
GLIDER INFANTRY REGIMENT

SECOND HQ. BATTALION

BATTALION HEADQUARTERS STAFF

Commanding Officer.

Lt. Col. James E. Mrazek
1925 W. Garfield Blvd.,
Chicago, Ill.

Executive Officer:

Major John E. Cox

704 Main St., Greensburg, Ind.

Capt. Robert W. Nissley

501 W. Fairmont Ave.,
State College, Pa.

1st Lt. Charles M. Hull

514 School St., Hillsboro, Ill.

1st Lt. Robert P. Bagnall

Box 54, St. Mary's, Ohio

1st Lt. David L. Davis

686 Baldwin Ave., Sharon, Pa.



FORMER 2ND BATTALION CO.'s

Lt. Col. J. W. Harper.....Mar. '42—Aug. '42

Lt. Col. John R. Saxton.....Aug. '42—Feb. '44

Lt. Col. James Kelly.....Feb. '44—Apr. '44

Lt. Col. John R. Saxton.....Apr. '44—Sept. '44

Major Carl Spottswood.....Sept. '44—Mar. '45

Lt. Col. James E. Mrazek
Commanding Officer



Battalion Staff



American Red Cross, Sens



Operations



Zebras



Capt. Joel A. Chapman
Commanding Officer



Company Officers

You'll Grow Into 'em



Transient Mess



At Sea



Spot Testing



Smiles



Get 'er Moving



Capt. Wilson E. Brunnel
Commanding Officer



NAMES AND DATES OF PAST COMMANDING OFFICERS

Capt. Edward W. Richardson...Mar. '42—June '42
1st Lt. James D. Elkins.....June '42—Jan. '43
Capt. James C. Clore.....Jan. '43—Oct. '43
1st Lt. William H. Cox.....Oct. '43—Dec. '43
Capt. David M. Powell.....Dec. '43—Jan. '44
Capt. Stanley H. Pruitt.....Jan. '44—Mar. '45



Separation Bound!



Strike Tents!



Saturday Morning, Sop



Siesta



Attack



Fire One!!



Fire and Movement



Take "10"



French Chow Shack



Saturday Noon Bus Line



NAMES AND DATES OF PAST COMMANDING OFFICERS

Capt. John E. Cox.....March 1942—Feb. 1944
 1st Lt. Harold Willson.....Feb. 1944—June 1944
 Capt. Marie Comolli.....June 1944—Mar. 1945



1st Lt. Donald V. Richardson,
 Commanding Officer

Best Foot Forward



Really?



In from the Field



On The Move



You Don't Say?



Sens Promenade

Black Gang

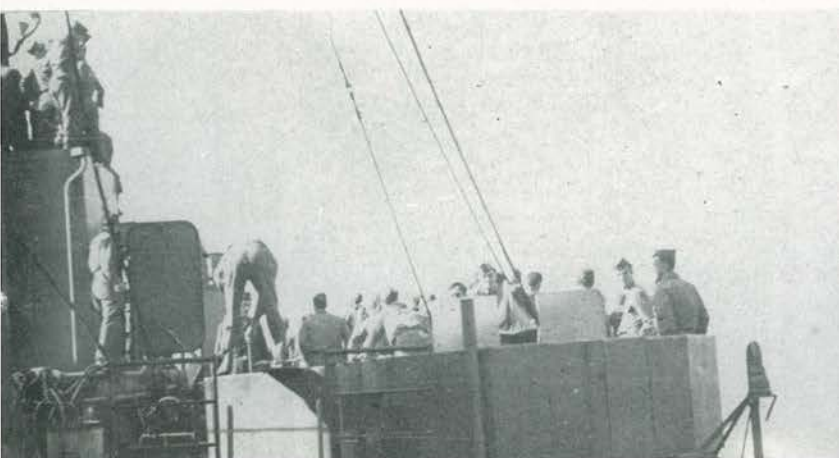


Company Officers



Georgetown Victory

Changing the Guard





Capt. Horace L. Adams
Commanding Officer

NAMES AND DATES OF PAST
COMMANDING OFFICERS

1st Lt. Rockett.....Mar. '42—May '42
Capt. Robert Storey.....May '42—July '42
1st Lt. Weinberg.....July '42—Nov. '42
Capt. Andrew J. Jessee.....Nov. '42—Nov. '42



Operation Johnson



Naczek—Randall—Miller



Buckinl



Judo



Company Officers

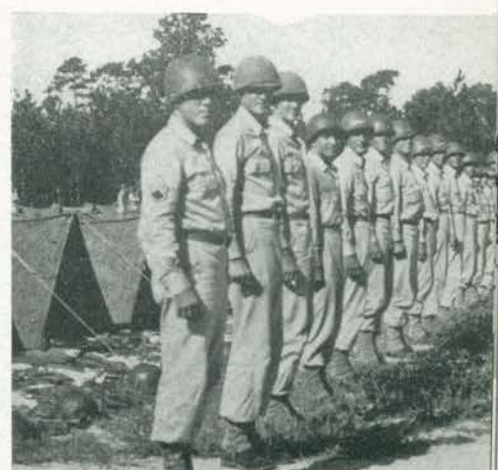
Advance



Heading for Chow-Ala Lucky Strike



Line-Up



Food For Thought



Three Mess-Kit-Teers



AR Team





Capt. John H. Cadwell
Company Commander



Company Officers

Burst of Six

Loafing



THIRD BATTALION



326th
GLIDER INFANTRY REGIMENT

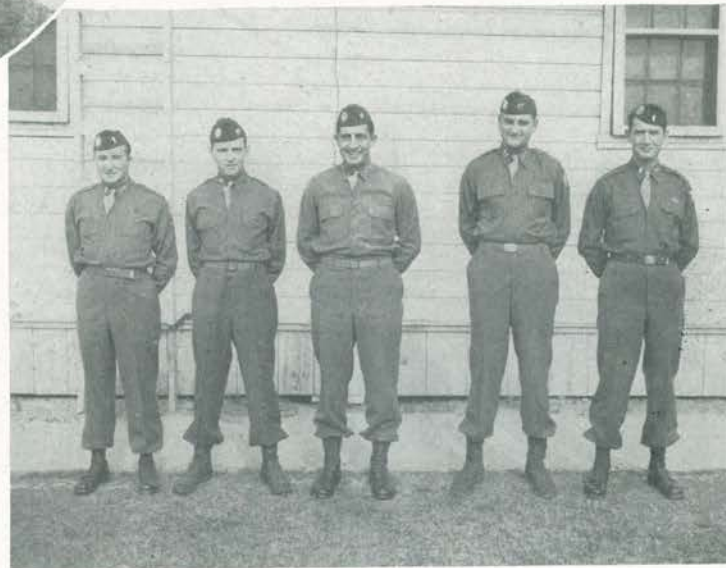
THIRD HQ. BATTALION

326th GLIDER INFANTRY



Lt. Col. Karl F. Ockershauser,
Battalion Commander

BN. HQ. STAFF



Battalion Staff



Plug In



Sens, Street Scene



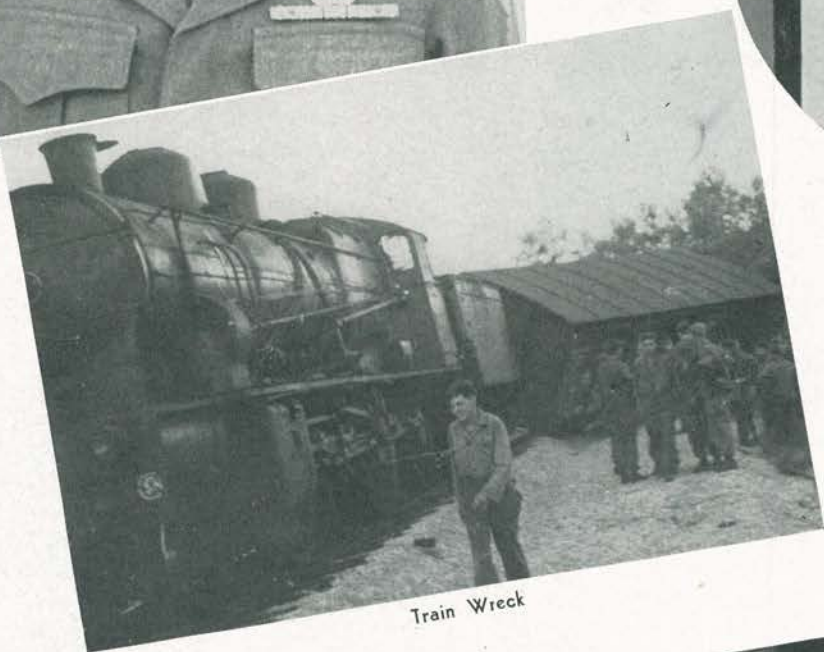
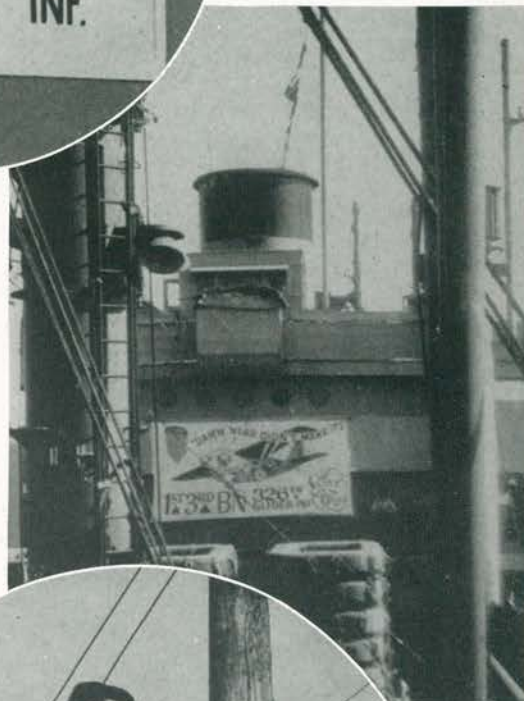
Key Men



1st Lt. Irving O. Barker,
Commanding Officer



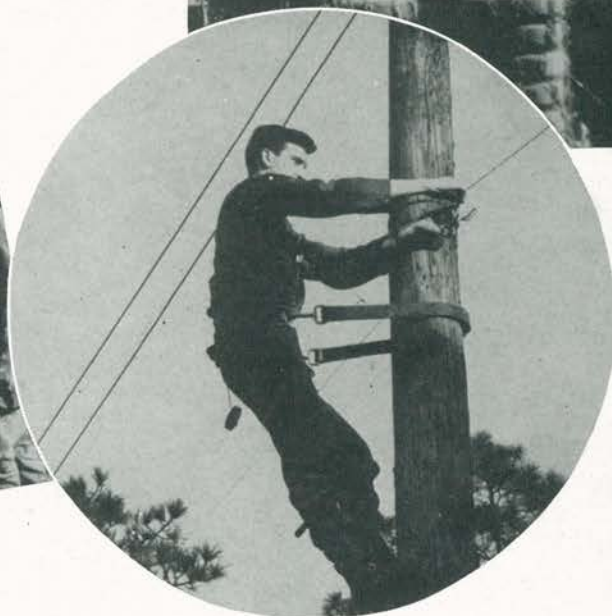
SS Cranston Victory



Train Wreck



Any for Me?



Hook Up



Good News?



Into the Mockup



Rue Alsace Lorraine, Sens



1st Lt. Theodore D. Mitchell,
Commanding Officer



Leaving Sunny France



Over the Top



Fatigue
Detail



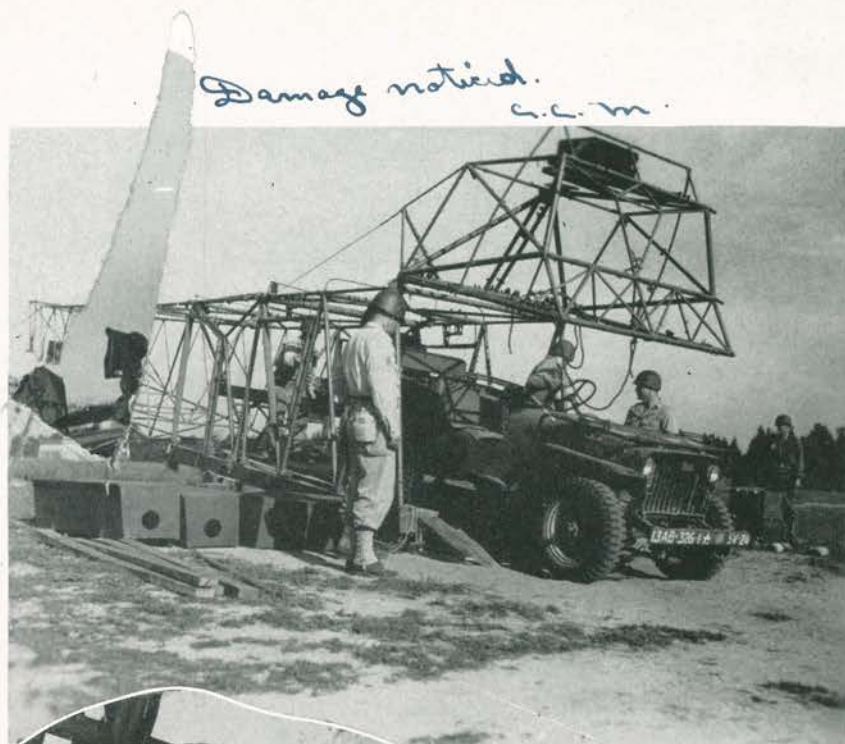
Two-Minute Stop



Fire for Effect



Sens Laundry Service



Practice Load



Loading



Shoot?



Our Daily Bread



Transients 'Tents' Sens



Company Officers



Capt. William D. Allen
Commanding Officer



Company Officers



Get a Horse



Regimental Motto



Good Ole Cosmolene



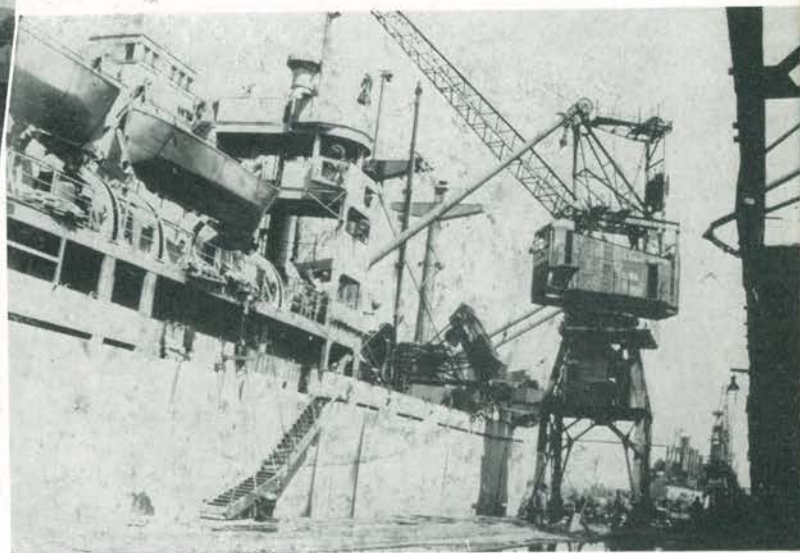
"Nuff Said"



Baker Bowline



Sens Skyline



Loading at Le Havre
PX Saturday Afternoon

"40 and 8" Wreck





1st Lt. George Jacobson,
Commanding Officer



G. I. Party



Regimental Chapel



Skaweeze



Company Officers

On Guard!!



Spring Snow, Marshalling Area



Camp Mackall Pastime



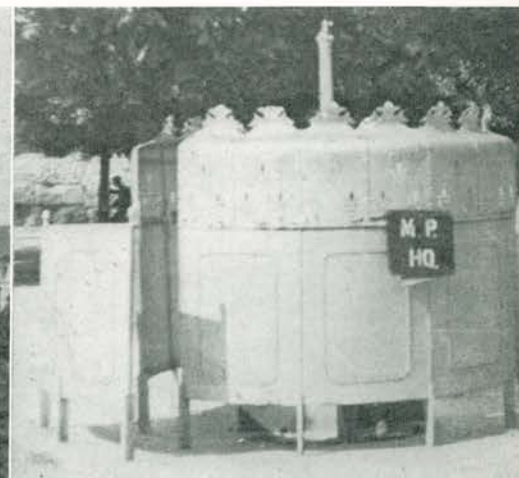
French Soldiers Monument, Sens



Intellectuals



Sens, France



Sens Hangout



1st Lt. Rudolph Blasko
Commanding Officer



600-Right Front



Setting Up



PD Inspects



Out of Action



French Pullman



Company Officers



Police Detail





517th Pacht Inf

BOOK VII

- ★ CENTRAL EUROPE (DIVISION)
- ★ RHINELAND (517th Combat Team)
- ★ ARDENNES " " "
- ★ SOUTHERN FRANCE " " "
- ★ ROME-ARNO " " "



THIS fine book is not only the answer to the soldier's desire for a souvenir, but also a treasure house containing the narrative of the operations and travels of the 517th Parachute Infantry Regiment, from its activation till its return from overseas. All of this is supported by many fine pictures and sketches, that enable one to have a graphic account of the operations of each unit in the Regiment.

There is, at the present time, a tendency to wish to forget about the war, and everything connected with it. The interest in the battle records of the units participating in World War II will renew with the passing of the years however, and this book will become of increasing value and importance.

I know that I shall hold this book in high regard, and have it continually on display in the living room of my home as a constant reminder of old acquaintances, scenes, and experiences.

R D Graves.

RUPERT D. GRAVES,
Colonel, Inf.,
Commanding.



REGIMENTAL



Major Wm. Park Hickman
Regimental S-4



Lt. Col. Melvin Zais, Executive Officer

STAFF



Capt. Marshall McDonald Jr.
I and E Officer



Maj. Paul D. Vella
Regimental Surgeon



Capt. John H. Nieler
Regimental S-2



Lt. Russell C. Johnson
Regt. Adjutant



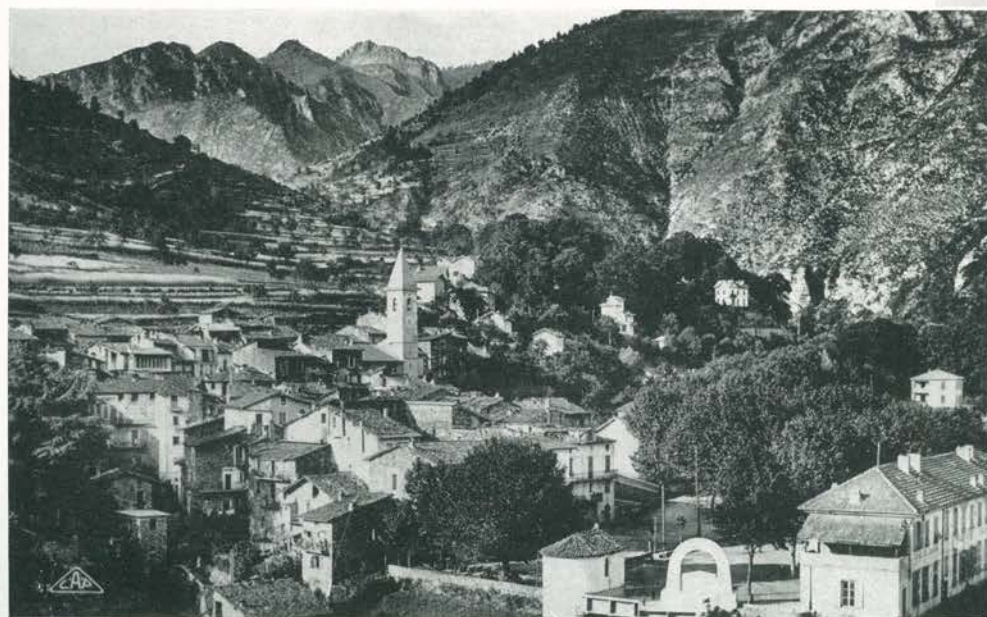
Maj. Herbert M. Bowlby
Regimental S-3



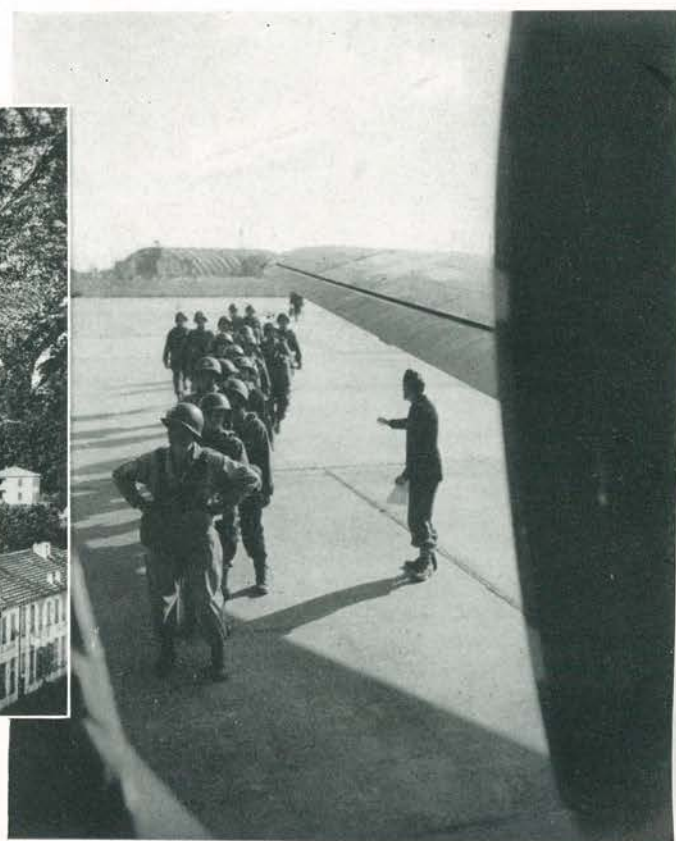
The **HISTORY**



Tank—Infantry Coordination, Ardennes Campaign



Lc. Monliuet, Southern France



Ready for Jump



THE HISTORY OF THE 517th PARACHUTE INFANTRY REGIMENT

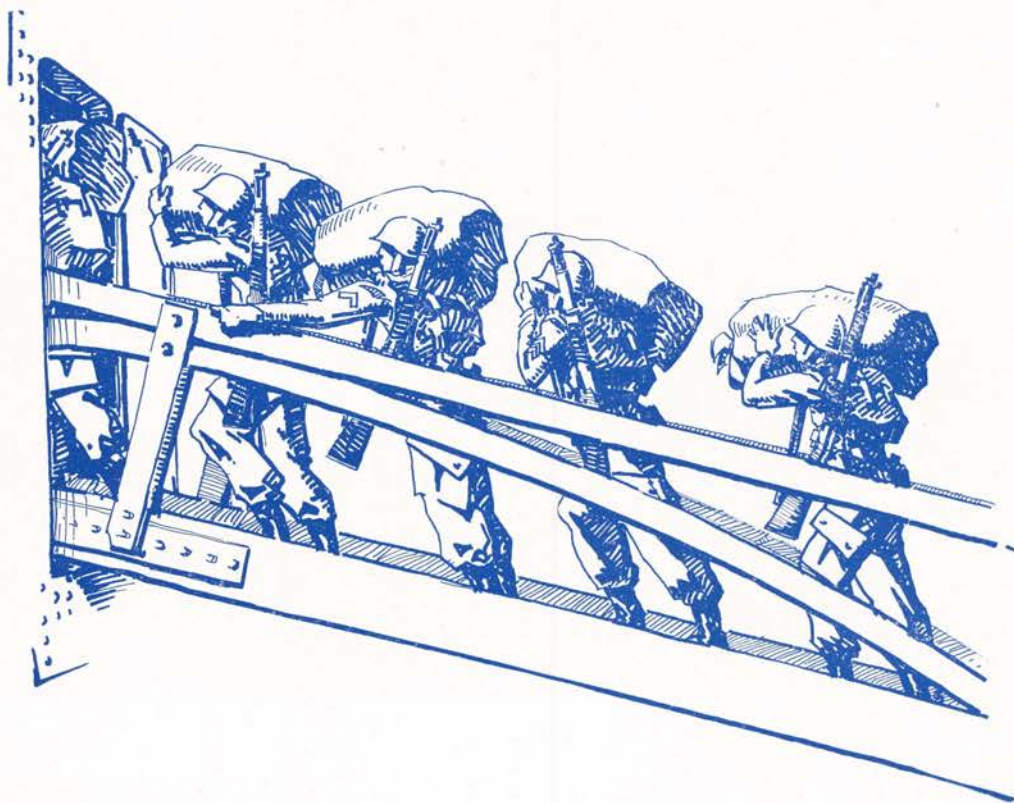
THE 517th Parachute Infantry Regiment was presented its colors and officially activated under the command of Colonel Lewis A. Walsh, Jr., on the Fifteenth of March, 1943, at Toccoa, Georgia. During the next two years, this Regiment, the youngest in the United States Army, was to blaze a trail through basic training, The Parachute School, Tennessee Maneuvers, and on to the ultimate proving grounds on the Battle Fields of Europe. Campaigns were fought in Italy, France, Belgium, and Germany, and the 517th achieved outstanding success in all of them.

The Regiment was alerted for overseas shipment while on Tennessee Maneuvers, and ordered back to Camp Mackall for its final preparations. It was then that Colonel Rupert D. Graves assumed command of the 517th, and a Combat Team was formed by the attachment to the Regiment of the 460th Parachute Field Artillery Battalion and the 596 Airborne Engineer Company.

Stage Towers of Parachute School, Ft. Benning, Ga.

Maneuvers



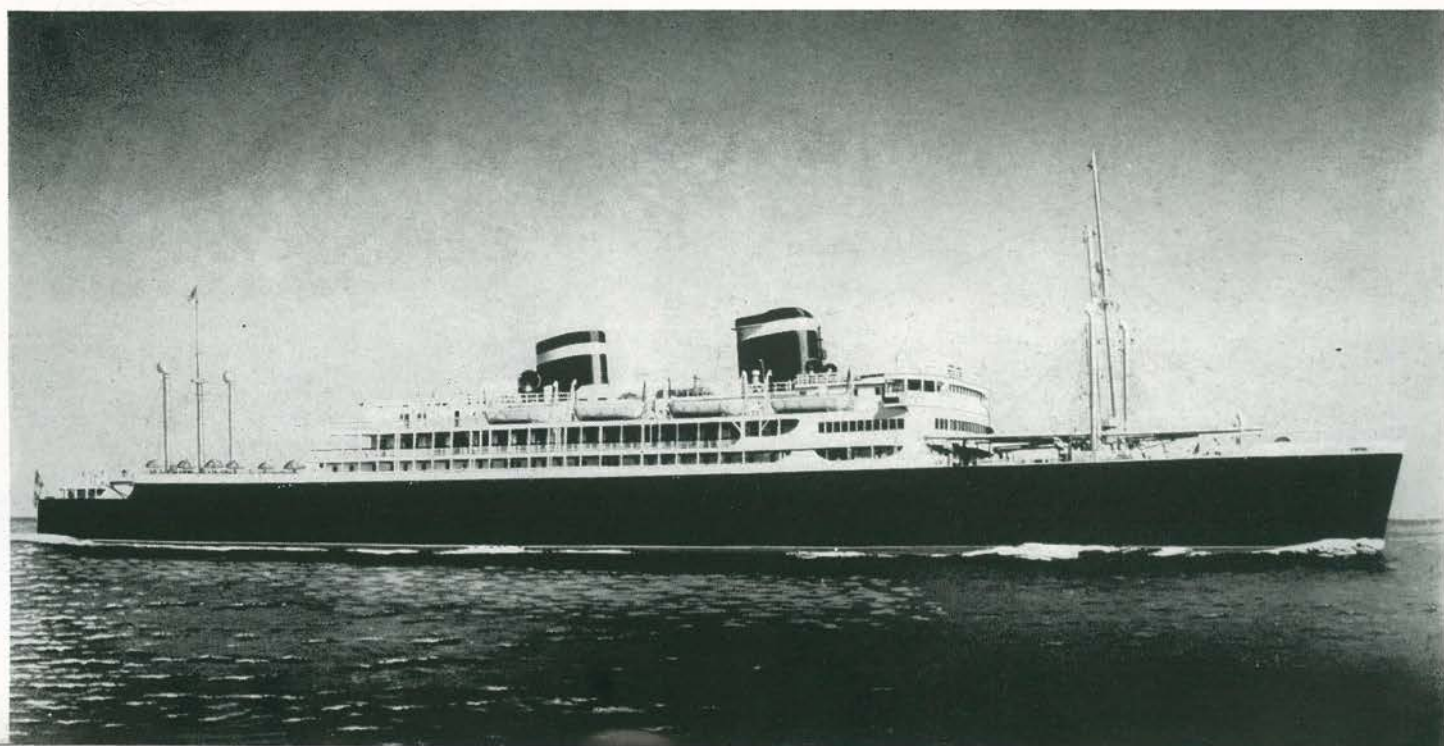


THE Combat Team sailed from Newport News, Virginia, on the seventeenth of May, 1944, on the U. S. S. Santa Rosa, a converted luxury-liner. The Special Service Section and three detachments of WACs on board did much to alleviate the monotony of the trip and provided many forms of amusement for the entire Command.

Two weeks after sailing, on the 31st of May, 1944, the ship arrived at the beautiful, but war-torn city of Naples. The voyage by sea was over, but the eve of battle was near.

After the debarkation, a bivouac was established in an extinct volcano crater, equipment was made ready, sea-legs worked out, training conducted, and time was allotted for the all important passes to the near-by points of interest.

U.S.S. Santa Rosa





Naples

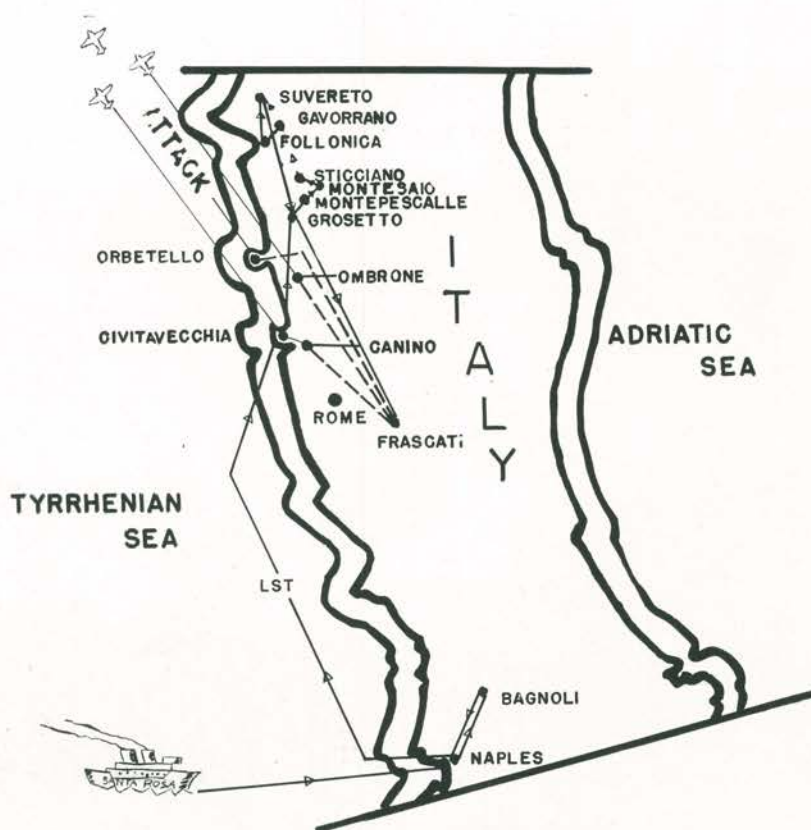
Camp was broken on the fourteenth of June; and the Regiment boarded LSTs for the trip to Civitavecchia, and combat, with the 36th Division. On the morning of June 18, 1944, men of "B" Company, acting as an advance guard, rounded a corner to be met by a blast of enemy machine gun fire. The first of many battles for the 517th had commenced.

The First Battalion, commanded by Major William J. Boyle, was the leading element for the combat team, with "B" Company furnishing the advance guard. The long months of training payed off when fighting began; and although the actions were usually severe, the men

were always able to overcome the opposition and push on to their objective.

When the fighting commenced, the Second Battalion under the command of Lieutenant Colonel Richard J. Sietz moved around to the right flank, forcing the Germans to withdraw; but not before heavy casualties had been inflicted on them.

The 517th pushed on rapidly to prevent the reorganization of the enemies' defenses. The Second Battalion moved on Montesaio, and took it on the evening of June 19th. Lieutenant Colonel Melvin Zais's Third Battalion moved to the left and pushed through Monte-



pescali to take Sticciano the night of June 20th, which was spent below the village in consolidated positions against counter attack.

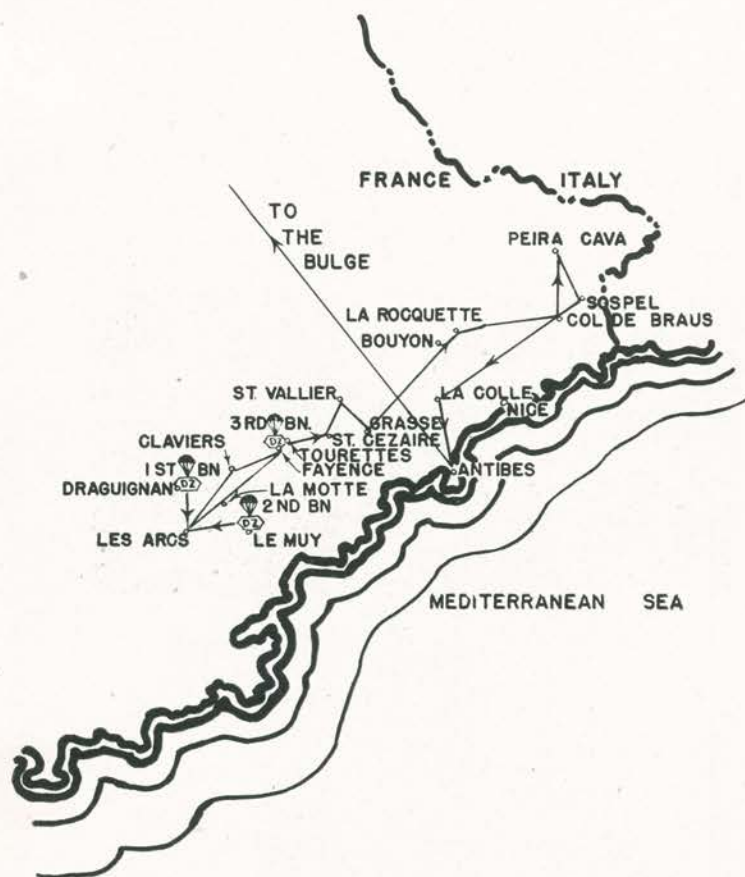
The following day the Combat Team moved out in the rear of the 142nd Infantry to a position east of Follonica. On the morning of the twenty-fourth the Second Battalion struck to the left, and moved through the northeast section of Follonica, where it encountered heavy enemy resistance. Overcoming this, they pushed on and took the dominating ground to the front.

The Third Battalion moved from the outskirts of Gavarrano before dusk of the same day on a historic march that took them through the German lines under cover of darkness. Discarding all noisy equipment and using liberated mules for the transportation of supplies, they slipped, by swift, silent movements, through the enemy lines unobserved, to occupy the high ground above the Cornia River Valley.

The Second Battalion reverted to Regimental Reserve. The First Battalion moved through the Third's positions at noon, crossing the Cornia River Valley behind a screen of friendly artillery fire, and was given the mission of taking the high ground facing the Suvereto River Valley. They attacked up the slopes of Mount Peloso under heavy enemy mortar and artillery fire, and sporadic bursts from small arms. By evening of the same day, the First Battalion had occupied the crest of the hill, and all positions were held despite desperate counter attacks by the Germans, attempting to dislodge the Troopers.

★ ★ ★





All elements of the 517th were relieved the morning of June 26 by the 442nd Japanese-American combat team. The Regiment had become in the short space of a week a group of seasoned veterans, and they were pulled back to the area of Frascati on the outskirts of Rome to prepare for the invasion of Southern France.

The month of July was a pleasant break in the realities of war. While training was carried on and supplies of new equipment were issued, there was plenty of time for relaxation. P X rations were distributed, U S O shows arrived, athletic tournaments were held, and a constant stream of Troopers ebbed and flowed through the Eternal City . . .

By the middle of August, plans had been completed for the next operation, which was to be the invasion of Southern France. The 517th moved to marshalling areas at air ports to the north of Rome. The preparations and briefing were over all too soon. Chutes were drawn, the men loaded into C-47s, and in the early morning hours of August 15th, the Regiment took off and was on its way toward the goal of every Paratrooper, an Airborne spearhead for an attacking army.

Final Preparations for Jump into Southern France





Pattern Jump

At 0430 hours the sky over Le Muy, France filled with chutes and the attack was under way. The action throughout the next three days threw the Germans into a state of chaos. Enemy convoys were attacked, communication lines were severed, and towns and villages were occupied as the Troopers fought toward their objectives. Le Muy, La Motte, Les Arcs, and Draguignan became names to be remembered. Part of Lt. Colonel Zais' Third Battalion assembled and proceeded to Clapiers shattering enemy installations as they went. Remaining elements of the Battalion had landed in the

hills east of Tourettes, were joined by British Paratroopers, combined forces, and annihilated a large enemy convoy speeding reinforcements to cities in the South.

Lt. Colonel Boyle and forty men of his First Battalion made a gallant stand at Les Arcs. The Second Battalion pushed through to reinforce them as the Germans began massing their troops on the outskirts of Les Arcs for an all-out counter attack. The Third Battalion arrived on the scene, the Regiment consolidated, and attacked, overcoming the German positions. Thus the way was cleared for the beach head forces to push on through toward the North.



On D plus 4, after the reorganization of the combat team near Chateau St. Rosseline, the Second Battalion was charged with the taking of Fayence, and the Third Battalion started in to Callian. The First Battalion was held in reserve, and other units used in direct support of these missions. The morning of the 21st saw both of these objectives taken.

St. Cezaire fell to "G" and "I" Companies on the morning of the 22nd of August when, after "G" Company had become pinned down, Company "I" surged through heavy fire up mountainous slopes to take the town, thus earning a commendation from Major General Robert T. Frederick, Commanding General of the First Airborne Task Force.

St. Vallier, Grasse, Bouyon, and La Rocquette fell in quick succession to the rapidly moving 517th within the next two weeks. In the attack on La Rocquette, "E" Company distinguished itself and also earned a commendation from the Commanding General.

The combat team's momentum in the late summer was stalled by a line of enemy fortifications extending from the Maritime Alps in Southern France to the Sea. The Germans attempted to hold the French constructed forts at all costs, but on September 5th, "D" Company attacked through them and succeeded in taking the high ground north of Col de Braus while under heavy fire. After terrific fighting, "G" and "H" Companies finally succeeded in taking Col de Braus, a step toward the heavily defended Sospel Valley. The same day the First Battalion supported by a battery of the 460th Parachute Field Artillery Battalion pressed into Piera Cava. The red letter day of the "Champagne Campaign" was September 18th when Ventebren and Tete de Lavina were taken by the Second and Third Battalions with a total cost of only four casualties.

Piera Cava, Southern France



Wrecked Glider, Southern France

The remainder of September was spent by the 517th digging defensive positions in and around Piera Cava along a thinly held fifteen mile front, using mines and booby traps to take the place of Troopers, of which there were far too few. Attacks on hill 1098 ended the month with the roar of artillery duels echoing through the valleys of the Maritime Alps.

The one respite from the horrors of war during the siege of Sospel, was Nice. Men were called from the front lines and given passes to share the rewards of liberation, and walk with the belles of Cote d'Azur. The next day they would be back in the lines and the rigors of war, with the hope that another pass would come in time.

Parachute and Glider Obstacles, Southern France





"Taking a Break," Southern France

Despite heavy artillery, on the 29th of October a large patrol from "F" Company pushed into Sospel. The Germans withdrew, and "B" Company moved up through the village to push on and occupy Mt. Agaisen, without opposition later the same day.

The siege of Sospel was over after fifty-one days of continuous fighting and the combat team fanned out over the valley to the front in pursuit of the enemy.

The battle was terminated on the 17th of November. It was called the "Champagne Campaign," but for the men who were doing the fighting there was no semblance of gaiety and only a succession of tortuous days and nights under fire.

The Regiment marched forty-eight kilometers over the mountain and down into the sunny Riviera near Nice. During the next three weeks the men tried to make up for all the things that make life enjoyable, and had been all but forgotten during the days of combat. The Promenade des Anglais, the Avenue de la Victoire, the Place Massena, and the pleasure spots of night life, Queens, Maxim's, and Christie's became as familiar as the main streets and back yards at home.

On the 6th and 7th of December the combat team moved from La Colle to entrain at Antibes. The men and baggage were crowded into small 40 and 8's with a destination of Soissons, a famous battle ground of World War I. The slow, uneventful trip ended on the morning of the 12th, and the column filed through the still sleeping town to be greeted by the welcome sight of barracks for the first time overseas. The holiday season was near, and plans were being made for a gala Christmas, when Von Rundstedt started his break through, and changed visions of turkey to trenches.

The 517th was alerted and two days later sped northward. Worried clusters of Belgians stood on street corners in threatened Namur as the column of Troopers rushed through enroute to the front on the 22nd of December.

Orders were given directing the First Battalion to the Third Armored Division sector near Soy, Belgium where pressure from German armor made the situation so fluid that it was impossible to tell exactly where the front began. Major General Maurice Rose, Commanding General of the Third Armored Division personally attached "C" Company of the First Battalion to his Task Force Kane. This unit alone held the key point on which the western front hinged just prior to Christmas 1944.

The rest of the First Battalion, commanded by Lieu-

Road to Col de Braus



Enemy Pill Box, Mt.?





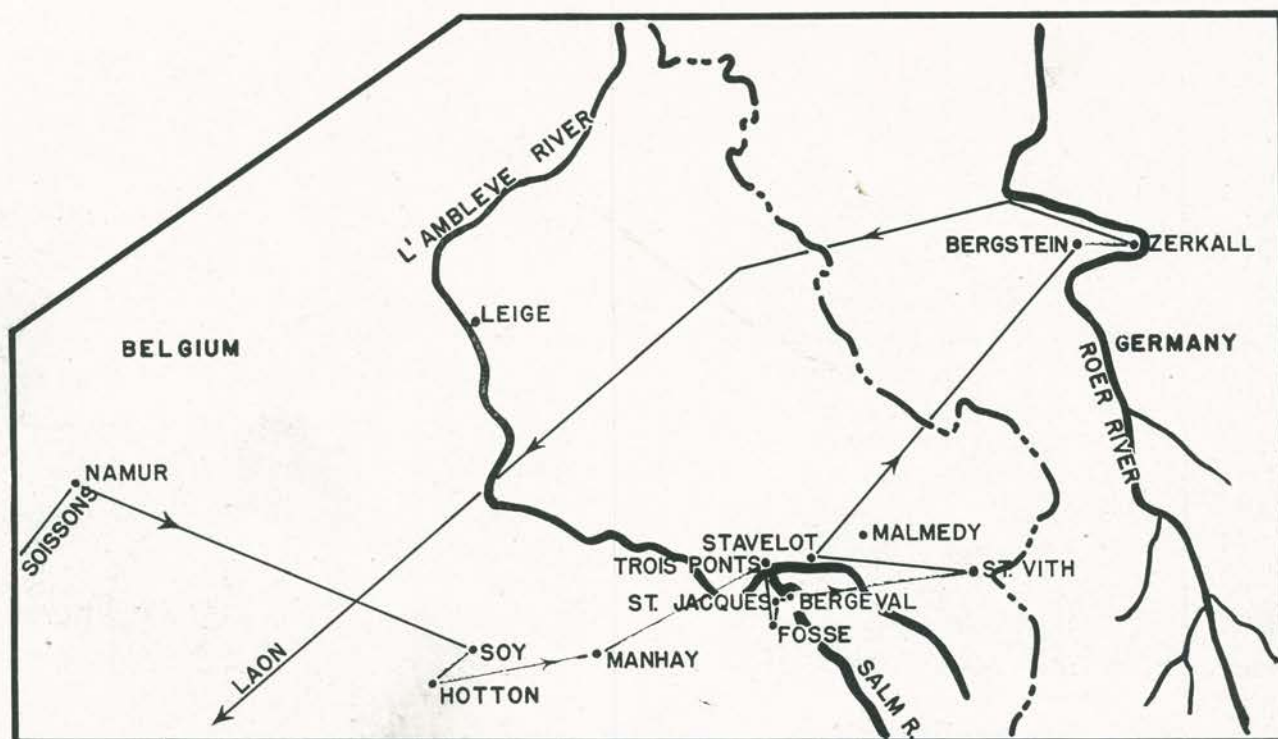
"The Ride by Forty & Eight"

tenant Colonel Boyle, detrucked northeast of Soy, and was immediately ordered to attack along the highway leading from Soy to Hotton. The situation was so critical that no rest could be allowed for the troops even though they had just completed a twenty-three hour trip.

The missions of the Battalion were to take the commanding ground around the road junction at Hais Hits, where the Germans were well dug in, capture the high ground at Sou-Les-Hys, and break through to the surrounded Third Armored Division garrison at Hotton.

Company "B" led the attack but, due to the heavy fire encountered from automatic weapons and tanks, it became necessary for "A" Company to by pass the original route to Hotton. While this maneuver saved casualties, it was necessary to fight for every foot gained along the entire route.

On the return from Hotton to Soy, the fighting was as severe as on the trip in. However, the mission was so well executed despite the fanatical enemy resistance, that the First Battalion is to be awarded the Presidential Unit Citation for the action.





Belgium Town, Ardennes Campaign



"Stavelot, Belgium"

The morning of the 25th broke bright and clear and as the men celebrated the day in fox holes with a cold "K" ration for dinner one of the greatest aerial engagements of the war was fought overhead.

The next day the 517th received one of its most important assignments when ordered by the XVIII Airborne Corps to take Manhay at any costs. Manhay had been reclaimed by the Second SS Panzers, the unit responsible for the atrocities at Malmedy earlier in the Break Through, and its recapture was important because the little Belgian town contained a junction of five roads,

and commanded the all important highway through Werbement to Liege. It was a crucial sector that the enemy needed to launch its attack toward a city that must be held, Liege.

The task of leading the attack into Manhay was given to the Third Battalion, commanded by Lieutenant Colonel Paxton. The twenty-five minute barrage from fifteen supporting artillery Battalions shattered the enemy defenses, enabling the Paratroopers to take it with little opposition. An enemy counter attack supported by tanks began almost immediately but was driven off within an hour, and

Resupply in the "Bulge"





Knocked Out German Tank

the village secured. It was in Manhay that Rundstedt's drive was halted, and his hopes for a quick thrust northward were frustrated.

On January 3rd, the 517th acting as the left flank regiment of the 82nd Airborne Division struck south along the Salm River. The 551st Parachute Infantry Battalion on the right, fought through Basse Bodeux, and the Second Battalion of the 517th took Trois Ponts, advancing toward Monte de Fosse where they were held up

by heavy enemy fire. At 2400 hours the First Battalion, commanded by Lieutenant Colonel Boyle, of the 517th, moved up through the area already taken to St. Jacques and Bergeval seizing the towns.

On the 5th of January the Third Battalion pushed on across the Salm River to the east. In the meantime Major Robert E. McMahon had succeeded Lieutenant Colonel Boyle who had been wounded near Bergeval.

The Malmedy Massacre



The Regiment, less the 2nd Battalion, was attached to the 106th Division for the attack across the L'Ambleve River, between Stavelot and Trois Ponts. Henumont, Logbierme, and Poteaux soon fell despite determined enemy resistance, and the fight ended with the 517th attached to the 30th Infantry Division. The Second Battalion, commanded by Lieutenant Colonel Richard J. Seitz, plunged into the defenses of St. Vith with elements of the 7th Armored Division. With the capturing of this city, the Germans last foothold in the Ardennes was wiped out.

Soon after the victory at St. Vith, the combat team moved to Stavelot and was billeted there for a short rest. For the first time in many weeks the Troopers slept in beds instead of fox holes and had roofs over their heads. Time was taken for thawing out and eating the meals that had never arrived when they were most needed.

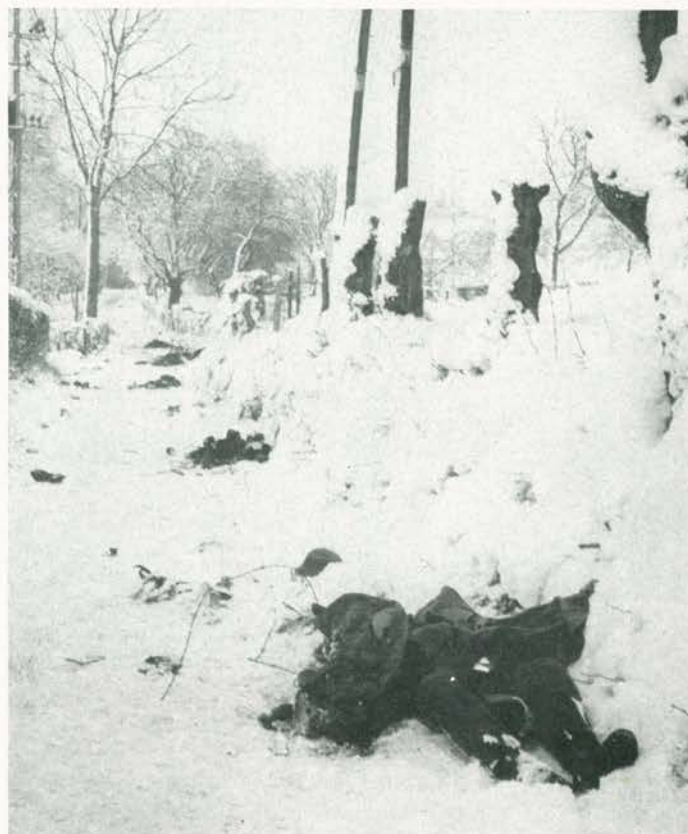
On the 4th of February Colonel Graves received orders to move the 517th from Stavelot to Germany, and to join the 82nd Airborne Division near Honfeld and Hesheim. Two days later, the Regiment was attached to the 78th Division. The column moved out by truck convoy, and within a few hours had passed the idle tank traps and shattered pill boxes of the Siegfried Line into Rotgen, and through the Hurtgen Forest en route to Bergstein.

The Second and Third Battalions moved out of Bergstein at 2400 hours of the 6th against a high ridge east of the Roer River defended by the German First Parachute Army. The 517th's mission was to occupy this ridge cutting off the enemy's escape route from Schmidt.



Numerous obstacles had been thrown up to prevent the crossing of the river and to help repel attacks. The Germans had had six weeks in which to prepare their positions and had made the most of them by building reinforced cement emplacements, and laying one of the largest mine fields ever seen in Europe. The 596th Parachute Engineers worked heroically while under heavy artillery fire removing the mines, and clearing a path for the 517th.

The battle grew in intensity and by twilight of the second day had reached a violent pitch. An artillery duel was being waged by both sides with the men in the fox holes always on the receiving end. The cross roads that had been in an insignificant sector turned, over night, into the most hotly contested area on the western front. The attack continued with "A" Company assaulting Zerkall and on the 8th, the Second Battalion cut through a net work of trip wires to push almost to the river where mortar and small arms fire halted their advance.



German soldiers killed during the Ardennes Campaign

The Regiment kept up continuous pressure against enemy positions and fulfilled their slogan "ATTACK" up till the last moment when they were relieved by the 508th Parachute Infantry on the morning of February 8th.

The 517th pulled back out of the lines to Laon and then again by "40 and 8" moved to Joigny, where they became officially assigned to the 13th Airborne Division, commanded by Major General Elbridge G. Chapman, Jr., on 1 March 1945. This Division had only recently arrived overseas and was eager to be given the chance to prove itself in combat, so once again the 517th started



Stavelot, Belgium



Joigny, France

preparing and training for its next mission. The training period for the Regiment during the next few weeks was actually one of relaxation after the trials of warfare. Anything the men didn't find in the way of amusement in Joigny could be found in Paris where the fondest dreams became realities. Any night of the week men of the 517th could be found strolling down the Champs Elysees or in the Montmartre at one of the far famed night clubs. Numerous sidewalk cafes kept life from becoming dull and the Mademoiselles were always willing to brighten the Troopers stay.

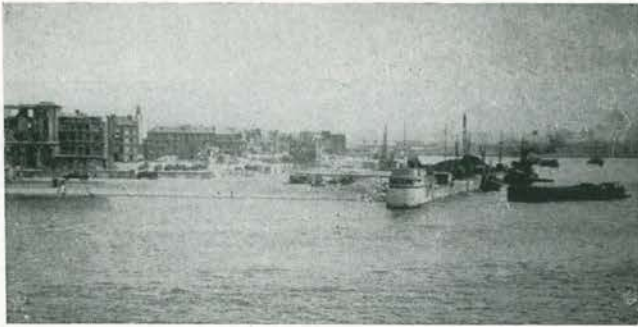
The main effort of American forces switched to the Asiatic Theater where Allied Armies were making an all out bid for an early victory. The 13th Airborne Division was alerted for overseas shipment and the 517th packed its equipment for what was to be the last move. The move was made to Camp Pittsburgh, then to Camp Philip Morris, and on to Le Havre, the port of embarkation. Here the Regiment was divided into two groups one boarding the U. S. S. ONEIDA VICTORY and the other the U. S. S. MADAWASKA VICTORY, both ships sailing by 14th of August 1945. Two days out from



The advancing American armies crossed the Rhine in March and once again the 517th was alerted. The Regiment moved to a marshalling area near Bapaume at air field B-54. Missions were assigned to jump into areas ahead of the forces spear heading the American attack. Briefing was completed and final preparations made, but at the last minute friendly units over ran the drop zones and the missions were canceled. This happened three times before the surrender of Germany. The last hope for another Airborne mission in Europe died with the fall of Germany and the Regiment pulled back to Joigny early in June.

Marshalling Area Near Bapaume, France





The Harbor of Le Havre, France

Le Havre hostilities with the Japanese ceased, and because of this, redeployment orders to the South Pacific were later to be canceled.



Arriving—New York Harbor



Both ships arrived in New York City by the 22nd of August, and the Regiment moved to Camp Shanks for processing. All members of the Command were given forty-five day furloughs, men with enough points were given discharges, and the few that were left reported to Fort Bragg, North Carolina to pass on to the new men who were to refill the ranks of the depleted regiment, the lessons they had learned in war.

The cycle of war for the 517th Parachute Infantry Regiment had been completed. It had gone from training to combat overseas, and back to training in the States. Its mission had been completed and it could now enjoy the fruits of victory till some time in the future, when once again its men may be called on to uphold the traditions it has established.

New York Harbor, and Home





THE MEN—



1st Lt. John A. Alicki
Commanding Officer

REGT. HQ. & HQ. COMPANY



Wrecked Glider, Southern France



Joigny, France



Destroyed City, Italy



Col. Rupert D. Graves



Capt. James A. MacDonald, Medics,
Commanding Officer

MEDICAL DETACHMENT



Major Paul D. Vella, and Tired Medic,
D-Day, Southern France



Belgium Aid Section



Capt. Steven A. Grant,
Commanding Officer

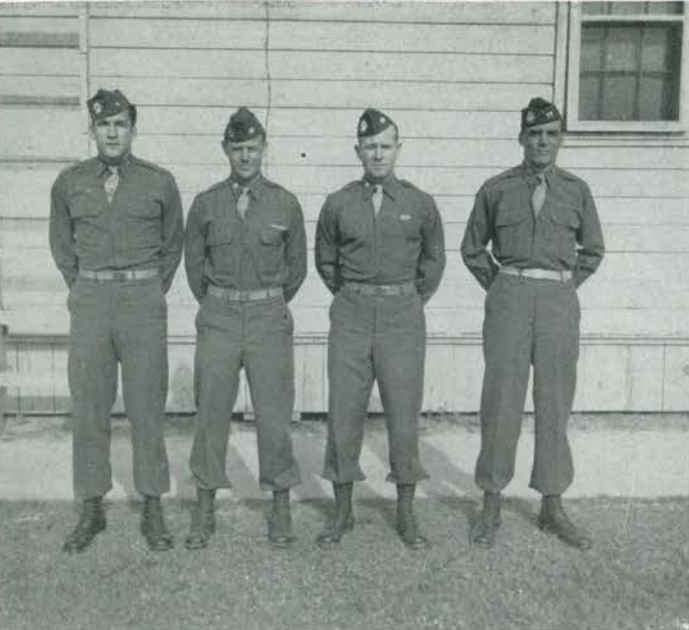


Mail Call, Italy

Resupply Mission

SERVICE CO.





Lt. Col. Williams J. Boyle
Former Bn. Commander



Lt. Col. Robert E. McMahon
Commanding Officer

Lt. Carl J. Kiefer, Adjutant
Lt. Col. Robert E. McMahon,
Battalion Commander
Major Benjamin F. Delameter III,
Battalion Executive Officer
Captain Charles E. LaChaussee
2nd Lt. William H. Clark—Bat. S-2
1st Lt. John G. Gleason—Bat. S-3
1st Lt. James S. Fisk—Bat. S-4

HQ. 1st. BN.





1st Lt. James M. Townsend
Commanding Officer

HQ. & HQ. CO. 1st. BN.



Dispersal Area, Air Base, Cambray, Italy



D-Day, 1st BN., 81mm Mortar Platoon, Roche Rousse, Southern France

D-Day, Directing Motor Fire from 1st BN. objective, Southern France



A COMPANY



Capt. Milton M. Kienlen
Company Commander



Harbor, Le Havre, France



Harbor of Civitavecchia



German Prisoners of War, Evacuating American Wounded, in the "Bulge"



Interrogation of German Officer, Southern France

B COMPANY

Capt. B. H. Sullivan, Outside Aide Station



Col de Braus, France
Oct. 1944



Capt. Dean Robbins
Company Commander

Moving Up in the Attack, Southern France



Stavelot Square, Belgium

Wrecked Glider, Southern France





Lt. Sidney M. Marks
Commanding Officer

C COMPANY



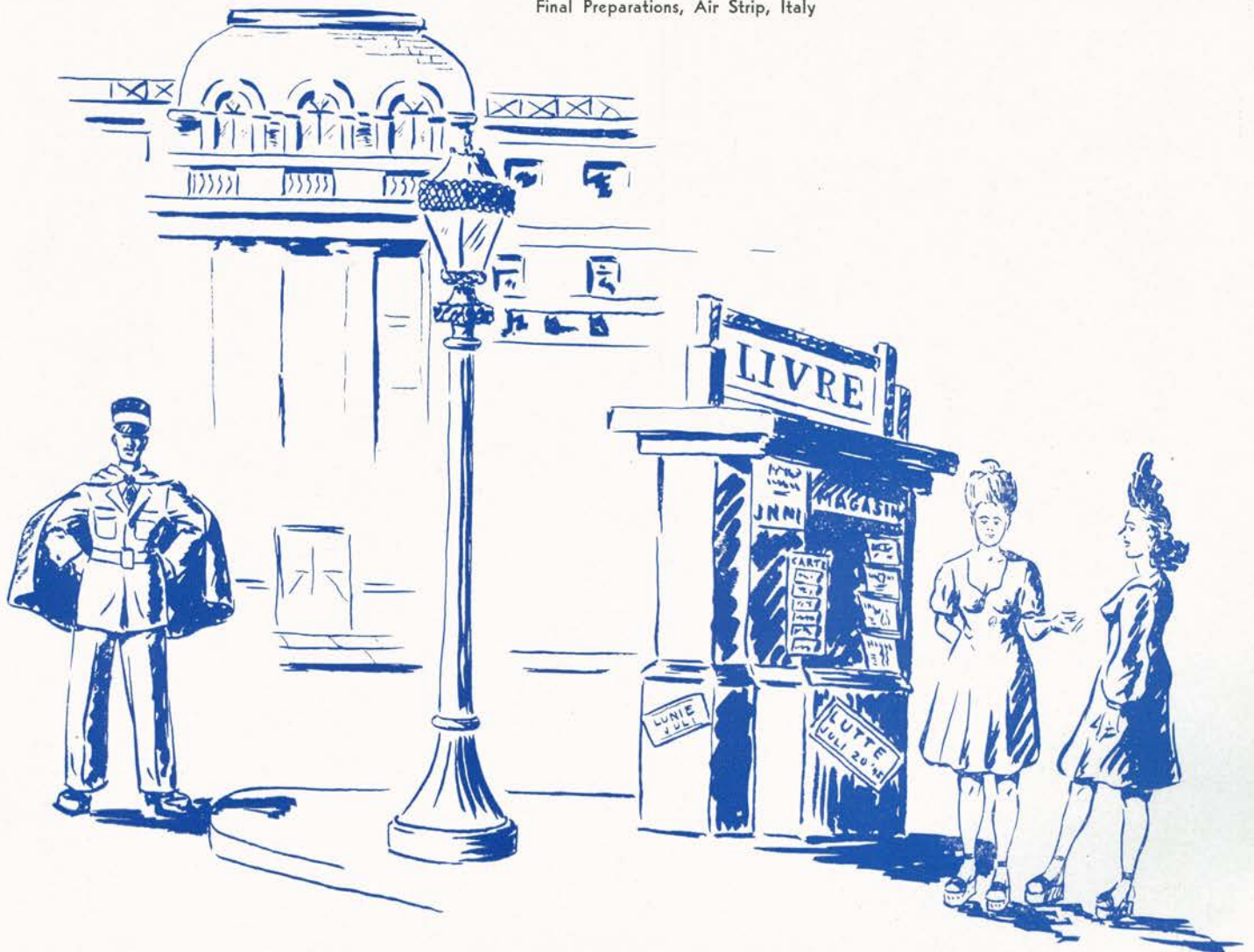
German Prisoners taken near Follonica, Italy



Third Armored Tank, Belgium Bulge



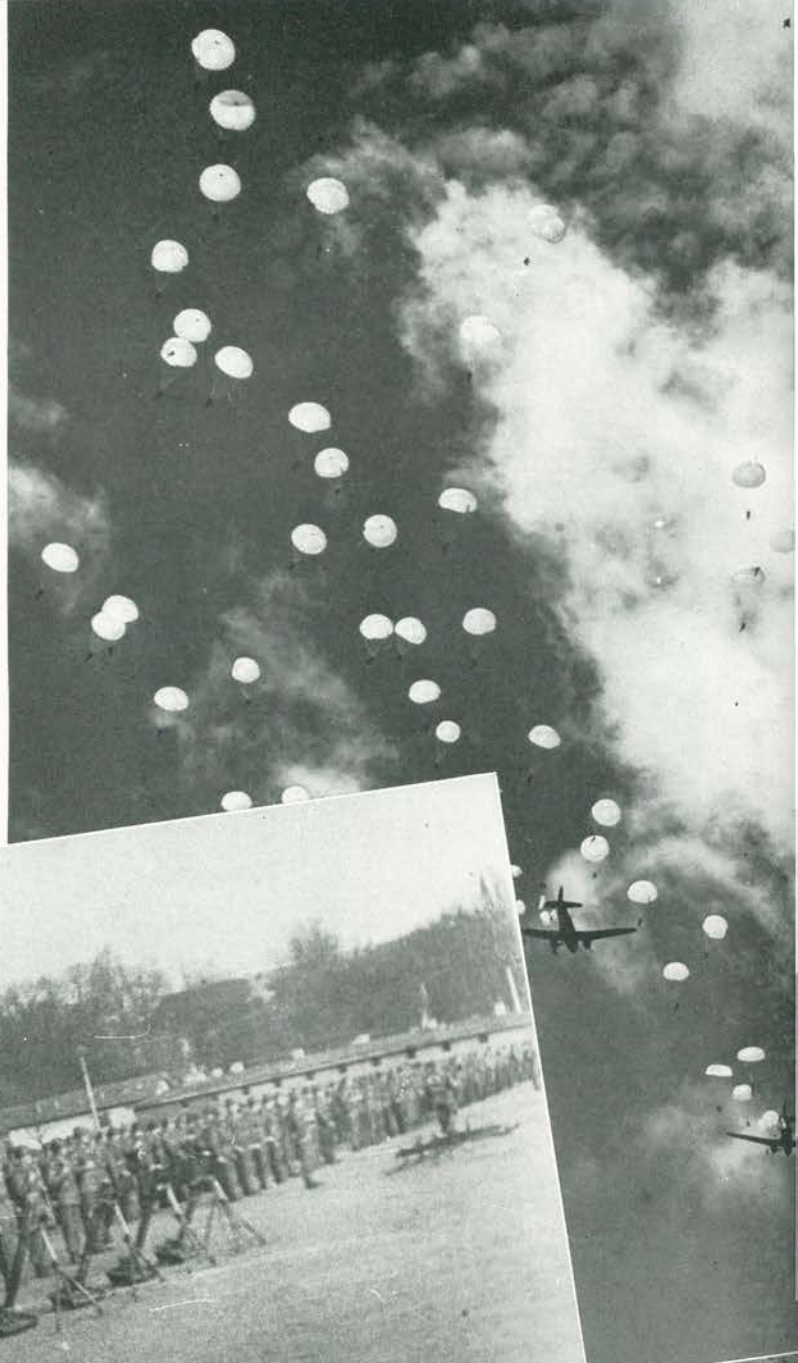
Final Preparations, Air Strip, Italy



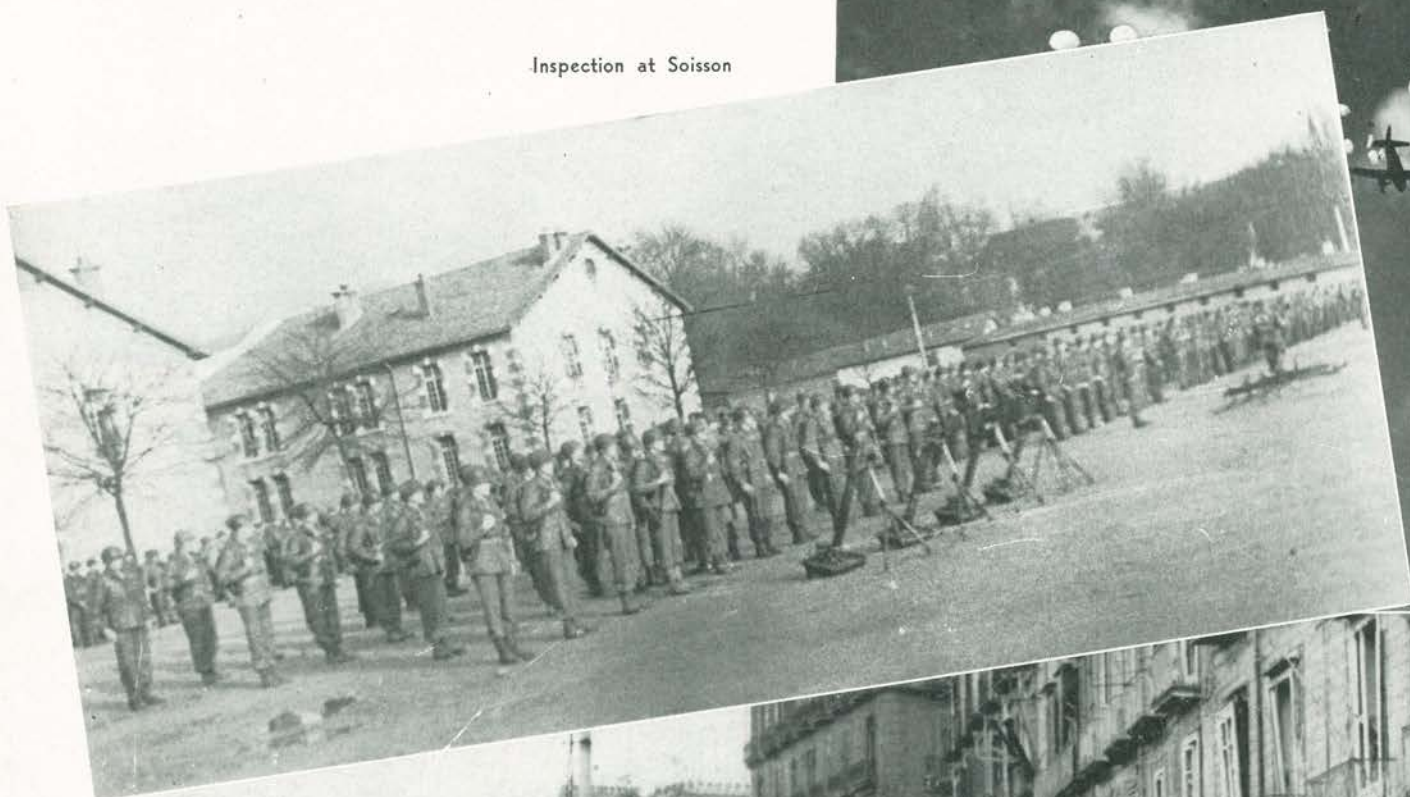


HQ. 2d BN.

Lt. Col. Richard J. Seitz
Bn. Commander



Inspection at Soisson



Main Street, Italy 1944



Capt. Robert R. Clauer
Co. Commander

HQ. & HQ. COMPANY

Control Pill Box, Enroute to Sospel, Southern France

Respite, Southern France





Capt. John J. Lissner
Commanding Officer

D COMPANY



German Prisoners, Southern France

"C" Stage Towers, Parachute School,
Fort Benning, Ga.



The Bulge



Airborne Technique Demonstration



Recon. Group, The Bulge



Captain Robert H. Newberry
Co. Commander

The Jump

E COMPANY

Marshall Area, Italy





"The Bulge"

Maneuver Scene





Capt. Bill Smith
Co. Commander

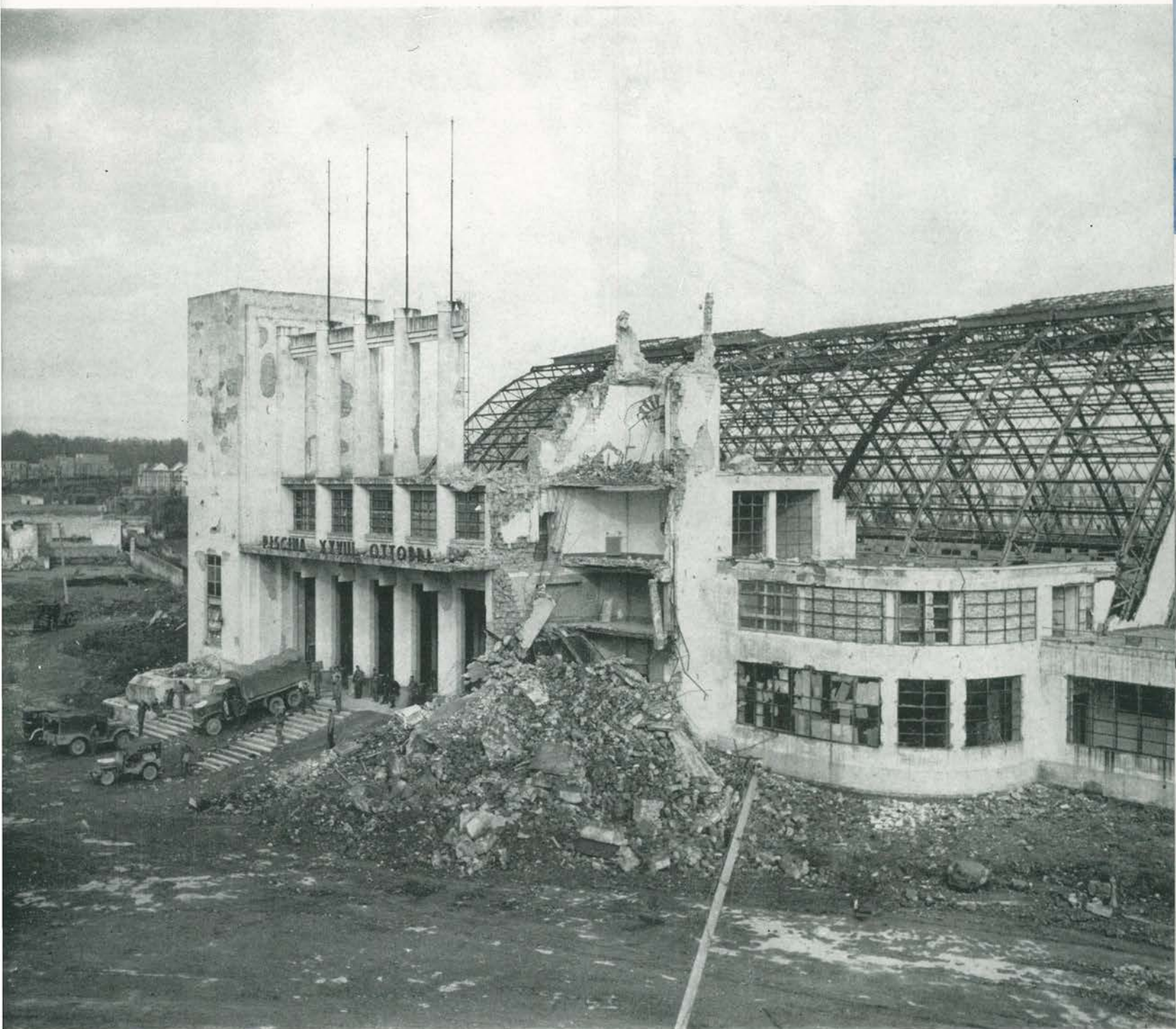
F COMPANY

"Kaput" Germany, "Battle of the Bulge"





Col de Braus, Southern France



Destruction, Italy

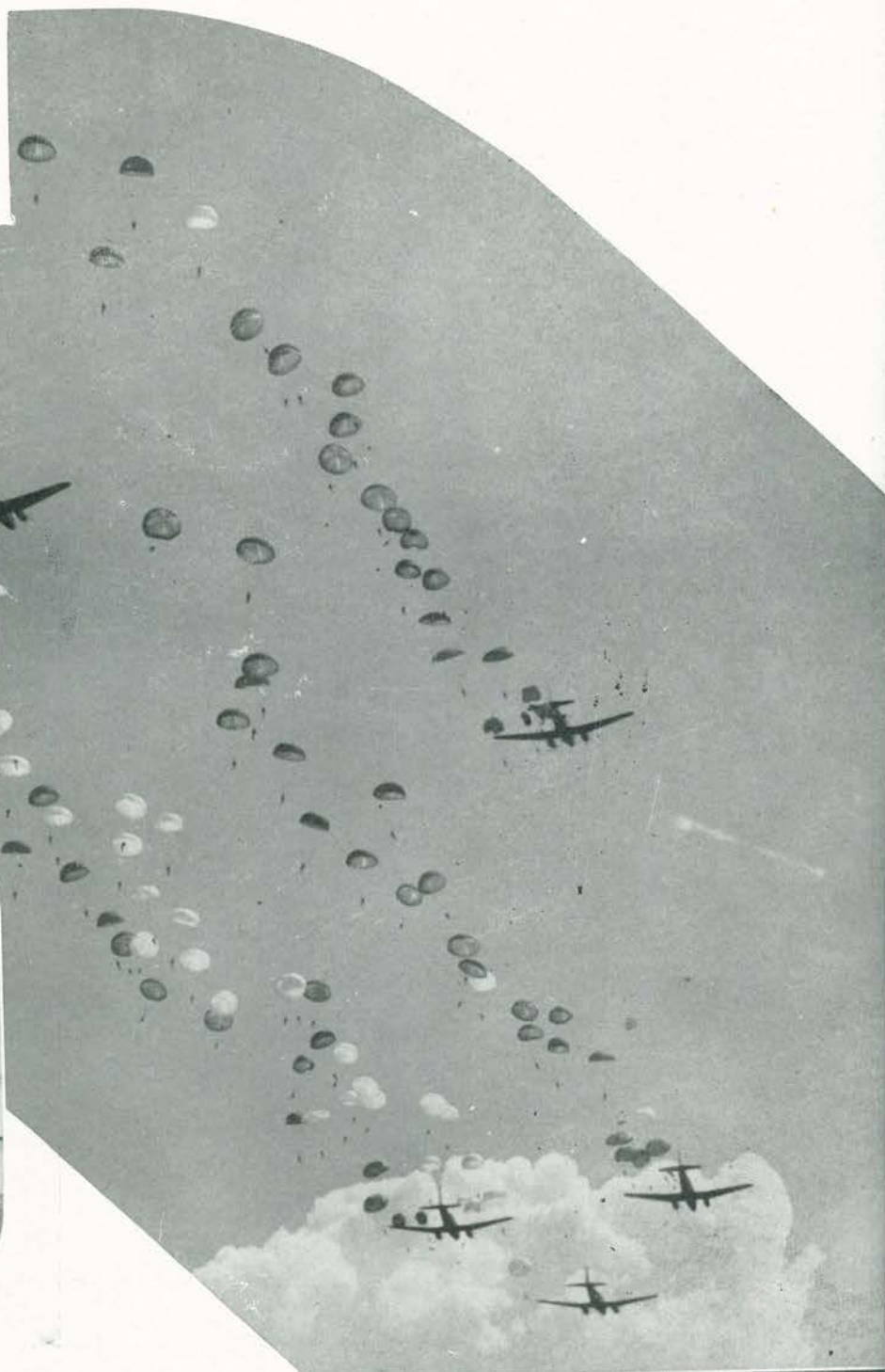


HQ. 3rd BN.

Lt. Col. Forest S. Paxton
Bn. Commander



From Left to Right:
1st Lt. J. H. Miller, S-4
1st Lt. B. M. Fann, S-1 and S-2
Major W. Penack, Executive Officer
Major T. R. Cross, Battalion Commander
1st Lt. L. P. O'Donnell
2nd Lt. D. T. Emmons—Absent
1st Lt. W. D. Norwood

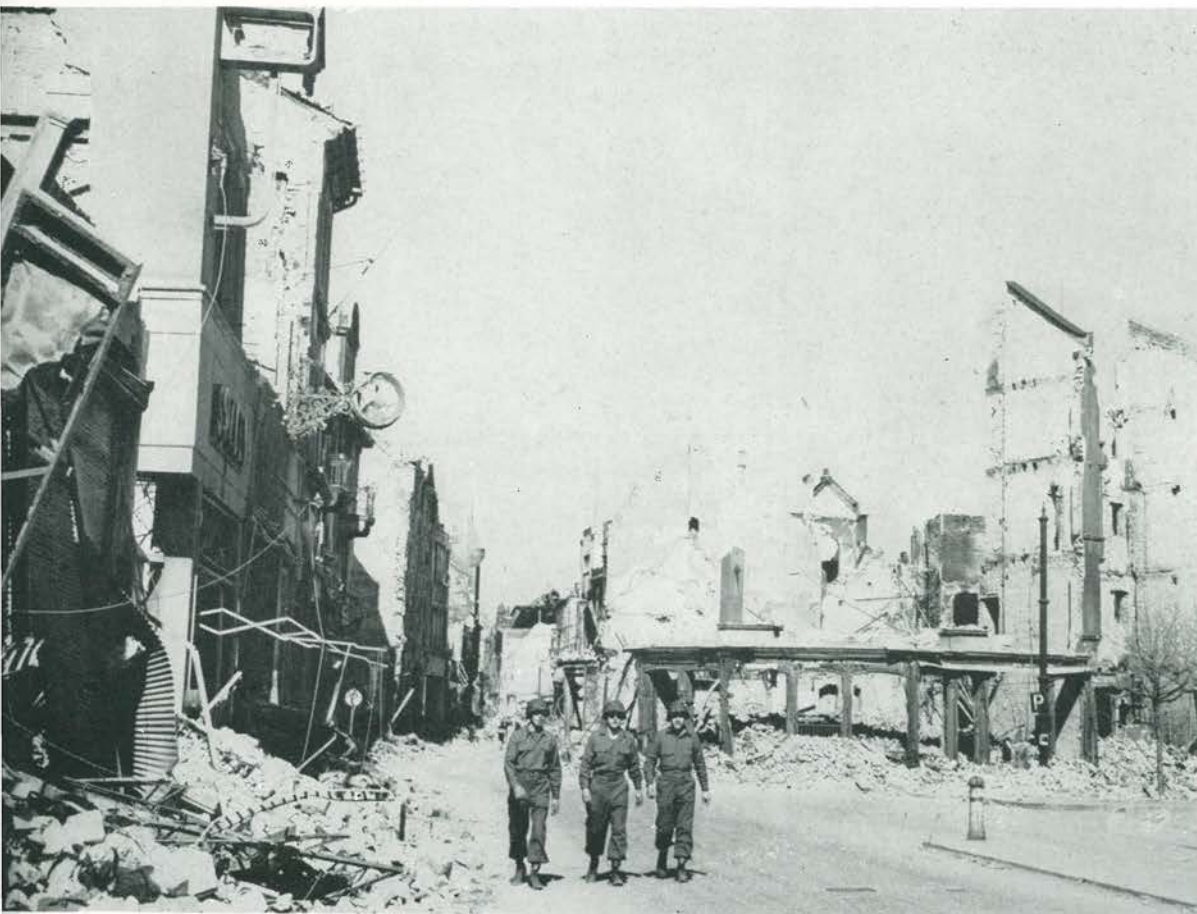




Capt. Joseph M. McGeever
Co. Commander

HQ. & HQ. CO.

A Good Landing



City in Italy



Enemy Prisoners, Fayence, France



The Maritime Alps



Lt. Gerald V. Woodard
Commanding Officer

G COMPANY



Inspection at Soissons, France



A Patrol in Southern France



Tanks and Troops in the Battle of the Bulge

Demonstration in Italy



H COMPANY



Capt. James G. Bennett
Co. Commander





On the long trip to combat,
Ardennes Campaign



Ancient Sports Arena,
Pompeii, Italy



Harbor at Le Havre, France



Capt. Albert G. Wing Jr.
Commanding Officer

I COMPANY



Company "I" on Parade, Nice, France



Joigny, France



On the March, Southern France



DECORATIONS

DECORATIONS AND AWARDS

CONGRESSIONAL MEDAL OF HONOR

The following named man of the 517th Parachute Infantry Regiment has been awarded the CONGRESSIONAL MEDAL OF HONOR for conspicuous gallantry and intrepidity in action against the enemy of the United States:

PRIVATE FIRST CLASS MELVIN E. BIDDLE



DISTINGUISHED SERVICE CROSS

The following named men of the 517th Parachute Infantry Regiment have been awarded the DISTINGUISHED SERVICE CROSS for extraordinary heroism in action against the enemy of the United States:

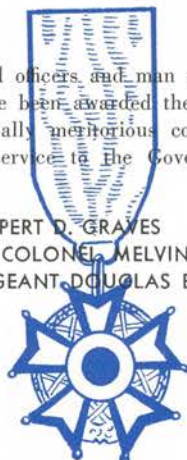
LT. COL. WILLIAM J. BOYLE
TECHNICAL SERGEANT WILFORD C. ANDERSON
TECHNICAL SERGEANT GEORGE W. HECKARD
STAFF SERGEANT ALBERT P. DESTAYES
TECHNICIAN FIFTH GRADE SPOROS GOGOS (posthumous)
PRIVATE FIRST CLASS NOLAN L. POWELL



LEGION OF MERIT

The following named officers and man of the 517th Parachute Infantry Regiment have been awarded the LEGION OF MERIT MEDAL for exceptionally meritorious conduct in the performance of outstanding service to the Government of the United States:

COLONEL RUPERT D. GRAVES
LIEUTENANT COLONEL MELVIN ZAIS
MASTER SERGEANT DOUGLAS E. EMMONS



SILVER STAR

Roster

The following named officers and men of the 517th Parachute Infantry Regiment have been awarded the Silver Star Medal for gallantry in action against the enemy of the United States:



Capt. Kienlen



Pfc. Guillott

SILVER STAR WITH CLUSTER:

Lieutenant Colonel Forest S. Paxton

Corporal Jack W. Dallas (posthumous)

SILVER STAR:

Colonel Rupert D. Graves, Lieutenant Colonel Melvin Zais, Major Thomas R. Cross, Major Donald W. Fraser, Captain James P. Birder (posthumous), Captain Albin P. Dearing, Captain Daniel W. Dickinson, Captain George E. Giuchici, Captain Walter G. Irvin, Captain Milton M. Kienlen, Captain John J. Lissner, Captain Joseph T. McGeever (posthumous), Captain J. C. McNamara, Captain Dean D. Robbins, First Lieutenant Harry D. Allingham (posthumous), First Lieutenant Ralph Allison, First Lieutenant Flave J. Carpenter, First Lieutenant Leonard S. Cooper, First Lieutenant Ludlow Gibbons, First Lieutenant Charles J. Hillsdale, First Lieutenant Richard C. Jackson, First Lieutenant Henry Kleinendorst, First Lieutenant Russel T. Miller, First Lieutenant John H. Neiler, First Lieutenant Thomas E. Patin, First Lieutenant Timothy P. Quigley, First Lieutenant Benjamin E. Renton, First Lieutenant Arthur W. Ridler (posthumous), First Lieutenant Carl E. Starkey, First Lieutenant Paul P. Way, Second Lieutenant Paul E. Craig, Jr., Second Lieutenant Harold M. Freeman, Second Lieutenant Fred P. Hughes, 1st Sergeant Victor M. Cawthon, Technical Sergeant Romeo J. Castonguay, Staff Sergeant Robert Boese, Staff Sergeant William J. Bradley, Staff Sergeant James B. Bryant, Staff Sergeant John W. Chism, Staff Sergeant Manuel B. Fernandes, Staff Sergeant Cecil T. Lockhart, Staff Sergeant Willard C. Nichols, Staff Sergeant Arthur J. Purser, Staff Sergeant Arnold C. Ridout (posthumous), Staff Sergeant Robert P. Steele, Technician Third Grade Charles P. Ginn, Technician Third Grade Charles M. Keen, Sergeant John E. Comer (posthumous), Sergeant Norman S. Frey, Sergeant William J. Harvey, Sergeant George Mills, Sergeant Wallace A. Montgomery (posthumous), Sergeant Glen H. Overmyer, Sergeant David A. Rivers (posthumous), Sergeant John Rupezyk, Jr., Sergeant Charles C. Scherer, Technician Fourth Grade Charles A. Derbin, Technician Fourth Grade Leroy O. Scott, Technician Fourth Grade John A. Storm, Technician Fourth Grade A. C. Williams, Technician Fourth Grade Ogden F.

Young, Corporal Kenneth B. Anderson (posthumous), Corporal Lawrence Constantine, Corporal Harold C. Daniels, Corporal Doyle Maxwell, Corporal Robert L. Mourek, Corporal Russel T. Schroeder, Corporal Frank L. Timinski (posthumous), Technician Fifth Grade Jack C. Castiglione, Technician Fifth Grade William W. Doran, Technician Fifth Grade Dale H. Gibbs, Technician Fifth Grade Alvin E. Johnson, Technician Fifth Grade George R. Lecklider, Technician Fifth Grade Thomas E. Mullen, Technician Fifth Grade Harold N. Upson, Private First Class Edward Albert, Private First Class Aleck Boska, Private First Class Charles B. Brubaker, Private First Class Hector H. Colo (posthumous), Private First Class Charles R. Fedel, Private First Class Andrew J. Foley, Private First Class Clyde P. Guillot, Private First Class Don M. Hainey, Private First Class George W. Hartman, Private First Class Louis D. Holzworth, Private First Class Michael J. Kane, Private First Class Don E. Karr, Private First Class Howard R. Kinder, Private First Class William E. Line, Jr., Private First Class Arthur J. Little, Private First Class Marvin D. Moles, Private First Class Lloyd L. Pennington (posthumous), Private First Class Felix Povinelli, Private First Class Francis S. Ubel, Private First Class Carl E. Volti, Private First Class Wayne A. Webb, Private First Class Richard E. Weegar, Private First Class Edmund Zygnowicz, Private Elmer A. Anderson (posthumous), Private R. L. Boyce (posthumous), Private G. H. Bushner, Private Patsy Cavalo, Private Howard C. Cooper, Private P. R. Dominez (posthumous), Private Leonard M. Fancher (posthumous), Private Bobby M. Liddell, Private Richard L. Lynam (posthumous), Private Arthur L. Markle, Private James Marshall, Private Jack J. Milojevich (posthumous), Private Joseph E. O'Brien (posthumous), Private Walter Perkowski, Private A. W. Redler (posthumous), Private Carl G. Salmon (posthumous), Private William F. Throng, Private Harold B. Weaver (posthumous), Private Leroy E. Wittwer.

Lt. Cooper

Sgt. Boska

Sgt. Ginn



med officers
Regiment in
L for an act
e under cond
nemy of the
ANT SIDNEY M
FIFTH GRADE E
FIFTH GRADE L
PH-L. PROCTO

FIRST LIEUTENANT SIDNEY M. MARKS
TECHNICIAN FIFTH GRADE ERNEST J. ENGEL
TECHNICIAN FIFTH GRADE L. W. PIPPIN
PRIVATE JOSEPH L. PROCTOR

Lt. Weddle

CROIX DE GUERRE

Roster

avec Palme

Colonel Rupert D. Graves

Lieutenant Colonel Richard J. Seitz

avec Etoile de Vermeil

Major Herbert M. Bowlby, Jr.

Major Donald W. Fraser

Major Forest S. Paxton

Captain James P. Birder

avec Etoile d'Argent

1st Lt. John J. Kisser

avec Etoile de Bronze

S/Sgt. George J. Richard

Sgt. Frank J. Dallas

Cpl. Andrew Smith, Jr.

Pfc. Robert C. Boese



*We have only died in vain if you believe so;
You must decide the wisdom of our choice
By the world that you shall build upon our headstones
And the everlasting truths which have your voice.*

