

fantry action was scattered. Two large railway guns and a few self-propelled guns shelled the bridge site.

The 102nd Infantry Division had by now crossed the Rhine and was engaged in rear area mopping up operations. Large numbers of prisoners of war were taken.

After crossing of the Weser, enemy lines continued to remain in a fluid state with the

inevitable pockets by-passed for later eradication.

Ahead lay Hanover, largest city so far tackled in Germany, with a peacetime population of 472, 527. On April 10th, the 84th "Rail-splitters" began their initial assault which was opposed strenuously by the enemy.

Here is how the press described it:

## Yanks Dash Through Fog, German Fire at Hanover

By George Dorsey

Stars and Stripes Staff Writer

WITH 84th INF. DIV., Hanover, Apr. 10—Able Co. of the 335th Regt., moving fast through heavy morning mists, fought its way to Hanover today without losing a man.

Commanded by 1/Lt. Joseph Darrigo of Norton Heights, Conn., Able Co. slipped through lanes of German machinegun fire to lead the first Bn. into the western section of the city.

One of the first men in, S/Sgt. John Braswell, a rifle squad leader from Jacksonville, Fla., said, "We took a chance on the fog and ran through the outer defenses. Once we got inside we were troubled only by sniper fire."

This regiment made a forced march to reach the jump-off line by 0530 hours. Pfc Seymour Ramsey, of New York, and Pfc Lambert Liebel, of Philadelphia, machine-gunners, said they had walked since 0100 and were "damned tired."

### Not All Bloodless

Not all the fight for Hanover was bloodless. German tanks killed two in-

### When Do We Leave?

We get it straight from T/5 Spowal, QM Section, that the old Hope St. school building, the birthplace of the XIII Corps, has recently been leased by the Providence Veterans Re-Training and Re-Employment Committee, to be used as a veterans' information center. (Line up at the old CP, fellas, when you are "de-mobbed.")

fantrymen of Easy Co. on the Leine River bridge. This and other bridges were secured intact, however.

At the edge of the city, the Second Bn., commanded by Lt. Col. Birdsey Learman, of Santa Monica, Calif., was held up by a company of Germans lying in wait behind the canal bridge.

The pocket was erased by a mortar of an H Co. platoon commanded by Lt. Charles Pemberton, of Clay, Ky. When the smoke cleared 22 Germans lay dead.

Hanover was assaulted by all three of the 84th's regiments. While the 335th hit the city from the west the 334th drove from the north.

Capt. William P. Thompson, of Carrollton, Ky., who had lost ten men to tank fire, reported seeing a woman wave an American flag. In no mood to be impressed, he muttered, "The two-faced bastards."

There are many bombed-out buildings in Hanover, especially in the factory and railroad districts, but this city is not as bad as others lying behind the Ninth Army.

The advance of the 335th Regt. brought liberation to thousands of Allied soldiers held prisoner. These derelicts, vermin infested, sick and starved, slowly becoming conscious of their masters' fall, timidly at first, then excitedly began to circulate in the streets. Most of them made immediately for the shops and warehouses, shouting and clawing like animals in quest of food.



PRIORITY STUFF . . . .



POLICING the area had meaning . . .

## 3 NAZI RAIL GUNS 4 FLAK SPOTS HIT BY XIII CORPS TDs

WITH XIII CORPS, Germany, Apr. 10—A couple of Davids wound up and knocked the hell out of three Goliaths.

It happened when the 84th Div. was breaching the famous gate of Westphalia to reach the plains of Hanover. The bridgehead across the Weser was barely two hours old and the crossing site was getting a lot of artillery.

Covering the crossing from Minden was the Second Platoon, Co. C, 638th TD Bn. commanded by 1/Lt. Royce Adams, of Manitowoc, Wis. It was raining, the morning mist hung low over the river and the TD boys couldn't locate the enemy fire.

Then, as if in answer to a prayer, the mist lifted and there on the flatlands across the river were three German railroad guns and some flak pieces in a 12 car train.

Although outgunned plenty, TD commanders Sgt. George Elger, of Boonville, Ind., and Sgt. Willard Tronick of La Crosse, Wis., gave the order and gunner Cpls. Robert Euler, also of Boonville, and James Reece of Greensboro, S.C. let fly with 35 fast rounds.

The bag was three 128mm railroad guns, four 20mm flak guns, four ammo cars and any number of Krauts. (STARS and STRIPES)

### GIs Taught Nazi Trade Secrets

WITH XIII CORPS—Co. A, Fourth Sig. Bn., has set up a school to train newcomers from reinforcement centers in the operation of German cable and wire systems. (STARS and STRIPES)

# Ninth Army In Hanover

Hanover, German commercial center with a prewar population of 472,000 and located on the road to Brunswick and Berlin, fell yesterday (April 10) to the Ninth U. S. Army's 84th Inf. Div., Reuter reported last night.

Simultaneously, the Fifth Armd. Div. shot a column south of Hanover in a 23-mile thrust to cut the Hanover-Brunswick super-highway midway between the two cities. The exact point at which the autobahn was cut was not disclosed, but the mid-point between Hanover and Brunswick would place the Fifth Armd. about 20 miles from Brunswick and 125 miles west of Berlin — the closest western approach to the German capital.

An indication of how close U. S. infantrymen were to Brunswick was contained in the news that American doughs called on Thunderbolts of the 29th TAC to bomb the city after an ultimatum to surrender had been turned down by the local Nazi leaders.

A flight of P47s led by Maj. Gus Meheess, of Sioux Falls, S. Dak., and one time XIII corps air support coordination officer, struck the city a few minutes later, Meheess said his pilots noticed many white flags despite the town officials' avowed determination to fight. (STARS and STRIPES)

## Bolling's Son Is Liberated

WITH THE U. S. NINTH ARMY, April 10 (AP) — Hanover, Germany's 12th largest metropolis, fell today to Maj.-Gen. Alexander R. Bolling's 84th Infantry Division, the doughboys making the capture a celebration of the news that their commander's son, Lt. Alexander R. Bolling, Jr., had been liberated from a German prison camp today.

The once proud city was 90 per cent ruins, shapeless piles of brick and rubble, as the result of five years of steady bombing aimed at its railway yards, a crossroads for the main Berlin-to-Cologne and Hamburg-to-Frankfurt lines.

The Railsplitters took Hanover from three sides after an artillery barrage had hammered away at the city off and on all Monday night. Two bridges across the Leine river were seized and the doughboys charged in.

A whole battalion had filed by a German Mark V tank in an underpass when an inquisitive soldier walked over and peered inside. He saw the tank crew that was supposed to be guarding the bridge all sound asleep. The nonchalant soldier tossed in a grenade and the column kept right on marching into town.

# 3500 Civilians Storm Hanover Warehouse

WITH XIII CORPS — It was the wildest thing they ever saw, a combination of Coney Island, a Wall Street panic and Chicago fire, all rolled into one big mess. The four GIs did a double take as they stood inside the electrically-charged fence and watched 65-year-old women slide down 5-story spiral chutes and 3,500 hungry people stampede for food.

The scene was a mammoth 8-building German food warehouse just off the Autobahn south of Hanover a few hours after American armored columns swept the territory clear of enemy resistance. Foreign slave laborers of a half-dozen nationalities, plus a few neighboring German civilians, literally trampled each other to ransack the enormous food cache. The mob paid no heed to the four Americans as they raced from storehouse to storehouse looting delicacies and staples denied to them for years.

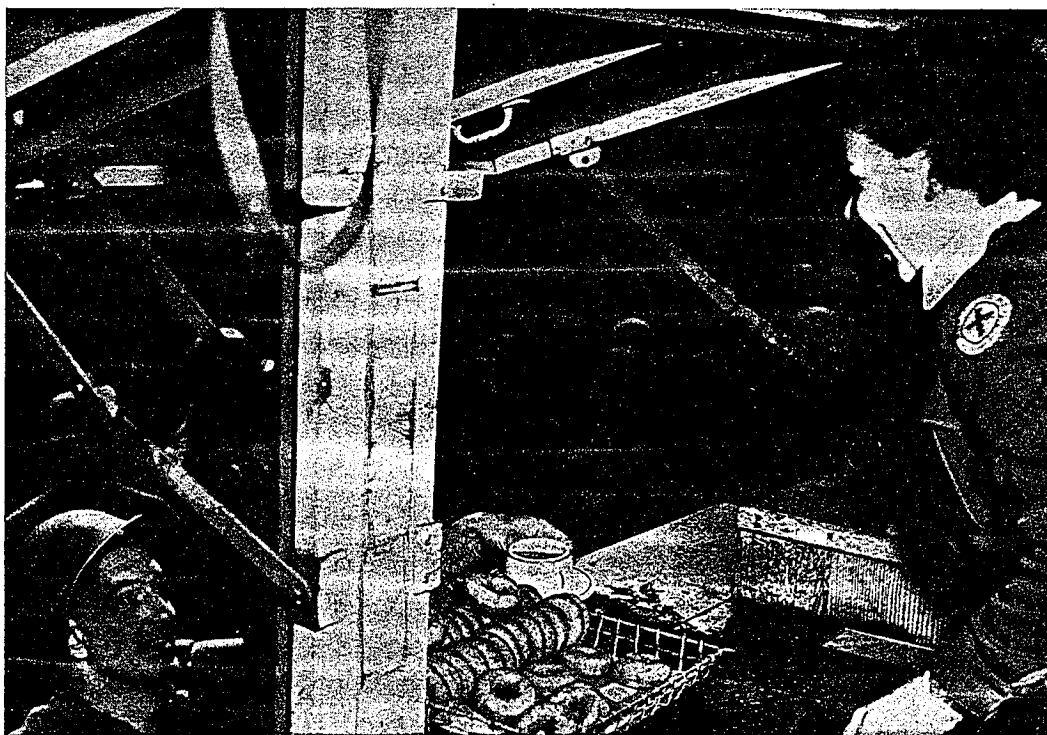
"I thought I was having a nightmare for a while," said Lt. John D. Marr of Temple, N. H., in charge of a road reconnaissance patrol of Company C, 171st Combat Engineers. Checking the Autobahn, the party noticed the excitement at the warehouse and decided to

investigate. Other members of the patrol were S/Sgt. James H. Jackson, Cambridge, O.; Pfc. Stephen W. Czarnecki, Easthampton, Mass.; and Pfc. James A. Buchy, Canton, O.

More dangerous than bridging the Roer, Rhine and Weser Rivers under fire was the way the four soldiers pictured the situation of the liberated laborers pushing over everything that stood in their way and unconcernedly throwing boxes and crates from upper-story windows.

There were casualties aplenty among the looters who grabbed while the grabbing was good and before the Allied Military Government would arrive and impound the stocks. Czarnecki, a medic, treated two of the more seriously injured. One, a young Polish girl, suffered several deep cuts on the head after being hit by a sack of flour hurled from four flights above. The other was a middle-aged German civilian who fell three stories after finding a room full of cognac.

Excited by his discovery, the man yelled out what he had found. He was pushed out the window when 500 persons crammed into the room and the



THE CLUBMOBILES were never far behind . . .

German overflowed to the ground, 80 feet below. He suffered a fractured skull and was carted to the local physician in a wheelbarrow by his family.

"We found tons of granulated sugar, dehydrated onions, rooms full of flour and hundreds of other items," Sgt. Jackson reported. "I waded through cloves and cinnamon up to my knees. In one place the mob was so enthusiastic they began tipping over shelves and the place reeked from a mixture of cocoa, fruit syrups, champagne and salt. What a cocktail that would have made!"

All sorts of conveyances were used to carry away the food from a long wagon drawn by four horses to market baskets. One enterprising Russian

wrapped his stuff in a length of canvas and dragged it away. Dozens of persons cried that their carts had been stolen while they were inside the buildings. Not to be outdone by this, they "borrowed" other carts and wagons and escaped in the melee.

When the crowd found the narrow staircases blocked, they took to the spiral conveyer chutes which emptied out on the ground floor. Even the older slave laborers were agile enough to sit on 200-pound flour sacks and whiz around and around on the trip down. From the first floor many of the mob jumped to the ground after dumping out hundreds of pounds of sugar to serve as a cushion on the ground.

The 5th Armored Division continued its smashing drive to the Elbe, meeting resistance which varied from light to medium. On the 13th of April they covered 85 kilometers and reached the river at Tangermunde, which placed them far ahead of all Allied units on the Western front in regards to distance from Berlin (within 56 miles). History will show that the unit will continue to maintain the honor of making the longest non-stop drive

from the Rhine to the Elbe in the direction of the German capital.

The Corps mission became that of holding at the river and awaiting the junction with the Soviet forces. Thus as other units closed up and consolidated the area west of the Elbe, XIII Corps was the nearest to Berlin during hostilities.

Said STARS AND STRIPES:

## 120 Miles In 120 Hours- Not Counting Detours

By George Dorsey  
Staff Correspondent

WITH THE 5TH ARMD, DIV.— This division finished a 120-mile trip from the Weser to the Elbe River in 120 hours only to have the Elbe bridges blown up when the forward elements came in sight of the last big river before Berlin.

The actual ground covered amounted to more than 200 miles by the time they'd zigzagged over the back roads, bypassing some centers of resistance and flattening others.

After crossing the Weser, CCR under Col. Glen A. Anderson and Brig. Gen. Eugene Regnif's CCA led off in parallel paths northeastward while CCB came up on the middle road.

Accompanied by infantry on half-

tracks, the tanks moved so fast that time and again they caught Germans building road blocks.

In the drive the division:

1. Captured 15,000 Nazis, including five generals, two of whom were corps commanders.
2. Freed thousands of Allied prisoners mostly Russians and Poles but also Americans captured as far back as Faid pass in Tunisia.
3. Went so far east that they could hear the Russians talking on combat radios.
4. Overran the nerve center of Germany's whole air raid warning system with scientists and technicians still at work, and captured a dozen airfields, including big bomber bases and a field with jet-planes still on the ground.

The old problem of by-passed pockets of resistance kept the 102nd Infantry Division engaged for a while in April clearing up the

Weser Gebirge, part of the perimeter defense of Hanover. This proved a formidable defensive position and here was fought one of the

toughest battles that the Corps had engaged in since crossing the Reor.

On or about the 17th of April, a counter-attack of divisional size by the Von Clausewitz Division swung down from the exposed north (left) flank of the Corps and was for a few days a thorn in our operations, especially when a heterogeneous armored element decided to bivouac in a wooded area near Klotze where the Corps CP was stationed. Between their stated intent to attack Klotze one evening and the unusual and "un-Leavenworthy" experience of a corps headquarters hearing and watching artillery and small arms fire from CP windows, an excellent close-combat refresher course was offered XIII Corps Headquarters personnel, from Gen. Gillem on down. "Operation Kaput" was the fitting title of this one.

Up on the north flank other things were stirring besides Von Clausewitz. The cavalry was having a few experiences.

## Captured Texan Costs Germans 12 Towns, Brass

WITH XIII CORPS IN GERMANY — The Germans made the mistake of capturing a Texan last week. It cost them 12 towns, innumerable casualties and one naval captain.

The Texan was Major John M. Aylor of San Antonio, who is executive officer of the 11th U.S. Cavalry Group.

Major Aylor was leading a reconnaissance unit north of Hanover in the Ninth Army's recent dash to the Elbe when suddenly he was ambushed. A German anti-tank gun, not 20 yards away, blasted his vehicle and killed his gunner, while small arms fire wounded the driver, Pvt. Pasquale D'Ambrosio of New Rochelle, N. Y., and put a hole through the major's helmet.

Aylor and D'Ambrosio took cover in a ditch and Aylor began emptying his 45. By the time he had thrown that away and was working on the Luger, which heretofore he had considered strictly a souvenir, he and D'Ambrosio had worked their way into a cellar. They were eventually captured, however, when Aylor had to stop firing to change clips.

Meanwhile the remainder of the reconnaissance group had taken off in the direction of help. The reinforcements they brought had no trouble in cleaning out the ambush only to learn that Aylor and D'Ambrosio had been taken to

Nieuhagen. Whereupon Col. Andrew A. Frierson, another Texan (Dallas), remembered the Alamo and vowed he would chase the Krauts to Berlin if he had to in order to get his executive officer back.



AYLOR'S ESCAPE, or the 11th Cavalry's revenge

The 11th Cavalry almost did just that, pushing an independent spearhead 20 miles into German territory. Enroute they took 12 towns, which wasn't as hard as it sounds, for the simple reason that most of the enemy they met were in bed. Unfortunately, however, the 11th headed due east while the major and his driver were taken north to Hanigsen.

There the major was interrogated by a German naval captain. When Aylor wouldn't talk, the Germans took him for a 10-mile walk and then tried him again. After this process had been repeated several times and Aylor was limping quite badly, the naval captain suddenly became sympathetic. He, too, was having foot trouble, all because of improper medical attention.

Aylor had an idea. If the captain would surrender, he, Aylor, would see to it that the captain received the best of care. The captain was insulted, — for an hour. Then he returned with the burgomaster.

Would the major guarantee that no harm would come to Hanigsen?

He would if he were released in time to stop the troops headed that way.

It sounded like a good deal to the Germans, so the major, D'Ambrosio and the German naval captain took off. They had to hide in a barn for 18 hours, because two suspicious Wehrmacht officers came looking for them, but eventually they met up with elements of the 84th Division.

The German naval captain seemed pleased to be led away to a PW cage and Aylor was pleased to be able to keep his promise to the burgomaster.

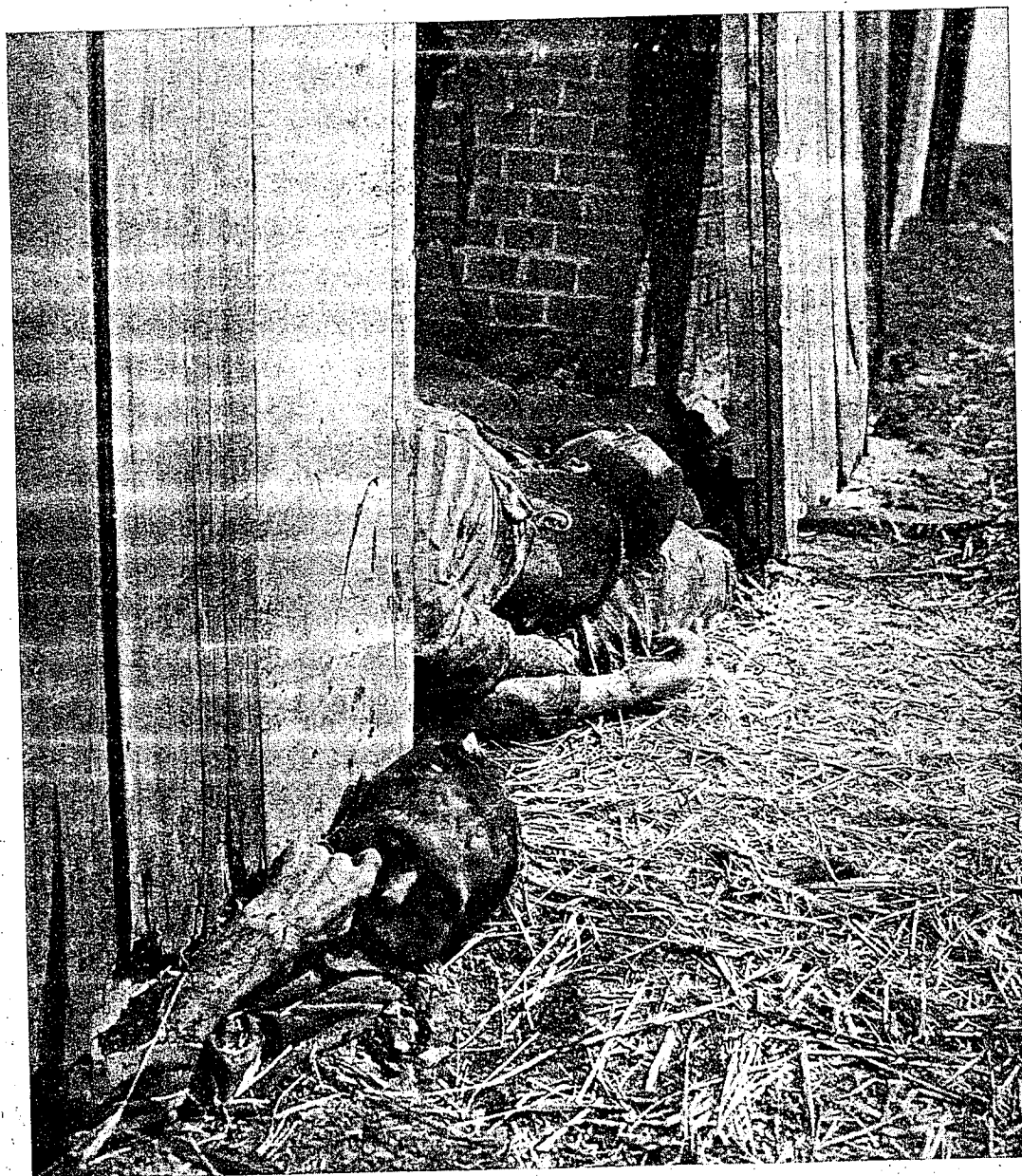
The 29th and 35th Infantry Divisions joined the Corps during April and by the end of the month 112 miles of the west bank of the Elbe were in the Corps zone.

Here on out, began a period of final moping up of the entire Corps area; of waiting for and celebrating the junction with Soviet forces, of an inevitable relaxation from combat tension, and mostly the development of self-

appreciation for a job well done. We also found our share of the atrocities.

In 180 days, we had marched, or rather pushed 330 miles into central Germany, had taken 247,000 prisoners of war, and caused a material disruption of the Wehrmacht defense.

Here are some of the highlights of the closing period . . .



GARDELEGEN was rough too . . . .

April 13th



# Corps Troops Uncover Pyre At Gardelegen

WITH THE XIII CORPS IN GERMANY — There may be German words to fit this latest atrocity story, but there certainly are none in the English language. In short, it has been discovered that some 2000 Polish, Russian and Hungarian slave laborers have been murdered by retreating, teen-age German SS troops in the Altmark area.

Of the 2000, only ten escaped and in the words of one, a Hungarian musician, the procedure was so fantastic that even Edgar Allen Poe could not have described it.

The Hungarian, who said he came from Budapest and gave Bondo Gaza for a name, told his story on a beautiful spring morning as U. S. Army investigators began probing among the fused and charred remains in a red brick barn on a flat piece of farm land outside the town of Gardelegen.

Gaza said that the 2000 slave laborers had been making airplane parts in a factory in eastern Germany, that they had been jammed onto a train and for seven days had been shunted about the country. They had been given nothing but bread to eat in that time, Gaza said, and the thin, boney limbs that could be recognized in the barn confirmed his statement.

The train eventually reached Mieste, some 12 kilometres from Gardelegen. There the 2000 began their deathward trek. But only 1200 reached Gardelegen. The lame and the halt were more fortunate. They were shot as they fell by the wayside.

For a day the 1200 were housed in and about a hospital. There some 300 of them, German political prisoners, were weeded out, drilled and placed as guards over the remaining 800. The next day the group was marched to the lonely barn on the plain. Again some fell out and were shot.

It was 6 p. m. when they were herded into the barn, a large, empty structure measuring roughly 100 by 50 feet. The prisoners were ordered to sit down and if they did not realize their fate at first, they most certainly must have feared the worst when they saw the gasoline-soaked straw scattered about the floor. In places it was two feet deep.

The prisoners had only about five minutes in which to contemplate their fate before an SS Corporal opened a door and laughingly struck a match to the straw. He was all of 16 years of age.

The door was closed and some 50 or 60 terrified prisoners made a break for the opposite side of the building. The door gave way. There was a dash for freedom, a short dash, ended by machine gun fire. The teen-age SS troopers

behind the guns were laughing as they squeezed their triggers.

This time the door was not closed. Instead the SS boys came inside for their fun. They used tracer bullets and hand grenades. When they left they closed the door.

Meanwhile Gaza, huddled in a corner, was digging a hole under a third door. Others tried to do the same. One man managed to get his head through his opening before he died. But Gaza was lucky. He, his comrade and a Pole dug for an hour before they had a hole big enough.

The Pole went out first. It was about nine o'clock and getting quite dark. The Pole crawled to a corner of the building. If he could get into the field that stretched away to the north he might get free. But what was this? A dog. The Pole feigned death and tried to control his quaking limbs as the dog sniffed. Then came disaster. The dog howled and brought a Storm trooper running. A bullet freed the Pole from his troubles.

And behind him lay Gaza grimly awaiting his turn. But again he was lucky. The dog and the storm trooper returned to the other side of the building and slowly, first rolling and then crawling Gaza made his way two miles to a partially damaged farmhouse. His comrade followed him.

For 48 hours the two hid in the house without food or water, waiting for the Americans to take the town. Thus they were able to discover that the SS troops returned the next day, entered the barn and called that they had come to help any survivors. They were ready to give medical aid to any who had lasted the night.

Somehow six survivors managed to indicate that they were alive. They were shot as soon as they moved.

It was April 17th when XIII Corps began its investigation. A few of the bodies in the barn were still burning. Most of them were piled by the doors. One man was in a sitting position as though he had resigned himself to death. Another had a protective arm about a young boy. What flesh remained was dusty in color so that it was difficult to distinguish it from hair or clothing. The flies were beginning to gather and the investigating party kept to windward of the barn as much as possible.

Outside, along the northern wall of the building, were two military-precise trenches, each 50 feet long. One of them had been filled. From the fresh earth protruded a charred leg.

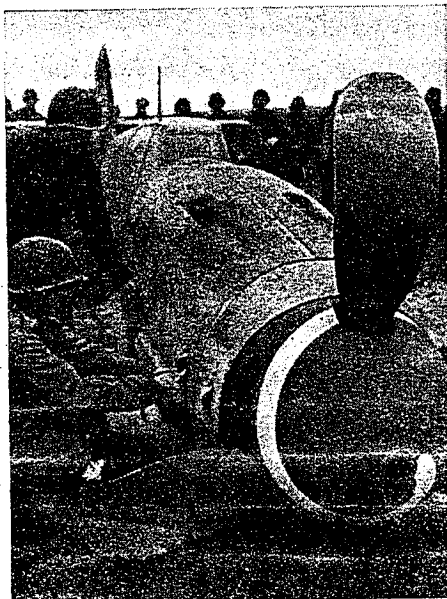
Perhaps it was design, perhaps mere coincidence, but the day that the prisoners were herded into that crematory, Gaza said, was Friday. — Friday the 13th.

# 19<sup>th</sup> ANTI-AIRCRAFT UNITS BAT. 275 DURING APRIL

WITH XIII CORPS IN GERMANY — The 19th Antiaircraft Artillery Group is batting .275 for the month of April, which is no mean figure in any army league. The percentage is based on 352 enemy aircraft sighted and 97 knocked down and that is better than one out of every four. These figures do not include some 75 claims not yet certified by Ninth Army.

Furthermore the 19th is no rookie that blooms in the spring; it is a veteran outfit and it is the veterans who are knocking off the Jerries these days.

All of which is partial reason why Lt. Colonel Harmon E. Broyles, executive officer, Washington, D. C. and Major



TOPHAT got many ME-109s . . . .

Raymond C. Woodes, operations officer, Newburyport, Mass. received Bronze Star Medals this week.

Col. Broyles' citation credits him with the development of the doctrine for use of antiaircraft searchlights for battlefield illumination while Major Woodes' citation says his "tactical knowledge of all types of antiaircraft weapons has been extremely instrumental in the efficient operation of his organization." But it's the early season batting spree of the 19th that reflects the most honor.

Col. Broyles gives several reasons for the increased success of his units. First of all comes experience and the four leading automatic weapons battalions in the group have it. They hit the continent in July with the Third Army, went into Brittany, worked around Brest and then joined up with XIII Corps for its march across the low countries. The

four include the 559th, headed by Lt. Col. Thomas A. Baker of Natchitoches, La.; the 557th, led by Lt. Col. Victor L. Groff of Drums, Pa.; the 548th, commanded by Lt. Col. Joseph F. Oliver of El Centro, Calif.; and the 387th topped by Lt. Col. Elmer I. Kenniweg of Pittsburgh, Pa. Commander of the 19th is Col. A. C. Spalding of Stony Point, N. Y.

Other reasons for the group's recent successes are that there are more Jerry planes at which to shoot and fewer U.S. planes to ward off the enemy. In addition, the 19th is closer to enemy airfields and also the Jerry pilots are not as good as they used to be. The absence of Allied planes can be accounted for by the fact that the enemy planes only appear at dawn and dusk when they feel there will be no opposition.

Recently it brought about the destruction of 160 enemy planes by straight intelligence work. In accounting for its records the 19th has to check its results and consequently after knocking down an enemy plane recently it sent men to the spot to gather proof. One of the German fliers was uninjured and quite willing to talk. He revealed the location of an air field. The 19th promptly relayed the information to the proper parties and a few hours later a telephone call came through thanking the 19th for putting the air force wise to a nest of idle Jerry planes.

The confidence Col. Broyles has in his men is illustrated by a recent incident. A telephone report brought the news that three enemy planes were enroute. Col. Broyles, realizing that nothing could be done about it, told his irregular but interested informer not to worry.

"The boys will take care of them," he said.

The boys, Battery C of the 559th, did. They brought down one of them, an ME-262, one of the first of that type to be tagged in this area.

It would seem that the 19th's code name, Tophat, was a good fit.

## Page Petrillo

Say the lads of the solid 88th AGF Band (and a super job they are doing), "The average actual playing hours for the band is 6 or 7 hours per day; add time taken to get to a job; add time taken to sleep (a law of Nature); add time necessary to eat (nutritious "C" rations); add rehearsals, and that leaves just about time to to wash up. Conclusion: sleeping takes too much time . . . it will have to be stopped.



# 989th Bridge Company Says Last 50 Hardest

WITH XIII CORPS IN GERMANY — Men of the 989th Engineer Treadway Bridge Company will tell you that it's the last 50 bridges which are the hardest. Their last 50 were put up in the 300-odd days it took them to travel from the French Atlantic coast to the Elbe River in Germany.

Their first 50 bridges or better were practice ones in England where for a period of three weeks, in anticipation of D-day, they put on a two-a-day performance, one by day and one by night. Engineers talk in feet when discussing bridges and the 989th laid 15,000 feet of bridge in their "Battle of Mapledurham, England."

Now the 989th is licking its wounds after having laid exactly 6263 feet of bridge in its race across France, the Low Countries and Germany. And that figure does not include the bridges they had to replace because of damage by the enemy, nor does it include the thousands of feet of bridge the company erected in practising for the Roer and Rhine crossings.

All in all the 989th has built roughly four or five miles of bridge since it hit the European Theatre. And in so doing it has had five men killed, one lost in action and 31 wounded or injured, for the treadway bridge is an assault bridge.

According to the company commander, Capt. Arnold Maeker of Wilton, Texas, the outfit is now enjoying its first rest since hitting Normandy on D plus four. In fact, he hopes the outfit is not ordered out right away for unless time is given him to refurbish his 36 trucks he might not be able to respond to the order. His trucks are getting their first overhaul in roughly ten months.

Reason for this neglect of the trucks says the company's executive officer, Lt. Theodore A. Serrurier of Lubbock, Texas, was that when the company wasn't building bridges, it was racing as many as 350 miles to the rear to pick up more pontons and treadways for the next job or it was moving to another command. Because there were only three treadway bridge companies in the ETO at first, they had to be shifting constantly. As a result the 989th has served in three armies, seven corps, four divisions and fourteen groups. Serrurier and Maeker, incidentally, have been together ever since they left Texas Tech in 1943.

Theoretically a treadway bridge company is supposed to haul and maintain the bridges and combat engineers are supposed to do the building. However, in actual practice the 989th has built 50% of the bridges on which it has worked. This is due to the fact that most combat engineers have had no training in treadway bridges.

The worst job the company tackled was the Moselle River at Arnville, for the simple reason that a German Officers Candidate School at Metz, so miles away, threw a shell a minute at them for 12 to 15 hours every day. As a result the company lost some \$ 150,000 worth of equipment, including 54 floats, an air compressor, a crane and two 6-ton trucks. Even more expensive were the lives of two men and injuries to two others.

At Arnville one bridge was knocked out before it was scarcely started. A second bridge was two-thirds finished when it was blown to bits. The third attempt was successful and considerable material was pushed across it before it had to be repaired. Finally the bridge was completely destroyed, but by that time another company had set up a semi-fixed bridge.

Other famous rivers bridged by the 989th include the Seine, the Marne, the Neuse, the Maas, the Roer, the Rhine and the Weser. The Rhine crossing was a sort of climax, for the company had been pointing for it ever since it had been organized in January, 1942. There the 989th threw up every piece of equipment it had in a 1080-foot span. Some sort of record was set when the company threw nine bridges across the Wurm, one of them, a 30-footer, in 13 minutes.

At the Roer the 989th put up three bridges and had two men killed and one wounded by aircraft bombing. Here one bridge was damaged and had to be repaired while a second had to be completely rebuilt.

Besides spanning rivers, the company has bridged craters, canals, overhead passes and culverts and has served as infantry at Aachen and used its two power boats for ferrying ammunition, tanks and ambulances.

In recognition three of the company officers and five enlisted men have received the Bronze Star Medal while Capt. Maeker besides the Bronze Star, has been awarded the Croix De Guerre. Lt. James B. Conyers of Rock Hill, S. C. received his Bronze Star for his work at Arnville, while Lt. George Edgar of 4946 North Karlov Ave., Chicago, Ill., received his for his overall work on the continent.

The enlisted men honored include Staff Sergeant Ludwig Balzerski of 150 Broad St., Staten Island, N. Y., who heads the first platoon; Staff Sergeant Raymond J. Hermann of St. Paul, Minn., 2d platoon leader; Sgt. Arthur W. Lewman of Coffeyville, Kansas; Corporal Lester E. Boston of Council Grove, Kansas; and T/5 John A. Newquist of Cawker City, Kansas. The enlisted men were honored for the work on the Moselle and Roer Rivers.

# MESSAGE CENTER ACTS AS TRAVELERS' AID

WITH XIII CORPS, Peine, Germany, May 18—As far as Sgt. Leonard Schwartz of New York City is concerned, the Message Center platoon which handles traffic for XIII Corps Headquarters has been misnamed. Bureau of Missing Persons would be a better title in his estimation, for since joining Corps last October, Schwartz, who is message center chief, has had to relocate more than 100 GIs found wandering about the continent by Corps messengers.

In fact, the platoon billets have been turned into something of a tourist home for AWOLs and casualties trying to get back to their units. For a time the platoon debated whether these strays should be considered as messages and have their time of arrival stamped on their foreheads. However, Lt. Norman J. Mooney of Evansville, Ind., the platoon leader, decided that the platoon's monthly figures were satisfactory and needed no padding.

For instance, during the month of April message center handled better than 71,000 messages, mostly by jeeps which set themselves a new high of 58,000 miles in the 30-day period.

And messages can be anything from a safe filled with German documents, to miners' lamps, German love letters, captured pigeons, prisoners or theodolites for measuring wind currents.

Usually when messenger traffic increases, telephone traffic decreases, but such was not the case in April. Telephone calls, handled by another platoon, hit the average figure of 175,000 for the month. That's nearly 6000 calls a day, 10 percent of which were made between the hours of 10 and 11 a. m. That's the rush hour in corps. During March two operators handled 800 calls during one such period.

Next to messengers and telephones come teletypes. The enlisted men deem these not only efficient but effective. WAC operators are found to be much more confiding when they don't know who is on the other end.

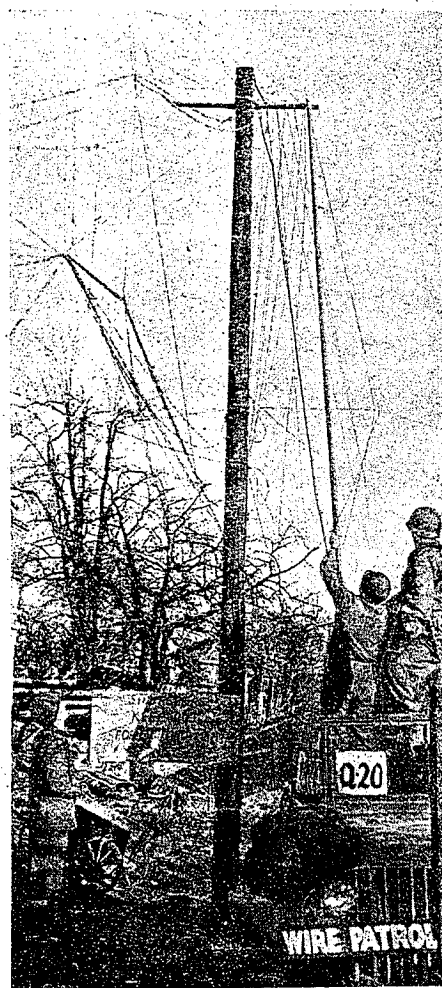
Only once has message center lost contact with any of its units. That was the time the 5th Armored Division traveled 120 miles in 120 hours. Once during that period the division was out for 24 hours and suddenly message center had a message for the Commanding General. The only way it could drop the message in his lap was to do just that, by airplane. It was during this hectic period that the platoon was operating five message centers at once, three in advance, one forward and one in the rear.

This fluid warfare evoked other interesting experiences, especially for the messengers. Pfc. Donald Steiner of Grand Rapids, Mich. and Charles Epp

of Lebanon, Ohio, thought nothing of driving through enemy-held towns. T/5 Walter Hughes of Roanoke, Va. and Pfc. Irvin McCord of Baltimore, Md., made a German gas station attendant change a flat tire for them. They never did learn whether the town had been captured or not. Another time Hughes and T/5 Franklin Fish of Red Bluff, Calif. had to wait for the engineers to complete a bridge before they could get back into Allied territory. They had crossed the canal some 50 miles south.

Toward the end of April, when things got really confused, Pfc. William R. Lloyd of Golden, Colorado and Otis Hasty of Lockland, Ohio began delivering messages in armored cars. And at one point, when all other vehicles were out, 2½-ton trucks were called into play.

Now, though, things have calmed down considerably, even if there is business as usual in message center.



4TH SIGNAL got the messages  
through . . . .

# Field Arty Battalion Doubles As Infantry

WITH XIII CORPS IN GERMANY — In this man's war, unit designations and specialist numbers mean nothing. A cook may be frying off eggs one minute and operating an M1 the next. Latest example concerns the 261st Field Artillery Battalion, whose extra curricula activities included strafing from an observation post, infantry patrols and the taking of some 84 prisoners.

The 261st was moving into positions near Pattensen recently when it discovered that the town of Arnum nearby had not been cleared. In fact, there were innumerable Jerries around them, not to mention two 88mm guns.

The Battalion Commander, Lt. Col. Dean A. Herman of El Paso, Texas, being a good soldier, decided that his mission and the unneighborly enemy had equal priority, so while ordering his men to continue their work he drafted 12 for patrols.

Thus the battalion's observation planes were called on for double duty. In addition to locating enemy positions for field pieces they dropped hand grenades on enemy foxholes and mopped up those positions with tommy-gun fire.

Meanwhile the patrols, under command of Capt. James R. Thomas of Wilkes Barre, Pa., composed of Master Sgt. Lorenzo T. Murray of Richmond, Va.; Staff Sgt. Hugh W. Spinner of Colonial Heights, Petersburg, Va.; T/4 Ivan R. Adams of Stockton, Calif.; Cpl. Frank J. Osier of Spokane, Wash.; T/5 Albert E. Delap of Oakland, Calif.; Pfc. Eugene W. Brown of Porterville, Calif.; Pvt. Warren E. Bartle of Santa Cruz, Calif.; T/5 Toney H. Borbon of Cupertino, Calif.; Pvt. Bennie A. Arellano of Santa Paula, Calif.; Pvt. Joseph F. Brenha of Calif.; Pvt. Maclyn C. Cameron of Seattle, Wash., were killing three Jer-

ries, capturing another 40, wiping out two machine gun nests and relieving the Krauts of two bazookas.

And the CO meanwhile was taking care of the two 88mm guns and their crews with his field pieces.

## Moniker Fits Control MPs

WITH XIII CORPS — Counting, searching, guarding German PWs, rounding up parachutists, and dodging bombs and artillery shells in line of duty is in sharp contrast to garrison life at Fort Sam Houston, Texas, but the XIII Corps 822nd MP Co. finds it interesting.

The 822nd, commanded by Capt. Turner M. Keith, of Houston, landed on the continent last August.

"We were given the responsibility of police duties from the very start of our overseas service," said 1/Sgt. Kenneth Khunes, of Allentown, Pa.

### Handled PWs

Two weeks after it landed in France, the 822nd, with other units, was assigned to process 20,000 Nazi prisoners. Everybody in the outfit, including cooks and clerks, had to work on that job, said Khunes.

Since it joined XIII Corps, the 822nd has had a varied schedule, including town and traffic patrol, capture of escaped prisoners and paratroopers, and maintaining security patrol.

One member of the outfit, Pfc. Wilford L. Boyce, of Petemount, S.C., has been awarded the Bronze Star for directing armored convoy traffic under fire from enemy planes.

Two other Pfc's, Joe B. McCune, of McFadden, Wyo., and Reuben Garcia, of Del Norte, Colo., were knocked down by the blast from an enemy bomb. But they came back to their feet promptly, dusted off, and continued with their duties.



LAUNDRY was a problem at times despite the 633rd's best . . . .

### Combat Tip

"Stay away from windows when in an area subject to attacks by robot bombs," is what S/Sgt. Rex Parker, of Lebanon, Ohio, is telling all the boys in the 592nd Ordnance Battalion.

It seems that Sgt. Parker was on pass in Belgium a short while ago, and enjoying a glass of beer in a certain cafe, when a V-2 hit about 50 meters away from the joint, dropping the plate glass window right plunk in his lap.

# 447<sup>th</sup> ORDNANCE CO KEEPS THEM ROLLING

WITH THE XIII CORPS IN GERMANY . . . A short distance from the banks of the Elbe River lies a town "Entered into through the courtesy of the 447th Ordnance Company (Heavy Maintenance)" and around the corner from this posted information is set up the 447th's elaborate and fully-equipped automotive maintenance shop, servicing the XIII Corps. A unit capable of repairing any vehicle from the lowly jeep to the stately ten-ton prime movers, including heavy artillery pieces, amphibious vehicles and heavy equipment, the 447th has established a notable standard of workmanship in their overseas service. Commanded by Captain Harold L. Baker, of Glens Falls, Wisc., the company was recently cited with a unit award and commendation from the Ninth U. S. Army Commander, Lt. Gen. Simpson, "for maintaining a high standard of skill, and perfection in their work, and for excellent completion of all tasks assigned."

The all-inclusive automotive repair system can almost be likened to a complete physical check-up was the comment of T/5 David Chasnowski, of New York City, shop office clerk, who explained that all vehicles and equipment brought to their unit were given a through going-over by their qualified inspectors for all faults, as the 447th is ever satisfied to turn out a repair job in a half-completed fashion, and will not consider a vehicle repaired when only the ailment for which it was brought in has been cured. All jobs are first given this careful scrutiny, followed by a 'prescription' job order from 1st Lt. Donald H. Russell, shop officer, of West Allis, Wisc.

Under the direction of 1st Lt. Jack B. McClary, Dayton, Ohio, and T/Sgt. Fred E. Sass, Liverpool, N. Y., automotive section officer and Section NCO, the work is allocated to the crews of automotive experts that make up the ranks of the company.

Service and armament comes under the handling of Chief Warrant Officer Walter Goldstein, New Orleans, La., and when parts are needed to perfect a job, the mechanics call on T/5s Stanley Mahon, Syracuse, N. Y., and Kenneth W. Malcolm, Albany, N. Y., the parts men, who either dig out the necessary pieces from the stock cabinets, "find them", or make the items themselves in the tool shop.

Landing in England in July 1944, the 447th Ordnance has been on the continent since last August when it came to France to join the Third Army forces. Throughout France, Belgium, and in Holland, where they became a part of the U. S. Ninth Army, the outfit has set a fast pace, setting up shop, tearing it down, and moving on after the continual breakthroughs of the advances, was the

information added by T/5 Vincent Meli, Port Chester, N. Y.

"Something happens here every day, too", put in 1st Sgt. Lester J. Chellis, former optician of Watertown, N. Y., "and just a few days ago our Ordnancemen set aside their wrenches and hammers long enough to round up some 50 German prisoners right on the outskirts of our CP. Remnants of a Panzer Division passed through town on its way to stir up some nuisance, and though it drove within a few yards of our set-up, didn't see this lay-out. We immediately sent in a rush call to the Tank Destroyer and Cavalry units of the XIII Corps who promptly cut off the Nazi column up the road a way. It was from this German unit that the 447th men corralled their surprised and confused prisoners.



THE 251ST Flattenizes . . . .

## System Devised To Can PWs

WITH XIII CORPS IN GERMANY — Prisoner of War cages in this area may soon be renamed canneries as the result of a new system of loading prisoners which has been introduced.

Because of the influx of prisoners a transportation problem has developed and the necessity of using every available inch has become paramount. Thus once a truck has been filled the driver is given the go ahead signal. He takes off like a big bird, but 25 yards later, suddenly jams on the brakes. Then another dozen or so prisoners are loaded into the space thus provided.

The unknown instigator of this system no doubt worked in a sardine factory as a civilian.

# Ninth Army, Fates Against It, Finds Every Race Has Loser

By Ernest Leiser

WAITING AT THE ELBE FOR THE RUSSIANS, April 26 (Delayed) — For every winner, they say, there's got to be a loser.

Here's the sad story of the loser — in this case the 9th Army. The 9th and 1st, both waiting along the banks of the Elbe for Uncle Joe's boys to get there, were like spectators at the Kentucky Derby.

They were both just sitting there on their backsides, rooting for their horse to get to the finish line first so that they might share in the reflected glory. But this race had more suspense even than the best of derbies, because in this race you couldn't see who was running.

It got to be quite a game on the 9th Army front. The frontline doughs would sit on the roof tops, looking through glasses to the far side of the river, waiting for vehicle columns to come up from the horizon into view. You'd spot something and naturally it would be the Russians.

The report would go back over the radio, everyone would get excited and maybe even the division commander

would come down to the river, cross in an assault boat, and go Russian huntin'. Then everyone would discover that the columns consisted of German civilians and soldiers hauling tail out of the way of the Soviet advance, and then everyone would settle back and start looking again.

For nearly a week atmosphere was like a courthouse pressroom while the jury was out deliberating on a verdict. Poker games, phone calls, rumors, tall stories helped pass the time. A flash would come in that the Russians had been sighted six kilometers east of the Schloss Bunghole — the game would break up, everyone would go out hunting and then gradually everyone would filter back in again, and the poker game would begin anew.

## Airplane Search Doesn't Help

Planes were flying up and down the river, hunting, most of the daylight hours. Lt. Richard Scott, of Centralia, Ill., and this correspondent made a town-to-town canvass today up and down the Elbe looking for something beside frightened Germans. There wasn't a thing except a haziness in the distance and absolute stillness along the river's east bank.

And then you came back and learned that the horse you had backed had lost the race, and that it wasn't even a photo finish.



SIGNS of the times . . . .

## Krauts Make American Flag

WITH XIII CORPS IN GERMANY — The story of Betsy Ross is being reenacted in the Middle German city of Peine. The cast of characters includes Lt. Harold W. Tuttle of Adrian, Mich. and a German seamstress.

Tuttle came to Peine as a member of an advance party in search of billets for the 3258th Signal Service Company. Realizing that the company would be leading a garrison life, he decided to do something about an American flag, the only thing GIs have failed to uncover in this country. So he rounded up a civilian, who in turn "liberated" some cloth and put the seamstress to work.

With his own unit cared for, Tuttle is now investigating the possibilities of mass production in order to accommodate all the flagless American units in this area which have plenty about which to wave flags.



КОМАНДИР КОРПУСА . . .

## Russian Linkup Made Official

WITH XIII CORPS IN GERMANY — Official contact with the Russian forces on the Ninth Army front reached Corps level yesterday when Major General A. C. Gillem, Jr., XIII U. S. Corps Commander, entertained Lt. General Oslikowski, Commander of the III Russian Cavalry Corps, in what was once the 235-year-old mansion of Gottlieb Graf von Bernstorff in Gartow.

Previous to the official dinner, Gen. Gillem, accompanied by Brigadier General Roland P. Shugg, Corps Artillery Commander; Colonel Craig Alderman, Chief of Staff; and Colonels Zachery W. Moores, John C. Oakes and George B. Peplow crossed the Elbe River at Schnackenburg to review elements of a Russian Cavalry Regiment.

The American officers were greeted on the east bank of the river by General Oslikowski, Major General Brekel, a mounted band, virtually a platoon of lesser officers, 10 still photographers, five moving picture cameramen and one sound operator.

Following speeches by the Russian and American Corps Commanders from a rug draped reviewing stand, two cavalry squadrons, a battery of horse-

drawn artillery and the mounted band passed in review.

On returning to the west shore of the river, the party was joined by Major General A. R. Bolling, Commander of the 84th "Railsplitter" Division, and Lt. Colonel Lloyd H. Gomes, Commander of the 333rd Regiment.

## Russian General Visits Corps Hq

WITH XIII CORPS IN GERMANY — Major General A. C. Gillem, Jr., XIII Corps Commander, today entertained Major General Cijozov, Russian Corps Commander, and his staff in official recognition of the linkup of the two units at the Elbe River.

Before the official dinner and the receipt of a U. S. pistol and carbine, General Cijozov reviewed Company F of the 44th Cavalry Reconnaissance Squadron and the 3rd platoon of Company C of the 638th Tank Destroyer Battalion. The Cavalry unit is commanded by Captain Marx Rosenzweig of New Orleans, La. and the Tank Destroyer outfit by Lt. S. R. Drapkin of Flushing, L. I., N. Y.

Music was furnished by the 84th "Railsplitter" Division's band, led by Warrant Officer Morris Henken of Philadelphia, Pa.



# Bomb Squads Fight On Peace Or No Peace

WITH XIII CORPS IN GERMANY — The 21 men who comprise the 110th, 115th and 122nd Bomb Disposal Squads are still fighting the Germans regardless of what General Eisenhower or Admiral Doenitz have to say about unconditional surrender. For many weeks to come they will risk their lives neutralizing Nazi terror.

And it won't be bombs they will dispose, for in the last stages of the war few German bombs dropped on the XIII Corps area on the western side of the Elbe River. Rather the bomb squads will gingerly dig out and defuse unexploded German shells and neutralize booby traps and mines and disconnect demolition charges and time bombs in ammunition dumps. V-E Day for them was just another day.

Two things are in their favor. First, the men have had the best training of any army unit and secondly, they obviously know the more than 200 types of German fuses for they have yet to have a casualty since they hit Normandy. No other Corps in Ninth Army has such a record.

Reason for this perfect record is apparent once one has talked with these men. They eat and sleep their work and treat each other like newlyweds. Bomb disposal work is strictly voluntary and the personnel know that their lives are dependent on a free exchange of pertinent information. Thus their fellowship would stir any preacher of the gospel.

The 110th, commanded by Capt. Allen E. Snyder of Maplewood, Mo. has been awarded the Silver Star, but the other squads show no jealousy. It just happened that it was the 110th's turn the day the emergency call came in that a blazing truck and trailer filled with ammunition was blocking the MSR.

So Capt. Snyder and his six enlisted men went out and pulled the ammo from the burning vehicles, and neutralized it in order that the route could be cleared. That some of the ammunition had exploded was beside the point. It only meant that after extracting handleless grenades from the fire and taping down the bared firing pins, the squad had to explore the area and neutralize the anti-tank mines and howitzer shells that had been scattered by the explosions. Members of the 115th and 122nd Squads are well aware that their running mates earned their Silver Stars.

Before V-E Day the three squads, which cover the whole XIII Corps area, took turns on emergency jobs, so that each got its share of excitement and jobs. For instance, Capt. Lawrence P. Fritz of Baltimore figures his toughest assignment was neutralizing seven

bombs from a crashed aircraft. He took the fuses out by hand, one of them under water. Fritz also paired with Snyder one day to recover a bomb under enemy observation.

Capt. Robert W. Zinn of St. Albans, W. Va. and the 122nd Squad still looks back nervously to the day he and a naval officer pulled a 155mm dud from a basin at LeHavre.

Theoretically the officers are supposed to handle the touchy and technical tasks of removing fuses, but their tech sergeants often fill in on routine matters. Thus the three sergeants got plenty of experience when XIII Corps moved across the Roer.

It seems that Corps wanted an ammunition supply point on the east bank as soon as a bridgehead had been established. Perhaps because they were accustomed to danger, the three squads were chosen to do the work. Anyway the day after the infantry jumped over the BD Squads started carting ammunition. Capt. Zinn's squad, the 122nd, loaded and checked the ammo and then took it to the marshaling area. Capt. Fritz's 115th then drove the ammo to the river where Capt. Snyder's 110th Squad drove it across to the supply point. In four days the three squads shoved 500 tons of ammo across the river. Two drivers were killed and six injured by artillery fire.

Meanwhile T/Sgts. Julius S. Dobrzynski of Sayreville, N. J., Francis A. Simpson of Harrington, Del., and Ernest L. Walker of Quincy, Ill. were carrying on bomb disposal work for their respective squads.

Not every job is a hard one, however. During the active days of the war the squads had many a false alarm. Once they received an emergency call from a forward unit that a new type of German butterfly bomb had been found. It turned out to be an inverted German gas mask canister. Another time a colonel saw two bombs drop without exploding. He sent in a hurry call and one of the squads, it doesn't make much difference which, had to inform the colonel that a P47 had simply let go two empty belly gas tanks so as to cut down wind resistance.

Biggest job tackled was clearing the town of Wurselen. The 110th and 115th spent ten days there, neutralizing 200 booby traps and 200 wooden (schu) mines in some 300 buildings, although as far as the enlisted men are concerned, digging a 20-foot hole around a 1000-pound bomb is no picnic either.

But life isn't as bad as it was for the three squads. At least they know that there is hope of cleaning up eventually now that the fighting has stopped.

# All Present Or . . . .

Even during the Crusades or in earlier campaigns, horses had to be shod, shields were in need of repair, arrows and molten lead were a supply problem, and medieval and stone-age warriors must have had their G—4 sections. There is the old one about "an army traveling on its stomach" accredited to Napoleon.

Modern combat has multiplied these problems (which sometimes develop into headaches) manyfold. An armored division not

courageous feats as performed by him are totally impossible without the utter cooperation of his fellow soldier "farther back." It is the services that provide any extra punch to a drive or successful conquest, and which enable the tanker or doughboy to make the headlines.

Hardly glamorous is the title Quartermaster Truck Company, Gasoline Depot, Medical Clearing or Collecting, Photo Interpretation Detachment, Ordnance Heavy Maintenance.



THE SHOWS had to go on . . . .

only poses questions of gasoline supply, but tank periscopes or other delicate equipment may require repair. For any unit, rations must be drawn. Clothing requires laundering. Weather reports for the coming period are essential. A commander of a combat unit wants information of enemy terrain supplied only by accurate study of an aerial photograph. Maps in unforeseen quantities are in demand. All kinds of ammunition must be hauled up and dumps established. Dud bombs and projectiles must be destroyed, a hazardous job.

It is the front-line soldier that makes the news and newspapers, but such wonderful and

Signal Service, Quartermaster, Bakery (or Laundry, Fumigation or Bath), yet without these units the team would fall apart.

Nor do all the combat outfits get newspaper mention. Take the Field Artillery for example. If a war correspondent visits the front, he may contact a battalion and having written his story, go away feeling satisfied that he has done his duty as far that phase of warfare is concerned. But for every unit he visits, there are dozens like it that he misses. This seemed to be the fate of some 14 XIII Corps artillery battalions, including the 2d, 70th, 83rd armored, 252nd, 280th, 349th, 695th



OUR ADDRESS is APO 463 . . . . .

armored, 753rd, 754th, 755th, 774th, 777th, 787th and 808th, — all equally efficient and praiseworthy.

And if the correspondent is covering preparations for an advance or jump-off he may witness it from a group CP, and because he can be only one place at a time, he neglects to mention the other groups which might be involved in the affair. Needless to say all Field Artillery Groups are ready, willing and able, be they the 196th, the 202nd, the 411th, the 422nd or the 472nd.

The 36th Cavalry Reconnaissance Squadron, which together with the 44th, covered XIII Corps' northern flank in a constant and audacious vigil for 180 days, did not reach the headlines as often as it deserved.

Nor did anyone read too much about the 3rd Chemical Mortar Battalion, which burned the Jerries out of Klotze Forest, or Charley Company of the the 92nd Chemical Mortar Battalion, which provided the screen for the Roer River crossing.

Then there was the first platoon of Battery A of the 226th Searchlight Battalion which gave us that old feeling with the artificial moonlight last winter. Those men stuck their necks out as often as any, as did the 135th AAA Gun Battalion and the 556th AAA Automatic Weapons Battalion.

But the service troops were the most neglected. Flight A of the 125th Liaison Squadron for instance, never heard the grounding orders issued from the rear, but was continually about its various bits of business (as were all the Cubs and L-5's of the artillery battalions). Detachment ZQ of the 21st Weather Squadron and Detachment ZQ of the 40th Mobile Com-

munications Squadron completed their missions successfully but unfortunately unnoticed.

And who could expect any of the spectacular from the 669th Engineer Topographical Company (Corps); but the work had to be done and it was, — well. The XIII Corps Military Police platoon efficiently carried out their duties and were ready for trouble, but none came their way. And despite the fact that Corps moved around like a flea on a hot stove, the 58th and 64th Finance Disbursing Offices never missed connections on pay day.

Then there was the 3258th Signal Service Company whose vital contribution to the Corps' success is still unmentionable, but most regretfully so. The Combat Assignment Units from the 167th and 168th Signal Photo Companies and the first platoon of the 278th Signal Pigeon Company also had most useful but unmentioned assignments.

And who took the most bitching undeservedly? — the 232nd Army Postal Unit. And who never had a chance to reveal themselves? — those FBI men in khaki, the 213th Counter Intelligence Corps Det.

And the Medics also ran, in the press, but not in the field. With Corps through the 180 days was the 184th Medical Battalion with its 446th and 448th Medical Collecting Companies and its 625th Medical Clearing Company.

Military Government detachments come and go unfortunately. There is one in nearly every town and it seems that no one ever was with Corps very long.

Far from last or least comes the 80th Quartermaster Battalion with its 663rd and 648th Quartermaster Truck Companies, who drove the Corps convoys and carried Corps rations and supplies and prisoners. Seldom seen but often appreciated was the third platoon of the 23rd Car Company, those jeep drivers and chauffeurs who took us all over the map in a hurry. And equally appreciated was the 866th Quartermaster Fumigation and Bath Company which provided hot and soothing showers to as many as 1100 GIs a day.

Finally comes a group of mysterious men, the attached teams, who earned battle participation stars even before they hit the continent. Their pre-invasion work, completely confirmed, made things easier when the troops hit the beach. These teams of specialists included the 102nd, 103rd and 104th Interrogation of Prisoners of War teams which had their fill of 247,000 Krauts; the 457-G and 458th-G Military Intelligence Interpreters teams; the 46th Order of Battle team and the 70th and 101st Photo Interpretation teams.

This booklet has been prepared and designed by the Public Relations Officer of XIII Corps, Captain Gardner A. Dean, and his assistants, T/4 Arthur G. Anderson and Pfc. Alfred H. Fenton. It was printed in Hanover, Germany.

All photographs, with one exception, were taken by Signal Corps photographers attached to XIII Corps. The photograph of General Gillem was taken by WOJG K. LeRoy Thiem.

The contents have been approved by U. S. Army censors.

PEINE, Germany, June 1945.

