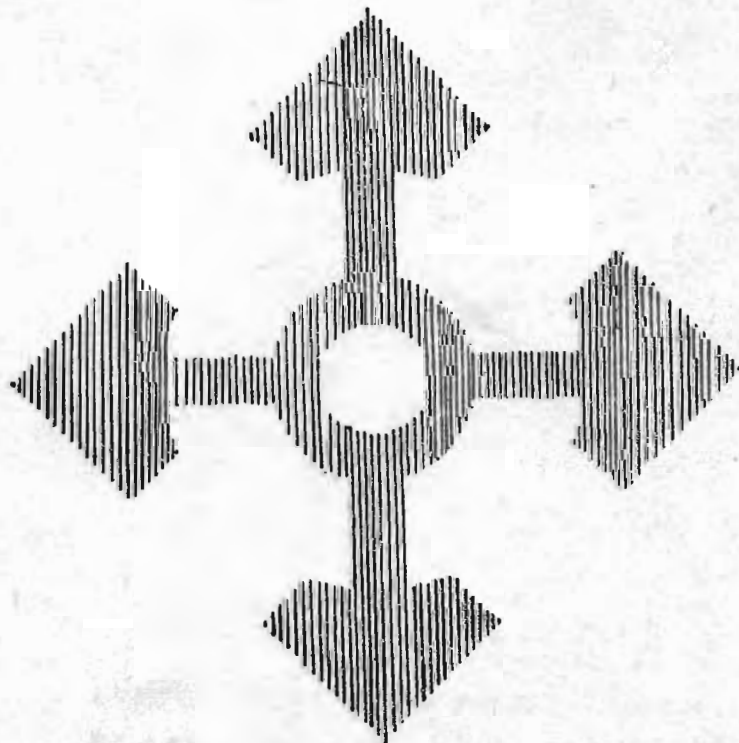




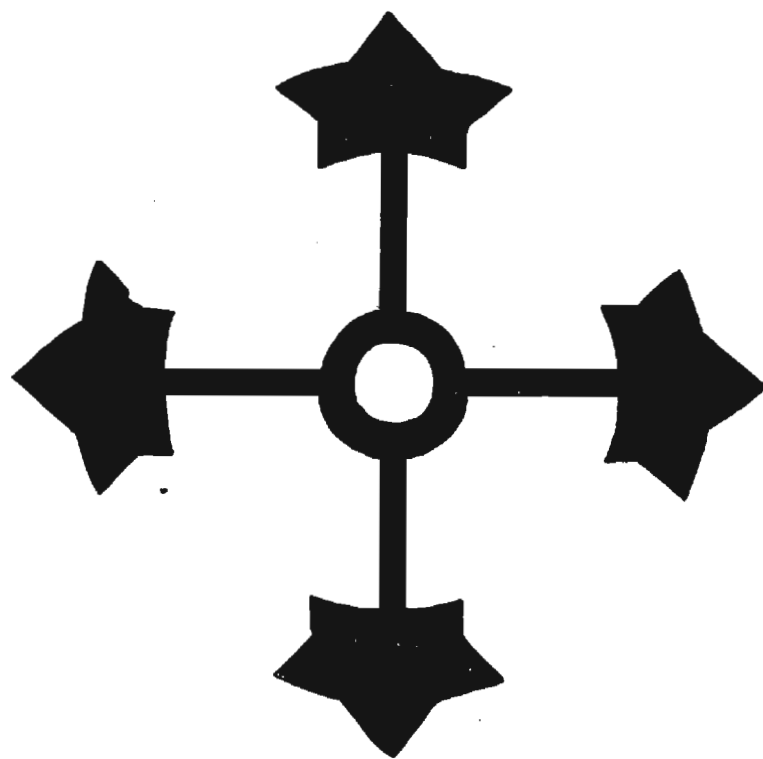
NORTHERN FRANCE CAMPAIGN
25 JULY TO 14 SEPT.



ANCE
THE
ANTRY DIVISION

Werner Kleeman
45-46 196th Place
Flushing, N.Y.

4TH
INFANTRY
DIVISION





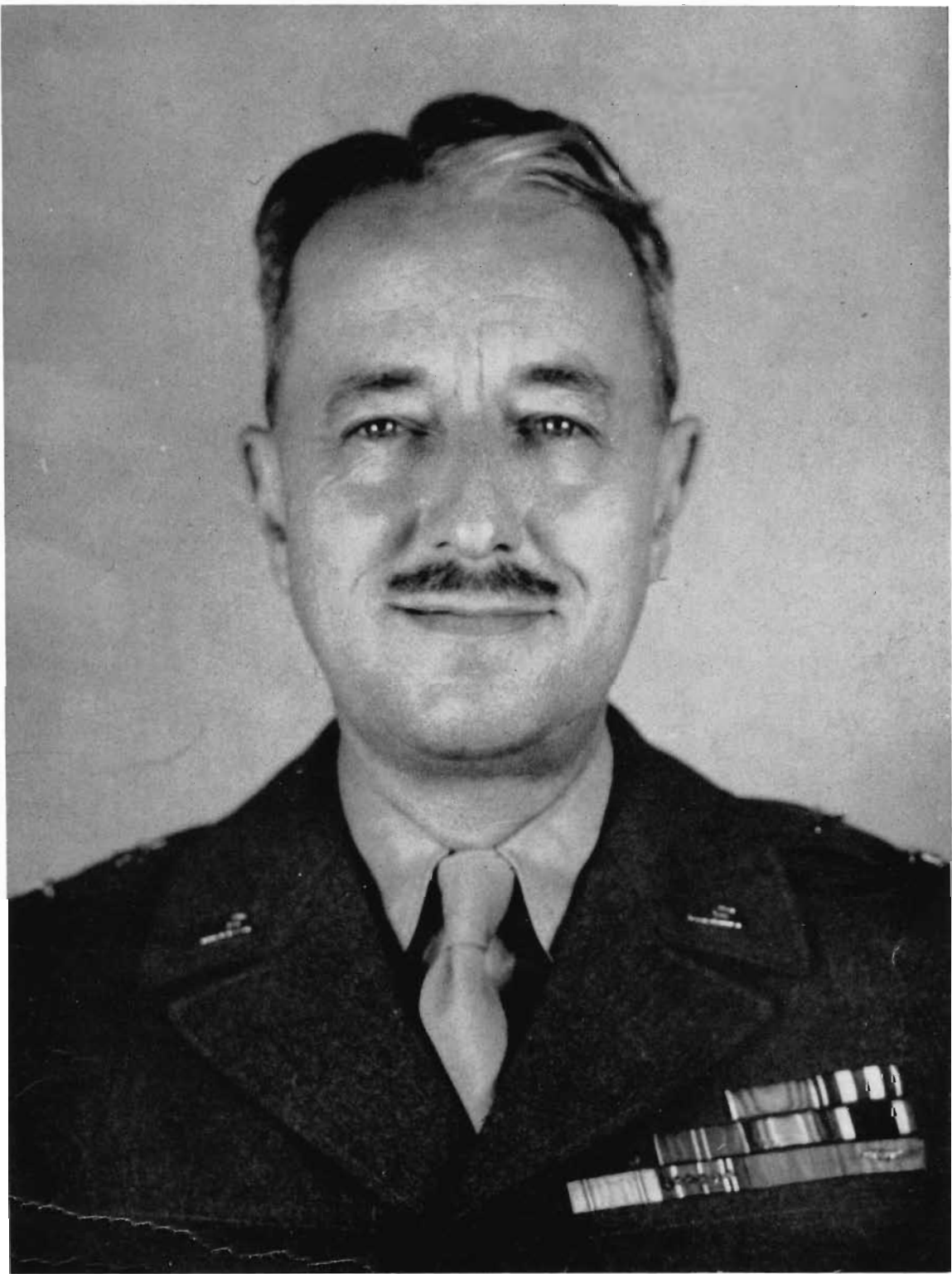
HEADQUARTERS FOURTH INFANTRY DIVISION
OFFICE OF THE COMMANDING GENERAL

This book is dedicated to Major General Raymond O. Barton and those officers and men of the Division, living and dead, who are no longer with it. Although few of these former comrades are pictured or even mentioned in this volume, it is they who are largely responsible for the high reputation that the Fourth Infantry Division earned in combat.

This book is one of five volumes -- one for the 8th Infantry Regiment, one for the 12th Infantry Regiment, one for the 22nd Infantry Regiment, one for the 4th Division Artillery, and one for the other units of the Division. Actually, these volumes are necessarily more in the nature of souvenirs of the Division as it was at Camp Butner, North Carolina in September, 1945 than a history of the Division. It is hoped that a complete history of the Division's participation in World War II may be published in the not too distant future, as a companion volume to "The Fourth Division in the World War", published after World War I.

H. W. Blakeley

H. W. BLAKELEY,
Major General, United States Army,
Commanding.



HAROLD W. BLAKELEY

MAJOR GENERAL

Division Commander



JAMES S. RODWELL

BRIGADIER GENERAL

Assistant Division Commander

Rio Grande City, Tex.



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Colonel
Commanding Division Artillery



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Chief of Staff



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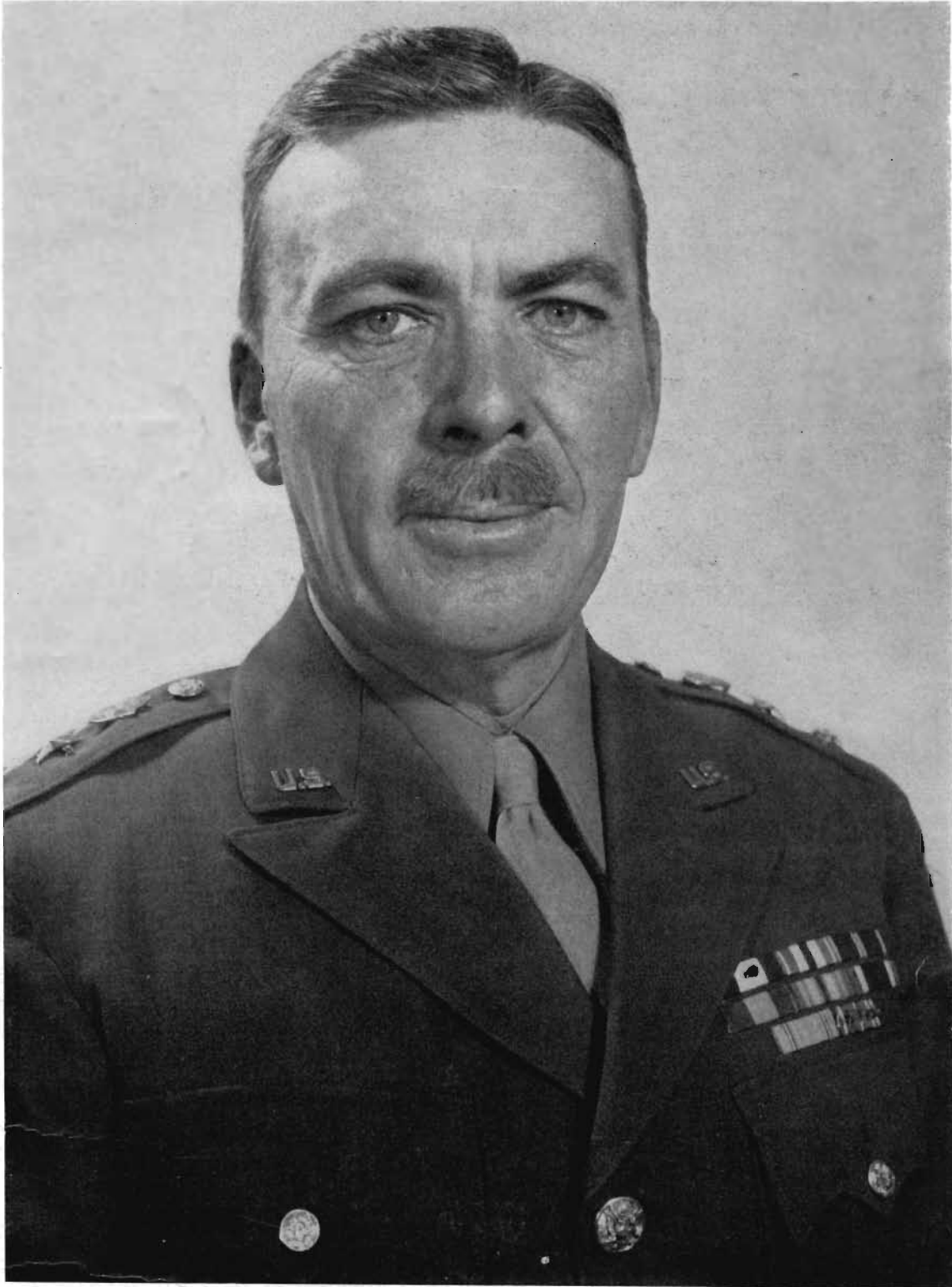
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RAYMOND O. BARTON

MAJOR GENERAL

Chief of Staff—June 16, 1940—October 10, 1941

Commanding General—July 1, 1942—December 26, 1944

CITATION—MEDAL OF HONOR—BRIG. GEN. ROOSEVELT



By direction of the President, under the provisions of the act of Congress approved 9 July 1918 (Bul. 43, WD, 1918), a Medal of Honor was awarded posthumously by the War Department in the name of Congress to the following-named officer:

Brigadier General THEODORE ROOSEVELT, 0139726, United States Army. For gallantry and intrepidity at the risk of his life above and beyond the call of duty on 6 June 1944 in France. After two verbal requests to accompany the leading assault elements in the Normandy invasion had been denied, General ROOSEVELT'S written request for this mission was approved and he landed with the first wave of the forces assaulting the enemy-held beaches. He repeatedly led groups from the beach over the sea wall and established them inland. His valor, courage, and presence in the very front of the attack and his complete unconcern at being under heavy fire inspired the troops to the heights of enthusiasm and self-sacrifice. Although the enemy had the beach under constant direct fire, General ROOSEVELT moved from one locality to another and rallying men around him, directed and personally led them against the enemy. Under his seasoned, precise, calm, and unfaltering leadership, assault troops reduced beach strong points and rapidly moved inland with minimum casualties. He thus contributed substantially to the successful establishment of the beachhead in France.

CITATION—MEDAL OF HONOR—LT. COL. MABRY

By direction of the President, under the provisions of the act of Congress approved 9 July 1918 (WD Bul. 43, 1918), a Medal of Honor for conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty was awarded by the War Department in the name of Congress to the following-named officer:

Lieutenant Colonel GEORGE L. MABRY, JR., 0390036, Infantry, Army of the United States, was commanding the 2nd Battalion, 8th Infantry Regiment, in an attack through the Hurtgen Forest near Schevenhutte, Germany, on 20 November 1944. During the early phases of the assault, the leading elements of his battalion were halted by a mine field and immobilized by heavy hostile fire. Advancing alone into the mined area, Colonel MABRY established a safe route of passage. He then moved ahead of the foremost scouts, personally leading the attack, until confronted by a booby-trapped double concertina obstacle. With the assistance of the scouts, he disconnected the explosives and cut a path through the wire. Upon moving through the opening, he observed three enemy in fox holes whom he captured

at bayonet point. Driving steadily forward, he paced the assault against three log bunkers which housed mutually supported automatic weapons. Racing up a slope ahead of his men, he found the initial bunker deserted, then pushed on to the second where he was suddenly confronted by nine onrushing enemy. Using the butt of his rifle, he felled one adversary and bayoneted a second before his scouts came to his aid and assisted him in overcoming the others in hand-to-hand combat. Accompanied by the riflemen, he charged the third bunker under point-blank, small-arms fire and led the way into the fortification from which he prodded six enemy at bayonet point. Following the consolidation of this area, Colonel MABRY led his battalion across 300 yards of fire swept terrain to seize elevated ground upon which he established a defensive position which menaced the enemy on both flanks and provided his regiment a firm foothold on the approach to the Cologne plain. Colonel MABRY's superlative courage, daring, and leadership in an operation of major importance exemplify the finest characteristics of the military service.



CITATION—MEDAL OF HONOR—S. SGT. GARCIA



By direction of the President, under the provisions of the act of Congress approved 9 July 1918 (WD Bul. 43, 1918), a Medal of Honor for conspicuous gallantry and intrepidity at the risk of life above and beyond the call of duty was awarded by the War Department in the name of Congress to the following-named enlisted man:

Staff Sergeant MACARIO GARCIA, 38946362, Co. B, 22nd Infantry, in action involving actual conflict with the enemy in the vicinity of Grosshau, Germany, 27 November 1944. During an assault upon an enemy held hill, Sergeant GARCIA'S company became immobilized by grazing machine-gun fire from prepared emplacements, and was promptly subjected to a severe mortar and artillery concentration.

Aware that the operation was in jeopardy, Sergeant GARCIA spurned evacuation for a shoulder wound crept through high grass toward a machine-gun emplacement. In a sudden, dynamic action, he destroyed the weapon with hand grenades and killed the crew of three with his rifle. After rejoining his unit, a second machine-gun opened fire. Again creeping forward, voluntarily and unaccompanied, he stormed the emplacement, neutralizing the gun, slaying three more soldiers and capturing four prisoners. As a result of his conspicuous gallantry, the company was able to advance on and capture its objective. Sergeant GARCIA'S intrepidity, relentless determination and fidelity to duty reflect the finest principles of American character.

THE COMBAT
HISTORY



FOURTH INFANTRY
DIVISION

WORLD WAR I

COMMANDERS TO AUGUST 1919

Major General George H. Cameron December 3, 1917—August 16, 1918

Brigadier General Benjamin A. Poore August 16, 1918—August 27, 1918

Major General John L. Hines August 27, 1918—October 11, 1918

Major General George H. Cameron October 11, 1918—October 22, 1918

Brigadier General Benjamin A. Poore October 22, 1918—October 31, 1918

Major General Mark L. Hersey October 31, 1918—



The 4th Division was created on December 3, 1917, at Camp Green, N. C., with a complement of regular army units. Volunteers and selective service men brought the Division to full strength. In May 1918 the 4th Division arrived in France with its four infantry regiments, the 39th, 47th, 58th, and 59th, and the 13th, 16th, and 77th Artillery Regiments, ready for combat. In the battles which

followed, the 4th met and defeated 16 German divisions. The Second Battle of the Marne, Serpy, the Vesle, St. Mihiel, and the Meuse-Argonne saw the 4th Division establish the quality of free men at arms.

Because of its Roman numeral designation—IV—people began to call it the "I - V" Division, which came to be pronounced "Ivy." Then to symbolize

this name four ivy leaves were crossed to produce the Division's shoulder patch; and the words "Steadfast and Loyal" were adopted as the Division motto, these words having been taken from the traditional significance of ivy.

Credited with battle honors for the Champagne, Meuse-Argonne, Lorraine, St. Mihiel, and Aisne-Marne Campaigns, the Division also served with the Army of Occupation in the area west of Co-

blenz. In July 1919, the Ivy Division sailed for home, having established by sacrifice a tradition rich in service.

With victory came the deceiving symbols of a peace wishfully regarded as permanent and the 4th Division was inactivated on September 21, 1921. However, certain units of the Division, notably the 4th Engineers, continued their existence as independent organizations of the army.



WORLD WAR II

COMMANDERS SINCE JUNE 1940

Brigadier General Walter E. Prosser	June 16, 1940—October 9, 1940
Major General Lloyd R. Fredendahl	October 9, 1940—August 18, 1941
Major General Oscar W. Griswold	August 18, 1941—October 7, 1941
Major General Fred C. Wallace	October 7, 1941—June 30, 1942
Major General Raymond O. Barton	July 1, 1942—September 17, 1944
Brigadier General Harold W. Blakeley	September 18, 1944—September 20, 1944
Major General Harold R. Bull	September 21, 1944—September 29, 1944
Brigadier General James A. Van Fleet	September 30, 1944—October 4, 1944
Major General Raymond O. Barton	October 5, 1944—December 26, 1944
Major General Harold W. Blakeley	December 27, 1944—

ASSISTANT COMMANDERS SINCE JUNE 1940

Brigadier General Oscar W. Griswold	June 16, 1940—June 17, 1941
Brigadier General James I. Muir	June 17, 1941—July 27, 1941
Brigadier General Julius O. Adler	July 27, 1941—July 29, 1941
Brigadier General Harold R. Bull	July 29, 1941—January 20, 1942
Brigadier General Wade H. Haislip	January 20, 1942—February 7, 1942
Brigadier General Maxwell A. O'Brien	February 7, 1942—November 20, 1943
Brigadier General Henry A. Barber, Jr.	November 20, 1943—July 14, 1944
Brigadier General Theodore Roosevelt, Jr.	March 25, 1944—July 12, 1944
Brigadier General George A. Taylor	July 14, 1944—October 6, 1944
Brigadier General James S. Rodwell	October 7, 1944—

Once again war clouds gathered over Europe and it became necessary to increase the size of the armed forces of the United States. As part of this expansion, the 4th Division was reactivated on June 1, 1940, at Fort Benning, Ga., composed initially of the following units: the 8th, 22nd, and 29th Infantry Regiments, 20th, 29th, 42nd, and 44th Field Artillery Battalions, 4th Engineer Battalion, 4th Medical Battalion, 4th Quartermaster Battalion, 4th Signal Company, 4th Reconnaissance Troop, and the 4th Headquarters and Military Police Company. Units of the Division were below strength and training was retarded until training areas and aids were pushed to completion.

Then in August 1940, the Division was selected to act as an experimental unit for the development of methods recently demonstrated by the German blitz through Belgium and France, and designated the 4th Division (Motorized), and later redesignated 4th Motorized Division in 1941. Thus began a three-year, wide-open experiment. Initially, equipment was not available, although ideas and theories were many and vigorous. The Louisiana Maneuvers of 1941 saw the 4th Motorized Division using trucks, some borrowed, some re-prieved from salvage dumps, in lieu of armored half-tracks. Gradually the equipment problem was met and the now full-strength units were prepared for whatever might be the country's need. Pearl Harbor resolved any doubts; the purpose of the men and the extent of their responsibility was evident.

In the fall of 1941, the 12th Infantry Regiment replaced the 29th Infantry in the 4th Division. December 1941 saw the Division move

to newly-completed Camp Gordon, Ga. For more than two years, Gordon and Augusta were "home" for the 4th. In July 1942, the Division was withdrawn suddenly from the Carolina Maneuvers, returned to Gordon, and alerted for overseas movement. This was the first in a series of false alarms which, though disturbing, kept personnel aware of the ultimate objective of the continuing intensive training.

Landings were made in Africa in November but the 4th continued to assault through Boggy Gut, Ga. On Christmas Day the Division again was alerted. Much equipment had been crated, clothing marked, and physical examinations undergone when, at seemingly the last minute, the move was halted. In April 1943, a permanent change of station was ordered, Fort Dix, N. J., becoming the next station of the 4th. It was here, on August 4, 1943, that the 4th Motorized Division was reorganized as the 4th Infantry Division, in which form it has remained.

Early in September 1943, the Division headed south once more, this time to Camp Gordon Johnston, at Carabelle, Fla., on the shores of the Gulf of Mexico. Here realistic amphibious training was undergone, and familiarity was developed with the variety of assault landing craft and techniques evolved in anticipation of the invasion of Festung Europa.

Again alerted for overseas movement, the Division shifted to Fort Jackson, S. C., in December, where final personnel adjustments were completed.

As the year 1944 opened, the Division moved to Camp Kilmer, N. J., a staging area of the New York Port of Embarkation. This last alert "took," and on the morning of January 18, 1944, the 4th Infantry Division put to sea; on January 29th, their convoy entered the port of Liverpool, England. Within minutes of landing, the mark of the enemy was plain for all to see as troops marched from ship to train through block after block of bombed homes, warehouses, and docks.

The Division was established in scattered villages in Devonshire, with the Division Command Post at Tiverton, near Exeter. Even before unloading had been completed at Liverpool, the Supreme Commander, Allied Expeditionary Force, General Dwight D. Eisenhower, and his deputy, Air Marshal Sir Arthur Tedder, visited the 4th. This was but the first in a series of inspection by distinguished British and American higher commanders. We made welcome additions to the Division family, in the form of the 70th and 746th Tank Battalions, the 65th Armored Field Artillery Battalion, the 1106th Engineer Group, the 377th Anti-Aircraft Artillery (Automatic Weapons) Battalion, the 87th Chemical Battalion Motorized, and the 801st and 899th Tank Destroyer Battalions, which would be with us during the assault and, in some cases, for many months thereafter. For the actual assault the 1st Engineer Special Brigade would support the Division; therefore personnel of this Brigade were participants with us in the planning phase and landing exercises.

The general operation against Hitler's Atlantic Wall was now crystallized, and the target date determined. For each hour there was a specific job, representing an essential step in preparation for readiness on that target date. Slapton Sands, along the south Devon coast, was cleared of civilians. Water covered an area in rear of this beach and resembled closely the water obstacle prepared by the Germans, who had flooded the area in rear of the Normandy beach, which, if all went well, would see us on D-Day. Here landing rehearsals, complete with naval fire support and German air and E-boat opposition, were held many times. Our first casualties from enemy action were sustained in the course of the final rehearsal early in May, when E-boats hit under cover of darkness. So, too, our first



The Commander-in-Chief, General Eisenhower, with his Deputy Air Marshal, Sir Arthur Tedder, visited the Division on February 12th.

German prisoner was captured during the final preparation—an enemy airman who bailed out of a plane which was shot down over the assembly area.

Each move to the ports for these rehearsals had been made under complete security restrictions. The final move, during the third week of May, differed in no essential feature from those made previously. Yet it was an insensate man who did not realize that "this is it." Arriving in the marshalling areas, units found the areas surrounded by barbed wire and, once inside, none were permitted exit or contact with any outsider, civilian or military. "Briefing" was begun. United States forces were to attempt landings on two French beaches, one under VII Corps, the other under V Corps. The assault division in the VII Corps plan was the 4th Infantry Division, while the assault



Left: Pictured while in the marshalling area near Plymouth, England, on May 30, 1944, are the principal commanders responsible for the impending assault on Utah Beach: Seated (L to R) Brigadier General H. W. Blakeley, Division Arty Commander, later Commanding General; Major General R. O. Barton, Commanding General; Colonel J. S. Rodwell, Chief of Staff, later Commanding Officer, 8th Infantry Regiment and then Assistant Division Commander. Standing (L to R) Colonel J. A. Van Fleet, Commanding Officer, 8th Infantry Regiment, later Commanding General, III Corps; Colonel H. A. Tribolet, Commanding Officer, 22nd Infantry Regiment; Colonel R. P. Reeder, Jr., Commanding Officer, 12th Infantry Regiment; Colonel F. F. Fainter, Commanding Officer, 6th Armored Group.

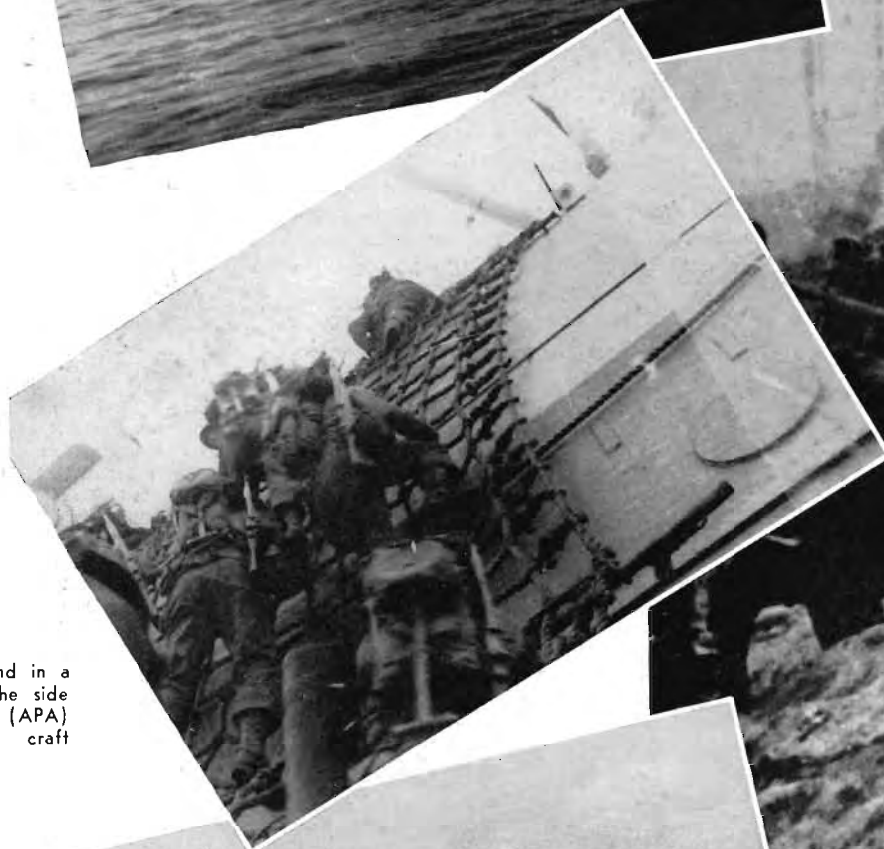
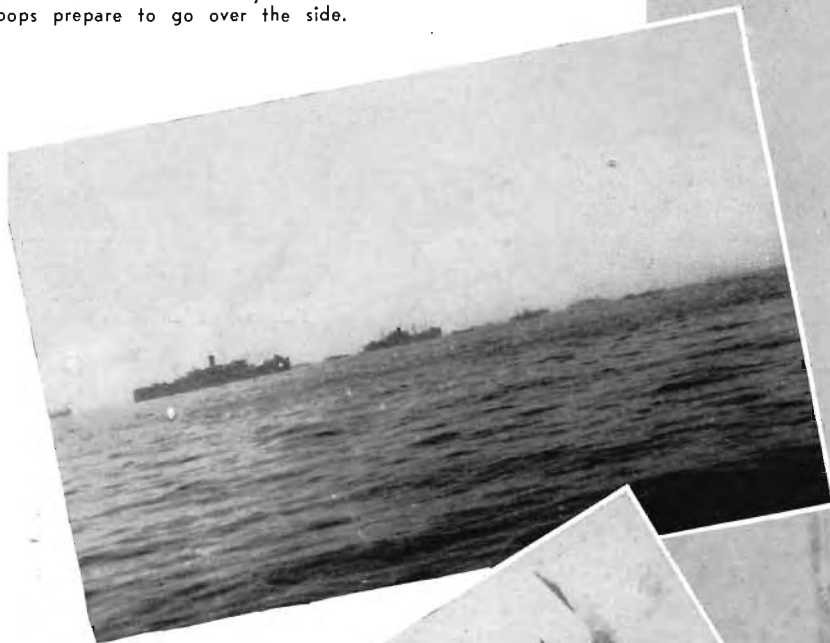
Right: "Collipriest," the Division Command Post at Tiverton, Devon. February through May, 1944.



element of V Corps, on VII Corps' left, was the 1st Infantry Division, reinforced by one regiment of the 29th Infantry Division. A third beach was to be assaulted by British forces, to the left of V Corps. By reason of the tide along the Chunnel coast, the first troops to land would be those assaulting the beach nearest Cherbourg—the 4th Infantry Division.

The mission of the Division was explained; the job for which each man had been prepared was fixed in relation to a given piece of Normandy beach. Models of the assault beach were studied; gas-proof clothing issued; waterproofing of vehicles and equipment accomplished. During the first few days of June the troops loaded onto ships for the final pay-off run.

Transports have arrived several thousand yards off the beach and troops prepare to go over the side.



Under full load and in a rolling sea, over the side of the transport (APA) into the landing craft (LCVP).



Landing craft assembling for the run to the beach. Over the wall and at the Krauts, Boys!" June 6, 1944—Utah Beach.



From four ports the flotilla put into the English Channel, formed, and headed toward the coast of France, sheltered by the combined strength of the British and American fleets, and with the air forces fending the enemy from the sky overhead. History assigns few men of any generation a role in so fateful an enterprise. To this already tense scene was added a decision by General Eisenhower and trans-

mitted to the convoy, postponing the assault for 24 hours in the hope that high seas would subside. So, thin fingers of the assault forces turned back in mid-Channel to close into already crowded ports or lay off shore until, a day later, the movement was resumed. The transports again sailed for the French coast; this time there would be no turning back.





The 4th Division men move up to the flooded area in rear of the beach. June 6, 1944—Utah Beach.

After midnight of June 6, 1944, the transports slowed until they were barely creeping along, following the minesweepers, and at 0200, the ships dropped anchor off the French coast. We were across the channel. But what of the enemy? Soon—the answer! Heavy flak began to go up and grow in intensity—the German greeting to the airborne landings. The fighting had started. Off shore, with a rough sea running and in darkness, the assault waves climbed down landing nets into the bouncing LCV's. Our planes were pounding the beaches; the orange bursts and crack of the bombs could be seen and heard from the ships. It went on through the dawn. Then the naval barrage thundered down from battleships, cruisers, and destroyers. At the same time, the first assault wave swung into line and headed for shore.

Landing at 0630 (H-Hour) on a stretch of the French coast named, for this operation, Utah Beach (Utah Beach is 2 miles east of St. Martin-de-Varreville and 6 miles from Ste. Mere Eglise), the assault units pushed inland as rapidly as possible to reduce the enemy positions behind the beach and to avoid the enemy shells which were beginning to rain down upon the beach. Beach defenses of underwater mines, barbed wire, trenches, machine-guns, 88-mm. artillery, automatic tankettes (carrying 300 pounds of TNT and designed

to follow runways and crash into our troops), forts with 150-mm. and 210-mm. guns lay ahead. To increase the hazards of landing, the enemy had flooded the area just behind the beach up to a width of 2,000 yards. Only a few roads or causeways ran inland, and it was down these that the American troops advanced.

It is almost impossible to imagine the fever pitch of excitement that had arisen in the men. Always the drive must be inland—to push the enemy back so as to create a steadily enlarging beachhead. Surprisingly few losses were sustained initially, but they began to mount at an increasing rate as enemy artillery swept the beach. One vital mission of the 4th was to contact the 82nd and 101st Airborne Divisions which had dropped west of the inundated area and around Ste. Mere Eglise. Leading elements of the Division made contact with these paratroopers and reinforced them around Ste. Mere Eglise, as succeeding troops advanced straight in, then flanked to the north on an operation which would eventually cut off the Cotentin Peninsula and roll up the coastal defenses. In the center of our drive a terrific fight developed around the town of Emondeville. This town and Azeville were two strongpoints the Germans hoped to hold in their desperate attempt to prevent the enlargement of the beachhead. North of these towns the enemy had formed a line

running through the towns of Montebourg, Quineville, and Ozeville. As these defensive positions were overcome and as the enemy was pressed further away from the right flank of the VII Corps bridgehead, other divisions were sent on a drive which sliced across the Cherbourg Peninsula. Upon the successful conclusion of this phase of the operations, three infantry divisions began the final plunge for the port of Cherbourg. On the left was the 9th; in the center, the 79th; and on the right, the 4th. By this time a large number of the German troops in the Cotentin Peninsula, realizing the gravity of the situation, began to withdraw to Cherbourg; there to make a last ditch stand and to prevent Allied use of the harbor as long as possible.

On June 19, the final drive on the city began and moved rapidly, reaching Rufosses, about nine miles north of Montebourg, in two days. By June 25th, we were at the outskirts of Cherbourg and during the night entered the city from the east. During the 24th and 25th, one regiment alone captured over 1500 prisoners. For the next several days, mopping up operations were required to clear the strong forts guarding Cherbourg harbor and those along the coast east of the city.

Thus ended the first battle of the 4th Division in World War II; it had performed its mission and performed it well. Recognition of its achievements in this campaign came from Maj. Gen. J. Lawton Collins, VII Corps Commander; in a letter to Maj. Gen. Raymond O. Barton on July 2, 1944, Gen. Collins stated:

"The 4th Infantry Division made the initial landing on Utah Beach, broke through the stiff German resistance there, and, in conjunction with the 82nd and 101st Airborne Divisions, succeeded in establishing a firm beachhead which was the basis for future operations. The establishment of a junction with the 82nd Airborne Division in the vicinity of Ste. Mere Eglise was one of the critical factors in the success of our initial operations.

"Thereafter, the Division successfully captured the town of Montebourg and the Quineville Ridge, outflanked Valognes from the east and continued its aggressive action to the north, culminating in the capture of the high ground east of Cherbourg, and the seizure of the eastern half of Cherbourg itself in conjunction with the 79th Division.

"The Division was in continuous action during the period 6-28 June when the last resistance east of Cherbourg was eliminated. During this period, the 4th Infantry Division sustained over 5,450 casualties and

had over 800 men killed in action. These relatively severe casualties are a mark of the stern resistance that had been overcome, and it is a tribute to the devotion of the men of the Division that these losses in no way deterred their aggressive action. The Division has been faithful to its honored dead."

THE HEDGEROWS

A little over a week the 4th spent in occupying Cherbourg, and moving from one assembly area to another. Scarcely any time could be devoted to resting and to training the new men who had replaced our abundant casualties. Even this respite was denied the Division Artillery. Hardly had the last round been delivered on Cherbourg when the first round was fired in support of the attack of the 90th Infantry Division some 25 miles to the south.

July 6 saw elements of the 4th move into position of the 83rd Division preparatory to launching an attack through the hedgerowed country west of Carentan. Throughout this part of Normandy extend large areas of swampy land impassable to an advancing army. Originally, this swampy terrain had been of great advantage to us as it had made far easier the task of holding back German troops bent upon cutting through us to Cherbourg. Now, as the direction of our main attack was shifted directly to the south and through this country, we found ourselves attempting to fight our way through a well-positioned enemy. Few types of terrain could lend themselves so well to the requirements of the defender, for here he could dig himself into the hedgerows. To say that the German troops took full advantage of this country's defensive propensities would be understating the truth, for they improved upon them. Against these defenses, the division hurled its might. The first day's gain was 400 yards. Seven days later, total gains were four miles. This slow, costly and bitter fighting was all to the enemy's advantage—we were forced to fight right down the corridors which he expected us to follow, and he was always ready and willing to lay down murderous machine-gun fire or artillery barrages upon our troops. During this period, numerous air bombardments of enemy positions were planned, but each time weather conditions prevented use of air support. Having fought its way to a point near Periers, the Division was pulled out of the line and moved to an assembly area further east in order to make preparations for the great "Breakthrough" to the south.

Beachhead. June 6, 1944—Utah Beach.





Open for business.

BREAKTHROUGH

Up until July 25th, the Allied armies had realized what might be called, in a great strategic plan, limited objectives: a beachhead and a port through which to supply future operations. The Allied command realized we were advancing but that the gains were bought at such a cost as to make this virtually a war of attrition. Some great blow had to be dealt the German Army that would send it reeling back, giving the command the opportunity to utilize the tremendous forces at its disposal and which it was amassing behind the lines. This blow, an aerial assault followed by a ground advance, was to be an operation which would punch a hole in the enemy line through which the newly-landed Third U. S. Army, packed behind our front, could pour. The drive was to be made by the VII Corps, with the 4th Division in the center, the 9th on the right, and the 30th on the left.



Montebourg, bitterly contested barrier on the road to Cherbourg.

On July 25th, planes flew over, not as on the day before on an abortive attack, but in full strength. A combined force, including heavy bombers, making a grand total of three thousand planes, pounded the enemy's front lines. This was not just a great bombardment—it was by all odds the greatest air attack in history. At 0940 the first dive bombers flew over to begin the attack; then followed the heavies. It was a magnificent sight and 4th Division doughboys got a front row view of everything from their positions 1,000 yards back of the nearest end of the target. A huge cloud of dust began to rise over the target and it rolled back toward the waiting infantry. Unfortunately the succeeding waves of bombers used this cloud as the target-marker and the bombing dropped back until our infantry was being hit. Men were killed and many others were either wounded or completely stunned. Despite this terrifying experience, the four assault companies jumped off at 1100 from their positions 1,000 yards north of the St. Lo-Perriers highway. The enemy who had felt the full weight of the mighty blow (that is—what was left of him) fought back with fanaticism and at first our gains were limited. As the drive continued into the night it gathered speed and gained about

2½ kilometers by midnight. It was in the 4th Division zone that real progress was made; it was this Division which pulled the attack forward. All next day the infantry continued to push hard; and on into the night, in many cases becoming engaged in running fights with columns of Germans fleeing under cover of darkness.

At the giant dagger was being driven into and through the Nazi line, a large pocket of those Germans was formed west of the dagger, and as this grew in size its potentiality as a threat to the flank of the Division increased. For this reason, part of the Division was deployed all along the left flank to contain this enemy force centering around Cerisy-la-Salle. Several days later the Germans attacked, but they were stopped and over 2,000 prisoners were taken.

Time was of the essence, so the rest of the Division continued its drive to the south against weakening resistance. General Barton called his commanders together at La Chasse-Doriere and said, "The Division is encountering only scattered resistance, some small-arms fire, but no defended positions. We face a defeated enemy, an enemy terribly low in morale, terribly confused. I want you in the next advance to throw caution to the winds—not discretion—but caution. When enemy resistance is encountered, bypass it. If it is too troublesome, leave a force to contain it and move on. **Get on.** 4th Division reinforced, less 22nd Infantry, continues the advance south to an objective on the See River, destroying, capturing, and by-passing the enemy, and pressing **recklessly** on to the objective."

Even as the General spoke, his troops were rushing forward to face a new enemy line. The German High Command attached extreme importance at this time to the holding of Villedieu as an anchor to a new defense line running through Tessy, Percy, and Villedieu, and thence southwest. Therefore, it is surprising that Villedieu fell with hardly a shot being fired for the town. Not so the hills around Tessy, Percy, and south of Villedieu. Over many of these our battalions fought savagely, and sometimes the battle see-sawed back and forth for 24 or 48 hours.

By August 2nd, the overall picture was as follows: a hole had been torn in the German line; parts of the First Army and the Third Army were rolling through this hole on a dash for Avranches; a corridor had now been formed with the sea on one side and 4th Division on the other. It was of the utmost importance that this corridor through which the Allied armies were pouring be kept open and it was the "Ivy Division" which played a major part in keeping that corridor open.

Obviously the greatest threat to the maintenance of the corridor and to the 4th Division was not pockets of enemy by-passed to the west, but the enemy forces to the east, who were intent not only upon holding on to their positions but upon cutting that corridor as

Ermondeville, France. June 8, 1944.





Men and vehicles of this wave have landed and moved inland. The Krauts were to see more of the same all afternoon.

well. Consequently the entire strength of the Division was now flung into the fight along the enemy's defense line. Still the Jerries held on to the commanding terrain, and it was only after Jerry had been by-passed or blasted from a hill that it would fall to our infantry. Usually Jerry fought all day and then attempted to withdraw at night.

When Percy, Tessy, and Villedieu had fallen, the Germans once more pulled back and placed their defenses on a long line of hills running east of, and parallel to, the road from Villedieu to St. Pois. Before he would call "quits" he had to be shoved off these hills, too. Typical of the battles fought to dislodge him were those over Hill 213 and Hill 211. The latter overlooked the town of St. Pois and the enemy's escape route to the south out of St. Pois. The fall of Hill 211 heralded the end of this phase of operations, for, from its summit our troops had perfect observation upon the retreating enemy columns. Here began the German retreat across Northern France. Many of these fleeing Germans never got any further, however, for artillery, cannon, and mortar fire rained down upon them in a terrible hail which destroyed both men and transport mercilessly.

With this phase of operations practically completed, exhausted infantrymen smiled with joy when told that they would soon be pulled back into a rest area. There they would have a chance to recuperate after almost two weeks of continuous fighting which, more often than not, continued through the night. Things were going well. The corridor not only had been maintained but widened; in fact, the enemy's threat from the east was beginning to dissolve; the Third Army was rolling into the Brest Peninsula and parts of the First Army had driven to Mortain, Domfront, and other towns southeast of Avranches.

It was on August 6th that the Germans tossed a monkey-wrench into these operations by hurling the first of a series of counter-attacks aimed at Avranches. These counter-attacks were not well-coordinated because the Germans had become greatly disorganized under our hammering blows. In those units where the counter-blows fell, however, severe casualties were inflicted and some terrific fighting developed. Especially was this true at Mortain, where the Germans hit the 30th Infantry Division.

During the night of August 6th and the early morning of August 7th, the Germans advanced westward on the south bank of the See River with a large force of infantry and tanks. This drive was directed toward Avranches, which the Germans hoped to reach in order to cut the American forces in half. It is impossible to overestimate the significance of such a move had it been successful, for it would have meant that our supply lines running through the corridor would have

been cut, and the spearheads of the First and Third Armies would have been compelled to stop.

Small wonder then that the 4th Division was ordered into the fight again and, with its artillery firing as it had never fired before, it destroyed the point of the enemy's drive. At this same time, one of the 4th's combat teams was attached to the 30th Division to aid that division in regaining its position at Mortain, and in rescuing its "lost battalion," which had been surrounded near there. When this combat team was relieved on the 13th of August, the German counter-offensive had been completely defeated and the 4th began a well-deserved rest; its last for a long time.

For its part in the "Hedgerow" and "Breakthrough" campaigns General Collins again commended the Division—this time after it had been transferred to the V Corps:

"With scarcely a pause for rest, the Division was moved directly from Cherbourg into the thick of the fighting southwest of Carentan, where the enemy had had time to organize thoroughly two well-prepared hedgerow positions, the flanks of which rested on difficult

Church in St. Floxel, France. June 18, 1944.



Engineers clearing debris from Valognes, France. June, 1944.

The German rockets, affectionately called "Screaming Meemies," by the 12th Infantry Regiment doughs. June 1944, Normandy.





Cherbourg—first and vital prize in the "Big Picture"—a major port.



Our artillery left its mark on Cherbourg.



Above, reading from top to bottom: Surrender of one of the last enemy strongholds in Cherbourg; Ceremony upon liberation of Cherbourg; Presentation of flag to mayor of Cherbourg by Brigadier General J. Lawton Collins, V Corps commander.

swamp land. The Division suffered heavy casualties in the bitter fighting that was required to break through these positions and enlarge the Carentan bridgehead. This swamp and hedgerow fighting was the most difficult that has been encountered anywhere in the campaign thus far.

"Again with only a brief period for reorganization, the 4th Infantry Division was shifted farther to the east in order to participate in the breakthrough between Marigny and St. Gilles. Following the aerial bombardment in which the Division suffered a number of casualties, it jumped off on July 25 and drove ahead to its objective southwest of Marigny, thus preparing the way for the advance of the 3rd Armored Division. During this same period, one of its regiments, the 22nd Infantry, was performing outstanding service while attached to the 2nd Armored Division in assisting in checking the enemy drive in the vicinity of Tessy-sur-Vire.

"Following the breakthrough of the VII Corps, the 4th Infantry Division participated in the pursuit that led to the capture of St. Pois and Cherence-le-Roussel. Thereafter, for the next week, it played an important part in preventing a breakthrough by the enemy in his desperate attempt to sever the First and Third American Armies in the Mortain-Cherence-le-Roussel area. The artillery of the 4th Infantry Division played a major role in annihilating the single enemy column that had succeeded in penetrating to the vicinity of Le Mesnil Adelee."

PURSUIT

The following week the 4th was moved forward to Carrouges, where it had a good rest. All the time, however, it kept one ear open for the expected call to fight further north in the battle of the Falaise Pocket.

Beginning on August 22nd, we drove through Chartres and to the Arpajon-Corbeil area, south of Paris. The situation in and around Paris was confused at this time and the Allied High Command felt that it should strengthen its hand. Finally, on August 25th, the Division and the 2nd French Armored Division were ordered to take Paris. Advancing against sporadic small-arms fire, the men of the 4th reached the heart of the city at noon. After four years of Nazi tyranny, Paris was free. As wildly applauding French thronged before the Cathedral of Notre Dame and the Hotel de Ville, the wearers of the Ivy Leaf received expressions of appreciation such as only the French can give. Coincident with this operation, other elements of the Division were fighting their way across the Seine River, meeting serious resistance in some places and receiving the surrender of pockets of bewildered enemy in others.

Leaving the victory parade in honor of the liberation of Paris for outfits following in our wake, the "Ivy-men" pushed on to the north. No one could accuse the World War II Army commanders of committing the same mistake as their World War I counterparts, i. e., not exploiting a breakthrough. Every day our objective was shoved further to the north, and every day great distances were covered. Since the Falaise Gap had failed to catch all of the great German Seventh Army, the Allied plan called for the First Army's sweeping north to Mons, Belgium, in a wide arc so as to gather in the remnants of the fleeing German Seventh. There is no type of operations more exciting



Left: Normandy hedgerow. June, 1944.

Below: View of German shelters, communication trench and gun positions.



than one in which the High Command says, "Well, you've got 'em on the run; go as fast as you can but keep your eyes open." In an advance as rapid as this anything can happen, and the fighting troops often find themselves running on reserve rations and reserve gasoline supplies, without maps, and extremely low on ammunition. All of these things happened and yet the 4th continued to roll. By September 3rd, it had reached St. Quentin, Le Cateau, and Landrecies, fighting its way across many rivers, streams and hills, capturing or killing thousands of Germans headed in the same direction.

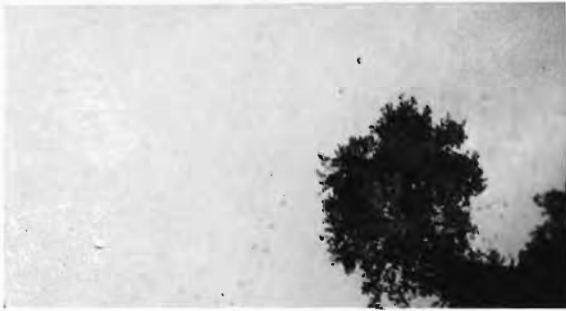
September 4th, 5th, and 6th, saw the Division turn eastward in a final sweep across the Meuse River and the Belgian border, and head for the German border and the Siegfried Line. Speculation ran high as to just how tough the Siegfried Line was going to be. Some said there was nothing to it; others, that it would be tough to get through. Belgian Maquis, the Belgian resistance forces, aided us considerably by giving information of enemy activities. Almost every reconnaissance vehicle carried Belgian scouts to act as guides, whose assistance often proved invaluable.

SIEGFRIED LINE

Following a 4th Division patrol which had crossed the German border the evening of the 11th, and which was the first infantry division unit to enter Germany, the remainder of the Division crossed in force on September 12th. Two days later the great assault began, and within two or three hours two entire combat teams had driven through the "impenetrable" line and had fanned out on top of the Schae Eifel, key terrain feature of this line. With ever-increasing



German dug-in defensive positions that held up advance of the 4th Division on an island southwest of Carentan, France



Top left: The plan for the Breakthrough is given the unit commanders, "We'll jump off and . . ." Bottom left: Breakthrough! July 25, 1944, St. Lo, France. Now for the preparation. The American Air Force in spectacular strength roars overhead. Right: And looks good to the men waiting to jump off.

The curtain rises.





Aerial photo of the air preparation.

strength, the hostile forces fought off our attacks until, by about September 18th, it became clear that we could not make and sustain a penetration through the enemy. At this time there were only six divisions and a few hundred cavalry troops along the entire First Army sector of the line, from Aachen to the southern tip of Luxembourg, and these forces were so spread out (as in the case of the 4th, with its 15-mile front) that exploitation was not possible. Not only was our front wide, but a gap of ten kilometers existed on the right flank and 40 kilometers on the left.

On September 17th, Major General Leonard T. Gerow, on occasion of his temporary relief from command of the V Corps at that time, in a commendation said of the 4th: "The aggressive courage, unselfish devotion, tenacity of purpose and outstanding leadership of all ranks is evidenced by the fact that the 4th Infantry Division has never failed to capture its assigned objectives and has never lost ground to the enemy.

"You are battle tested, battle wise and a first line combat division, with an outstanding record and reputation.

"I am proud to have had the opportunity of commanding you in battle, and I shall watch your future successes with the greatest of interest, with the knowledge that victory is assured."

A period of readjustment and waiting set in, characterized by vigorous patrolling, sometimes even flaring up into company battles. The morale of the men of the Division began to ebb as the weather grew worse. Infernal mud, continuous rain, and damp fog made this, the first stable front since D-Day, completely miserable. We were given a new sector, to which we moved on October 5th, just north of the one we had held. Everyone prepared for an attack on October 8th. But none came. Throughout all of October, the Division sat, enduring hardships of weather and especially the German artillery. Toward the latter part of the month, Jerry amused himself by sending his "buzz" bombs roaring over the heads of the troops. These flying bombs were aimed at Liege and other big cities, but occasionally one fell short. No Division casualties were reported as having resulted from the terrific explosions of these gadgets.

HURTGEN FOREST

In the early days of November, the Division moved north once more and assembled in a forest east of Eupen and southeast of Aachen. This had been a top secret move and our soldiers were expecting to participate in a big attack. For toughness and savagery of fighting, their expectations were filled.

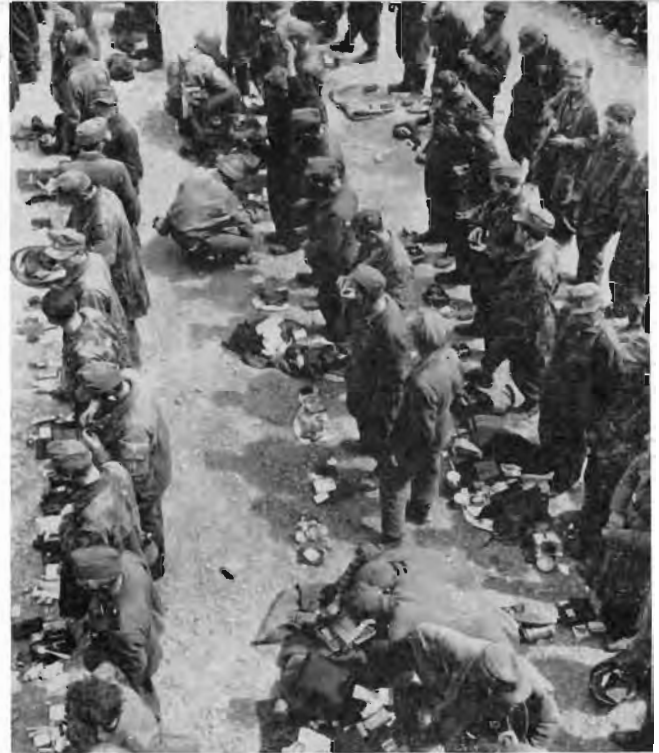
The most grueling battle in Europe from D-Day to V-E Day was fought in the Hurtgen Forest, south of the Aachen-Duren highway. With a mission of seizing the main road from Hurtgen to Duren, the



Now to see how that plan is working out on the ground. The Commanding General near the Command Post of the 8th Infantry Regiment on July 25th—you wouldn't assume it from this picture but plenty of excitement swirls all around this spot.



Troops moving through Marigny on July 26th.



Bagged when the Fourth Division broke across the St. Lo-Periers Road.



While civilians return to a battered town.

22nd Infantrymen teamed up with the 2nd Armored to exploit the St. Lo breakthrough of July 26-August 2. For its action during this period the Regiment was awarded the Distinguished Unit Citation.



4th Division attacked through this forest on November 16, 1944. It would be far from wrong to state that the enemy's strength had been underestimated. Before the battle was over we learned that the enemy considered the forest so vital to the defense of the Roer dams, Duren, and the Cologne Plain, that he willingly sacrificed four divisions to bolster his crumbling defenses. Hurtgen was a forest of pines and firs, ranging up to 150 feet in height; in many places it was so dense that visibility was reduced to ten yards. To make matters worse, a series of steep ridges and deep ravines extended across our line of advance. With full knowledge of the ground, the Germans utilized all terrain features to the maximum. Extensive mine fields and rows of concertina wire backed up by great numbers of machine-guns constituted a formidable main line of resistance. Several hundred yards east of this, another defensive line lay athwart our path; further east another, and so on through the forest.

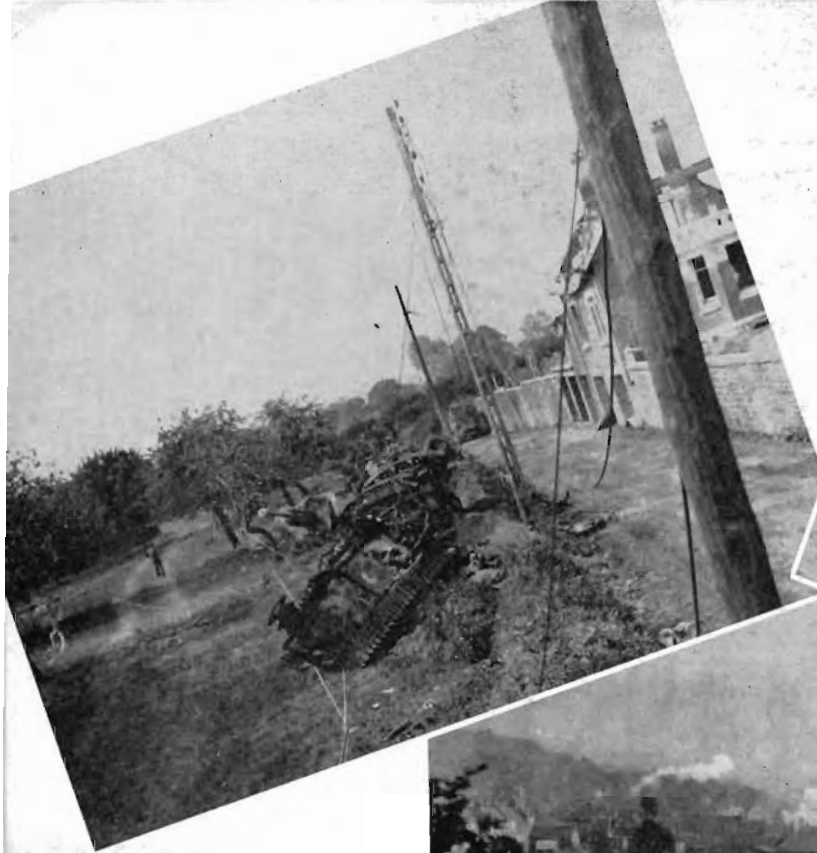
A refreshed Division assaulted the forest defenses on this first day. Never before had men of the 4th fought under such conditions. As the enemy artillery rained down, casualties streamed back. Here more than ever, the place to avoid the greatest mass of artillery fire was the closest position to the enemy, for the enemy didn't want to destroy his own men. Constant rain filled the meager holes the men plunged into for protection against shells. The cold, damp weather brought a new enemy to the forefront: trench foot, which took a vast total of soldiers.

Whereas, two months before, the Division had chalked up gains of as much as 50 miles in a day, now 500 yards was accounted a good day's work. Again and again, valiant battalions were hurled against the Nazi defenses and, with superb fighting, managed to drive over them or work around them. A day's objective would be the next line of enemy bunkers, for there the men could "hole-up" for the night and feel a little safer from the accursed artillery.

Step by step the battle-line was battered closer to the edge of the terrible forest despite a casualty rate which appalled even D-Day soldiers. More fortunate companies would be brought up to almost full strength by reinforcements; two days later, 30% of the company was left. Objectives were taken and held by companies of 20, 25, or 45 men against the most savage counterattacks the enemy could hurl. Battalion CP's were shelled frequently; one battalion counted a total of four commanders in one day. On one occasion, a complete battalion staff was wiped out by one artillery concentration and officers had to be recalled from the front lines to form a new staff.



THIS IS WHAT THE NEWSPAPER STORY LABELS A SWIFT ADVANCE—FOURTH DIVISION INFANTRYMEN MOVE THROUGH VILLEDIEU, AUGUST 1, 1944.



Red lights turn green on the road to Paris.



At St. Pois, 70th Tankers get a prevue of the Paris welcome.



Heavy resistance was met at St. Pois, which here is brought under artillery fire. It was entered August 5th.

One of our 57's waiting for the German counterattack at Mortain.





150 yards of combat. The infantry's advance across Europe was not always as easy or as swift as this. Geared for battle the infantryman was not a pretty sight—but then his job was not a pretty job. The German dead and the burning Wehrmacht truck are evidence of his work. The point of an infantry column, accompanied by Tank Destroyers, cuts its way into the heart of France. On the way to Fontainebleau these scenes show the rapidity of the advance to join in the liberation of Paris on the following day.





As we rolled into the edge of the city, the atmosphere became—well, this was Paris.

The construction or maintenance of a complete road net in the Division zone had to be accomplished—a Herculean task. One need only have seen the bottomless mud to realize the extreme difficulty of this work. No one bothered to count the mines removed from roads, firebreaks, and forest lanes, but the number would be appalling because, in single areas, hundreds were buried together. In some cases the mines had been placed four deep. Every imaginable means of coping with this problem was attempted. Flails, mine-digging details, and tanks all played their part in removing the deadly weapons. As the infantry emerged from the forest opposite Grosshau, they breathed a sigh of relief, but there were several bitter days of fighting before Grosshau fell and fanatical enemy counterattacks had been defeated. One of our companies was overrun by a paratroop battalion led by a major, whose mission was solely to counterattack against American units which were making a breach in the enemy's defenses. Before this onslaught had been stopped, the major and his battalion were destroyed, but only after a bitter fight.

The horrors of "the Hurtgen" can never be forgotten by the men who were there. Only heroic action by countless individuals and units made the attack a success. There was the case of one hero who had had his foot blown off by a mine. As he lay in agony, some Germans sneaked out and placed a booby-trap under him so that when our medics came to him, they would be destroyed. The wounded man remained conscious; and, finally, when rescued 70 hours later,

After an experience like this it's not easy to be tolerant of the person who thinks flag waving is for small children.



he was able to warn his rescuers of the trap, the wires of which were then cut.

Casualties ran so high and movement through the forest was so hazardous that unprecedented means had to be employed in the evacuation of wounded. Hand-carries of extraordinary difficulty and danger served as the means by which supplies were brought forward and casualties were carried back.

When the 4th Division departed from the Hurtgen Forest, it had accomplished its mission—the Forest was behind the American lines and the Hurtgen-Duren road had been overrun.

Marching back through the forest, the few men who were left of those who had begun the battle one month before saw how the face of "the Hurtgen" had changed; acres of beautiful forest had given way to twisted masses of shrapnel-torn stumps and broken trees. The Battle of Hurtgen Forest had been an "epic of stark infantry combat."

General Collins "saluted" the Division for its part in the Hurtgen Battle with the following statements: "Combat in woods calls for top-notch leadership on the part of small unit commanders and the highest order of individual courage. The drive of the 4th Division across its sector of the Hurtgen Forest required a continuous display of these qualities under the most adverse conditions of terrain and weather. The strong enemy defenses were reinforced by the ruggedness of the hills, and the inadequate road net was continually blocked by mines and fallen trees. As a result, much of the fighting had to be done without benefit of our accustomed tank and tank destroyer support, and for several days some units could be supplied only by hand-carry of food and ammunition while the evacuation of wounded was exceedingly difficult. The fact that the 4th Division overcame these many difficulties and drove the enemy from the dominant hills overlooking the Roer River is a tribute to the skill, determination and aggressiveness of all ranks.

"It is with keen regret that the VII Corps releases its oldest combat division. But it is with pride and satisfaction that we salute the officers and men of the 4th Infantry Division for its achievement in the Battle of the Hurtgen Forest."

The maternal instinct of the French women.





AND THIS WOMAN FEELS THE SAME WAY ABOUT IT, TOO!



IT WAS STILL WAR AND FOR KEEPS DESPITE THE INCONGRUOUS SETTING.



A crossing of the Meuse River near the border into Belgium on September 6.



Atop the monument in the town square of San Quentin.

German small arms fire greets these infantrymen as they advance on the Belgian town of Lubin, September 7.



This patrol is sniper hunting in Lubin. It looks prepared for larger game, too.



LUXEMBOURG

Hurtgen cleared, the Division closed into a defensive position on a 35-mile front along the Sauer and Moselle Rivers, north and east of the City of Luxembourg, Duchy of Luxembourg, on December 12th. Here, in what was regarded as a quiet sector, it was intended that the battle-weary Division would rest, receive vitally needed reinforcements, and raise the level of supply. Motorized equipment, especially tanks, stood partly disassembled for repairs. But the enemy had other plans.

At dawn on December 16th, the German Army struck along the greater portion of the First Army front in what was to become known as Von Rundstedt's Ardennes Offensive or the Battle of the Bulge.

It soon became apparent the intended southern shoulder of this German drive fell squarely within the zone of the 4th Division. After intensive artillery preparation and concealed from observation by a low-hanging fog, the enemy began crossing the Sauer River early in the morning of December 16th. A network of roads in the northern sector of the Division led into the city of Luxembourg itself. It was down these roads that the enemy planned to advance. At stake was the city, which was a hub of Allied activities and headquarters of the Twelfth Army Group, as well as Radio Luxembourg.

Several divisions to our north were overrun as the spectacular offensive swept deep into Belgium, splitting the First Army. This necessitated a swift reorganization by Twelfth Army Group which placed forces (including the 4th Infantry Division) south of the Bulge under Third Army control. On December 19th, General George S. Patton, Jr., Third Army Commander, set up his headquarters in Luxembourg City.

Conscious of the urgency of the situation, the order was issued by General Barton that there would be no retrograde movement in the sector of the 4th Division. And despite the extended front, the condition of the troops, and the efforts of an enemy inflamed by his seeming successes to the north in this big gamble, the 4th Division held its ground.

The story of the Battle of Luxembourg is, more than anything else, the story of the fight of a few heroic companies of men who were determined to hold their ground. Someone has suggested that they had fought so hard in Hurtgen for the privilege of moving to a quiet sector where they might get a chance to sleep in beds that they weren't willing to give them up without a struggle. In any case, the German offensive never succeeded in driving the Americans out of Berdorf, Osweiler, and Dickweiler, and it took five days for the Germans, with overwhelming superiority, to conquer Echternach.

As the advancing 212th Volksgrenadier Division, reinforced, pushed its spearheads down the roads and valleys, it was met in these various places by all of the reserves that the 4th Division could muster. It was an assorted crew. Two battalions of infantry, a company of cooks, military police, and mechanics, two battalions of engineers, a reconnaissance troops, and any other miscellaneous troops in the area were shoved into the line to halt the enemy. The Germans were

Germans sought to delay at Hatrival. Our artillery fires white phosphorous shells into the town as the infantry moved in. September 8.



Above, top: Having entered Hatrival, the Infantry now searches the buildings for snipers. Above, bottom: Invalid girl welcomes column as it moved through Bastogne on September 10. This city was scarcely recognizable when the Division went through again in January. It had been a critical point in the Battle of the Bulge.

General Barton crosses the Our, the first American general to get on the sacred German soil, World War II, September 12.





From these pillboxes the Krauts could see us approaching for miles. Result—trouble.



Those pillboxes were of anything but ersatz material.

stopped, and Luxembourg was saved. No less important was the fact that the line held by the 4th Division constituted the barrier behind which Allied forces in the south reorganized, and from which the Bulge was counterattacked. Thereafter, the attention of Army and Corps commanders was switched to the "Bulge" farther north, which was growing at an alarming rate. Those Germans who had been stopped by the 4th were driven back across the river, and the 4th once more relaxed. This time, however, they had a much narrower front to worry about. It had begun the battle with its rifle companies 1,600 men short of "T/O" strength, and it finished the battle still more depleted in strength, and under-equipped. Many men had been lost in the fierce fights in the snow, and trench foot again dragged other men down.

On December 26th, after the thrust toward Luxembourg City had been hurled back, Maj. Gen. Raymond O. Barton, who had led the Division through its brilliant performances on Utah Beach, at Cherbourg, Villedieu, and Paris, and into Germany, was ordered to the United States for medical care.

In a letter addressed to General Barton, on occasion of his relief, General George S. Patton said in part: So far as I know, no Ameri-



"We'll hang our washing on the Siegfried Line!"

It was "action-camera" as they pushed into Roth on September 15.

Typical 377th AAA defense around command posts—this one near Schlousenbach, October.





"What's the latest rumor?"—General Barton and associates.

can division in France has excelled the magnificent record of the 4th Infantry Division, which has been almost continuously in action since it fought its way ashore on the 6th day of last June.

"Your fight in the Hurtgen Forest was an epic of stark infantry combat; but, in my opinion, your most recent fight—from the 16th to the 26th of December—when, with a depleted and tired division, you halted the left shoulder of the German thrust into the American lines and saved the City of Luxembourg, and the tremendous supply establishments and road nets in the vicinity, is the most outstanding accomplishment of yourself and your division."

In similar vein, Major General Manton S. Eddy, Commander of the XII Corps, under whom the Division had operated after the Bulge compelled a reorganization of the Twelfth Army Group, commended General Barton at this time as follows:

"The pages you have written in the history of the 4th Division will surely be red-letter pages in the history of the United States Army. You battled on the beaches of Normandy on D-Day; you drove through the German line in the great July breakthrough at St. Lo; you were first into Paris in August; you swept across France and Belgium, breached the Siegfried Line, and were first into Germany in

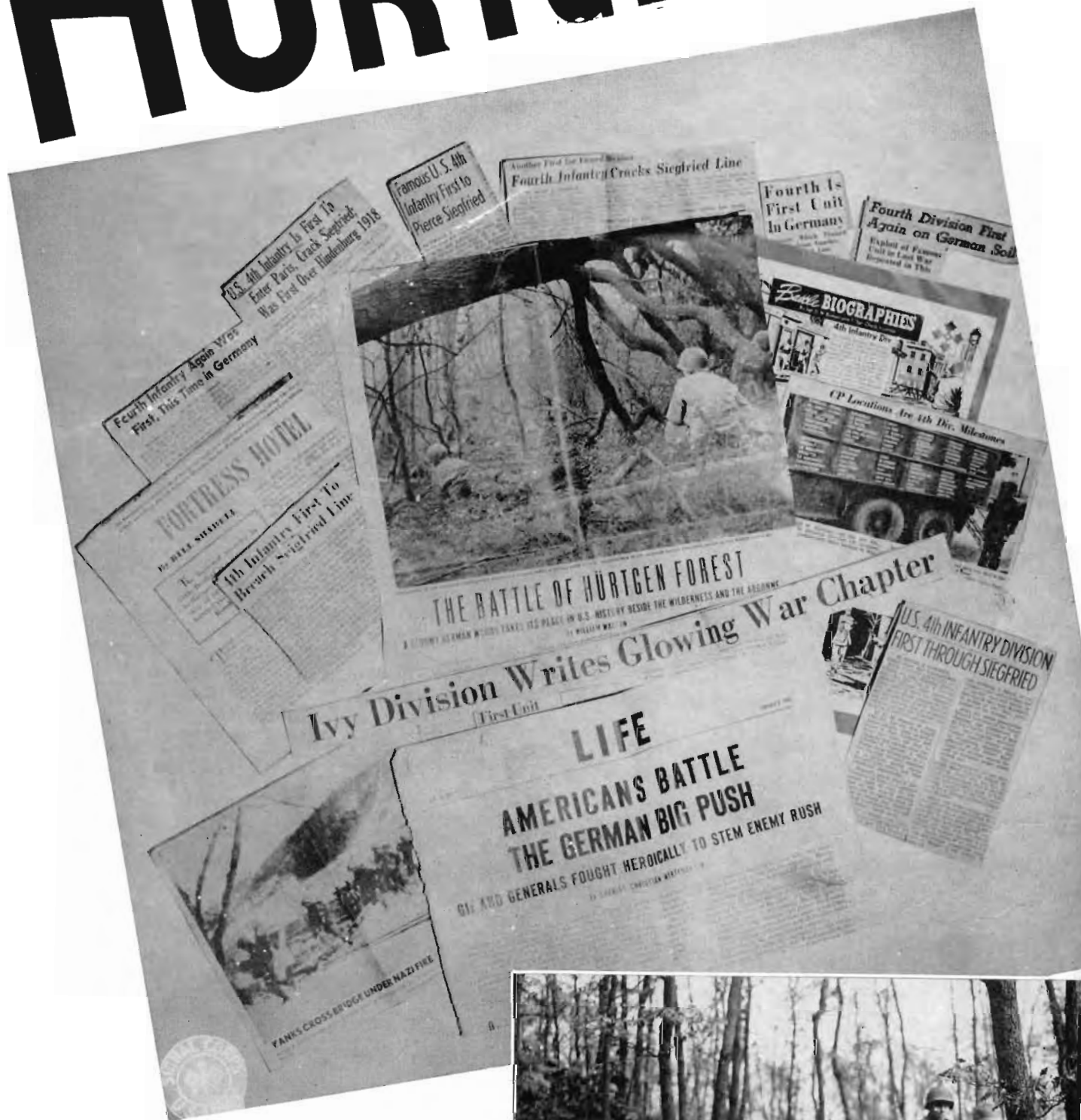
Early in October the Division moved north to the vicinity of Bullingen. This wasn't bad living until the rains came. After that it was plenty soggy and guns were few.



The local society set cuts loose in a ditch near Housfeld, October 19.



HURTGEN



Here are just a few of the headlines and dispatches which told the story of the 4th Infantry Division as it fought from Normandy deep into the heart of Germany.

Bloodiest battle of them all. Walking wounded on their way to the rear, as other men prepare to push ahead.



...EPIC OF STARK INFANTRY COMBAT



Those Red Cross arm bands didn't deflect shell fragments any more effectively than the infantryman's trousers.

Entering Hurtgen Forest, November, 1944.



Grosshau is captured November 29th and with it beginning of ou





Hollywood could improve little on this observation post in Berdorf, Luxembourg.



When the German penetration north of the Division's zone cut the First Army front, the 4th passed to command of the Third Army. Here General Patton, commanding Third Army, is seen at the Division CP at Lenningen early in January. With him is General Blakeley, who took command of the 4th on December 27, following General Barton's departure to the States for medical care.



"Now you see it, now you don't!" Luxembourg, January 14, 1945

Icy roads made the job no easier



September; you held at bay an entire German corps in the Luxembourg area in December. During this remarkable campaign your Division maintained always an efficiency and a spirit which could have come only from leadership in its highest sense."

Also indicative of the efficiency of the Division's defense of Luxembourg, in relation to the general picture, is this statement by General Marshall in his Bi-Ennial Report of the Chief of Staff of the United States Army, July 1, 1943, to June 30, 1945, to the Secretary of War:

"... General Eisenhower reacted promptly and decisively and subsequent results have proved the eminent soundness of his plan. All available reserves in the Central Army Group were used to strengthen the northern and southern flanks of the penetration and the XXX British Corps of the Northern Army Group was deployed to hold the line of the Meuse and the vital Liege area. With communications seriously disrupted, Field Marshal Montgomery was charged with the operation of forces north of the penetration, involving temporary operational control over most of the U. S. First and Ninth Armies while General Bradley coordinated the effort from the south. The 82nd and 101st Airborne Divisions were brought up from theater reserve to retard the momentum of the enemy thrust, with the 101st, reinforced by armor and artillery, holding the important road center at Bastogne. The shoulders of the penetration at Monschau and Echternach were stubbornly held by infantry divisions moved in from the north and from the south, outstanding among which were the 1st, 2nd, 4th, and 99th Division. . . ."

Park Hotel, Berdorf, dubbed the "Fortress Hotel," one of the defended points during the initial lunge of the Germans beginning December 16 on Berdorf.



Crossing the Sauer River
on January 18, 1945.



Brigadier General Harold W. Blakeley, Division Artillery commander during those same operations, assumed command of the Division on December 27, 1944.

SAUER RIVER

When the German counter-offensive in the north had just about reached its zenith, American troops were ordered to attack the shoulders of the "Bulge," which extended far into the lines. As part of this operation, the 4th Division made an assault crossing of the Sauer River on January 18, 1945, and drove north to the town of Vianden, in an attack which lasted only a few days.

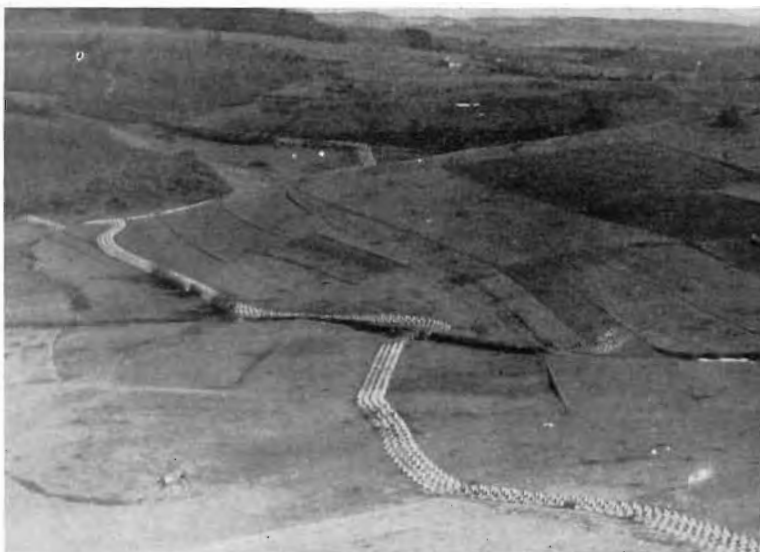
Upon the transfer of the Division from the XII to the VIII Corps on January 28th, General Eddy commended the Division with the following statement: "Five days after the Germans had launched their counter-offensive in December 1944, the 4th Infantry Division came under the command of this Corps. We found, upon our arrival in Luxembourg, a Division battle-tired and badly depleted in fighting strength, but a Division of toughened veterans whose punishment



On January 18 we crossed the Sauer driving north to the southern shoulder of the Bulge. The first day's haul of prisoners turned up this Iron Cross wearer.



Like a Napoleonic retreat is this picture of German surrender to troops of the 4th Division in January, 1945.



Top, left: On January 26, the Division was pulled out of the attack into the southern shoulder of the Bulge in Luxembourg and circled west and north into Belgium through Bastogne, Trois Vjerges and Burg Reuland. The push now was along what had been Von Rundstedt's main line of advance. Soon we were back to the Siegfried Line at the same point we had hit in September, 1944, Brandscheid.

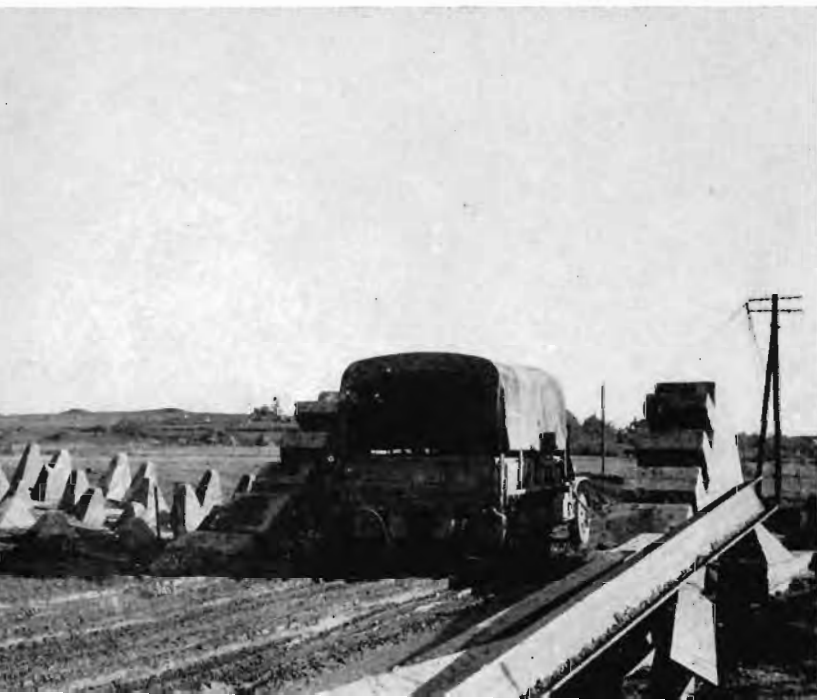
Bottom, left: An apparently inoffensive farm building in Brandscheid is now seen to have been a camouflaged pillbox. February, 1945.

The line advanced deeper into the Siegfried defenses. Here a supply truck rides through the dragon's teeth near Bleialf. February, 1945.

Top, right: Roads turned to impassable mud, having borne the German drive in December, their withdrawal in January, and our pursuit with snow and rain to add a finishing touch.

Bottom, right: After the defenses along the Silbree Eiffel had been captured, we saw first hand the advantageous fields of fire which the defending Germans had possessed. Brandscheid.

This was rough going, as witness the shell scarred hillside and the weary infantryman. February, 1945.





Captured pillboxes provided welcome and effective protection against enemy fire and miserable weather.

against overwhelming odds during the few preceding days had served only to arouse them to a fierce and aggressive fighting pitch. The manner in which your Division recovered itself, established strong defensive positions, reorganized, and retrained until 17 January 1945 was little short of remarkable. On 18 January you participated in a coordinated attack to clear the enemy from his positions west of the Our River, a mission requiring a crossing of the Sauer River in the face of stubborn enemy resistance and bitter weather conditions of ice and snow. Your execution of this mission was a highly commendable demonstration of sound tactical planning and bold courage by a division who knew its business."

RHINELAND

Following a change of plans the Division was relieved, and during the last days of January it moved northward from the country of Luxembourg, and, marching through Bastogne, prepared to attack the enemy in the Our River area. Once again we advanced across

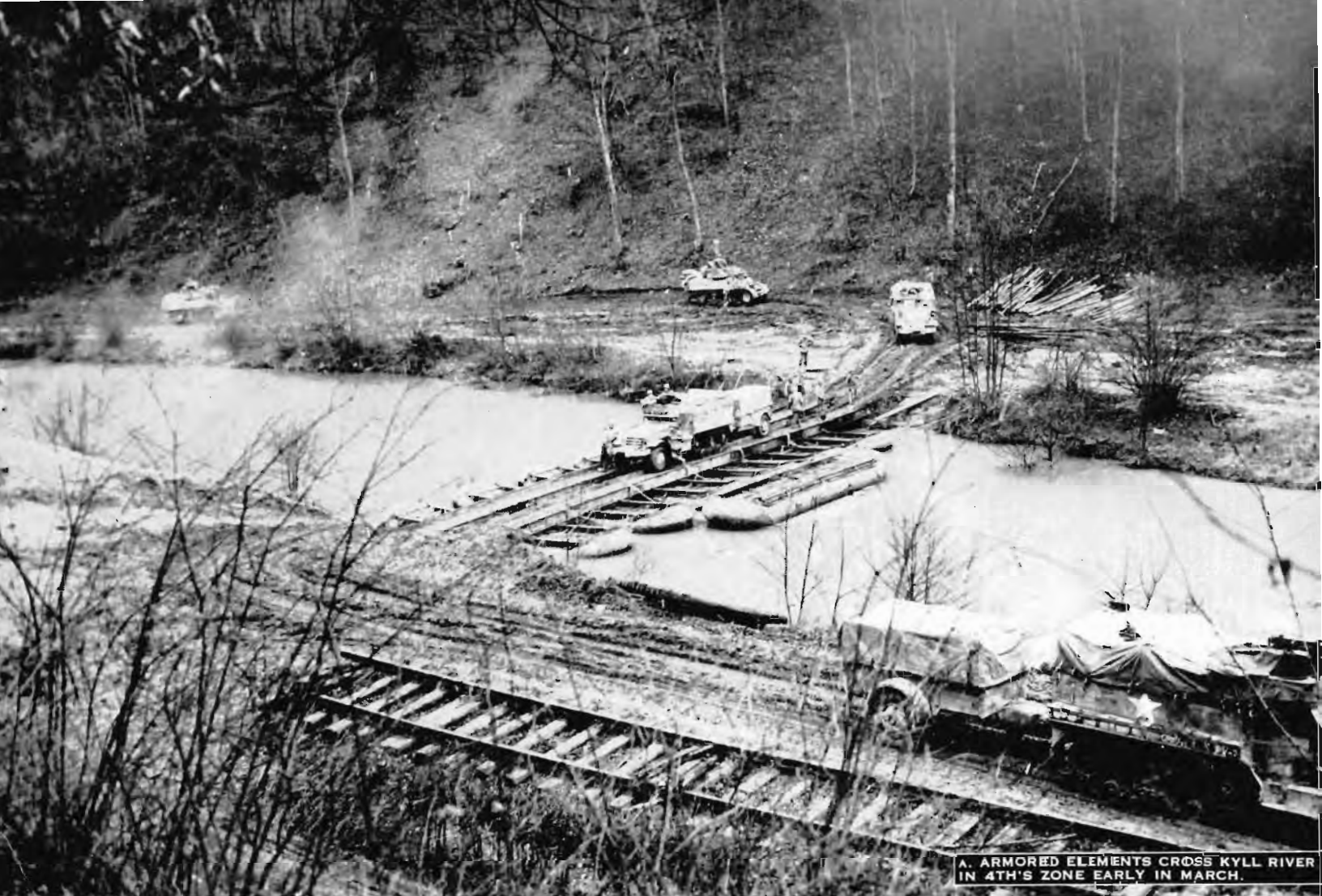
southeastern Belgium, and by the fates of war returned to the exact sector through which, four and one-half months before, the Division had fought. What memories the names of Bleialf, Schnee-Eifel, and Brandscheid brought back! Those memories were richly augmented before new battles were over.

The route to this familiar battlefield led through the vast "Battle of the Bulge" area; a battleground over which the tide of war had passed so many times there was no wonder that many thousands of Americans and Germans lay half-buried in the snow. Hundreds of destroyed American tanks bore mute testimony that we had lost heavily in this battle; and thousands of destroyed enemy vehicles proved that the German gamble had failed. The fact that the network of roads through this area was already in bad shape could not be surprising. Too much equipment had passed back and forth over these roads in the dead of winter. Later, this contributed to the slowing of our offensive toward the Rhine.

Men are sniper hunting as Prum is slowly cleared out.

Moving through what is left of Prum, troops prepare to cross the Prum River, March 1.





A. ARMORED ELEMENTS CROSS KYLL RIVER
IN 4TH'S ZONE EARLY IN MARCH.



B. INFANTRY AND ARMOR MOVES UP BE-
HIND THE ARTILLERY'S SUPPORTING FIRE
AS GERMAN DEFENDERS ARE BEATEN BACK
NEAR WEINSHEIM, MARCH 3. THIS IS "THE
TEAM" AT WORK.

Once again we drove straight to the German border; once again our assault waves crossed the "Skyline Drive" and bore down upon the Siegfried Line. This time a sneak night attack by one regiment penetrated the Line; and the identical maneuver used against Brand-scheid once before proved successful again, as infantry, with fixed bayonets and supported by tanks and tank destroyers, overran the town in a charge. A counterattack next day by a battalion of Germans was only fought off by a supreme effort. Through the filthiest area the men had ever seen (dead humans, dead horses and cows, and twisted wreckage of convoys littered the area), the attack was pressed to the Prum River. There we halted, and for two weeks sat waiting for supplies to be brought up so that the attack could be renewed. Roads were so battered that supply was made by air for a portion of this period. The wait ceased on March 1st, as infantrymen dashed across improvised footbridges to the other side of the Prum River, and in nine days reached and captured Adenau. Nine hectic days they were. The land between the Prum and Kyll Rivers was defended by the German 15th Parachute Regiment, composed largely of extremely fanatical young men who fiercely resisted our advance. The quality of their resistance can best be explained by saying that they did not quit until they were killed. Even when confronted with overwhelming odds and when completely cut off from retreat, these men would not give up. Their strength was not sufficient to stop us, but their persistence caused many an unexpectedly severe fight. A task force under Brig. Gen. J. S. Rodwell, the Assistant Division Commander, made the final lunge to Adenau after the Kyll had been crossed, and our mission was accomplished.

CENTRAL GERMANY

After 199 days of consecutive contact with the enemy, the 4th Division passed to the command of the Seventh Army, and moved by motor and railroad to the vicinity of Luneville, France. Here the Division Artillery, 70th Tank Battalion, and 610th Tank Destroyer Battalion were attached to other units, while the remainder of the Division rested. Then followed several days of waiting, expecting to be ordered to move north and fight through the Siegfried Line again. Due to the Third Army's rapid push, this was unnecessary. On March 29th, the 4th began crossing the Rhine River at Worms, and launched an attack through Germany which moved so swiftly it can best be characterized as a pursuit. Initially, the greatest difficulty was in the negotiation of the ridges which ran at right angles to the path of the Division. The question constantly arose as to whether it would

be better to follow the more difficult procedure of crossing the ridges, or to drive down the long and extremely winding roads. So rapidly did our troops move that the enemy could seldom hold in one locality for more than a few hours. Moving eastward, the Division drove to the outskirts of Wurzburg, and crossed the Main River in order to prevent enemy escape from the city. While one regiment carried out this operation, the other two attacked a fiercely resisting core of enemy troops which had centered on the right flank of the Division. When this enemy had been either destroyed or forced to flee, the "Ivy" Division resumed its advance, this time to the south. Bad Mergentheim, Rothenburg, Crailsheim, and Aalen were captured. Our greatest problem was not the enemy troops, but the blown bridges and the road blocks.

Occasionally a fairly intact German unit would stand and fight, and fierce battles raged before their resistance was overcome. On the whole, however, the enemy preferred to surrender or flee.

At Lauingen, we crossed the Danube River on April 25th, and almost immediately increased our pace to better than ten miles a day. The German troops on the southern outskirts of Munich were overrun by the Division and the city fell shortly thereafter to other divisions. The number of German prisoners captured increased almost daily until nearly 50,000 had been processed by the Division in the five weeks following the crossing of the Rhine.

Hatred for the Germans, which had somewhat subsided as the fighting became easier, flared up anew at the sight of the victims of the atrocities in the German concentration camps. When word finally came to halt our advance, that the enemy was ready to capitulate, forward elements of the Division had reached Bad Tolz, just six miles from the Austrian border.

The 4th had fought this last campaign as part of the XXI Corps, commanded by Maj. Gen. F. W. Milburn. General Milburn commended General Blakeley and the Division in the following words: "On March 29, 1945, your Division crossed the Rhine River in the vicinity of Worms, Germany, and in its rapid advance captured Bad Mergentheim, Rothenburg, Crailsheim, and Aalen; crossed the Danube River on 25 April 1945, established a bridgehead over the Lech River, and then, in its advance to the east, captured two bridges over the Loisach River and one over the Isar River.

"These are accomplishments in which your entire command may justly take pride, and are a reflection of your superior leadership and of the fighting spirit of your men."

Captured Kraut manpower puts this jeep back into Task Force Rhino's drive on Adenau.



8th Infantry Regiment soldiers search German prisoners in the town of Adenau before turning them over to military police for transfer to the rear areas.





"We come as conquerors. . . ." Budesheim, March 5



Moving from the Prum area south through Nancy to a rest area—
it was 40 and 8's all the way.

The 4th Infantry Division participated in all of the campaigns from the Normandy Beach to Germany. Personnel of the Division during this period wear the five campaign stars on the European-African-Middle Eastern Campaign ribbon: Normandy, Northern France, Rhineland, Ardennes, and Central Europe. Those who landed with the assault elements of the Division also wear the Bronze Service Arrowhead on this same ribbon.

Following the combat phase of the European Campaign, the Division moved northwestward to an occupation zone around Amberg and again passed to the command of the Third Army.

The Division was later moved to the Ansbach area and by May 17th had assumed responsibility, as part of the III Corps, for its new occupation zone within the German regional districts of Oberfranken and Mittelfranken. For the next three weeks the entire Division was occupied in cleaning and repairing its equipment, guarding certain military installations, operating Displaced Persons' Camps, processing prisoners-of-war, and enforcing military government regulations.

The Rhine. Retreating Germans blew this bridge at Worms and the Division crossed on the engineer constructed pontoon bridge about 100 yards below this point.

After 199 days of continuous contact with the enemy, the 4th was ordered into a rest area in the area near Luneville, south of Nancy, France, early in March 1945. The town of St. Remy aux Bois, within the rest area, had been destroyed by the Germans on September 5, 1944 in reprisal for alleged shooting of a German soldier in the town, which was the headquarters of an FFI group.





Raising the flag over Fortress Ehrenbreitstein, Coblenz, April 4, 1945. This same flag was lowered by troops of the 8th Infantry Regiment in this same Fortress in 1923, when the 8th Infantry left Germany, the first unit of the Army of Occupation to withdraw. Troops of the 8th Infantry, 4th Division, were honor guard during the World War II ceremony.



The Rhine has been crossed and the Autobahn lends firm footing as the column pursues the enemy near Heppenheim, March 29.



Picturesque walled city of Rothenburg on the Tauber was captured on April 17. Here the infantry leave through the southern gate to continue the attack.



Bad Mergentheim was captured on April 7. A noted Spa, it had been a German hospital center. Here patients get some sun and watch the conquerors roll through.

Shelling Ansbach on April 17th. A month later, the war in Europe ended, this city became the Division Command Post for the brief occupation period.



In the city square of Rothenburg, German Red Cross workers fed prisoners who were then evacuated.



Column through Lauingen, April 5, to the bridge across the Danube.



Fighting through Crailsheim, April 20.



South Gate Munich.

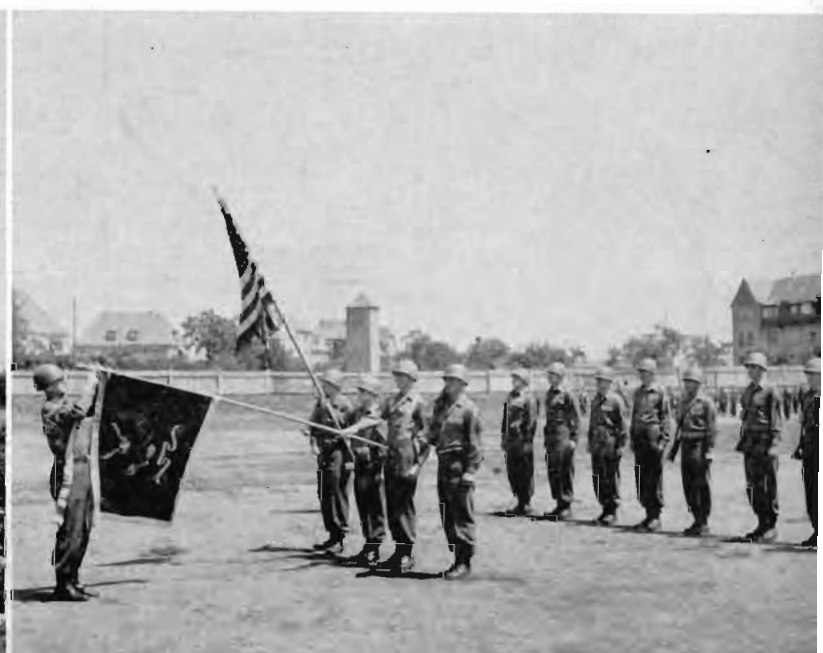
The blue Danube at Lauingen, April 25.

REDEPLOYMENT

Having received news it was to return to the United States, the 4th moved, on June 10, 1945, to an assembly area in the vicinity of Bamberg, Germany. There extensive preparations were made for the rail and motor move to the port of Le Havre and the voyage to the United States. While at Bamberg the Division transferred over 2,000 men with point scores of more than 85 to the 99th Infantry Division, and received an equal number of low-point men from that division. At this time it was contemplated these 85-point and above men would soon be discharged while the 4th Division would be redeployed to the Pacific Theater via the United States. On June 18th, a Division review was held near Bamberg.

The end of June saw the completion of the Division's movement to

The Distinguished Unit Citation won by the 70th Tank Battalion for its action in the D-Day landing is added to its standard by General Blakeley. Rothenburg, June, 1945.





May 8, 1945

Camp Old Gold near Le Havre, France. On July 2nd, the HERMITAGE, first of the four transports required to ship the Division, sailed with the first group of 4th Division men bound for the States. It was July, 1919, which saw the "Ivy Division" of World War I making the same voyage home. After landing, the troops were shipped to camps near their homes, and given a 30-day period of rest and recuperation.

At the termination of this 30 days, the men reported to the 4th's new home, Camp Butner, near Durham, N. C. It was here that the Division would receive a few weeks' training, then move to the Pacific Theater.

The termination of the war with Japan caused the cancellation of the plan for redeployment of the 4th. This was one change of plans which was approved by all.

40 and 8'ing from Bamberg to Le Havre. At all stops the kids were on hand for handouts.



The Division bids farewell to the first group of men to be sent home—Ansbach, Germany, May, 1945.



General Blakeley reviews the Division at Bamberg, Germany. This was the last ceremony in Europe, June 18, 1945.

DP's on the move.





Saarbrücken, International Boundary between France and Germany,
June 20, 1945. Column en route to Le Havre.



Le Havre



Home from the Wars—
men of the Division wave
as the Hermitage, troop
transport, pulls into New
York Harbor on July 10,
1945.



New York, July 10, 1945

4TH DIVISION COMMAND POSTS

June 1944	Beach
6 (AM)	Road U-S
6 (PM)	Audouville-la-Hubert
6-8	Beuzeville-au-Plain
8-10	le Bisson
10-20	Bois du Montebourg
1300-1800, June 20	la Tardiverie
20-24	Bois du Coudray (Gallis)
24-28	Chateau de Tourlaville
28-30	Gourbesville (Rest Area)
June 30-July 5	Groult (Assembly Area)
July 5-6	Cantepele
6-8	Meautis
8-17	Lenauderie (Rest Area)
17-20	Charlemenerie
20-26	La Couture
26-27	Bas Marais
27-28	le Bourg
29-30	la Chasse-Doriere
July 30-August 2	la Landerie
2-3	la Belriere
3-5	les Loges sur Bracey
5-9	Ht Travigny
9-10	Buais
10-11	le Teilleul
11-12	Nantreuil
12-17	Rouairie
17-23	Ablis
1500-1700, August 24	Bruyeres (near Arpaion)
24-25	Epinay-sur-Orge
25-27	Bois de Vincennes, Paris
27-28	Montfermeil, Paris
28-30	Montge
1400-1700, August 30	Nanteuil-le-Haudouin
August 30-September 1	Villers-Cotterets
0800-1600, September 1	Coeuvres-et-Valseroy
1700, Sept. 1-0700, Sept. 2	Nampcel
0900, Sept. 2-1300, Sept. 3	Unvillers
1600, Sept. 3-Sept. 5	Tremblois
Sept. 5-Sept. 6	Hargnies
6-7	Woods near Graide, Belgium
7-8	Libin (Chateau of collaborator)
8-9	Woods west of St. Hubert
9-10	Near Givroulle, Belgium
10-11	Near Beho, Belgium
11-13	

1200-1700, September 13	Woods east of Grutlange, Belgium
1900, Sept. 13-1400, Sept. 15	Bois de St. Vith (1/2 mil. N of Schlierbach)
1400-1900, September 15	Auw, Germany
September 15-October 4	Woods S of Schonberg, Belgium
October 4-November 7	Woods SW of Bullingen, Belgium
November 7-December 8	Zweifall, Germany
8-27	Luxembourg City, Luxembourg
December 27-January 16	Senningen, Luxembourg
January 17-22	Heffingen, Luxembourg
22-28	Fels (La Rochette), Luxembourg
28	Trione, Belgium
January 28-February 2	Durier, Belgium
February 2-4	Lommersweiler, Belgium
4-7	Amelscheid, Belgium
February 7-March 4	Bleialf, Germany
March 4-6	Prum, Germany
6-13	Schwirzheim, Germany
13-20	Gerbervillers, Lorraine, France
20-26	Batzendorf, Alsace, France
26-30	Mussbach, Germany
30	Heppenheim, Germany
March 30-April 1	Beerfelden, Germany
April 1-2	Walldurn
2-3	Tauberbischofsheim
3-13	Kirchheim
13-15	Rottingen
15-18	Creglingen
18-20	Rothenburg
20-21	Wettringen
21-22	Maria Kappel
22-23	Jagstzell
23-24	Huttlngen
24-25	Ober Kochen
25-26	Heidenheim
26-27	Aisingen
27-28	Horgau
28-29	Gross-Aitlingen
29-30	Egling
April 30-May 1	Ober Pfaffenhofen
May 1-May 6	Wolftratshausen
6-14	Amberg
14	Ansbach
May 14-June 26	Bamberg (vicinity of)
June-July 2	Le Havre, France
July 2-10	Hermitage (U. S. Ship)
July —	Camp Butler, N. C.



GRADUATION DAY — AND THIS WAS A TOUGH SCHOOL.

BATTLE STATISTICS

AWARDS AND DECORATIONS



Recipients of Medal of Honor 3

Recipients of Silver Stars 1200

Recipients of Bronze Stars 6553

Recipients of Air Medals 100

Recipients of Soldier Medals 25



Recipient of Distinguished Service Medal

RAYMOND O. BARTON, Major General, 4th Infantry Division



Recipients of Distinguished Service Cross

JOHN L. AHEARN, First Lieutenant, 70th Tank Battalion.

DANIEL E. ATWELL, Technician 4th Grade, 4th Medical Battalion.

ODELL BAKER, Private, 8th Infantry.

KENNETH E. BEITLER, Captain, 58th Arm F. A. Battalion.

HOWARD C. BLAZZARD, Major, 22nd Infantry.

PEDRO CANO, Private, 8th Infantry.

MIKE CERMAK, Private First Class, 8th Infantry.

DONALD L. CHASE, Staff Sergeant, 22nd Infantry.

FRED W. COLLINS, Lieutenant Colonel, 8th Infantry.

HAROLD B. CORDES, Sergeant, 22nd Infantry.

DONALD DAVIES, Private, 12th Infantry.

FRANCISCO G. DELGADO, Sergeant, 8th Infantry.

MICHAEL H. DONOVAN, Sergeant, 8th Infantry.

JOHN DOWDY, Lieutenant Colonel, 22nd Infantry.

THADDEUS R. DULIN, Lieutenant Colonel, 12th Infantry.

DEWITT C. FAIR, First Lieutenant, 70th Tank Battalion.

CHARLES A. EARNEST, III, Captain, 22nd Infantry.

JAMES R. FLANNIGAN, Technician 4th Grade, 29th Field Artillery.

JOHN R. GARRABRANT, Captain, 8th Infantry.

MALCOLM L. GEORGE, Captain, 8th Infantry.

JOSEPH J. GIORDANO, Private, 8th Infantry.

EDWARD P. GOYETTE, Staff Sergeant, 12th Infantry.

LOUIS B. GREENBERG, Private First Class, 22nd Infantry.

JAMES W. HALEY, Major, 8th Infantry.

ELBERT J. HALL, Private, 8th Infantry.

CHRISTY A. HAMPE, Private First Class, 12th Infantry.

EUGENE HIX, Private, 22nd Infantry.

NOAH HORTON, Technician 3rd Grade, 12th Infantry.

WILEY J. INGRAM, Staff Sergeant, 4th Engineer Combat Battalion.

CHARLES L. JACKSON, Lieutenant Colonel, 12th Infantry.

AMOS S. JOHNSON, First Lieutenant, 8th Infantry.

CHARLES H. JONES, First Lieutenant, 8th Infantry.

JOHN A. KULP, Captain, 8th Infantry.

DONALD H. LANGMAN, 2nd Lieutenant, 8th Infantry.

CHARLES T. LANHAM, Colonel, 22nd Infantry.

DELBERT D. LEE, Sergeant, 610 T. D. Battalion.

GAIL B. LEE, Captain, 8th Infantry.

LEWIS, W. LEENEY, Lieutenant Colonel, 8th Infantry.

JAMES S. LUCKETT, Colonel, 12th Infantry.

LESTER J. LYNCH, Private First Class, 610th T. D. Battalion.

GEORGE L. MABRY, Jr., Captain, 8th Infantry.

CARLTON O. MacNEELY, Lieutenant Colonel, 8th Infantry.

IRVIN A. MAGER, Second Lieutenant, 8th Infantry.

WILLIAM M. MARSDEN, Captain, 8th Infantry.

GLENN T. MARTIN, Private First Class, 22nd Infantry.

EDWIN C. MATHUES, Private First Class, 8th Infantry.

IRA L. MEREDITH, Staff Sergeant, 8th Infantry.

MILAN M. MILLER, Private First Class, 8th Infantry.

ERWIN F. MITHMAN, Second Lieutenant, 22nd Infantry.

RICHARD C. MURRIN, Staff Sergeant, 70th Tank Battalion.

HENRY V. NOTHEL, Sergeant, 70th Tank Battalion.

EARNEST D. OROSCO, First Lieutenant, 8th Infantry.

WILLY I. PEDERSEN, Technician 4th Grade, 12th Infantry.

WILLIAM B. PHILLIPS, Sergeant, 8th Infantry.

DARVIN D. PURVIS, Staff Sergeant, 70th Tank Battalion.

JOHN C. REBARCHEK, First Lieutenant, 8th Infantry.

JOHN G. RECKORD, Captain, 8th Infantry.

RUSSELL P. REEDER, Colonel, 12th Infantry.

JAMES S. RODWELL, Brigadier General, 4th Infantry Division.

JOSEPH T. SAMUELS, Major, 22nd Infantry.
 THOMAS C. SHIELDS, Captain, 22nd Infantry.
 FRANCIS E. SONGER, First Lieutenant, 70th Tank Battalion.
 FRED A. STEINER, Lieutenant Colonel, 8th Infantry.
 ERNEST L. STONE, Private First Class, 8th Infantry.
 DOYLE C. STRICKLAND, First Lieutenant, 8th Infantry.

ERASMUS H. STRICKLAND, Lieutenant Colonel, 8th Infantry.
 JOHN C. SWEARINGEN, Captain, 8th Infantry.
 DEESIE H. TALLEY, Technical Sergeant, 12th Infantry.
 GEORGE A. TAYLOR, Colonel, 4th Infantry Division.
 ARTHUR S. TEAGUE, Lieutenant Colonel, 22nd Infantry.

JOHN N. TOWNSEND, Second Lieutenant, 70th Tank Battalion.
 JAMES A. VAN FLEET, Colonel, 8th Infantry.
 JOHN E. WADE, Staff Sergeant, 8th Infantry.
 JOHN F. WARD, First Lieutenant, 22nd Infantry.
 JOHN C. WELBORN, Lieutenant Colonel, 70th Tank Battalion.
 GERVIS WILLIS, First Sergeant, 12th Infantry.
 PHILIP W. WITTKOPF, Captain, 12th Infantry.

Recipients of Legion of Merit

HAROLD W. BLAKELEY, Major General, 4th Infantry Division.
 GARLEN R. BRYANT, Lieutenant Colonel, 4th Infantry Division.
 SEWELL W. CRISMAN, Jr., Lieutenant Colonel, 4th Signal Company.
 THOMAS I. EDGAR, Lieutenant Colonel, 42nd Field Artillery.
 GEORGE W. FISHER, Lieutenant Colonel, 337th A.A. Battalion.

ULRICH G. GIBBONS, Lieutenant Colonel, 4th Division Artillery.
 HENRY B. GREISEN, Lieutenant Colonel, 4th Infantry Division.
 HARRY F. HANSEN, Lieutenant Colonel, 4th Infantry Division.
 RICHARD S. MARR, Colonel, 4th Infantry Division.
 RICHARD G. MCKEE, Colonel, 8th Infantry.

HARDIN L. OLSON, Lieutenant Colonel, 345th Infantry.
 JOEL F. THOMASON, Lieutenant Colonel, 29th Field Artillery.
 ORLANDO C. TROXEL, Jr., Lieutenant Colonel, 4th Infantry Division.
 HENRY C. WALKER, Lieutenant Colonel, 44th Field Artillery.
 JOHN C. WELBORN, Lieutenant Colonel, 70th Tank Battalion.

BATTLE CASUALTIES

Casualties—June 6, 1944—May 8, 1945

June 6-30, 1944	5,531
July	3,438
August	1,584
September	1,267
October	330
November	4,025
December	1,872
January—1945	814
February	1,344
March	776
April	872
May 1-8, 1945	26
<hr/> Total Battle Casualties	21,879
Total Non-Battle Casualties	12,430
<hr/> Total Casualties	34,309

Right, top: Assault waves have moved inland and succeeding waves hit and move forward. Bottom: Among the first of over 75,000 prisoners to be taken by the 4th.

D-DAY JUNE, 1944



First Command Post of 4th Infantry Division, D-Day, June 6, 1944. General Barton issues the orders for employment of the 746th Tank Battalion. General Teddy Roosevelt waits to report on front-line battalions.





Reading from top to bottom: Montebourg, France, June 19, 1944. One of Cherbourg's suspected collaborators! The 12th Infantry Regiment found many of these rocket guns in Cherbourg, France, June 26, 1944.



The padre and two visitors, near Carentan, July, 1944.



Nazi propaganda signs were everywhere, Cherbourg, June, 1944.

The 4th Division suffered 21,879 casualties from D-Day to V-E Day. Here, on the road to Cherbourg, is one.



Even civilians were not immune, Cherbourg, June 26, 1944.



Lausitzer Zeitung

vormals Spremberger Anzeiger

Parteiamtliche Tageszeitung für den Kreis Spremberg



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Unverbrüchliche deutsch-finnische Solidarität

Deutsche Waffenhilfe für den Schlachtfeldkampf des tapferen finnischen Verbündeten

Besprechungen Ribbentrops mit der finnischen Regierung im Geiste bewährter Waffenbrüderlichkeit

Berlin, 28. Juni. Der Reichsminister des Auswärtigen von Ribbentrop hat der finnischen Regierung einen Besuch abgestattet.

Während dieses Besuchs wurden die deutsch-finnischen und finnisch-finnischen interessierenden Fragen und insbesondere der von der finnischen Regierung vorgebrachte Wunsch nach Waffenhilfe besprochen. Die deutsche Regierung hat sich bereit erklärt, diesem Wunsch der finnischen Regierung zu entsprechen.

Die Besprechungen, die zwischen Reichsaussenminister von Ribbentrop einerseits und dem Staatspräsidenten Risti und dem finnischen Außenminister Rautanen andererseits stattfanden, waren getragen von dem Geist der Waffenbrüderlichkeit zwischen den Armeen und der Freundschaft zwischen den beiden Völkern.

Völlige Übereinstimmung der Auffassungen der Reichsregierung und der finnischen Regierung wurde in allen Punkten erzielt.

L2. Finnland steht in einem schweren Kampf um sein Dasein. Mit bewundernswerter Tapferkeit hat das finnische Volk, das im Norden Europas die Kulturträger und Lebenswerte unseres Kontinents mitterteils, bisher gelitten. Es hat die Sowjets ihre Machtmittel gegen die Finnen eingesetzt, um ihren Widerstand zu brechen. Das deutsche Volk, seit Jahrzehnten der finnischen Nation auf das stärkste verbunden,

setzt seines Bundesgenossen fechten, damit im gemeinsamen Einsatz das Ziel erreicht wird: Befreiung der baltischen Völker von einem Schicksal, das nur die Kulte, die Unterdrückung und die Ausrottung aller kleinen europäischen Völker kennt. Daß diese Absichten nicht in Erfüllung gehen, dafür werden die deutschen und finnischen Soldaten Schulter an Schulter kämpfen und damit die Bande enger Kameradschaft noch fester knüpfen.

Finnlands harte Kampfentschlossenheit

Helsinki, 28. Juni. „Ajan Suunta“ betrachtet im Vorkriegsstand vom Dienstag die gegenwärtige militärische und politische Lage Finnlands: „Wenn man das Gewinn- und Verlustkonto des derzeitigen Kampfes an der Kareliischen Front sachlich abwägt“, so erklärt das Blatt wörtlich, „gibt es für Finnland keinen Anlaß zur Besorgnis. Die Territorienverluste auf der Kareliischen Landenge sind zwar im Augenblick schmerzhaft, jedoch nur vorübergehend, und mit ihrem Preis ist durch die angewandte Taktik die Kampfkraft der finnischen Armee ungeachtet erhalten geblieben. Die Sowjets haben ihren Angriff teuer bezahlen müssen und dabei nur solche Erfolge erzielt, die keine bleibenden sein werden.“

„Finnland befindet sich heute“, so fährt „Ajan Suunta“ fort, „in einer entscheidenden Phase.“



Der Zerklüftung entgegen.

Umladung von Fahrzeugen der 4. amerikanischen Infanteriedivision von einem Spezialtransportschiff an Bord eines Leichter. Der Leichter wurde von der deutschen Küstenartillerie gesenkt und vernichtet. Die Aufnahme stammt von dem USA-Reporter Leutnant Lederhandler von der 4. amerikanischen Division und wurde einer Briestaube, die völlig erschöpft in deutsche Hände fiel, abgenommen. (Aufnahme Scherl-Bilderdienst)

25 Jahre nach Versailles

This German newspaper, dated June 28, and captured on July 11, front pages the picture of the unloading of the LST 282 with the following explanation:

ON THE WAY TO DESTRUCTION

Reloading of vehicles of the 4th American Infantry Division from a special transport ship to a barge. The barge was destroyed by German Coast Artillery fire. The picture comes from the USA reporter Lt. Lederhandler of the 4th American Division and was taken from a carrier pigeon which fell into German hands completely exhausted.

LST 282 carried the then Chief of Staff of the 4th, Colonel James S. Rodwell (now Assistant Division Commander and Brigadier General) and his party. (There is one inaccuracy contained in the newspaper's explanation—the "Barge" was not destroyed.)



Last picture of General Teddy.



Led by Generals Bradley, Hodges and Patton, final tribute is paid a brave man.

The Honor Guard for General Roosevelt . . . one man from every company, troop and battery of the 4th Infantry Division.



Sunken roads were ideal defensive positions and the German used them effectively.



German dug-in defensive positions.





Angels with dirty faces. St. Lo, July 25, 1944.



Left, reading from top to bottom: A none too cheerful fatigue detail. Too late for chow but he got the Kraut's horse. Dead German near Carentan, France, July, 1944.



German graves somewhere in France.





With pauses that refreshed, Villedieu, France.



A few minutes break at Villedieu, August 2.



Some tires went flat.



Siesta in August.



He bet his pants on the wrong horse.

Gratitude to a fighting man.





"Oh, La La!!—his first combat experience, Paris, August 25, 1944.



And that swift advance is interrupted in Villedieu while liaison is established with a petite mademoiselle.



Riflemen, a cameraman, and a Frenchman calling the shots, Paris, 1945.



French Forces of the Interior holding off snipers as the city is liberated.

German officer advances to negotiate surrender of 500 Krauts holding out in the Chamber of Deputies.





The officer surrendered a few minutes too late. The French Red Cross worker prepares to administer first aid.

Our motor columns passed this monument en route to Le Havre, June, 1945.



Some did not celebrate a victory for which they had given so much. Men of the Maquis, prisoners of the Nazis in the old Paris fort, Château St. Vincennes, had been machine gunned by the Nazis in batches of 15. Here, ex-hummed, they lie in grim dignity awaiting a resting place in Free French soil.



German horsepower serves a useful purpose at St. Quentin.

Below, top: Near Hunningen, Belgium, on October 12. Aren't we lucky—no gas or tire rationing. And such good roads, too. Below, bottom: That Company aid man was a courageous and much-loved soldier.



'Salute pair' by residents of St. Quentin to men who fell in the liberation of the city, September 2.





Local boys make good—members of the 2nd French Armored Division prepare to treat snakebite.



"Allies"



Bradshaw and Pvt. Ahrens are confronted with a housing shortage. It got colder later that night, too. St. Hubert, Belgium, September 8.



Hunting season on German deer was whenever you saw German deer.

Heating the great outdoors, near Bullingen, October 7.



The Chief of Staff, General George C. Marshall, outlines the "big picture" to men of the 4th near Bullingen, October 15.





Hut in Hurtgen, November, 1944



Interior decorators then went to work on the outside—budget unlimited.



Here is one result, suitable for upper-bracket incomes (rear echelon).

Wishbones for all, and but a single wish.

A dry cleaner could have made a fortune in the Hurtgen—if he came out alive.





It was "up and go" here.



Our 20,000th German prisoner was taken during the Hurtgen and is shown being interrogated.



Zweifall, the Division CP during the Battle of Hurtgen Forest. The CP was shelled intermittently during the fight.

Billets complete with stoves marked the first days in the Luxembourg period. Firewood had to be liberated.

Moving into positions on the outskirts of Moesdorf, Luxembourg on January 21. The drive into the Bulge continues.



Below: Housekeeping's first task was to build the house. When we went into position defending Luxembourg not only Von Rundstedt, but the snows came.



Above: The Battle of the Bulge brought the Luftwaffe overhead. Not issue but very helpful.

Below: There will be three for lunch—during the Battle of the Bulge. The 70th Tankers do some landscaping.



Above: Big guns move through Heffingen on the western front as the German drive is held in the zone of the 4th Division.



The German defense stiffened in February. They were holding Prum, a road center, and had terrain and weather in their favor. Rear elements went in for "recreation."



Ladies would have been required to remove their hats.



later a railhead was put into Bleialf, whose railroad station, complete with Goebel's question—"Victory or Bolshevistic chaos?"—was taken over.



Above: View from a pillbox. See how they could cover the approach to the dragon's teeth as well as the advance after troops had passed through the teeth. Here is a close-up of the strong-point—there were many.



Conspicuous heroism was recognized, even though the ceremonial setting shows the scars of battle. At Bleialf General Blakeley awards the Distinguished Service Cross to Pfc. Lester J. Lynch.



Tank Destroyer moves up near Prum, March, 1945.



One of our casualties is evacuated on a Tank Destroyer.



Out of one fight, which didn't improve the town they captured, getting ready for the next.



One of our wounded is treated by a German medic who has been taken prisoner, a few miles west of Prum.



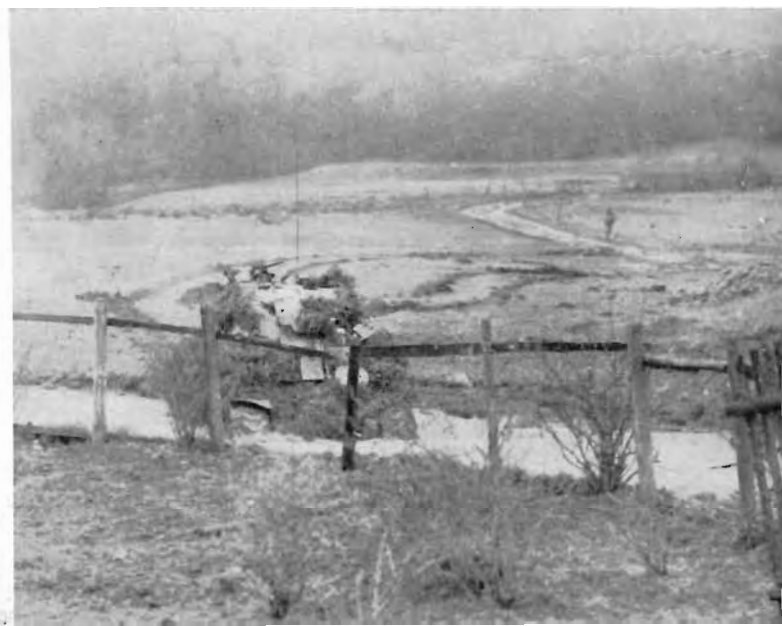
Friend and foe join to effect removal of the wounded man.



He is on his way to the aid station.

March, 1945.

Our 610th Tank Destroyer Battalion supports the infantry in the attack on Prum.





Top, left: Prum—Hill 8. The pillboxes and these connecting tunnels were extremely well built. Top, right: Booby traps or just poor Kraut police? The bottle's content is the best evidence that it was a hurried German withdrawal. Above, left: Situated in the valley along the Prum River, Prum was defended strongly. German continued to hold the high ground overlooking the city until February 28. Above, right: Mortar is put on a German strongpoint near the church. Prum is in process of being taken.

Below, top left: One group of planes prepare to drop supplies near Bleialf. Below, top right: Roads out, supplies had to be dropped to us by air in February. Here, near Bleialf, is one such drop, February 13. Below, bottom left: German guns emplaced near Prum drive captors and captives to the shelter of a tank destroyer. Below, bottom right: It's down to a house-to-house search now.





BEFORE
AND
AFTER

The new and the old of the Luftwaffe. At Giebelstadt, on April 5, (bottom) the new jet propelled fighter and at Lengensteinbach, on April 16, (top) the famed old Stuka. Both were left behind by the retreating enemy.

Captured during the Battle of the Bulge, this U. S. soldier was rescued by the 4th in the vicinity of Prum, February 12. He had been used by the enemy on construction work east of Prum.

Long captives of the Germans, these Russians, Poles, Cheks and Greeks were liberated near Adenau.

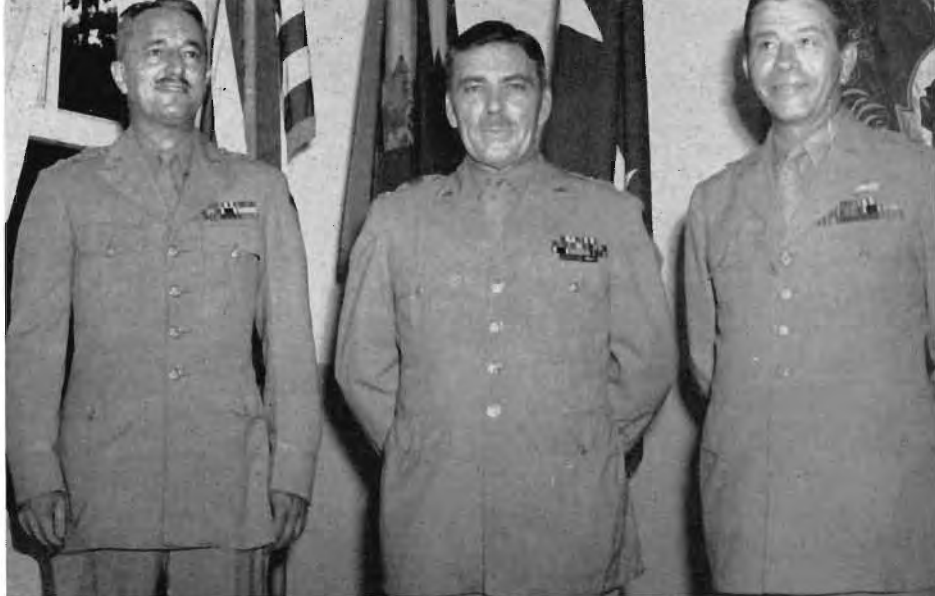


Dachau Concentration Camp inmates. Much of Bavaria had to be seen to be believed.





Charles De Gaulle greets a representative of the 4th Infantry Division at the presentation ceremony in Paris.



Right top: Three generals, each of whom has given long and distinguished service in several capacities in the 4th Infantry Division: Left to right: Major General Harold W. Blakeley, now Division Commander and formerly Division Artillery Commander, Major General R. O. Barton, formerly Division Commander and Chief of Staff, Brigadier General J. S. Rodwell, now assistant Division Commander and formerly Chief of Staff and AC of S, G-2, Camp Butner, September, 1945.

Bottom: After return to the States, the Division was under Second Army. The Second Army commander, Lieutenant General Lloyd R. Fredendahl, who formerly commanded the 4th, is shown with General Blakeley at Camp Butner, September, 1945.



As the 4th Infantry Division, American liberators of Paris on August 25, 1944, prepared to return to the States, it was given by the City of Paris mementos of that liberation to be presented to the City of New York. (Left) M. Andre Le Touquer (seated) gives a piece from the Tuileries gate and a cornice from

a pillar of the Hotel Crillon, site of strong German resistance in the fight to liberate Paris, to a Division representative in Paris, June, 1945. (Right) Major General Blakeley, Division Commander, delivers the tokens to Fiorello H. LaGuardia, mayor of New York, July 11, 1945.





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S P E C I A L T R O O P S

4TH INFANTRY DIVISION



HEADQUARTERS

HEADQUARTERS COMPANY

HEADQUARTERS, SPECIAL TROOPS

FOURTH DIVISION BAND

MILITARY POLICE PLATOON

704TH ORDNANCE (LM) COMPANY

FOURTH QUARTERMASTER COMPANY

FOURTH SIGNAL COMPANY

FOURTH RECONNAISSANCE TROOP

FOURTH ENGINEER COMBAT BATTALION

FOURTH MEDICAL BATTALION



COMBAT TEAM 22-COMMAND POSTS

6 June 1944	St. Martin-de-Varreville, France	10 December to 21 December	Mondorff, Luxembourg
7 June to 9 June	Ravenoville	21 December to 7 January, 1945	Rodenbourg, Luxembourg
9 June to 12 June	Azeville	7 January to 17 January	Boudeler, Luxembourg
13 June to 17 June	St. Floxel	17 January to 28 January	Ferme Pletschette, Luxembourg
18 June to 22 June	Vicinity of Le Theil	28 January to 3 February	Hautbellain, Belgium
23 June to 30 June	Gonneville	3 February to 6 February	Vicinity of Brandscheid, Germany
1 July to 5 July	Amfreville	6 February to 8 February	Buchet, Germany
6 July to 7 July	Vicinity of Carentan	8 February to 2 March	Sellerich, Germany
8 July to 14 July	Vicinity of Sainteny	2 March to 4 March	Tafel, Germany
15 July to 16 July	Montmartin-en-Graignes	4 March to 5 March	Dausfeld, Germany
17 July	St. Jean de Daye	5 March to 6 March	Schwirzheim, Germany
18 July to 25 July	Vicinity of Le Molay	6 March to 8 March	Scheuern, Germany
26 July	Pont-Hebert	8 March to 14 March	Oberbettingen, Germany
27 July	Canisy	14 March to 20 March	Magnieres, France
28 July to 29 July	Le Mesnil Herman	20 March to 26 March	Hochstett, France
30 July	La Denisiere	26 March to 30 March	Maschine, Germany
31 July to 1 August	Villebaudon	30 March to 1 April	Hebstahl, Germany
2 August	Hambye	1 April to 3 April	Paimar
3 August	Villedieu-les-Poeles	3 April to 5 April	Grunsfeld
4 August to 7 August	St. Pois	5 April to 7 April	Marbach
8 August to 9 August	Chateau Lingard	7 April to 10 April	Bad Mergentheim
10 August to 16 August	Le Teilleul	10 April to 11 April	Herbsthausen
17 August to 22 August	Carrouges	11 April to 13 April	Weikersheim
23 August to 24 August	Ablis	13 April to 14 April	Laudenbach
25 August to 27 August	Corbeil	14 April to 16 April	Wildentierbach
28 August	Paris	16 April to 18 April	Spielbach
29 August	Les Mesnil Amelot	18 April to 20 April	Heufelwinden
30 August	Ermenonville	20 April	Lunbach
31 August	Chateau Vez	21 April to 22 April	Groningen
1 September	Crecy	22 April	Altenmunster
2 September	Landrecies	22 April to 23 April	Hummelsweiler
3 September to 6 September	Pommereuil	23 April	Rosenberg
7 September	Graide, Belgium	23 April to 24 April	Dewangen
8 September to 9 September	Smuid	24 April to 25 April	Essingen
10 September	Houffalize	25 April to 26 April	Brenz
11 September	Beho	26 April to 27 April	Gundremmingen
12 September	Hemmeres, Germany	27 April to 28 April	Wollbach
13 September	Schweiler	28 April	Aretsried
14 September to 4 October	Buchet	28 April to 29 April	Graben
4 October to 7 October	Honsfeld, Belgium	29 April to 30 April	Jesenwang
7 October to 23 October	Murringen, Belgium	30 April to 1 May	Gauting
23 October to 31 October	Krinkel, Belgium	1 May to 2 May	Hoen Schafflarn
31 October to 8 November	Krinkel, Belgium	2 May to 3 May	Berlhloh
9 November to 19 November	Vicinity of Zweifall, Germany	3 May to 4 May	Thalam
19 November to 3 December	Vicinity of Grosschau, Germany	4 May to 15 May	Schwabach
3 December to 4 December	Vicinity of Zweifall, Germany	15 May to 31 May	Heilsbronn
5 December to 10 December	Senningen, Luxembourg		

HISTORY OF HEADQUARTERS COMPANY

COMMANDER SINCE AUGUST 1943

Captain Charles Ulmer August 4, 1943—

At Fort Benning, Ga., on June 1, 1940, the Headquarters and Military Police Company, Fourth Division, came into being. Later the Military Police were given separate organization identity and on August 4, 1943, when the Fourth Motorized Division became the Fourth Infantry Division, the Headquarters Company, as now constituted, emerged.

The traditional functions of a division headquarters company are the administration of the personnel of the Division Headquarters and Headquarters Company, the establishment of the Division Headquarters, and the operation of its necessary facilities, including messing, housing, and transportation. In combat, the Defense Platoon of Headquarters Company is responsible for the security of the Division Command Post.

The several changes of station made by the division, together with field maneuvers, had prepared the company for its responsibilities when it landed in England aboard the British ship, Capetown Castle, on January 29, 1944. Division Headquarters was established at Tiverton, Devonshire.

Following preliminary landing exercises, plans were developed which would permit the company, once actual operations were launched, to split into two echelons.

The forward echelon would establish and service the Division's Forward Command Post, at which all sections essential for operations and planning would be centered. Administrative and personnel sections would constitute the Division's Rear Command Post, which would be serviced by the rear echelon of Headquarters Company.

The forward echelon landed under enemy fire on Utah Beach, Normandy, during the morning of D-Day, June 6, 1944, having embarked

aboard an LST from Dartmouth, England, on June 2. It was not until June 24th that the rear echelon reached France.

The list of Division Command Posts marks the route and locations of the forward echelon. The rear echelon, though in place for longer periods of time, in most cases selected for its stations towns recently vacated by the forward element.

When the German offensive hit the division near Luxembourg City in December 1944, the company moved its cooks, drivers, and mess personnel into the line, and that line held against the German attackers.

Although never spectacular, except on infrequent occasions such as the Battle of the Bulge, the operational efficiency of the Headquarters Company necessarily is reflected in the action of the division since it is the Headquarters Company which, by its establishment and maintenance of Command Posts and facilities, patterns the conditions under which the operations of the division are formulated and directed. The achievement of the Fourth Infantry Division, therefore, afford the Headquarters Company satisfaction and assurance of a difficult job well done.

Following termination of the war in Europe, the Headquarters Company accompanied the remainder of the division to Amberg and, later in May, to Ansbach. When the orders came for the division to move to the United States, Headquarters Company moved to Bamberg and there continued to operate the headquarters. A final move to the Le Havre area preceded the trip home. On July 2nd, the company boarded the Hermitage and sailed for New York, where it docked on July 10th. After a 30-day period of rest at their homes, the men of Headquarters Company assembled at Camp Butner, N. C.

Tiverton, Devon, southwest England. Division band playing for an afternoon concert at town where division headquarters was located. March 17, 1944.





Le Teilleul, France. Division headquarters while troops were fighting the German August counter-offensive.

Behind that stack of sandbags (which protected against flying missiles) Fourth Division plans were formed. Buais, France, August, 1944



There were chateaus too. This one at Nantrail, France, was in a beautiful location. August 1944.

A new command post every few hours through Belgium in September. Beho, Belgium, was one of them.



Near Butgenbach, Belgium. October. The Siegfried Line was across the way. This was the Division Command Post for about a month.

Command Post at Zweifall, Germany. The Fourth Signal Company invites your attention to the wire communication which is put into a division C. P.



Zweifall, on the edge of the Hurtgen Forest





The four G's, each has an office where a lot of planning is accomplished. G-1, personnel.

G-2, intelligence, information of the enemy

G-4, supply, transportation



G-3, plans for battle



Photo interpretation. These men find the enemies' guns, vehicles, etc., on photos taken by the air corps.



Here's where the paper work really mounts up.



Headquarters men had to keep their powder dry, too.



"You see, it didn't hurt"



"Just a hair more"



Thanksgiving Day at Zweifall, 1944. General Hodges, commanding First Army, follows the division chief of staff, Colonel R. S. Marr, and in turn is followed by General J. L. Collins, VIth Corps commander, and General Barton, commanding officer of Fourth Division.



The tailor repairs field equipment for headquarters soldiers



Luxembourg City, December, 1944



Headquarters cooks worked long hours to feed a lot of men



Two men who handled the morale of the division. Fourth Division post office

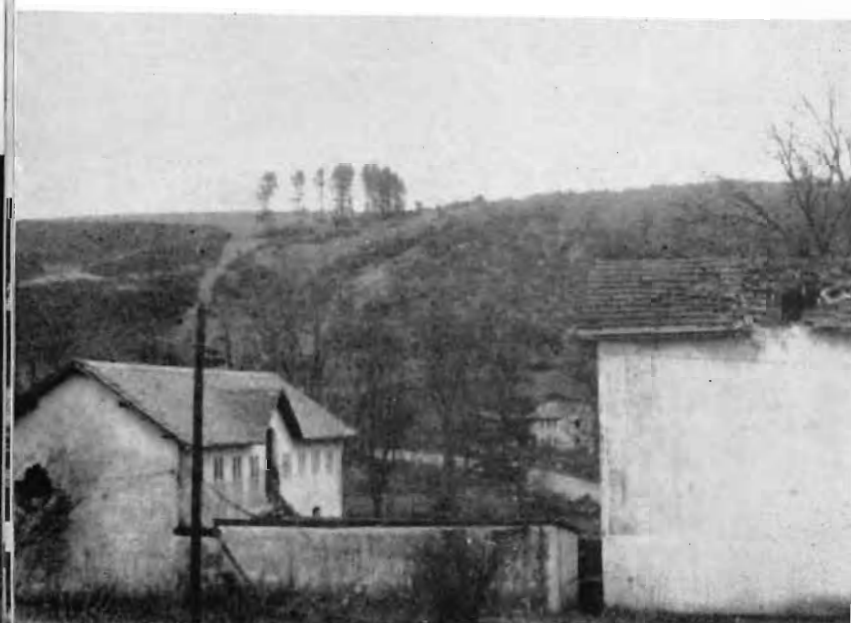
Gift from home with a special message from the little woman





C. P. at Luxembourg City. Notice the vapor trails of planes overhead.

One of the most beautiful spots in the little country of Luxembourg—Sennigen. Division C. P. in middle of January, 1945.



La Rochette (Fels) Luxembourg. Division C. P. in late January 1945.



At Blief. This one was slightly air conditioned

FOURTH MILITARY POLICE PLATOON

COMMANDERS SINCE MAY 1940

Capt. William W. Quinn May 9, 1940—November 1941
Capt. James H. Drum November 1941—April 1, 1942
Major Frank H. Dowler, III April 1, 1942—

The Military Police Platoon was activated May 9, 1940, at Fort Benning, Ga., and, as an element of the combined Headquarters and Military Police Company, was assigned on June 1st to the Fourth Division. On April 1, 1942, at Camp Gordon, Ga., the platoon was redesignated as the Fourth Military Police Company, Fourth Motorized Division. The present Provost Marshal and Platoon Commander, Major (then Lieutenant) Frank H. Dowler, III, assumed command at the time of this redesignation.

In August 1943, at Fort Dix, N. J., the Fourth Military Police Company, Fourth Motorized Division, was redesignated as Military Police Platoon, Fourth Infantry Division, continuing, however, as a separate unit.

After crossing the Atlantic on the English transport, Capetown Castle, the platoon landed in England, on January 18, 1944, and was billeted in Tiverton, Devon. It participated in all pre-invasion exercises of the division. The Military Police Platoon is credited with capturing the first of the over 75,000 prisoners-of-war taken by the division and processed by the platoon when, during a pre-invasion exercise in southern England, a German flier parachuted from his burning plane, and was captured by two members of the Military Police Platoon.

The Military Police Platoon landed on Utah Beach, Normandy, in several groups, the first being part of the first assault wave on D-Day, June 6, 1944; the last group landed on D plus 2. The platoon immediately set up traffic control posts on the beach and took over the evacuation of prisoners-of-war, displaced personnel and civilian suspects.

During the Normandy campaign the platoon escorted to the rear hundreds of French refugees fleeing from the battle area and, with the aid of Civil Affairs, arranged for temporary housing, feeding, and medical attention.

During the Battle of the Bulge, in December 1944, five members of the platoon were decorated for their performance as part of a task force formed from service troops during the critical period when the enemy threatened the City of Luxembourg. In addition, it maintained 24-hour road blocks to prevent the infiltration of enemy agents into the city itself.

Throughout the entire European operation, the Military Police Platoon was responsible for the flow of traffic in the division area. Outstanding in this connection was its work during the St. Lo-Periers breakthrough, when a combat command of the Third Armored Division advanced through the sector of the Fourth Infantry Division. Again, in the Hurtgen Forest, the platoon kept open the essential but intricate one-way road net, under most demanding conditions.

The platoon successfully handled over 75,000 prisoners-of-war, evacuating them from regimental areas to the division P.O.W. enclosure. Uncounted tens of thousands of displaced persons were processed by the platoon.

Without exception, every mission assigned the platoon was accomplished.

After a few weeks of occupation duty in Ansbach, Bavaria, the M.P.'s returned to the United States on the transport Excelsior, landing in New York on July 10, 1945. Thirty days later they reassembled at Camp Butner, N. C.

Because the Germans were using German vehicles and American uniforms, M. P. posts had to be established where every vehicle and every person could be checked. January, 1945—Luxembourg.





This Kraut must have felt very important to receive so much attention. He was No. 1 on the Fourth Division's list of over 75,000 prisoners. When his plane was hit by flak he parachuted to safety near Slapton Sands, Devon, England. April 29, 1944.



We were on the final assault "rehearsal" for invasion and nabbed him as he dropped into our lap.



Luxembourg City, December 15, 1945. In the tire conservation drive M.P.'s checked tire pressures of vehicles and compelled the drivers to meet requirements. Here M. P.'s go over one of their own trucks furnished by the German quartermaster corps.



Familiar scene in Hedgerow country near Carentan, France. July, 1944.

704TH ORDNANCE (LM) COMPANY

COMMANDERS SINCE AUGUST 4, 1943

Captain Winston J. Lawrence August 4, 1943—June 25, 1944

Captain Thomas A. Welstead June 25, 1944—

The 704th Ordnance Light Maintenance Company was activated August 4, 1943, at Fort Dix, N. J., and assigned to the Fourth Infantry Division stationed there. The company was composed of elements selected from the personnel of the 204th and 205th Medium Maintenance Companies, which were integral parts of the division when it was undergoing training as the Fourth Motorized Division. On January 18, 1944 the 704th boarded the troop transport, George Washington, and 12 days later debarked at Liverpool, England. Waiting trains carried the company personnel on to By-Pass Camp, Exeter, Devon, where they arrived on January 30, 1944.

While at By-Pass Camp, the 704th engaged in its usual functions of supply and maintenance and participated in amphibious training off the southern coast of England.

On June 1, 1944 the company moved from the marshalling area at South Brent, England, and loaded aboard LST's at Plymouth, completing the loading the same day. A detachment of two officers and 30 enlisted men loaded at Torquay; this detachment was furnished with amphibious GMC's—"Ducks"—and had the mission of establishing a reserve ammunition dump on the beachhead.

D-Day, June 6th, saw the bulk of the company watching the assault by the Fourth Infantry Division on Utah Beach, Normandy, from the decks of their landing craft and by 0230, June 7th, the company was in its first bivouac area, near St. Germain. The ammunition section had landed June 6th, with the "Duck" detachment coming across the

beach on June 7th. This date saw the company begin to function under combat conditions, many times under enemy artillery fire, more often harassed by enemy planes. Nevertheless the morale of the men was excellent, and remained so during all of the five campaigns in which the company engaged.

Under weather conditions which made efficient ordnance work extremely difficult, and in the face of enemy opposition, the company managed to keep the ordnance materiel of the division at a high state of efficiency throughout the campaigns. Fortunately, casualties were light in the company. In the 11 months of combat, from June 6, 1944 to May 8, 1945, the company suffered a total of 10 casualties as a result of enemy action, and captured 200 prisoners.

Individuals of the company distinguished themselves in every phase of ordnance work, from repairing weapons at the front, and evacuating damaged vehicles under fire, to the ceaseless and often disagreeable work of repair in the company area behind the lines. Twice, the Meritorious Unit Citation has been awarded the company. It is felt that the record of the Fourth Infantry Division, which all ordnance personnel view with pride, reflects in part the efficiency of the performance of this company.

Following the German surrender the company occupied Oberdachstetten until preparations were made for movement to the port of LeHavre, from which the company sailed aboard the S. S. Sea Bass on July 3, 1945, arriving at Camp Shanks, N. Y., on July 12th.

Marshall Montgomery talks to the executive officer of the 704th during his inspection of the Fourth Division troops.





Near St. Lo, July 31, 1945. Ordnance soldier inspects German field gun and prime mover abandoned in German retreat during Normandy breakthrough.



The company's kitchen set up here, Schonberg, Belgium.



September, 1944, Schonberg, Belgium. The 704th set up shop behind the troops assaulting the Siegfried Line in Schnee-Eifel.

Ordnance truck in the field during October.



Hauptman - Herr Welstead commands the respect of the 704th SS.



Ordnance shop in Aachen, Germany, during November and part of December, 1944, was an impressive sight, complete with everything but glass.



704th Ordnance soldier uses one of the Duchess of Luxembourg's choos to furnish steam to clean Fourth Division vehicles. January 15, 1945, Luxembourg City.

February, 1945. Ordnance personnel attempt to salvage usable equipment from recaptured American material after the Battle of the Bulge. Schnee Eifel, Germany.



Mess line at Mutzenich, Germany

Underground factories served as excellent ordnance C. P.'s. Wasserafinger, Germany





Ordnance man changing a jeep motor. Stamberg, Germany, April 1945.



704th shop office near Berching, Germany, in April, 1945.



At post war ordnance shop in Ober-Dachstetten, Germany, a two and one-half ton truck gets its engine exchanged. May 1945.



Winsbach, Germany, the entrance to 704th Ordnance headquarters.



Nurnberg, Germany, May 1945

The ordnance company returned to the states aboard the S. S. Sea Bass



FOURTH QUARTERMASTER COMPANY

COMMANDERS SINCE AUGUST 1943

Captain Eveleth V. Richardson August 4, 1943—June 20, 1944

Captain William H. Humber, Jr. June 20, 1944—

The Fourth Quartermaster Company was activated at Fort Dix, N. J., on August 4, 1943, when the Fourth Motorized Division became the Fourth Infantry Division. The present company derives from the Fourth Quartermaster Battalion, which was part of the Fourth Motorized Division, personnel of Headquarters Company and A Company of the battalion being combined to create the newly-formed company.

The company accustomed itself without delay to the responsibility of supplying an infantry division. Essentially, the work performed was identical with that previously handled by the battalion: the uninterrupted supply of rations, fuel, clothing, and equipment to the division.

The Fourth Quartermaster Company continued its training with the division at Fort Dix, N. J., Camp Gordon Johnston, Fla., and Fort Jackson, S. C. On January 18, 1944, the Fourth Quartermaster Company, as a part of the Fourth Infantry Division, sailed from New York aboard the U.S.A.T. George Washington, landing at Liverpool, England, 11 days later. From this port the company moved by rail to Bypass, Exeter, Devon, where it remained until late in May. From there it left for the marshalling areas and subsequent embarkation for the assault on the continent.

In England, the company operated in a dual capacity. First, it re-equipped the division. This program was difficult, for many other units were assembling on the island and claiming attention of supply agencies, and the depots were scattered all over England. In addition to ordinary items of supply, the nature of the contemplated assault landing on the coast of France made necessary much unusual and specialized equipment. During this period of preparation, the company engaged in an extensive training program, participating in a number of amphibious exercises designed to perfect its technique in ship to shore operations. On one of these problems the convoy carrying the company was engaged by enemy surface ships. Two Allied craft were sunk, and officers and men of the company took part in the rescue of the survivors. Men of the company were commended by the Naval Flotilla Commander, and the Commanding General of the Division, for their performance during this first clash with the enemy.

Included in the training was a school in the operation of 2½-ton amphibious trucks. These trucks later were used by the company to transport the division's ammunition reserve across the beach in the actual invasion operation. The excellence of the training in waterproofing of vehicles during this period was evidenced in the actual landing when not one vehicle was drowned out because of faulty waterproofing.

Training was given the company in its duties relating to Graves Registration. In the months that followed, the efforts of many of the company were concentrated on

prompt evacuation of the dead, which solemn task was accomplished with striking efficiency and reverence.

First elements of the Fourth Quartermaster Company landed on Utah Beach, Normandy, France, on June 6, 1944. The company closed on the continent early on the morning of June 8, 1944.

The Fourth Quartermaster Company maintained the flow of supplies to the fighting elements of this division during the beachhead operation with conspicuous success. In the first critical days, under enemy artillery and sniper fire, and over an inadequate road net, the Fourth Quartermaster Company aggressively pushed forward the necessary ammunition, food, fuel, and other supplies. The drive of this division on Cherbourg was slowed at no time for want of quartermaster supplies.

The sustained combat undergone by the Fourth Infantry Division in its rapid drive through France, Belgium, and into Germany imposed maximum demands continuously upon the Fourth Quartermaster Company, and the accomplishments of this division throughout the period reflect the thoroughness and skill with which the Fourth Quartermaster Company met these demands.

In this drive, supply was the critical problem; supply lines extended many times their normal length. The drivers of the Fourth Quartermaster Company were on the road for periods of 10 days without relief. Gasoline, rations, clothing, and equipment, always were available to the division, insofar as the supply of these items was within the control of the Fourth Quartermaster Company. Runs of over 300 miles a day often were necessary.

Men from the Fourth Quartermaster Company joined the infantry in the line during the German offensive in December 1944, and there performed with the same devotion which marked their activity in less spectacular assignments.

From the days of the Battle of the Bulge until the division transferred to the Seventh Army prior to crossing the Rhine, the Quartermaster Company continued its supply functions in close support of the division. The weeks following the crossing of the Rhine River were as difficult, in a supply sense, as any the company experienced in the 11 months of combat. The company moved almost daily, and the location of Army Supply Points was usually distant and uncertain.

At the conclusion of hostilities in Germany the Fourth Quartermaster Company could look back on a record of which it could be proud. During the period of occupation by the Fourth Division, the company was at Windsbach, Bavaria.

The company sailed from Le Havre, France, on July 3, 1945, aboard the Excelsior, and landed at Newport News, Va., on July 12, 1945, reassembling at Camp Butner, N. C., on August 15, 1945.



Not all of the mud adhered to infantry boots. Fourth Quartermasters kept the gasoline coming at all times under all conditions. This is the Hurtgen Forest, November 10, 1944.

Yes, this is one of those infernal machines that wages paper warfare. Fourth Quartermaster men have to keep the typewriters going or the war would stop. November 29, 1944, Hurtgen Forest.





The Quartermasters come through again, delivering the new shoe packs just as soon as they were available, to men at the front. Once received, these boots aided enormously in our fight against trench foot. January 1945.



"Your bawth is ready, sir!" We scraped and borrowed until we had a shower unit, but most of our customers couldn't keep their appointments. January 12, 1945, Wecker, Luxembourg.



These two pictures show the first trainload of supplies to come in Bleialf, Germany, where they were picked up by our Q. M. trucks. Before this, supply hauls had been extended to hundreds of miles. March 4, 1945.





Mutzenich, Germany. Testing a Browning Automatic Rifle after repair. April 1945.



German mines on road to bridge west of Lauingen. April 1945



Town west of Lauingen, Germany (on the Danube River). Our M S R ran over a pontoon bridge nearby



Munich, scene of the 1938 "Peace in Our Time" conference between Chamberlain and Hitler.

Neumarkt, Germany. Occupation meant equipment cleaning for the boys





Quartermaster men receive decorations for their war service.
Neumarkt, Germany, May 1945.



Here the company awaits orders for the trip home. Place, a field near Bamberg, Germany, June 1945.



Winsbach, Germany, May 1945. An undiscovered Ruth smacks one out into left field bleachers as the company enjoys a little recreation during occupation days.



Saarbrücken, Germany, on road to Le Havre. June 1945.



Prisoner of war cage between Metz and Saarbrücken. June trip to Le Havre.



Metz on the way to Le Havre



Verdun, Quartermaster Company passed through this town on the way to Le Havre.



A break along the way



Aboard the S. S. Excelsior the boys are entertained by their own accordianist.

FOURTH SIGNAL COMPANY

COMMANDERS SINCE JUNE 1940

1st Lt. John Williamson	June 6, 1940—June 21, 1940
Captain T. J. Tully	June 21, 1940—October 1, 1940
Captain Guy E. Parker	October 1, 1940—February 12, 1941
Captain A. E. McCrary	February 12, 1941—September 9, 1941
1st Lt. Mark L. Thompson	September 9, 1941—February 11, 1942
Captain S. W. Crisman	February 11, 1942—September 6, 1943
1st Lt. Philip Bragar	September 6, 1943—August 10, 1944
Captain W. F. Dunaway	August 10, 1944—February 13, 1945
Captain T. M. Zurhorst	February 13, 1945—

The Fourth Signal Company was organized on June 1, 1940, at Fort Benning, Ga., as the signal company of the Fourth Division. Enlisted cadre for the organization was transferred from the Second Signal Company, Fort Sam Houston, Tex. The enlisted personnel for the company were recruited primarily from Pennsylvania, Maryland, Virginia, and Tennessee.

In January, 1941, the company was assigned 16 Comanche Indians, recruited from Oklahoma. It was planned to use these Indians as voice radio operators to transmit and receive messages in their own "unwritten language." While seldom so employed, they represented a valuable auxiliary security element.

In February, 1941, the organization received its first selectees. An additional 500 men were assigned to a Provisional Signal Training Battalion, staffed by personnel from the company. This provisional battalion trained the men in wire, message center, and radio procedure for the communication detachments and sections in the regiments, battalions, and companies of the division.

On January 18, 1944, the company embarked on the U.S.A.T. George Washington, and landed in Liverpool, England, on January 29, 1944, from which place it moved to its billets at Tiverton, Devon. The company engaged in the specialized training essential for the forthcoming invasion of the continent.

In the period June 1-3, 1944, the company loaded aboard ships for the invasion of France and on the 6th and 7th of June, landed on Utah Beach, Normandy. From D-Day on, at least one, and sometimes three means of communication were in continuous operation. The company furnished wire and radio teams to each of the infantry regiments of the division, and these men were highly commended for their performance of duties. In the battle for Cherbourg, wire was used as the main agency of communication. During the Normandy campaign the Signal Company casualties were extremely high.

After the St. Lo breakthrough and on to Paris the situation was fast moving, and radio again was the main agency of communication. The division entered Paris on August 25, 1944, and the pursuit was continued to the northeast. During this latter move, a special task force (TF Taylor), operating northeast of St. Quentin, was kept in communication by use of a Signal Corps Radio 399. A relay station, protected by two light tanks, was also established to insure communication with the division command post at Urvillers, south of St. Quentin, France. The division entered Germany on September 11, 1944, at which time a complete wire system was established which became the main agency of communication.

Throughout this period of combat, the Message Center Platoon was operating continuously, giving the division 24-hour-a-day service. Cryptographic crews were assigned to the most important radio station in order to facilitate the coding and decoding of messages. Motor messengers operated constantly, often in the face of hazardous enemy fire.

On September 12, 1944, the Fourth Signal Company was commended by the Commanding General for outstanding and meritorious services rendered to the division during the period from June 6, 1944, to September, 1944.

From November 7 to December 6, 1944, the division was operating in the Hurtgen Forest, and due to the hard fighting and consistent rain and snow, wire and messenger personnel had an extremely difficult task keeping communications open. Enemy artillery frequently "knocked out" telephone lines, and they had to be checked constantly by wire patrols. The company moved to Luxembourg City on December 6, 1944, where the wire section "dressed-up" lines formerly used by the 83rd Infantry Division. This was intended as a rest area, being the first relief the division had had since June 6, 1944. However, the counteroffensive on the 16th of December made it necessary that the wire and radio personnel return to the combat teams to operate division wire and radio sets.

During the latter part of December, 1944, and the month of January, 1945, the shortage of wire became critical, and the recovery of used wire was emphasized. Recovery was made extremely difficult because of snowfall, which was very heavy, and the icy condition of the wire; however, at no time were operations seriously hampered by the lack of field wire.

In February, 1945, the division was fighting in the Schnee Eifel, an area originally captured by the Fourth Division in September, 1944. The Fourth Signal Company recovered equipment, abandoned or partially destroyed by the 106th Division when it was forced out by the Bulge in December.

During the latter part of April, on the drive to the Danube River and beyond, many enemy signal installations were overrun. Captured German switchboards and wire cable were used to some extent to supplement our equipment.

On May 1, 1945, the company was located in Wolfratshausen, in southern Bavaria. Several days later the movement began to a new area in the vicinity of Neumarkt, Germany. Communication between the new CP and the old CP was maintained by SCR 399's with voice communication established over an airline distance of 100 miles by employment of directional antenna. Later, 150 mile transmissions were made successfully. More than 15,000 miles of wire had been laid by the Wire Platoon from June 6, 1944 to May 8, 1945.

V-E Day found the company located in Amberg, Germany, directly east of Nurnberg. In the latter part of May, 1945, the company moved to Ansbach, Germany, and established an extensive division wire net.

In June, the company moved to Memmelsdorf, Germany, a small town directly north of Bamberg, to begin preparations for redeployment to the Pacific. Here the unit was screened and men having 85 or more points were transferred to the 99th Signal Company, while low point men of that organization were transferred into the Fourth Signal Company. On June 22nd, the company began a motor movement to Camp Old Gold, near Le Havre, France, and arrived there June 25, 1945. July 3rd the organization boarded the U.S.S. Excelsior for the trip home. Upon its arrival at Hampton Roads, Va., on July 12, 1945, the company was immediately sent to Camp Patrick Henry, Va., and divided into groups for shipment to the Reception Stations nearest their homes for a 30-day recuperation furlough.

After the furloughs the men reported to the company's new station at Camp Butner, N. C.



Near Montebourg, France, June, 1944. Fourth Signal Company switchboard crew stand in front of their truck. To them we owed a lot in the excellence of the division's telephone communications.

"Long distance to Washington, please. I want to talk to my congressman personally. Maybe he can get me out of this fox-hole." Switchboard, Fourth Division headquarters, operated by Signal Company.

Radio man repairs a walkie-talkie so it can walkie-talkie some more





Another signal company job
—operating teletype machine
in division headquarters. De-
cember, 1944, Luxembourg.



Near Senningen, Lux-
embourg in January.
Two signal company
men turn their backs
on wire communica-
tion and go after
the supplementary
rations.

"The Prum Laundry Company"
isn't taking any bundles this
month. You'll have to do your
own. Near Prum, Germany,
February 12, 1945.





Probably no salvagable signal equipment in this battered stuff, but it wasn't overlooked. Bleialf, Germany, February 1945.



Cleaning vehicles wasn't for eye wash. We learned it paid. Tauberbischofheim, April 1945.



Some fresh fish help that dull appetite



It takes three men to change a tire



Signal supply goes to work. April 1945.

FOURTH CAVALRY RECONNAISSANCE TROOP

MECHANIZED

COMMANDERS SINCE AUGUST 1940

Captain R. D. Palmer	August 4, 1940—March 15, 1941
Captain A. W. Belding	March 15, 1941—August 31, 1941
Captain James B. Miller	September, 1 1941—February 5, 1943
Captain William J. Cowart	February 6, 1943—November 4, 1943
Captain L. E. Goodrich	November 4, 1943—

The Fourth Reconnaissance Troop was activated August 4, 1940, at Fort Oglethorpe, Ga., and was assigned to the Fourth Division at Fort Benning, Ga. After participating in Louisiana Maneuvers the troop returned to Fort Benning on October 9, 1940, where it became a part of the newly organized Fourth Motorized Reconnaissance Battalion of the Fourth Division. When this battalion was converted to the Fourth Cavalry Reconnaissance Squadron, in June 1942, the present troop was designated as Troop A of that squadron.

When the Fourth Motorized Division became the Fourth Infantry Division in August 1943, a cavalry squadron was no longer authorized, the reconnaissance element of an infantry division being a troop. Troop A of the Fourth Squadron was selected to remain with the division and was redesignated the Fourth Cavalry Reconnaissance Troop (Mechanized).

After its arrival in England on the English transport, Capetown Castle, the troop was stationed near Tiverton, in Devonshire. On June 1, 1944, in Lupton Camp, the marshalling area near Dartmouth, the assault group of the troop loaded aboard LST's and sailed from Dartmouth Harbor on June 4th. At approximately 0930 hours on D-Day, June 6th, the first troopers hit Utah Beach and all were ashore by D plus 1.

On June 9th, the Recon Troop began vigorous patrolling in the area to the southwest of Beuzeville; this was the first integrated action of the troop in this war. In the early part of July the troop relieved the entire Third Battalion of the Eighth Infantry in positions near La Maugerie. During August the troops was constantly on the move reconnoitering areas to the front of the division's advance elements. Several heavily defended bridges were captured intact and held until the infantry moved up. In the latter part of August the Reconnaissance Troop came into its own, with the sweep across France toward Paris. On August 24th the troop passed through Chartres, and on the 25th it cleared Tilly and crossed the Seine River to Nancy, to capture an airport north of Corbeil. One day later the Seine was recrossed and the troop moved to Sceaux. There it received orders to screen the advance of the Eighth and 22nd Regiments. On the outskirts of Paris the troops contacted a German force of battalion strength which it engaged and dis-

persed, inflicting heavy losses on the enemy. It by-passed the light resistance in the northern fringe of Paris and drove on to the vicinity of Montge and Dammartin-en-Goele.

The troop then became a part of the division's Task Force Taylor and continued moving rapidly northeast to St. Quentin, during which push a unit of German bicycle infantry was overrun, as well as much motorized equipment, ammunition and gasoline dumps.

On September 7th the troop crossed the Belgian frontier near the town of Graide, and during September and October screened a front along the Siegfried Line. Due to its mobility it was able to cover a front much greater than could have been covered by an equivalent number of infantry troops.

During the Battle of Hurtgen Forest, in November and early December, the troop, for the most part, was dismounted. The slow grind through the woods made it impossible for a mechanized cavalry troop to operate in advance of the infantry, and the troopers took their places in the line with the doughboys. During the Battle of the Bulge, in late December, the troop held a front in Luxembourg along the Moselle River.

The troop's next big assignment was with Task Force Rhino in early March 1945. It drove through Berdorf and Kerpin; at Uxheim-Ahutte it fought its way through strong anti-tank defenses; and, attacking through battered Wirft, it finished Rhino's mission by reaching Adenau.

During April the troop fought from Worms to Bad Tolz, a few miles from the Austrian border. Again, as in August 1944, it was able to patrol in advance of the infantry and to cover the division's flanks in swift advances. On April 3rd the troop was designated the guard of honor to escort Under-Secretary of War Robert P. Patterson on his visit to the Seventh Army front.

After termination of the war in Europe, the troop maintained motorized patrols in its occupation zone in Ansbach, Bavaria, until, in June, it assembled for movement through the port of Le Havre for its return to the United States, aboard the Excelsior. On July 11th, it arrived in the States. About one month later it reassembled at its present station, Camp Butner, N. C.



This U. S. Ambassador to Luxembourg is no slouch as a politician. He's not tall enough to kiss the baby. January 1945.

Here they make the "snow"



The Reconnaissance Troop was giving its vehicles a "snow" job when the German bulge came along. December, 1944.



The muck and mire doesn't keep these troopers from smiling. February, 1945.



Above, Right: This can't be the real McCoy.

Above, Left: A half hour after this, the Reconnaissance Troop was ready to push on in the attack east of the Prum River. Olzheim, Germany, March, 1945.



Near Luneville, France, March 18, 1945, the troop takes time out for some instruction tactics. The troop commander is using a miniature battlefield. This is called "sandlot warfare."



Proof of the fact that you can get anything in Paris, this twin .50 caliber machine gun originally belonged to the Eighth Air Force—this gunner traded it for a field jacket.



Cavalry Country Club just on the outskirts of Ansbach, Germany. The troop put in its occupation time here. May 1945.

N.C.O. quarters in Ansbach, Germany.



FOURTH ENGINEER COMBAT BATTALION

COMMANDERS SINCE MAY 1941

Lt. Col. Frank O. Bowman	June 1940—February 1942
Major William P. Jones	February 1942—April 1942
Lt. Col. Robert H. Elliott	April 1942—May 1942
Major William P. Jones	May 1942—July 1942
Major Harry F. Hansen	July 1942—August 1942
Lt. Col. William W. Ragland	August 1942—July 1944
Lt. Col. William M. Linton	July 1944—

The Fourth Engineer Combat Battalion is a descendant of the First Engineer Battalion, which was activated in 1861 and was a part of the Army of the Potomac. Early in the winter of 1861-62 this battalion was engaged in the construction of defenses for Washington, and built a 60-boat pontoon bridge across the Potomac at Harper's Ferry, which was the first such bridge of importance built during the Civil War. In addition to the usual engineer work, the battalion was responsible for all the bridge trains which accompanied the Army during the course of the war, and the construction of all bridges. Besides the Potomac, they bridged the Rappahannock, Chickahominy, and James Rivers, at times constructing bridges over 2,000 feet long. At the conclusion of the war, the battalion had ten battle streamers for action from Antietam to Appomattox.

The battalion next took part in the Spanish-American War and the Philippine Insurrection; then in 1901, Companies C and D were detached to form the Second Engineer Battalion. On August 1, 1916, the Second Battalion was expanded and became the Second Regiment of Engineers.

On May 12, 1917, the Fourth U. S. Engineers was formed at Vancouver Barracks, Washington, from Companies E and F of the Second Engineers. It was brought to full strength at Camp Greene, N. C., where in the early part of 1917 the Fourth Engineer Regiment joined the "Ivy Division."

The Fourth Regiment landed in France on May 12, 1918, and immediately began training with English and French troops. Its first action with the Fourth Division was the Aisne-Marne offensive, and next the division's push across the Vesle River after the relief of the 42nd Division. Despite intense artillery and machine-gun fire, which caused heavy losses in men and materiel, the regiment succeeded in fixing and improvising bridges, and the division crossed with dry feet—the first Allied division to cross the Vesle River. During the Meuse-Argonne offensive, using 40,000 sandbags, stone from bombed-out buildings and even grave-stones, the regiment completely repaired a three-mile stretch of the ruined Esnes-Malancourt road in 16 hours, which road thereafter was able to support the traffic of three divisions. The rebuilding of the Esnes-Malancourt road was one of the outstanding feats of frontline engineering during the war, and greatly contributed to the success of the Meuse-Argonne offensive.

After the Armistice, the Fourth Engineers were sent to

Dungenheim, Germany, as part of the Army of Occupation, and returned to the United States in July of 1919. After approximately one year at Camp Dodge, Iowa, the regiment was transferred to Camp Lewis, Wash., where it was deactivated September 22, 1921.

On July 4, 1922, Company A of the Fourth Engineers was reactivated. Company A became famous at Fort Benning, Ga., where it acted as demonstration troops for the Infantry School. On June 1, 1940, the Fourth Engineer Combat Battalion (consisting of Companies A, B, C, and Headquarters and Service Company) was formed from Company A of the old Fourth Regiment. At the time of its formation, the Fourth Combat Battalion became an organic part of the newly reactivated "Ivy Division." From that time on the battalion moved with the rest of the division from station to station until January 1944 when it sailed for England on the George Washington. Following its debarkation there, the battalion spent several months training for the invasion.

In the Fourth Infantry Division's assault on Normandy on D-Day, June 6, 1944, the Fourth Engineers had the Third Platoons of Companies A and C in support of the Third Battalions of the Eighth and 22nd Infantry Regiments, respectively. Their mission was to open a road to move these battalions from the beach. These two platoons received Distinguished Unit Citations for their performance in this vital operation. The Third Platoon of Company A was the first unit to construct a bridge in the Utah Beach area in Normandy. It was an improvised bridge built of logs and scrap lumber and was accomplished under enemy observation and fire.

The remainder of the battalion landed late on D-Day to remove mines, fill shell craters, construct small span bridges and assault concrete fortifications. Except during the assault on Montebourg where the battalion was employed as infantry, this engineer work continued for the remainder of the Normandy campaign and the capture of Cherbourg.

At the time of the St. Lo breakthrough at the end of July, A Company, supporting the Eighth Infantry, effectively cleared mines and organized pioneer work which permitted close use of tanks with the Eighth. At this same period Companies B and C constructed four miles of road across fields and hedgerows, using corduroy, sommerfelt track, and sweat. This made possible the movement of the

division through an area that was without previously existing roads.

Engineer reconnaissance parties preceded the division on its drive to Paris, giving valuable information on the condition of roads and bridges. When the enemy was contacted at the Seine River, C Company took the 22nd Infantry across in assault boats for the attack on the east bank. Then on August 26th, they built a 390-foot M-2 treadway bridge across the river at Oris Orangis. Company A guarded bridges from north of Corbeil to Paris, and B Company cleared road blocks for the movement of the 12th Infantry through Paris and the Vincennes Forest.

The next obstacle was the Aisne River. Here the battalion built two treadway bridges and B Company repaired a railroad bridge. After the Aisne, the division continued east with Companies A, B, and C supporting the Eighth, 12th, and 22nd Regiment, respectively. With Combat Team 22, C Company moved 115 miles and constructed three short treadways and one improvised bridge. A Company with CT-8 constructed a by-pass road and repaired two damaged bridges to get the combat team across the Oise River and Canal. B Company with CT-12 used ingenuity and employed the lock on the canal so that they were able to cover 120 feet with 60 feet of treadway bridge.

St. Quentin, Fumay, the Meuse River, and the Argonne Forest in France, St. Hubert and Houffalize in Belgium all meant mines, abatis, and road blocks to be removed and the Engineers were kept busy.

On September 14, along with the division, the battalion established its first command post in Germany—ready to meet the vaunted Siegfried Line. The division front extended approximately from Roth to Brandscheid, Germany—the heart of the Schnee Eifel Forest.

The road net in the division sector was extremely poor. There was only one two-way road; the rest were muddy wagon trails. For a month the engineers maintained and improved 12 miles of roads, in addition to supporting the infantry assault on the concrete fortifications, of which there were 122 in the division sector. Fifty pillboxes were destroyed and countless mines of every size, shape and form were removed.

In October the almost constant rain continued as the division prepared to press east through the fortified area of Underbrück-Neuhof. Roads were again at a minimum. A Company made a two-mile road, two-way corduroy. It took over 20,000 logs to complete, and when finished it was capable of carrying the entire Eighth Regimental Combat Team plus the supporting tanks and TD's without any delays. In the 12th Combat Team sector, B Company built a by-pass to avoid an important road junction which was under constant heavy artillery fire. Meanwhile, C Company maintained a one-way sand loam road to permit the movement of vehicles for the support of the attack of Combat Team 22. Of course the ever-present job of removing mines kept all three companies busy.

On November 6th, the Fourth Engineers moved to the Hurtgen Forest to support the division's attack toward Duren and the Roer River. The complete and cunning defense of the Hurtgen Forest was a nightmare to the Engineers. Lifting the mines and clearing the intricate obstacles was a 24-hour job for the battalion. Casualties were high as a result of both enemy fire and exposure. For their courageous and outstanding work in the Hurtgen, the Fourth

Engineer Battalion was awarded the Distinguished Unit Citation: a fitting tribute to the men who lived and died to accomplish an unparalleled mission.

When the division's much-needed rest was interrupted in Luxembourg by the German counteroffensive through the forest of the Ardennes, the Fourth Engineers were put on the line as infantry on the high ground east of Breitweiler as a part of Task Force Luckett. They held their positions until Christmas Eve, when they were relieved by elements of the Fifth Infantry Division.

On January 18, 1945, the battalion took the assault troops of the Eighth Infantry across the Sure River. A Company moved one assault battalion of infantry across and stayed on the other side with them. B Company took the Second Battalion across and constructed two foot bridges while C Company swept the near bank of the river clear of mines and built a support bridge across. The engineers had to contend with sharply sloping iced roads as well as by-passed machine guns and snipers; but, despite all the obstacles and below freezing weather, at 0330 hours on the 18th the engineers had completed their mission.

Next it was back to the Schnee Eifel, and the engineers had to repair the same roads they had used in September; and clear mines through the same area. It was no more pleasant the second time than it had been the first.

On the Prum River, they found only the bridge at Hermespand intact. A Company put a treadway bridge across at Olzheim, B Company put a Bailey Bridge over the river with a ford constructed by C Company, the entire division, plus the 11th Armored Division, crossed in a minimum of time to continue the attack toward the Kyll River. At the Kyll, C Company put Task Force Rhino across on a Bailey Bridge, while A Company fought muddy roads, mines, and blown bridges to facilitate the task force's drive to Adenau.

In Luneville, France, the Engineers shared the welcome rest given to the division when it moved to the Seventh Army. For a change, on March 29th the Fourth Engineers crossed the Rhine at Worms on someone else's bridge.

When contact was renewed east of the Rhine, the Fourth Engineer Battalion was once more faced with road blocks, abatis, mines and blown bridges as obstacles. After the way had been cleared to Kitzingen, the long drive south into Bavaria began. The Tauber River required two fords, three fixed bridges, and repair work on two existing bridges. In one 10-mile stretch alone, between Rottingen and Rothenburg, the battalion had to put in three fixed bridges, fill six craters and repair one damaged bridge to keep the division's main supply route in operation. Further south in the country of the Danube River and the city of Augsburg there were only moderately prepared defenses.

On May 8, 1945, after 11 months of working, fighting with, and supporting its division, the combat mission of the Fourth Engineer Combat Battalion was completed. They had more than lived up to their motto, "Volens et Potens" (Willing and Able). During the remainder of May and until late in June, the Fourth Engineer Battalion occupied an area near Bertel, Bavaria.

The division reached Le Havre, France, late in June, ready to sail. The Excelsior, with the engineers aboard, sailed for home on July 3, 1945, and after 30 days' recuperation leave the battalion came together at Camp Butner, N. C., where it is now stationed.

B A T T L E

"The FOURTH ENGINEER COMBAT BATTALION is cited for outstanding performance of duty in action against the enemy. The extraordinary violence which characterized the entire scope of operations within the Hurtgen Forest from 6 November to 7 December 1944 placed demands of unprecedented severity upon the Fourth Engineer Combat Battalion. Immediately after being committed the battalion became engulfed in savage, barbarous fighting which raged night and day without respite. Occurrences which under other circumstances would have seemed hideous and frightful became commonplace incidents. Initially, the daily advance never measured more than a few hundred yards. Road clearing details were under incessant artillery and mortar fire, and daily contact with enemy patrols and resulting small arms skirmishes were habitual. Repeatedly, men operating mine detectors were blown off the roads by the concussion of screaming artillery and rockets. Constant rain and snow, near freezing temperatures and incessant shelling of roads made the engineer problems a succession of perplexing obstacles. All roads contained mines, abatis craters, antitank ditches and every type of obstacle the enemy's ingenuity conceived. At least 15 major abatis were removed, some as long as 300 yards, mined, booby-trapped and under hostile observation. In clearing the roads, nearly 1,000 antitank mines were removed. Hundreds of these were activated as antipersonnel devices. Mine sweeping parties regularly worked ahead of outpost lines to open paths for supporting tanks prior to each day's attack. Repeatedly, these parties suffered severe casualties, yet the initiation of an attack was never delayed by lack of supporting elements. So effective were hostile demolitions, that bridging of each stream and numerous craters was necessary. At least 11 spans were installed within range of hostile small arms, enemy outposts or strongpoints. Frequently, culverts were improvised from logs and assembled at night from material at hand. The enormous number of supply and evacuation vehicles reduced the network of roads to channels of muck. Work in keeping open these essential routes went on constantly. Every available man in the unit was called upon for details to repair or rebuild roads and shoulders. During the campaign the system was increased from one Class B road to nearly 60 miles of usable roads. At no time could a road be left unattended as long as a day, and hostile artillery registered on every trail, road, and firebreak. Throughout the campaign the response of all engineer personnel to these arduous demands was outstanding. Every assigned mission was fulfilled with initiative and resourcefulness. Wise tactical judgment, based on sound engineering principles, was applied to each problem. The morale, determination and stamina of the men exemplified the thoroughness with which all had been indoctrinated in their responsibilities. The unsurpassed qual-

H O N O R S

ity of engineering support under adverse circumstances eased the pressure on hard-hit assault units and contributed greatly toward consolidating gains achieved in the costly operation."

By Command of Major General Blakeley:

RICHARD S. MARR,
Colonel, General Staff Corps,
Chief of Staff.

UNIT CITATION

The THIRD PLATOON, COMPANY A, FOURTH ENGINEER COMBAT BATTALION, is cited for outstanding performance of duty in action against the enemy. The THIRD PLATOON, COMPANY A, FOURTH ENGINEER COMBAT BATTALION, landed on the beach of the Cotentin Peninsula, France, on 6 June 1944, with the assault waves of the first battalion ashore. Personnel of this platoon materially assisted in the clearing of mines, wire entanglements, and obstacles from the beach and the breaking of the sea wall, permitting the prompt landing of mechanized units; they also accompanied the assault waves inland, assisting in the reduction of reinforced emplacements. Throughout these engagements the members of the THIRD PLATOON, COMPANY A, FOURTH ENGINEER COMBAT BATTALION, fought with such intrepidity, courage, and determination in the face of the enemy fire as to reflect the highest credit on their organization and the armed forces of the United States.

UNIT CITATION

THE THIRD PLATOON, COMPANY C, FOURTH ENGINEER COMBAT BATTALION, is cited for outstanding performance of duty in action against the enemy. The THIRD PLATOON, COMPANY C, FOURTH ENGINEER COMBAT BATTALION, landed on the beach of the Cotentin Peninsula, France, 6 June 1944, with one of the assault battalions. It then accompanied this battalion on its drive to the north along the high ground between the beach and the inundated area. In the face of heavy enemy fire from reinforced emplacements the members of this platoon cleared this area of mines, wire entanglements, and obstacles and assisted in the reduction of the numerous reinforced encasements within this sector. Throughout this severely contested and continued drive of four days and night the members of the THIRD PLATOON, COMPANY C, FOURTH ENGINEER COMBAT BATTALION, conducted themselves with such dauntlessness, determination, and bravery as to reflect the highest credit on themselves, their organization, and the armed forces of the United States.



Officers and ladies of the Fourth Engineer Battalion at opening of the division officers' club, Ft. Dix, N. J. Summer of 1943.

Below, left: Clearing out wrecked German equipment in the streets of Roncy, France. August 1944. Right: The engineers have to construct a bypass for convoys then go to work resurrecting the blown bridge. The Germans blew this one south of Hamby. July 3, 1944.



Roads built with rubble and in a hurry, enable our troops to keep pushing the Germans attempting to retreat to their Siegfried defenses. Late August, 1944.



The Kraut was an expert bridge destroyer as he sought to slow our advance across France. Here we got to work on another bridge.





One of the American army's greatest weapons, the bulldozer, does its stuff near Bullingen, Germany. Fourth Engineers, October 8, 1945.

Left: For a poor appetite, don't take a patent medicine, take on a blown bridge to be repaired.



To prevent the German's from ever using the pill boxes again, Fourth Engineers demolished them with high explosives.



Corduroy road near Houffalize, Belgium, is built by Fourth Engineers to aid our drive on the Siegfried Line. September 1944.

Another corduroy road is built by the engineers through the areas of the Hurtgen Forest. November 1944.

Road maintenance in Luxembourg





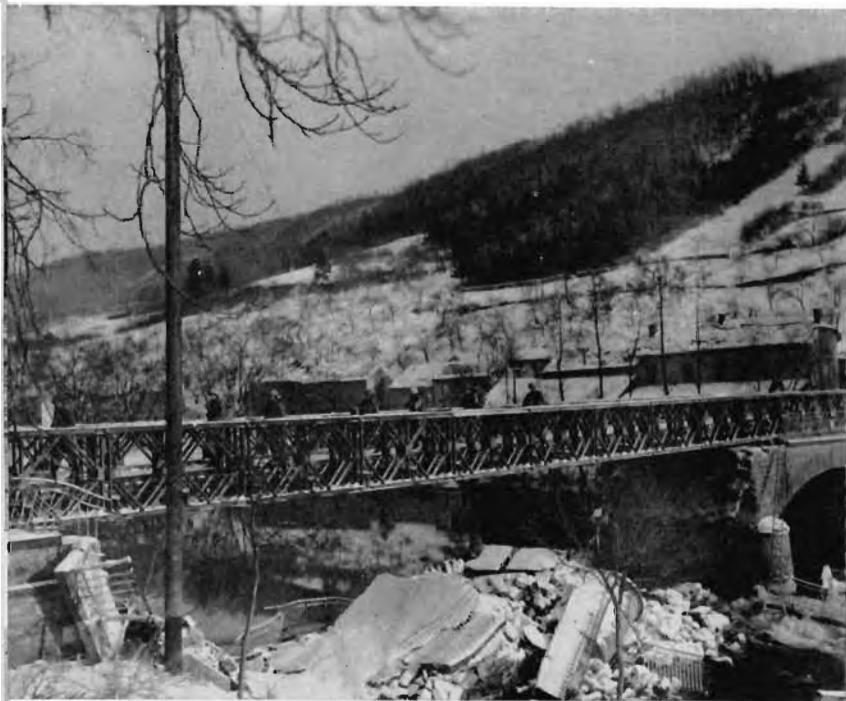
Supporting engineers drill holes for mines to be placed as protection against German armor. January, 1945, Luxembourg.



To keep MSR open during the Ardennes fighting required plenty of this.

Below, top: Employing the remains of the stone bridge, this Bailey bridge was constructed across the Sauer, which the Fourth Division crossed on January 18, 1945.

Bottom: A water purification unit. Here water is drawn from a portable reservoir fed by a stream. Luxembourg 1945.



Below, top: This stuff is spotted half a mile from the Sauer River, waiting to be thrown across in support of the infantry's attack.

Bottom: Command post of Company C (Fourth Engineers) in pillbox near Prum, Germany. February 20, 1945.



This is one way of removing logs from the road, TNT charges, road east of Prum, Germany, March 2, 1945.



Task Force Rhino runs into trouble near Hillesheim, Germany. Engineers are called into action to remove blown railroad viaduct from main road.



A Company, Fourth Engineers, completes a foot bridge across the Main River at Ochsenfurt, Germany, early in April. The bridge served the Eighth Infantry.

In their withdrawal the enemy took time to blow this bridge, effectively blocking our line of advance. Company A clears the block.



Fourth Engineers take prisoners

One step in the development of a bridge, Weikersheim, Germany.





More bridge construction

Another bridge site is prepared.
The bulldozer at work.
Sometimes speed requires that fords be found
rather than building bridges.

A swift advance meant more and quicker
bridges.
Road improvement with dozer and elbow
grease, Weikersheim, Germany.
Road repair at Rottingen in April 1945.

Rothenberg, Germany, bridge complete.
Heinies sought to stop our advance with mines.
Building a ford.





Crailsheim, Germany was kaput and the engineers' dozer was necessary before traffic could get through the city.



Two stages of clearing a roadblock

Culvert constructed by
Fourth Engineer Battalion
north of Rothenburg.



Civilian labor being
used in bridge building
operations on Tauber
River north of Rothen-
burg, April 1945.

Scenes in Nurnberg,
Germany.



FOURTH MEDICAL BATTALION

COMMANDERS SINCE JUNE 1940

Lt. Col. Richard T. Arnest	June 1940—November 1940
Lt. Col. Robert H. Barr	November 1941—August 1942
Lt. Col. Arthur N. Lewis	August 1942—August 1943
Major Leslie H. Layman	August 1943—September 1943
Lt. Col. Joseph H. Dwinelle	September 1943—

The Fourth Medical Battalion was organized at Camp Logan, Tex., early in December 1917, as the Fifth Sanitary Train, Fifth Infantry Division. The Fourth Medical Battalion, as successor to the Fifth Sanitary Train of World War I, is entitled to campaign streamers for battle participation as follows: Arnould Sector (Alsace), June 21, 1918 to July 15, 1918; St. Die Sector (Lorraine), July 15, 1918 to August 23, 1918; Villers-en-Haye Sector (Lorraine), September 10, 1918 to September 11, 1918; St. Mihiel, September 12, 1918 to September 16, 1918; and the Meuse-Argonne, October 5, 1918 to November 11, 1918.

The Fifth Sanitary Train returned to the United States during July 1919 and, under new tables of organization, was designated and reorganized as the Fifth Medical Regiment

in February, 1921, a few months following which it was inactivated at Fort Sam Houston, Tex.

On March 29, 1940, the Fifth Medical Battalion, successor to the Fifth Medical Regiment, was activated at Fort Benning, Ga., and on June 1, 1940 was assigned to the Fourth Division. One month later the Fifth Medical Battalion was redesignated, this time as the Fourth Medical Battalion. The battalion, during the period February 21, 1941 to August 4, 1941, served as a Medical Training Battalion in order to expedite the training of all Medical Department Selective Service men of the Fourth Division, thereby laying a firm cornerstone on which was soon to be built an enviable record of medical service for the Fourth Infantry Division.

Company A's command post at Widworthy near Honiton, Devon, February to May, 1944



Of genuine historical interest is the battalion's coat of arms, authorized as its distinctive insignia by the Secretary of War in June 1941: the shield is sanguine, the nearest heraldic color to the Medical maroon. The cross is from the arms of the old Lords of Dun and commemorates the passage of the Meuse River near Dun, the great achievement of the Fifth Division, when an ambulance from this regiment was the second vehicle across the Dun Bridge, November 6, 1918. The sword shows the military character of the unit, while the point being down indicates that its personnel does no fighting. The crest is the shoulder insignia of the Fifth Division, charged with the ancient emblem of the medical profession.

In December 1941, the unit moved to Camp Gordon, Ga., and in successive moves went to Fort Dix, N. J.; Camp Gordon Johnston, Fla.; and finally to Fort Jackson, S. C. Fort Jackson was the last permanent station in the United States before the Fourth Medical Battalion went overseas with the Fourth Infantry Division in January 1944.

The battalion crossed the Atlantic during the period January 18, 1944 to January 29, 1944, aboard an English transport, the Capetown Castle, a motorship of some 27,000 tons displacement. On arrival in England, the battalion was stationed in Devonshire in southern England, and the battalion headquarters was in Tiverton on the Exe River, just north of the city of Exeter.

In England emphasis was immediately given to a continuation of amphibious training, the battalion being broken down into its companies, with one Collecting Company for each regimental combat team. After training separately, the entire division was thrown into an amphibious operation, in which the battalion participated. This exercise, known as Exercise "Tiger," was probably the most realistic and the most valuable phase of the amphibious training. On this maneuver, German surface craft attacked a number of vessels and inflicted some damage and caused some casualties. Members of the battalion who were passengers on the training ships acquitted themselves commendably in their first brush with the enemy and skillfully cared for the wounded. As a result of their calmness and efficiency, the unit as a whole was commended by the Commanding General of the Fourth Infantry Division and five enlisted men of the battalion were decorated with the Bronze Star Medal for their heroism and meritorious services, thereby becoming the first soldiers of the Fourth Infantry Division to be decorated for heroic achievements against the enemy in World War II. Throughout the exercise, the officers and men of the battalion demonstrated their fitness for actual amphibious operations, and it was eminently apparent that the unit was at the very highest level of morale and efficiency.

On D-Day, June 6, 1944, the Fourth Medical Battalion accompanied the Fourth Infantry Division in its assault on

Utah Beach, Normandy, France. Elements of the battalion landed with the assault waves and members of the unit became eligible to wear the bronze arrowhead on the ETO ribbon, denoting that they had participated in the assault. From the apple trees of Normandy, through the bomb dust of the St. Lo breakthrough, into the open roads and heart of Paris, onward to the first abortive sting of the Siegfried Line, and into the unforgettable bitterness of the mire and blood that was the Hurtgen Forest, and the bleak desolation and violence of the Ardennes breakthrough, forward into the enlivening plains of Bavaria, even to the very edges of the Swiss Alps—the story was always the same, endlessly repeated: the thousands of small scenes of heroism, bravery, courage and valor—a lonely medic, doubtfully protected by a dirty Red Cross brassard, bending over a wounded man, giving him of his best and representing for the dying man his first promise and hope of life—the furthest reaches of modern medical science.

On numerous occasions, the battalion was cited for its excellent performance in the face of all obstacles; it was awarded the Meritorious Service Unit Plaque with Star; and has recently been recommended for the Distinguished Unit Citation and Badge (commonly known as the Presidential Citation). The unit participated in five major campaigns, as follows: Normandy, Northern France, Ardennes, Rhineland, and Central Europe. During the eleven months the battalion was in combat in Europe, from June 6, 1944 to May 8, 1945, ten members of the unit were killed in action and 91 were wounded in action. During the same period the unit successfully processed and evacuated in excess of 38,000 casualties.

At the end of the war in Europe, May 8, 1945, the Fourth Medical Battalion remained in Germany, supervising the operation of the Furth Sanitarium, about two miles from Ansbach, Bavaria. On June 12, 1945, the battalion was ordered to Le Havre, France, for shipment to the United States and sailed from Le Havre aboard the Excelsior on July 3, 1945, arriving in the United States on July 12th. After a 30-day period of recuperation at their homes, the members of the unit were assembled at Camp Butner, N. C., their new permanent station. The cessation of hostilities in the Pacific on August 14th made the employment of the Fourth Division and the Fourth Medical Battalion in that theater unnecessary, and the battalion began the gradual discharge of high point officers and enlisted men. These are being replaced by low point men from other units.

In each of the operations in which the Fourth Infantry Division took part, a price was paid. To the men who paid that price, and, in virtually equal degree, to those who stood ready to pay, the skilled and humane services of the Fourth Medical Battalion will be remembered with gratitude and admiration.



The initial assault on the Normandy beach was not made without casualties. Here are some who gave much to make possible that landing and all that followed. They await shipment back to English hospitals. Utah Beach on D-Day, June 6, 1944.



D-Day, wounded soldier is given plasma when the medics have finished doctoring him. Inland from the beach, June 6, 1944.



Field hospital in operation in Normandy Beachhead. June 1944

"You got a license to treat me?" Normandy, June 1944





Over the top of a "jeep ambulance" one can see the havoc wrought in Valognes, France. June 1944.



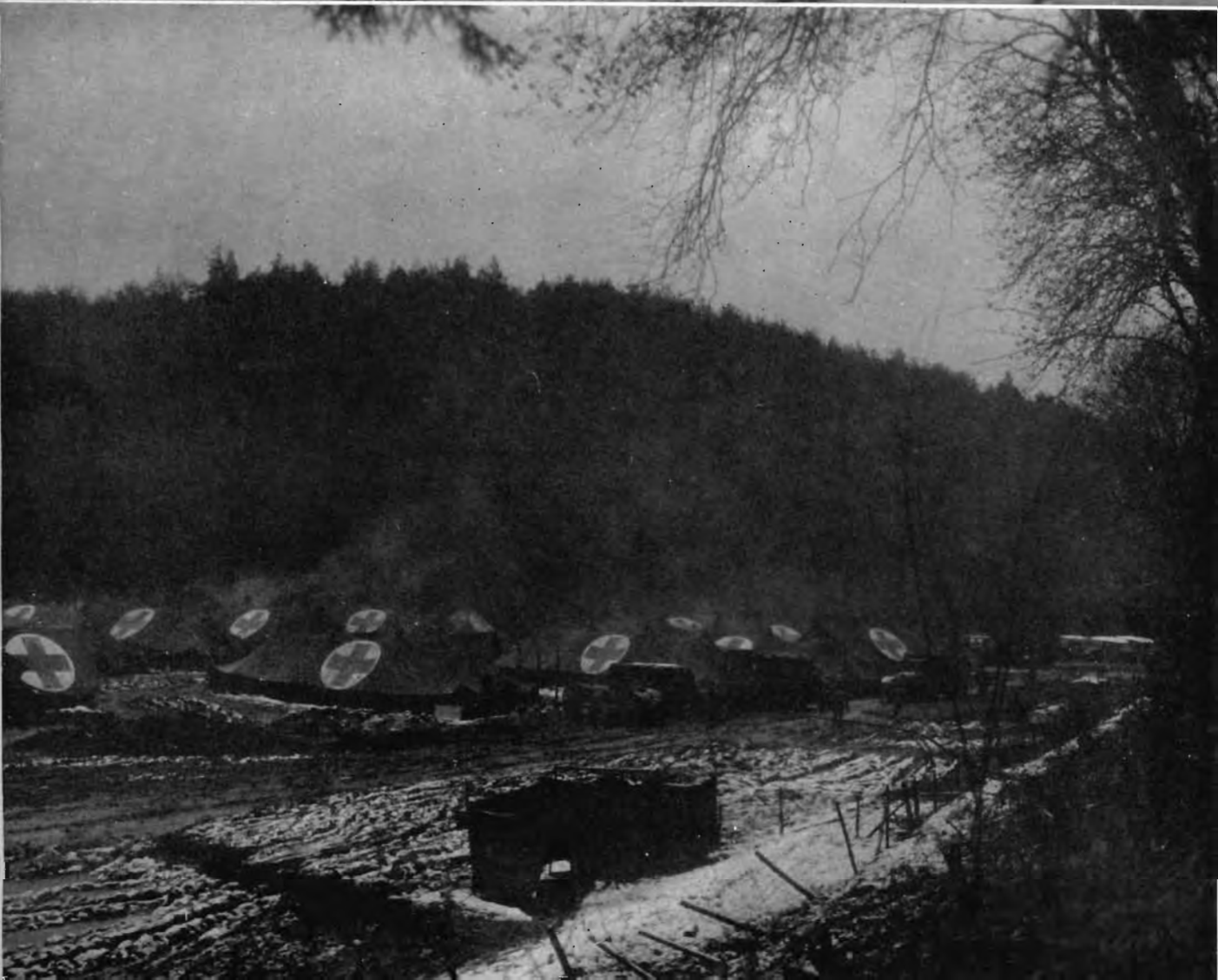
Top: Fourth Clearing Company peeps over a French hay pile, near Le Bourg, France.



Bottom: New stretcher bearer team being tried out, July 1944, near Carentan, France.

The population of St. Quentin, France, turned out en masse to cheer the entrance of their American liberators into the town. From there, we pushed on to the Belgian border only 30 miles away.





Opposite page: The medics in the Hurtgen Forest. The rate of casualties handled here was enormous.



Near Bastogne, January 1945. There were many casualties in the Battle of the Bulge. Luxembourg City, Luxembourg. Fourth Clearing Company for once was not in tents. January 1945.





Fourth Division medics skate an assault boat, loaded with medical supplies, to the sight of the assault crossing of the Sauer River. January 18, 1945.



Ambulances are parked on the right near clearing company. Bleialf, Germany.



One man overboard and the strong current almost capsized the assault boat which Fourth Division medics are pulling across the Sauer River under sporadic German artillery fire. On the far side are wounded to whom these medics are bringing aid and medical supplies. January 1945.



It's better than no road at all, on the push to Hillesheim. March 1945.



Bad Mergentheim, Germany, clearing company spreads out,
April 14, 1945.

The Fourth Medics near Bamberg, June 1945, just before the trip home



H E A D Q U A R T E R S

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DAVID T. MILES
Captain
Platoon Leader
Ewing, Va.

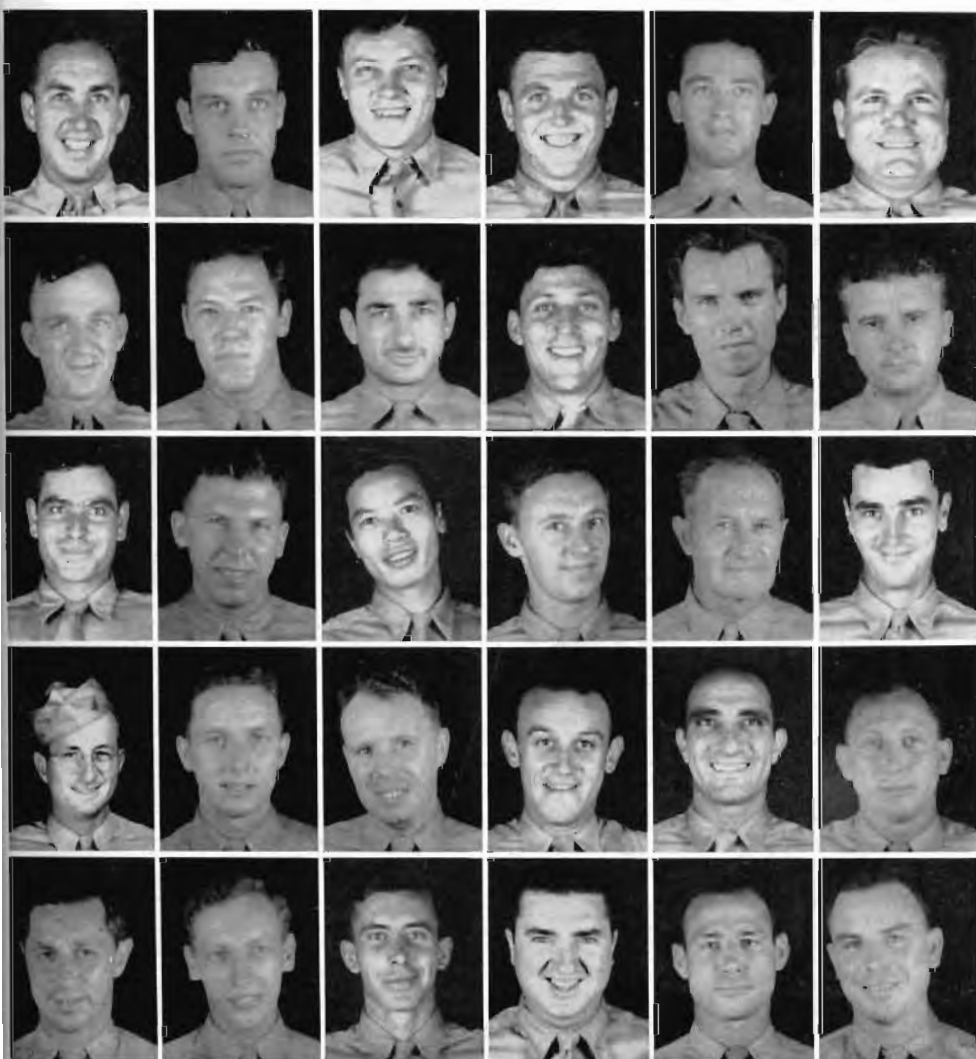
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H E A D Q U A R T E R S



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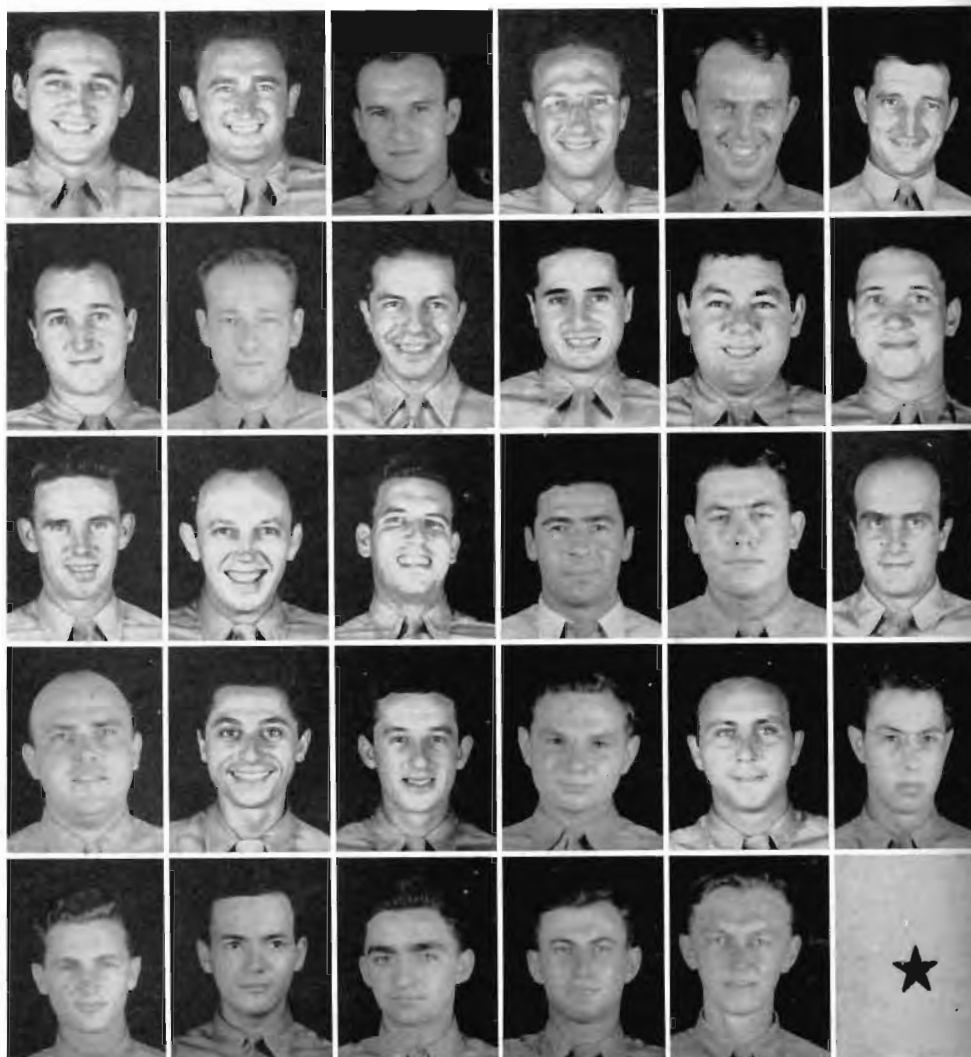
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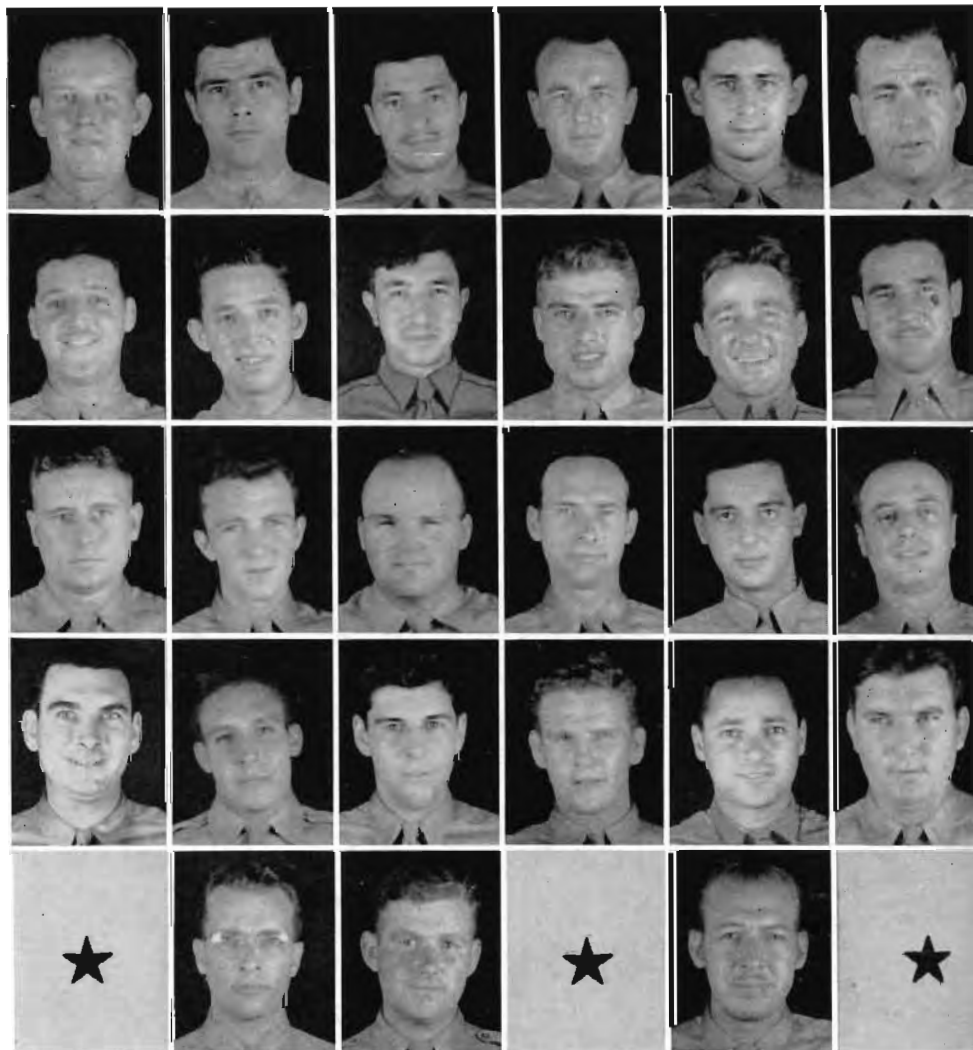
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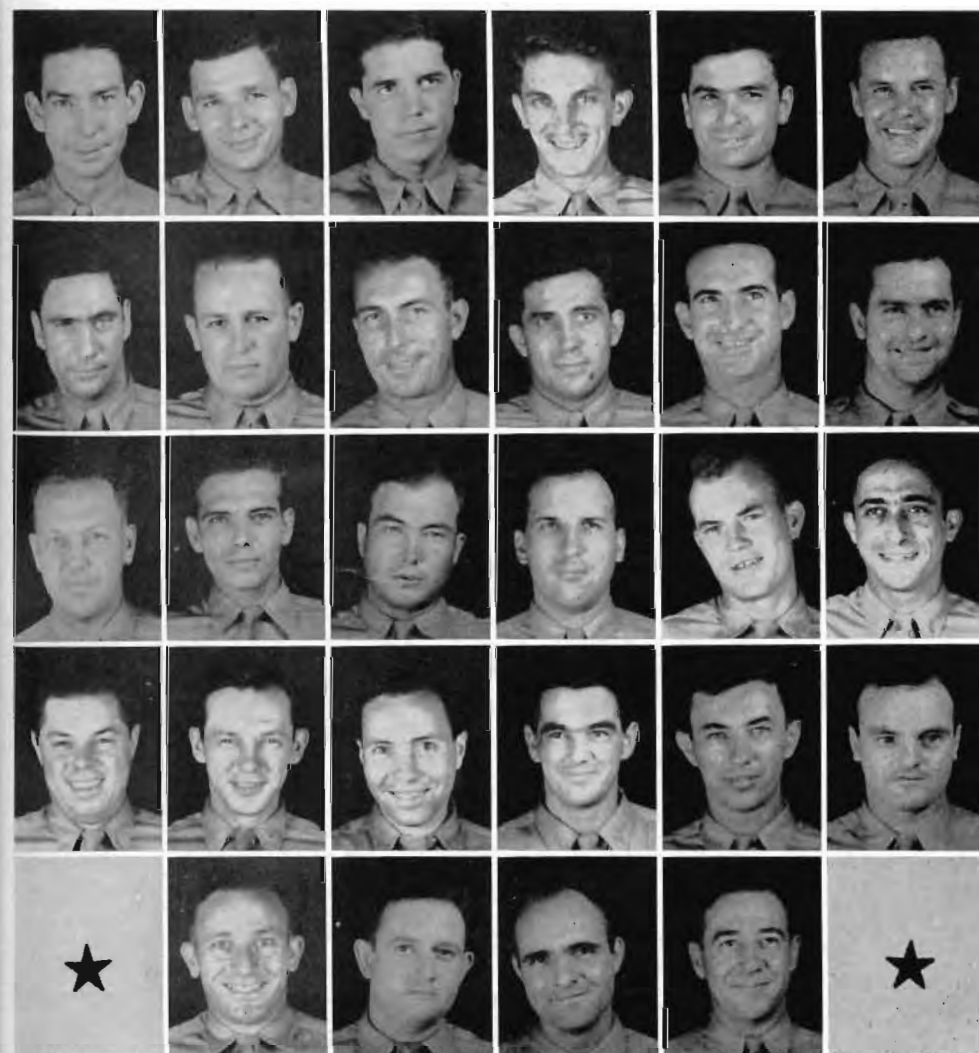


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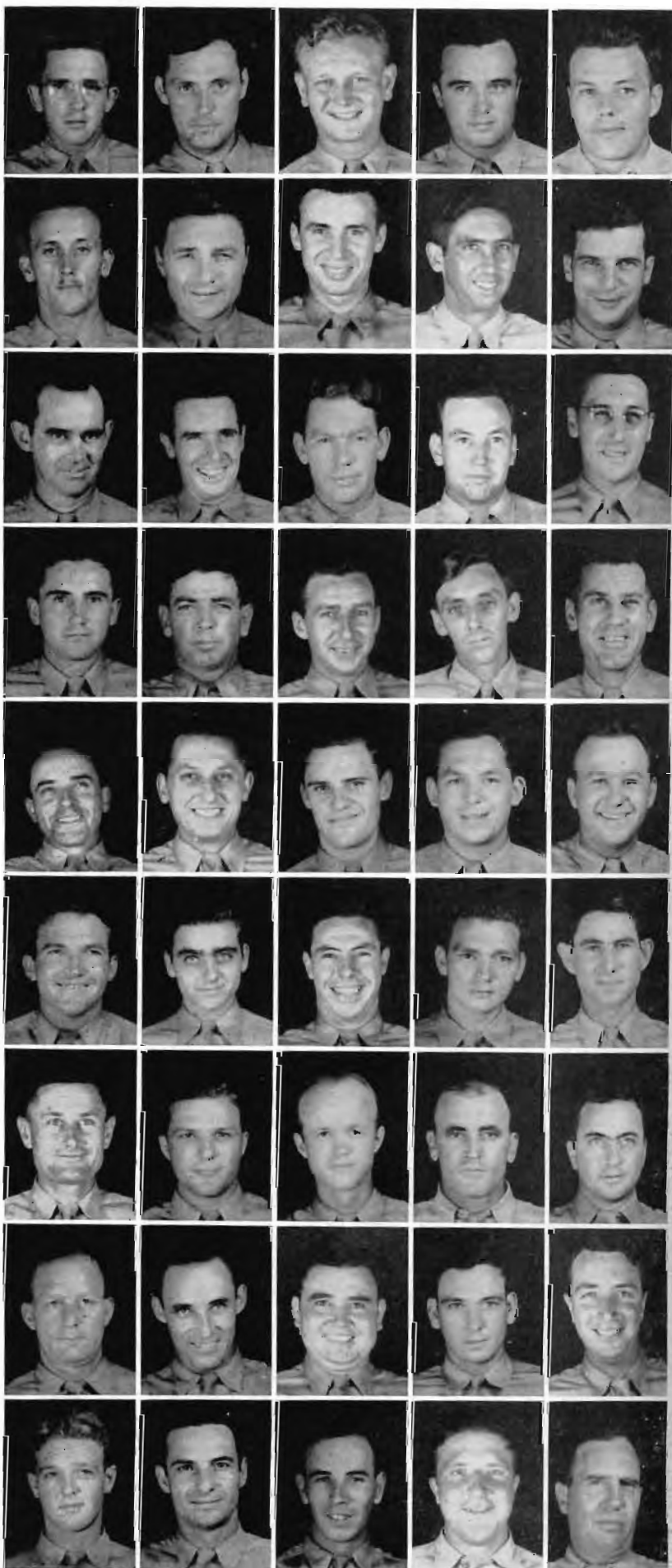
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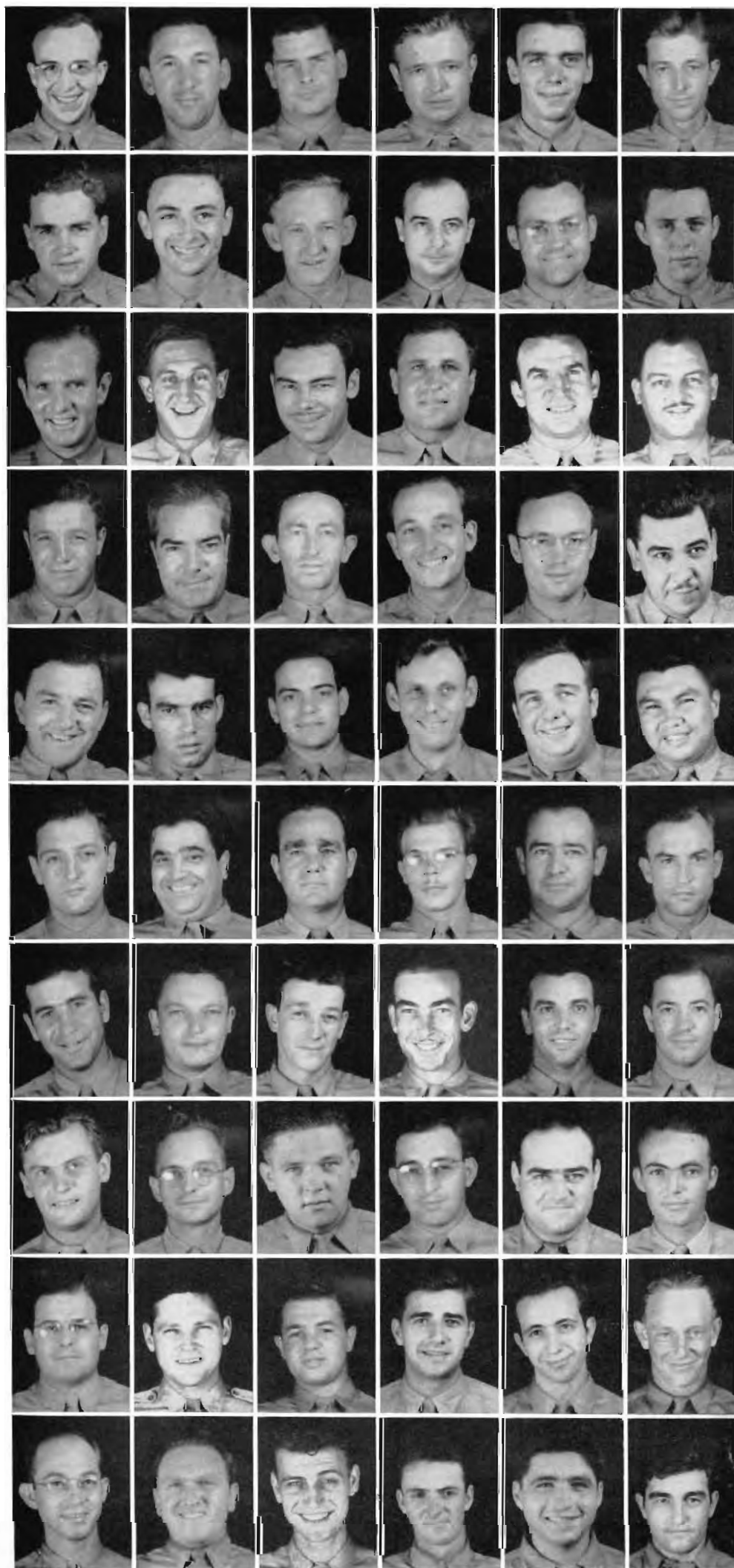
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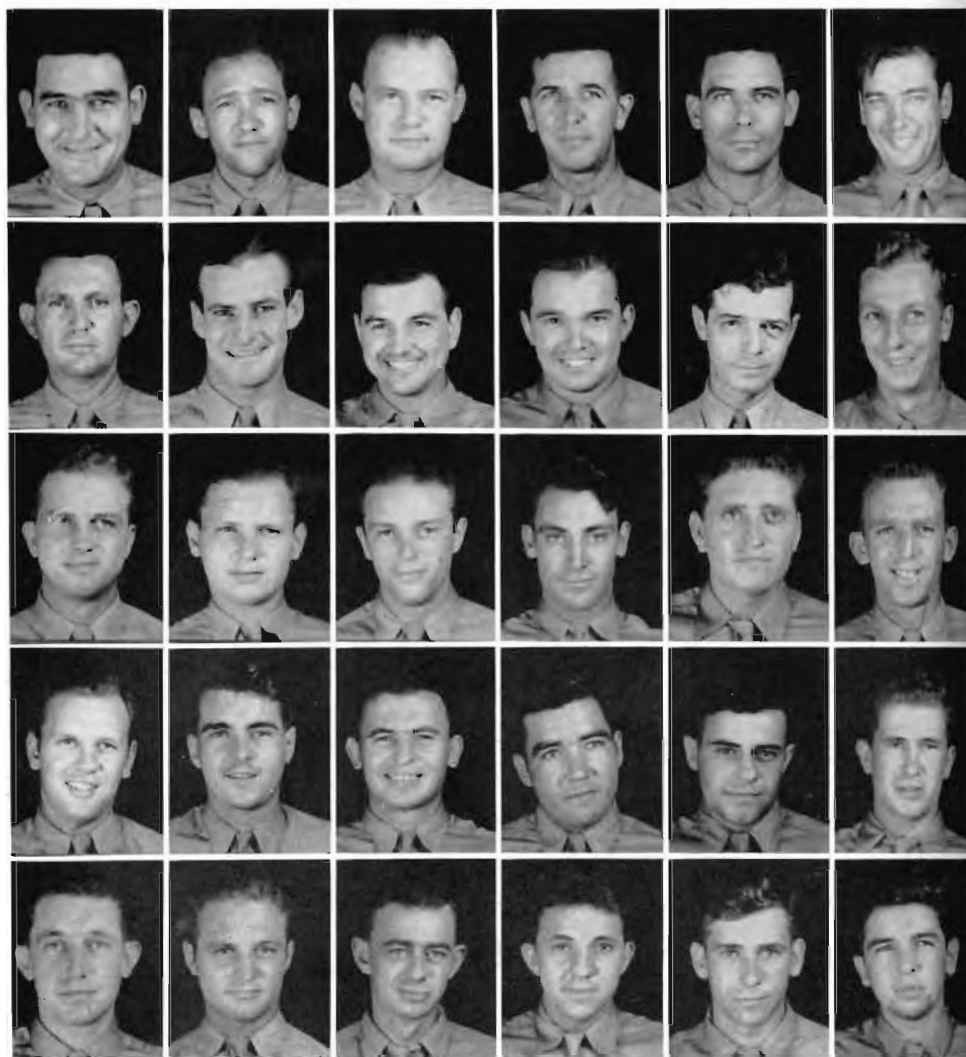
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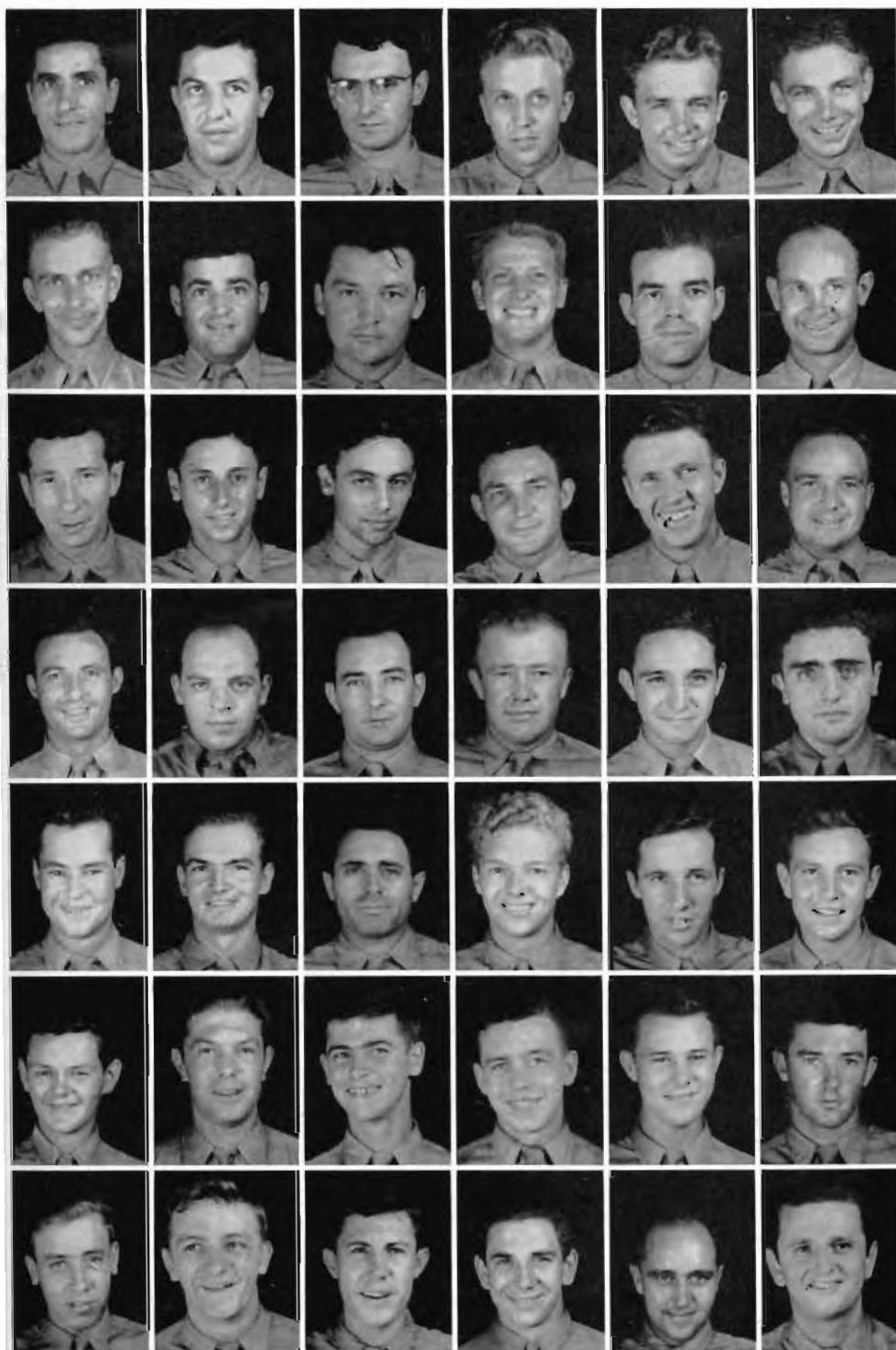
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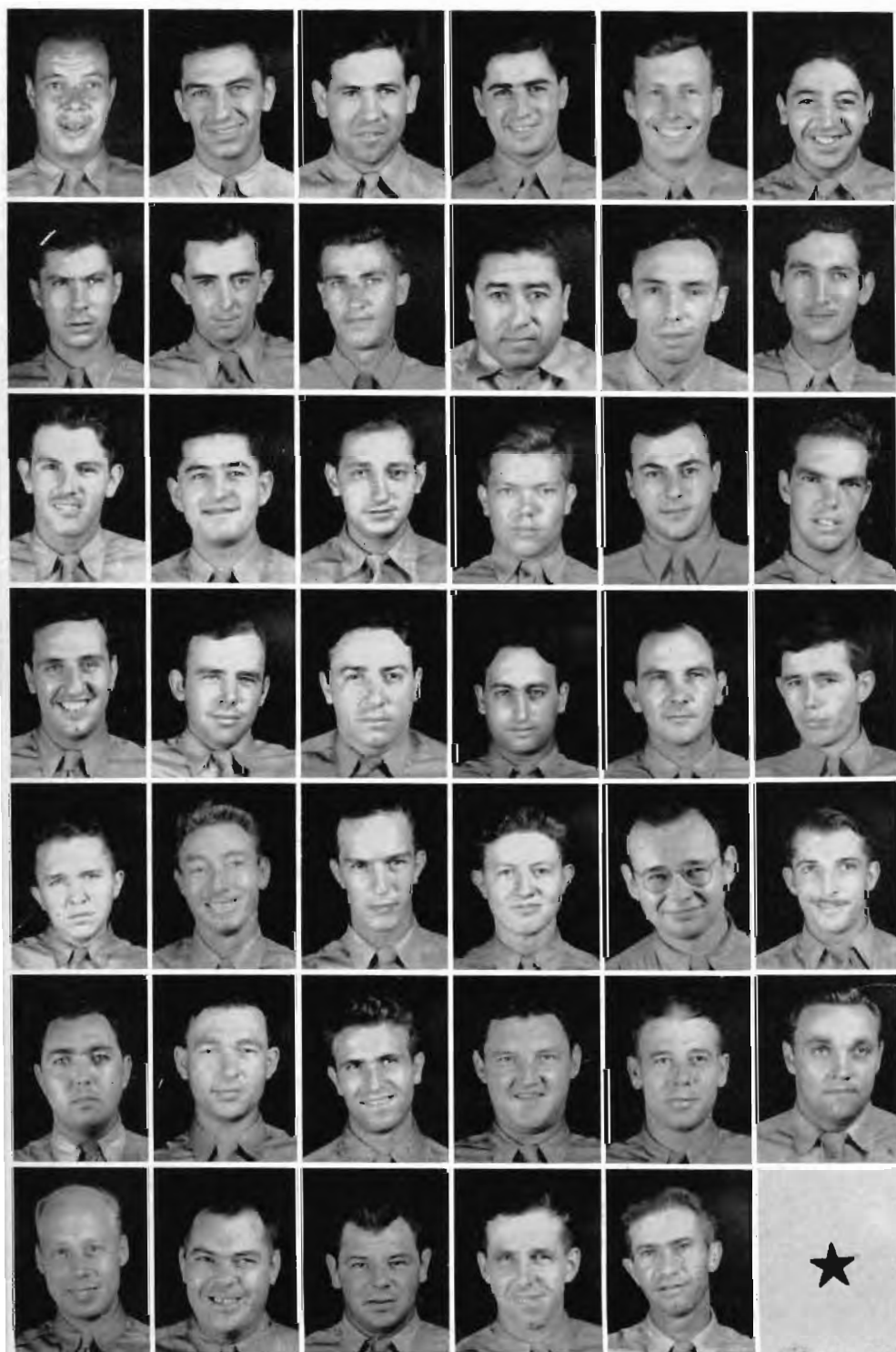
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S-2
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THOMAS J. WOLFE
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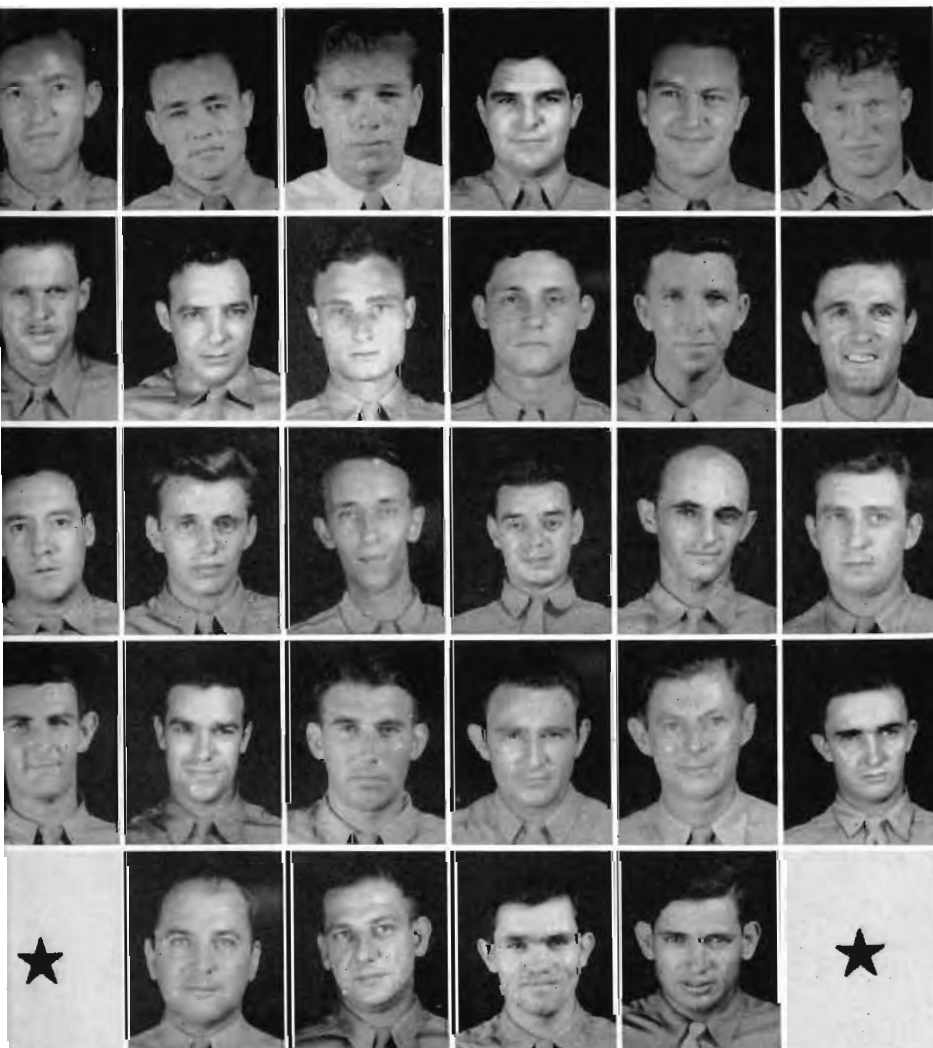


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THIRD ROW:

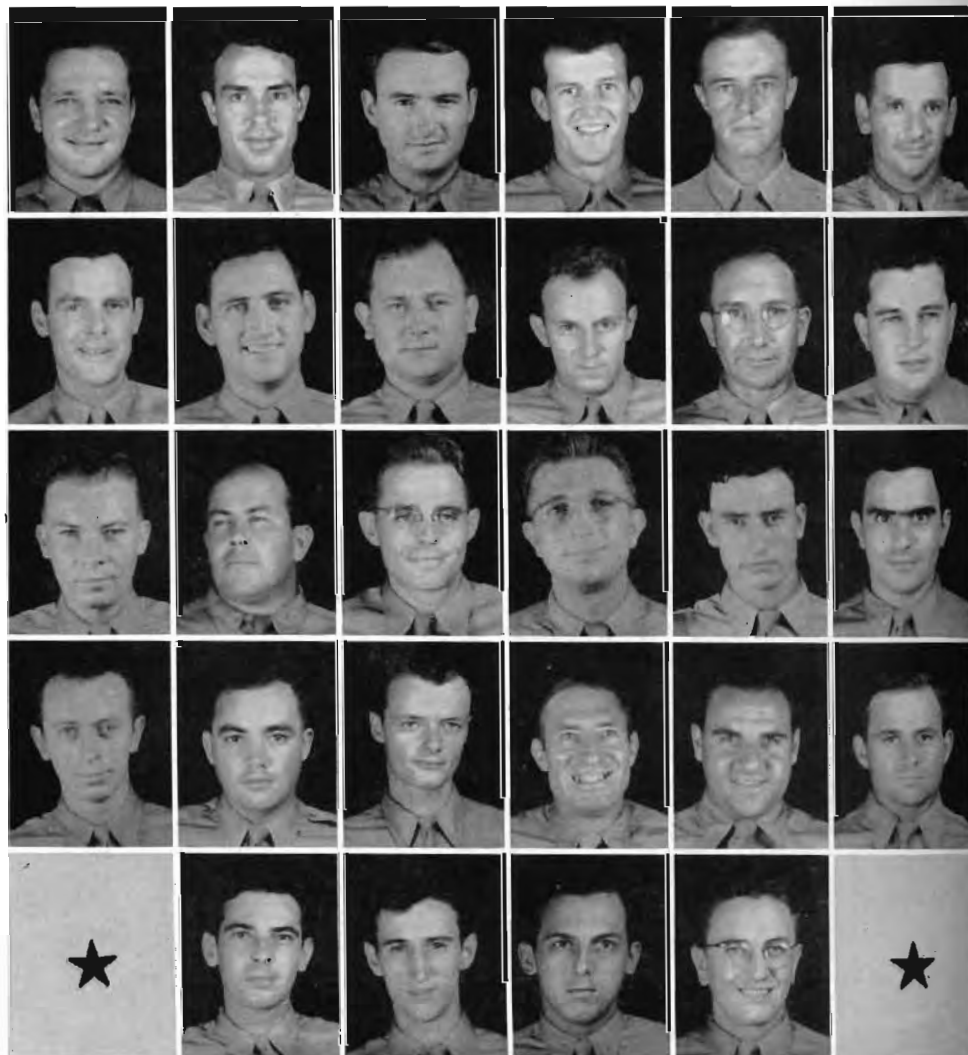
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