

TARO LEAF  
24th Infantry Division Association  
Kenwood Ross, Editor  
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Dateline: Colorado Springs: All were in agreement - that C.S. offered a lot to see. Garden of the Gods was only one of the attractions. PAUL WISECUP, we think that's he at center stage - recovering nicely from eye surgery. Lovely shot, Phil - too bad it has to be in B & W.

MARIO TEZZONI  
W AMIDON ST  
T HILL PA 18250





Dateline: Colorado Springs - Gonna fool ya this time - gonna go from right to left - BEN WAHLE, KEN BUSH, Peg WAHLE, Shirley BUSH, Aileen GARLAND, and Helen HOSTETTER. Sorry to make you last, Helen, but that's the price you pay when Phil is behind the lens. Nice B & W, Phil.



Dateline: Colorado Springs - Stewart's latest addition, an absolute doll of a lady, Maj. KELLY FITZPATRICK, the new Public Affairs Officer. Welcome to the family, Kelly. Just wish you'd been looking at the camera, Kel, so our boys could get a glimpse of those "Liz Taylor" eyes.



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Dateline: Colorado Springs - The long and the short of it. Our cameraman, Dr. PHIL HOSTETTER caught this one of BOB and Hiroko LAWTON (H & S 5th Tk). Wanna secret? These lovely folks were married 10/3/52. Photo by Dr. PHIL HOSTETTER. 2

# **taro leaf**

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Dateline: Colorado Springs: It's The Old Man" and BG BURT TACKABERRY who commanded our Aviation Brigade in Desert Storm with Reunion Coordinator BOB ENDER sandwiched in between. Three happy faces, P.H., nice camera work. Burt, by the way, is now stationed at NORAD and we all have an idea as to what that means.



# TARO LEAF

OFFICIAL PUBLICATION OF  
24TH INFANTRY DIVISION ASSOCIATION

## President

Vincent P. Gagliardo  
(5th RCT '51-'52)  
179 Nueva Av.,  
San Francisco CA 94134  
Tel. 415-467-2316

## 1st Vice President

Vincent Vella  
(K 21st '44-'46)  
107 Homer Av.,  
Buffalo NY 14216  
Tel. 716-873-7129

## 2nd Vice President

James F. Hill  
Hq. 1st Bn. 19th '49-'51)  
260 Shellie Ln.,  
Roswell GA 30075  
Tel. 404-998-3749

## Sec'y.-Treas.-Editor

Kenwood Ross  
(Div. Hq. '44-'47)  
120 Maple St.,  
Springfield MA 01103  
Tel. 413-733-3194  
FAX 413-733-3195

## Directory Chairman

Joseph J. McKeon  
(19th '49-'51)  
12733 Muscatine St.,  
Arleta CA 91331  
Tel. 818-768-1704

## Membership Chairman

Wallace F. Kuhner  
(24th Recn. Co. '43-'45)  
1637 Falmouth St.,  
Charleston SC 29407  
Tel. 803-766-8890

## Chaplain

Rev. Thomas E. Waldie  
(5th RCT '51-'53)  
St. Andrew's Church  
20 Cardinal Hayes Pl.  
New York NY 10007  
Tel. 212-962-3972

## Quartermaster

Albert J. McAdoo  
(E 5th RCT '52)  
108 Central St.  
Acton MA 01720  
Tel. 508-263-1938

## Convention Chairman

John S. Roussel  
(52nd FA Bn. '43-'45)  
5032 Perkins Rd.,  
Baton Rouge LA 70808  
Tel. 504-766-2234

## Reunion Coordinator

Robert R. Ender  
(H 21st '42-'45)  
1864 El Paso Ln.,  
Fullerton CA 92633  
Tel. 714-526-6860



"You certainly do impress me, June."

DUES: \$15.00 per year;  
\$150.00 for Life Membership.



4 "It's the uniform, sir; It's causing him to lose his individuality. I suggest we allow him to wear fourteen buttons instead of the usual thirteen."

TAKE A CLOSER LOOK.



# REVIVING UP

Hundreds of wheeled and tracked vehicles, and a wide assortment of support equipment belonging to Division was ordered to Somalia by President Clinton on Thursday, Oct. 7th. It began the journey by ship to the African nation late Tuesday, Oct. 12th.

"The 24th Infantry Division is in the business of crisis response - to respond to the directives of our National Command Authority in crisis situations. And that, in fact, is what has happened here," said Maj.Gen. PAUL E. BLACKWELL, in explaining how soldiers moved the mountain of equipment to the port in less than 48 hours, and soldiers and others readied it for sail in another two days.

The equipment making up the Division Ready Force or DRF, includes 26 Abrams M1A1 tanks, 28 Bradley Fighting Vehicles, six Cavalry Fighting Vehicles, eight M109 Howitzers, seven Armored Combat Earthmover, two Armored Vehicle Launch Bridges. A number of other tracked and wheeled vehicles, including transport trucks, supply trucks, and "humvees" rounded out the DRF equipment. The U.S.N.S. Denebola, a U.S. Navy Fast Sealift Ship, steamed out of the state port in Garden City GA on Oct. 12th.

The Denebola had been ready to sail as early as Monday, but it was held at moor to allow non-divisional equipment from other stateside units and posts to be loaded. It arrived in Somalia on Oct. 24th where it was met by the 850 Division soldiers also ordered there on the 7th



'Hello 3rd Bn FDC? . . . What the hell do you mean this is their answering service?'

Those soldiers, from 1st Battalion, 64th Armor; 3rd Battalion, 15th Infantry; 1st Battalion, 41st Field Artillery; 3rd Engineer Battalion; 124th Military Intelligence Battalion; 24th Signal Battalion; and the 224th and 724th Forward Support battalions were flown to the country from Hunter Army Airfield.

They joined nearly 250 other 24th troops in the country's embattled capital city, including 183 who were ordered to the African nation Oct. 4 as part of the 24th's Immediate Ready Company.

The IRC, included soldiers from C Company, 3rd Battalion, 15th Infantry; a platoon from B Company, 1st Battalion, 64th Armor; and a number of combat service support personnel. It is equipped with four Abrams tanks and 14 Bradley Fighting Vehicles. It was alerted on the 7th at 4 a.m., and its lead element of troops boarded C5-A aircraft less than 18 hours later.

We are right proud of this show of readiness.

We may not be the "First to Fight" this time but, by golly, we're in there early on.



# Don't Miss This!

The OLD MAN is not to be denied space in our issues. Anyone who could speak to us as General Blackwell did at Colorado Springs can have anything he wants. We give you "The Division Commander".



"Hey fella, gotta match?"  
Somalia bound. Sorry, we didn't get your name, Charlie. US Army photos have been by courtesy of Maj. KELLY M. FITZPATRICK, but without "names and numbers of all the players - can't watch the game without a program."

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 24TH INFANTRY DIVISION (MECHANIZED) AND FORT STEWART  
FORT STEWART, GEORGIA 31314-5000

November 4, 1993

Dear Fellow Taro Leafers:

Little did I know when I addressed you at your wonderful reunion banquet October 2 that less than 24 hours later we would be preparing to deploy the Immediate Ready Company (IRC) of the 24th Infantry Division (Mechanized) to Somalia. Since that time the great soldiers of the 24th have accomplished many things in short order. And they've done it all superbly.

As you know, the division is in the business of force projection. In this case, our National Command Authority issued a directive concerning Somalia, and we responded. The IRC was alerted at 0400, October 4. From the time of the alert, it took less than 18 hours to prepare personnel, load equipment onto C5A aircraft and depart for Mogadishu.

By the time you read this we will have deployed much more than just the IRC: over 1000 additional soldiers will have joined the initial 183 IRC soldiers to make up Task Force 1-64 Armor. The main body of the task force -- soldiers from 1-64 Armor, 3-15 Infantry, combat support and combat service support units -- flew from Hunter Army Airfield over the course of seven days (Oct 22-28). Their equipment -- which included over 400 wheeled and tracked vehicles -- traveled aboard the U.S.N.S. Denebola, a fast sealift ship. It took our soldiers less than 48 hours to load the ship at the port of Savannah. The Denebola arrived in the port of Mogadishu on Oct. 29.

The mission of Task Force 1-64 Armor remains one of enhanced force protection for U.S. and U.N. forces in Somalia. This will involve missions such as keeping lines of communication open and clearing obstacles on convoy routes.

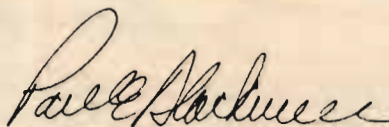
In short, Task Force 1-64 Armor is doing exactly what all units within the Army's premier heavy division are constantly training to do: responding rapidly to a crisis in one area of our ever-changing world.

Our soldiers are trained and ready, confident in themselves, their equipment, and their leaders; they are confident that while they are deployed, we are taking good care of their families. Our family support groups are flourishing, and our Family Assistance Center has representatives from every staff agency on hand to provide help where it's needed.

Of course, this deployment is only one part of the 24th's very busy first quarter of Fiscal Year 94. We are on track for our previously scheduled training exercises of Bright Star and NTC.

In closing, the 24th Infantry Division Association Reunion for 1993 is only a memory now, but a very fond one nonetheless. Thank you for inviting me to join you. I'm already looking forward to the 1994 reunion in New Orleans!

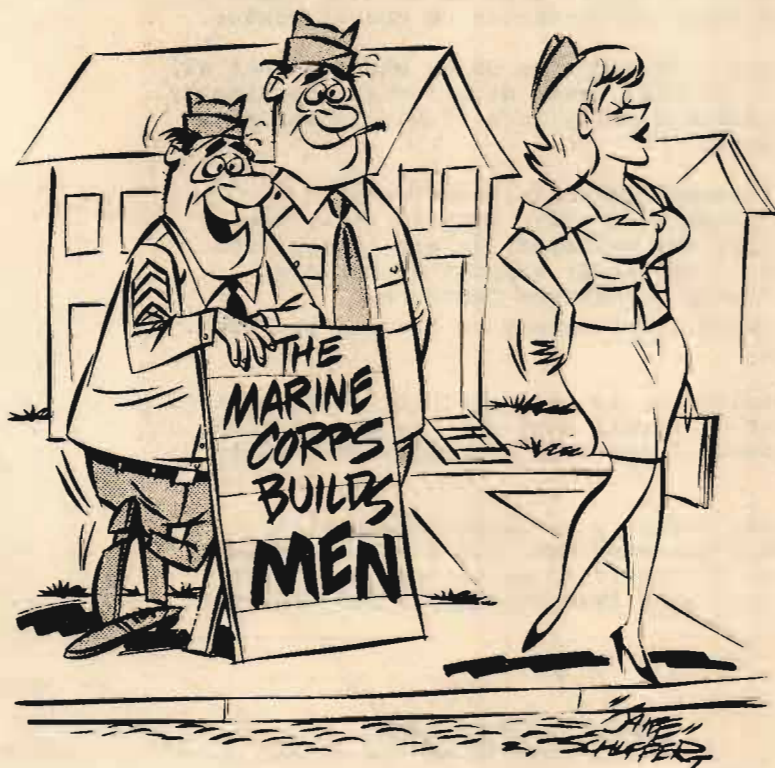
FIRST TO FIGHT!

7   
Paul E. Blackwell  
Major General, U.S. Army  
Commanding





Army and Air Force personnel worked together in securing vehicles to the C-5A aircraft. Little fella in the upper right corner of your frame wanted to be sure we didn't crop him out of existence. We didn't. US Army photo.



"—and women too, eh Mandrake!"





Fella's securing a pallet of supplies prior to loading on the C-5A. Destination? You got it!  
US Army photo.





An M1A1 Abrams from 1st Bn., 64th Armor, makes it to the cargo bay. But is it too big? Nah! US Army photo.

Buy a red umbrella. Easy to find among the black ones. Besides, it adds a little color on a rainy day.

An ED SIMMONS writes us from Topeka KS. Is looking for any information on Capt. PHILIP J. O'NEILL, Div.Arty, who was KIA. The two were in CIC in Germany before Korea. Ed and his wife stood up for Phil and his bride in Germany in '48. Does the PHILIP J. O'NEILL name ring a bell?

Never buy anything electrical at a flea market.

Proud parent - Ooops make that "grandparent" Life Member 1262, RENO GASPARD (3rd Eng.Bn. and 24th Recon Co. 8/50-9/51) of Box 169, Orangefield TX tells us that Brian has been getting publicity. Congrats, Brian - and Reno 2.



**Congratulations!!  
BRIAN GASPARD**

**for being a  
Straight**

**"A"**

**Student**

**1st Grade  
1992-1993**

**Hatton  
Elementary  
School**



At an exclusive country club that enforces strict adherence to club rules, a regular saw a new golfer place his ball six inches in front of the tee markers. The regular rushed over and confronted the man. "Sir, I don't know whether you happen to be a guest or a member, but our rules are very strict about placing your tee at or behind the markers before driving the ball."

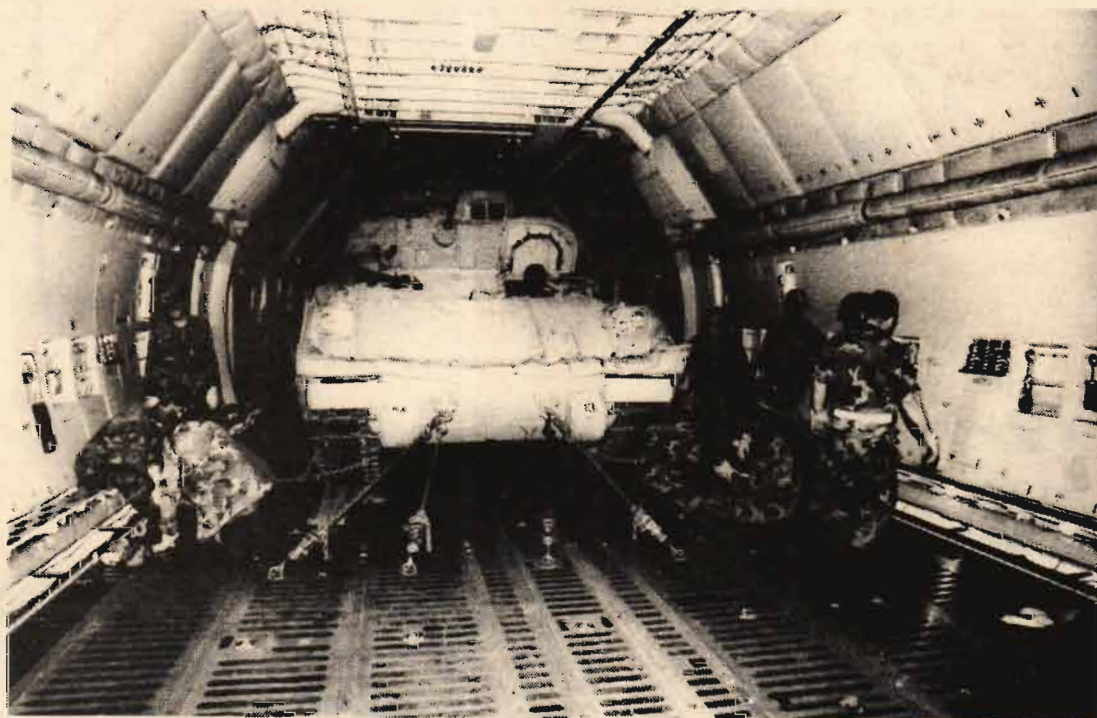
The new golfer looked the stickler right in the eye. "First, I am a guest, not a member, of this club," he said. "Second, I don't care about your rules. And third, this is my second shot."

In which we welcome HENRY V. MARSHALL, JR. to the club. Hank was A 21st from 1/52 to 4/54. Hangs out at 4100 Pepperton, down in Raleigh NC. Was with N.C. State Univ. for 32 years; now retired.

## *Still friendly after all these years*

29 members of K-21st Korea gathered together recently in Springfield MO for a weekend of togetherness. MEL ELIASON of Box 98, Hawkeye, IA was the ringmaster. Love the name of your town, Mel - Hawkeye.

FRANK L. RAFFETY (Supply Clerk in Division Medical Supply - Korea) RR 1, Box 90A, Lookeba OK 73053 is looking for an old friend, Sgt. JAMES REED who was Quartermaster at that time.



Snug as a bug. Heaven Help us if we lean too far to the right - or the left. Always wanted to see the inside of one of these busters. US Army photo.

Quote of the Year: "I am awed to be in your presence. There is no other group of people in the United States of America assembled anywhere this evening that's as important or as meaningful as the people in this room, because you represent what America is today.

"Because the blood, sweat and tears you shed gave America the freedom it enjoys today."

"Much like the soldiers of yesterday, many of today's soldiers may have this type of feeling - giving their all for the freedom of America.

"The 24th Infantry Division is what it is today because of what you made it yesterday."

It was the Division Commander, MG PAUL E. BLACKWELL speaking to us at Colorado Springs. He had flown all the way from Georgia to address us with these moving words. And you knew he was speaking from the heart. It was in his voice and in his eyes. He believed deeply in what he was saying - and he wanted us to know it. The message was beautifully delivered, Gen. Blackwell. We heard you - loud and clear - and we thank you.



"WELL, WHAT THE HELL'S THE MATTER WITH YOU?"





## OOPS!

*No President's Message  
this month. Watch this  
space next month*

Dateline: Colorado Springs - A little chat. JIM MATHIS (Hq.Co. 3rd Bn. 34th, 1/43-12/45) and Command Sgt.Major ROBERT THOMAS.



Dateline: Colorado Springs - Five year old Bobbie Lee Williams is pointing them out to Mother, Donna Lee. They look like lottery tickets to us, Donna. Phil, another great B & W.





Dateline: Colorado Springs - CECIL and Kappy VANDERBILT (B 34th) inspecting some of the memorabilia. PHIL HOSTETTER, who took this great shot, says that "next year, at New Orleans, we should ask everyone to bring something - photos, books, Japanese swords, Korean gimchio, something for our display tables.



Dateline: Colorado Springs - Prexy WALLY KUHNER presided over our business meeting. Phil, you only got half of the crowd in the room that Saturday a.m. The other half was on the left as you look at this photo.



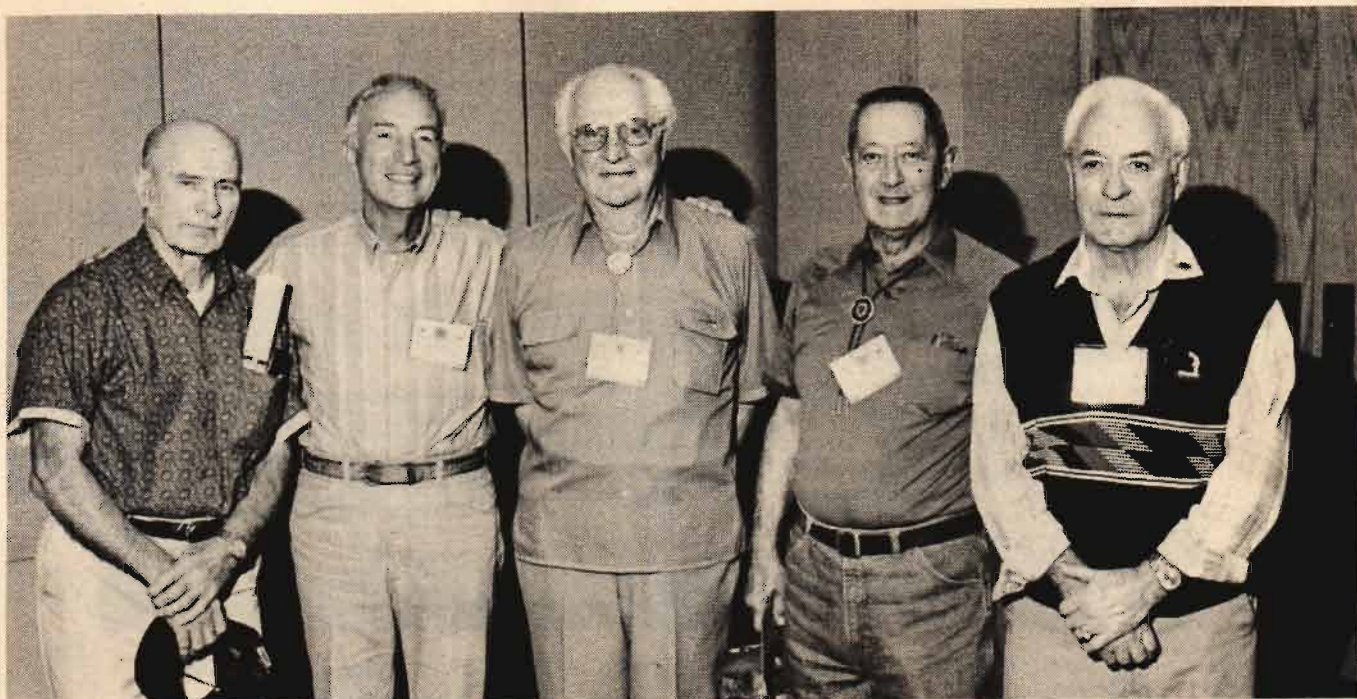


Dateline: Colorado Springs - The hotel people were wonderful toward us - and they said that they "loved" us. Well, for one thing, we didn't give them "any trouble". As we get older, we get less frolicky. Red Lion Inns - great in the west. Believe Colorado Springs is as far east as they go. PHIL HOSTETTER, we like this shot.



Dateline: Colorado Springs - CANDIDO and Virginia MARTINEZ (C 19th '49-'51) came over from Loveland CO. One day, Candido plunked down \$100.00 and became our Life Member #1040. It's \$150.00 now, by the way. A PHIL HOSTETTER photo. *K*





And we have no clue as to the photographer on this one. Darned shame, too, 'cuz it's a beauty. Perfect B & W. It's Colorado Springs, of course, and it's, starting on your right, MAX GARLAND, ANGELO MORTAGLANO, BEN WAHLE, ERIC DILLER and KEN BUSH. Ben sent the photo to us. Thanx, Ben.

We are in receipt of a warm report from Col. FLOYD R. MARTIN (21st '48-'51) at 4706 Ginson, Tucker GA. It goes: "Had an interesting visit to Ft. Lewis a couple months ago where my granddaughter and her husband are stationed. She is in the 20th Support Center and he is in the 35th ADA Brigade. Visited a Patriot Missile Bn. in the field. Was surprised to learn how quickly they can detect, identify and engage their target. The Brigade Commander, Col. Treffery is a Taro Leaf man too. He invited me to address his officers and senior NCOs on 'Task Force Smith' and presented me a handsome plaque in appreciation." A lot of Army people in the Martin family - great family.

Never lose your nerve,  
your temper, or your car keys.

Gen. JOHN R. "Jack" GALVIN recently returned to the old home town, Wakefield MA where they did him honors in recognition of many things but especially his service as Supreme Allied Commander Europe and C-I-C US European Command.

Gen. Galvin addressed the audience, touching upon his childhood experiences and his military career. In addition, he remarked on the importance of maintaining a strong military defense in spite of the demise of the Cold War.

Galvin currently serves as the John M. Olin Distinguished Professor of National Security Studies at the United States Military Academy, West Point NY.

We're right proud of you, Jack.

Never drive while holding  
a cup of coffee between your  
knees.





# 19th INFANTRY STATUS REPORT

A financial statement covering the 19th Infantry breakfast/meeting at Colorado Springs is available. Anyone wanting a statement, or having any questions or comments, please let me know in writing. No phone calls, please. Send a long SASE for your reply.

BILL ROSEBORO  
605 Marlboro St.  
Hamlet NC 28345-2306

Dateline: Colorado Springs - Cripes, we've violated our own rule about using our physiognomy in the pages of Taro Leaf - but we really wanted you to meet JOHN S. ROUSSEL (52nd FA Bn. '43-'45) of Baton Rouge LA, our new Convention Chairman and VINCE GAGLIARDO (5th RCT '51-'52) of San Francisco, our new President. Phil, another good shot, even if we are in it.

DONALD C. HINSLEY (Hq.Co. 2nd Bn. 19th, P & A Pl., 10/51-9/52, Korea and Japan) of 6041 Ville De Sante Dr., Omaha NE 68104, would like to hear from anyone who was there at that time.

For ED WILSON (21st MP '48-'50) it's now Mr. Ed and Margie, of 1223 Mondale, Rockford IL 61008. Don't know when the wedding took place. We're giving you all that we know.

Don't eat anyone's meatloaf but your Mom's.

Never trust a woman who doesn't close her eyes when you kiss her.

Offer of the Week:  
HARRY M. SCHULTZ (24th Sig. '51-'52) is willing to pay \$100.00 for a copy of "Danger Forward", the 24th in Korea. He's at 202 1st Av.N.E., Lutz FL.33549. Ma Bell will give him to you if you'll try 813-949-1185.

When making a sandwich, put the knife in the jelly before putting it in the peanut butter.

When someone offers to pay you now or later, choose now.

Never interrupt when you are being flattered.



Another Chief of Police has joined. Can't have too many of 'em, though this one, DALE SIEBENMARK is retired. Makes no difference. Even retired chiefs have influence. Dale was 11/24/50 - 2/4/51 in L 19th. Says "shot through head on 2/4/51". Is at 9874 Community Hall, Union Pier, MI. He and Elizabeth had - and have - 4 - Steve, Lisa, Tom and Scott.

ROLAND K. SMITH (B 19th '36-'37) meets BILL WRIGHT (19th '50-'51) in the Fayetteville NC VA Hosp. Bill didn't know of us. Thanks to Rollie, he does now. Bill is on his way to a Life Membership.

The number of men and women in the active military declined 133,000 in a year - now at about 1,717,664. The administration aims to cut it to 1.4 million by the end of '99.

## Having a Ball

Dateline: Colorado Springs - Dutch's music put us in mind, for a few hours, of the bubbly Lawrence Welk music. A one-a, a two-a.







At the little California get-together last April, DAVE and Rosalie MURRAY showed up - and were happy they did.



Dateline: Colorado Springs - Another 3-some. 1. to r. EARL DOWNEY, ALAN DEMOSS, and BOB ENDER, all from Calif. The coast state had a good representation this year. Wonderful guys from a slightly wacko state.



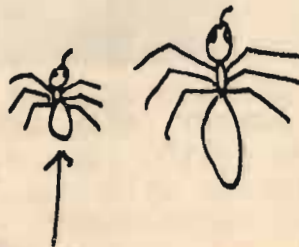
*It's Not Too  
Early  
To Pay Your  
Dues!*

A quotable quote from  
BILL WRIGHT (19th '50-'51)  
down in Box 2473, Lumberton NC:  
"I may not be able to attend  
many meetings due to my health.  
Nevertheless I am and always  
have been proud to have served  
with the greatest Infantry  
Division in the US Army."  
Bill, we should engrave those  
beautiful words in a bronze  
plaque.





Dateline: Colorado Springs - Dutch's "office". Sorry we can't identify your pal, Dutch and/or anyone else in the photo. Dutch and we agreed that we dislike using a picture where we can't identify the players. But here we are. Anyway we're going to obtain a better baner for New Orleans - one that will better show up our "whistle stops" - including Biak, Bronko Atkinson - and including Somalia, too. A PH shot.



*This is a weevil. (The lesser of 2 weevils.)*

PHIL HOSTETTER in sending us his gallery of B & W's taken at Colorado Springs added this P.S. at the bottom of his cover letter. Phil's at 204 Jay Ct., Manhattan, KS in case you want to write him about his photos and/or his artistry.



# WE'RE OPEN TO SUGGES- TIONS

Got any? We're especially anxious to get your thoughts on our conventions. Drop a line to BOB ENDER, at 1864 El Paso Lane, Fullerton CA 92633. He's the lightning rod for such. You write 'em; we'll act on 'em.



'Twas the 4th reunion - or was it the 5th, Dina? - for DINA DRAKE DOSS - this lovely gal was married since our last Savannah party - but she showed up at Colorado Springs as bright and cheery as ever. Happy to have you in our family, Dina.



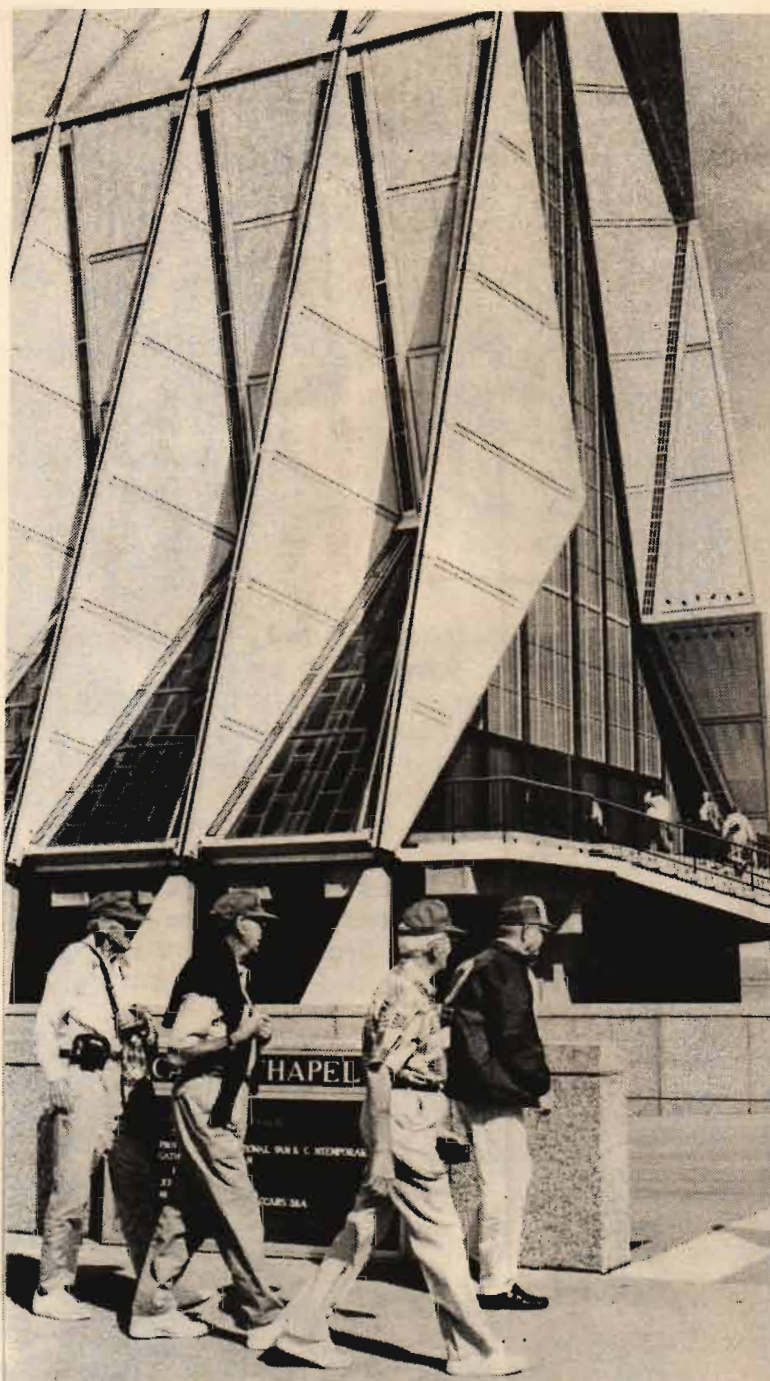
Colorado Springs? Good enough to keep our people cogitating, pondering, reflecting, chortling, and thinking warm thoughts for weeks to come. A success? Of course. Oh we missed a few things. Our buglar was out having coffee so he missed the Taps call closing the Memorial Service. And we had a couple of other slip-ups; we'll get to them in due course.



Dog and DON JORDISON  
(G 34th Korea) at Outpost Mike  
on the DMZ - 40 years ago.

When you carve the Thanksgiving turkey, give the first piece to the person who prepared it.





Dateline: Colorado Springs: The Air Force Academy was "breathtaking", "awesome", "unbelievable", "impressive", "sobering"... These were but a few of the comments as the different groups came back to the Red Lion. That's the chapel in the background. Nice photo, Phil.



CARL VOGT (724th Ord. '50-'51) over in Snohomish WA, wonders who remembers Seoul City Sue, the North Korean propagandist. Would like to hear from anyone about her broadcasts. Carl's at 11003 Wagner Rd. 98290



You think you've got troubles. Read this from RAY WELDON (AT 34th '45-'46) down at 140 Gould, Corry PA: "Rose (wife) two strokes - bedridden almost - house burglarized, car and two guns stolen. SNAFU. Ray." Chin up, Ray, you've known adversity before.

LLOYD F. TATLOCK was B 3rd Eng. during the fateful summer of '50. Anyone recognize the name. Lloyd is deceased but his daughter has written us, anxious to find anyone who knew her Dad. Call the Editor, please, if the name rings a bell.

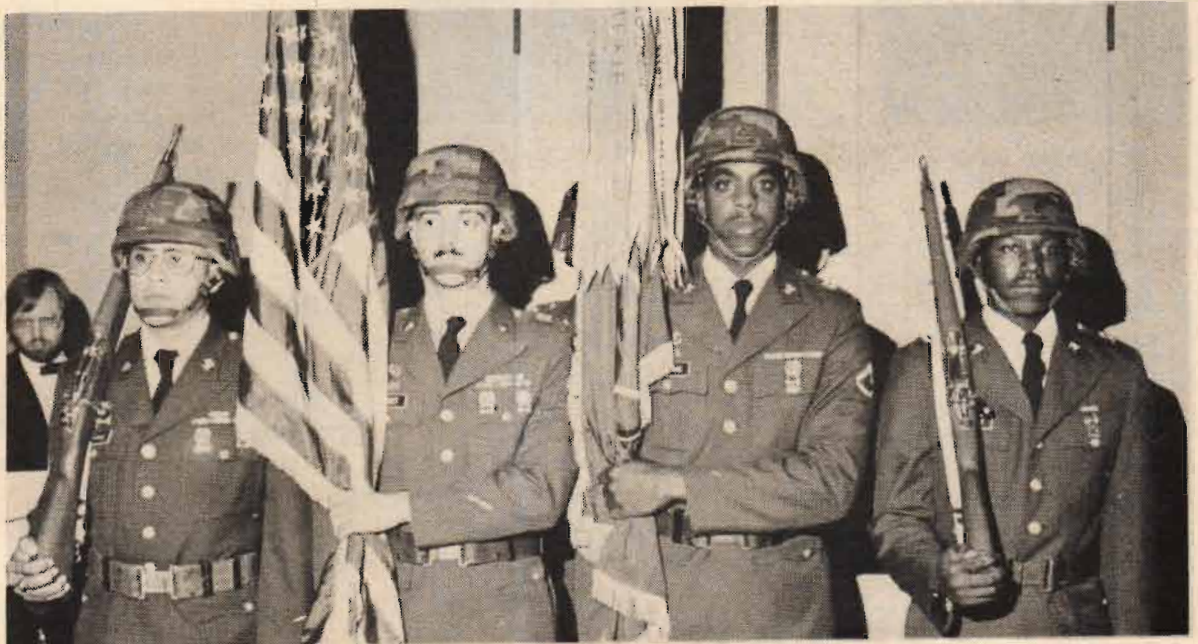
**PAY YOUR DUES NOW.**





Dateline: Colorado Springs: No it's not a PHIL HOSTETTER shot; it's a HARRY WITTMAN photo. It's of G 21st '50-'51. From l. to r., it's STEVE NURANSKY, HARRY WITTMAN, CHARLEY DICKERSON, NORM WOLAK and WARREN AVERY. Missing - TONY APODACA, who was there but he wasn't there. Adds Harry, in sending this nice shot, "Mention HAROLD and Diana PETERS; they were coming but had to cancel due to illness." Hope all's well, Hal and Diana.

**RnR**  
Reunions in Review



Dateline: Colorado Springs: MG PAUL BLACKWELL came through with this Ft. Stewart Color Guard for which we are grateful. Regretfully we don't have the names of these fine young men. And we can't blame PHIL HOSTETTER; he was too busy snapping the photo.





Dateline: Colorado Springs - If you made Colorado, this one needs no introduction. If you weren't he's the fellow who engineered the whole show - efficiently and expertly. ELLSWORTH "Dutch" NELSEN. It will be hard to beat this year's party, said PHIL HOSTETTER as he caught the beauty of a shot. By the way, that Taro Leaf over his breast was as big as his heart.

**MEMBERSHIP IS OUR  
STRENGTH  
PAY YOUR DUES  
TODAY!**

## **CRITICS ARE CALLING IT:**

**"WONDERFUL!"**

**"WONDERFUL!"**

**"WONDERFUL!"**

Never open a restaurant.

Don't overfeed horses or brothers-in-law.

When there's a piano to be moved, don't reach for the stool.

When you get real angry, put your hands in your pockets.

Never be ashamed of honest tears.

Never ask your barber if you need a haircut.

Never get a tattoo.

Never eat a sugared doughnut when wearing a dark suit.

Acknowledge a gift, no matter how small.

Remember: your character is your destiny.

Get a flu shot.





Dateline: Colorado Springs - Told ya Dutch was innovative. He managed to persuade the folks at the Air Force Academy to send their Rifle Drill Team over for our Saturday night banquet - and what a show they gave us. Sorry, we don't have a name on any of these chaps. We apologize, men, you deserve better. You were outstanding.

Another request.  
JESSE FOSTER (19th) of 937 Mastline Dr., Annapolis MD 21401, is collecting postcards of our 50 state capitols. Says he needs one from each of: Alabama, Alaska, Kentucky, Maine, New Hampshire, New Jersey, New Mexico, North Carolina, Oregon, South Carolina and South Dakota. Anybody got an extra postcard of a state house?

Be an original. If that means being a little eccentric, so be it.

Before taking a long trip, fill your tank and empty your bladder.

VIC HUNGERFORD (19th), regaled a few of us with his true stories of the Schofield stockade. He made From Here to Eternity come alive once again.

We'd be remiss if we didn't acknowledge the unbelievable support members of the KWVA gave to Dutch in ensuring that the weekend ran smoothly. Incidentally, the Colorado Springs Chapter of the KWVA is called the "Dutch Nelsen Chapter. That's what the local folks think of our boy.

Special kudos go to helpmates Maj. James A. Underwood and lady, Rosemary. Jim joined the Army in '32. Did horse patrol duty along the border. Had a brief stint with the 24th in Korea. Jim ought to be a member, Dutch.





Dateline: Colorado Springs - His Honor the Mayor of Colorado Springs) Robert M. Isaac, gave a moving speech of welcome at our business meeting. Two years an EM, then West Point, Class of '51. Six years an infantry O. Attorney. Past President of US Conference of Mayors. White House appointee to the Harry S. Truman Foundation. We were planning on West Pointers to open and close our business meeting. Bob opened - but Lt.Gen. BARRY MCCAFFREY was to close - but things got hot in DC and Barry understandably had to remain by the Potomac. Colin Powell had retired only hours before as you can imagine. We missed you, Barry.



Dateline: Colorado Springs - New Association Officers, all in a row. L. to r.: Your editor, expiring Prexy WALLY KUHNER, Second Veep, JIM HILL, First Veep, VINNY VELLA, New Prexy VINNY GAGLIARDO. Great photo, PHIL HOSTETTER. Phil always sends us terrific black & whites. Way to go, Phil.

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**PAY YOUR**

26 **1994 DUES TODAY!**

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Faithful, devoted member, BILL ROSEBORO (G 19th), of 605 Marlboro, Hamlet NC, started something when he wrote the Editor of The Static Line, the paratrooper's paper. Bill has given us 5 columns as they appeared in 5 monthly issues of the paper. Great story, Bill. Many thanks.

1

THE STATIC LINE, December, 1992



## Three Winds Of Death

503rd PARACHUTE INFANTRY REGIMENT  
462nd Parachute Field Artillery Battalion  
Company C, 161st Parachute Engineer Battalion

*Correspondence commences and commandds the contents of this month's column. Received the following letter from Bill Roseboro of Hamlet, NC:*

I'm a STATIC LINE subscriber, and that is where I got your name and address. Before getting to the purpose of my letter, a bit about myself. I am a former trooper, but don't go back to the WW II days. In fact, I had almost 20 years service before I went to jump school! That was in 1966, and I stayed on jump status from then until my retirement in 1974. I have served with XVIII Abn Corps Arty, 82nd Airborne Div., (1st Bn, 505th Airborne Inf), 173rd Abn Bgde, (3rd Bn, 319th Abn Arty), 3rd SF Group, and HHC, XVIII Airborne Corps. In 1950 and 1951 I served with "A" Battery, 11th Field Artillery and with Company "G," 19th Infantry, 24th Infantry Division. This brings me to the point of my letter.

Last month I attended the annual 24th Infantry Division reunion, held this year in Savannah, Georgia. While there I had the pleasure of meeting William Hartman, who was with Cannon Company in WW II. Bill is an old Artilleryman, having served back in the horse-drawn Artillery. During my conversation with him he mentioned being in action on Corregidor at the time of the parachute assault by the 503rd Parachute Infantry. This is how he told the story to me. I hope I'm reasonably accurate. I only jotted down a couple of notes, so this is mostly from memory:

Bill said that the event took place around the 15th or 16th of February, 1945. (I looked up the dates and found that the jump was on the 16th with maybe another on the 17th, so it was more likely the 16th or 17th). According to Bill, the troopers were cut off and were badly in need of medical supplies. He received orders to send someone through the lines with the supplies, up the hill to the troopers. Cannon Company was equipped with self-propelled 105's, and I guess this was the closest thing to a tank that was available to attempt the mission. Hartman decided that the gun section to send forward was him and his men. They made three trips in with the supplies and also evacuated four WIA's. On the first trip he was accompanied by two troopers. They had missed the DZ and wanted to get back to their unit. They volunteered to go with him, and also to go ahead of the gun track and look for mines in the road.

On the trip up, Bill said they received a lot of machine gun fire but everyone, including the two troopers, made it through. There was no fire on the return trip. The other two trips were the same. Heavy machine gun fire going up, none coming back. The configuration of the track armor was such that some of the 105 mm ammo was partially exposed and the MG fire shot the rotating bands off the projectiles.

Bill is interested in knowing if anyone from the 503rd remembers this incident, and in particular would like to locate the two troopers who went with him, or at least to know who they were should they not now be living. I told him that I had "airborne connections" and would try to find out anything that I could. I am thinking that perhaps you have a 503rd newsletter in which you could put an item concerning this, or perhaps a brief mention could be made in the 503rd column of the STATIC LINE. In any event, any information you or any former troopers of the 503rd can give me will be greatly appreciated. Sincerely and AIRBORNE! Bill Roseboro, 605 Marlboro St., Hamlet, NC 28345.



"Sometimes I wish he wasn't such a one-soldier dog!" 27

12 ..... THE STATIC LINE, January, 1993



## Three Winds Of Death

503rd PARACHUTE INFANTRY REGIMENT  
462nd Parachute Field Artillery Battalion  
Company C, 161st Parachute Engineer Battalion

Got a letter from and talked to Bill Hartman concerning his "mission of mercy" on Corregidor. Some very interesting reading on this in next month's column. If you were one of the 2 troopers who walked ahead of him, or one of the 4 people he evacuated, please call him at (309) 745-3175. May you always have a canopy above your head!





## Three Winds Of Death

503rd PARACHUTE INFANTRY REGIMENT  
462nd Parachute Field Artillery Battalion  
Company C, 161st Parachute Engineer Battalion

Your column in the December 1992 issue of the Static Line carried the opening portion of the story of Sgt. Bill Hartman of the 34th Infantry Regiment and his "mission of mercy" to get blood plasma and water to paratroopers of the 503rd holding "Topside" on Corregidor.

This month we will continue the story because I got the following letter from Bill: "I got your name from Bill Roseboro and thought I'd drop a line to see if I could find out a couple of things. First, what happened to the 4 men we brought down to the beach medical station and second, what happened to the 2 men who checked for mines ahead of the M-7 on our first trip to Topside? I had never read the Static Line and wondered where they got their information. I'm enclosing copies of photos I took in Australia of the M-7 that was later named "Sad Sack," when I was Section Sgt. It always was in trouble, just like the cartoon character. As you can see it's no M-4 Sherman tank and that armor plate is only 1/2 inch thick around the gun and the ammo boxes. I took this gun through Hollandia, Biak, Leyte and Luzon before losing it on Corregidor. We lost one on Leyte and two on "The Rock." I would like to see the true version published and to find out about these people involved so I am enclosing exactly what happened in this particular action. William E. Hartman, 204 Mary St., Washington, Ill. 61571."

And Bill enclosed the following account: "Due to the fact that there are several versions of the actions that happened on Corregidor on Feb. 16, 1945 I thought I would clarify the story. I am William E. Hartman. At that time I was Staff Sergeant "Bill" Hartman, Platoon Sgt., 3rd Plt. Cannon Co., 34th Inf. Reg. My platoon was with the 3rd battalion 34th for this operation. My platoon had 3 M-7 105 MM self propelled howitzers. Jan Valtin told the story in "Children of Yesterday." Belote and Belote in their book, "Corregidor," the Silver Star medal citation, another slightly different way. All were true but not complete. General Flanagan told it a different way, and the Static Line (a paratrooper paper) another.

Here are the facts . . .

We were sent from Subic Bay to Mariveles where I lost one M-7 due to motor troubles, and the next day landed on Corregidor with two M-7's. During the landing we lost another M-7 on a mine which tore a track off and flipped it onto its right side. Luckily, everyone was able to walk away from it. The second one, in which I was riding, got through the mine field but was held within the beach perimeter due to other visible mines and objects until they could be cleared. Also to await orders. My platoon was assigned the northeast area of the perimeter next to Malinta Hill. From this point we could stop anyone coming out of the north end of Malinta tunnel to go North or West; also could fire at anyone coming from the North dock area. At the end of the first day the only vehicles operable on the beach were one (1) jeep and one (1) M-7.

On the morning of Feb. 17th my platoon leader told me that the paratroopers needed blood plasma, medical supplies and water on "Topside." He asked if I would send 2 men in the M-7 to do the job. I said that I would go, and since Mike Nolan was the driver of this M-7 he volunteered to go. We were told that the road was probably mined and that we didn't control all of it as yet. We dismantled the breech block of the 105 MM howitzer so that if the Japs captured it they could not use it. We also took the 50 cal MG and left it on the beach for the same reason. We loaded the medicine, plasma and as much water as we could in the M-7, and with two gutsy paratroopers, who had missed the drop zone, checking for mines ahead of us, started out. A lieutenant and another paratrooper climbed onto the back deck. As soon as we rounded the hill north of the beach we came under intense 31 and 51 MG fire. The paratroopers out front (not being stupid) sought shelter behind the M-7. As we proceeded, the machine gun fire was tearing the rotating bands off the 105 shells (which on this early model of the M-7 protruded above the armor plate) and wounded the Lieutenant in the face, only a slight wound, but the situation was pretty scary. We took a turn to the South and were out of the hail of fire. The Lieutenant and the other man got off and our two front men resumed their road check. Now we had a driver, with an M-1 carbine, myself with an M-1 Garand, 2 men out front with an M-1 carbine each and a box of grenades in the M-7 (Gambling?). The true story of the Bill Hartman group will continue next month.



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"It's his birthday and I promised him he could have breakfast in bed."





## Three Winds Of Death

503rd PARACHUTE INFANTRY REGIMENT  
462nd Parachute Field Artillery Battalion  
Company C, 161st Parachute Engineer Battalion

In this column for the last two issues of the Static Line you have been reading the story of Sgt. Bill Hartman, Mike Nolan and others, as told by Bill Hartman himself. The story, of course, concerned the delivery of blood plasma, medical supplies and much needed water to the aid station (or field hospital) on the Topside of Corregidor. You have been privileged to read a first person account of this experience because Bill Hartman desired that the true version find its way into print. Hartman was also seeking information on the two "gutsy" paratroopers, as he described them, who joined him in the journey from Bottomside to Topside. I am pleased to tell you that those two troopers have contacted me, and I have put them in touch with Bill Hartman. They are J. A. Cornett and Emery B. Graham, and they wrote to me as follows:

*"John D. — Reference to your column in the December Static Line — Lt. Bill Blake told me to get someone to help and go down to the beach, find the people that were bringing up the medical supplies. He said the road might be mined and we were to check ahead of the vehicle for mines as the supplies had to get to the top side. (This was the 2nd day. I had jumped on the Parade Ground the day before)*

*"I think Emery was the first trooper I saw after Blake gave me the order, that's why I asked him to go along. As Emery said, we worked our way down the back side with no problem. Got with the supply vehicle and started up the little road (trail) to the top. When the firing started we laid on our stomachs on the front part of the vehicle so we could look out in front for mines. As I remember the front part of the vehicle protruded out like a shelf. Most memorable is the experience of those bedrolls that were strapped on the front jumping up and down when the Nips were firing at us. I think the bedrolls were what kept Emery and I from being hit. I well remember how happy I was when we went around the curve in the road and the bedrolls quit jumping. To this day when I see a sleeping bag rolled up I think about the trip up the hill. As Emery said, it was many moons ago."*

J. A. Cornett, RHQ Demo Sec., 503rd Parachute Regiment.

And the following from Emery B. Graham:

*"John D. — Reference your column in the December Static Line on 2 paratroopers who went ahead of a self propelled 105 on Corregidor with medical supplies. I met James Cornett in front of the long barracks on Topside. He said he was to go to Bottomside to bring up medical supplies and he asked if I would accompany him — I said yes — We did not use the road to go down, but took a more direct route. We went down the hill starting at the water towers. Going down the hill we did not see a G. I. or Nipper. I guess the Nippers were still confused and disorganized as later they had to be flushed or blown out of caves in that area we went down.*

*"When we got to the Bottomside we finally found the vehicle that was to take the supplies up the hill. We were not trying to get to our units as we both hit Topside — me on the golf course, and I don't know what DZ Cornett used. They were a bit worried about mines so we started up the hill walking in front of the vehicle. We proceeded quite a ways and then we began to get fired on, and I think they had an evil intent when the machine guns opened up — we could not see them but knew we had to change locations, so we got on the other side of the vehicle — then got shot at from that side too. About that time my sporting blood turned to p.p. so we got in the vehicle. It was so full of supplies that when the guns opened up again we ducked, but I know I could only get my head down. A little further up the hill we got in areas under our troops control, and we proceeded to Topside, and the Regimental Aid station — and Jim and I went our separate ways. After looking back I still can't figure out why we didn't get shot at going down the hill. I knew the self propelled 105 vehicle had many hits on it, and there were quite a few shots hitting the road.*

*"This is how I remember it was about 48 years ago. At the time I was a knuckle-headed Pfc."*

Emery B. Graham, RHQ Co. Sp-2 Sec., 503rd Parachute Infantry.

And there you have the true version of the trip up to Topside on Corregidor directly from three of the four people who made the trip — Hartman, Cornett and Graham. I don't know anything about Dolan, the guy who actually drove the M-7 105 mm. And I have not had any word from any of the four wounded who were transferred from Topside down to the beach. Perhaps they were not even conscious of what was happening to them. At the time of this writing General Jones was in the Bethesda Naval Hospital and had a tracheotomy. May you always have a canopy above your head.

### Beetle Bailey / By MORT WALKER







## Three Winds Of Death

503rd PARACHUTE INFANTRY REGIMENT  
462nd Parachute Field Artillery Battalion  
Company C, 161st Parachute Engineer Battalion

Your column this month continues with the true story of Sgt. William Hartman and others in their mission of mercy to deliver much needed blood plasma, medical supplies and water to the paratroopers on "Topside" on the island of Corregidor. The story is exactly as Sgt. Bill Hartman has sent it to me. In last month's column the group had assembled and had started up from the beach heading some 500 feet above them on "Topside." As Sgt. Hartman relates "Now we had a driver, with an M-1 carbine, myself with an M-1 Garand, 2 men out front with an M-1 carbine each and a box of grenades in the M-7: (Gambling?). Hartman's story continues:

"Turning toward Middleside barracks we see a bombed bridge ahead. It's a little askew and narrow but I decide to chance it. It groans, but holds the 25 tons with the tracks hanging over both sides about 4 to 6 inches. We went on past Middleside barracks until we came to a point directly North and downhill from the Topside barracks. There we see two 500 lb., parachute bombs lying in the road. They hadn't landed on their noses and were probably live. We edge slowly around them on the way up hill side with about six or eight inches to spare. Past this point we do a hairpin curve left and are at our destination, the temporary hospital in the bombed out barracks. We unload and are told by the officer in charge that he needs more of the same plus all the clean water we could haul. We load two badly wounded men on stretchers on board and head back down the road. This time it's just Mike and me. Down the road, around the bombs and on to Middleside — on over the bridge and around to where we got our first taste of heavy fire on the way up. Nothing! No fire. We go on to the beach to unload our wounded who were checked and sent out to an LST (which was a hospital ship) out off-

shore. I talk to my platoon leader and we load up again. This time with a tank trailer of water hooked on the back. Again we go up around the corner and here comes the hail of fire. This time I see where it's coming from (the old ice house and positions West and above there), around the corner again and out of it, across the bridge and on to Middleside where we find some paratroopers. I tell their Lt. where the MG's are and we go on to Topside. We unload again. It's late evening now so I decide to stay there overnight. We bed down just inside the building next to the M-7. About 2 a.m. there is an attack on the northwest corner of the perimeter and a number of stray bullets ricochet through the shattered building but it only lasts a few minutes. The next morning we load two more stretcher cases on board and head back down for an easy trip to the beach. We unload our wounded and start the motor again. It runs for about 30 seconds and locks up. A broken oil line, and we've thrown a rod. I'm sure glad it happened on the beach and not up on the hill under fire.

I've often wondered what happened to the four wounded we brought down the hill, also to the 2 gutsy men who checked for mines on the first run. By the way, Mike counted 200 bullet marks from the front of the M-7 back about 3 feet and gave up counting at 200. I've played a little poker but will never beat the bluff we pulled there. Four men (4 rifles), then 2 men (2 rifles) and a 105 that couldn't be fired; but we made it so WE won. William E. Hartman 6911080."

So — there you have the TRUE account of that trip up to Topside from the beach of Corregidor — straight from one of the people who made the trip. And I am extremely pleased to tell you that I have also heard from those two "gutsy" paratroopers who preceded the M-7 on the first trip up the hill: They are James A. Cornett, who was in the Demolition Section of RHQ and Emery B. Graham, who was in the S-2 Section of RHQ. I have received letters from both of them, and their letters, hopefully, will be printed in next month's issue of the Static-Line. Both, of course, survived the rest of the battle for Corregidor and the fighting on Negros. I have talked to all on the phone, and by now I hope that the three people have been in touch with one another. As yet I have not heard anything from those four wounded who Hartman and Nolan brought back down the hill. Perhaps their wounds were of such a nature that they were not aware of what was going on around them, or, perhaps, they had been heavily sedated.



30

"And this is our staff ... Shorty ... Curley ... Skinny ... and ... er ... um ... Miss Johnson!"



## Again, Hailing a Chief Without a Military Past

Mr. Clinton joins 12 Presidents - several ranked great or near-great by historians - who were never in uniform: John Adams, Thomas Jefferson, John Quincy Adams, Martin Van Buren, Millard Fillmore, Grover Cleveland, William Howard Taft, Woodrow Wilson, Warren G. Harding, Calvin Coolidge, Herbert Hoover and Franklin D. Roosevelt.



"Ferndoggle, we all feel the need once in a while to relieve the pressures of a hectic duty schedule—however . . ."



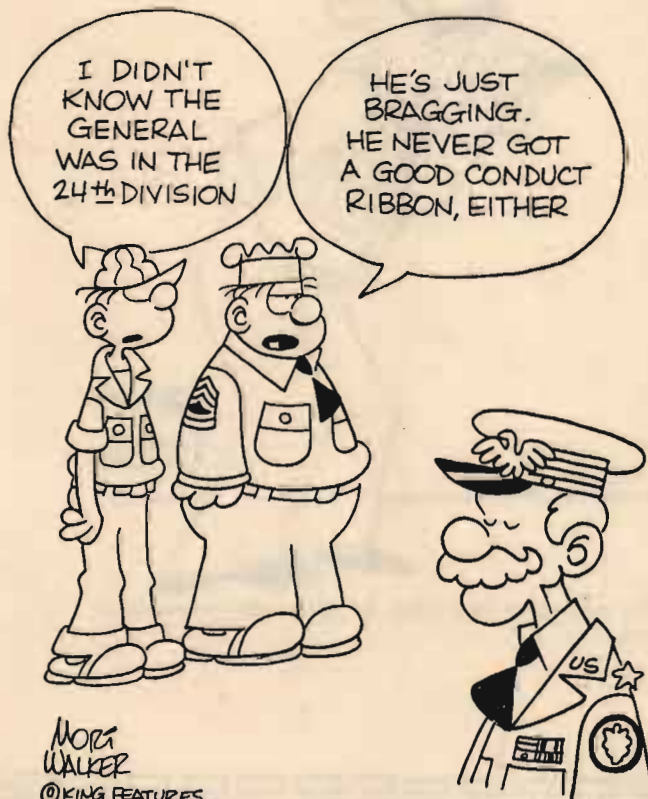
MORT  
WALKER

Studio Court, Stamford, Connecticut 06903

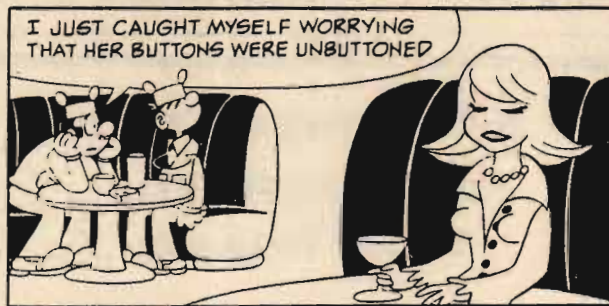
DEAR ICE -

HOPE THIS IS OKAY!

BEST,  
MORT







The Beetle Bailey comic strip had its genesis in 1950, thanks to the artistry of Mort Walker -- and we've been steadily in love with his characters ever since, along with the readers of some 1500 newspapers in 43 countries. From his studio in his Connecticut home, the omphalus of his little empire, Mort sent us this one, drawn especially for us. It would seem that his beloved General Halftrack may one day have worn the Taro Leaf, although our historians have never been quite able to pin down the fact.

Especially interesting -- and fascinating -- is the way Mort's craft has grown with the times. For instance, in '70, he decided to breach the color barrier by adding the hip, Afro-sporting black, Lieut. Flap, to the list of his Camp Swampy characters.

Indeed, Mort has been a mover and a shaker. Well, at least a mover. Seems that Halftrack's beloved scantily clad secretary, Miss Buxley came on board sometime in '71. It was a poor time to invent this cuddlesome gal. The woods were filling up with feminists. You can smell it coming, can't you? The Minneapolis Tribune started with some criticism. Vogue picked it up. Poor Mort's work even appeared on the Today show. Then came the newspaper polls on their readers' reactions to Halftrack's secretary. Most people couldn't have cared less, but there was that vocal minority with the axes who wanted Mort to do away with "this humiliating garbage." Some few wanted Mort to go; it was never spelled out as to where.

Let's face it. She was cute -- and she was driving Halftrack crazy. Let's consider too that the General was a gentleman about it, or tried to be. Never a lewd remark, always a reasonable distance away, never a suggestion that "you and I will have to work late tonight." No, it was simply a case of Halftrack simply falling out of his chair when she walked by, or dropping everything to peek around the corner.

But truth will out. Miss Buxley did come to work clad most minimally -- and some editors were beginning to feel the pressures from some readers. You know

BEFORE



AFTER



the tune -- "sexual harassment" -- "offensive humor."

The busy bodies were missing the very point of Mort's wonderful humor. We wanted to think that it wasn't Halftrack's acrobatic peering that was the sexual harassment. Surely Miss Buxley wasn't complaining. She was oblivious to all the outrageous contortions. She wasn't the one appearing to be foolish -- rather it was the old coot Halftrack who couldn't keep himself under control.

And Mort, good citizen that he is, made a bit of a surrender, hardly fitting for the soldiers of Swampy, but somewhat practical for Mort's bankbook. Miss Buxley, the succulent ingenue, underwent a subtle metamorphosis. Now let the complaining cease.



# VICTORY VOICE

The Official Newsletter of The Victory Museum Foundation, Inc., Fort Stewart, Georgia

Volume I, No. 1 • Spring 1993



## A Message From the President Buddy DeLoach

This is the first issue of the Foundation newsletter, a publication which we intend to distribute quarterly to our members and contributors. Our purpose is to provide information about the status of the new museum project. Unfortunately, publication and mailing costs are such that we must limit circulation initially to those members and supporters who have made donations of more than \$50. Hopefully, circumstances will permit us to broaden the distribution the future.

We hope you will find the newsletter interesting and informative. We also hope that it will prove useful as you try to tell the story about our project in your neck of the woods. It is your newsletter and, as such, we welcome your input. Please address any comments, positive or negative, to the editor at the address shown on this page. We will publish any letters, space permitting, in the next issue.

The Victory Museum Foundation, Inc. is alive and well and pushing toward a Grand Opening date of September 1, 1995. Your generous support has taken us this far and your continued support and efforts to get the word out to other potential supporters will make our vision a reality.

Remember, the 24th Infantry Division and Fort Stewart need this new museum. The United States Army and Liberty County, Georgia need this new museum. Most importantly, the citizens of the United States need to be constantly reminded of the sacrifices made in the past by the soldiers and families that have provided some of the underpinnings for the lives we enjoy in freedom today.

Stay involved in this noble project; we need you.

Victory in 1995,

*Buddy DeLoach*

Buddy DeLoach  
President

**VICTORY VOICE** is a free quarterly publication for members of the Victory Museum Foundation, and contains news and information about Fort Stewart/Hunter Army Air Field, the surrounding communities, and the status of the museum project.

Editor: Cheryl Laramore

Letters are welcomed! All letters become the property of the Victory Museum Foundation, Inc.. We reserve the right to edit and publish all letters, but will not deliberately change the writer's basic message or intent.

Send letters and changes of address to:

**VICTORY VOICE**  
The Victory Museum Foundation  
P.O. Box 2424  
Hinesville, GA 31313

**POSTMASTER:** Send address changes to the above address.

**VICTORY VOICE** may not be reprinted in any form without the written permission of the editor.

## Museum Gift Shop: Victory Souvenirs

The Museum Gift Shop has been an integral part of the Victory Museum for several years. Manned exclusively by volunteers recruited from the Fort Stewart Officers' Wives' Club, the Gift Shop generates proceeds which are donated to local charities.

The Gift Shop carries a wide variety of merchandise and Fort Stewart/24th ID memorabilia to suit every taste and budget, from autographed and numbered Don Stivers' prints to sweatshirts and

teeshirts, and pens and pencils. One of the newest items is a hand-made stained glass 24th ID Taro Leaf. New merchandise for Fort Stewart visitors and the entire military arrives daily.

The hours of operation are Monday through Friday from 10:00 a.m. to 2:00 p.m., and 10:00 to 5:00 on weekends. The Gift Shop is closed on the second Thursday of each month so volunteers can attend the monthly

Officers' Wives' Club luncheon and general membership meeting.



Lisa Angeley, Volunteer Manager, is shown in front of a small number of the many items available at the gift shop.



## Museum Provides Educational Resources

The 24th Infantry Division and Fort Stewart Museum and its staff provide educational resources for not only the soldiers of Fort Stewart, but for the students of surrounding schools, as well. The Museum staff recently visited Southeast Bulloch High School near Statesboro and Schuman Middle School of Savannah. They provided the children with a hands-on experience in what the life of a soldier was like during the civil war. According to Roger Durham, the Museum's curator, the students of both schools were not only given the opportunity to handle the equipment, but also witnessed the firing of a musket and a cannon from that period in our nation's history.

Durham said the Museum also offers a number of "staff rides" which teach history by visiting the actual locations of battles or skirmishes of both the Revolutionary and Civil War periods. During February, 1993, this experience was provided to the Army ROTC students of Georgia Southern Univer-

sity as they visited key Civil War sites highlighting Sherman's campaign for Savannah.

"We are the only resource for 'staff rides' in this part of Georgia," noted Buck Meeks, Museum Technician, "and this is also the only historical concern which provides an on-site analysis of military history in the area."

Both Durham and Meeks are well qualified to help make history come alive for military units at Fort Stewart, area school students, or various other groups. Durham is a graduate of the University of Wisconsin with a B.S. in History and has worked at a number of historical sites and museums, primarily in

Georgia and Texas. He has been at the Fort Stewart facility for the past seven years. Meeks holds a B.A. degree in Political Science from Armstrong State College in Savannah and comes from an old Liberty County family. As a local history buff, he has great insight into the development of this part of Georgia. Both men are excited about their outreach program and look forward to even more offerings in the future.



*Roger Durham, left, and Buck Meeks offer much more than static displays in their museum jobs.*

## 24TH Infantry Division Association: Faithful Supporters

The members of the 24th Infantry Division Association have been true supporters of the Victory Museum Foundation from the beginning of the new museum project back in November, 1991, but since their September, 1992 convention held in Savannah, their support has been especially magnificent. The 24th ID Association members who attended the convention heard a short presentation about the project and since that time have provided donations in excess of \$3,500.

The Association's membership includes veterans of World War II, Korea, and Desert Storm, as well as those of the peacetime years in the late 1950's and the 1960's, and the Division's present-day soldiers. Four or five newsletters are pub-

lished annually and each year is highlighted by a convention.

Although there have been a number of outright contributions to the Foundation from members of the 24th Infantry Division Association, the most popular method of giving has been the "Buy A Brick" program. More than \$3,000 in donations have been from "Brick" purchases.

According to Theo McDonald, the Foundation's Executive Director, "All members with whom I've come in contact have been very supportive of this project, but I must particularly thank three individuals - Mr. McAdoo, immediate past president; Mr. Kuhner, current president; and especially Mr. Kenwood Ross, the secretary-treasurer and Taro Leaf editor." 35

## MAKE YOUR MARK!

**Play a lasting role in Coastal Georgia and Fort Stewart's future.**

You can help complete the Victory Museum by having your name engraved in a brick along the Museum walkway. A limited number of bricks are available, so call for yours today!

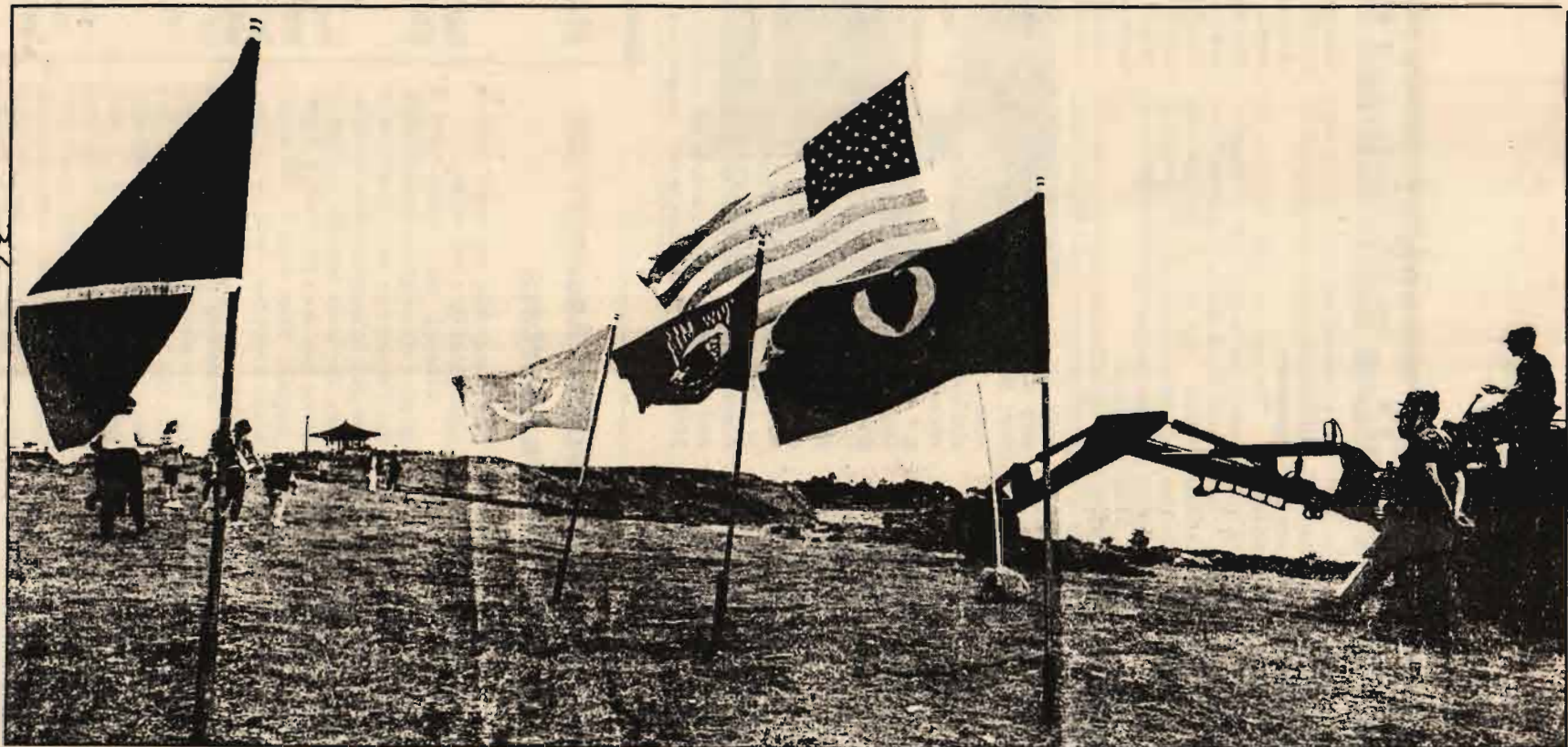
For more information on how to order a brick, call The Victory Museum Foundation at (912) 767-8914.



There's a 24th flag in this one, thanks to our very own TONY APODACA. Thank you BILL HANSON for sending us the news clip. And thanks, Tony, for just being you.

DUES:  
\$15.00 per year;  
\$150.00 for Life Membership.

## To remember 'the forgotten war'



BERNARDO ALPS/STAFF PHOTOGRAPHER

**Braced against** a chill afternoon wind, Korean War veterans gathered in San Pedro on Sunday to remember "the forgotten war" at

the ground-breaking ceremony for the International Korean Veterans Memorial, to be built on the hilltops at Angels Gate Park.



# AND NOW, A WORD FROM . . .

In closing out our file on BILL PEACOCK upon his recent death - (we keep a separate file on each of our 4000 members) - we came across this story on JAMES DIAMOND as only Bill could write it:

"Your mention of James Diamond, one of our Medal of Honor men brought back many memories.

"His water-cooled 30 cal. was right next to the foxhole I occupied for many days at Mintal (Mindanao).

"I wanted to lynch him. He was constantly doing something to draw fire so he could have someone to shoot at and we were only 3 - 4 feet away.

"One day he ran the jeep back and forth down to the creek at Mintal hauling out men and heavy weapons. He asked me to go with him. I told that that I had just come across that creek (as he had just done) and that I was too damned scared to go back. He never said a word to me then or later about not going, much to his credit.

"The day I was evacuated to the hospital, Diamond led the party, litter bearers etc. No shirt, fatigue cap; I think he had a tommy gun. Most un-GI but typical of Diamond.

"We heard he had been shot before the ambulance left with us, but we didn't know until later that he had died.

"I know a hundred tales about him and his antics while we were together. Each wilder than the previous one.

"We spent 7 - 10 days at Mintal. Being 2 feet away from him was a real experience.

"Rumor had it that he had been a lousy garrison soldier, but I'm here to tell you that there were damned few combat soldiers who were his equal. I certainly wasn't.

"Moon was our only other CMH winner and that puts Diamond in some kind of tall cotton. If anyone ever deserved the decoration, he certainly did. I was there and saw him do it. He was a certified hero despite the fact that I could have cheerfully strangled him."



"You'd better keep a closer eye on the mess halls, Hubert. I heard two soldiers complaining that they get too much chicken." -Cpl. Art Gates, Sioux Falls AAF, S. Dak

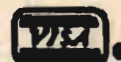


FRANCIS G. HOWARD (L & K 34th '48-'51  
of 1280 Ethel Cir., Palm Bay FL has  
asked us to run this ad for him...which  
of course we happily do:

## FRANK'S NOVELTY SHOP

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SABAL PALM SQ., PALM BAY

FL-32905



This one contributed by  
JESSE and Daisy FOSTER. It's a Sunday  
a.m. service on Leyte-- Christmas Day,  
1944. Can anyone give a better  
identification - of people, exact place,  
etc.?

38





When in doubt, empty the  
magazine.

JOHNNY NOWAK (24th Sig. '42-  
'44) lost his beloved wife, Lee,  
last Aug. 31st. John, we're  
sorry for you. John's at  
20167 Northmoor Dr., Johnstown  
CO in case you write.

39  
OLD MEMORIES...  
NEW MEMORIES...



Dec. 15, 1950 Medal ceremonies for the 5th RCT, north of Seoul.  
US Army photo.



This version of a 1950 Christmas card thoughtfully sent our way by IRVING FLEISCHER (Spec.Serv.Off., Div.Hq. 6/50-8/51) of 1406 Henry, Berkeley CA:

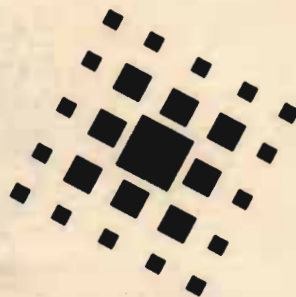
Early December, 1950, south of Yong Dong Po, bitter winter and a scarcity of everything, Special Services believed that holiday cards must be available for 'Taro Leafers' to mail home from the battle zone.

An abandoned print shop was located..no inks, paper, electricity.. just a handpress. Choi, our Honcho, found a printer among refugees and they managed to 'free' paper and inks. 50,000 cards were printed...3 per man...free!

This is a copy of an original which has the 'Taro Leaf' in solid green with borders of yellow, red and black. The Korean scenes are black on white.

My 90 year old aunt after 38 years returned an original to me. Many memories..good..bad.

Irv Fleischer





*Brauuissimo!*

Writes GLENN BEARENDS, of 204 E 11th, Monticello IA, "I'd like to contact anyone who might know of a Div.Hq. Co. clerk on Leyte, who went by the nickname "Chick". Boy, these requests get dimmer and dimmer as time goes on. Chick, where are you fella?

Lifer #817 BOB MANSON (24th Sig. '48-'49) writes from 1344 Grove, Berwyn IL: Anxious to get more Signal men to our reunions. Have had 8 - 10 the last couple of years. Wish it could be more."

1947 Memory - for GERALD DEEGAN - the eruption of Mt.Aso, about 25 miles from Kumamoto.

Another 3rd Eng. has joined - Golly these fellows have been hard to come by. Anyway, welcome aboard, FRANKLIN D. GALLOWAY (D 3rd Eng. '53-'54) of G.W. Whitmire Rd., Box 563, Rosman NC.



Dateline: Colorado Springs - DUTCH NELSEN is great for novel innovations. For instance Ms. Marcie Hureau of Colorado Springs went on stage at our banquet. Without a bit of accompanying music, she gave in a beautiful rendition all of the verses of "America the Bcautiful". Dutch even gave her the full benefit of the hall lighting too. Very effective. And her audience was spellbound; you could hear a pin drop. Beautifully done, Marcie - Thank you so very kindly. Oh, by the way, Marcie once sang with the Mel Torme Band and the Colorado Springs Opera Company.

—PETRICK—

**PAY YOUR DUES NOW.**





## IN THE MAIL

We welcome another new member from our German contingent:

JOSEPH M. BURGENT  
3rd Eng. '65-'66  
114 Drummer Av.  
Dayton OH

ALVIN J. SCHREIBER (A and C  
3rd Eng.Bn. 8/41-5/45) 1102  
Loy Av., #10, Wahpeton ND 58075,  
would like to hear from anyone  
in those companies. Tel. 701-  
642-5046.

Michael Petrick is the illustrator for the 83rd Division Assoc. paper. So enthralled have we been with his artistic touch that we wrote him and asked him for permission to use some of his most clever artwork. He replied, "By all means" - and for that, we are grateful. In one or two, we get the feeling that he's under the Bill Mauldin influence - but then again he's strictly on his own. How we envy you that precious talent. Thanks again, Mike. Should you want to write Mike, you can reach him at Golden Acorn News, 2374 N. Dundee Ct., Highland MI 48357.

Word in from DICK REINKE, (Div.Hq. '43-'45) out of 6501 17th Av. W., Apt.I-405, Bradenton FL 34209. Dick tells us that lovely Marie is having plenty of medical problems.

Monica Seles took a vicious stab in the back. Months later her assailant walked free after being convicted. Poor Monica lost game, set and match. The monster is free for another serve.

Interesting note from JEROME HENDERSON (Hq.Co. 21st '40-'43) of 418 Gentian, St.Augustine FL: "While still in 21st Inf. was selected to become part of a new organization involving some old tanks which evolved into a platoon. I was then sent to States in a Cadre becoming part of 6th Armored Division - 86th Cav.Recon."

So that's where you went, Jerry!

JAMES L. CALHOUN (C 21st '51-'53) PO Box 152, Castanea PA 17726 would like to hear from anyone who remembers him. He was in the Kumsong Valley, Korea, wounded on Nov.8, 1951 and returned to duty with the 24th at Sendia, Japan.

Our "baby" Life Member - #1413 - is ROBERT WOLEVER of 1500 SW 192 Av., Aloha,OR. Bob's a retired college professor and policeman - that's an odd combination. Was Air Sect. 63rd F. from 12/50 to 11/52. Happy to have you with us, Bob.



A bit of unhappiness detected at Colorado Springs over there being no issue #5 before the reunion. We stopped at #4 - and for one good reason - postage expense. We were anxious to avoid another horrendous postage bill. We've now got our non-profit status so that headache will ameliorate.

Interesting P.S. on one of "DUTCH" NELSEN's communiques in winding up convention statistics: "Margo and I have received quite a few 'Thank you' cards from reunion folks. Very gratifying indeed. Makes it all worthwhile. I'll tell you this. Had it lasted another day, I don't think I could have stood up to it. By Sunday, all my gas was gone." Easily understandable, Dutch. You put your heart and soul into this job - not just during the days we were together, but for the weeks - no months - in winding up for it. And Margo too. We owe you both a real debt of gratitude.



Happy are we to give you June and FLETCHER HOLDERMAN (L 21st). Fletch, our long-time good friend, is on a dialysis machine 4 times a day. Finally got his own portable one. You're looking as

great as ever, Fletch. Continue your good care, June, please!



L 21st had a get-together in Indianapolis early in October. JIM and Florence KEAGY hosted. Jim, by the way, is recovering nicely from a mild stroke. Here are a few of the happy revelers.

Kneeling - CHARLIE TEWELL.

Left to right: ALBERT DELAY, JACK TURNER, JIM KEAGY, CHARLES BARKLEY, CLINTON WEIS, RAYMOND MONTGOMERY.

Back Row, left to right: OLAN RICE, FLETCHER HOLDERMAN, and RICHARD THOMPSON.



Dateline: Colorado Springs - He arrived on Wednesday as he did every year at every convention. He loved being with "the boys" if only for a few hours. But this time he was scarred. Two days before, in St. Louis, he'd been mugged, and worse, beaten up. One eye still was swollen and blackened as he moved around the Wednesday night gatherings, renewing old friendships. And then off to bed. Next morning, the maid knocked and, there being no answer, went in. LEO CREAMER was motionless. Poor "Doc" had passed away during the night. We could but wonder if the roughing up a few hours earlier had been the onset of his passing on. And Doc was such a genuine friend to his friends - and his friends were legion. JAMES "Spike" O'DONNELL, another G 21st buddy was specially moved by this tragedy.

JOHN S. DYSON (D 34th 1st Bn. 1/47-11/47) Box 539 - Linda Ct., Schroon Lake NY 12870, is looking for anyone from his outfit at that time. Says it was also the MP Co. for the regiment at Camp Mower and Sasebo.

Steer clear of any place with a "Ladies Welcome" sign in the window.

Watch less T.V.

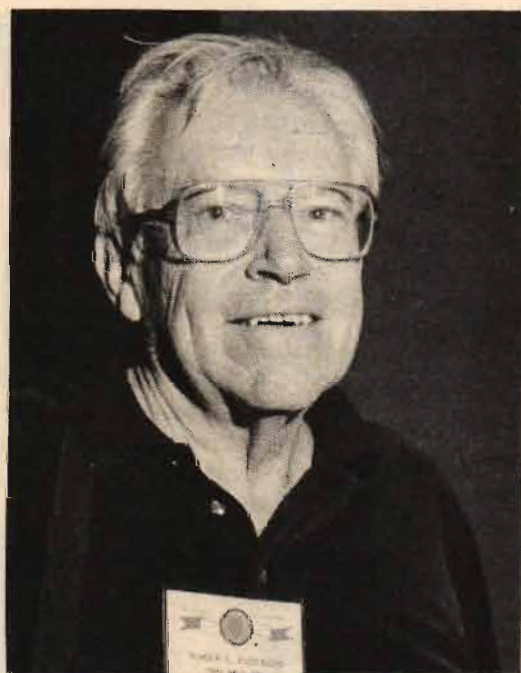
When opportunity knocks, invite it to stay for dinner.

Immortal Words:

Never wash whites with colors.  
Mother.

The next time you're standing next to a policeman or fireman, tell him that you appreciate what he does for the community.

634 of us bussed over, on the Friday evening, to the Flying W Ranch, in the very shadow of the Garden of the Gods. Running time through the most unusual chow-line - 12 minutes, 36 seconds - for all 634 of us. The cowboy cuisine was novel - and wholesome - especially the red beans. More than a few went back for repeats - and in all likelihood repeat they did. And following the meal the lights turned down for an evening of good cowboy music. Certainly a "different" evening but one mostly enjoyed by mostly all.



Dateline: Colorado Springs - You're looking good, ROGER EUSTACHY (A 24th Med. '41-'45) over from 4216 Fruitvale, Oakland CA.

You Know you're getting older when Happy Hour is a nap!

Never sell your teddy bear, letter sweater, or high school yearbooks at a garage sale. You'll regret it later.

Trust in God, but lock your car.





日夜開會何時了  
批評檢討換頭腦  
軍事訓練少又少  
生命看得無重要  
精神武裝敵槍炮  
百萬同志犧牲掉  
共產頭子沒良心  
不重軍訓重檢討



WALLY KUPCHOCK (L 34th)  
sent us this one from 89 Railroad,  
Cressone PA. Says his laundryman  
just smiled, wouldn't translate  
it for him. How about your  
laundryman? Although they don't  
seem to be in the "no tickee-no  
shirtee" business today -  
restaurants their specialty.

As the Old Man spoke to us at  
our Saturday Banquet, he quoted  
the words of Gen. Gary Luck who  
made his mark in Desert Storm.  
Luck said of ours, it's "the  
single most powerful division in  
the world today and it stands  
ready."

Well we've finally found this one.  
Years ago BILL BOYDEN (H & S, 3rd Eng.  
'49-'51), of 201 Old Taunton, Norton MA  
sent this one to us. The guy in the  
upper left corner, sitting on the bunk is  
PERRY SMITH, one of the "heros" in Truman  
Capote's "In Cold Blood." Hero? H---,  
he was one of the murderers. And there  
he is; strumming away -- as innocent as  
a Thanksgiving turkey following the  
sunflower seeds all the way up to the  
kitchen door.



## Two soldiers killed, 11 injured at NTC

FORT IRWIN, CAL. — Two Fort Stewart soldiers were killed and 11 others were injured, one seriously, Friday night when three Bradley Fighting Vehicles went over a steep embankment and overturned at the National Training Center here.

Killed were platoon leader 1st Lt. William G. Burke Jr., 25, of Wilmington, Del., and Sgt. 1st Class Mark K. Dimitroff, 32, a platoon sergeant from Dubuque, Iowa, according to Fort Irwin officials.

The injured were taken to Weed Army Community Hospital at Fort Irwin. Specialist Thomas Bish, of Weirton, W. Va., who was first listed in serious condition, was transferred to, and later released from Balboa Naval Hospital.

Three of the injured soldiers were treated and released the same day of the accident. They were Sgt. Robert Hooker, Pfc. Christopher McHugh and Pfc. Glenn Visnick.

The other injured were recently released from Weed hospital, according to a report from the Fort Irwin PAO. Those soldiers were Staff Sgt. Michael Carew, Staff Sgt. Robert Rehm, Sgt. Andy Anderson, Spec. Jason Wynn, Pvt. Gregory Manning, Sgt. Jerry Wynn and Pfc. Edward Grace.

The three Bradleys, all from Headquarters and Headquarters Company, 2nd Battalion, 7th Infantry, were involved in reconnaissance operations in preparation for offensive operations. The two persons fatally injured were riding in different vehicles.

The vehicles fell approximately 15 feet over an embankment and fell turret down.

The soldiers were participating in 2nd Brigade's NTC rotation. The brigade is scheduled to begin arriving at Fort Stewart over the next week.

The Bradley Fighting Vehicle is designed to carry infantry troops into combat and can carry a nine-man infantry squad. The vehicle has a cruise speed of 41 mph and weighs more than 42,000 pounds.

The accident is being investigated a team from the Army Safety Center at Fort Rucker, Ala. and by Fort Irwin authorities.

(Information compiled from Fort Irwin and Fort Stewart PAO releases)

"Borrowed" from the Patriot. It's a bit dated, we concede, but when it involves tragedy with any of our gang, into our hopper it goes:

We are having a run on these requests. Pleased to be of help if we can be. This one's from Robert Strawser, Box 5493, Salt Springs FL 32134 (Tel. 904-546-3834). Seems that Bob, a Navy man himself, and his 3 sisters would like to hear from anyone who might have known their brother, PAUL STRAWSER, who was a POW and died somewhere in Korea. He was a 34th man. Let us hope that at least one of our 4000 members will recognize Paul's name.

Bob Hope's making news for his alleged womanizing. Just for the kicks, does anyone recall his bringing his gals and himself to any Division rally? Our books don't record any direct visit. He and Frances Langford made Leyte but we were long gone to Mindoro. He made Germany in '66 with Jill St. John, but we don't believe he caught us there. Any-one know? Just asking.

Our desire for good java apparently is bottomless. The coffee bill for our Hospitality Room ran to \$2631.04. Thought you'd like to know.

Gossip: 692 sat down at our Saturday night fiesta. We occupied 262 rooms at the Red Lion and overflowed into 35 at the Sheraton and 20 at the Hampton. Tell you one thing - the New Orleans Marriott will accompany all of us.

Fellow wrote in suggesting that all ex-POW's be given free memberships. Wanna bounce that one around for a bit?

Our Alma Mater for years has been using "The Minuteman" as its logo. You remember - the chaps at Concord and Lexington and other places. Now come 75 student protesters demanding the demise of our hero, saying the image is militaristic, violent, white and male, traits that don't portray the 23000 - student campus in all its diversity. As we go to press, the university big wigs have said: It stands. One for our side!

Learn to say, "I love you" in French, Italian, Swedish and Latin. And don't forget English.



# WHATZIT?™

Find the familiar phrase, saying or name in this arrangement of letters.

Vale 3

Harvard 3

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► Solution on next page



If you are interested in The National Prisoner of War Museum, write to Andersonville Museum Fund, Andersonville Historic Site, Andersonville GA 31711.

JESSE FOSTER took delight, at C.S., in embarrassing others who couldn't name the six living former Vice Presidents. Can you? Try Nixon, Agnew, Ford, Mondale, Bush and Quayle. Forget Gore; we said "former" veeps. 47

CHARLES R. GRIMSHAW (5th RCT '50-'51) makes sense as he writes from 15825 SE 132nd Pl., Renton WA 98059, Tel. 206-255-2999:

"As to the Korean War Memorial, I would like to see due recognition given to the men of 'Task Force Smith' with the placement of a special plaque or equivalent.

"If these men are not honored now, they will be lost in the history of the Korean War. God knows, they were first in Korea and should be first on the memorial.

"Task Force Smith, as a 406 man unit faced 20,000 or more of the enemy. Two days later in Task Force Smith's withdrawal from Osan. Only 250 of the unit came out alive.

"Task Force Smith slowed the North Korean Army which gave South Korean and American Forces time to get more troops on the ground and reinforce the fight.

"They slowed down two North Korean Divisions led with tanks on their push to Pusan. Almost 50% of Task Force Smith was lost.

"Let's get this information out to the Korean War Veterans in the different veterans organizations and magazines and ask them to write to the Memorial office. We can get these men their place of honor on the Memorial where it should be.

"To request a memorial plaque, write:

The Korean War Veterans Memorial  
in the Nations Capital  
18th and C Streets, N.W.  
Room 7032  
Washington DC 20240  
Tel. 202-208-3561.

"Stand with me and we can get recognition for those men. Write, write and write."

Well said, Chuck. Be advised that our Association has been working on this very possibility for some time in an effort to bring it to a fruition for the honor of BRAD SMITH and his gallant men - those who made it through and alas, those who gave their lives in the cause.





PETRICK

ROBERT S. GOLDTHWAIT  
(Div.Hq. Fin.Off.)  
710 W.13th Av., #F107, Escondido  
CA 92025, had a copy of "Children  
of Yesterday" he wanted to sell.  
Along came ELWIN "Chink" H.  
MILLER (21st & 34th Korea) of  
5 River Rd., Corning NY who paid  
\$50.00 for it. Bob has requested  
that the \$50.00 be treated as  
Chink's contribution to the  
Association. Watta guy!

We received a call - from the  
son of one of ours. Jim POURNEY  
of Perryville MO called for his  
Dad, ZEXIA LEE POURNEY of  
52nd Field '51-'52. Zexia is  
suffering from Parkinson's. He's  
at 2255 S.Jefferson, St.Louis  
MO 63775, Tel. 314-772-2940.  
Zexia would dearly love to hear  
from any buddies. We've assured  
good son, Jim, that we'll see  
if we can't initiate some action.  
Jim's Ma Bell is 314-547-6158.

CLAYBORN M. LOFTON (H 19th  
11/50-10/51) 810 W.Harvard,  
Champaign IL 61820 is looking  
for EDGAR ROSS (from Newbury-  
port MA). He was also in  
H 19th '50-'51.

## COLORADO SPRINGS REPORT ON LIFE MEMBERS

Life Member #1362 is now  
enrolled.

Of the 1362, 157 are deceased.

During the past 12 months,  
since Sept. '92, 139 have become  
Life Members - our greatest year  
of growth since Jan. '59 when  
Gen. AUBREY S. NEWMAN initiated  
the program with a payment of  
\$100.00.



PETRICK

Our hardworking QM needs  
and is taking a rest. The store,  
at PO Box 878, Acton MA 01720  
has been closed down for the  
winter - will reopen about  
April 1st of next year. AL  
MCADOO has "gone south". However  
if you have any crying needs,  
write your Secretary-Treasurer-  
Editor; he'll do what he can to  
help you.

LEON A. BOSCHEE (Hq.Co. 2nd Bn.  
21st 2/52-10/52) is looking for  
anyone who was in Camp Sendia  
during that time period.



# Going With the Grain

We received about a dozen of this news release. Think it's so wonderful, can't go to press without including it.

## Beetle gets to relax in bronze

### Creator salutes cartoon soldier

Associated Press

COLUMBIA, Mo. — The singularly shiftless cartoon soldier Beetle Bailey got a hero's homecoming Friday at the University of Missouri, where Beetle in bronze will get to relax without Sarge screaming.

"I think he's going to be a private forever. Some things never change — like the Rock of Gibraltar and my golf swing," Beetle creator Mort Walker joked after ceremonies presenting a sculpture of Beetle crafted by Walker's son, Neal.

Walker, 69, paraded to the outdoor ceremonies in a Missouri ROTC jeep, accompanied by costumed characters of Beetle and his chief antagonist, Sarge.

A half-dozen camouflage ponchos fell away to reveal the 1,500-pound sculpture of a grinning Beetle relaxing — or dozing? — his head cradled in his hands and a frothy mug of beer within reach.

Beetle sits in a replica of a booth at the Shack, a campus hangout where Walker, a 1948 graduate, and his friends drank, played and put together a student newspaper. The Shack burned in 1988, which Walker found amazing because "that thing was so soaked with beer."



Associated Press

Cartoonist Mort Walker sits Friday with a life-size bronze statue of his famous comic strip character Beetle Bailey in a re-creation of his favorite University of Missouri hangout, The Shack.

Walker kidded the bronze rendering is "kind of a come-down for Beetle — he used to be a goldbrick."

A city proclamation granted Beetle "permanent loafing rights" in Columbia.

Walker started drawing Beetle in 1950, casting him as a college clown named Spider and drawing on his real-life experiences in Columbia. 49

Noting that the sculpture is more than 6 feet, 4 inches tall, Walker said with a smile, "Poor Beetle — he always wanted to be a big man on campus, and he finally made it."

Beetle joined the Army when the Korean War started — and the character's popularity soared when the image-sensitive Pentagon banned the cartoon from Stars and Stripes.



# Letters

## READERS BITE BACK



Big broohaha over nothing at Vietnam Magazine, of which our good friend, Taro Leafer and Association member is Editor. Seems they ran an ad which included the 24th. Some hot shot wrote in asking why the 24th was in the ad when the Division never served in 'Nam. Big deal. Harry wrote an editorial for the next issue and we give you a part of it:

"And speaking of confusion, last month we ran an advertisement urging Army vets to sign up with their divisional associations. Many readers have asked why the '24th Infantry Division' (which not only did not serve in Vietnam but was not even on active duty for much of that war) got included and the 9th and 23rd (Americal) Infantry divisions (which did serve there) were omitted. One thing I do know...the fact that, as a corporal and sergeant, I served with the 24th Infantry Division from 1948 to 1951, including a stint as an

infantry squad leader in combat in Korea, had nothing to do with it.

"In any event, our apologies to the many Vietnam veterans who served with the 9th Infantry and 23rd (Americal) divisions."

And now as to being "not even on active duty for much of that war", let's set the record straight, Harry and all of the good fellows who suffered through any part of 'Nam.

We went from Japan to Germany circa 1955.

We left Germany and came home to Ft. Riley (first time ever in the continental US) where the Division was inactivated on Apr. 15, 1970. The colors were furled and, presto, the Division suddenly became the 1st Infantry Division.

All was quiescent - meaning no 24th - until DON ROSENBLUM activated a brigade of the Division at Ft. Stewart on Oct. 21, 1974. So, Yes, we were not alive for 90 months during which the nation endured the agony of 'Nam.

You were right, Harry, the 24th was "not even on active duty for much of that war."



It may be old hat - we confess that we're seeing it for the very first time. Good friend AUBREY "Red" NEWMAN thoughtfully sent it to us. He titled it "Things You Ought to Know":

You are not Superman.

Recolless rifles - aren't.

Suppressive fire - won't.

If it's stupid, but works, it ain't stupid

Don't look conspicuous - it draws fire.

Never draw fire - it irritates everyone around you.

When in doubt, empty the magazine.

Never share a foxhole with anyone braver than you are.

Your weapon was made by the lowest bidder.

If your attack is going really well, it's an ambush.

If you can't remember, the claymore is pointed towards you.

All five second grenade fuses are three seconds.

Try to look unimportant. They may be low on ammo.

If you are forward of your position, the artillery will be short.

The enemy diversion you are ignoring is the main attack.

The easy way is always mined

The important things are very simple.

The simple things are very hard.

If you are short everything except enemy, you are in combat.

No OPLAN survives first contact intact.

When you have secured an area, don't forget to tell the enemy.

Incoming fire has right-of-way.

No combat ready unit has ever passed inspection.

No inspection ready unit has ever passed combat.

Teamwork is essential. It gives them other people to shoot at.

If the enemy is in range, so are you.

Beer math is 2 beers x 37 men = 49 cases.

Body count math is 2 VC + 1 NVA + 1 water buffalo = 37 KIA.

Friendly fire - isn't.

Anything you do can get you shot - including doing nothing.

Make it too tough for the enemy to get in, and you can't get out.

Tracers work both ways.

The only thing more accurate than incoming enemy fire is incoming friendly.

Radios will fail as soon as you need fire support desperately.

Association dues are \$15.00  
per year.



No more Kodachromes for our pages. If you've been observant, you've seen how poorly they come out. In fact, nearly all of our photos, B & W included, suffer at the hands of our present printer and his process. The results in the last few issues have been lousy - a source of embarrassment for we who take the credits - and the blames. But the membership wanted to see reductions in our printing bills. You're getting them! - and the resultant product is one of the costs. The logical recourse? - fewer pictures in our issues! Sorry 'bout that.

Bear with us, fellas. If we don't get it in in this issue, we hope we'll oblige you in the next.

Our 46th Annual Reunion will be held this year (Sept. 29 to Oct. 3) in Colorado Springs, Colorado. Our caravansary will be the Red Lion Hotel, a perfectly delightful location (nothing above 3 levels) from which you may look up at Pike's Peak towering 9000 feet above you. Actually it's registered in as 14180 feet up - but hold on, Colorado Springs is a mile high city - so you figure it out. However high she is, she's a beauty. Plan on driving to the summit while you're there. BOB ENDER and we did a couple of months ago. Well worth the effort. Figure on 3 - 4 hours up and back from the Red Lion.

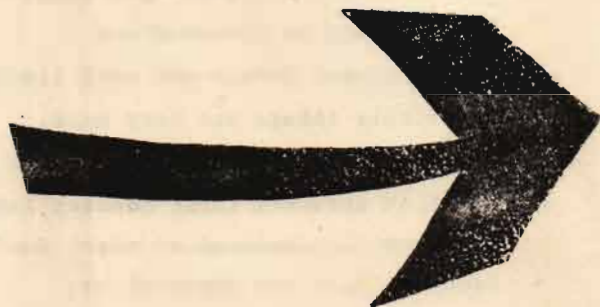
DUES: \$15.00 per year  
\$150.00 for Life

Membership 52

We spotted a Jeep story in the Nov. 92 Smithsonian Magazine. We contacted the magazine who said we could use it provided author Doug Stewart was agreeable. Came this reply from Doug Stewart:

"Sure, go ahead and reprint it in your paper. As they probably told you at Smithsonian, I own the copyright to the text, so all you need is my go-ahead, but the magazine likes it if reprints include a credit line about it being "reprinted" or "excerpted," as the case may be, from a particular issue of Smithsonian Magazine, in this case November 1992.

"Good luck with everything. I'm glad you enjoyed the story. Sincerely, Doug Stewart"



BENNIE MCGAUGH (F 5th RCT) of Rt. 2, Box 174, Ray Ville MO 64084, writes: "I am trying to locate Sgt. RICHARD YOUNGBLOOD who was my sergeant when I served in the Korean War in Korea. I was wounded Jan. 17, 1952 and so was he. Sgt. Youngblood was still in hospital when I was released. I was placed in 25th Infantry Div. after that. I know he was from Iowa and raised on a farm, but do not remember what town in Iowa. I feel I cannot be too far from him and I have retired and would like to go visit him. If you could help me to locate him please send me information."

Anyone out there who can help?



# Smithsonian

November 1992

We caught this story in the November 1992 issue of Smithsonian Magazine. We asked for and received permission from the magazine and from the author, Douglas Stewart, to reprint it - for which permission, we are grateful.

By Doug Stewart

## Hail to the jeep! Could we have won without it?

*Part packhorse, part Swiss Army Knife, the ubiquitous World War II vehicle, with its four-wheel drive, was up to almost anything*

In the exigencies of wartime, the breakdown of an olive press in some out-of-the-way village behind the front lines can seem like a minor detail. But to the struggling farmers of a hill town in western Sicily in 1943, the failure of a local villa's water-powered olive press was a catastrophe. Mountains of olives had been harvested. Now the whole crop, its oil the town's lifeblood, was doomed to spoil.

As luck would have it, U.S. troops had just invaded the island and had a jeep they didn't need. Why don't we put it to work crushing olives? the soldiers suggested. But the press is on the villa's second floor, the villagers pointed out. Perfect, said the G.I.'s; jeeps are great at climbing stairs. When the staircase turned out to be too narrow even for jeep traffic, the ingenious Yanks hoisted the vehicle up the stairs on its side. In the days that followed, with its rear end up on blocks and a belt looped around a wheel, the jeep squeezed 44 tons of olive oil.

A year earlier, when the first standardized jeeps began rolling off assembly lines in Ohio and Michigan,

it is unlikely that anyone imagined the Army's boxy new scout car would soon be coming to the aid of Italian cuisine. But from the beginning, the wartime jeep—also known as a peep, beep, beetle bug, blitz buggy, Leaping Lena and puddle jumper—proved itself an overachiever. One part packhorse, one part Swiss Army Knife, the jeep carried out with aplomb an improbable assortment of missions. It spearheaded raids and towed disabled tanks, rushed stretchers from the battlefield and hauled crates of ammunition across swinging bamboo bridges.

In the eyes of none other than Gen. George Marshall, the Army's square-cornered midget car was "this country's most important contribution to the war." The jeep, newspaperman Ernie Pyle concluded, "is a divine instrument of wartime locomotion." "Good Lord," he wrote in a dispatch from North Africa in 1943, "I don't think we could continue the war without the jeep. It does everything. It goes everywhere. It's as faithful as a dog, as strong as a mule, and as agile as a goat. It constantly carries twice what it was designed for and still keeps on going. It doesn't even ride so badly after you get used to it."

High praise indeed for a machine that was specked by committee and intended as a lightweight reconnaissance car, one that could haul a few supplies and maybe tow a gun. As late as 1940, with America beginning to mobilize for war, the Army was still struggling to mechanize its system of transport. "The humblest citizen rides proudly and swiftly to his work in his Model T or his shivering Chevrolet," wrote a disgusted Army colonel at the time. "The infantryman alone, sole contemporary of the sodden coolie or the plodding Hindu, carries the supplies and implements of his trade upon his stooping back or loads them upon two-wheeled carts drawn by himself or by a harassed and hesitating mule."

To be sure, trucks were useful in rear areas, but they bogged down easily and offered a tempting target to enemy gunners if they rumbled too near the front lines. Motorcycles were agile and low, but they made a racket and were too fragile for bushwhacking. Looking for a tougher, nimbler cross-country vehicle, the Army had considered and rejected a stripped-down Model T



fitted with airplane tires, a variety of midget racing cars, and a low, motorized gun platform whose driver lay on his stomach and steered with his feet.

Finally, in the summer of 1940, with the war in Europe already raging, the Army drew up a list of specifications for a "low-silhouette scout car." Weighing no more than 1,300 pounds and standing barely three feet above the road with its windshield folded down, the hypothetical vehicle sounded more like a toy than an implement of war. The Army invited 135 manufacturers to use its specifications and design a car. Only two bothered. Throughout the 1930s, the American auto industry had been moving toward longer, heavier and more stylishly streamlined cars; the idea of building little slab-sided, open-air buggies seemed like an unappealing step backward.

American Bantam of Butler, Pennsylvania, best known for a line of minicars that got 45 miles to the gallon, was first to deliver a prototype. Virtually all the mechanical parts were standard off-the-shelf components, but the body was custom-made. Its fenders were hand-fitted; its hood was a reworked trunk lid from a junked car. Bantam designer Karl Probst babied the assemblage during its 230-mile shakedown drive to Camp Holabird in Maryland by keeping to 25 miles an hour the whole way.

The Army's field testers were not so tentative. In the ensuing weeks they sent the car racing through sand traps and over log roads, careening through a lovingly tended 300-foot mud pit known as the Hell-Hole, and flying off the end of a four-foot-high loading platform, at up to 30 miles an hour. After some 3,400 miles of this abuse, old No. 1's frame began to crack, but the testers were impressed. The car's chief failing was that it was half again as heavy as the Army had specified, a problem that Bantam's sales manager had sidestepped earlier by slyly underreporting some 600 pounds when typing out his company's bid to build a vehicle. The matter was resolved at the testing grounds one day when a 6-foot-3 cavalry general stepped forward and

lifted the car's back end clear off the ground. Its weight ceased to be an issue.

What did remain an issue was Bantam's precarious financial health: it had recently closed down its assembly line, and only 15 employees remained. It was desperate for a big government contract. The Army, understandably, was nervous about entrusting the national security to Bantam's fragile capabilities. It had taken the unusual step of inviting representatives of Willys-Overland and the Ford Motor Company to watch the field trials, which they were doing with keen interest, sketchbooks in hand. To make sure they didn't miss anything, an officer handed out copies of Bantam's blueprints. Willys and Ford soon delivered their own prototypes, both remarkably similar to Bantam's. The Army liked them all enough to place large orders with each of the companies. Fleets of jeeps soon began arriving at Army camps around the country for further abuse. (The nickname "jeep" caught on quickly, though its derivation is obscure. Some attribute it to Ford's Model GP. Others cite a Popeye cartoon character named Eugene the Jeep who "was neither fowl nor beast, but knew all the answers and could do most anything." Most likely, it was a pejorative Army term for anything insignificant or not yet proven reliable, like a new recruit or a test vehicle.)

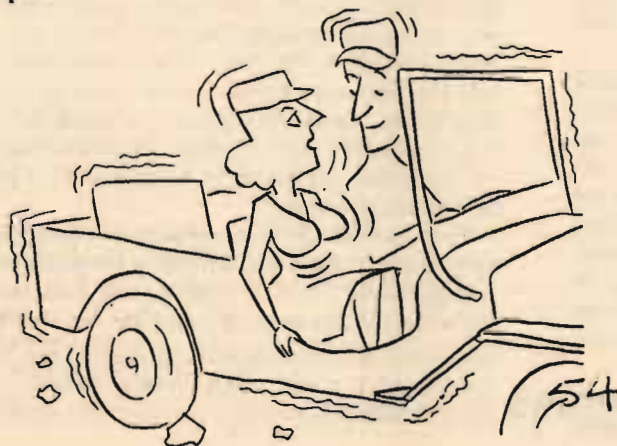
Spartan, cramped and unstintingly functional, the first jeeps were something entirely new in the automotive world. What other car had slots for an ax and a shovel on the driver's side? There were no doors. The windshield wipers had to be pushed back and forth by hand. The front fenders were metal slabs, the rear fenders nonexistent. The springs were stiff; rumor had it there were no springs at all. And the ride: one reporter said it was "something like falling down stairs." But it performed like nothing else on wheels.

The jeep's secret was four-wheel drive, unheard of in a vehicle barely 11 feet long. Each version of the jeep was so equipped, as the Army specified, but the 60-horsepower Willys "Go-Devil" engine was half again more powerful than called for. The result was the peppiest, fastest and hardest-climbing car of the three. To squeeze it under the new 2,160-pound weight limit, "we even spread the paint thin," Willys designer Delmar Roos later recalled. In mid-1941 the Army gave the nod to Willys. Ford later agreed to mass-produce its rival's version. Bantam had to content itself with an order for truck trailers and torpedo motors.

The prewar press was enthralled by these peppy little machines that climbed out of holes that would trap a tank, yet were small enough to hide behind a bush. In a May 1941 *American Magazine* article entitled "Flivvers from Hell," writer Gordon Gaskill breathlessly profiled the jeep for a curious public: "It can hurdle ditches, butt its way through underbrush, and run down inch-thick saplings as if they were hollyhocks. It can turn on a dime and leave 9 cents change. It can climb at an angle that would scare a mountain goat; if it can't climb the outside wall of a skyscraper, it could probably make it via the stairways."

Newsreels, too, gave the jeep a starring role. As orchestras played chirpy march music in the back-

*"I think you're trying to hit the bumps!"*







"HERE WE ARE, MAC! BRING ON THOSE SOUTH SEA ISLAND BEAUTIES!"

—S/Sgt. Douglas Borgstedt

ground. jeeps burst through log fences, clambered into and out of gullies, and crashed gamely through underbrush. At the outbreak of war, even *Scientific American* joined the excitement, calling the jeep a "clawing, climbing hellion" and anointing it as "the United States Army's answer to Schicklgruber's Panzer Divisions."

The suggestion that a jeep could somehow go toe to toe with one of Hitler's 20-ton tanks was absurd, of course, as Paul Fussell points out in his recent reflection on World War II, *Wartime*. Fed a steady diet of photographs of jeeps flying jauntily through the air, all four wheels aloft, the public, and perhaps the military, believed at first that Nazi brute force could be foiled "with speed, agility, and delicacy—almost wit," Fussell writes. But jeeps, though unprecedentedly capable, were still open, unarmored, vulnerable little cars. Their fundamental military value wasn't that they were "vicious jalopies" or "almost impossible targets," as the popular magazines boasted. It was that they were plentiful and cheap, and thus expendable. A jeep cost \$900; a tank, \$35,000. "It's like David and Goliath," said an Army jeep driver at the war's outset, musing about fleets of gun-towing jeeps swarming around a confused German tank. "only there are ten Davids for every Goliath."

One of the first chances the jeep had to prove itself in wartime came during Gen. Joseph Stilwell's legendary march out of Burma in 1942. Stilwell had been the unofficial commander of several Chinese divisions assisting the British defense of Burma after Japanese troops unexpectedly swept in from Thailand. Amid the chaos that followed, the bowlegged and irascible "Vinegar Joe" bullied a motley column of Allied soldiers and civilians into following his brisk pace through hundreds of miles of uncharted jungle until they reached India and safety. Only part of the retreat, in fact, was on foot. For much of the journey the party drove, and the vehicles under Stilwell's command included several early jeeps.

"All of us soon began to develop a profound affec-

tion for these jeeps," wrote civilian Jack Belden in his 1943 memoir, *Retreat With Stilwell*. "Ugly, ineffectual-looking green boxes on wheels, they proved themselves the salvation of our column, ferreting out pathways through the woods, pulling sedans out of ruts, hauling trucks through streams and up slopes too steep for them to negotiate under their own power, and rushing back along the track, bringing aid and succor to other stricken cars." At one point, the company encountered a series of steep earthen ridges several feet high, a sure jeep-stopper. After some experimentation, the drivers began looping back like fullbacks, to gather speed before attacking the ridges at an angle. This sent their fully loaded jeeps airborne over the tops. "The spectacle of the jeeps roaring in circles and bucking high off the ground, throwing out boxes, and once a driver, looked like a wild West rodeo," Belden wrote.

Later, two wire-service reporters fleeing Burma in a jeep took a different route to India and managed to drive all the way. "Your geography is mixed," suggested the British officer who greeted the pair in Imphal. "There isn't a single road across these jungles and hills." "Not so loud," one of the reporters replied. "Our jeep hasn't found out about roads yet, and we don't want to spoil it."

*Where mules balked, a jeep would always try*

The roads in Russia weren't much better in early 1942 when the Red Army welcomed its first shipments of lend-lease jeeps. Riding in a car at the Eastern Front one day, *Chicago Daily News* correspondent Leland Stowe was "backing, snorting, and crawling along a particularly abominable, mud-infested stretch of creation" when an American jeep came bounding down the road ahead at high speed. The four Russian soldiers aboard it, Stowe reported, "looked contented with life." As he watched, the jeep "plunged down a two-foot embankment, hurdled several pine logs, and dashed nonchalantly on its way."



Jeeps managed to reach places even mules couldn't get to. A veteran mule driver observed, "Lots of times a mule will balk if he doesn't think his leader is using good judgment, but a jeep will always try." Soon American military maps began designating rough trails as "jeep roads." In Libya, a document found on a German prisoner revealed that enemy reconnaissance teams had been ordered to switch to jeeps whenever the opportunity presented itself: German trucks, the memo explained, "stick in the sand too often."

That jeeps had superior traction was not startling news to the Army. They were designed, after all, to help supplies from the rear catch up to rapidly moving troops at the front. Where the jeep excelled unexpectedly was in the multitude of other chores that warfare



## "WHO LEFT THE GERANIUM IN THE POT?"

—Pvt. Tom Flannery

throws a soldier's way. Mounted with a machine gun, it became not just a means of transport but a combat vehicle. In Egypt in 1942, commandos from the British Eighth Army swept across the western desert in a wide arc behind the German lines. Traveling by night, hiding by day, the raiders rode in sand-colored jeeps drastically modified for long-distance desert travel: everything nonessential had been stripped away to make room for extra gas cans, armor plating and heavy machine guns with incendiary shells. Late one night, a few miles behind the German lines, the British watched as a convoy of German trucks lumbered into view. The trucks were laden with fuel for the gas-hungry Mark IV tanks at the front. The commandos pounced on the convoy in a 60-mile-an-hour flying wedge. Within five minutes they were racing homeward, the sky behind them ablaze with flaming gasoline. The British later counted the loss of German fuel as a key factor in Rommel's defeat at the pivotal Battle of El Alamein, shortly afterward.

*"That's easy—Americans, they come in jeeps!"*

"Where the jeep went, victory seemed inevitably to follow," wrote an impassioned A. Wade Wells in his 1946 paean, *Hail to the Jeep*. "From every corner of the globe, from every fighting ally-in-arms, the cry went up: 'Send us more Jeeps!'" Willys and Ford were only too happy to oblige, turning out more than 600,000 of them by 1945. (By contrast, in early 1940 the Army had owned a grand total of 12,000 motor

vehicles of all kinds.) The new jeeps were immediately broken down and squeezed into wooden crates somewhat larger than upright pianos, then stacked in freighters bound for Liverpool and Casablanca, Rangoon and New Guinea. Overseas, astonished natives came to believe all G.I.'s had been issued jeeps with their dog tags. In Tunisia one night, the story goes, a Free French sentry guarding a command post heard a group of soldiers approaching on foot. Challenged to identify themselves, the soldiers called out that they were Americans. Depending on whose account you believe, the sentry either arrested or machine-gunned the group on the spot. The intruders turned out to be Germans disguised in American uniforms. Asked how he knew, the sentry said, "That's easy—Americans, they come in jeeps!"

The olive-drab buggies were indeed far-flung. They plowed snow and delivered mail to foxholes at the front. Their engines powered searchlights, and their wheels agitated washtubs. Their hoods served as altars or card tables, depending on the occasion. They were dropped by parachute and delivered by glider. With a special waterproofing kit, which included snorkels for both air intake and exhaust, and asbestos-laced goo to coat the engine, jeeps crawled through water up to their hoods. And the Army ordered new special-purpose designs, notably a fully amphibious jeep (the seep) and a lightweight jeep just for air drops (the fleep). A jeep fitted with railroad wheels in the Philippines once pulled a 52-ton supply train for 19 miles, averaging 22 miles an hour. In the spring of 1944, while waiting to land in Normandy on D-Day, jeeps helped plow fields in southern England.

The jeep became the four-wheeled personification of Yankee ingenuity and cocky, can-do determination. No longer merely the humblest of the U.S. Army's many trucks, it blossomed into a status symbol prized by Chinese generals and Middle Eastern diplomats. When President Franklin D. Roosevelt reviewed American troops in Casablanca and Tehran, he sat not in a limousine or a touring car but in a jeep—and looked all the more Presidential for it. In 1945, Liberia



*"Are our wheels down and locked?"*



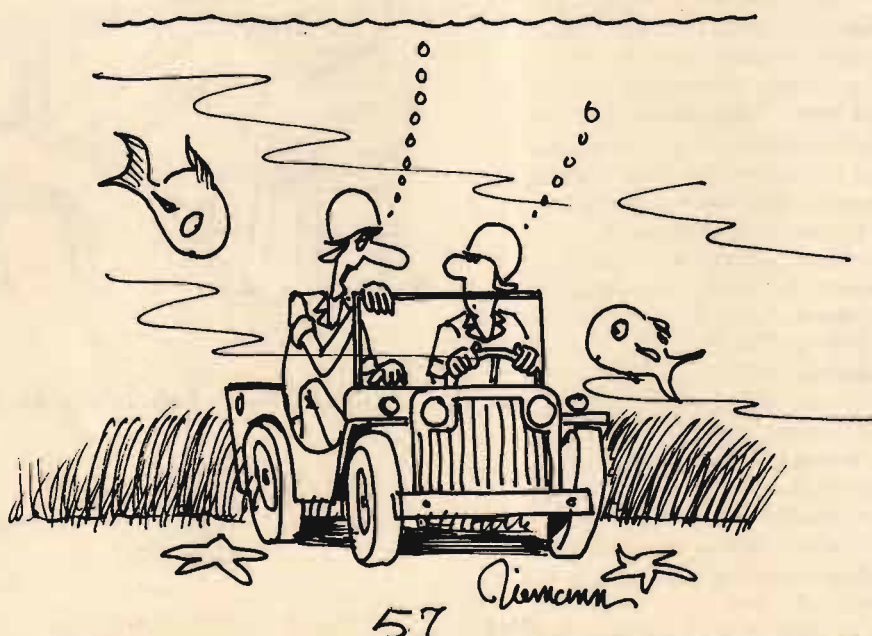
even chose a picture of FDR in a jeep for a set of commemorative stamps. Generals took to using jeeps as their command cars, often doing the driving themselves—unheard of with earlier vehicles. The Third Army's Gen. George Patton, always a believer in high visibility, had his personal peep outfitted with a cushioned red-leather passenger seat and a pair of oversize air horns on the hood. On February 13, 1945, Patton made his triumphant crossing onto German soil under fire while riding in a jeep. Because the unfenced pontoon bridge over the Moselle was largely submerged, and an Allied smokescreen was adding to the confusion—and because jeeps, after all, were designed for low visibility—a rumor soon spread that "Old Blood and Guts" *swam* into Germany "in full regalia to rush dripping into the fierce battle raging on the further shore," as Charles Codman, his aide-de-camp and sometime driver, later recalled with amusement.

While the war was being waged, publicity about the jeep was unwaveringly positive. But all the boasts about the little war wagon's unstopability and acrobatic talents created trouble when those driving it took the propaganda to heart. The jeep wasn't infallible. It wasn't even particularly safe to ride in. Attempts to perform the flying jeep trick led to many a wreck, and optimism about the vehicle's off-road abilities led to many more, often fueled by alcohol. Journalist-turned-infantryman Ralph Ingersoll wrote of a flood-bogged advance in Tunisia in 1943: "When the peeps, whose drivers don't believe any terrain can stop them, tried to ford the streams, as often as not they would be washed downstream, turned over, rolled and wrecked." In the estimation of cartoonist and enlisted man Bill Mauldin, "Jeeps killed about as many people as any other weapon in World War II." Mauldin treasured his own jeep, and he once termed the vehicle the closest thing to a Rolls-Royce that America had ever produced, but cautioned that it "had to be driven with respect." And even then, a jeep's ride could be painful. "I survived a

tour of 150 miles in a jeep," Ernie Pyle disclosed in a 1943 column; after that distance, "it takes 24 hours to stop vibrating." Pyle reported that otherwise uninjured soldiers had been hospitalized after too much jeep riding. Gen. Omar Bradley, a veteran jeep rider, downplayed the problem by insisting that riding jeeps was good for one's liver.

While everyone from comedian Bob Hope to writer Joseph Heller joked about its rough ride, the jeep unquestionably earned a special place in the fighting man's heart. Admittedly, so might have any alternative to marching through mud with a rifle and a 50-pound pack, but a fierce emotional bond often developed between soldiers and their jeeps. As an Army sergeant explained in 1944, "It's something deeper and more lasting than the soldier's feeling for the picture of a pretty pinup girl. When he goes up to fight, the picture stays behind, but the jeep goes right along with him." One jeep, its windshield shattered after surviving two bloody landings in the Pacific, was officially awarded a Purple Heart and shipped home. And to the G.I., deprived of so many of the other liberties of stateside life, the jeep offered a chance to enjoy that most fundamental of American rights, especially among young males: the right to have a car.

The possessiveness that soldiers felt toward their jeeps was reflected in the efforts they made to give these utterly look-alike vehicles a distinctive personality. G.I.'s carefully painted their girlfriends' names on the hood. Some added ornamental grilles to the front or welded extra seats to the rear. Members of the 644th Ordnance Depot in Europe enclosed a jeep with a dome made of salvaged Plexiglas. The jeep-G.I. bond sometimes defied rationality. A pair of newspapermen in North Africa once came across a corporal who was sitting dazed and teary-eyed in a wrecked jeep. The battle-weary veteran had just crawled back from a foxhole to find his jeep destroyed by shellfire. One



57 "Okay, so much for the land navigation system; wattya got for down here?"



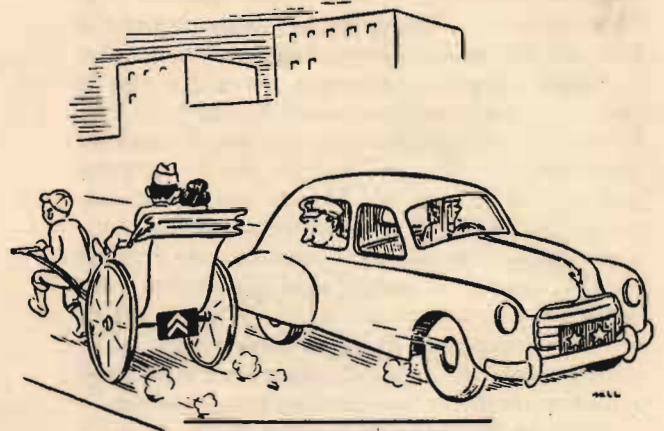
of the reporters tried to cheer him up by predicting he'd soon be issued an identical replacement. The corporal was inconsolable. "You don't understand. You see, I loved *this* one."

By war's end, the jeep was legendary. "The jeep, the Dakota [airplane] and the landing craft were the three tools that won the war," said Gen. Dwight Eisenhower, with a politic nod to each of the three services. Willys-Overland had to fight in court to get a trademark, transforming "jeeps" into "Jeeps," and it hoped to parlay their worldwide reputation into lucrative post-war sales. (Ford made its last jeep in 1945.) From the beginning, Willys had been priming the public's appetite with advertisements extolling this bloodstained war-horse before which the Axis cowered. One ad depicted the population of a liberated French town in 1944 welcoming "a modern deliverer who came, not on a prancing white horse, but in steeds of steel called 'Jeeps.'" As early as 1941, the company had commissioned a series of paintings showing peacetime jeeps of the future serving as farm tractors, fire engines, log skidders and ambulances.

But Willys underestimated the difference between the strictures of wartime and the tranquil comforts of peace. A grubby infantryman might be willing to drain greenish water from a jeep's radiator in order to have a hot shave, and a desperate medic might aspirate a bleeding soldier using a rubber hose ripped from the engine, but back home, people had other options available. The thousand-and-one errands, large and small, that a jeep could perform suddenly seemed less useful. Though Willys marketed Jeep station wagons and even a short-lived sports car, the Jeepster, the postwar car-buying public preferred bigger, more stylishly molded cars. Only with the boom in sport-utility vehicles in the early 1970s did sales of the jeep's far cushier descendants (from American Motors and now Chrysler) and their competitors begin to surge.

Today, G.I.'s ride in Humvees, which are bigger and faster and much more expensive than jeeps. But the legacy of the World War II jeep remains indelible. Vintage jeep restoration is now a cottage industry, and one collector has offered \$50,000 to anyone who can find a jeep still packed in its original crate. Egyptians have reportedly dug wartime jeeps out of the desert sands and, after fixing them up, driven them away.

In one of the more unlikely tributes to the jeep's multitudinous achievements, New York's Museum of Modern Art in 1951 saluted it as one of the world's eight automotive masterpieces. The other seven included a Bentley, a Mercedes and a Cord. Although the jeep looks "like a tray, or perhaps a sturdy sardine can on wheels," and though "those who have used the jeep will recall certain limitations of comfort," the exhibition catalog concluded that the jeep had "the combined appeal of an intelligent dog and a perfect gadget." And more personality, most people would agree, than the other seven cars combined.



'This division had better be it, buddy!'

**DUES:** \$ 15.00 per year  
\$150.00 for Life Membership



Pardon us for shrinking this one - but as you may have noticed, we've developed space problems - and we're trying to accommodate most everyone who wants "a spot" or "a plug". This one speaks for itself. Looks like a 34th to us. Anyone remember Archie?

Kenwood Ross  
Secretary-Treasurer,  
24th Infantry Division Assn.  
120 Maple Street, Room 207  
Springfield MA 01103-2278

Dear Mr. Ross:

I would like to hear from any 24th veteran from 1944-45 who knew my father. His name was A.E.C. McIntyre, called "Archie" or "Mac"; his hometown was Brooksville, Fla., though he was born in Glace Bay, Nova Scotia.

Archie was inducted in July, 1943; he was then 20 years old. He trained at Camp Blanding, Fla., and Fort McClellan, Ala., then shipped out to New Guinea about April, 1944. His first action was at Biak, I believe; he later took part in the Leyte invasion. Shortly after the 24th landed on Luzon, Archie sustained a knee injury and was invalided back to Leyte and Hollandia. He then was reassigned to Manila and remained there until late in 1945. He shipped home on U.S.S. Yorktown and was separated at Camp Blanding in January, 1946.

My father earned a Combat Infantryman's Badge, which I assume means he was attached to a line company at some point, possibly with the 34th Regiment. Other information I have indicates he was assigned for several months as a truck driver with a Quartermaster Trucking Company attached to the 24th Division. After his injury, he served in Manila mess as a cook and acting mess sergeant.

My father died in Florida in 1980. His service records were destroyed during the 1973 fire at the National Personnel Records Center in St. Louis, so I have little to go on except the few things he would speak about regarding his wartime experience. I would be pleased to hear from anyone who knew Archie, under whatever circumstances, and who could help me piece together a more thorough story of his time in the Army. Would you please publish this letter in The Taro Leaf?

Many thanks,

*Edison McIntyre*  
Edison McIntyre  
P.O. Box 3095  
Durham NC 27715  
(919) 383-7140

P.S. -- How can I subscribe to The Taro Leaf? I enclose an SASE for your reply. Thanks.



Spotted this in the paper of  
the 9th I.D. Assoc. Loved it - and  
snatched it. Was written by one  
John F. Marston of B Btry., 60th FA Bn.  
during the North Africa campaign.

## "WAITING IN LINE"

On February 14th, '41 ...  
I started looking at another sun.  
I just started soldiering at this  
time  
and that's when I started -  
"waiting in line".

They asked me questions, from  
morning till night,  
and the clothes they gave me,  
fit too tight.  
Even after the Corporal's;  
"Take your time,  
you'll get a good fit if you just -  
"wait in line".

Then over to the barracks, that  
seemed so bare,  
but later turned out, to be  
pretty fair  
The sergeant, he promised:  
"You'll really sleep fine,  
but to draw your blankets go -  
"wait in the line"

The sergeant, he taught us how  
to make a bed,  
while we were wondering, will  
we ever get fed.  
Well; finally he quit, and yell-  
ed; "It's chow time,  
go down to the mess hall and -  
"fall in the line".

Now you can do this -- but you  
can't do that,  
and when you salute, fingers tip  
your hat.  
And they talked and talked, till  
their thoughts were mine  
and even for this we - "waited  
in line".

Now after duty, you can go to  
the show,  
or go to the canteen, for ice-  
cream like snow.  
So go do what you want, the  
night is your time,  
but all if it's spent - "waiting  
in line"..

When we were being shipped off  
to war,  
I thought certain they'd stop  
having this law.  
But before boarding the boats,  
they checked us real fine,  
and for hours and hours we -  
"waited in line".

With the inspections we have,  
all things must be pat,  
for the eyes of some Army  
brassy "brass hat".  
And when ever they come, they  
don't give us time,  
for to shave and to wash, we  
must - "wait in line".

All day we work hard, and the  
weeks are so long.  
And the Army's one pay day,  
we think is all wrong.  
But when it arrives, we all feel  
just fine,  
still, to draw our "mazooma"  
we must - "wait in line".

There's no place in the Army,  
that this isn't so,  
be it Army Headquarters or  
camp movie show.  
Whether your sleeping or work-  
ing or starting to dine,  
everyone at the same time is -  
"waiting in line"..

And when this is over, and  
homeward we come.  
I'll still make a wager, that  
some silly bum;  
will tell all the papers; "Oh,  
we're treated just fine".  
No mention at all of the -  
"waiting in line".

But the day will be here, I'm  
certain of that,  
when I can take off my green  
soldier's hat.  
And then with my "papers", all  
tied up with twine  
It's goodbye to the Army, and  
the - "waiting in line".

A slight concession to the  
weariness of age. ORRIN R.  
IRVINE writes from 9993 Magnolia  
St., Bloomington CA "The Taro  
Leaf is a great enjoyment to me.  
I was in the 24th Sig.Co. from  
Hawaii - Japan and you remem-  
bered Col. Purcell. I have a  
picture of him and 14 other  
officers, I can remember faces  
of maybe 4. Always looking  
forward to next issue."

From Lyon, France, comes  
word that it is going to be even  
more convenient for Frenchmen  
to become blind drunk. The  
prestigious wine-maker, M. Daniel  
Michaud, is placing new labels  
on his Beaujolais and they will  
be in Braille.

The only thing more accurate  
than incoming enemy fire is  
incoming friendly fire.



# THE LAST ROLL CALL

WILLIAM R. BEST  
died June 24, 1993  
was 19th - Korea  
His widow, Marion,  
resides in Pittsfield MA.

WALTER L. WOMACK  
died 1993  
was D 3rd Eng.Bn. 4/59-7/62  
His widow, Delores,  
at W3119 Alice, Spokane WA  
99205-2203

JOHN E. COCKROFT  
died October 24, 1992  
was 21st  
His widow, Lois, at  
342 W.Slippery Rock St.,  
Chicora PA 16025-9504.

EDWARD M. VASQUEZ  
died March 7, 1993  
was 3rd Eng. Co. A Combat Bn.  
'44-'46  
His widow, Irene, is at  
4949 Denny Av., N.Hollywood  
CA 91601.

Lt.JOHN L. WOOD  
died May 6, 1984  
was Div. Arty. '45-'48

Kathleen Margaret GASPARD  
died May 16, 1993  
Was wife of RENO J. GASPARD,  
(3rd Eng.Bn and 24th Recon.Co.  
8/50-9/51) of PO Box 169  
Orangefield TX 77639-0169.

JOSEPH NAFRADY  
G 19th - Korea  
Died March, 1973  
Advised by FRANK J. PLATA

ANGELO LORIO  
died October 12, 1992  
was 724 Ord. WW II  
Reported by his widow, Mary,  
161 Bleecker St.,  
Brooklyn NY 11221

RALPH G. WALLACE  
died January 16, 1991  
Reported by his wife, Norma,  
2603 Cannady Rd.,NE,  
Roanoke VA 24012

Virginia POWERS  
died March 30, 1993  
Her husband JOHN F. POWERS  
was 1st Bn. 19th 10/42-44.  
John is at 4 Kittredge St.,  
South Peabody MA 01960

JOSEPH P. MASHETT, SR.  
died June 19, 1992  
was 5th RCT '50-'51  
Reported by his wife, Kathleen",  
24 Rose Ln., Rosemont PA 19010

CHARLES T. BAILEY  
died May 1993  
was B 19th '49-'50  
Reported by JAMES F. HILL

AUBREY JONES  
died June 26, 1993  
was G 21st '42-'45  
His widow, Elaine,  
Henderson IA.  
Reported by HOWARD J. PIEHL,  
(G-21st)

In Memory of my Wife,

"HILLY"

and my L Co. 34th Coharts who  
have gone to their final reward.

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C.J. STUBBS  
(L 34th '43-'45)



ALBERT R. FOURNIER  
died November 13, 1989  
was Div.Hq. '41-'44  
Reported by WILLIAM F. SHOWEN  
(21st and 24th Recon '41-'44)

RICHARD J. MOSER, SR.  
died September 24, 1993  
was D34th 4/45-12/45  
G34th 12/45-1/46  
Hq.3rd Med.Tk.Bn.,  
35th Armor 7/58-10/58  
Hq. 9th Cavalry, 1/59-4/60

He leaves his brother,  
MELVIN J.MOSER, (C 555 FA, '51)  
Life Member 734, of 541 Thelma,  
Casper WY 82609.

L. G. HICKS, JR.  
died September 7, 1993  
was L 34th 7/40-4/44  
His wife, Rudy, Rt. 2, Box 438  
Crawford GA 30630  
Reported by NICHOLAS L.  
MARASCO (L 34th '43-'45)

JOSEPH S. SZITO  
died February 17, 1993  
was H 19th '49-'52  
His wife, Majorie, at 3176  
DeForest Rd., Marina CA  
Reported by WILLIAM G.ROSEBORO

PAUL WILLIAM "Bill" JURGENS  
died September 9, 1993  
was Hq.Co. 3rd Bn.34th '42-'45  
His widow, Alice, at  
Hannibal MO  
Reported by WILLIAM E. VICKERS  
(Hq.34th '42-'45)

RAMEY E. WILSON  
died August 25, 1993  
was Hq.Co. '48-'51  
and Div.Art. '45-'49  
Reported by his son,  
Paul Wilson, 22 Link St.NW,  
Albuquerque NM 87120

Helen KEMP  
died July 1993  
was wife of ROBERT A. KEMP  
(K21st 1/48-8/53)  
824 31st St., Bettendorf IA  
52722

BURKE WHITEHURST LEE, JR.  
died December 25 1982  
was 72 Eng. w/5th RCT '50

WILLIAM ALBERT HINTERHOFF  
died September 27, 1992  
was Div.Hq. '45-'48

CURTIS V. PACKARD  
died September 15, 1993  
was Div.Hq. 9/44-12/45  
His widow, Dorothy,  
35 Belmont Dr., Little Rock  
AR 72204  
Reported by JAMES W.MIMS,  
(114 PI Team 10/44-6/45)

WILLIAM B. BICKWERMERT  
died October 10, 1993  
was I 34th and E 21st 7/50-11/50  
His widow, Kazuko, is at  
8802 El Rey Blvd., Austin TX  
78737

ALTON K. HALSO  
died October 9, 1993  
was K and Sv.Co. 19th 7/40-9/45  
His widow, Julia, at Rt.4,  
Box 399, Kinston NC 28501

RAYMOND J. RASZKOWSKI  
died April 15, 1993  
was 24th Med.Bn. '47-'50  
His widow, Virginia (Sis),  
is at 8336 Roosevelt St.,  
Taylor MI 48180.



We were not stunned by the news of the passing of ED WALKER on October 31st. He had been in poor health for some time.

Over the years we had made attempts to assure Ed that he was "one of us". Only last Oct. 6th he had written a shaky note acknowledging another of our greetings. We reproduce it here. He found the urge to add another paragraph which we took to read: "Ref Russia today. Too many people have been led to believe that communism is just another political party."

Ed took that message to his grave. May he rest in peace.

EDWIN A WALKER  
8411 Swananoah  
Dallas, Texas 75209

May GEN U.S. Army 'Rtd.

Oct 6 73

Sect. Ken Ross

My sincere thanks  
and appreciation  
for your kind  
message from  
The Association.

Ref Russia today  
too many people  
have been led to  
believe that communism  
is just another  
Political Party.

Truly  
Ed





## Edwin Walker, Controversial General, Dies at 83

By ERIC PACE

Maj. Gen. Edwin A. Walker, whose right-wing political activities led to an official rebuke and his resignation from the Army in 1961, died on Sunday at his home in Dallas. He was 83.

The cause was lung disease, the Dallas County medical examiner's office said in a report yesterday.

General Walker, a lanky, much-decorated Texan who led combat units in World War II and the Korean War, ended his 30-year Army career because, he said, he "could no longer serve in uniform and be a collaborator with the release of United States sovereignty to the United Nations."

On April 10, 1963, a sniper fired at him as he sat at his desk in his home. The bullet missed his head by about an inch.

In 1964, a commission headed by Chief Justice Earl Warren to investigate the assassination of President John F. Kennedy in Dallas on Nov. 22, 1963, identified the assassin, Lee Harvey Oswald, as the same man who had fired at General Walker.

The Warren Commission, relying on testimony from Mr. Oswald's widow, Marina, said Mr. Oswald tried to kill the general because he was "an extremist," and it cited the incident as

### A vociferous anti-Communist who was a target of Oswald.

evidence of Mr. Oswald's capacity for violence.

The issue that led to General Walker's resignation began in April 1961 when *Overseas Weekly*, a privately owned newspaper circulated among members of the armed forces overseas, accused the general of using an Army information program to subject his troops to "a propaganda barrage" that extolled the John Birch Society. General Walker was then commanding the 24th Infantry Division, based in West Germany.

The newspaper also reported that the general had publicly asserted that former President Harry S. Truman, Eleanor Roosevelt and former Secretary of State Dean Acheson were "definitely pink."

The report attracted widespread attention, and President Kennedy ordered an investigation into the matter.

The general was relieved of his command while the inquiry was conducted.

In June 1961, the Army said the investigation showed that the general's information program was "not attributable to any program of the John Birch Society." But it admonished the general "for taking injudicious actions and for making derogatory public statements about prominent Americans."

He resigned on Nov. 2, 1961, contending that he "must be free from the power of little men who, in the name of my country, punish loyal service to it."

By resigning rather than retiring, he passed up retirement pay that at the time would have amounted to \$12,000 a year. To accept retirement benefits, he said, "would be a compromise with my principles."

Two decades later, the Army quietly restored his pension rights, and in 1982 he began getting a major general's pension of \$45,120 a year. In granting the pension, the Army called him "a truly dedicated American soldier who firmly believed that insufficient action was being taken within the military establishment to combat the threat of Communism."

#### Critic of Kennedy

After leaving the Army in 1961, General Walker was outspoken in his criticism of the Kennedy Administration. He also became active in segregationist resistance efforts in the South and said civil rights demonstrations in Washington and in Austin, Tex., were "pro-Kennedy, pro-Communist and pro-Socialist."

He was a candidate for the Democratic nomination for governor of Texas in 1962, but finished last in a primary election contest with five other candidates.

In October 1962, after Federal marshals had put down riots at the University of Mississippi and forced the university to admit James H. Meredith, a black student, General Walker was arrested on a Federal warrant charging him with insurrection and seditious conspiracy. But a Federal grand jury failed to indict him and the charges were dropped.

In 1967, the Supreme Court threw out a \$500,000 libel judgment he had won against The Associated Press after the news agency reported that he had "led a charge of students against Federal marshals" deployed at the university to guard Mr. Meredith. The Court said public figures were the same as public officials and therefore the media deserved protection for mistakes made without malice.

On June 23, 1976, General Walker was arrested on a charge of public



Ernest Resnovsky/Pix Inc., 1962

Maj. Gen. Edwin A. Walker

lewdness in a restroom at a Dallas park. The arresting police officer said the general made sexual advances. The general later pleaded no contest and was fined \$1,000 and court costs. The case was widely reported in the news media.

Edwin Anderson Walker was born on Nov. 10, 1909, in Center Point, Tex. He graduated from the New Mexico Military Institute in 1927 and began his Army career as a lieutenant of artillery after graduating from the United States Military Academy in 1931.

In World War II, he led a special force of Americans and Canadians in the Aleutians, Italy and France. The unit, the Special Service Force, was trained for airborne, amphibious, mountain and ski operations; it fought at the Anzio beachhead in Italy and in the invasion of southern France.

He later commanded the 417th Infantry Regiment, attached to the Third Army, and at V-E Day he was commanding a special task unit in Oslo.

In the Korean War, he commanded the Third Infantry Division's Seventh Regiment and was senior adviser to the First Marine Corps. He later served as military adviser to Chiang Kai-shek of Nationalist China.

In 1957, as commander of the Arkansas military district, General Walker led the troops ordered to Little Rock by President Dwight D. Eisenhower to quell disturbances resulting from the integration of public schools there.

General Walker's decorations included the Silver Star, the Bronze Star with cluster and the Legion of Merit, as well as honors from France, Britain, Norway and South Korea.

Survivors include a nephew, George Walker.



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