



Linz an der Donau

VERLAG J. LEITENMÜLLER, LINZ

6649 Freigegeben d. RLM. E 2677/40



Linz an der Donau

VERLAG J. LEITENMÜLLER, LINZ

6625 Freigegeben d. RLM. E 2677/40



Linz an der Donau,
Urfahr mit Pöstlingberg

VERLAG J. LEITENMÜLLER, LINZ

6688 Freigegeben d. RLM. E 2677/40



Linz an der Donau

VERLAG J. LEITENMÜLLER, LINZ

6564 Freigegeben d. RLM. E 2677/40



Linz an der Donau

VERLAG J. LEITENMÖLLER, LINZ

6593 Freigegeben d. RLM. E 2677/40

SUPREME HEADQUARTERS
ALLIED EXPEDITIONARY FORCE



TO ALL MEMBERS OF THE ALLIED EXPEDITIONARY FORCE:

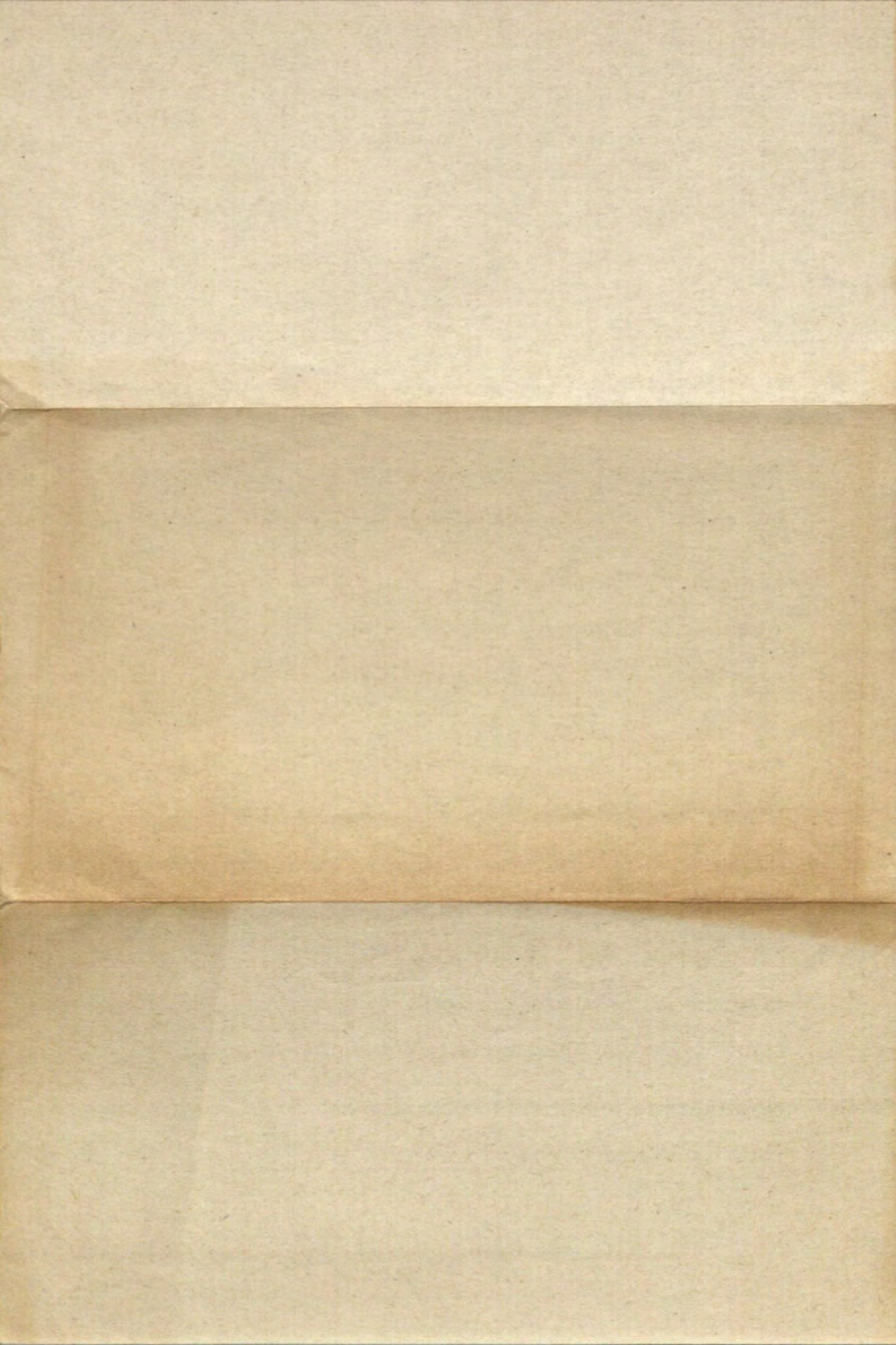
The task which we set ourselves is finished, and the time has come for me to relinquish Combined Command.

In the name of the United States and the British Commonwealth, from whom my authority is derived, I should like to convey to you the gratitude and admiration of our two nations for the manner in which you have responded to every demand that has been made upon you. At times, conditions have been hard and the tasks to be performed arduous. No praise is too high for the manner in which you have surmounted every obstacle.

I should like, also, to add my own personal word of thanks to each one of you for the part you have played, and the contribution you have made to our joint victory.

Now that you are about to pass to other spheres of activity, I say Good-bye to you and wish you Good Luck and God-Speed.

Dwight D. Eisenhower



MAY 19, 1945

10c



Under the Army Rolling

By Pvt. Irwin Ross

THE G. I. locomotive engineer had a good excuse: The night was dark, and he didn't hear any small-arms fire. He heard Nazi 88-mm. guns exploding in the distance; but he had heard those for the last ten miles. So he pulled his troop train, loaded with infantry reinforcements, into the railroad yard on the outskirts of the French city. When he got within sight of the station buildings, enemy machine guns suddenly opened up. Foot soldiers and train crew piled out of the cars and took up the fight. They held their positions until advance patrols, a half mile down the line, caught up with them. Only then did they learn that they had penetrated the defenses of "impenetrable" Metz, still to be captured by the combat troops.

A short while later, the bridge-maintenance platoon of the 735d Railway Operating Battalion came upon a tidy bundle of danger at a half-wrecked bridge east of Metz. Amid the debris they found 1,500 pounds of TNT connected by primer cord to eighteen 100-pound aerial bombs. This cache had somehow failed to go off when the retreating Germans blew up the two center abutments of the bridge. The explosives remained in good shape; a sudden jarring might touch them off at any moment. For hours the G. I. bridge builders, in constant danger of being blown sky-high, worked in the freezing waters to remove the charges. Then they cleared away the wreckage, repaired the span so that it could support rail lines. In twelve days the job was done.

These encounters typified the operations of Army railways on the Continent. Behind the fronts, where a maze of railheads supplied the U. S. First, Third, Seventh, and Ninth armies, the G. I. crews continually met shellfire, bombing, strafing. Despite these hazards, rail tonnages kept mounting. In northern Europe, alone, the figure jumped from 2,000 tons a day in last July and August to 10,000 tons a day in September and more than 43,000 tons a day in January.

The First and Second Military Railway Services, the divisions of the Transporta-

They fought Nazis with one hand and laid track with the other. The amazing story of the G. I. railroaders who delivered the men and supplies that made possible the smashing Allied advance into Germany

tion Corps charged with operating railroads in the European theater, are set up pretty much as civilian lines are. The commander of each railway service has the duties of a general manager of a civilian road. Under his headquarters are Grand Divisions, each of which operates up to 500 miles of track. The Grand Divisions control Railway Operating Battalions, which run the trains, and Railway Shop Battalions, which keep them in repair. But the MRS continually coped with problems that could hardly be called civilian. Here are snapshots of one night's activities as they appeared in telephone reports:

"0030: Bomb hit tracks 23 and 24 and demolished two cars of Hospital Train. Train had just been unloaded and all personnel accounted for as far as known. 0045: Report X has been bombed and two ammo trains blown up. Trying to contact X. Holding ammo trains until getting definite information. 0050: Advises twelve kilometers west of Y westbound train strafed. French engineer and fireman wounded. Have sent engines out for train."

At Confins the rail yard was under continual shellfire from three o'clock in the afternoon until two in the morning. The service crews sweated out their tours of duty in shelters near the tracks. Whenever a train pulled in, the ETO (Railway Transportation Officer) would shout at the men. They'd rush out and, while the shells dropped around them, would service the engine, check the cars, wheels, and brakes, then make a run for the shelter. Six trains

were tended in the yard that day. Miraculously, no one was injured.

From July 11 on, when the first scheduled train run began in France between Cherbourg and Carentan, freight and troop carriers operated within sight of the front lines. The Second Military Railway Service, which carried supplies to the First, Third, and Ninth armies, was responsible for the bulk of rail operations in Europe. The First MRS came up from southern France and serviced the Seventh Army. In the early days a host of problems bedeviled Army railroad men. The first job was to repair track lines and rail yards blasted by Allied bombs, German demolitions, and French sabotage. At the same time, captured locomotives and rolling stock had to be slapped into shape, for at the outset we had little other equipment to operate. Then, as the rail lines extended, it was necessary to speed up the ferrying of rolling stock from England. Meanwhile fuel facilities, water lines, and communication networks required repairs. Each operation had to be closely co-ordinated with the others if a smooth-running railway system was to be built.

That was the plan. However, after the break-through at St. Lô on July 25, Allied armies advanced across France so rapidly that the MRS had to use anything available. In this period trucks carried more tonnage than rails, but train supplies were frequently of crucial importance. The trains had to move as soon as there was a stretch of track to run on. Everything else—communications, fuel, and water points—had to wait.

Fuel was a constant problem. One night a captain and four enlisted men, lacking tank trucks and pumps, had to pour 2,100 gallons of oil by hand from five-gallon cans into the tanks of three Diesel locomotives. Coal was always scarce. The tender of every damaged enemy locomotive was cleaned out to keep the trains running. They would start off with just enough coal to get them to the next refueling point. The men would find the coaling stations all right, but frequently would find

them destroyed by the Germans. While this happened, the G. I. railroaders chopped up smashed cross-ties, salvaged the debris of bombed-out houses. They even stuffed the fireboxes with straw. Water was also a problem. The crews dipped water out of ponds, shell craters, ditches along the side of the track. On occasion they organized bucket brigades of civilians or borrowed the local fire engine.

Dispatchers frequently had to send off trains without knowing their precise destination. "Just keep going until you're stopped," said one dispatcher in Normandy. The crew stocked a case of K rations in the cab and set off. Seventy hours later someone finally stopped them. They had been strafed three times, bombed while they were helplessly halted behind a stalled train. They crept up steep grades, lurched dangerously over newly filled-in shell craters, were sent on endless detours when main lines had been bombed out. The only sleep the men got was a few short winks at their posts when the trains were halted. Snipers shot at them, and they shot back. But in newly liberated towns the people pelted them with flowers and fruit.

WHILE the forward trains pushed on behind engineer gangs repairing tracks, rapid progress was made in the rear areas. From D Day to the end of January, the engineers repaired more than 5,000 miles of double and 2,000 miles of single track, as well as 172 major railway bridges.

Railway maintenance-of-way companies helped the engineers repair the yards. They worked in constant danger from land mines buried under ties and shoulders. At Les-say, more than 600 mines were found in the station track area alone. Conditions at Folligny were typical of the general devastation. Allied planes, in an effort to hamper German supply movements, had bombed the town regularly for two years. By the time the Americans arrived, few buildings were standing and the railroad yard was a mass of wreckage. The 74th Railway Operating Battalion, which was to operate the run from Folligny to Le Mans, established headquarters in two hollow hulks of buildings and set to work helping the engineers rebuild the yard. The engineers had their hands full. As they turned over

the earth, they kept tossing up the corpses of German soldiers. Townspeople told them that the Germans killed in raids had been indiscriminately dumped into bomb craters, and the holes had been filled and the track relaid over them. The G. I. railroaders had to rebury all the corpses before they could resume work on the yard.

While tracks and yards were being put in shape, increasing quantities of captured engines and rolling stock were also restored to operation. More than 30,000 box-cars, flatcars, gondolas were taken over by the Second Military Railway Service. Captured railway cars came from all over Europe. Many were badly damaged. But strenuous efforts were made to use anything that rolled.

Some of our finds were surprising. Fifteen locomotives in Cherbourg had come to France from the United States in World War I. We captured engines as old as Austrian small-switch 0-6-0s, vintage 1865, and as new as 1944 German models. A special prize was a train of streamlined cars from the speedy Cherbourg-Paris run.

Repairs were handled by the Railway Shop Battalions. Most of the roundhouses and car shops had been severely damaged by both Allied bombings and enemy demolitions. One battalion was assigned a shop which had been thoroughly gutted by fire. The men had little light and no power to work with; they had to do everything by hand—coal the engines, carry water, turn the huge locomotive wheels. And yet during the first week they repaired thirteen locomotives a day; double that number the following week.

The ferrying program that began in 1942 involved the prefabrication and mass shipments of railway stock on an unprecedented scale. More than 1,300 Diesel and steam engines were sent from the United States to Great Britain and stored there for the invasion. At the same time more than 20,000 railway cars, prefabricated in the States, were transported to England in knock-down sections. They had been assigned solely for Continental operation—most of them with four instead of eight wheels and a hook and turnbuckle type of coupling mechanism, which allowed them to be used with European models. They were put together in England by the rail-

roaders, who later ran them in France. Once the invasion started, they crossed the Channel on converted LSTs, barges, coasters, and "sea trains," two large freighters built to transport rolling stock.

An LST usually carried twenty twenty-ton boxcars. Coal tenders and gondolas crossed the Channel filled with coal. The two sea trains—Lakehurst and Texas—accommodated not only the physical equipment of a railroad, but also troops to run the trains. Each sea train had three decks, each deck lined with three rows of track. The ships carried large winches, capable of unloading all equipment on board, and special slings for the engines and cars.

COMMUNICATION repairs were difficult. The Germans had cut the telephone lines, sometimes at every pole along the road. They had ripped out switchboards, chopped them to bits. So much territory was liberated so quickly that it was at first impossible to undertake reconstruction of the whole maze of telephone and teletype network. Only a few lines were strung; for the rest, reliance was placed on jeep couriers and on ten mobile high-powered radio sets which were set up at key points between Cherbourg and Belgium.

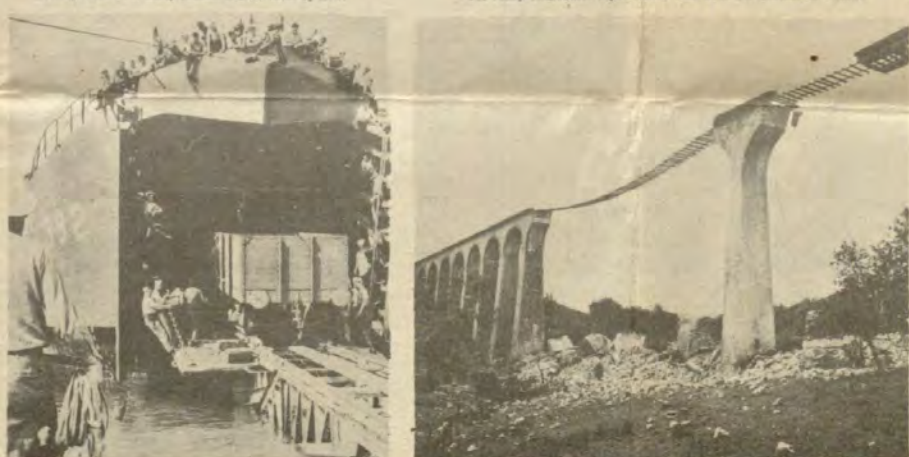
Despite the hazards and complications of combat, the trains kept running, with the lines manned by veteran railroaders from practically every major road in the States. The procedure was normally for a civilian line to sponsor a shop or operating battalion, which meant that it furnished the key officer and enlisted personnel. Brigadier General Clarence L. Burpee, general manager of the Second MRS, came from the Atlantic Coast Line Railroad. Brigadier General Carl R. Gray, Jr., commander of the First MRS, was formerly vice-president of the Chicago, St. Paul, Minneapolis, and Omaha Railway. Among the other parent roads were the Santa Fe, Pennsylvania, Southern, Baltimore and Ohio, Reading, Chicago and Northwestern, Union Pacific, Louisville and Nashville, New York, New Haven and Hartford, Norfolk and Western, Illinois Central.

Major General Frank S. Ross, chief of Transportation in the European theater, has said: "Our achievement has been made

(Continued on page 84)

One not in the book! To get 20,000 railway cars to Europe, the G. I. Casey Joneses ferried them by LST.

A cat couldn't run across this bridge after the Germans wrecked it, but Army railroaders repaired 172 like it in six months in France.



THEY KEPT THE ARMY ROLLING

Continued From Page 31

possible only because the American railway corporations, individually and collectively, have sacrificed trained manpower . . . with no expectation of reward other than the satisfaction of doing their bit to support the American soldier driving forward to victory."

After training in the States, most of the railway units went to England. There they assembled the prefabricated rolling stock sent over from the United States, serviced locomotives, helped the British run their congested rail yards. The first contingent of the Second MRS came to France on June 17. Eventually more than 20,000 Army railroaders arrived on the Continent.

The men lived, as well as worked, on the rails. On a run the crew's home usually was a caboose, or "crummy." These have bunks and a stove. On some trains the crew had to do its housekeeping in the locomotive cab. The boys fried eggs on the coal shovel, steaming it over the injector, drank water from the engine tank after purifying it with pills, even took baths in the tank.

Headquarters of a Railway Operating Battalion is usually on wheels. This saves a good deal of time setting up shop when the outfit moves to a new location. A headquarters train includes repair shops and offices as well as living quarters for officers and men, mess, shower, and latrine cars. The 72nd Railway Operating Battalion, when it was stationed on the Normandy peninsula, had a mobile chapel which ran from Cherbourg to Lisieux, stopping to hold services for each of the outfit's seventeen detachments.

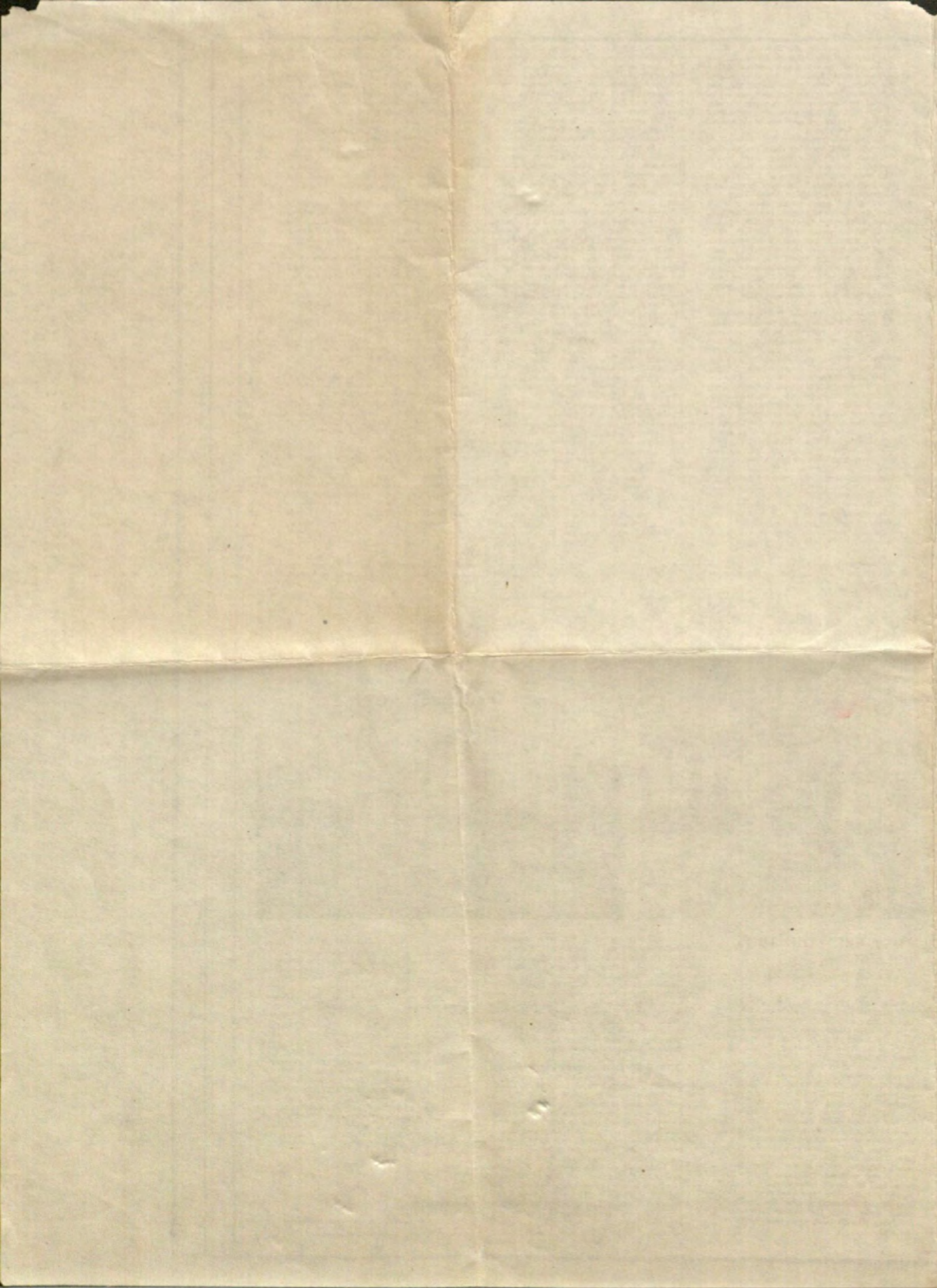
FROM the start of operations in France, the G. I. were aided by French and Belgian railroad workers. Many such workers were had the job as soon as the Germans departed; others had taken to the woods—sometimes after conking the German railroad guards over the head—and had to be sought out. Our men found whole shop crews in shelters near bombed roundhouses. Official policy was to reinstate native employees in their old jobs. G. I. engineers frequently rode the same cab with Frenchmen. At Rennes, the day the First Army railroad men arrived, 1,000 French workers were hired to clear away wreckage and repair tracks. As railway conditions returned to normal, many rear echelon lines were returned to French operation.

The G. I., however, did all the "combat railroading." Many train crews were on the run for as long as seventy-two hours at a time. One block controller remained at his telephone for ninety-six hours without relief.

After herculean efforts, the railways were running on clockwork schedules. Daily ration trains operated to the Third Army front, taking the place of trucks. In January the Army announced five new daily passenger runs, linking Paris with Dijon, Brussels, Rennes, Le Havre, and Nancy. A daily top-speed priority-freight haul—the Toot Sweet Express—began the 500-mile run from Cherbourg to Belgium. The last three months of 1944 saw 3,500,000 tons of freight carried by 8,500 trains of the Second Military Railway Service alone.

The Army railroaders are proud of that record. For they know that their efforts have contributed in no small part to the smashing Allied advance which outlasted the blitzkrieg itself.

—THE END



INDIA -INK-



PRESENTED. BY. 259th S. S O.

259th Inf. presents

„INDIA INK“

Produced & Directed by T/5 Jerry Shepherd

Cast

Interlocuter Pfc. Stanley Mack

End Men

Pvt. George Klatzko

Pfc. Kenneth Hibler

Pfc. Jerry Wilkins

S/Sgt. „Red“ Nolan

Company

Pfc. Stanley Amster

Pfc. George Benson

Pfc. Paul Murphy

Pfc. Paul Rubenstein

Pfc. Joseph C. Flora

Pfc. Frank Root

Pvt. William Duclos

Pfc. James D. Reynolds

Pfc. Duncan McLeod

Pfc. Fred A. Beede

Pfc. Charles E. Bandi

Pfc. James H. Blodgett

Music by

Pfc. Harry Goodman and his 259th Orchestra

„INDIA INK“

PROGRAM

Opening „Bring Back Those Minstrel Days“
Stanley Mack & entire company

Introduction of End Men-Klatzko-Wilkins-Hibler-
Nolan

Dance Solo-Root

„Hotel Scene“ Wilkins-Noland-Duclos

Banjo Solo-Bandi

„Pepsi Cola“ Flora-Noland-Amster-Rubenstein-
Root

„Sweet Georgia Brown“ Wilkens-Quartet McLeod-
Reynolds-Amster-Blodgett

„Breaking in a Horse“ Mack-Klatzko

„Shine on Harvest Moon“ Blodgett

Interruption Wilkins-Noland

Song „I Like You“ Music Harry Goodman
Words-Jerry Shepherd

„Sing You Sinners“ Solo-McLeod Dance-Root-
Duclos-Entire-Company

Song-„Blues“-Klatzko

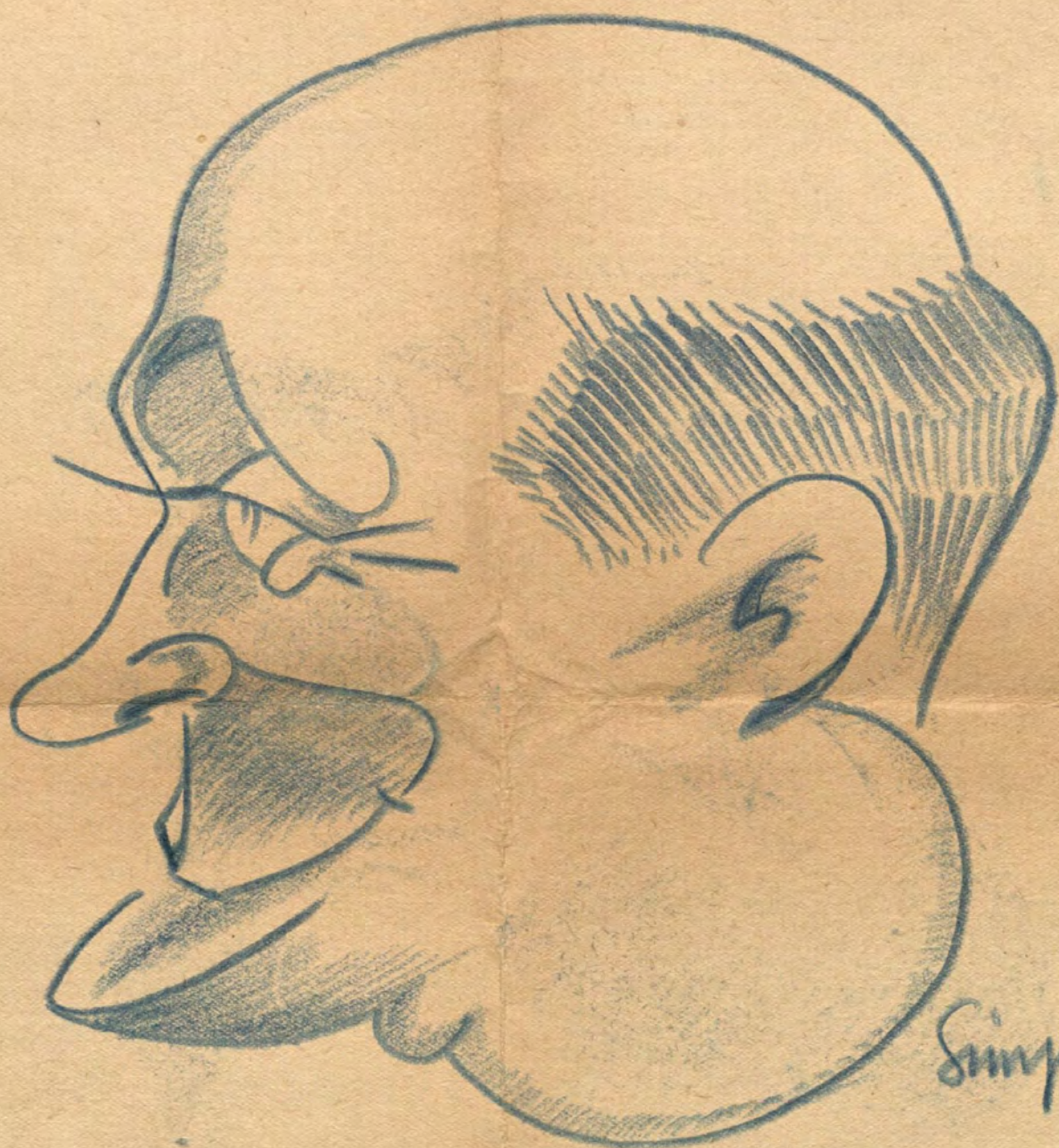
„Getting Arrested“ Noland-Hibler-Duclos-Amster

Finale „Grand Old Flag“ Entire Company
-Interlocuter -End Men

FINIS



Franz Kling, Linz



Simpson
/45

LINZ, AUSTRIA

RED CROSS DONUT CENTER

4 AUGUST 1945.

THE STARS AND STRIPES
magazine

Vol. 1—No. 13

Sunday, Aug. 26, 1945



Home Is the Soldier

A Corner for Comment

A RECENT Stars and Stripes story which reported that State Department jobs will be available to servicemen who meet certain educational and linguistic standards prompted a letter from Lt. Col. Robert J. Levy, USFET Mission to France, who offers a plausible basis for establishment of a training program for diplomats and civil servants after the war.

Col. Levy feels that servicemen, who have been told what benefits they may expect now that the war is ended, have not been made conscious of their further obligations in assuring continued peace and progress around the world. GIs who have seen foreign peoples at close range and observed the necessity for close co-operation and understanding between nations, are ideally suited, the colonel points out, to take places in government jobs of great importance.

"A dynamic program is needed," he writes, "which will attract a reasonable proportion of our ablest men and women to government, by offering special instruction and positions of trust in government to those who are persuaded that their government needs them as much in peace as it did in war."

Saying also that such training and schooling should be open to all people of ability—not just ex-servicemen and women—he suggests key points for a program which our government might adopt:

1.—At demobilization centers in the U.S., servicemen might be given lectures, be shown motion pictures along the lines of the "Why We Fight" series, pointing out the importance of responsible and able men and women entering the government service at home and abroad. Specific instructions should be given as to when, where, and under what conditions this training and schooling is available—along with the types of positions which can be expected upon completion of the courses.

2.—Certain prescribed courses in public administration to those taking advantage of educational opportunities under the GI Bill of Rights. He further suggests lectures by visiting statesmen and diplomats. Those who complete instruction would be given preference for government jobs.

3.—Establish scholarships to allow study both in U.S. universities and universities abroad for those especially well qualified and conversely, establish scholarship funds

for other United Nations students who wish to study in the U.S. Special scholarships are suggested in such fields as foreign economics, finance, commerce and public health, these courses to be taught by outstanding men in the respective fields.

4.—Properly publicize the people in the field, and their accomplishments, to urge progress to higher jobs, and at the same time to allow those in upper brackets to recognize candidates most deserving of promotion.

Pointing out that such training would bring great benefits to the U.S. both in prestige and economic position, Col. Levy concluded: "The war effort has been staggering to all. Success was assured through skill in the training and employment of millions of men." Certainly no less an effort should be made to develop the skills and use the abilities of American men and women "after we've fought."

THE Corner for Comment last week carried a cartoon which failed to credit the artist, Cpl. Ben Eisenstat, APO 117. Our apologies to the corporal. Another of his cartoons appears herewith. O.K?



"Why must they be so undignified and whistle like that?"

From Germany comes a letter from a captain who managed entry into neutral

Liechtenstein, a small principality which lies between Germany and Switzerland. Since Liechtenstein was a Swiss protectorate, it was never invaded by the German armies. Referring to Thom Yates' story on Switzerland (Aug. 19 Magazine), in which Yates reported that U.S. and Japanese diplomats in Bern snubbed each other, the captain offers this story. A wealthy resident of Liechtenstein traveled to Bern and went apartment hunting there. One of the apartments shown him was formerly occupied by the Jap legation. The Japs finally moved, the real estate agent said, because the American legation stood on one side and the British on the other, and the Japs felt that they were subject to direct espionage from neighboring windows.

IN gathering material for the story, "What About Army Courts Martial?" on Page 8 of this issue, George Dorsey attended the trial of a Negro soldier charged with the VE-Day murder of a French civilian. Although he uncovered evidence of more than one miscarriage of Army justice in the course of his investigations, our reporter was impressed with the fairness of this particular court. The president of the court was a temperate man with wide judicial experience and the defense counsel obviously knew his way around a courtroom. In fact, the case for the defense was more ably presented than that offered by the Trial Judge Advocate, who had the preponderance of evidence on his side but seemed to have a limited legal background. In one instance, the court president took over the questioning of a witness to bring out a piece of evidence the TJA had not been able to clearly establish. The trial resulted in the soldier being found guilty of manslaughter and sentenced to ten years. This sentence was subject to review by the commanding general, who might cut it down but was powerless to lengthen it.

Dorsey also discovered that one base section made a policy of choosing officers for court-martial duty who would be truly representative. That is, officers were picked from all branches of service—ordnance, quartermaster, artillery, signal—in order that a well-rounded group might sit on each court, men who know the in-

dividual problems of each branch of the service.

THE seven WAC faces we ran on the back page last week ("A woman's face is the Army's fortune") attracted quite a bit of attention, mostly on the Lonely Hearts angle. The first letter to plop on the editor's desk was from a Belgian who identified himself in the European fashion only as H. Lorquet of Brussels, who works for the American forces. H. Lorquet asked for the address of Pfc. Dawn Thornton, of Hammond, Ind. "If the young lady does not mind, of course," he added with continental gallantry. "I would like very much to correspond with her," he said anxiously. Not being one to stand in the way of such a demand, the editor forwarded the missive to Pfc. Dawn Thornton. The next move is up to her.

Writing from Camp Chicago AAC, Pfc. Charles A. Leonard, of the 75th Division, was interested in the whereabouts of another of the back-pagers, Pfc. Phyllis Siegel, of Morristown, N.J. "Being from Morristown myself" was the excuse for the request. Pfc. Leonard and Pfc. Siegel should have quite a hit to talk about. Phyllis hit again when a civilian woman walked into the office asking how to get in touch with her. "She has the same last name as I have," the woman explained, "and since I have relatives in America, perhaps we are related." Undaunted at learning that there were thousands of Siegels in America, she set forth to find Phyllis.

THE STARS AND STRIPES

Magazine

Printed at the N.Y. Herald Tribune plant, 21 Rue de Berri, Paris, for the U.S. armed forces, as a supplement to the daily newspaper, under the auspices of the Information and Education Division, USFET. Tel.: Elysees 40-58, 41-49, Ext. 14. Contents passed by the U.S. Army and Navy censors. Entered as second-class matter, March 15, 1943, at the Post Office, New York, N.Y., under the Act of March 8, 1878.

Photo credits: Pg. 1, INS; Pg. 3, INS; Pg. 4, Gudmunder Hanneson; Pg. 5, Keystone; Pg. 6, INS; Pg. 9, OWI, Rolo Sadag-Geneve; Pg. 10, 3908 Sig. Photo Bn., Melvin Weiss, Bruno; Pg. 11, Gudmunder Hanneson; Pg. 12, S. Ashen-Brenner Jr.

THE COVER

Pfc. Charles Ribaud of New York City, a recent vet arrival in the states, gets his first drink of real milk in 16 months.

Vol. 1, No. 13

Letter from America

THEY haven't invented a yardstick yet to measure accurately just what the end of a world war can mean to a home front like ours, a thermometer to catch the terrific feeling of warmth and happiness that gushed forth with the black headlines that wrote a finish to the war with Japan. It's difficult to measure the elation which goes with Victory—a mother taking down the service star in the window, knowing that her son is coming home, the quickened step during the rush hour of the stenographers whose boy friends will no longer be simply postmarked memories, or the war-worker who may now drive into a filling station and say the magic phrase, "Fill 'er up?"

Let's single out one American and see what last week meant to her. We'll measure her smile against the one that served during the war years. We'll try to understand why she smiled in the kitchen while a ham cooked in the oven Sunday. And we'll try to judge the terrific change which has taken place in the U.S. now that the fighting men have given our people the greatest present ever received—overwhelming and final victory.

Mrs. Evelyn B. Schmitt lives in a small village near Greenwich, Conn. She is 47 years old and a schoolteacher. Her son has served nearly four years in the Army and will soon be home from Europe. She finds it hard to believe that the war is actually over. There is, she feels, a great relaxation in the U.S. now. A satisfaction, too, which goes with knowing that the home front has outproduced the world in this war and won. Common ordinary things like canned fruit juices, absent from civilian stores for months, now are available, along with other food which people have done without.

MEAT still is on the ration list, but pork and bacon are reappearing. And bacon has been a scarcity for more than two years. Gasoline no longer is rationed

and every highway is a train of cars, stretching and yawning as though waking up.

The girls are overjoyed at word that cosmetic taxes soon will be lifted, and nylon which has gone for parachutes will again cover slender legs. Tired of using liquid suntan lotion, America's ersatz stocking, the girls consider this one of their greatest rewards.

Ration books, once more valuable than dollars, now are torn up like so much con-

fetti or tucked away in a drawer for souvenirs to be shown to the grandchildren. Plenty of gags are making the rounds concerning the butcher, the baker, the grocer, and local retailer who were tin gods and miniature dictators during the war and now are just people looking for a little business.

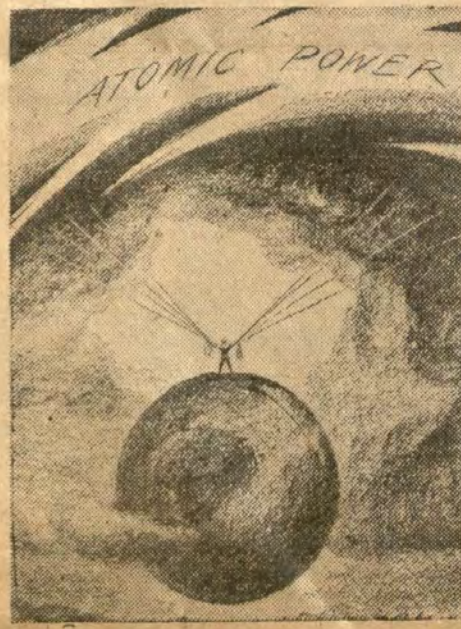
Mrs. Schmitt, like most Americans, really feels that World War II was a lesson to all mankind and that the years of sacrifice in lives, sweat, and tears won't

U.S. Cartoonists Comment on Atomic Energy



Future Experiment

Knott in the Dallas Morning News



Little Man, Where To?

Fitzpatrick in the St. Louis Post-Dispatch

go down the drain when politicians disagree or factions fail to work together.

THE young girls have an eye out for the young men in sports clothes who wear the gold discharge button in the lapel. To them, the end of the war is the end of a famine that has made the war years a mixture of long hours in war plants and an almost exclusively female society. They spend most of their time now wishing that the fellows overseas would hurry home to them.

Mrs. Schmitt and other mothers just can't explain now much it means that their sons are coming home. They can't stop talking about the wonderful home-cooked meals they're planning for the sons—and no one can ever convince a mother an Army mess sergeant has the faintest idea about how to cook for her boy. It's everything to them—bigger than all the other things that go with Victory.

Many other homefronters want to hear about the war firsthand from the men who fought and won it. Some of them think it would be a good thing if the GIs would talk about their experiences, for it might bring the civilians closer to the horror and reality of war. Unfortunately, some others who want GIs to talk are simply interested in satisfying a morbid curiosity about war. The general opinion among civilians is that returned vets don't care to talk about the war in detail, and most of them understand and don't press the conversation in that direction. They just let the boys talk about whatever they want.

THE absence of casualty lists in newspapers—a grim reminder of the war's terrible cost for years—is another great addition to the realization that it really is over—civilians pinch themselves and smile broadly.

Homefronters hadn't developed a yardstick, a thermometer, or an atomic-age gadget to measure the change that Victory made in the first week. But any soldier who watched someone like our neighbor, Mrs. Schmitt, tenderly remove the service star from the window, gaze at it for a long moment, and then place it carefully away in a chest for good would have said Victory's biggest, most important aspects had nothing to do with rationing, shortages, or nylon stockings. It was a combination of love and human emotions that will persist long undoubtedly after atomic bombs are obsolete.—France Herron.

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