

Thursday, Sept. 28th, 1944.

Florence, dearest,

There is so much to relate and write about, but we are permitted to reveal so very little that you will have to be satisfied with letters which seem vague. We are still at sea, and the voyage up to this point has been blessed with grand weather and calm seas. Of course it is beginning to become a bit tiresome, but there are indications that perhaps the greater part of the journey has been covered. I feel fine physically, and not worried about myself. Naturally I know how you feel about all this, but be assured that all will turn out well. There is little we can do about the deal so let's both of us determine here and now that we will be brave, stolid and patient; and then of course, let's not forget the "mustering-out" pay.

A trip such as this is the genesis of many incidents and anecdotes that will sound both amusing and ludicrous, but are actual facts. Believe you me it will take years to cover all of them, and when this is over, and I am once again an American citizen enjoying freedom and the pursuit of happiness, I will devote the balance of my life keeping you and ours in laughter. So look at whatever bright side you can find, and for Pete's sake don't worry.

I have not written more often recently because all these letters would have to await our arrival at a port. However once we land and the situation clears I will endeavor to write often. I suggest you advise some of our friends that it may be difficult for me to write or even to reply to their always welcome letters, but I do wish those who so desire to continue writing. From the best information I can obtain the quickest way to send mail is via air mail. It costs six cents to mail a letter to a soldier overseas, and I recommend you forward your letters to me in that manner. V-Mail is slower and I can't wait that long for your letters.

There are many questions I want to ask about you, Jimmy and the folks, but I know that as soon as your mail catches up with me all those queries will be answered. Do let me know how Eleanor's finger is coming along, and if Joel is holding his own. Also advise me the quotations of our security holdings as I may suggest the sale of some of them. I am anxious to learn what happened to Richard Pincus, and how is Max taking it. It is expected that we may receive a different APO number later on, so watch my letters announcing it.

I hope you ^{HAD} a party for Jim's birthday, and that you were able to run those new films. If you did I'm sure you were thrilled by them as I was. Those wonderful weeks you and he spent with me

in Minnesota certainly did much for all of us. Those bags of pop-corn and gallons of root beer, ice cream sundaes at Bridgman's, the Viennese nights at the "Pop" concerts, fried chicken at Lee's, and those memorable Sundays spent in the parks, all these things produce a nostalgic feeling which I know you share with me. The short walks we enjoyed evenings, when we perambulated hand in hand embraced in a feeling of oneness. There will be days and evenings such as these again, my darling, and we will really never let go again.

Enclosed you find a copy of the daily publication aboard this ship. This paper is published daily but this is the only copy we have been permitted to forward. I am sure you will find it interesting reading, and I will thank you to please preserve it until my return.

Hope this finds you and Jim in excellent health and spirits. Please kiss the little fellow for his G I daddy, and have him kiss my sweetheart for me. My very best to everyone, and keep smiling

As ever,

George

P.S. This is the second letter I have written aboard ship. Please acknowledge all my mail by referring to the date letter was written.

Geo.

2170 2171

CAPTAIN ALBERT P SPAULDING
Master of Ship

COLONEL IRVING ODELL
Transport Commander

THE KHAKI-FLASH

Thursday 28, September 1944

Somewhere at Sea

Number 8

TEC 5-FRANKOWIAK-WINS-CONTEST

MEMORABLE VOYAGE NEARS LAST PHASE

By 1st Sgt. Albert W. Spratley

ALTHOUGH IT IS NOT COMMON KNOWLEDGE AS TO JUST WHEN, WHERE OR WHAT TIME WE WILL GET INTO PORT, IT IS GENERALLY KNOWN THAT THE MAJOR PORTION OF our voyage is over and that soon we will not only see land again but will be arriving at our destination. The frequent appearance of land birds has been a harbinger of the much information at least.

It has been a lengthy voyage and more of less dull except for the actual novelty of crossing the ocean. The very fact that it has been dull and without incident is mute testimony to the prowess of our crew and the mysterious figure that commands the bridge, Capt. Albert P. Spaulding, the ship's master.

It is a natural tendency to accept things as a matter of fact and such certainly holds true in this case. We have all accepted our safe and uneventful crossing as matter of course and let it go at that. Few realize the different mechanics that must function so perfectly without error to make that safe crossing possible. From the bridge to the engine room the efficient crew of this ship have gone about their respective duties unobtrusively but with a necessary sureness that has actually made the writing of this possible. In the thick fog we encountered shortly after embarkation the efficiency of our crew was tested to the nth degree but we came through it and accepted it as routine. Few knew that the Captain spent the whole night on the bridge while we slept serenely below.

It seems only natural and fitting that in the souvenir edition which so many of us will keep and cherish that we extend a unanimous vote of thanks and approval to the men whose training intelligence and devotion to duty have carried us safely through our voyage.

TEC 5 FROM 0548 SS
SENDS IN BEST NAME
FOR SHIP NEWSPAPER

SELECTION OF A NAME TO REPLACE
THE CONVOICE FROM ENTRIES IN THE NAME
CONTEST

SELECTION OF A WINNER IN THE CONTEST FOR A SUITABLE NAME FOR THE SHIP'S NEWSPAPER WAS MADE LATE YESTERDAY BY A COMMITTEE FORMED BY THE SHIP'S MASTER Captain Albert P. Spaulding, the Transport Commander, Colonel Irving Odell and the Deputy Transport Commander, Lt. Col. Frank E. Cheshire.

The name which graces the top of this souvenir edition was chosen from approximately thirty names submitted. Following are the winning names and the lucky entrants:

FIRST PRIZE: \$5

"THE KHAKI FLASH"

Tec 5 Ben Frankowiak 0458 SS

SECOND PRIZE: \$3

"THE BULKHEAD NEWS"

Pfc. Carol Fenyo 0458 RR

THIRD PRIZE:

"URUGUAYAN INTERLUDE"

Sgt. Dallas J. Irwin 0458 SS

The contest was promoted due to the fact that previously every group publishing the paper had selected their own individual name for the paper. It was decided therefore to find a suitable name by means of a contest and every new task force would be required to use that name if they published the paper.

It is indeed a signal honor and the winner can feel proud to know that he has established something aboard this ship that will exist after he has left.

This voyage is one that will remain in our memories for the rest of our lives. Any contribution we can make to her is not more than she deserves.

SOUVENIR

EDITION

PART OF BRITISH DIVISION RESCUED

ALLIED FORCES LAND IN
ALBANIA TO TRAP NAZIS

Airborne Troops Also
Make Landings On
Yugoslav Isles

ROME: IN A MOVE TO TRAP LARGE GERMAN FORCES IN THE BALKANS AND THE EASTERN MEDITERRANEAN, ALLIED SEABORNE AND AIRBORNE TROOPS HAVE LANDED IN ALBANIA AND on the islands off Yugoslavia the Allied Command announced Wednesday. The landings squeezed some two hundred thousand Germans in Hitler's crumbling Balkan flank between the Russians on the North-east and the Allies on the Coast.

Flee to Reich

In the interior, partisan forces hacked away at enemy units attempting to flee into the Reich over tortuous mountain passes. At the same time Allied warplanes and naval vessels continued their attacks against enemy transports attempting to evacuate German garrisons from the Aegean Islands.

Rome: American troops knocked from hard won positions on the west spur of Mont La Fine south of Bologna by a German counter-attack fought Wednesday night to regain the ground as other Allied forces made slight gains on the Italian front.

Personnel Expended

The Americans were driven from their positions on Mont La Fine Monday night the Allied Command said Field Marshal Kesselring used elements of three or more divisions supported by a powerful artillery barrage in the counter attack. Headquarters said the German Commander had expended his personnel liberally to achieve his objective.

THIS PAPER HAS BEEN
CENSORED BY CAPT ALBERT
P. SPAULDING, MASTER OF
THE SHIP AND CAN BE
SENT HOME.

TRAPPED BRITISH DIVISION
WITHDRAWN FROM POSITION:

Assault Boats Rescue
Remnants of Heroic
"Red Devils"

SHADEF: EXHAUSTED SURVIVORS OF THE HEROIC BRITISH FIRST AIRBORNE DIVISION HAVE BEEN WITHDRAWN FROM THE NORTH BANK OF THE RHINE AFTER A HECTIC FIGHT FOR EIGHT days near Arnhem. Field dispatches however declared that the deep Allied Corridor into Holland was now firmly held and being rapidly expanded.

GERMANS FALL BACK

Germans forces apparently despairing of wiping out the corridor, fell back across the Amersfoort river a few miles before the Siegfried Line it was reported for a determined stand against an invasion from Holland. In northeastern section of France, the American Third Army launched a violent and initially successful assault on a main line for guarding Metz.

"Red Devils" Rescued

The rescue of the Red Devils or rather what was left of the crack division was made Monday night by assault boats of the main British Second Army plying across the quarter mile wide Rhine. Some troops even swam across the muddy torrents. The announcement was held up for forty-eight hours by a news blackout at the request of Field Marshal Montgomery.

British Anxious

The British public waited anxiously to learn the number of survivors of the gallant band that for eight days and nights thrilled the Allied world with its standing against overwhelming superior enemy forces as it tried to hold open a gateway to the vital German Ruhr.

(A broadcast by David Anderson of NBC from the Western Front said at least 2,000 men were evacuated with 1,200 left behind wounded.) The normal strength of a British airborne division is 9,000 men.

FLASHES

London: An increasing measure of control will be handed over to the Italian administration as a result of conferences between Pres. Roosevelt and Prime Minister Churchill. A joint statement recently said the Italian people, freed of their Fascist and Nazi overlordship have in the past year demonstrated a will to be free to fight on the side of the democracies and the United Nations.

Rome: Archbishop Spellman of New York returned to Rome Tuesday after an extensive tour of the battle fronts.

It is said that at the last conference between the President and Prime Minister Churchill, the two leaders discussed plans for a final concentrated blow at Germany and also talked over ways and means of keeping Eleanor out of the crossfire.

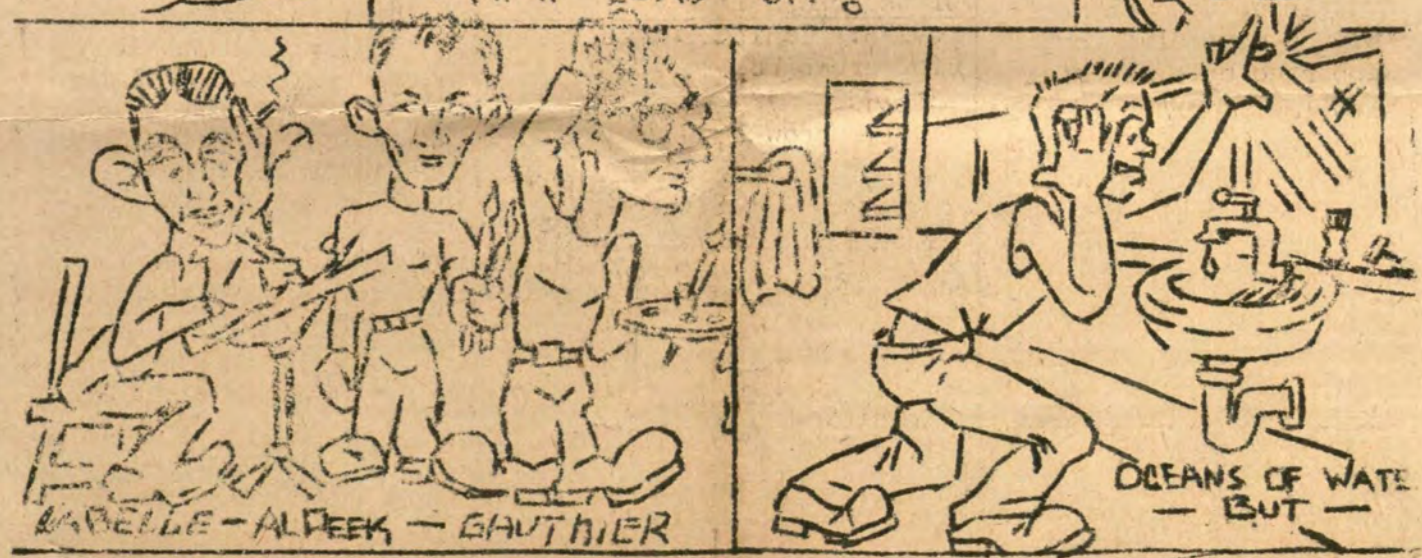
MOVIES: Tonight at Mess Hall for areas P8, P9, P10, B1, at 2030

Tomorrow 1200 for areas B2, B3, B4, D1.

BOXING: Tomorrow 1430 Promenade Deck

RELIGION:

Catholic Mass Daily 1215 in Officer's Lounge
Confessions before and after also between 1630 & 1730 in Transport Chaplains Office.



NINE BOUTS PROVIDED FOR FANS

BOXING

BASEBALL

WEDNESDAY AFTERNOON ON THE PROMENADE DECK, ATTENDANT GIs WITNESSED A TOP-NOTCH PROGRAM OF BOXING MATCHES. THE FIRST BOUT WAS FULL OF ACTION AND WAS THE CRITERIAN FOR EIGHT MORE BOUTS OF THE SAME HIGH CALIBER. RUSSELL AT 160 AND ROBERTSON AT 155 STARTED THE PROGRAM WITH A fast contest that ended after 55 seconds on the second round. Robertson recieved such a banging about the head that he was forced to concede the fight shortly after the opening of the second stanza to avoid further punishment.

2nd Bout

In the 140 lb class, Custer and Michaelson fought a good straight match with the latter getting the nod. Although it was Custer's fourth bout of the voyage hsi latest opponent outclassed him.

3rd Bout

Short and sweet this 160 lb class contest ended in 50 seconds when Cofield recieved several hard hits to the head with Taylor on the giving end. Cofield was smart in refusing to take more punishment from the heavier Taylor.

4th Bout

Taylor, the winner of the last bout was challenged by Gross also in the 160 lb class but managed to outpoint him to get the nod from the judges. Good hard hitting bout.

5th Bout

This was slower match with nothing displayed except technique. Gamble won on points form Schwartz. Both were in the 165 lb class.

6th Bout

Dayo, the referee of the first bout aboard ship and Wormly, both at 170 lbs put on an exhibition contest. Both of the contestants had previous ring experience and put on a good show. No decision.

7th Bout

In the 155 lb category Gerski took on Knight and won on points. The loser displayed a lot of gameness and hung on though he was hampered by a bleeding nose in the second frame.

8th Bout

Seymour and Villezmez fought in the 145 lb class. A fast bout which brought the latter down on one knee in the first round. Seymour was awarded an unpopular decision.

9th Bout

Johnson who has fought on every card so far had as his opponent this time Zdzinicki who was as tough as his name is to pronounce. Johnson was given the decision. Both were in the 170 lb class. Following the bouts an exhibition of tumbling was given by Gauthier and Gilbert.

Capt. Strieff was the third man in the ring and as usual was active and did a fine job. Judges were Lt. Cudworth and Tec. 5 Bolikar.

Another program is scheduled for Friday afternoon at 1430.

AMERICAN:

Detroit	6	Philadelphia	0
St. Louis	1	Boston	0
New York	9	Chicago	5
Washington	8	Cleveland	3

NATIONAL:

Cincinnati	8	New York	5 1st
Cincinnati	6	New York	4 2nd
Pittsburgh	6	Boston	2
St. Louis	8	Brooklyn	7
Chicago	15	Philadelphia	0 1st
Phila.	10	Chicago	1 2nd

BITS OF THIS'N THAT

GIs in the ship's dispensary tell of the soldat that was brought down to them for treatment of a bad bump on the head. It seems he sleeps in a top bunk and was catching forty winks the other morning when the big guns opened up for target practice. Surprised he sat straight up in bed. Workmen repaired the ceiling immediately after.

Imagination is a great thing and according to the censors of our mail, some GIs aboard this ship are really gifted along this line. For instance one enterprising writes home that a school of whales have been following us for several days and their "water spouts are plainly visible from the deck". Page Ananias please.

IN ALL SERIOUSNESS WE WISH TO EXTEND sincere thanks to the men who have given their time to bring this paper to you. The cartoonist, Pvt. Gauthier who kept you amused with each issue and his two assistants on this souvenir edition, Tec 5 La Belle and Sgt. Peek. We think they did a swell job. Our typist Pfc. Roberts has also spent many an hour waiting around for us to get the thing made up and then did a fine job of cutting the stencil. In troop headquarters as busy as they were, Pfc. Keel, Tec 3 Hulbert and Pvt. Newman still managed to find time to run the paper off on the mimeograph for us. To one and all, we Lt. Stephens and myself thank you.

DON'T FORGET THE BIG AMATEUR SHOW TONIGHT AT 1730

PRIZES

PRIZES

THE STAFF

Editor- - - 1st Sgt. Albert W. Spratley
0458 BB

Cartoonist- - - - - Pvt. Guy M. Gauthier
0458 rk

Typist- - - - - Pfc. John E. Roberts
0458 Ark

Commissioned Advisor--Lt. Russell M. Stephens
0458 SS

"Tomorrow
the
World!"



SURE, IT'S GOING TO BE HARD
TO GET USED TO SLEEPING
IN A BED AGAIN. IT CAN BE
DONE—BY EASY STAGES

Preview
of things
to come...



CULTURE VULTURES NO LONGER
WE HAVE TO DEVELOP A TASTE
FOR THE FINER THINGS....

ORIENTATION COURSES ABOUT
NOMENCLATURE AND HANDLING
OF CIVILIAN GEAR WILL PRECEDE
EACH VETS DISCHARGE



SOCIAL LION
DISCOURSES ON
FOREIGN COUNTRIES
WILL BE DUCK SOUP



war and will be present tomorrow when peace comes."

Government Work

Legislation guaranteeing returning servicemen their old jobs will solve the re-employment problem for many. Many other GIs may prefer to enter government work, particularly because of recent legislation which waives age, height and weight requirements, besides giving other breaks to the ex-GI who will seek some of the 870,000 civil service jobs to be filled during the first five years after the war.

Loan provisions of the GI Bill of Rights will enable many discharged servicemen to realize a lifetime ambition of bossing their own small businesses—a sharp decline in the number of retail stores and service trades since the war's start heightens this opportunity.

gets more and more space on the non-fiction market. After Dixon Weeter treated the whole problem, from the days of the Revolution to the end of the last war, in his "When Johnny Comes Marching Home," Niven Busch has written "They Dream of Home"—the story of five Johnnies marching home from foxholes and beachheads into the grim realities of civilian life. . . . Book of the Month Club selection for November was D. W. Brogan's "The American Character." Brogan, a British professor, tries to explain America and the Americans to Britain. Typical statement: "The U.S. . . . was made by matter-of-fact men with a clear head for bookkeeping."

Come the Revolution, and the New York Philharmonic Symphony will play "encores." Well, The Day has come,

and hep cats. Other Columbia stars: Harry James, Benny Goodman, Kate Smith—and the New York Philharmony. Decca offers some new Bing Crosby, and such odd items as the Los Angeles Philharmony playing "Holiday for Strings" and "Oklahoma," and Jascha Heifetz giving out with "White Christmas."

Life-in-Hollywood-as-usual department: Charles Boyer and Irene in a new, brilliant comedy, "Together Again," with Boyer for the first time relaxing from too much amour; Paramount winding up "Duffy's Tavern" with Ed Gardner, and Bob Hope, terrific as ever in "The Princess and the Pirate." Best movie of the week is Fritz Lang's new chiller-diller, "The Woman in the Window," a psychological melodrama that will make you forget the girl you're holding hands with.

this system two trains going in opposite directions on a single-track line can pass each other without slowing down.

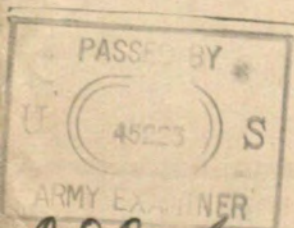
CTC is a train dispatcher's dream. At strategic points along a rail line an operator sits at an electrically-illuminated diagram desk which shows the movement of trains along the line. By the movement of knobs and levers, he controls wayside signals and switches at the passing tracks. With an eye on the panel showing the position of the trains, he throws these switches, and at the same time sets the signal to tell the locomotive engineer what to do—stop, proceed, enter a siding, or leave a siding and move to the next control point.

The whole business is handled on separate wires, without interfering with the regular automatic safety-block signals. And if anything gets snafued with either system, the lights go red to halt all traffic until the trouble can be located.

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C E Carlson

