



Top: Preparation on Rhine boom . . . HQ at Lintfort . . . Award ceremony at Kamp . . . Billets and church at Lintfort
 Bn dispatchers . . . Walker, Gay, Eschebach, Ott, Bruneel . . . Bn Area, Lintfort . . . HQ—"CLEAT"—at Kamp . . .
 Part of S-3 at Kamp—St. Pierre, Midney, Richardson, Badgett and Zielinski . . . Williams, Lanese and Hoger beneath the
 camouflage nets . . . Biggers and assistant work on boom floats . . . Wash day at Kamp.



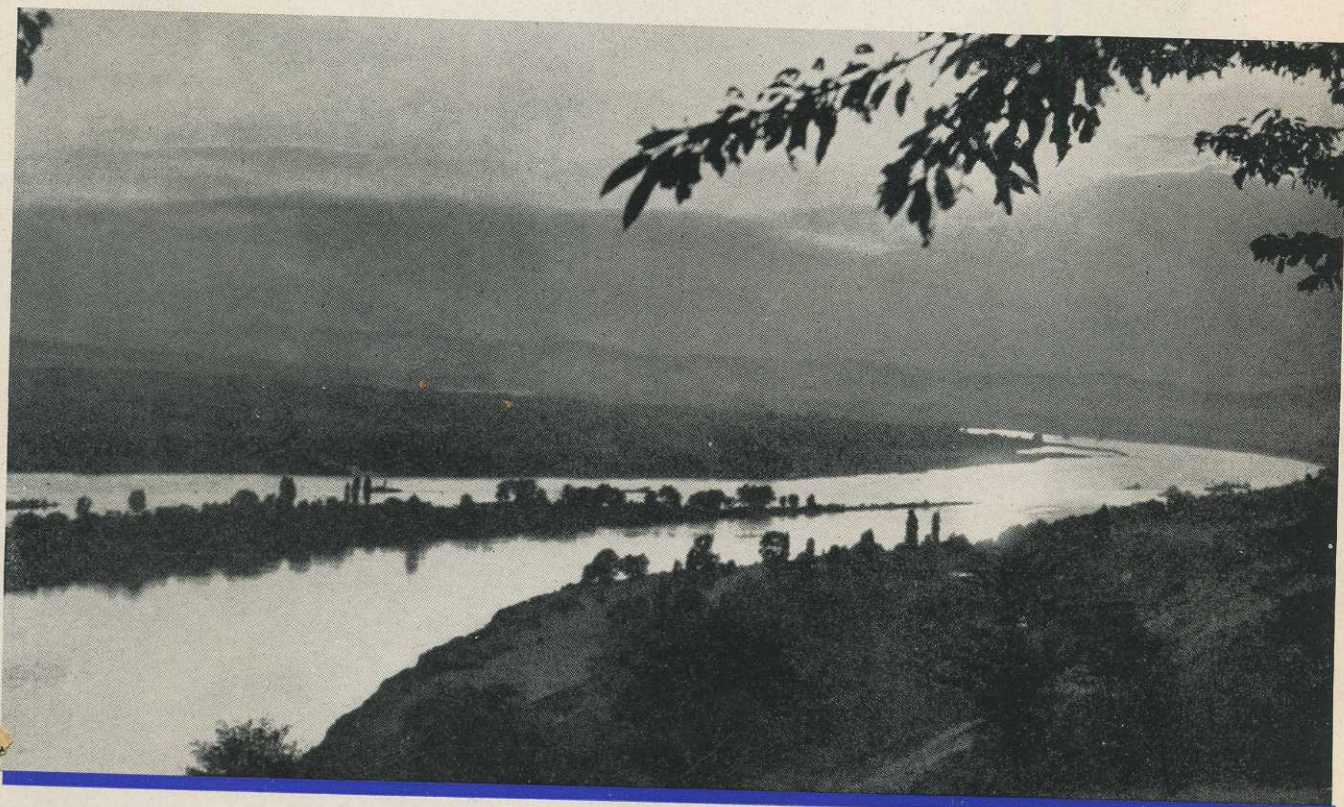
★ *OPERATION FLASHPOINT---Continued*

separated them from the Krauts. Twelve hundred feet that looked like that many miles! Then, after endless minutes, with the men lying on the bottom of the boats and the enemy firing rather wildly thru the smoke screen the boats reached the opposite shore and the infantry started the clean up. It was here that Harris Gould lost his life returning for his boat. Here too, Al Kuiper, Jim Graves and Ed Wood voluntarily returned to evacuate several infantrymen, wounded and stranded on a small island. They were later awarded the Silver Star and Red Rutter the Bronze Star.

While this was taking place the TD's had moved up to the dike and were adding their barrage to the general din. Flares, phosphorus, shells bursting, machine gun and small arms fire—it was as all hell had broken loose. On the morning of March 24th, construction was started on the Bridge in the vicinity of Wallach. Working details were broken into platoons, each platoon to work an eight hour shift. The key to the smoothness and speed of the operation was in keeping fresh men on the job. Wiggins, Hipper and Gregory alternated in command

(Continued on Page 62)

The Rhine—Germany's Impregnable Fortress, Bridged By American Resourcefulness and Guts.





The bridge, pathway to victory . . . Rhine Dike with dug-in tanks . . . Wesel, in the British sector . . . Assault boats after the mission . . . Captain Simpson watches glider trains over head . . . Sunken barges . . . Boom site at Buderich . . . The Jerries even helped.

OPERATION FLASHPOINT---Continued

of the platoons working from the far shore. Work proceeded under intermittent artillery and sniper fire and occasionally jet planes strafed and bombed, but the bridge suffered no hits altho five men were wounded. At approximately 0100 hours 25 March the connection was made in the middle of the river and 1210 feet of bridging was complete, just twelve feet under the longest ponton bridge ever constructed.

In the meantime, work was proceeding on the boom, but non-delivery of

sea-mules necessary to handle the heavy weight in the swift current delayed completion of the work.

Lt. Machen, Andy Sheptak and Alvin Miller lost their lives thru a direct 88 hit on their weapons carrier at the crossroads at Rheinberg.

The job of getting the Ninth Army across the Rhine was an engineering feat in which the 554th played an important part and letters of commendation were received from General Simpson, Corps HQ and from associate units.

An impression of the assault crossing painted by Cec Lantrip.



