TIME FOR TRANSITION FROM

The 1108th’s Newsletter, “The Scoop From Group”,
to

The 6th Corps Engineers’ book, “A Bridge Too Far”,
and 6th Corps Engineers’ Web Pages

(See Editor’s Message on page 2 and Marion Chard Articles on pages 3 thru 10)

REUNION 2007 - PORT HURON, MI
AUGUST 23RD - 26TH
This is the eighteenth regular issue of the newsletter, *Scoop From Group*, since the first one in February 1999. In the February 2007 issue, I said I would continue with the *Scoop* as long as I have subscribers and contributors, assuming my ability and my computer and printer all hold up. Well, the number of subscribers has dropped from 230 in 1999 to the current 49. (It dropped from 123 in February 2007 to 49 in August 2007.) The new article contributions have dropped to zero since the last issue.

While we may be fortunate in only having one veteran join the TAPS list in his issue, I tend to believe that I’m just not getting the word when some of our members die. Also abilities in terms of my energy, my computer and my printer have all suffered. These factors in themselves suggest it may be time to consider closing down the newsletter. But the more significant influence is the waning interest by our people both in attending the reunions and contributing to the newsletter. Baxter Nash’s candid and honest comments (reflected in his “Personals” item in this issue) express pride in our service together but also a recognition that it is time to end active efforts such as traveling to the reunions and writing letters and articles to the Editor. Continuing as in the past is not feasible anymore. Thus, with much sorrow and reluctance to accept the inevitable, I plan to publish the last issue in February 2008. I hope the VI CORPS Engineer’s web site will ease the impact.

I hope you can sympathise with my decision. I encourage all to consider writing some parting remarks which I can include in the “Personals” section in the February 2008 issue. (I have repeated this invitation on the back page.)

I am printing and distributing an updated roster along with this August 2007 newsletter in the normal fashion. I am contemplating continuing the practice of an annual roster update. However, it may be a good idea to expand it’s scope to contain a TAPS section and possibly some kind of report on any group activities such as small local gatherings or visits by one veteran to another (assuming people are willing to inform me about them). I invite readers to submit some thoughts to me on this idea before my preparation of the February 2008 issue. Perhaps some could volunteer to help monitor our members to obtain data on deaths or other significant happenings.

My best wishes to you all.
There are three subjects dealt with in this issue.

- The first addresses the projects of Marion Chard, i.e., her web site and her book in preparation. Both feature the exploits of Combat Engineers. From The Scoop From Group's aging Editor's viewpoint they represent a means by which the 1108th readers can transition from the newsletter (which is going to cease) to another means to keep in touch with our history, authored by a member of a fresh new generation to provide continuity. [Those without web access, have your friends and relatives help you.]
- The second is not so much an article but rather some comments about the several units in the 1108th Group other than the 48th and the 235th. It is unfortunate that we of the original battalions of the pre-1943 48th Engineer Combat Regiment never tried to reach out to the men of these units to have them join us at the reunions and to receive and contribute to the newsletters. [See Page 11.]
- The third item is a pair of stories from the Editor's reserve of articles from Ed Saraniero, previously mailed in but which never got published. They represent examples of the type which Marion Chard is looking for. I will save one or two from the reserve for the February 2008th issue of the newsletter (planned to be the last) and forward the others to Marion Chard. [See Pages 1 thru 15.]

The Web Site and Book on the Combat Engineers

by Marion Chard

Dear 1108th members: Many of you may be familiar with me and my quest for knowledge, but for those who aren't, let me explain who I am, and what I am seeking.

I am the proud daughter of Walter (Monday) Poniedzialek, a 540th Combat Engineer, who passed away when I was merely twelve. I was very close to my father, and WWII always held a fascination for me. When my father died, it not only left me wanting to know more about the war, but the role my father and his unit had played.

Continued on Page 4

A partial view of the Home page of Marion's Web Site (in color on the internet) with links to many other views, including the photo gallery on the Front Page.
I tried several times over the years, but after many fruitless attempts finally struck gold through the wonders of the Internet in 2004. Since that time I have met many wonderful vets, including men from my dad’s unit, and created a website that not only covers the 540th, but all the VI Corps Engineers.

I’m trying to gather as much information, memoirs and photographs from each of you. This information will be used for inclusion on my website and for my up and coming book, No Bridge Too Far. It will be a comprehensive history of the VI Corps Engineers which covers my father’s unit, the 540th, along with the 36th, the 39th and of course the 48th and 235th.

I am looking for anything that you wish to share, anything at all. Your history can be long or short, but what matters to me the most is how you saw the war through your eyes. It is fairly easy to simply dictate facts and times and dates, but personal accounts truly make a book come alive.

Among the memoirs are submissions from Al Kincer. His memoirs will give you a good feel of what I am seeking. Mind you, Al didn’t do this in one sitting, but rather submitted short segments to me as time and memory allotted. Some times I would receive a short story, and other times pages of history in chronological order.

Al’s page is located at www.6thcorpscombatengineers.com/AJKincer.htm For those who don’t have access, I have included an excerpt from his page:

**ARBOIS**

We were moving quite fast through central France when I received orders to proceed to the town of Arbois. It is a small farming town in central France that sits astride a very important communication route. I was expecting to find a blown bridge. To my surprise I found two. I assigned the first and second platoons each to a bridge and split the third between the two. We were to work around the clock to complete the task. One bridge was located in the middle of the town and the other on the outskirts about a mile away. I selected a shed near the down town bridge to set up my C.P. The river was only about thirty feet across but flowed at a very rapid pace. The sides of the river were the concrete walls of the houses. One such house stood at the immediate left of the destroyed bridge. It had a plaque in front of the house but I had no time to translate it into English. A crowd of local citizens formed to watch us work. I saw three men who seemed more concerned in how we were building the bridge than the rest of the onlookers. They came storming at me gesturing at the bridge and at the house at the edge of the river. I could not understand a word but knew that they must have real cause to be so excited. At that time a very attractive lady came to me and stated in perfect English that she would serve as an interpreter. I gladly accepted her offer, introduced myself, and asked for an explanation. She explained that the men were town officials and were concerned that our bridge trestle would cause the water to back up into the house immediately behind us. “Why is this house so important , I asked? “It is the house of Louis Pasteur” she replied “and certainly a National Treasure.” I assured her and the City Engineer that we would take all precautions. I would supervise the construction myself and that I would leave two men to keep a watch for at least two days.
Her name was Madam Rene. She took personal interest in our work and opened her house to the off duty soldiers. They slept on the floors of the hallway and living room. Her home was a welcome haven from the ever present rain. She brought out a bottle of Cognac and six cubes of sugar that she had been hoarding for several years. I insisted that we would not eat her sugar but she prevailed. When the job was finished, I had the mess sergeant provide her with a large amount of refined sugar and enough rations for a banquet. She spoke English perfectly although she had never been to America or England and had very little access to others speaking English. She hated to see us leave and volunteered to interpret for us at other times. We never saw her again but will always be appreciative of her assistance and the good five star cognac.

The plaster wall on the right of the Pasteur House is the bank of the river. We built the bridge just under the small window you see high on the wall.

To assist those who might have a difficult time putting pen to paper, I have come up with an extensive list of questions relating to VI Corps' trek in the ETO. This document can be found on my site, but I am also providing a copy for inclusion with the Scoop. [Editor's Note: See next page.]

So please take a few moments of your time and share your memories with me and the world, before it's too late. Don't let your deeds be forgotten. My goal is to show the world the instrumental role combat engineers played in WWII. I look forward to hearing from you, and hope to see many of you in August, if God is willing.

Warmest regards,

Marion J Chard
Proud daughter of Walter (Monday) Poniedzialek
540th Combat Engineer WWII

PO Box 147
Alger, MI 48610-0147
Phone: 989-859-8418
Fax: 989-836-2208
1. Email: michard@6thcorpscombatengineers.com
2. Website: www.6thcorpscombatengineers.com
VI Corps Questions for my Book

Some of you have recently asked me what I am interested in as far as material for the book I am writing about YOU. Well a very simple answer would be EVERYTHING! And that would be the plain and simple truth. Ha-ha! However I know that many of you need more guidelines, so if you haven’t already submitted your story to me (many of you have stories on our site), and would like to contribute, then I hope the following questions will kick the process in gear.

Please feel free to expand on these questions, or if a question stirs up a related memory, don’t hesitate by any means to write it down. I am serious when I say that I am interested in anything that you can share, whether a few sentences or several pages, whether it is funny, sad, grueling, inspiring, silly, heartbreaking, etc. It can be memories regarding chow, hygiene, local inhabitants, your best friend in the service, the weather, your commanders, building Bailey Bridges, repairing roads, and deactivating mine fields.

I am looking for things that will make the book REAL. People like to pick up books and read quotes from the men. Many don’t care about the generals or maps 200 miles behind the lines. They want to read about you. What was every day life like? What were your fears, your hopes, and your dreams? Why did you join? What was your worst memory? Your best memory?

I hope that those of who haven’t shared their memoirs will take a few moments to do so now. Because I am in the process of writing, it is imperative that I get as much info as I can within the next couple of months, because it’s important to hear from YOU, the guys who were actually there. While I can fill in the history from the documents that I have from the National Archives and the Army Corps of Engineers, they are only hard facts and don’t tell the whole story.

While I can’t give you a definitive date on when the book will be finished, I am making headway, and with your help would like to present you with some kind of rough draft by this time next year, but can only do it with your help.

The first book with be like a coffee-table book with plenty of photos, maps, and your memories. I have decided that I shall write subsequent books that will cover each unit separately and give a comprehensive history of each. The reason I am proceeding like this is to get a book out there as soon as possible. As many of you say, time is of the essence, and I want to make sure that as many of you as possible will be able to read it.

Please don’t worry about grammar or spelling or your writing or typing skills. I can deal with that later. Just write from the heart and it will all come out in the end. Answer all or some of the questions. Remember it’s just a guideline to jog your memory.

Thanks so much for your assistance. It’s called Army teamwork! Remember I do have my father’s engineer genes. Ha-ha!

Questions for the 36th, 39th, 540th Engineers and 1108th

1. What do you remember about Pearl Harbor Day? How did it affect you?

2. Did you enlist or were you drafted? What rank did you start off with, what rank did you end with? Please give your unit details, from regiment down to platoon/squad.

3. The book will start off with a chapter on training, what memories do you have of this time period? Many guys took tests to determine what branch of the service they went into. Did you take a test? Did any of you attend OCS? How did your specialties/talents in civilian life contribute to your role as an engineer? What camps did you go to?

4. When did you ship out and where did you wind up? The 36th, 39th and 540th were in from the very beginning in North Africa. If you took part in the Invasion of North Africa, what were your specific memories? The landing? Your shore duties? Memories of the people, the land, the customs? The Germans, the Italian troops? What other units do you remember from North Africa?

5. If you participated in the Sicilian Campaign, do you remember the training? If
so, what do you remember? How much did you know about what lie ahead? Some of you landed at Gela, some at Licata, what do you remember about the initial assault of the island?

6. Several of you told me that you got to meet General George Patton in Sicily, if you did, what you remember about ol' George. A few have stated that you really liked him. Others thought he was a pompous ass. One man said that meeting him was very inspiring and that he really got your spirits up regarding the push on Messina, what are your thoughts?

7. What were your specific duties in Sicily? Many of you also fought as infantry there, if so, please elaborate for me. Again, what other units do you remember from this time period?

8. Next came the Invasion of mainland Italy, do you remember any training involved late summer of 43? What are your memories about the invasion fleet and the first time you stepped on shore? What did you encounter as far as resistance? What were your duties during the Naples/Salerno time frame? Once again, if you also fought as infantry, what are your memories and how did the mainland differ from your past experiences? For everyone, how did the Axis troops differ from those encountered in Sicily?

9. The 540th were responsible for the restoration of the harbor in Naples, if you took part in this, what do you remember and what were your duties. The harbor was restored in an amazing amount of time, how was this accomplished?

10. Were you involved in the Anzio landings? If so, what were your memories of the initial assault on the beachhead, and then later when fiercer forces were encountered? What do you remember most about Anzio? The shelling was hell and constant, what can you tell me about your private experiences on the beachhead? The invasion took place in January, so the winter was well upon you, what was the weather like and how did affect your unit's goals, duties, fighting effectiveness, etc.? Going out in daylight was suicidal, how did having to hide-out most of the time in daylight effect your morale and the morale of your buddies? VI Corps had to take their HQ underground at this time. What do your remember, the foxholes, the Mussolini Canals, etc.? Many patrols only went out at night; what can you tell me about these patrols?

11. If your unit fought in and around Cassino during this period, what sticks out in your head about the winter and spring of 1944? Both Anzio and the southern push through Cassino were nightmares, what were your harshest memories? What were your goals as a unit during this time frame? Constructing bridges and working under these conditions were far from easy. Many times men had to build and reconstruct roads and bridges under the cover of darkness; what do you remember about this?

12. The breakthrough finally occurred in late May as the forces from the south met up with the forces on the Anzio Beachhead, what were your memories of this time period? Once the forces were united, did your unit go into Rome or bypass it? If you entered Rome, what were your memories of the Eternal City?

13. Before the training began for the Invasion of Southern France, many of the units went to towns such as Civitavecchia and Piombino. Many took part in the restorations of these port cities. What were your memories of the summer of 1944? What were your duties during this time period?

14. Next southern France... Do you recall the training for this period? I know the 540th and the 48th trained together. If you were a member of either of these units, what do you recall about that specific training exercise? The seas were kind in mid August, what do your recall of the voyage and the first time you laid eyes on the coast of France?

15. While some groups experienced little or no resistance, this was not true for all, what did you experience on the beachhead, and where did your unit land? Many recall an LST being hit and completely blown up in the sea; do you remember this or other similar experiences? Some companies encountered mine fields the first few days on shore. What were your company's experiences? Once the beachhead was secured,
what route did you take and what were your orders for the months of August and September? Were your encounters of the French different from those with the Italians? What do you remember about the French countryside?

16. The trek through France was a long one. What were your specific duties in October, November and early December before the “Bulge”?
What kind of terrain did you encounter as your unit moved through eastern France and pushed northward? What was enemy resistance like in this part of the country? Did you assist in the building of bridges, roads, the deactivation of mine fields, the building of evac hospitals, the reconstruction of railroads, etc.?

17. Many thought the war would be over by Christmas of 1944. What were your thoughts on this? When the Germans counterattacked in mid-December, where was your unit and what did you first encounter? Many units prepared or stiffened defenses in their areas; did you take part in this?

18. As the Battle of the Bulge (or as the Ardennes/Alsace Campaign) kicked into high gear, what did your unit experience? Many of the engineering units acted as infantry during this famous campaign, if you acted as infantry, what role did you play? What did you experience? Was your unit expected to hold its ground, or were your pushed back to another defensive line? What other units do you remember from this time?

19. The winter of 1944-45 was one of the worst on record, what do you remember about that winter? Many of the troops even if they weren’t in the heat of battle, nonetheless succumbed to weather related injuries. A lot of the men did not have proper winter clothing, and resorted to tearing up sheets or anything else they could procure. They would use these to wrap their feet and hands to keep them from freezing. Some also stuffed newspaper into their jackets and pants, what did you wear and what did you resort to, to keep warm?

20. Ammo and other supplies were also in short supply during the Ardennes/Alsace Campaign; did these shortages affect your company?

21. Even though fighting was fierce and the weather conditions just as bad, the engineers were always expected to do their jobs, such as keeping the roads free from snow and ice to keep the troops moving. What assignments did you have during the German counteroffensive and into January? Many of the men were sent to fortify the Hageneau and Vosges Defensive lines; did you take part in this?

22. As the allies gained headway and winter began to wane, what route did your unit take preceding the Rhine River crossing? Units began to train for crossing and many underwent advance infantry training; what were your memories from February and March 1945? The Germans were losing ground, and some say many of the Axis units were feeling demoralized. However, some argue that since they were being pushed back to the Rhine and now defending their homeland, that this would make them fight that much harder. What are your feelings about this and what kind of resistance pockets were you coming across?

23. The Rhine River Crossing! A very interesting and difficult time period, especially for engineer units. What kind of training did you experience and did it prepare you for the REAL thing? A lot of men including engineers lost their lives or were injured during the crossing in March, what did you and your unit encounter? You guys prepared the way so infantry, armor could make the crossing; what divisional units were in your area? Where did you cross? Did you ferry across or were you building bridges? The river was swift, wide, deep and cold; what were your recollections of the crossing? Once across the river, what did you experience?

24. Germany – the Heartland! With approximately eight more weeks of fighting, what cities and towns did your unit enter, and what were your initial feelings about being right in Germany? What kind of resistance did you encounter at this point of the war, and what did your think about any Germans civilians you came across? I hear the German countryside and towns (the ones that weren’t bombed to hell) were very beautiful and
impressive; what were your impressions? Did things begin to wind down, giving you more time to maybe enjoy some sights or drink German beer, or were things the same old, same old? Hitler at this point had ordered to leave nothing intact for the Allies, forcing many of his troops to burn and destroy everything in your wake (even though many did disobey this direct order); did you experience any of this?

25. Even though the war was coming to a close, many engineering units were busier than ever with clean-up, reconstructing bridges, roads, hospitals and railroads; what were your duties during the final weeks of war?

26. Where were you when the war came to an official end? What do you recall about this day and what was your initial reaction? Did you have time to celebrate and if so, what did you do to celebrate this joyous occasion?

27. During the occupation of Germany, some units stayed in Germany while others went into Austria, where did you go? Many of the men were more than anxious to get home at this point, especially those who had been in the fighting since North Africa; did you have enough points to go home at this time? How many points did each of you have after the cessation of hostilities in Europe? Did you get to go home right away? If so when did you leave?

28. If you had to stay in Germany or Austria for the duration, how long did you stay until you were shipped home? What were your assignments during this entire period? What did you do for recreation? What are some of your fondest memories? Your most humorous, etc.? Even though the men were strongly encouraged not to fraternize with the populace, we know this rule was broken many times over; what were your experiences with the locals? What kind of booze and food were available to the guys? Men will be men and boys will be boys, what kinds of disciplinary problems occurred in your units?

29. What do remember about your trip home? What kind of emotions ran through your head on the way home and once you got home? How long did it take you to get back home in the good ol’ US of A? Did you have problems adjusting to civilian life once you returned? If so, what did you experience and what kind of difficulties did you encounter? Did you have nightmares and do you still have nightmares about the war? How did you wartime experiences affect the rest of your life?

30. This section pertains to a certain group of men. After the fall of Rome as the Invasion of Southern France was being planned, the 1108th Engineer Combat Group which consisted of the 48th and 235th Bns, split for good and the 48th left for France along with the 36th and 540th Engineer Regiments. Also staying behind were the 39th Engineer Combat Regiment. If you were part of the 39th or 235th, please describe your journey into northern Italy, from August 15th, 1944 to the end of the war. Many refer to this area and time period in Italy, as the Forgotten Front. Therefore I want to make sure that enough credit and recognition is given to the troops who persevered the harsh climate and terrain. What cities and towns did you go through? The Germans had set up a second line of tough resistance known as the Gustav Line, what kind of fighting did you experience and how did it compare to what you experienced in Southern Italy? It is often said that the fighting in Italy was extended due to the actions of General Mark Clark and his decision to enter Rome, allowing the Germans enough time to pull back, regroup and re-organize. What are your feelings about this statement?

31. As with any fighting at the front, getting help and evacuating the wounded was always difficult, but northern Italy posed extra problems with its mountainous terrain; what kind of problems did you experience with this?

32. People always talk about the horrific conditions during the winter of 44-45. Most always talk about the “Bulge”, but conditions in Italy were no better. Please elaborate about what you experienced? December and January found the men in France and Belgium low on supplies, ammo and appropriate clothing; was the situation in northern Italy much the same?

33. Fighting and engineering in Italy is usually
associated with mud, mud, mud; how did this affect your performance as an engineer and how were the obstacles dealing with the Italian weather and terrain overcome? What were some of your most difficult engineering feats?

34. Same question posed to you as to the men in Germany at the end of the war; what were your feelings and where were you when the war came to a halt in May of 1945? Did you celebrate and if so, how? Did you have enough points to go home right away? If not how many did you have and how long did you have to stay? If you stayed, what were your duties, and where did they take you? What was Italy like after the war; the food, the people, the beer and booze, etc.? What did you do for recreation?

35. Please see question 29!

36. If you were part of the 235th, were you shipped to the Pacific? If so please elaborate on life and times on the islands.

37. The above pose specific questions, but from here out, feel free to share other memories that you feel comfortable divulging. While the questions above cover a good deal of the war, they are by no means comprehensive, but I hoped they helped to jog some memories. Don't be shy about discussing anything that comes to mind. This may cover things such as morale, drinking, sex, going AWOL, leave, hygiene, lack of sleep, rations, letters and packages from home, propaganda, music, etc.

38. What medals/ribbons/pins were you awarded?

39. What kind of weapons did you normally carry? What kind of weapons were you trained to use? What other kinds of provisions did you normally carry on a daily basis?

40. Were you a part of Headquarters, Headquarters and Service (motor pool), or a medic, etc.? If so please give me as much detail about your company and your duties/functions. While I and many others know much about regular companies and their breakdown into smaller units, what were the functions of the other companies? My father was in H&S Co and was part of the motor pool, so if you were too, any details you can give me are greatly appreciated!

Many of you described what is was like to build such bridges as the famous Bailey. Many have told me in person, having it in writing would be price-less!

Many of the men have shared the scenarios that range from down-right hilarious, such as setting up a race-track at Anzio, to coming “this-close” to getting their heads blown off. Some came away with a new faith in God, while others lost their faith. But either way it changed them forever. Some events were born out of boredom; some are classics such as the ones you read in Humor in Uniform section in the Reader’s Digest. Whatever they may be, they made the war “the war” for you and left an indelible impression. Feel free to talk to me as one of “the boys” and remember there's not much that can make me blush or turn my stomach. Remember I'm an engineer’s daughter and an only child, so I heard most of it before!

Also, don't forget to tell me about any souvenirs that you took home with you, or items that you held onto through the war such as photos or letters, that helped get you through the long days.

Thank you in advance for your help, after all this is YOUR BOOK, and I want it to be as accurate a depiction as it gets. Let the reader say, “Wow, that's what it WAS like”, and not some distanced author’s imaginings of World War II. Engineers, it's time that the public hear your story. Let you voice forever be heard!
THE OTHER GUYS IN THE GROUP

As said on page 3 of this issue, there were several units in the 1108th Group other than the 48th and the 235th. To me it seems unfortunate that we of the original battalions of the pre-1943 48th Engineer Combat Regiment never tried to reach out to the men of those units which eventually became part of the Group and have them join us at the reunions and to receive and contribute to the newsletters.

Al Kincer recently discovered on the Internet a listing of the units within the 1108th Group during the final months of the war. They were as follows:

23rd Italian Engineer Combat Battalion [att]
  235th Engineer Combat Battalion
  255th Engineer Combat Battalion
  337th Engineer Combat Battalion
  401st Engineer Combat Battalion
1029th Engineer Treadway Bridge Company
3rd Pltn, 2916th Engineer Camouflage Company
4th Pltn, 2916th Engineer Camouflage Company

We have one man, Chester (Chet) Poole who got in touch with us in July of 2005. He was in B Company of the 337th Combat Engineer Battalion of the Group. He attended the 2005 Reunion in Dayton. He contacted the VFW in an attempt to have them publish an announcement to his old comrades about the Dayton Reunion. He also sent a report to me on the actions of the 337th during the last two months of the war.

I attempted to scan that report with the idea of publishing at least some of it in this issue. However, it consists of seven tightly-typed, letter-size pages which are poor quality photo copies. I was unable to scan them with usable results and was not willing to retype with my one or two finger typing talent.

Another long-term regret of mine is that none of us made any attempt to exchange names and addresses with some of the many Italian ex-soldiers who joined us at first on an informal basis in filling up our understrength squads to work with us on the projects. Later, Group arranged for them to be on an Army Military Government payroll.

ED SARANIERO ARTICLES

Ed contributed articles published some time ago. As stated on page 3, I have some more in reserve but with the last issue scheduled for February 2008, I will not be able to print them all. I have picked out two to run in this issue and will likely run one or two in February 2008. The remainder I will send to Marion Chard, perhaps for her web site.

The Bridge at St. Julien, France
by Ed Saraniero, written in May 2003

St. Julien is a village in the Provence of Drone, and is part of the beautiful, pristine and majestic rural landscape of the Rhone River Valley. Because of the rapidity at which the enemy retreated, St. Julien, like other small towns of little military significance, was spared destruction.

Soon after our landing on the French Mediterranean Coast, Army convoys started moving supplies through the twisting trail northerly from Sisteron and Monasque, near the Durance River, to Patton’s fast moving divisions located above Grenoble, a distance of about ninety miles. Sisteron and Monasque are located in Southern France near the Mediterranean Coast. A portion of the supply route, from Aspres to Grenoble, through the Alps, was no place to make time; it rose and fell along the mountainsides, passed between extremely high cliffs and had many hairpin turns. From Aspres to Grenoble was about fifty miles.

About a week or two after the Southern France invasion on August 15, 1944, headquarters of our outfit, the 48th Engineer Combat Battalion, received
a message from Corps Headquarters informing us that a blown railroad bridge was located about two miles south of St. Julien along the supply route. The repair of the bridge was assigned to our battalion as a high priority job. Once the bridge was repaired, the railroad could then be used to transport supplies for the ninety miles from Sisteron to Grenoble. Our outfit during this period was attached to VI Corps of the Seventh Army under General George C. Patton, who was known for his stern leadership. We certainly did not want to disappoint the General and his troops.

The repair of the bridge was subsequently described in a report prepared by our Operations Section for submittal to Seventh Army Headquarters. The report described the material, equipment and the improvised construction methods used by the military. I was pleased to have a hand in writing the draft of the report. I prepared a hasty drawing showing the bridge site in plan and elevation views, and the equipment and material used to raise the fallen bridge. The drawing accompanied the report. A copy of a reduced size of the drawing is included at the end of this article. (A photo of the finished job is also included.)

My particular job at the bridge site was to obtain profile elevations at significant points along the ground in the vicinity of the fallen bridge and up the side slopes to the level where the bridge abutments were located. With the assistance of a fellow G.I., measurements were taken of the displacements of the fallen bridge sections from their original positions to their displaced locations, as seen in the plan. Finally, the lengths of the various parts of the bridge sections to be raised were measured. To do this work and obtain the data needed, I used our typical surveying tools: a transit, measuring steel tape and stadia rod. From the data obtained, I was able to calculate the various heights and other dimensions needed to construct and erect the new timber trestle bents from the stream beds to the future level of the bridge sections after the bridge sections are raised to their final elevations. I was also able to calculate the horizontal length of the space that would remain once the fallen sections were raised. This space would ultimately be filled in with new fabricated structural steel brought up from the rear and field-welded to the existing bridge parts. The data collected also gave me the information I needed to prepare the aforementioned drawing and report.

The river during this time of the year, August 1944, consisted of two streams, each flowing in its own channels. The stream depths were shallow, less than twelve inches; their widths were about twenty feet. The overall width of the channel waterway was about 102 feet and its depth about twenty feet. The waterway was named Buech Torrent River; I could not determine the origin or translation of the name. The status of the river, consisting of only two shallow streams, made our job easier.

What interested me about the bridge was that the side trusses were of the lattice type, not seen very often. The diagonal web members of the trusses were bars closely spaced which I considered an old design. I thought the bridge might have been a vintage type like bridges erected in years gone by. And, although I am not sure, my memory suggests that the web members were fabricated from wrought iron rather than the rolled smooth finished bar stock produced in subsequent years as the steel manufacturing processes improved. Memories could slip and get carried away, something one must be cautious of in writing about experiences more than fifty years later. Because of their awesomeness to me, I have recalled experiences of the past many times over in my mind, always trying to keep them vivid, authentic and unembellished.

It was a comforting and rewarding experience for all of us to see a locomotive engine slowly pulling a string of empty cars (a test run) on track rails realigned and set upon the repaired bridge deck supported by new timber trestles.

It was a twenty-four-hour-per-day job. We bivouacked for about four nights at the bridge site, napping when we could. We layed on the ground which was blanketed with a cover of wild reedy grass, weeds, roots and some velvety herbage mixed in, comfortable to rest on, when you are tired. And, the vegetation smelled so good when disturbed, like milk-fed baby’s breath.

I felt satisfied about the whole thing; it was a challenge. Not until the repaired bridge successfully carried supplies to our troops up North did I sense the importance of this assignment. For me, I was fortunate to have been able to apply what I learned in
the basic engineering courses I completed at Manhattan College before the Army. I didn’t have much practical experience: some surveying work during my freshman year summer recess and while attending the Ft. Belvoir Engineer School. I was fortunate to have come through satisfactorily at the bridge site.

I remember from some reading I did recently that the more we gaze upon the things we did in our lifetime, the more we see with better vision that everything worthwhile in them came as a gift from a Higher Power, whom we apparently listened to. I probably wasn’t aware of it at the time. If I was, I would not have known how to explain it. Today, it seems fitting to assume that we did not glory in these things. Instead, we aimed for progress while being careful of arrogance and pride.
Our 48th Engineer Combat Battalion history book, “Open The Way,” page 190, discusses our movements from Luxeil to Remiremont, France, in the fall of 1944. We were now in the Vosges Mountains. The town of Remiremont was a quaint place. I remember its main street architectured with shops and sidewalks covered over with archways and columns giving the appearance of cloistered walks. I later learned the French called the cloistered walks: Les Arcades. The town was fortunate in that it was spared destruction.

What a difference a day made. Within a day the enemy moved out of town and we moved in. The French citizenry were quite hospitable. I often had to remind myself that the conduct of a GI was not to have the character of undue fraternization with the native population. This conduct became difficult for me when I met Germaine.

She was a very special person. Her name: Germaine Briot-Antoine. I estimate she might have been about sixty years of age. Words that best describe her are: quiet, soft-spoken, gentle, kind, fragile, observant, respectable. She spoke no English, I spoke no French; eventually it made no difference. She lived alone in a large house situated on the town-street side of a walled-in family villa. Her brother, middle-aged, and his family resided on the same property; their house was located well within the interior of the villa. The villa comprised a large tract of open land, neatly landscaped and picturesque, with fields of gently rolling hills and tall, intermittent tree stands.

I billeted in Germaine’s house, along with two other fellow members of the Operations Section of Battalion Headquarters. I can’t remember how this situation evolved but it proved to be a comfortable one considering wartime conditions. I slept in an upstairs bedroom. Although a comfortable bed was made available, the floor was better for my bones.

While billeting in her home, Germaine did many nice things for me which I let pass without due recognition; for this I was sorry later. For example, when I returned to her home at night after being out in inclement weather wearing a wet mackinaw and ready to hit the sack, without my awareness she would hang my mackinaw over the wood stove to dry. The next morning I would hurry off to Headquarters wearing a warm, dry mackinaw, without having expressed a word of appreciation.

When the time came to say goodbye, in October 1944, she gave me an unexpected hug and began to cry. Upon leaving she surprised me with a gift: a woolen scarf she had knitted for me to use during the coming winter. I still have it tucked away in storage with my Army uniform. Touching it helps to bring her back again if only in my mind. Perhaps our presence in Remiremont ignited the joy and strength she needed to endure her twilight years. Suddenly I felt sad to leave her. My feeling to show affection came too late. I wondered why I had not given her some attention and expression of thanks before this.

Soon after, at some bivouac location between Remiremont and St. Die, I thought about returning to Remiremont to see her. I didn’t wait too long. Somehow I acquired a jeep and took off in the snow, travelling...
on roads through the Forêt de Fossard of the Vosges Mountains leading to Remiremont. When I arrived unexpectedly at her home, the joy - hers and mind - made it so worthwhile. I brought her some food rations, gifts of candy and chocolate and issues of our GI newspaper, The Stars and Stripes, about all the things I could gather up. I could not remain with her very long. Before leaving I thanked her for her kindness and gave her a last big hug.

Hindsight tells me the return trip to Remiremont was a risky trip: I did not possess a driver's license, did not have authorization to use the jeep, and the weather was bad. In civilian life I never had a car until 1961, long after WW II. I didn't need a car. As a student, I couldn't afford one. During part of my working years, I walked or used buses and subways, the usual way then for many city people. And, as I reflect on the jeep trip, I realize I must have violated several Army regulations.

Today, 57 years later, I still can't believe I had such a strong determination to return to Remiremont, apparently without regard for Army rules and regulations. Now, at 79 years of age, I know how lonely old age can be at times, and I'm pleased that I did visit this wonderful elderly woman when I did.

I was discharged from the Army Corps of Engineers at Ft. Dix, N.J. on December 14, 1945. In early 1946 I received in the mail a beautiful religious card from Germaine. (See previous page.) The card contains a spiritual message. On the front side is a picture of the Mother of Jesus, captioned, Notre Dame Du Tresor Priez Pour Nous (Our Lady of Treasures Pray for Us). On the rear side is a prayer also in French. The card is print-marked as having been made in St. Die on April 15, 1932. She wrote a message on the card: Souvenir a' notre ami Eddie de las ami Germaine. I translate this to say: To our friend Eddie from your friend Germaine. Since then I try almost daily, during my prayers, to look at the card and remember Germaine in a prayerful way.

A few years later, Germaine mailed me two post-war French books. Not long after receiving these gifts, a letter arrived notifying me of her death.

I started to write this essay part-time after being prompted by a May 2001 newspaper article I read in the Columbus Dispatch about a deceased WW II veteran. The article voices comments by his children. The son says his father never talked much about his war years while his children were growing up. The daughter says it was as if his life during the war was his alone, something he wasn't able to share with others. Perhaps, she continues, this was not rare among men of his generation nor did they want to draw attention to themselves. I hope I am not drawing attention to myself, although I read somewhere that old people tell their stories as a way to come to terms with changes in their lives. Young people observe this as a part of emotional healing. I think this could apply to me at times when coping with the lonely moments old people experience.

---

Early Impact of the VI Corps Engineer's Web Site

• A new member was found

Albert Hatala of Hq, 235th ran across info on his outfit on the Internet, i.e., Marion Chard's web site. (See his item in "Personals".)

• An old “lost in the mail” member returned

Tony Nigro of B, 48th, 92131 East 38th Street, Brooklyn, NY, rejoins the active roster. His nephew, Salvatore Cataldo found the 48th on Marion Chard's web site.
TAPS
Comrade Losses Learned of Since February 2007

Patricia Jarvis, wife of Albert Jarvis
Hq, 48th
Whitefish Bay, WI
Died March 26, 2004

Gerald Smither, A, 48th
Clearwater, FL
Died April 5, 2007

Correction: In the February 2007 issue, I erroneously reported the death of Albert Jarvis. Patricia, his wife, was the one who died. Randy Fonner, son of Robert Fonner discovered the error on the internet and informed me. I regret the error.

Gerald Smither
By Gerry Smither (son)

I’m sad to tell you that the 235th has lost another member, my Dad, Gerald Smither of Company A passed away in Clearwater Florida, on April 5th, the day before Good Friday.

We missed the Michigan reunion in September because he fell and broke his collar bone on Labor Day. He couldn’t seem to stay out of the hospital after that as they were testing him for all sorts of things. I remember him telling me to “Get me out of here”. From that point on, it seemed to be just one thing after another culminating in another fall in January breaking two vertebrae in his neck. They never could determine why he kept falling. He was wearing a neck brace and they wouldn’t let him walk after that, insisting he use a wheel chair. He then started having trouble swallowing and was losing weight from not eating. He may have then had a stroke because a few weeks ago his speech became so slurred we could not carry on a conversation, but this was not confirmed. A feeding tube also had to be inserted, but he kept pulling it out. I think he knew it was time to go. He was 89.

I had just returned on Good Friday from a week’s spring break in Lake Tahoe with my sister Sharon and her family when I got word. I remember Dad talking about the reunion held at Lake Tahoe in 1996 and how much he enjoyed it there. In accordance with his wishes, he will be cremated and buried in Bushnell National Cemetery in Florida. We expect that to occur around the first weekend in May 2007.

By Max Jonah

I missed the real early reunions since I was on active military duty until 1974. After that I did start coming. Gerald Smither was always there adding great camaraderie and a constant upbeat presence. For many of the recent reunions, including the 2005 reunion in Dayton, he was accompanied by his son, Gerry, who is on duty with the Air Force. They were always great reunion boosters.
Raymond St. Armand

By Ann St. Armand

R aymond St. Armand, -87, a resident of Edgewater for seven years and previously of St. Petersburg, Fla., died Nov. 16 at Anne Arundel Medical Center.

The son of the late Thomas and Alice St. Armand, Mr. St. Armand was born Sept. 23, 1919, in Hamlin, Maine, and graduated from Limestone, Maine, High School. He attended two years at the College of St. Joseph in New Brunswick, Canada. He was a Technician 4 in the Army Corps of Engineers' 235th Engineer Combat Battalion and served as post commander of American Legion Post 33.

He worked as a printer with the Government Printing Office in Washington, D.C., from November 1951 until Feb. 28, 1980. He also was a staff member of the Senate Selection Committee on Presidential Campaign Activities for its hearings on Watergate.

Surviving are his wife, Ann St. Armand, whom he married Sept. 13, 1952; one son, Donald St. Armand of Bowie; two daughters, Carol St. Armand of Riva and Alice Lambert of Vienna, Va.; two brothers, Eliodor St. Armand of Kennebunkport, Maine, and Steve St. Armand of Lynchburg, Va.; and five grandchildren.

A Mass of Christian burial was held at Holy Family Catholic Church, Davisson, MD. Burial was in Maryland Veterans Cemetery.

If anyone knows about the passing of one of our people, please report the particulars to MAX JONAH (941) 925-7462.

Everyone is invited to submit photos and comments on those who have passed on. The material will be printed in the final newsletter of February 2008.
Bill & Lorraine Agan, 235th: They enjoy the Scoop. Bill doing OK healthwise.

David & Pearl Boggs, A, 235th: Pearl reports that David got his new VA, artificial leg as expected. He’s trying to use it properly. Pearl sent a bunch of old photos. The one of Pearl was carried by David during the war. The one of David was taken in Italy in 1944.

Francis & Gertrude Brahmaer, 48th: They both enjoy the Marion Chard web site but wish there was more about the 48th. [Editor’s Note: Well, we hope there will be a lot more contributions from our people.] Gertrude adds that she remembers many things about WWII since she lived in Vienna during that time.

Neva Buesking (Carl’s wife), Hq, 48th: Neva remarks about what a wonderful report on the 2006 reunion in the February 2007 issue. Memories, memories. How young we were going through our war experiences. And to think young people today are going through the same. I thank the Lord each day for the new day He has given me, and that’s a real blessing. Hope all who attend the 2007 reunion have a wonderful time.

Elaine (Wife of William) Butler, A 48th: Al Kincer has been wonderful about Bill. He arranged for Bill’s name to be placed on the Washington, DC Veterans memorial. Thanks for the Scoop. I really enjoy it.

Pat, Scott and Dawn Currier, A 48th: Pat expressed appreciation for the coverage of the Port Huron, 2006 reunion which the Curriers so brilliantly sponsored and ran. He hopes the Jonahs get a lot of vitamin D (sunshine) in Florida and that we take good care of each other.

Bertha (wife of Edward) Douglas, 1108th: Bertha responded in February saying I just received the Scoop. Boy, it was a blessing. ... I am so thankful for the effort you put into this very informative paper. ... Those of us without time or money to travel, appreciate it. You are in my prayers.

Betty Duebner (Roscoe’s wife) and daughter, Teri Almasy, A 235th: Teri reports that Betty is not doing well healthwise. She remembers the reunions with “Dubie” as his 235th buddies called him. Teri thanks all the vets for the freedom she and her family live in.

Leon (Lenny) & Dorothy Genis, Hq 235th: One of Lenny’s and my common experiences was being newsletter Editors, he for the the 235th’s EnginEAR during the war and I for the Scoop From Group during the reunions. He insisted this justified his being a “Super” newsletter sponsor, contributing much more than the regular sponsor
assessment. He is still going strong in his business of providing "Credit Advisory Services" to all kinds of businesses. Included where I can fit them in are two photos, one very recent of him and Dorothy and one I got from Lenny many years ago of his wife, Dorothy, in her glamour years before marriage.

Albert & Mary Hatala, Hq 235th: Albert found out about the 1108th from Marion Chard's website and emailed me for info on the 2007 reunion in Michigan, saying he would likely attend. [He and his wife Mary have contacted the Curriers about going.] Mary subscribed to the newsletter, saying they enjoyed getting the back copies I sent to them.

Albert Jarvis, Hq 48th: I am 84, pretty good health and still active in my own little tax and accounting practice. I am a Certified Public Accountant licensed in Wisconsin since about 1957. I have 7 children, all adults now. Out of all these only 1 daughter and 1 son married. 3 boy grand children by my daughter and 1 boy and 1 girl grand children by my son. Keep hoping for more marriages but it seems the rest are somewhat hesitant. Beats me. Perhaps there was a misreading of my wife's death notice.[Editor note: Last issue I reported Albert had died. That was an error. It was his wife who died.] She died almost 3 years ago on March 26, 2004 and I miss her tremendously. My name was mentioned in her obit as her surviving spouse. We were married for 49 years. I am sorry that I have not been able to make any contacts in recent years, but I pretty much had my hands full. Now that things are settling down perhaps I might do so.

Edward & Ada Lee Jackson, B 48th: I have been under the weather for about a year now. Something went wrong with my neck and I had a light stroke. I get around with a walking stick. For a while I had to use a walker. I don't drive now. I still get a little dizzy. Hope you are doing fine. I am sending a picture I have had for a long time. Maybe you can put it in the Scoop. [Editor Note: Ed sent a photo copy of a bulldozer scene in Italy which made it to the cover of a Caterpillar publication. The people and equipment were from the 48th in December 1943. I am placing it on this page (below) but the quality from Ed's photo copy is not good.]

Charles & Jean Lauschner, A, 48th: We're sorry you are having trouble with your printer, but age does take its toll on everything, including all the veterans. We do hope you can keep your printer running okay, or are able to find some other way of getting the newsletter published. We would miss it if it ceased publication, that is if we are still alive to read it! Regards to Helen and all the newsletter sponsors.
Dallas & Virginia Lynch, Hq, 235th:
Just a note to provide change of address. We are moving to Texas so Virginia can be near our daughter, Cindy, who is a nurse. Our new address will be 25 Cedar Lane, Bedford, TX 76021. [Editor Note: You did not provide your telephone number.]

Harold McKehoe, A, 235th: Harold says he is checking with Amtrak concerning connections to Port Huron by rails for the next reunion.

Tony Morous, C, 235th: Tony sent some DVD videos of some of the old reunions. [Editor Note: I am currently getting into doing videos myself. I will try to import Tony's stuff into my projects.]

Orville Munson, Hq & a 48th: The purpose of this letter is to have something that encloses my check so I can receive the next two issues of the Scoop from Group. It is so nice to be able to say I once again enjoyed your latest edition of the Scoop. The then and now pictures were excellent and the stories pertaining to the 2007 reunion attendees were most interesting. I was especially smitten by 'A Box of Chocolates' by Marion Chard. May this daddy's little girl love story have nothing but successes. It also was very impressive to see the large number of ladies who had taken time to write the editor. It speaks highly of their personal character and our ability as members of the 1108 to choose wonderful wives. [Editor Note: Bill enclosed a newspaper clipping about German POW's who were at Camp Gruber. It will be a challenge to scan it but I will try and save it for possible use later.]

Baxter and Donna Nash, C, 235th: Baxter raised some thoughts which many of our members are experiencing. [More about this in the Editors Message.] He says it's not that I'm not interested in those of us who are surviving. I am interested in each of them, even though I know very few of them personally. I have fond memories of the battalion and am proud of our service together during WWII. As I have told you before, I deeply appreciate all your effort in producing the Scoop. I just felt that my recent lack of attendance didn't warrant my receiving the news. I just felt guilty. But, I suppose if you are producing it anyway, it's not too much added effort on your part to send one to me. I thus gladly renew my subscription. May God bless each of us.

Joe & Kathryn Pessa, Hq, 48th: Thank you for your continuing efforts with the Scoop. I had a couple of bad months lately but I appear to be fine for a guy past 90. Best wishes to you and Helen.

John Pflaum, C 48th: I was just a kid when I got into company supply under Sergeant Fosbinder before he became the First Sergeant. He was like a dad to me. I will always remember.

Chester & Mildred Poole, B & Hq, 337th: Chester says they might attend the next reunion. He said they survived the tornado which hit Deland, Florida but many neighbors' houses were destroyed.

Ted & Thelma Post, Hq, 235th: Ted came across an old fuzzy copy of a photo (which he sent). He could identify only Phil Kruttchik (2nd from left) who was one of the participants who played a very active role in making the 235th's musical "By Pass to Berlin" a surprisingly, successful experience. The others, he's embarrassed to say, are question marks. Maybe some "Two Thirty Fivers" still around will know who they are.
Harold & Marion Qvern, Hq, 48th: Harold provided some weather facts of his area of Minnesota. The lakes have thick ice. There are lots of fish houses, cars and pick-ups out there. He used to be out there with them but has given it all up. It's getting to be too much work for him at 85. He'd rather stay in where it is warm. He sends his best wishes to all.

Harold & Thelma Ragotzkie, A, 235th: Harold reports that Thelma is recovering enough to start yelling at him again. All is normal. He and Thelma hope to make it to the 2007 reunion.

Gregory & Eleanor Richards, Hq, 48th: Thank you for keeping us informed. Hope you and your computer hold up for a few more years. We enjoy the contributions from the “Last Man’s Club”. We watch the weather maps on TV and sometimes wonder if we should become “Snow birds” and join you in the south. Today we received our gas bill. What a chill. Good luck and thank you.

Edmund Rose, Hq, 235th: I’m doing very well. In fact I’m getting married in a couple of months! I met this very special lady at my church. Her name is Bonnie Rodgers. She is a very attractive, retired RN, a pretty red head, tall and slender! WOW! I hope you and Helen are well. I doubt if I will go to the next reunion. Give my best to everyone.

Edward Schramm, Hq, 235th: Thank you for putting the picture of the bull dozer and grader operators in the newsletter. I didn’t know I was in so many dangerous areas at Cassino and throughout Italy until a year later. I did come home without a scratch.

Edward Seibolt and his family, B, 48th: Hope the tornado missed you. [It did.] We got some snow and rain which made an awful mess. So I just stay put. My greatest fear is falling on ice, so I’m extra careful. Take care, you and Helen. The old yard bird, ED.

Ann (wife of Ray) St. Armand, C 235th: Thank you for the February issue I would like to thank the Wests for letting you know of Ray’s death. I am still in a state of shock. It will take some time. My children have been very helpful to me. Ann sent an obit newspaper clipping. I placed it in the TAPS section.

Leland Van der Veer, Jr., A 48th: I was pleased to learn that finally someone is going to write about the Combat Engineers in WWII. I have never seen anything written or any movies about them. I will see if I have any pictures or information that possibly could be used. I hope Marion Chard gets a lot of information and pictures concerning the 48th and 235th. I hope I can get her book when she finishes.

Art & Teresa Walker, C 48th: Just a little note for the scoop from the group. For Christmas, Pennie and Chip, Teresa’s kids, got together and bought a brick for a new WWII memorial being built in the court house square here in Peoria, IL. Art’s name and rank will be on a brick that will be a part of that new memorial to be dedicated this Memorial Day. My Daughter-in-Law’s sister also had Art’s name put on the WWII memorial in Washington, DC. We sat in the front yard with my son and his wife and decided we should go to Washington, DC to see the monument there. As we talked for a few moments, we decided it would be more fun to go to Hawaii. We all four laughed and 12 days later we were in Hawaii. We never did get to DC, but we sure had a good time in Hawaii. Teresa Walker (Art Walker’s wife) Peoria, IL

Leslie & Pearl Youngmeyer, B 48th: Thanks a lot for the latest Scoop from Group, very interesting. You certainly put a lot of work into it, thank you. I have a human interest story for you. When we were at Cassino a 155 artillery battery set up their battery just a couple hundred yards south of Company C bivouac area. I had to go back
to battalion headquarters for some reason, and when we were coming back I told my jeep driver, Leroy Lyons, lets stop and see the 155 rifles fire. We stopped and walked up by one of the guns, and just like that there was an explosion, and I thought that's strange, I didn't hear any fire orders, then Leroy Lyons was laying on the ground, his upper thigh deeply cut, and at one of the other guns, someone was yelling for the medics. I took off my belt and made a tourniquet for his leg. My belt had a cut in it and I had a scratch on my side. A German 88 had got us. Leroy really cussed me out all the way up to the aid station. I think someone said we had 28 wounded that day from the German 88's hunting for that artillery battery. We moved our bivouac area back a couple of miles the next day. Anyway in 1983, our Lutheran Brother insurance agent sent me up to Minneapolis for three days of training on starting up a Lutheran Brotherhood fraternal branch in Wayne NE. On Sunday morning we were going home and met a fellow I became acquainted with there, Walter Beglau from Austin, TX. I said, where are you going from here? He said to Bismark, ND. to a reunion of my old artillery unit. I told him of my experience with a 155 artillery unit. He said that had to be me yelling for the medics. He said that was the first time that they had an incoming shell in their battery. He said he went home from his wound. My wife has been wounded again, too. This is the third time she has been operated on for adhesions in her stomach. She just spent a week in Sioux City. Adhesions happen in some people after surgery. We hope this doesn't start some more. Our sincere best regards to all, Les and Pearl Youngmeyer. Les included an old, discolored photo of himself in Naples during a pass. "The good old days when we were slim and trim." (See below on left.)

Maj Britt (Wife of John) Zimmermann, A 235th: Thank you so much for the Scoop. Very touching about John. He would have been so proud. Every reunion he attended he loved. The last 5 years were tough on him. But he went quickly. Had breakfast Thanksgiving at 6:30 AM. By 8:30 AM was in hospital. Went very quickly with no more pain. Again thank you. I am enclosing two of our favorite pictures for your memory book. Love, Maj Britt.
2007 Reunion
August 23rd — 26th

Thomas Edison Inn
500 Thomas Edison Parkway
Port Huron, Michigan 48060

Room Rate: $78.00
(plus 6% state and 2% local tax)

Tel: (810) 984-8000
Fax: (810) 984-3230
Toll Free: (800) 451-7991
Website: thomasedisoninn.com

Please phone the hotel directly to make your reservation.
Hotel reservation cut off date is 8/09/07.

Detroit Metro Airport is the closest airport. All major car rental companies are available at the airport. If you need assistance with transportation, please contact us with your arrival and departure information ASAP. We will be able to shuttle a limited number and appreciate your efforts to arrange your own transportation first.

ACTIVITIES

Thursday, August 23
- Arrival and Registration
- Hospitality Room open
- Meals on your own
- No activities scheduled
- Hunt Room Lounge open

Friday, August 24
- Arrival and Registration
- Hospitality Room open
- Blue Water Trolley Tour (optional)
- Huron Lady Cruise (optional-approx. $15.00 per person) www.huronlady.com
- Meals on your own
- Hunt Room Lounge open

Saturday, August 25
- Arrival and Registration
- Hospitality Room open
- Blue Water Trolley Tour (optional)
- Huron Lady Cruise (optional-approx. $15.00 per person)
- Banquet and entertainment in the Ivy Room North
- Hunt Room Lounge open

Sunday, August 26
- Farewells
- Check out & Depart

Please contact us with any questions or concerns and we will try to help.

We look forward to seeing you all in August. Dawn and Scott Currier
Dawn Trader (make checks payable to me, please. $70 per person.)
3940 Wadhams Road
China, MI 48054
Dawn email: dtrader@prime-office.com
Scott cell: 810-217-1957
Scott email: currwad@sbcglobal.net
GET IN THE LAST NEWSLETTER

As announced in the “Editor’s Message” on page 2, The plan is that the last edition of the *SCOOP FROM GROUP* will be published in February 2008.

Anyone who would like to make some parting remarks is invited to submit them to the Editor for inclusion in the final issue.

Max Jonah
7112 North Serenoa Drive
Sarasota, FL 34241
Email: mjonah@comcast.net