

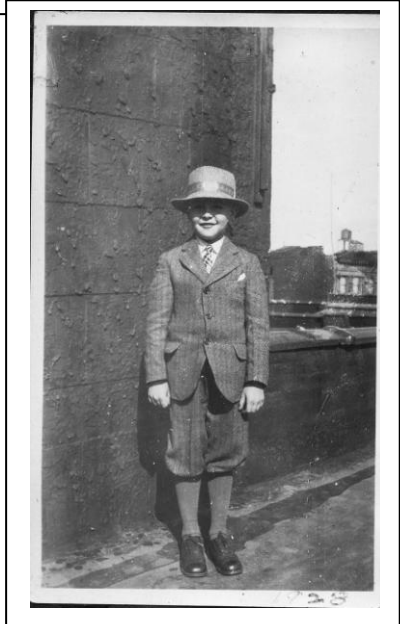
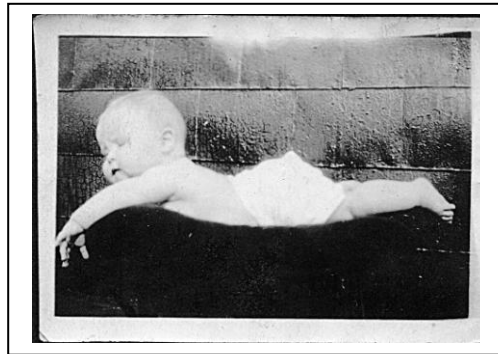
Granville Charles Schuch – February 18, 1919 – October 26, 1942

Part 1 – From Childhood to the Gates of Hell

Granville Charles, better known as **Charlie**, was born on February 18, 1919. Named after his grandfather, Granville (Grant) B. Honeywell, **Charlie** grew up in post World War I New York City. He was a loving son of loving parents who were starting a new life – a life around **Charlie** and his sisters, Hazel and Doris. Together they put World War I behind them, weathered the Great Depression of 1929 and moved ahead to brighter and more peaceful years. He would follow in his father’s footsteps working for the United States Postal Service as a carrier – but only after a grievous interruption, World War II.



Clockwise from left – 1923 with “Pappy”, Hazel Sr. and sister Hazel; up on the roof in 1919; with sister Doris in 1929; with sister Hazel in 1927; back on the roof at Easter 1928



The great depression had ended, people were employed and dreaming again but although the US was once again on its feet the war to end all wars was quickly becoming a distant memory as Germany once again began to assert its power in Europe.

By the spring of 1939 President Franklin D. Roosevelt began rapid expansion of military forces for the defense of the Western Hemisphere.

Roosevelt signed the Selective Training and Service Act (STSA) of 1940 on September 16 creating the country's first peacetime draft and formally established the Selective Service System as an independent Federal agency. The World War I conscription system served as a model for that of World War II. The 1940 STSA instituted national conscription in peacetime, requiring registration of all men between twenty-one and forty-five, with selection for one year's service by a national lottery. In the massive draft of World War II, 50 million men from eighteen to forty-five were registered, 36 million classified, and 10 million inducted.

No one would escape the draft. Not even 50 year old Pappy.

U.S., World War II Draft Registration Cards, 1942 record for Charles Schuch



Record Index

Name: Charles Schuch
 Birth Date: 9 Jan 1892
 Birth Place: New York, New York
 Race: White

Source Information

Record URL: <http://search.ancestrylibrary.com/cgi-bin/sse.dll?h=3761420&db=WWIIIdraft&indiv=tv>
 Source Information: Ancestry.com. U.S., World War II Draft Registration Cards, 1942 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2010. Original data: United States, Selective Service System. Selective Service Registration Cards, World War II: Fourth Registration. National Archives and Records Administration Branch locations: National Archives and Records Administration Region Branches. [Full Source Citation.](#)



At that time Great Britain had been at war for over a year and the news from the front painted the horrors of war but gave the image of far more civility than warranted. The British January 31, 1941, issue of *The War Illustrated* gave hints of what was to come – but it was too early for anyone in the US to take it seriously.

'They're Prisoners-of-War in Germany'

In thousands of homes in this country and in the Empire overseas thoughts turn to a husband or father, son, brother or lover who is "kicking his heels" in a German prisoners-of-war camp. Some account of the camps and of the prevailing conditions is given in the article that follows.

IN Germany and German-occupied territory there are at the present time, it has been estimated, some 2,500,000 prisoners-of-war. Nearly two million of these are French, hundreds of thousands are Polish, tens of thousands are Belgian, Dutch, and Norwegian, while the British number about 44,000.

This vast host is quartered (except for those enlisted in labour gangs) in prison camps, of which there are three types, known officially as Oflag, Stalag, and Dulag, contractions for Offizierlager, Stammlager, and Durchgangslager, respectively. Oflag is a camp used for officer prisoners, while Stalag is one for privates and N.C.O.s. Dulag is a transfer camp, i.e. a camp to which officers and men are taken soon after their capture, and where they are graded before being dispatched to either an Oflag or a Stalag.

The camps are periodically visited by delegates of the International Red Cross, and reports on some of them have been published. Thus a few weeks ago two Swiss doctors, Dr. Marti and Dr. Des Coedrea, reported on Oflag VII C, where there are

1,245 British officers, including a general and five colonels, 31 chaplains, and 39 doctors. It is contained in an old castle in a Bavarian town, and the quarters comprise three floors, the number of prisoners in each room varying from nine to 120. The food, though rather monotonous, is not too bad, and British cooks are employed. Most of the prisoners,

the visitors found, were at that time in need of warm clothes; shirts and so on could be purchased at the canteen, but they were very dear. Four British doctors are on duty in the hospital, and, generally speaking, the health conditions are satisfactory. Hot baths are available once a week and there are facilities for playing games. On Sundays four religious



WULZBURG CASTLE, near Weissenburg, Bavaria, where these photographs were taken, is a prisoners-of-war camp in which the majority of the prisoners are British and French. In the upper photograph some of them are seen making articles of clothing under the supervision of a Nazi guard. Lower photo, the organ provides solace, during recreation hours, to those who are fond of music.

services are held. Books are scarce, but the supply is being augmented by the Y.M.C.A.

The same two visitors inspected Stalag XIII, where there are 1,036 prisoners – not only British, but French, Poles, Belgians, Dutch, and Norwegians. This prison camp was found to be decidedly overcrowded, and the delegates commented unfavourably on the fact that the beds had only one sheet and two blankets, and that the only heating was a small oven in the centre of the room. "This seems inadequate heating," they said, "during a severe winter, and the health conditions seem generally defective."

Dr. Marti also visited some of the camps reserved for R.A.F. prisoners. In one Stalag he found 231 N.C.O.s and 57 privates; the camp leader was Flight-Sergeant Hall, No. 569838. These were housed in three wooden barracks, which Dr. Marti described as comfortable; "food, good; prisoners, satisfied." The men, he went on, "like to work in the labour detachments, in which they receive a minimum of 208 marks per month, and are well treated."

In Oflag IX there are 44 naval officers and 17 doctors. Dulag Luft, a transfer camp for airmen, consists of three large, well-heated barracks, with running hot and cold water, accommodating 102 men. Here are Dr. Marti's notes on the place: "Rooms with one to three beds; tables, easy chairs; exceptional comfort; dining-room; whisky every evening; papers; various games; walks outside camp; food excellent, similar to that received by the German officers of

Where the Nazis Hold Our Men in Captivity



P.O.W. CAMPS in Germany and Poland are shown in this map. There are 106 within the boundaries of the Reich (including Poland and Austria) and 62 in France. Oflag ("Oflag") denotes a camp for officer prisoners; Stalag ("Stalag"), a camp for other ranks; "Luftlager," camp for airmen; "Dulag," a transfer camp. This map, compiled from a list supplied by the Nazi authorities, was published in the French newspaper "Paris Soir," and reproduced in the "Daily Telegraph."

the camp; well-stocked canteen; receiving pay; correspondence received irregularly."

Another delegate, Dr. Marcel Junod, was commissioned by the International Red Cross to visit prisoner-of-war hospitals in Brussels, Malines, Ghent, Paris, and Rouen, amongst other places. On the whole his report was not unsatisfactory; thus the wounded at Malines hospital are "satisfied," being under the care of two Army doctors, Major R. W. Ganderson and Major D. N. Stuart. On being passed fit the men are given a complete double set of underclothing by the Belgian Red Cross before being sent to the prison camps in Germany. But warm underclothes were badly needed in some of the hospitals, and the wounded often asked for soap.

Now here is a letter from a British officer who is imprisoned in Oflag VII C/H; it was dated December 10 and was received by his



BRITISH PRISONERS in Germany lead a monotonous life, and after their day's work, which may be arduous road-making or canal construction, games provide a very welcome diversion and keep their minds occupied. Two prisoners above are keeping their wits alive with a game of chess, while their comrades follow the moves closely.

Photo, Fox

Lives of Toil and Boredom Are Their Lot



wife on January 8 by air mail via Lisbon. "We rise at 7.30 a.m. and have a half-litre of ersatz coffee. Parade or roll-call is at 9.15. Lunch is at 11, and usually consists of soup, sometimes thin and sometimes thick, and potatoes. Twice a week we get a meat and potato mash instead. Next meal is at 4 p.m., of more soup and potatoes, or on Sunday a 2-oz. Camembert and some jam with coffee, or Red Cross tea if we have any. Two other meals a week in the afternoon are

either cheese or sausage, tea or coffee. We get half a litre of milk two or three times a week, which we pay for. Our supper comes out of the above, with 10 oz. of bread which we get every day. Naturally, parcels are we comed for a change of diet!"

Thus it is clear that, while the prisoners may receive rations comparing quite fairly with those issued to their Nazi guards, they may well complain about the quality and monotonous character of their diet.



PARCELS OF FOOD and comforts, dispatched through the British Red Cross, are eagerly awaited by our men who are prisoners-of-war in Germany for the rations of a prisoner are by no means lavish. Small wonder, then, that the arrival of the parcels post at a P.O.W. camp in Germany is a red-letter event in these men's lives. Lower photo, British prisoners are seen clearing away the debris of bombed and shelled buildings in Calais, work that puts a keen edge on the appetite. Centre, parcels are being stamped prior to dispatch at a parcels centre of the British Red Cross.

Photos, Fox, Photopress and Piccol News

Packing Parcels of Good Cheer for the Prisoners




THE RED CROSS organization faced a difficult task after the Battle of France in sending parcels to prisoners of war in Germany. Many of the thousands of men posted as "missing" were prisoners, but for a time the Red Cross had in its possession the names of only a fraction of the total number. Moreover, parcels have to travel from a British port to Lisbon, thence by rail to Barcelona, from Barcelona by sea to Marseilles, and then overland to Geneva. A 10-lb. parcel is sent by the Red Cross every week to each of our 44,000 prisoners of war in Germany. *Photo, Fox*

10 October 1940 - Granville Charles Schuch enlisted in the United States Army at the age of 21 just three weeks after the Selective Service Act was signed into law. After completing initial entry training, he was assigned to K Company, 3rd Battalion, 16th Infantry Regiment, 1st Infantry Division (The Big Red One) at Fort Hamilton in Brooklyn, New York.

U.S. World War II Army Enlistment Records, 1938-1946 about Granville C Schuch	
Name:	Granville C Schuch
Birth Year:	1919
Race:	White, citizen (White)
Nativity State or Country:	New York
State of Residence:	New York
County or City:	New York
Enlistment Date:	10 Oct 1940
Enlistment State:	New York
Enlistment City:	New York City
Branch:	Infantry
Branch Code:	Infantry
Grade:	Private
Grade Code:	Private
Term of Enlistment:	Three year enlistment
Component:	Regular Army (including Officers, Nurses, Warrant Officers, an Enlisted Men)
Source:	Civil Life
Education:	4 years of high school
Civil Occupation:	Housekeepers, stewards, and hostesses
Marital Status:	Single, without dependents
Height:	73
Weight:	159
Source Information:	National Archives and Records Administration. U.S. World War II Army Enlistment Records, 1938-1946 [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2005. Original data: Electronic Army Serial Number Merged File, 1938-1946 [Archival Database]; World War II Army Enlistment Records; Records of the National Archives and Records Administration, Record Group 64; National Archives at College Park, College Park, MD.
Description:	This database contains information on about 8.3 million men and women who enlist in the U.S. Army during World War II. Information contained in this database usually includes: name of enlistee, army serial number, residence (county and state), place of enlistment, enlistment date, grade, army branch, component, term of enlistment, birthplace, year of birth, race and citizenship, height and weight, education, and



16th Infantry Regiment	
	
Coat of arms	
Active	3 May 1861 to present
Country	USA
Branch	Army
Type	Infantry
Size	2 active battalions
Garrison/HQ	Fort Riley, Kansas
Nickname	<i>Semper Paratus</i> (special designation) ^[1]
	"New York's Own" 1st Bn: <i>Iron Rangers</i> 2nd Bn: <i>Rangers</i>
March	"Sidewalks of New York"



1st Infantry Division	
	
1st Infantry Division shoulder sleeve insignia	
Active	24 May 1917 – present
Country	 United States of America
Branch	 United States Army
Type	Mechanized infantry
Role	Heavy mechanized
Size	Division
Part of	Forces Command
Garrison/HQ	Fort Riley, Kansas
Nickname	"The Big Red One" ^[1] "The Fighting First"
Motto	"No Mission Too Difficult, No Sacrifice Too Great—Duty First!"
Colors	Red and green
March	"The Big Red One Song" ^[2]
Mascot	Rags (WW I) ^[3]

Coat of Arms

Grant of Arms

By authority of the Secretary of the Army, The Institute of Heraldry, United States Army, gives, grants and assigns unto the 16th Infantry, the arms following:

Symbolism



The shield is the fur vair, white and blue, from the arms of Fleville, France. This town was captured by the 16th Infantry on 4 October 1918 after very heavy fighting in the Meuse-Argonne campaign of World War I. The crossed arrow and bolo recall the Indian Wars and Philippine Insurrection and the five-bastioned fort was the badge of the V Corps in Cuba.

The crest is the white Maltese cross of the V Corps in the Civil War. The sheaf of wheat and the trident and crest represent the desperate fighting in the Wheatfield and Devil's Den at Gettysburg where the regiment lost approximately 50 percent of its effective strength. The motto "Always Prepared" has been used by the Regiment since 1908.

Under the provisions of Title 18, United States Code, Section 701 and 704, the arms here given, having been registered and recorded in the Institute of Heraldry, United States Army, are affirmed from this date and hereafter may be borne, shown and advanced by the 16th Infantry as sole proprietor of said arms.

In testimony whereof these letters are given under my hand at the City of Alexandria in the Commonwealth of Virginia this first day of February in the year of our Lord one thousand nine hundred and eighty-three and in the Independence of the United States of America the two hundred and seventh.

Signed Richard H. Allen
RICHARD H. ALLEN

Colonel, General Staff
Director

The Red One: Oldest Division

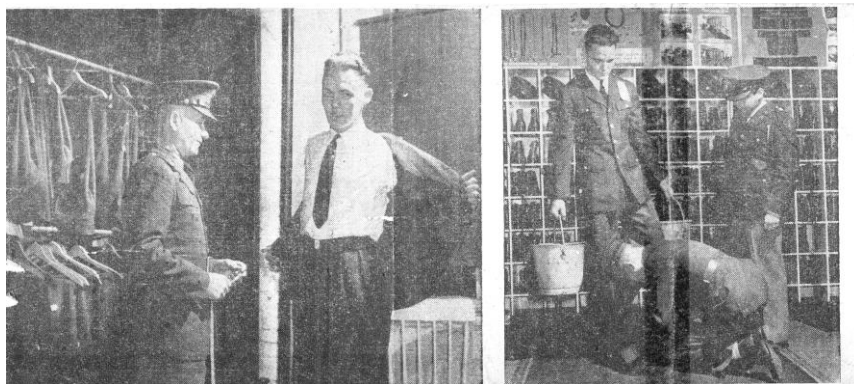
They were not new to combat, these men who drove through the West Wall and chewed up the "supermen" defending it. They were members of an infantry division only too well known in the archives of the German Army, a division which had never failed to take an objective or accomplish a mission, a division which had been last in nothing except its departure from the field of battle and whose record is appropriate to its name.

The oldest in the Army today, constituted during World War I, the 1st Div. was first to arrive in France. In the last war it was the first to fire a shell against the foe, first to suffer casualties, first to capture prisoners, first to repel a German raid, first to stage a major American offensive, first to enter Germany and cross the Rhine. It was the first division to be cited in General Orders. It was the last division to return to America after Germany's occupation had been completed.

During World War II it was the first infantry division to arrive in England, first to invade North Africa, Sicily and France, and first to smash through the supposedly impregnable fortifications of the Siegfried Line.

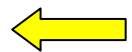
Maj. Gen. Terry Allen, its fighting commander through three decisive campaigns, once said, "Nothing in hell must stop the 1st Division." Nothing has.

The insignia carries a past which symbolizes the spirit of these fighting doughboys. At the battle of Soissons in World War I, a 1st Div. man cut a piece of red cloth from the cap of an enemy he had killed, pinned it to his sleeve. A comment that it looked like red flannels showing through a torn coat brought the present more compact design.



CITIZEN INTO SOLDIER. Here's the process many a Navan man will go through during the ensuing months. He will be outfitted with woolen clothing and footwear better than that of any

other army in the world. Above, at left, Granville Schuch, a typical draftee, is measured by an old-time regular. In the center he is shown holding buckets of sand to approximate weight of field

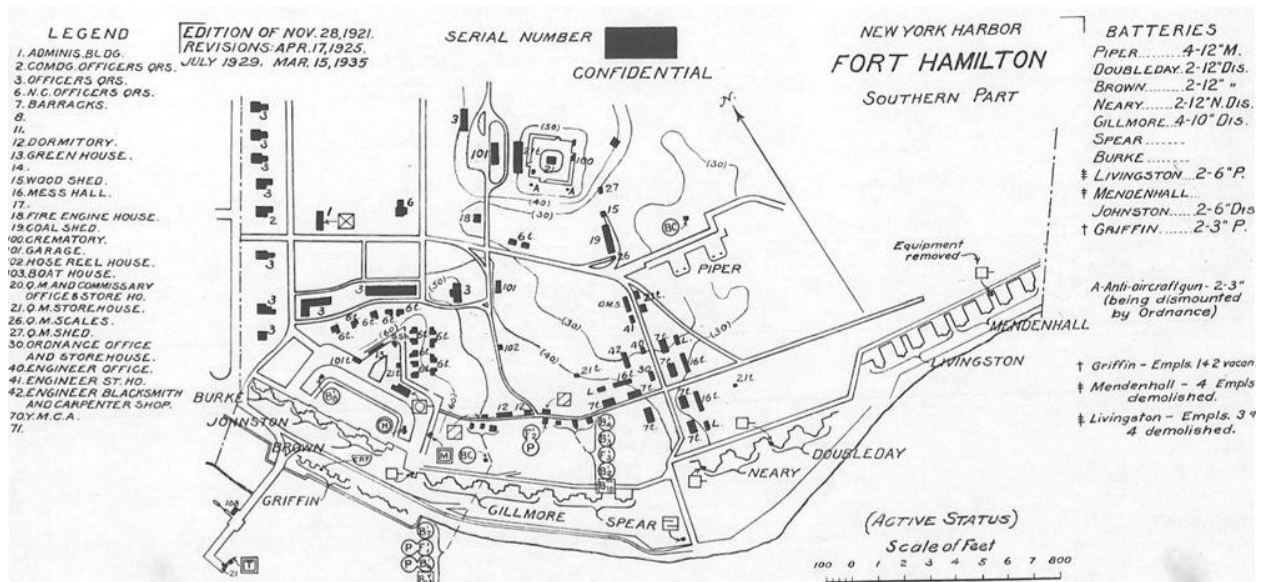


Fort Hamilton, New York

In the two World Wars, Fort Hamilton served as a major embarkation and separation center. During World War II Fort Hamilton served as a processed center for 3 million troops headed for Europe. At the end of the war it processed and discharged the returning veterans.



Construction of the Verrazano Bridge in the early 1960's destroyed the parade ground and most the brick barracks including Fort Lafayette, which was located near the Brooklyn shore where the bridge tower now rises from the water. But in the same period efforts toward saving the historical heritage of the Narrows increased. Part of the Army's contribution to preserving this heritage is in the Harbor Defense Museum at Fort Hamilton.



The First Division had been relocated from Fort Benning, Georgia to Fort Hamilton on 5 June 1940, where it spent over six months before moving to Fort Devens, Massachusetts, on 4 February 1941.



Fort Devens, Massachusetts

Fort Devens has a unique history. It was created by the demands of World War I, and had been a part of the New England scene for 79 years. Named in honor of Brevet Major General Charles Devens, a Massachusetts son who served in the Union Army during the Civil War, then later served as Attorney General during the Presidency of Rutherford B. Hayes.

Originally Fort Devens was a temporary cantonment area known as Camp Devens, the post came into existence on September 5, 1917. Two divisions were activated and trained at Camp Devens (the 76th and the 12th) between August, 1917 and November, 1918. Following the end of World War I, the camp was designated a demobilization center. Camp Devens processed more than 100,000 selectees into the Army, and as a demobilization center, processed more than 150,000 men out of the Army. On September 1, 1921, Camp Devens was declared excess to the U.S. Army's needs and was put on caretaker status.

From 1922, through the summer of 1931, Camp Devens was utilized as a summer training camp for New England-based National Guard troops, Reserve Units, ROTC cadets and Citizens' Military Training Camp (CMTTC) candidates. In the summer of 1928, construction of the first two permanent buildings got underway, one a regimental barracks and one a battalion barracks.



12174 In September, 1931, the 13th Infantry Regiment was

garrisoned at Camp Devens along with three companies of the 1st Tank Regiment. The following month the camp was declared a permanent installation, and in 1932, it was formally dedicated as Fort Devens. At that time, the three tank companies were inactivated and immediately reactivated as the 3rd Battalion, 66th Infantry (Light Tanks).

A limited building program continued at Fort Devens, along with a post beautification program throughout the 1930s, with much of the funds coming from the Works Progress Administration (WPA) and Civilian Conservation Corps (CCC). Following the outbreak of World War II in Europe, plans were formulated to increase the U.S. Army. In 1940, the first peace-time draft in the United States was instituted, and Fort Devens was designated a reception center for all New England men destined to serve for one year as "draftee." A massive building program was instituted at the post in 1940. More than 1,200 wooden buildings, including two new 1,200-bed hospitals, were constructed at a cost of \$25 million. In 1941, the Fort Devens airfield (Moore Army Airfield) was built at a cost of more than \$680,000. The Whittemore Service Command Base Shop was constructed in 1941-1942 and when it reached its peak load of repairing all damaged U.S. powered vehicles in the First Service Command area, it was known as the largest repair facility in the world.

Three divisions trained at Fort Devens during World War II. The 1st, 32nd and the 45th, along with the Fourth Women's Army Auxiliary Corps (WAAC) Training Center opened on post in April, 1943. Three months later, the WAAC became the Women's Army Corps (WAC).

In February 1944, a Prisoner of War Camp for 5,000 German and Italian soldiers opened at Fort Devens. It remained in operation until May 1946. In addition to training combat soldiers in World War II, Fort Devens was the home of the Chaplain School, the Cook and Baker School and a basic training center for Army nurses. Following the end of World War II, Fort Devens once again was designated as a demobilization center. On June 30, 1946, Fort Devens, for the second time in its history, was again put on caretaker status. On September 1, 1946, the post was utilized as an extension of the University of Massachusetts so veterans could continue their education.



(BX1) FORT DEVENS, MASS., APRIL 18--COLONEL ROOSEVELT BACK IN ACTION
 BACK IN ACTIVE ARMY SERVICE AT HIS OWN REQUEST, COL. THEODORE ROOSEVELT
 IS PICTURED TODAY AS HE TOOK PART IN HIS FIRST COMBAT TRAINING--A RIVER
 CROSSING PROBLEM WITH 1ST ENGINEERS. HE'S OBLIGING CAMERAMAN WITH BRIEF
 POSE AS TROOPS IN BACKGROUND FLING ROCK ATTACK ACROSS STREAM VIA SMALL
 PADDLE BOATS AND FOOT-BRIDGE. (SEE STOKY) (AP WIREPHOTO) (SK0140UTRA41)



[6th Mass](#)
[Fort Devens Massachusetts \(MA\), Real Photo unused](#)



[Co. B, 1st Mass Engineers](#)
[Fort Devens Massachusetts \(MA\), Real Photo unused](#)



[New England's Largest Military Installation](#)
[Fort Devens Massachusetts \(MA\), Chrome unused](#)

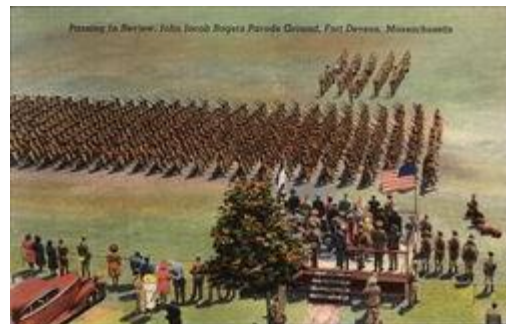


[Company Street, Concurrent Camp, Fort Devens, Mass](#)
[Fort Devens Massachusetts \(MA\), Linen PM 1941 Apr-14](#)



[Main Gate, Fort Devens, Massachusetts](#)
[Fort Devens Massachusetts \(MA\), Linen PM 1943](#)

Description:
[Series 15,866 Colourpicture](#)



[John Jacob Rogers Parade Ground](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)

Description:
[Passing in Review, John Jacob Rogers Parade Ground, Fort Devens, Massachusetts](#)



[A Typical Company Street](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Post Theatre No. 1](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Sports Arena](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Typical Army Chapel](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Sweetheart Monument](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)

Description:

[Sweetheart Monument is an old landmark of Fort Devens. Its legend is that during World War I, when a soldier's sweetheart came to visit him at what was then Camp Devens, she brought with her a rock. These are the rocks of which the monument was built](#)



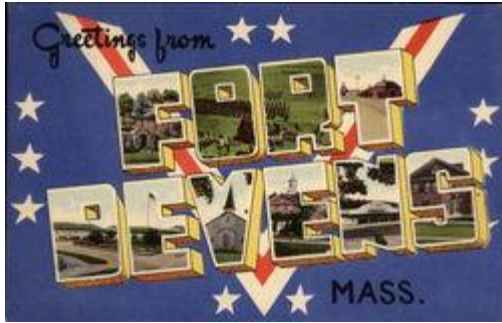
[New Station Hospital](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Post Headquarters](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[New Administration Building](#)
[Fort Devens Massachusetts \(MA\), Linen PM 1941 Aug-13](#)



[Greetings](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Sports Arena](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Ready for Company Drill](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Commanding Officer's Quarters](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



[Post Theatre](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)
Description:
[Post Theatre, Fort Devens, MA](#)



[Service Club](#)
[Fort Devens Massachusetts \(MA\), Linen](#)



[Enlisted Men's Barracks](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



Mirror Lake Bathing Beach
Fort Devens Massachusetts (MA), Linen PM 1942 Oct-5

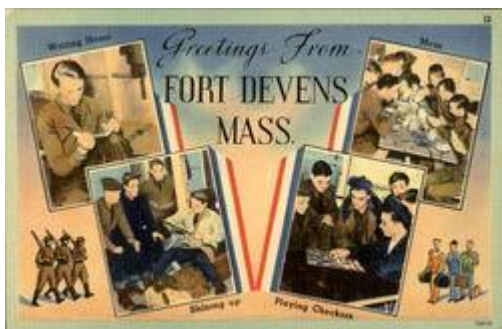


[Service Club](#)
[Fort Devens Massachusetts \(MA\), Linen PM 1942 Oct-12](#)

[Description:](#)
[Tichnor Bros](#)



[View Across Rogers Field](#)
[Fort Devens Massachusetts \(MA\), Chrome PM 1960 Aug-12](#)



[Greetings from Fort Devens Mass](#)
[Fort Devens Massachusetts \(MA\), Linen PM 1942 Nov-23](#)

[Description:](#)
[Series 70479 Writing home, Mess, Shining up, Playing checkers](#)



View Of Regular Army Barracks
Fort Devens Massachusetts (MA), Divided Back unused



Post Headquarters
Fort Devens Massachusetts (MA), Linen PM 1942 Sep-17



Hostess House, Camp Devens
Fort Devens Massachusetts (MA), Divided Back unused



[Hostess House, Camp Devens](#)
[Fort Devens Massachusetts \(MA\), Divided Back PM 1923 Aug-07](#)



Commissary
Fort Devens Massachusetts (MA), Linen PM 1940 Aug-05



Ambulance Line-Up At Fort Devens
Fort Devens Massachusetts (MA), Linen PM 1942 Oct-28



New Station Hospital
Fort Devens Massachusetts (MA), Linen PM 194



[Post Chapel](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



Making Up Bunks
Fort Devens Massachusetts (MA), Linen PM 1942 May-26



American Red Cross Field House
Fort Devens Massachusetts (MA), Chrome PM 1960



Post Hospital Fort Devens Massachusetts (MA), Linen unused



Post Chapel



[Title:](#)
[Barracks At Fort Devens](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



Title:
[Maneuvers At Fort Devens](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)



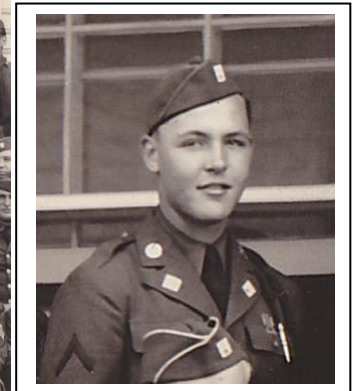
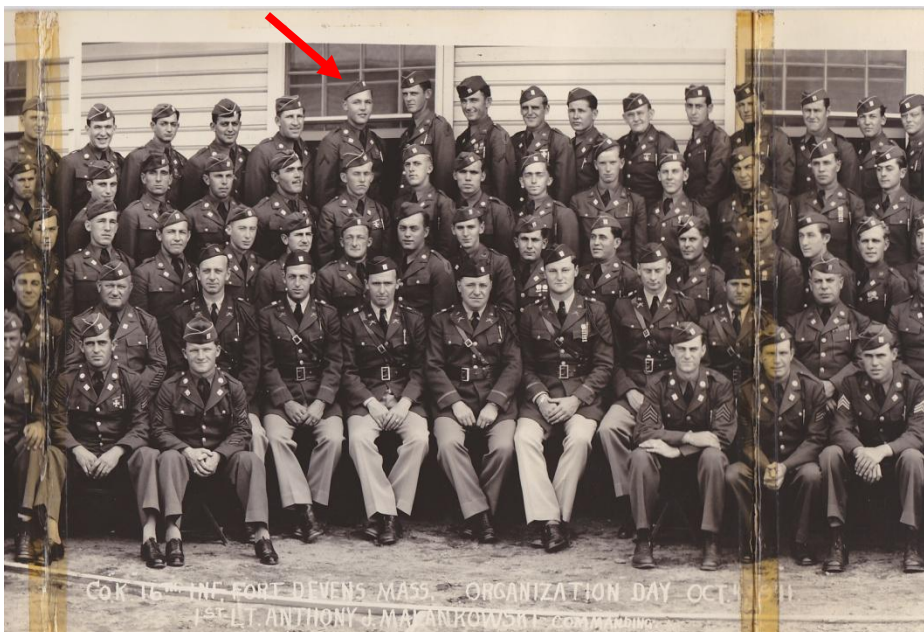
Title:
[Greetings From Fort Devens](#)
[Fort Devens Massachusetts \(MA\), Real Photo unused](#)



Title:
[Main Gate](#)
[Fort Devens Massachusetts \(MA\), Linen PM 1950](#)



Title:
[Non Commissioned Officers Apartments](#)
[Fort Devens Massachusetts \(MA\), Linen unused](#)

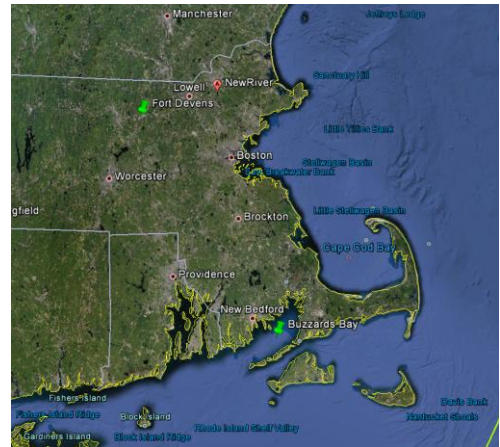


In the autumn of 1940, 3rd Battalion was participating with other regiments of the 1st Infantry Division in Puerto Rico. It was at this time that the Army began its rapid expansion, and accordingly, the personnel of the Regiment as a whole was increased considerably. However, the newer members were Regular Army men and the major part of the winter was devoted to the training of the new men.

In February, 1941, the entire Regiment (excluding the 3rd Battalion) moved by truck to Fort Devens, Massachusetts. A few days later, the 3rd Battalion, the 18th and 26th Infantry Regiments returned from Puerto Rico and thus, the 1st Division was practically housed “under one roof”. There was considerable activity in Fort Devens at this time. The various regiments were given samplings of the type of fighting that would be required of them whenever the need arose. The training centered on amphibious landings in the vicinity of nearby Buzzard’s Bay. The landings were usually made in battalion strength. The participating battalions would be

gone for approximately a week at a time, and four or five landings a day would be

made. Immediately following the training at Buzzard’s Bay, the first influx of selectees began to trickle into the Regiment.

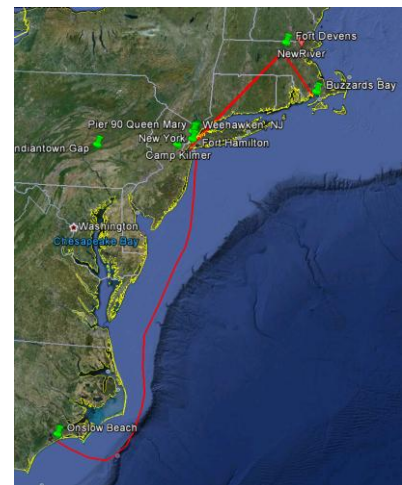


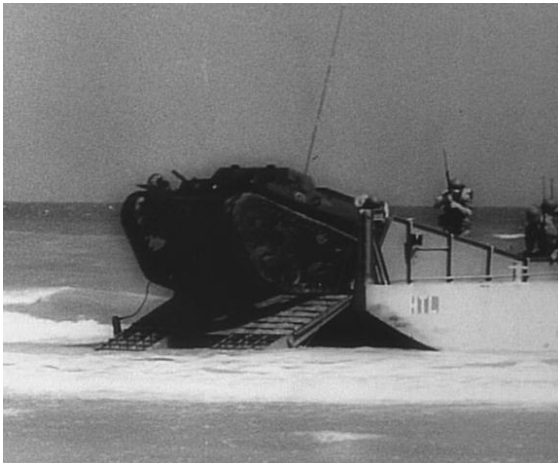
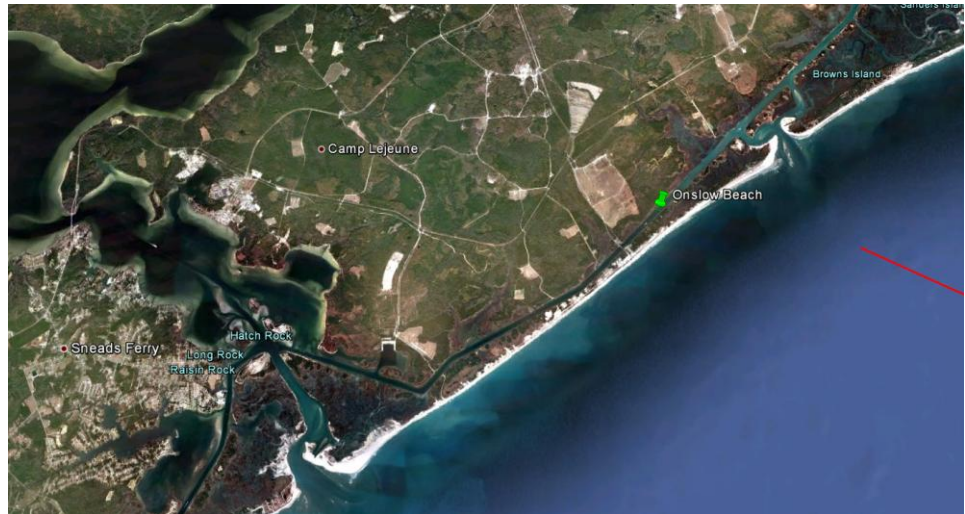
USS Wakefield (AP-21) underway, date and location unknown

Career	
Name:	USS Wakefield (AP-21)
Namesake:	Birthplace of George Washington
Builder:	New York Shipbuilding
Laid down:	6 December 1930
Launched:	5 December 1931
Sponsored by:	Mrs Edith Kermit Roosevelt, widow of former President Theodore Roosevelt
Christened:	<i>Manhattan</i>
Acquired:	(by the Navy) 6 June 1941
Commissioned:	15 May 1940 - September 1942 10 February 1944 - 16 June 1946
Maiden voyage:	10 August 1932
Renamed:	USS Wakefield
Struck:	1959
Honors and awards:	One battle star for World War II service
Fate:	Sold for scrap, 1965
General characteristics	
Displacement:	22,559 tons(t) 33,560 t. (ft)
Length:	705 ft (215 m)
Beam:	86 ft (26 m)
Draft:	30 ft 9 in (9.37 m)
Propulsion:	Steam turbine
Speed:	21.5 knots (39.8 km/h)
Troops:	6,000
Complement:	934
Armament:	4 x 5"38 caliber guns, 4 x 3"70 caliber guns; 8 x .50 cal machine guns

On 13 July 1941, the Regiment entrained for Brooklyn, New York, to board the USS Wakefield, to participate in joint Navy - Marine - Army - Coast

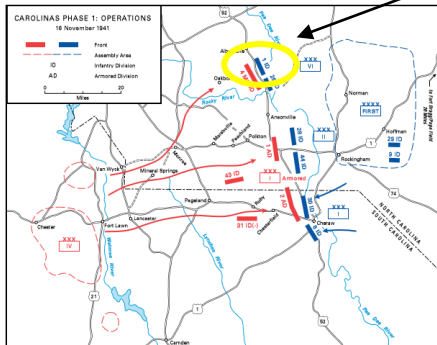
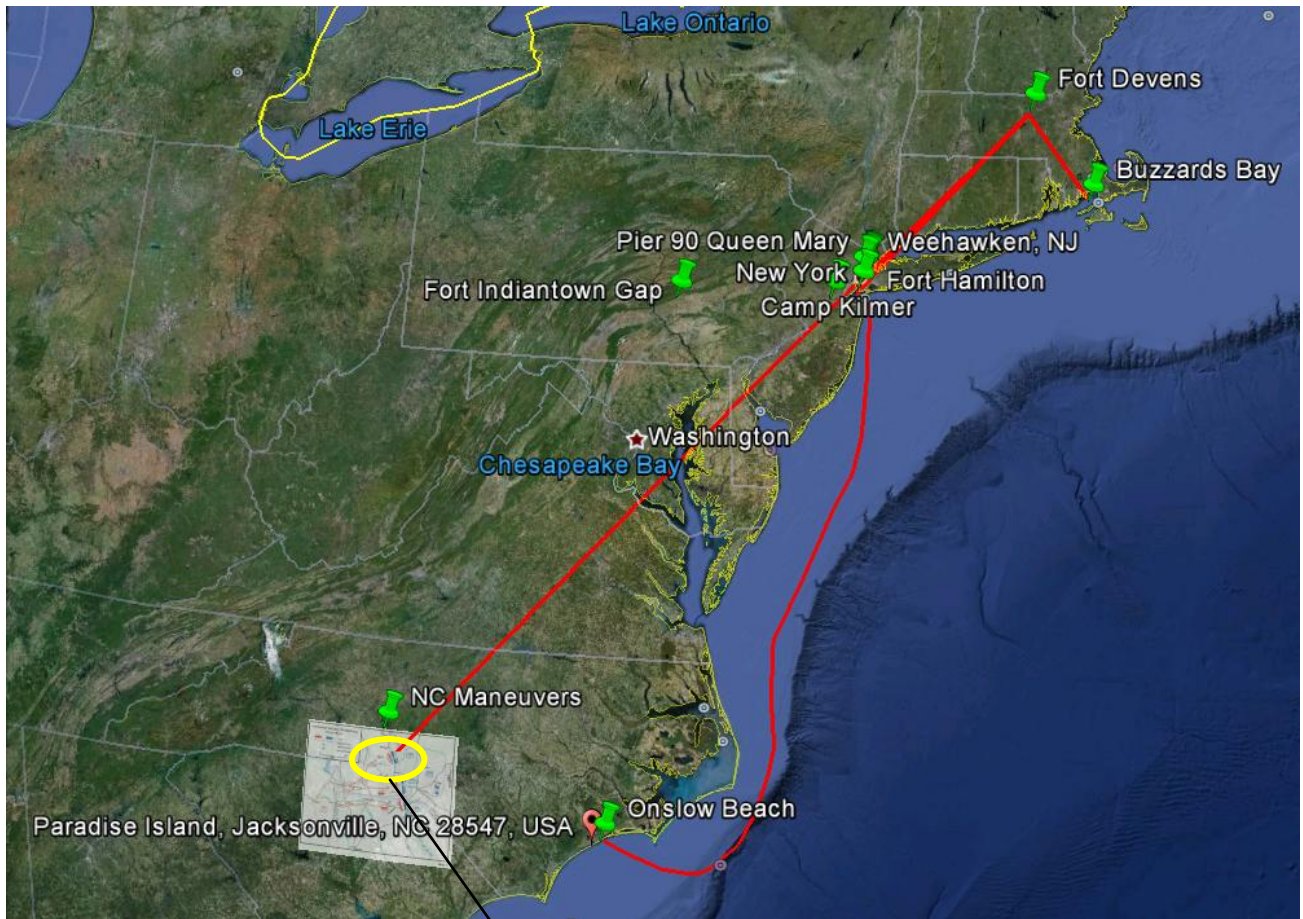
Guard amphibious training exercises at New River Inlet, North Carolina, in late July and early August. The entire Division participated in the strenuous cruise and landing operations. At the time, the majority of the men believed that the 1st Division was sailing for Martinique to intervene in the trouble that was brewing there. However, the rumor was just that—a rumor. Thus, for the major part of the summer, the Division made numerous landings at Onslow Beach in the vicinity of Paradise Island, North Carolina as part of its training that year.



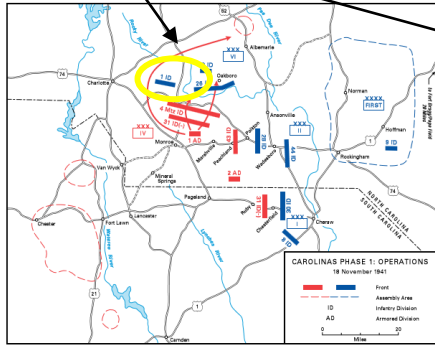


LEFT: In this still image from a 1941 newsreel, a CTL-6 light tank of the 1st Scout Company comes ashore off a Navy landing craft at Onslow Beach, New River, NC. Although called a tank, the CTL-3-series was actually in the tankette class of armored vehicles. RIGHT: In this still from the same sequence, a CTL-6 maneuvers at speed at Onslow Beach, NC. This vehicle had a crew of two Marines and mounted three .30 caliber machine guns. It had a range of 125 miles with a top speed of 30 mph. *United News*

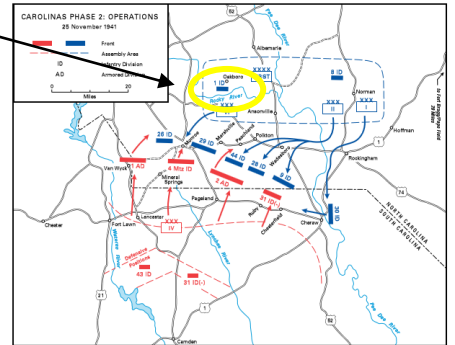
Upon returning to Fort Devens after leaving the USS Wakefield, a short period of garrison duty was interspersed with packing and other preparations for the coming ground maneuvers in the Carolinas and Georgia. The entire Division moved to the Carolinas by motor vehicle in November and actively participated in another new type of training—mobile warfare. Thus the Division was now thoroughly prepared to engage in the newer types of warfare that were being used so successfully in Europe by the Germans, amphibious landings and a rapid moving, highly mechanized army. Leaving the South by truck 1 December 1941, the Regiment reached Fort Devens five days later.



Map 5

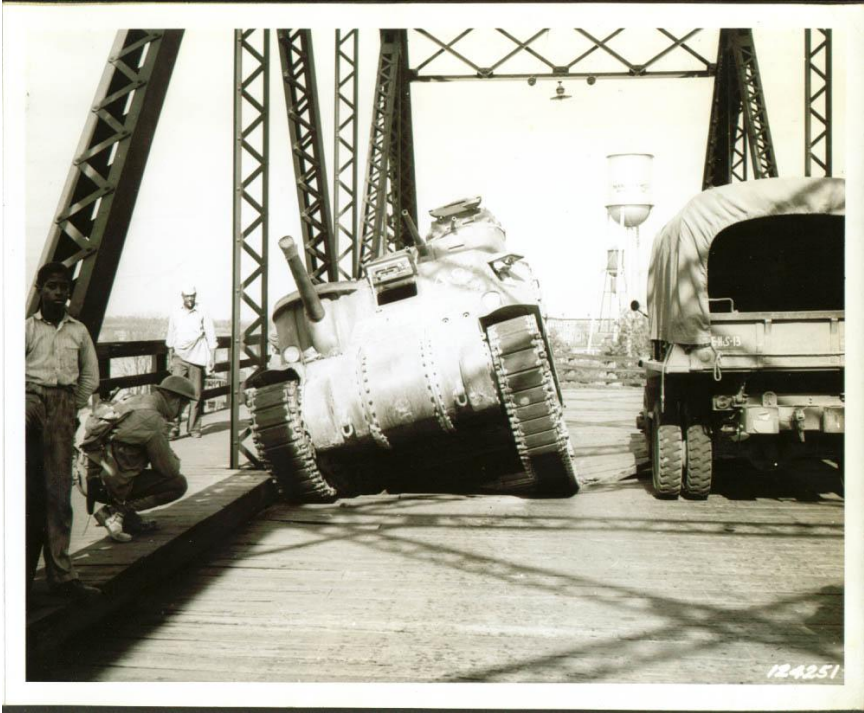


Map 6



Map 7

M3 Lee tank collapses bridge in Monroe, NC



M3 Lees on train in Rock Hill, SC



M3 Stuart tanks cross bridge over Wateree River in SC 1941



M3 Lee tank in Carolina Maneuvers 1941



Fortified pontoon bridge over PeeDee River..1941



M3 Stuart tank advancing Carolina Maneuvers



1st Army Maneuvers in the Carolinas. Co. C, 81st Recon. Bn., advances through woods. 18 Nov 1941.

1st Armored tanks on Rock Hill road



Light tanks Carolina Maneuvers 1941



Art .. this might be your WC55



Blue Army Anti Tank section Carolina Maneuvers.



Anti tank halftrack M6? Carolina Maneuvers.



Anti tank crew in action in Cheraw SC



Anti tank section with AA support Wadesboro, NC



Anti tank crew Carolinas 1941



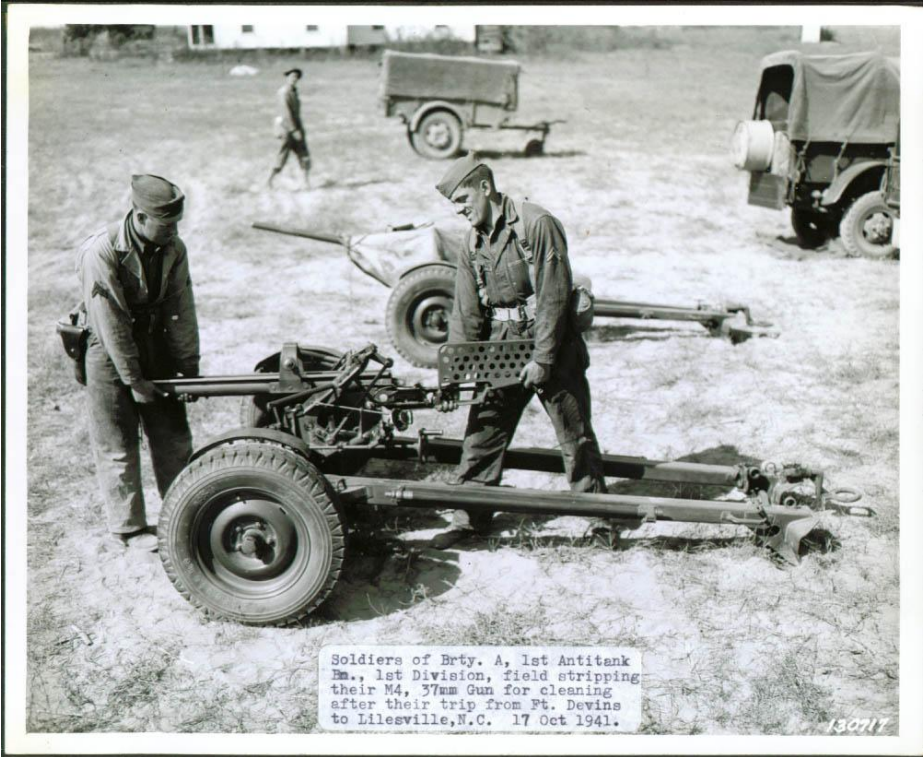
Anti tank crew Carolinas.. (and cold too)



Anti tank crew Red Cross NC



Field stripping 37 MM Carolinas



37M Maint. Carolinas



75MM Anti tanks gun in action in Wadesboro, NC



1st Armored Sgt with MG Carolinas 1941



Holding off an Aircraft attack Bethune, SC 1941



Bridge Guard, Carolinas



Carolinas, 1941



Anti aircraft gun position Carolinas, 1941



Scout car in woods, Carolinas, 1941



Army Maneuvers in the Carolinas. A machine gunner of the 29th Division Reconnaissance Troop. August 1942.

15th Recon Scout car Carolinas, 1941



1st Army Maneuvers in South Carolina. Recon. car of the 15th Recon. Co., guards its CP. 23 Oct 1941.

Camden, SC, 1941 102nd Cav Recon Scout car



Gen Magruder's half-track on flat car Rock Hill SC 1941



Half-track at crossroads Carolina Maneuvers 1941



Half-track down embankment Carolina Maneuvers 1941





M2A4 light tank of the 1st Armored Division during the autumn maneuvers of 1941. The band around the turret identifies it as part of the Red Army.

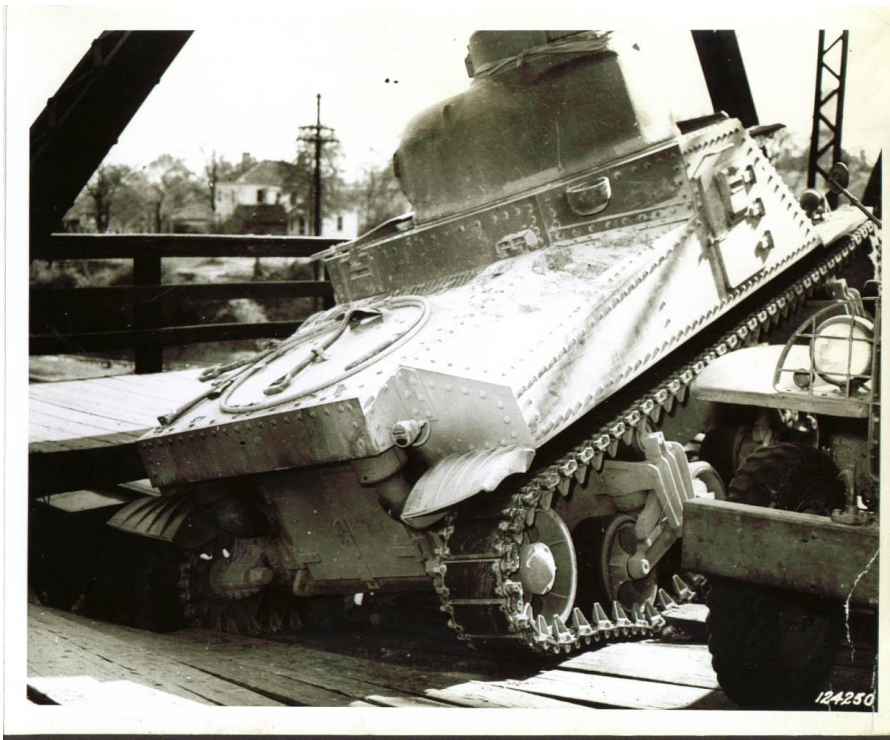


A tank column of the 67th Armored Regiment during the autumn 1941 maneuvers



M2A2 light tanks of an independent tank battalion during maneuvers in 1941

1st Army tank cracks bridge deck Monroe NC 1941





Soldiers passing through the streets of Monroe, North Carolina, 1941



War Games In North Carolina

January 26, 2009 by Amy Villagomez - While processing buttons in the Lew Powell Memorabilia Collection, I came across an interesting group of pins pertaining to war maneuvers. From October through December 1941, approximately one-third of our nation's army gathered in North and South Carolina to participate in a mock war. They were divided into the Red Army and the Blue Army and fought in an area between Fort Bragg (N.C.), Fort Jackson (S.C.), and Fort Benning (Ga.). The engineers built bridges and the infantry tested tanks, artillery, and vehicles on the terrain. Twenty percent of the soldiers who participated were considered "casualties." At the end of the battle, General Lesley McNair held a press conference and shared his view on the results of the "war." He found that while the level of training for the troops was effective, the United States would have high casualties in real warfare. He prophetically pointed out that the military was most vulnerable to air attacks. Less than a week after the fake war ended the United States entered World War II in response to the aerial bombing attack on Pearl Harbor. Similar maneuvers were held in Louisiana from 1940 to 1944.



Following the North Carolina maneuvers, the 16th spent approximately a month at Fort Benning, Georgia, in garrison, where normal training activities were carried on.

The War Games in North Carolina highlighted significant weaknesses in the United State military forces. That was fortuitous since discovering these issue on the front line might have resulted in a very different outcome for this war. **Appendix A** gives a detailed analysis and recommendations for these maneuvers.

On December 6, 1941, the 1st Division returned to Fort Devens, Massachusetts. Hard work though they were, the North Carolina maneuvers were just practice. Unfortunately, on the cold winter's day that followed their return to home base it all got serious. There were no more games. This was preparation for war.

On 7 December 1941, the men were awakened by the news that the Japanese had bombed Pearl Harbor - a day that would indeed live in infamy. The United States declared war.

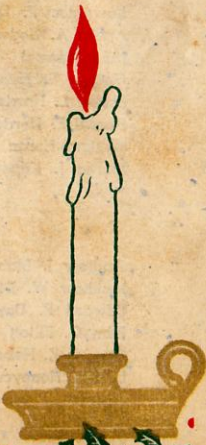


Eighteen days later the men of Company "K" of the 16th Infantry had what was to be their last Christmas dinner in the United States until 1945. The names of his fellow soldiers were listed in the program including Private First Class **Granville Charles Schuch**. Some of these men would never see another Christmas at home.



Merry Christmas

Company "K"
16th Infantry
Fort Devens, Mass.



Company "K" 16th Infantry

• Menu •

LETTUCE AND TOMATO SALAD
MAYONNAISE DRESSING
HEARTS OF CELERY STUFFED OLIVES
SWEET PICKLES
OYSTER SOUP OYSTER CRACKERS
ROAST TOM TURKEY
OYSTER DRESSING GIBLET GRAVY
CRANBERRY SAUCE
SNOW FLAKE POTATOES CANDIED YAMS
FRENCH PEAS CREAMED CORN
CHOCOLATE CAKE VANILLA CREAM CAKE
FRUIT CAKE ASSORTED COOKIES
MINCE PIE PUMPKIN PIE
HARD ROLLS BREAD BUTTER
APPLES GRAPES ORANGES
MIXED CANDY AND NUTS
ICE CREAM
APPLE CIDER COFFEE
CIGARS CIGARETTES
—
MESS SERGEANT
Albert Kolodziej

Roster

COMPANY COMMANDER

CAPTAIN JOSEPH S. BEDFORD

FIRST LIEUTENANTS

MILTON K. CUMMING, Jr. JOHN B. BEECHER

SECOND LIEUTENANTS

THEODORE ANTONELLI WARREN R. DAVISON

FIRST SERGEANT

SURGEON L. BOECKEL

STAFF SERGEANT

Harry Rosen

COMPANY MECHANIC

George W. Dorchak

COMPANY CLERK

Melville C. Gehrmann

SERGEANTS

Walter Beckman	Joseph E. Macinka
Lawrence P. Donahue	John O. McNamara
Arthur A. Godwin	Thomas D. Midkiff, Jr.
Julian Hamel	Nicholas J. O'Connor
George S. Hannah	Joseph O'Gorman
Robert L. Harris	Joseph Palermo
Harold E. Herrick	Michael J. Polak
William Horan	James F. Smith
Martin J. Kennelly	Joseph E. Thibault
John Waddington	

CORPORALS

Andrew J. Blahut	Bernard R. Klein
Matthew W. Dickinson	Walter F. Laskowski, Jr.
Edward F. Doyle	Thomas L. McGuinness
John G. Elliott	Joseph Pepitone
Charles K. Hebert	Joseph A. Ruggery
Lobrite Honeycutt	James J. Tennyson
George S. Kenworthy	Frank A. Tichacek
Vincent L. Tuetken	

Roster

PRIVATES FIRST CLASS

Nathan Alper	Donald E. Merritt
Boleslaw E. Bawczuk	Dennis D. Miller
Joseph M. Billings	Christopher Mooney
Ralph R. Buel	Leonard Moszczynski
Ramos Rosa Calderon	William H. Mothner, Jr.
Caesar J. Darcio	Oddino Paoletti
Travis B. Davis	Gaetano A. Paterniani
Frank V. Elkins	John R. Roach
Joseph P. Finnegan	Joseph W. Robibero
Harold J. Fitzsimmons	Gordon F. Rowe
James K. Fordham	Samuel D. Sanford
Gibson Fryer	Granville C. Schuch
Douglas D. Hazard	Alvin Sheppard
Roger W. Hendon	Howard C. Simmons
Lester A. Hesford	Pat Smith
Amsy Hodge	Charles Stellman
Charles J. Hock	James A. Switzer
Stanley V. Kalinowski	William H. Ulter
Thomas D. Lloyd	Kenneth M. Walter
Pete Malaga	Roland A. Watkins
Joseph A. Marek	Nicholas J. White
Earl Merrill	Constantine Wolosewicz
Bernard D. Wright	

PRIVATES

Alfred J. Altenhein	Roger W. Mack
Edward B. Bartkus	Frank C. Mangalmine
Alec A. Baxter	Frank A. Mansell
Philip A. Billotto	Arnold W. Martin
Joseph W. Bondrew	William R. Mincieli
Eugene F. Box	Benny J. Mischuk
Francis R. Bracey	Joseph Monterosso
Frank J. Casale	Bernard S. Moskowitz
Armand D. Cashier	John E. Murray, Jr.
Frank A. Catanzaro	Rafaele A. Napolitano
Eugene W. Christian	John J. O'Brien
John R. Cole	Maurice C. O'Donnell
Samuel C. Cole, Jr.	Clarence H. Osterhoudt
Frank Corso	Charles Parente
Lawrence P. Demers	Joseph Paterno
Leonard R. DeRidder	Carl Perlin
Patrick J. Doris	John J. Piacentiano
Thomas J. Posegan	Bernard Z. Podgorsky
Charles Frucht	Joseph V. Price
Frank M. Gallo	Eugene L. Quinn
Wesley S. Glover	Thomas A. Rando
Edward F. Grafje	John J. Redmond
Thomas W. Grunfelder	Anthony J. Ricciardi
Clyde V. Hall	Joseph J. Ricciardone
Harold E. Hawn	Achille S. Rita

PRIVATES (Continued)

Robert F. Hoffman	Charles E. Roake
James S. Hollenbaugh	Sherwood L. Roblyer
Grady Hulet	Jack Rothman
Salvatore Inconito	Joseph Rubin
Lyle W. Ingalls	Charles J. Selonis
Cecil G. Keister	George Savides, Jr.
Ernest J. Kemble	Oliver J. Shull
Frank J. Klaus, Jr.	Harold Stein
Morris Klaw	Franklin G. Sullivan
Cornelius Koenderman	Joseph Szarka
Frank T. Kopchak	Emideo M. Tripiccione
Walter J. Krucinski	Albert J. Uhtus
Bernard J. Kuderski	Henry C. Van Orden
Bernard Kupferman	Pedro Vazquez-Maldonado
Vincent Lagatta	Herbert M. Wagshall
William E. LaPoint	Chalmer Ward
Stanley V. LaRocca	James M. Williams
Sylvan Levey	James Zafarcos
Albert J. Lucadamo	Edward S. Zdunek

12 January 1942 - Granville Charles Schuch was promoted to Corporal at Ft. Devens, Massachusetts.

Army of the United States

T E M P O R A R Y

To all who shall see these presents, greeting:

Know ye, that reposing special trust and confidence in the fidelity and abilities of PFC. GRANVILLE C. SCHUCH, 12019169, Company "K", 16th Infantry, I do hereby appoint him ^{*} CORPORAL, Company "K", 16th Infantry, ARMY OF THE UNITED STATES, to rank as such from the twelfth day of January one thousand nine hundred and forty-two. He is therefore carefully and diligently to discharge the duty of [†] CORPORAL by doing and performing all manner of things thereunto belonging. And I do strictly charge and require all Noncommissioned Officers and Soldiers under his command to be obedient to his orders as CORPORAL. And he is to observe and follow such orders and directions from time to time, as he shall receive from his Superior Officers and Noncommissioned Officers set over him, according to the rules and discipline of War.

Given under my hand at Fort Devens, Massachusetts this twelfth day of January in the year of our Lord one thousand nine hundred and forty-two

H. B. Cheadle
COLONEL, 16th Infantry

W. D., A. C. O. Form No. 58
March 25, 1924

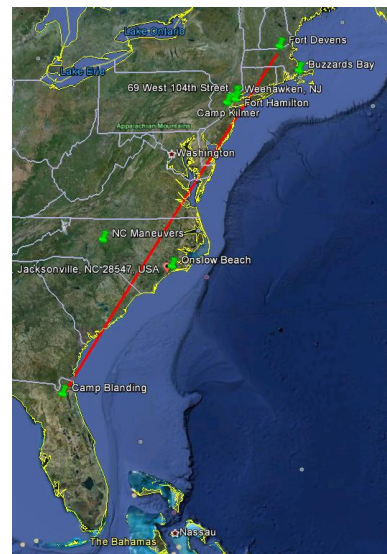
* Inact grade, company, and regiment or branch; e. g., "Corporal, Company A, 1st Infantry," "Sergeant, Quartermaster Corps."
† Inact grade.

GOVERNMENT PRINTING OFFICE
3-8708

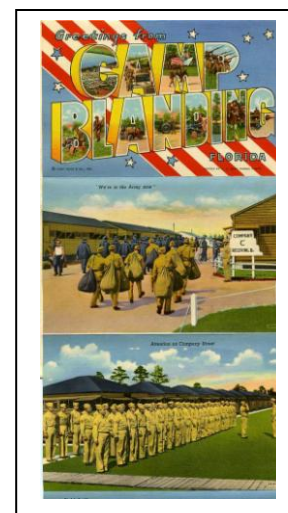
Just a few hundred miles away on January 28, 1942, his younger sister, Hazel, would marry another soldier who was also preparing for war.



In February of 1942 the 1st Infantry Division was ordered to Camp Blanding, Florida, as quickly as trains could be gathered and winter weather permitted. They arrived on 21 February 1942 and continued to train and rehearse amphibious assault operations (beach landings). It was a permanent change of station. A strenuous period of jungle and desert training was the highlight of the Division's brief, but comfortable stay in Florida. The ability to withstand forced marches under a burning sun inured the men to physical hardships.



Camp Blanding, Florida



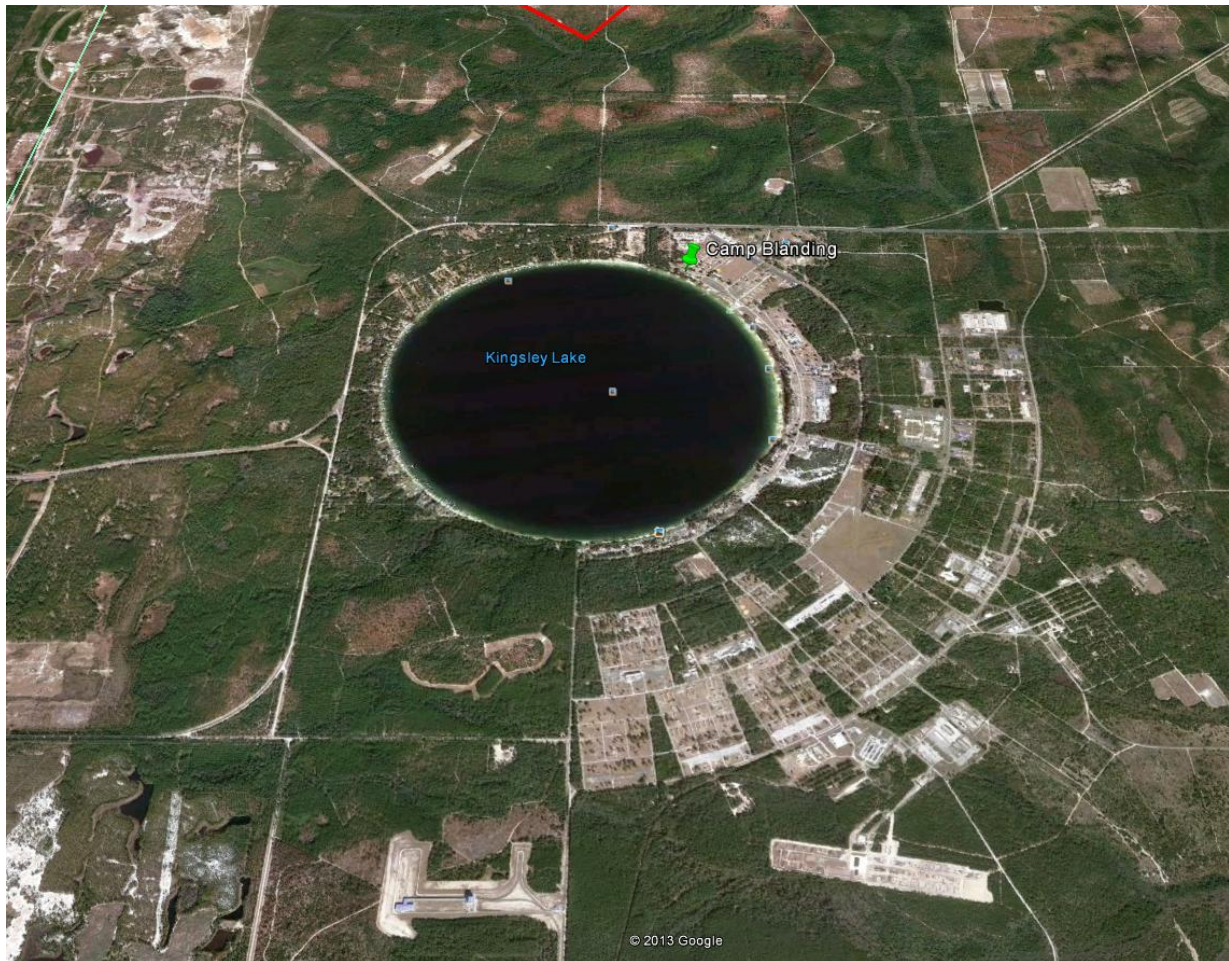
Camp Blanding owes its location on the shore of Kingsley Lake to the United States Navy's desire to establish a Naval Air Station (NAS) on the banks of the St. Johns River, south of Jacksonville, in the late 1930s. The site that would eventually become Naval Air Station Jacksonville was already the location of the Florida National Guard's Camp Foster and negotiations were started for a land-swap. In mid-1939, the transaction was accomplished and the state armory board chose as compensation a tract of 30,000 acres (120 km²) in Clay County as a National Guard camp and training site. The National Guard Officers Association of Florida recommended the new camp be named in honor of Lieutenant General Albert H. Blanding. The War Department agreed and Camp Blanding's history began.

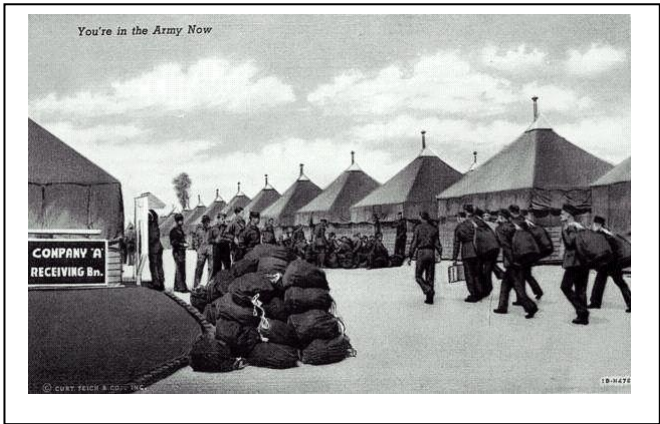
Blanding graduated from the East Florida Seminary (now the University of Florida) in 1894 and entered military service. He commanded the 2nd Florida Infantry during the Mexican Border Service in 1916 and 1917.



In 1940, Camp Blanding was leased to the United States Army as an active duty training center. The post was originally used by New England and Southern troops preparing for deployment overseas. However, during the course of the war, Camp Blanding served as an infantry replacement training center, an induction center, a German prisoner of war compound, and a separation center. At the height of the war, the Army leased acreage from local landowners, raising the total to 170,000 acres (690 km²). From 1940 to 1945, more than 800,000 soldiers received all or part of their training here.

At one point during the war, the camp contained the population of the fourth largest city in Florida. There were 10,000 buildings, 125 miles (201 km) of paved roads, the largest hospital in the state. It was one of the largest training bases in the country.





Riflemen on field maneuvers at Camp Blanding - Starke, Florida



Credit this photo: State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/29846>







Date: 8/25/2009 3:21 PM File Name: 1942-06 - Tatget pits - Camp Blanding FL.JPG



Credit this photo: State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/152779>

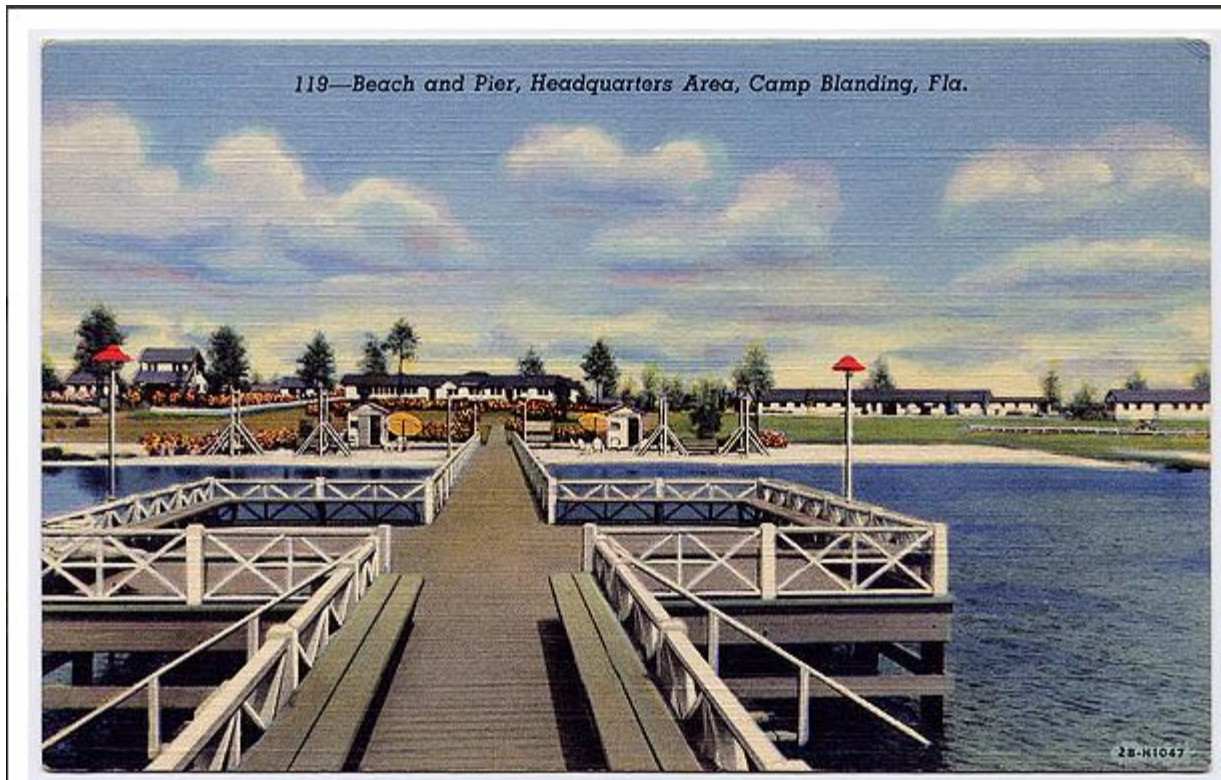


Credit this photo: State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/152770>





Credit this photo: State Archives of Florida, *Florida Memory*, <http://floridamemory.com/items/show/31681>



Beach Pier Headquarters Area - Camp Blanding FL - 1942

CLOSE







Maneuvers training continued for four months at Camp Blanding, Florida and the Division was reorganized and refurbished with new equipment. On 14 March 1942 - Granville Charles Schuch was promoted to Sergeant.

Army of the United States

TEMPORARY

To all who shall see these presents, greeting:

Know ye, that reposing special trust and confidence in the fidelity and abilities of Corporal GRANVILLE C. SCHUCH, 12019169, Company "K", 16th Infantry, I do hereby appoint him SERGEANT, Company "K", 16th Infantry, ARMY OF THE UNITED STATES, to rank as such from the fourteenth day of March one thousand nine hundred and forty-two. He is therefore carefully and diligently to discharge the duty of SERGEANT by doing and performing all manner of things therunto belonging. And I do strictly charge and require all Noncommissioned Officers and Soldiers under his command to be obedient to his orders as SERGEANT And he is to observe and follow such orders and directions from time to time, as he shall receive from his Superior Officers and Noncommissioned Officers set over him, according to the rules and discipline of War.

Given under my hand at Camp Blanding, Florida this fourteenth day of March in the year of our Lord one thousand nine hundred and forty-two

W. B. Chadler
COLONEL, 16th Infantry

W. D., A. G. O., Form No. 58
March 25, 1914

* First grade, company, and regiment or branch; e. s., "Company, 1st Infantry;" "Sergeant, Quartermaster Corps."
1-10718



In early May following in his sister's footsteps **Granville Charles Schuch** married Barbara Lignian of Salamanca, New York, while at Camp Blanding - tying the knot like many young soldiers were inclined to do as they prepared to leave for combat.



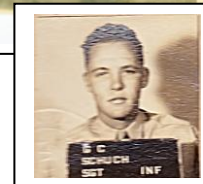
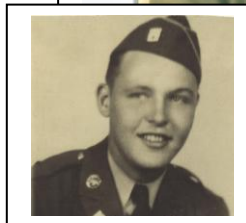
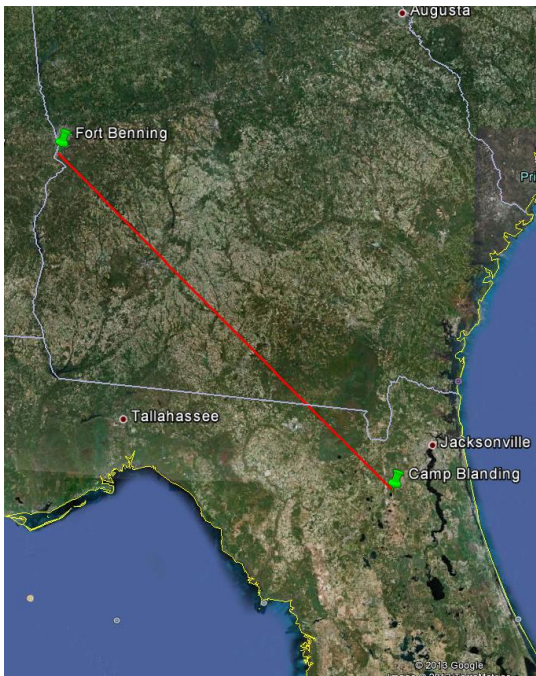
BARBARA LIGNIAN

"I'm Just A Jitterbug" ✓
 —red head
 —Our acrobatic cheerleader
 —"Babs"

Chorus '35, '36, '37, '38; Seneca '39; Cheer Leading '36, '37, '38, '39; Volleyball '35, '36, '37; Basketball '35, '36, '37; Softball '35, '36, '37; Marching '35, '36; Senior Play Staff '39; Operetta '35, '36, '37, '38; Stunt Night '39.

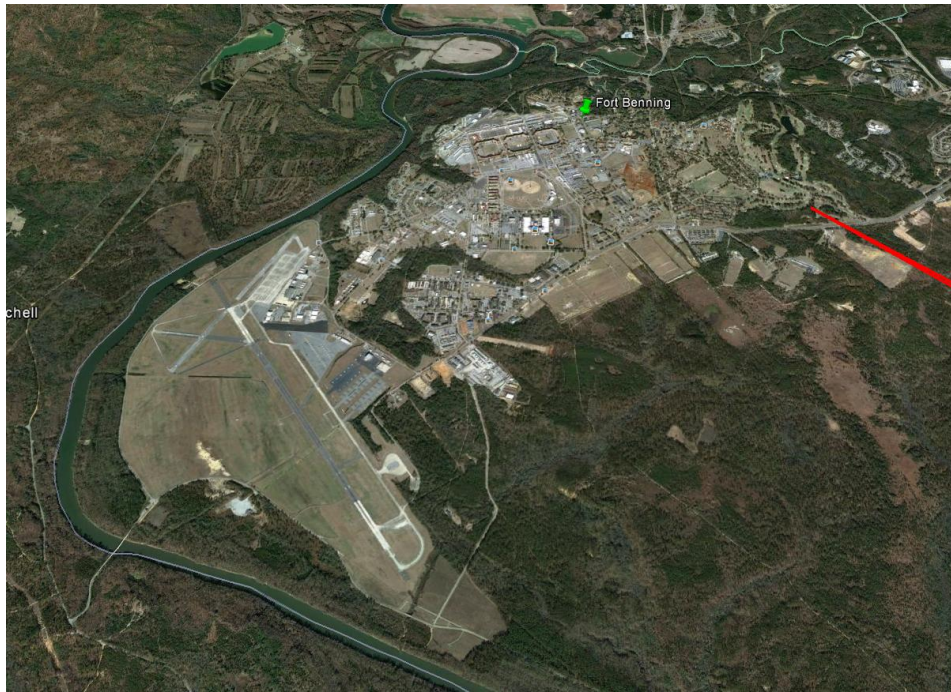


On 15 May 1942, within a week after being re-designated as the 1st Infantry Division, the division was returned to its former 1939 post at Fort Benning, Georgia, where the men heard live artillery shells and bombs explode for the first time. The main purpose of the maneuvers in the vicinity of Fort Benning was to acquaint each soldier with the team-work that is absolutely necessary between the Infantry, Artillery, Air Corps, Engineers, etc. while under low level air attack and defending against tank attacks.



... the boyish grin was already fading.

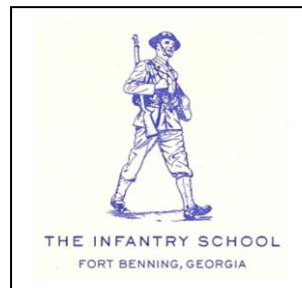
Fort Benning, Georgia



The Infantry School



Parde Grounds and Barracks, Ft. Benning, GA 1942



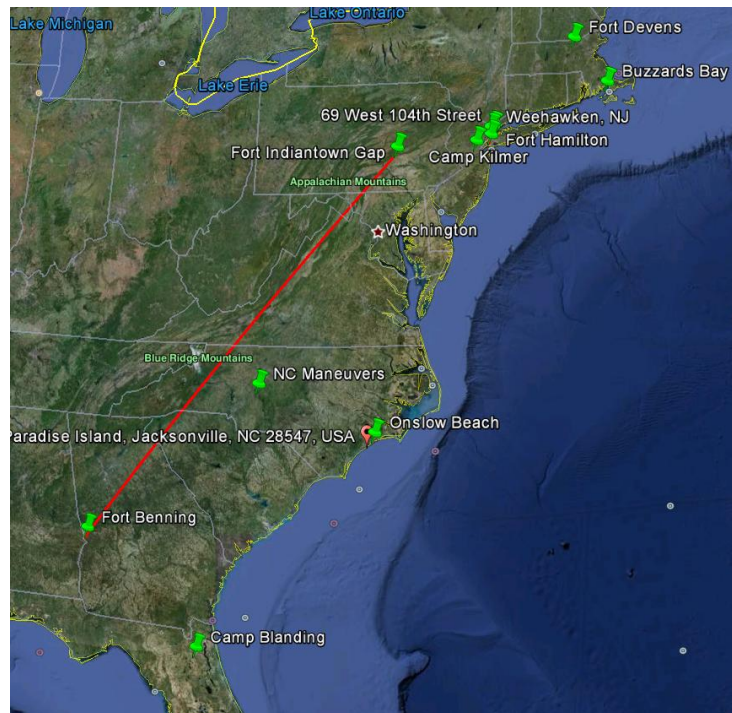


Attending Classes on the Bleachers

The Infantry School
Fort Benning, Georgia



On 21 June 1942 the order was received to relocate to one of the largest staging areas for troops in World War II and "prepare for overseas movement."



Indiantown Gap Military Reservation (IGMR), Pennsylvania

After the outbreak of World War II in 1939, the U. S. Army made plans for a major expansion in its troop strength. On September 30, 1940, the Federal Government leased Indiantown Gap Military Reservation from the Commonwealth of Pennsylvania for \$1. Within days, construction crews began converting the tranquil National Guard post into an up-to-date facility to train men to fight a modern war. On February 17, 1941, President Franklin D. Roosevelt ordered the Pennsylvania National Guard 28th Infantry Division into federal service. Within days, its men began occupying the new barracks buildings before they had even received a coat of paint.

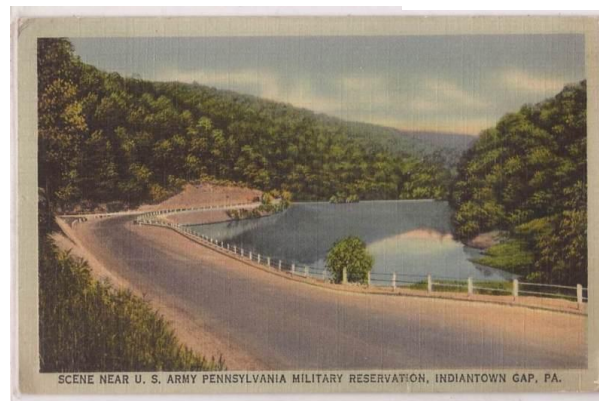
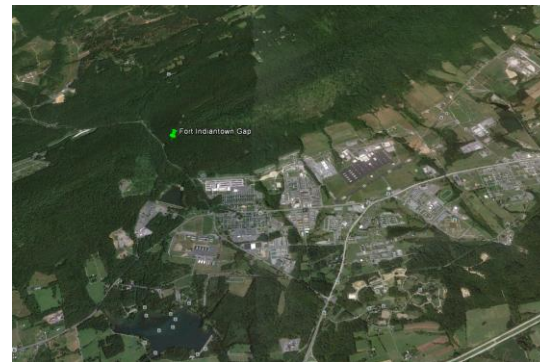


Aerial view of the Pennsylvania National Guard Military Reservation, showing Lake Conewago on the right, Mount Gretna, PA, circa 1932. [Close Window](#)



Credit: Courtesy of the Pennsylvania State Archives

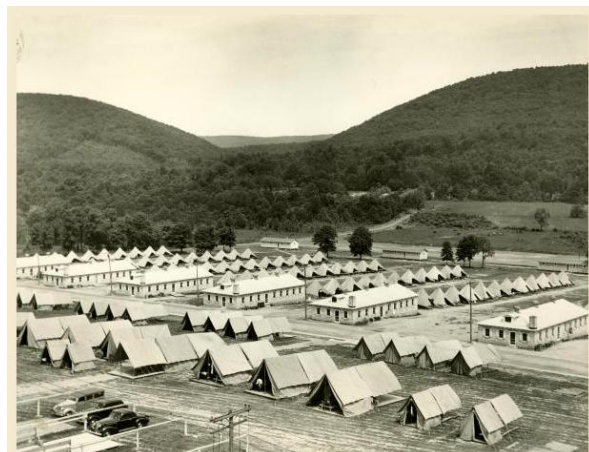
Located in Lebanon County, the Pennsylvania National Guard Military Reservation, outside of Mount Gretna, was home of the Pennsylvania National Guard from 1885 until 1935, when it moved to a more spacious new facility at Indiantown Gap.



Aerial view of Indiantown Gap Military Reservation, Indiantown, PA, circa 1936. [Flip Photo](#) [Flip to View of the Pennsylvania National Guard encampment at Indian Town Gap, PA, circa 1936.](#) [Close Window](#)



Credit: Courtesy of the Pennsylvania State Archives

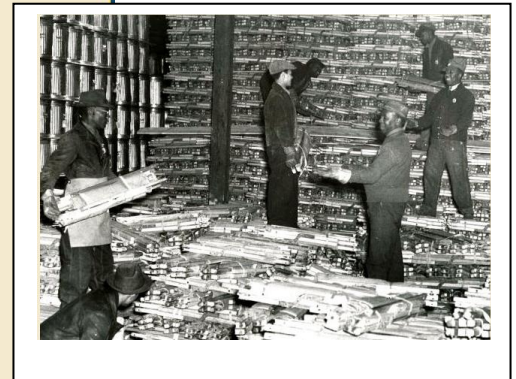


Following the attack on Pearl Harbor and the U.S. entrance into the war, the New York Port of Embarkation on January 10, 1942, assumed jurisdictional control over IGMR, and the post became a staging area for what First Division lieutenant Joseph S. Freylinghuysen called the "hard-nosed business" of training for combat. To accommodate the 250,000 soldiers who would pass through IGMR on the way to the European battlefront, the federal government undertook a massive construction program that at its peak employed more than 13,000 workers. During the war they laid 110 miles of roads, forty-three miles of sewer lines, and 155 miles of water lines. They built an airfield with a paved runway capable of accommodating the largest aircraft of the day, a 7.5-mile artillery range, and an 809-acre lake for amphibious training. Adopting an assembly-approach, they erected 1,400 structures, including nine chapels, two service clubs, four theaters, three fire stations, a 400-bed hospital, a 4,000-seat sports arena, and the largest army laundry in the country.

Seven divisions—the 3rd and 5th Armored, and the 1st, 5th, 37th, 77th, and 95th Infantry—all trained and staged at Indiantown Gap before shipping overseas. On July 21, 1942, Indiantown Gap added another activity, with the arrival of the Transportation Corps Unit Training Center, which trained Port Battalion personnel how to load and unload men and supplies on cargo vessels. Prospective stevedores drilled on the SS Swatara and SS Manada, two full-scale mock-ups of decks of supply ships, called "dry-land" ships. As was typical of non-combat service units in the segregated wartime army, African Americans, who filled the ranks of the Port Battalions, lived in separate barracks.

"Land ships" SS Manda and the SS Swatara (in the background), Fort Indiantown Gap Training Center, circa 1942.

Flip Photo [Flip to Prospective African-American stevedores pose for a photograph while loading cargo, Fort Indiantown Gap Military Reservation, Fort Indiantown Gap, PA, circa 1942.](#)
[Close Window](#)



Credit: Courtesy of the Pennsylvania State Archives

At Fort Indiantown Gap, the Army built a mock wharf and full scale mock-ups of cargo ships where troops could learn how to prepare cargo for overseas battle shipment.



No. 67-3
Bus Terminal, Indiantown Gap, Pa.
[Bus Terminal](#)
[Indiantown Gap Pennsylvania \(PA\), Linen unused](#)



[Greetings from Indiantown Gap](#)
[Indiantown Gap Pennsylvania \(PA\), Linen PM 1943 Aug-15](#)



[Service Club, Military Reservation](#)
[Indiantown Gap Pennsylvania \(PA\), Linen PM 1948 Aug-27](#)



[View Of Military Reservation From Post Headquarters](#)
[Indiantown Gap Pennsylvania \(PA\), Linen unused](#)

Description:
[Series 5B-H748](#)



No. 414
Division Headquarters-Indiantown Gap, Pa.
[Division Headquarters](#)
[Indiantown Gap Pennsylvania \(PA\), Linen PM 1943 Feb-05](#)



No. 612
The Evening Gun Is Dwarfed by A Captured Relic of World War I-Indiantown Gap, Pa.
[The Evening Gun Is Dwarfed By A Captured Relic Of World War I](#)
[Indiantown Gap Pennsylvania \(PA\), Linen PM 1942 Dec-20](#)



[Greetings From Indiantown Gap](#)
Indiantown Gap Pennsylvania (PA), Linen unused



[Bathing Beach, Military Reservation](#)
Indiantown Gap Pennsylvania (PA), Linen unused

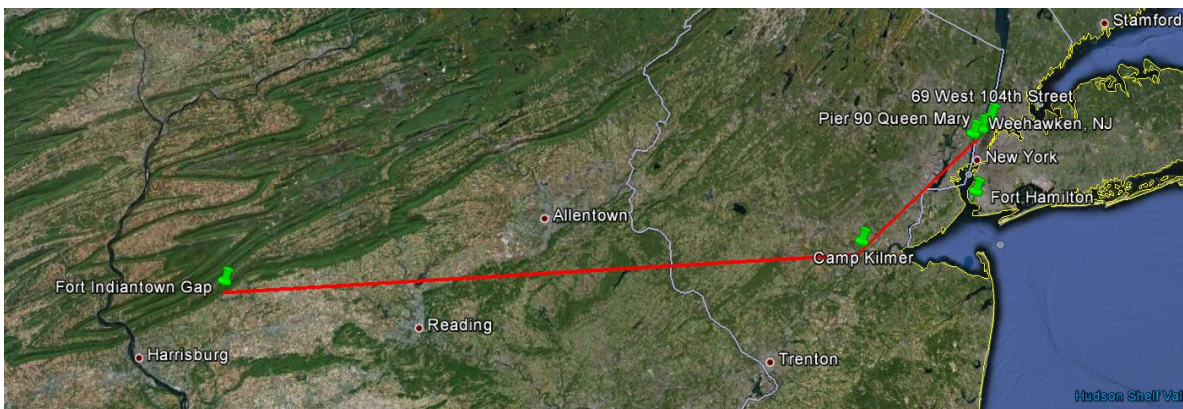


[Service Club](#)
Indiantown Gap Pennsylvania (PA), Linen unused

[Description:](#)
[Military Reservation](#)

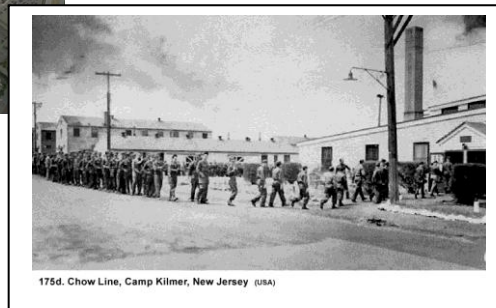
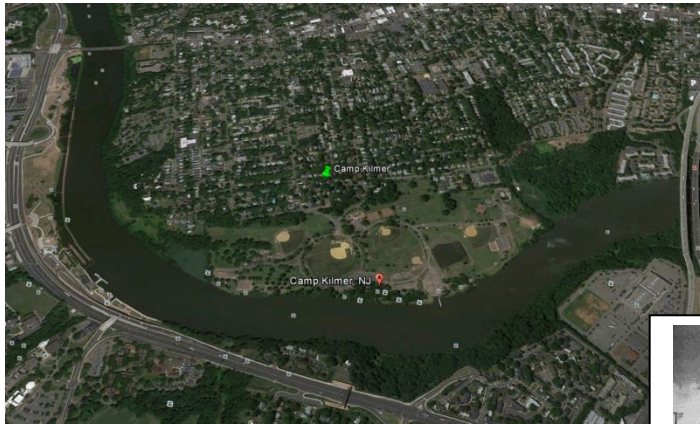


During the last week in June, the forward echelon (2nd Battalion) was segregated from the rest of the Regiment and placed under a strict restriction. There was to be no writing or talking to outsiders. All members of the 2nd Battalion who had business outside the restricted area were accompanied by armed guards. The men of the 2nd Battalion were paid for the last time in the States at one minute past midnight, 30 June 1942, and later in the day, left by train for New York, to board the transports bound for England. The 3rd Battalion and **Granville Charles Schuch** would follow a few weeks later, possibly passing through Camp Kilmer, New Jersey, heading for the Queen Mary.



Camp Kilmer, New Jersey

Camp Kilmer, New Jersey was a former United States Army camp that was activated in June 1942 as a staging area and part of an installation of the New York Port of Embarkation. The camp was organized as part of the Army Service Forces Transportation Corps. Troops were quartered at Camp Kilmer in preparation for transport to the European Theater of Operations in World War II. Eventually, it became the largest processing center for troops heading overseas and returning from World War II, processing over 2.5 million soldiers. It officially closed in 2009.





A SECTION OF THE HOSPITAL BLDG. CAMP KILMER, N. J.



IN FRONT OF THE JOYCE KILMER MEMORIAL CAMP KILMER, N. J.



THE DINING HALL, CAMP KILMER, N. J.



THE CHURCH, CAMP KILMER, N. J.



ONE OF THE MESS HALLS, CAMP KILMER, N. J.



ONE OF THE BARRACKS, CAMP KILMER, N. J.



IN LINE FOR CHOC., CAMP KILMER, N. J.



Although it is unclear just where Charlie was in the mass of humanity as they made their way to Pier 90 in New York City, the following excerpted story of a subsequent troopship Queen Mary crossing captures the essence of the chaos.

Mildred MacGregor – World War II Front Line Nurse

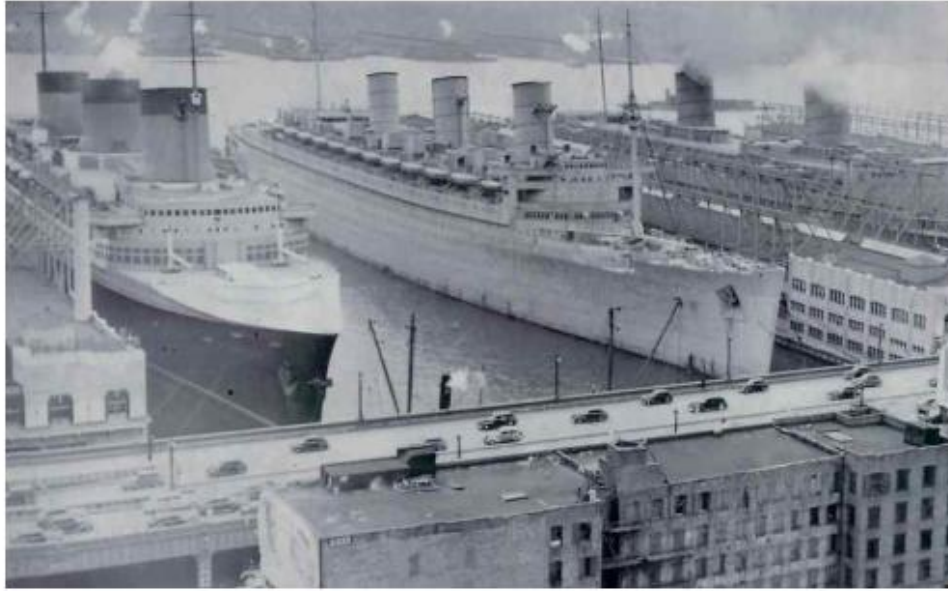
Camp Kilmer was a staging area camouflaged to match the mud where rows of drab wooden bunk-racks were separated by rows of soggy paths. The overcast gray sky with intermittent rain made it a dismal site. Inside, canvas cots lined the huge barn-like quarters as far as one could see in the semi darkness. These dismal quarters were barely lighted by bulbs dangling on an electric cord hung high in the rafters.

Our day started with roll call at seven, I guessed that this was to be sure no one had gone AWOL-, as well as a testing period to weed out timid souls. The dining room, with its rows of rough wooden tables and benches, was bedlam when hundreds of soldiers gathered for meals. The din of chatter, the background noise of pots and pans, dishes rattling, and the stomping of boots as we shook off mud upon entering the huge mess hall was enormous. The food was unappetizing; the coffee unpalatable. After a late lunch one day, I watched a GI use the tall galvanized coffee pot as a basin to wash the rough wood table with a muddy looking rag. Small wonder the coffee tasted so bad.

When we got orders to pack. We rushed from one barracks to another through the mud to mail our last letters, sign last wills and testaments and powers-of-attorney. We rolled up our bed rolls, packed our gear and metal lockers, crammed the last minute PX purchases into our bags and made ready to leave the staging area at Camp Kilmer. Then we stood around and waited for hours. When the two-and-a-half-ton trucks arrived we marched toward the rear where a GI handed us a sandwich in a brown paper sack. I tucked mine into my bag and climbed on to the high tailgate step and settled down on the benches that lined both sides of the truck. We were on our way.

At the station we formed in to a long queue and waited our turn to board the train. As we settled in our seats, we were surprised to hear the strains of "From the Halls of Montezuma." Looking out the window I saw a small band alongside the tracks. A thought flashed through my mind! Is that where we were going or was there no significance to the words of the song, "to the shores of Tripoli?" With a shrill whistle and the screeching sound of steel on steel, the wheels of the train began to turn, and we were off to war!

*We left the staging area at Camp Kilmer at eight o'clock p.m. and arrived at the blacked-out port in Weehawken where we boarded a ferry silhouetted against the foggy sky. Lights were dimmed and conversation muffled as we settled on benches with our paraphernalia at our feet. It took two hours to travel from Weehawken to Manhattan where the Queen Mary, the largest, fastest and most luxurious liner in the world was anchored at Pier 90. **(to be continued)***

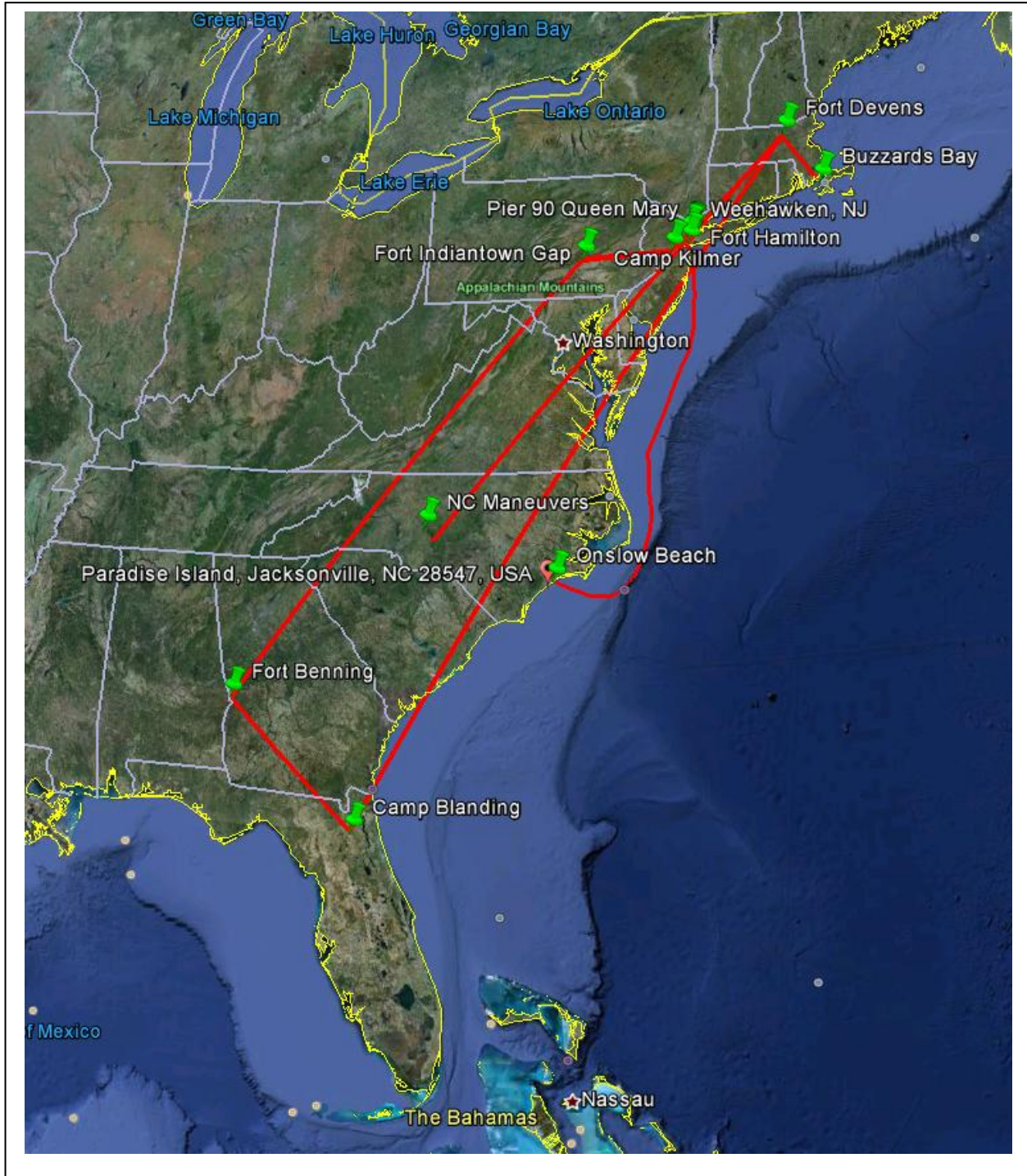


(Left to Right: SS Normandie, RMS Queen Mary and RMS Queen Elizabeth)

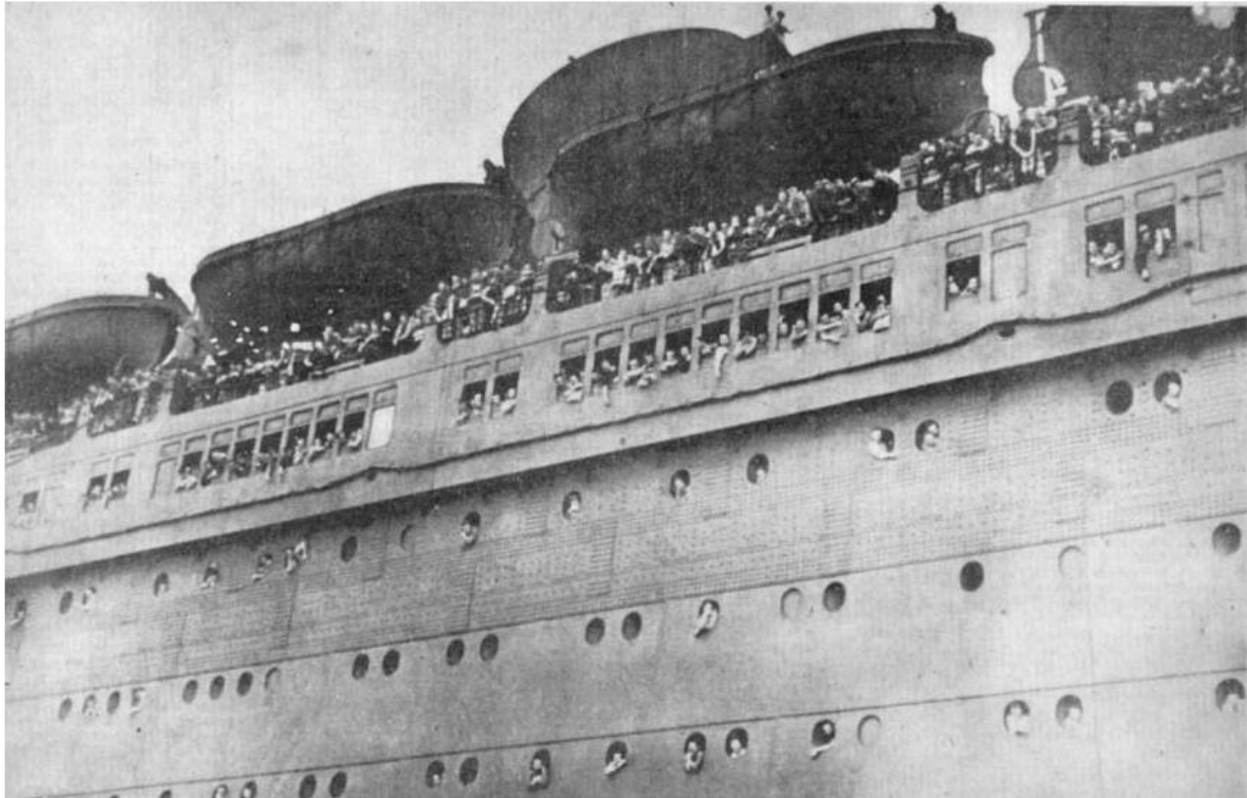


The SS Normandie and RMS Queen Elizabeth in New York – Beginning of WW 2

Twenty two months of hard training had passed. The journey is astounding to look at on paper but these soldiers were now as prepared as they could be.



Troopship RMS Queen Mary



She was bigger, faster and more powerful than the Titanic. She was the undisputed Queen of the luxurious North Atlantic cruise ships. The Queen Mary was launched, and made her maiden voyage in 1936, and for the next three years, she hosted the wealthy and famous on their travels from New York to England and Europe. Considered by the upper class as the only civilized way to travel, The Queen Mary's passenger list, in those first years, included the likes of Sir Winston Churchill, Clark Gable, and the Duke and Duchess of Windsor. She was beautifully appointed, and she held the record for the fastest North Atlantic crossing. It's no wonder that some of her guests just didn't want to leave her decks, even in the after life.

Ship History & Specifications

War Service Dates: March 1940 - September 1946

War Service Type: Troopship

MC# or Hull #:

Former Name: Same

Former Operator: Cunard Line

Built: 1930-1936 - John Brown & Co., LTD., Clydebank, Scotland

Engine Type: Sixteen geared turbines - Quadruple screw

Length: 1,019.5 feet

Beam: 118 feet

Tonnage: 81,237 GRT

Speed: 28.5 knots

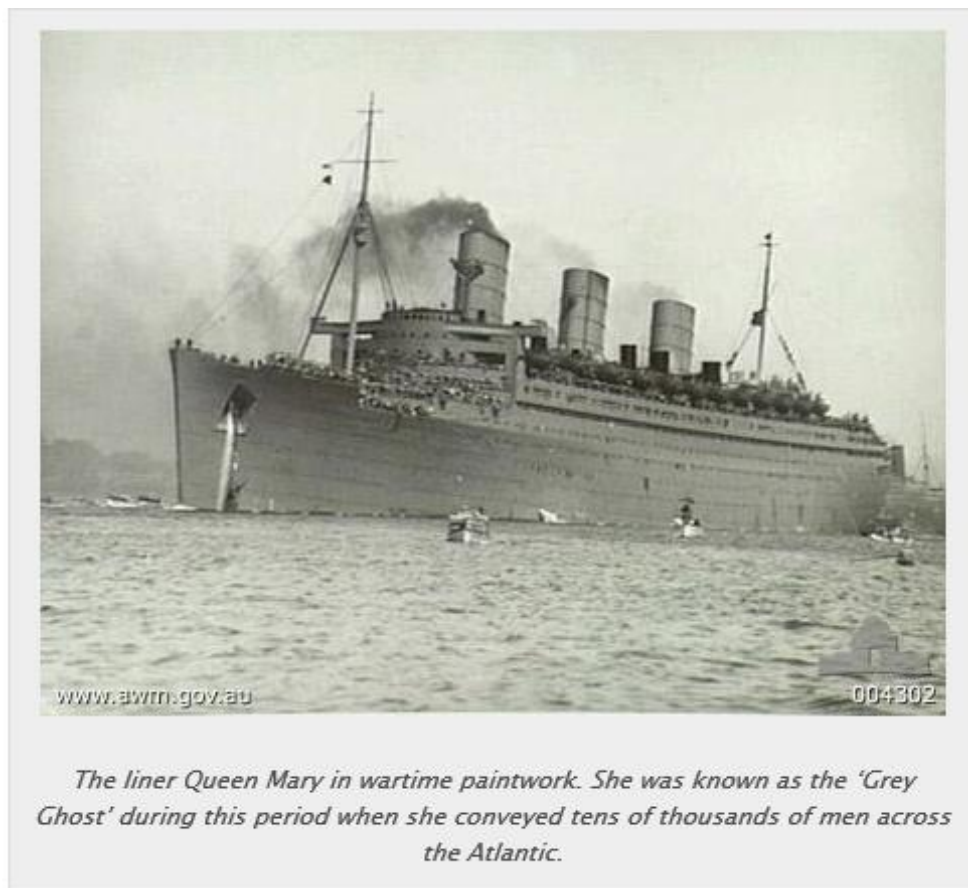
Crew: Varied (See specific voyage notes)

Troop Capacity: 15,000+ troops

Disposition: Hotel & convention facility in Long Beach, CA



May, 1940: Take a bow . QUEEN MARY converted to a troopship in Sydney Harbour - Samuel J. Hood [1872-1953] ANMM.



The liner Queen Mary in wartime paintwork. She was known as the 'Grey Ghost' during this period when she conveyed tens of thousands of men across the Atlantic.



When World War II broke out, in 1939, all luxury travel ceased. The Queen Mary was refitted, painted grey, and pressed into service as a troop ship. The "Grey Ghost", as she became known, carried more than 800,000 troops across the Atlantic, and was part of almost every major campaign of the war, including the D-Day invasion. She was originally fitted to carry about 2400 passengers, but her refit increased her capacity to 5500. She holds the record for carrying the largest number of people ever on a floating vessel, when she carried 16,683 troops. The "Big Red One" was considered by many to be America's premier Army Division and in early August 1942, the entire 1st Infantry Division of over 16,000 men, most of whose members hailed from New York and New England, was crammed aboard the converted Queen Mary, and shipped from New York to Scotland, and from there by rail into southern England for more training.



August 2 to August 7

Embarkation/Debarkation: New York, NY to Gourock, Scotland

Units on Board: 15,125 1st Infantry Division troops & 863 crew

Convoy Number: None known (reportedly sailed alone)

Source: TSgt. G. W. Eldridge (to son), Weapons Platoon, Company I, 26th Infantry Regiment (1st Infantry Division and S. Harding - *Gray Ghost: The RMS Queen Mary at War*)

Notes: First time in history that an entire US division voyaged in a single ship.

Mildred MacGregor – World War II Front Line Nurse (continued story)

We struggled up the gangplank of the Queen Mary. As we filed past a ship's officer, he handed each of a card with the number of the cabin we would occupy. A crewman led us up the many flights of stairs to our assigned cabins on the main deck. I was surprised to see the cabin filled with rows of bunks lined up in tiers of four, nearly touching the ceiling, with just enough aisle space to pass between the rows. There were twelve bunks in our cabin. Anxious to loosen the attachments that had weighted us down all day we dropped our gear on the bunks and settled after shoving gear under the lower bunks to clear a pathway. There would be no supper tonight, since the ship's halls were crowded with fifteen thousand troops treading the twelve decks to their assigned area. I was hungry, and remembered the sandwich that we got at Camp Kilmer for the road. I climbed to the upper bunk in the semi-darkness with my life preserver, fumbled for my flashlight and started reminiscing about the events of the past few weeks.



The Queen had been stripped of all the luxurious embellishment that had attracted royalty and wealthy travelers when she crossed the Atlantic in four and a half days, and had been converted to accommodate an entire army division plus a crew of 2000, totaling 17,000. Her precious oil paintings, thick rugs, furnishings, draperies, and crystal chandeliers had all been removed. In spite of her war-time coat of grey paint, however, she breathed affluence and splendor.

In the distance, the silhouette of the Statue of Liberty loomed against the dark sky. Battleships and destroyers on either side of the Queen kept watch over her as planes circled overhead. It was known that Hitler had posted a \$250,000 reward to anyone who would sink her. The Queen was the largest ship ever built and was easily identified by her three smoke stacks.

Now, lying on a top bunk on the crowded Queen Mary I tucked the flashlight under my pillow and closed my eyes. Tired after all the activity, I fell asleep quickly in spite of the chatter in the surrounding bunks below me and on both sides. I tossed from side to side on the narrow bunk. Finally I covered my head with my pillow to stifle the sound of marching feet past our cabin door and above me as the troops loaded throughout the night.

The vibration of the ship's engines awakened me at six-thirty the following morning, and as the ship began to get under way its seams creaked with all its weight. At seven, we descended many flights of stairs to the dining room for breakfast. Meals were being served around the clock in shifts.

Topside, where we could see a vast array of vessels as far as the horizon. The enlisted men, because of limited hammock space, slept in relays, rotating every eight hours. The rest of the time they spent in boredom in the hold of the ship.

Destroyers on either side of the Queen kept watch over her. A blimp hovered overhead, and planes circled over the entire fleet. Battleships surrounded other merchant vessels loaded with thousands of troops. As we sailed, I saw ships changing position at a given flag signal. The maneuvering was to reduce the risk of getting hit by a torpedo. Nazi U-boats plied the oceans and had sunk many Allied merchant ships close to our shores. These were dangerous waters. Planes checked on the fleet from a distance. Later in the day when I went on deck I discovered that the Queen had left the convoy and was traveling alone, as she would be easily identified among the other ships and was zigzagging every eight minutes to avoid being struck by a German submarine, as it took that long for a submarine to get into a firing position.

When transporting luxury travelers before the war, her commander, Sir James Bissett, had broken all records for crossing the Atlantic eastbound—three days, twenty-three hours, and fifty-seven minutes. The Queen had tarried millions of passengers on round trips commercially prior to the war and would transport 810,000 troops during World War II.

Our first abandon ship drill was called by the blast of the klaxon. We formed into queues and quickly climbed the many flights of stairs to an assigned place on the deck where, in the past, passengers had played tennis. There were several lifeboats suspended on davits above the deck when a crewman overheard someone refer to the Queen as a "boat," he promptly announced: "The Queen not a boat; she is a ship." He then pointed to the life boats suspended above, "Those are boats. I might as well tell you now that the boats will accommodate only twenty five percent of the ships passengers. The rest of you will rely on rafts or May Wests. You must carry your life preservers at all times along with your water-filled canteens attached to your canvas belt."

We were also warned that should anyone fall overboard, the Queen would not stop to look for them. A British officer crewman told us the fifty-foot drop from the main deck would result in a concussion and would break one's neck. The sun deck where I spent most of the day was a hundred feet above the sea.

A meeting for officers was called at two o'clock. We met in the small lounge where the troop commander issued the following orders: "There will be absolutely no smoking on deck at blackout. Positively no flashlights are to be used outside of the enclosed areas. If anyone has a radio in his possession it will be confiscated for the duration of this voyage."

He repeated what we had heard earlier: "Should any of you fall overboard, this ship will not turn back for any reason. You should also be aware that Hitler has placed a high prize to any of his seagoing vessels for sinking the Queen Mary. I remind you again that you must have your life preserver, your canteen full of water and your survivor rations on you at all times. Boat drills will be called by the klaxon at any time of day, and you must go to your designated areas as quickly as you can, short of running. You will never know when it is the real thing. No one is excused from participating. Thank you for your cooperation."

...Out on deck we looked up at the anti-aircraft guns on swiveling bases located above us, and noted the precautions the ships were using. Navy gunners on duty in the gun nests were constantly searching the skies for enemy planes, ships or submarines in the horizon. As we strolled along the deck we discovered a large cannon on the main dock, pointed out to sea. When the cannon fired, to make sure it was in working order; the entire ship vibrated. The Captain said it was an eight-inch gun. Others were three inch and the anti-aircraft were 20mm and 50 caliber. Torpedoes rested on a lower ledge on both sides astern of the ship, just above the water line. Somewhere below there were depth charge bombs that would be discharged if a submarine were sighted.



We spotted one lone plane in the distance, checking on us from afar, we figured. A fellow passenger said that we had planes based in Iceland. A short time later, I saw a tiny moving object sweeping down out of the sun, and stared at it, fascinated. Suddenly, all the anti-aircraft guns opened fire in the direction of the sun. The puffs of anti-aircraft gave the appearance of more planes in the distance. The Queen, with 17,000 people aboard, would shoot down any plane that came within range of her guns.

The Queen, traveling between thirty-two and thirty-four knots, began to creak from the stress of swinging from side to side and changing her course every few minutes, or when she fell forward into a trough as the waves of a developing storm slapped against her hull. She raced through the waves and rough sea as if someone were pursuing her. I almost fell off my bunk in the night, but fortunately was awakened by the blast of the big cannon and caught myself just in time. In the morning we were told they fired the gun to test and clean it. I wondered why they did it at night, awakening us.

The weather turned mild on the third day at sea because the ship had altered her course, and we were now sailing a southerly route to elude the U-boats that continuously prowled the North Atlantic. The Queen's radio was silent but she received coded messages by radio if she was in danger. Her route had been planned so that her exact position was known at every turn.

While eating dinner I heard and felt the ship shudder and the muffled boom of an explosion. I gulped down what was in my mouth, and looked at the people seated around me at the table. Everyone put down their forks and looked at one another. "Was this it? Was our ship hit?" Alarmed, we began putting on the May Wests that hung on the back of our chairs. Later, we heard from passengers who had been on deck at the time of the explosion, who said they saw oil on the surface of the sea. We also had heard that if the Queen's sonar instruments detected a submarine, a depth charge bomb dropped in the vicinity would destroy the underwater vessel. The explosion we heard was that of a depth charge. Afterwards, there was a skirmish of activity as the ship's crew made a surprise search of our cabins and staterooms searching for a radio. None were found. It could send off electronic beams that the enemy could detect.

We practiced abandon-ship drills each time the klaxon sounded and wore our May Wests at all times, along with a canteen of water, as we familiarized ourselves with the route to abandon this behemoth just short of running, then stood beside our assigned life boat until the clatter of the klaxon dismissed us with an "all clear."

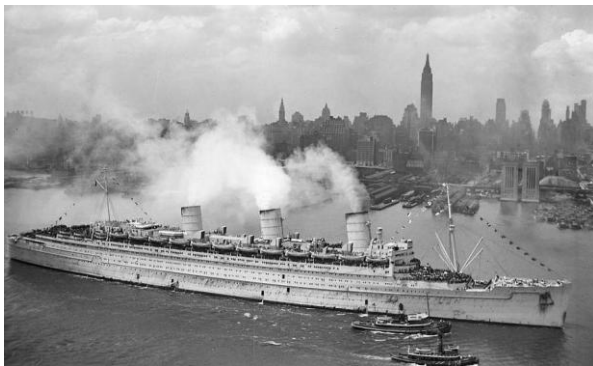
Finally, sea gulls circled the ship, indicating that we were nearing land. As the Queen approached the Firth of Clyde, planes approached in the far sky, then battleships crossed the horizon, followed by destroyers, minesweepers, and converted yachts. The planes wagged their wings in greeting.

They guided us through the submarine net into the estuary where we were greeted by blasting horns and raised flags. There were minesweepers, aircraft carriers, submarines, sleek destroyers, battleships, the troopship Empress of China and many smaller craft jammed into the harbor. The Queen raised the Union Jack as guns roared.

On the port side, through the hazy atmosphere I saw Scotland, and to starboard, the Hebrides. It was a beautiful sight. I staggered down the many stairs, and boarded the lighter that transported us to the dock in Scotland.

At war's beginning the great new British liner Queen Mary donned battle paint, slipped quietly to sea as the biggest troopship target a U-boat commander could expect to find. When the queen Mary sped across the Atlantic with **Granville Charles Schuch** aboard in mid August, the Atlantic was the hunting grounds of the infamous "Wolf Pack" German submarines. The crossing was made without any escort and the Queen Mary must have presented a beautiful target. Fortunately, the trip was made without the "Wolf Pack" adding another ship to its long list of sunken tonnage.

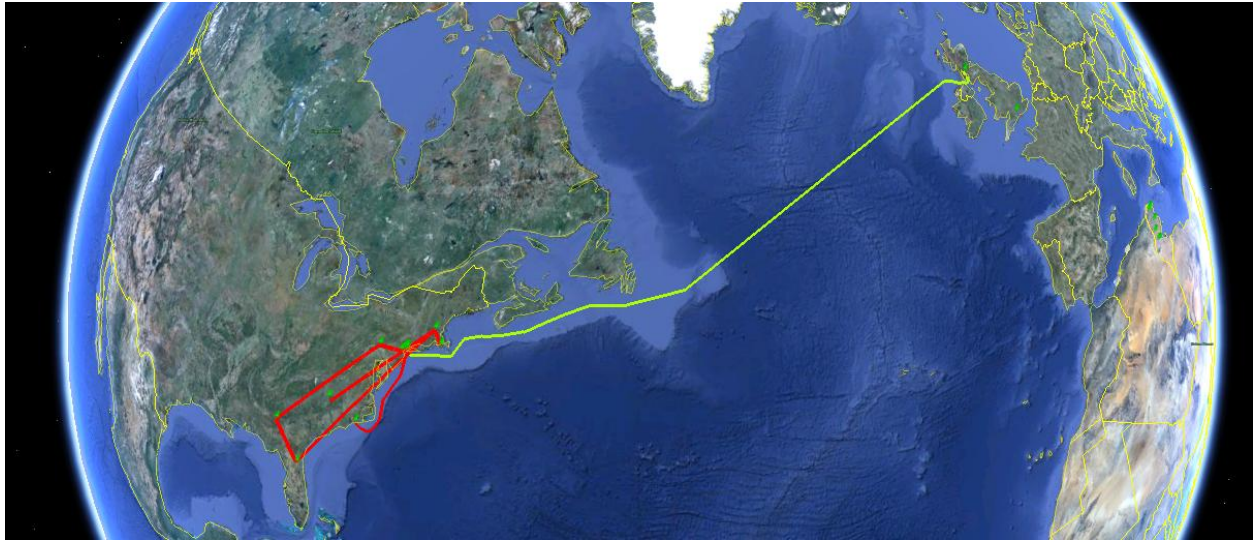
On another voyage she sped through a pack of some 25 submarines so fast that the Germans could not torpedo her. She was so valuable that after colliding with one of her escort cruisers, the Curacao, on a crossing in 1942 carrying 11,000 Allied troops, she was ordered not to stop and was unable to save any of the 338 men who lost their lives.



Overall she hauled "tens of thousands" of American troops to fighting fronts all over the world in the desperate days after Pearl Harbor. She carried the wounded home, and she served as a transport for thousands of German prisoners of war.

In total, she carried 765,429 troops and travelled 569,429 miles.

After the war, in 1946, The Queen Mary made thirteen voyages to transport war brides and their children to be reunited with their GI husbands in the United States and Canada. These were nicknamed the "Bride and Baby Voyages."



Gourock, Scotland

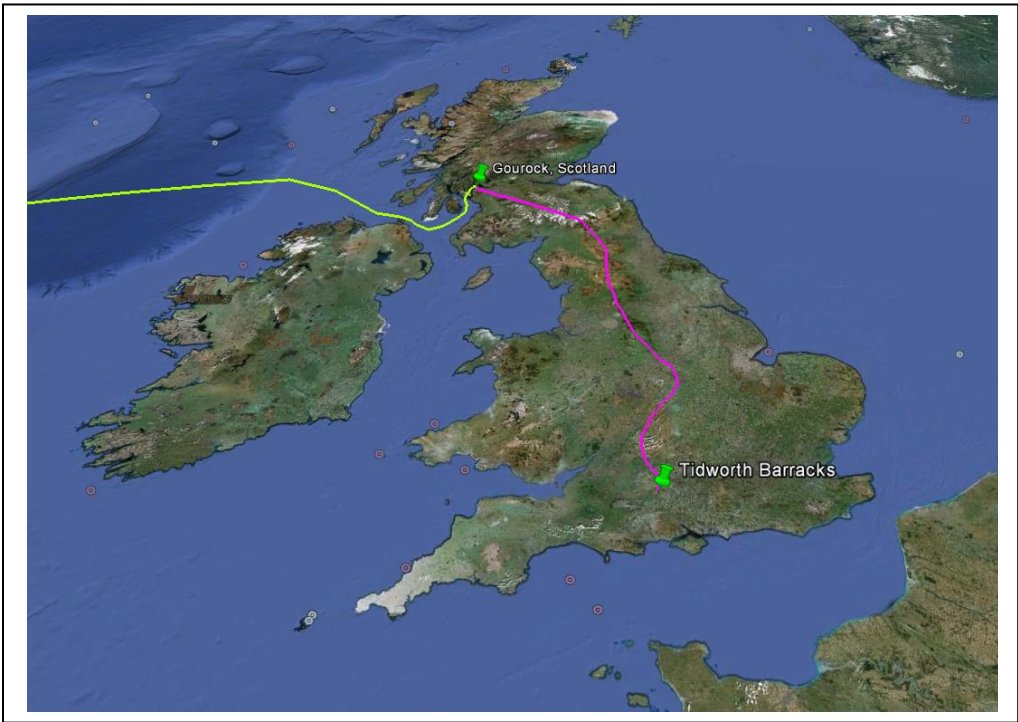
Aboard the Queen Mary five days and two hours later, **Charlie** arrived at Gourock, Scotland, in the Firth of Clyde on August 7, 1942 and the entrained for Tidworth Barracks in south-west England, arriving a little less than one week after leaving New York.



The Gourock pier is still visible in this recent photo. The train station where the airmen embarked for air bases in England can be seen at water's edge just above and slightly right of the pier

Gourock (Scottish Gaelic: *Guireag*, pimple-shaped or rounded, pronounced [kuɾʲak]; *GOOR-uck*) is a town falling within the Inverclyde council area and formerly forming a burgh of the historic county of Renfrewshire in the west central Lowlands of Scotland. It has in the past functioned as a seaside resort

on the Firth of Clyde. Its principal function today, however, is as a popular residential area, extending contiguously from Greenock, with a railway terminus and ferry services across the Clyde.



Tidworth Barracks, England

The barracks at Tidworth are named after 19th century British Army battles in India and Afghanistan (e.g. Aliwal, Assaye, Bhurtpore, Candahar, Delhi and Lucknow). While at Tidworth the men received specialized training in street fighting with experienced British forces who had been at war for over a year.



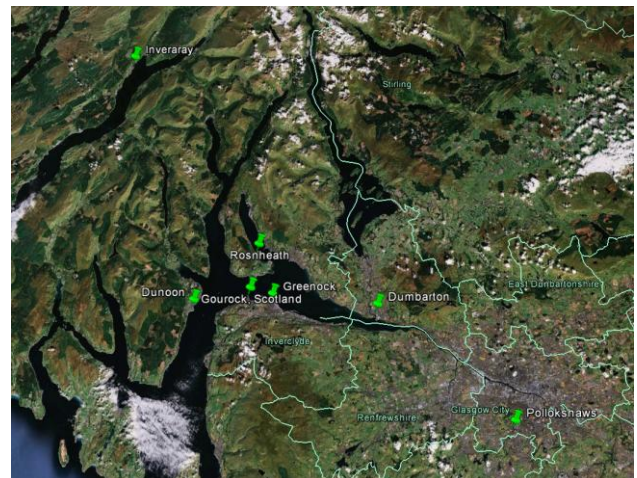
Tidworth House

Once again, the Division was “under one roof”. Passes and furloughs were given the Officers and Enlisted Men to visit London, Glasgow or any other place the men desired to go. During the months of August and September, training consisted chiefly of lectures, litter bearing and marches. In September, the Detachment made a 12 mile march to Stonehenge, where, upon arrival were met by a guide who explained the History of Stonehenge. The Detachment then had coffee and doughnuts served by the Red Cross and lunch was brought to them by jeep.



The stay in England didn't last long. After several weeks they returned to a Scotland ranger base near the outskirts of Glasgow named Pollockshaws where they underwent more training consisting primarily of hand to hand combat.

In the last week of September, the Regiment moved to Rosneath, Scotland, on Greenoch Harbor, where a concentrated period of maneuvers, including more amphibious training at Dunoon near Glasgow started again. Three landings a week were made in Battalion strength, with the other battalions coming in as reserve battalions. The training was very difficult, under cover of darkness and stormy weather. All of these landings were made in pouring rain — it wasn't to accustom the men to rainy weather, but because in Scotland it always rains!



After securing objectives in these maneuvers they would move silently back to the beach where their assault craft waited for them. Then it was back to their home base near Dunbarton/Rosneath for consultation with British counterparts that were attached to their force. They were lucky to work with these men because of their experience, gained when they were previously under enemy fire several times as they made landings along the coast of Norway and France. There ensued The men became even more effective in close combat techniques and hardened for combat wherever needed.

Shipping Out

By Oct. 16, all personnel had been loaded onto the HMS Warwick Castle, HMS Duchess of Bedford, Empress of India and other transport ships to be used in the projected but yet unannounced invasion. Charlie, the 3rd Battalion and Special Unit Companies less Anti-Tank Company were on the HMS Warwick Castle, and the 1st and 2nd Battalion plus Anti-Tank Company were on the Duchess of Bedford.

M5A1 light tanks



Description

756th Tank Battalion M5A1 light tanks equipped for amphibious landings await loading for Operation Torch. October 20th, 1942 (rudedeude)



Dutchess of Bedford

Warwick Castle



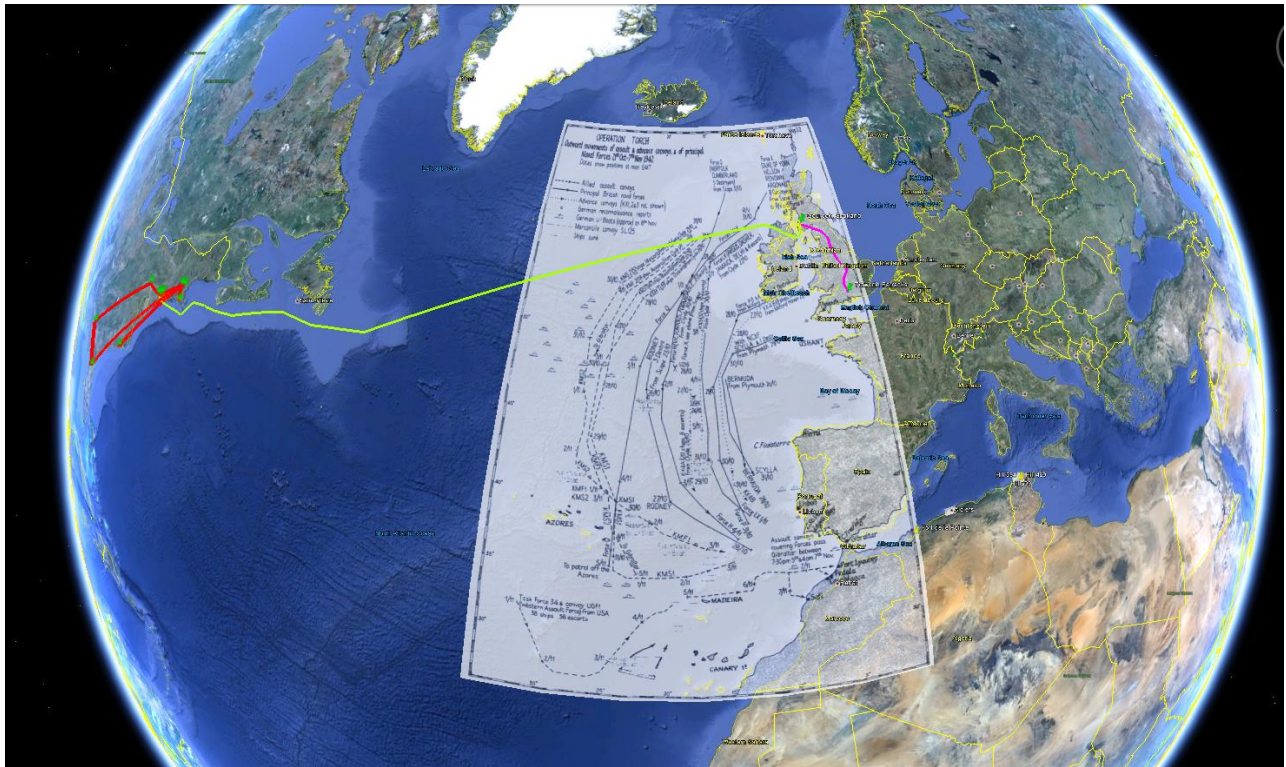
Everyone knew that this was the “real thing”. The Officers and Enlisted Men were quite enthusiastic about getting into their first action and everyone was restless. On October 17th, the troops left Grenoch Harbor and went to Glasgow, Scotland, where they stayed four hours. At Glasgow each Company was issued two bicycles; the rumors really started then! At lunch they met the rest of convoy “KMF-1” and

started with the trip. There was one more landing operation, on Oct. 18 and 19 at a Scottish beach at Inveraray.



By the 26th the convoy was headed out to sea. At sea on 2 November 1942, the men were finally told where they were going and what their job was to be; a beach landing on the shores of North Africa at Arzew, Algeria, with the mission of occupying Oran, Algeria, 25 miles west of Arzew.

Operation "Torch" had begun.



POSTSCRIPT: Neither **Charlie** nor his shipmates knew that this would be the last voyage of the HMS Warwick Castle. At 08.44 hours on 14 Nov, 1942, in its return trip to England in convoy MKF-X1 the Warwick Castle was hit by one of two torpedoes from German submarine U-413 about 200 miles northwest of Cape Espichel, Portugal. The U-boat hit her with two additional coups de grâce torpedoes at 08.57 hours, that caused the ship to sink about one hour later. The master, 61 crew members and 34 service personnel were lost. 201 crew members, 29 gunners, 5 naval personnel and 131 service personnel were picked up by and landed at Greenock, Scotland.

