PNEUMATIC RUBBER FLOATS for pontoon bridges, used on sections of the Siwalik Road, are being blown up by American troops in an Engineer Depot near Shingbwiyang. These GI's, operating in a jungle clearing, had just removed the floats from their packing crates. Photo taken in early 1944 by U.S. Army.

IF YOU WERE AN “EARLY arrival” in India you may have seen the famed Taj Mahal's dome completely covered with a network of scaffolds. Photo taken during work on the dome in 1942-43 by Al Celler.
Letter FROM the Editor . . .

- Date and place for the fourth Annual Reunion of the China-Burma-India Veterans Assn. will be announced in next issue. The 600-odd guys and gals who attended the 1950 affair at Bloomington, Ill., last August are eagerly looking forward to this year's fun fest. Watch for the dates and plan to attend. A record crowd is anticipated and we guarantee you'll have more fun than you ever crammed into three days before!

- You'll find in this issue a rather complete history of the 7th Bombardment Group. This is the first of Unit Histories which The Roundup will publish from now on, hoping eventually to cover most of the outfits that served in CBI. In the next issue you'll read the interesting history of a valiant bunch of medics who ran the 95th Station Hospital in India and China. If you possess a written history of your outfit, drop us a line.

- This issue's cover drawing was created for The Roundup by Henry Hansen, a CBI air corps wallah from Denver.

- A busy-body old man gave The Roundup a bad time for awhile last month. Somehow he acquired a copy of our magazine and demanded to know if we were pro-Communist! Our very name, he said, was suggestive of Communist views. We're fighting China, he said, and India is appeasing the Chinese Reds, while Burma has imprisoned the famed Dr. Gordon S. Seagrave. It took a lot of talking to convince this patriotic chap that our intentions are solely remembering our service in CBI from 1942 to 1946. What next!

Young 'Old Timer'

- Re the interesting item about young "old timers" (Jan. issue, page 24) I think I can top the record. My son, Lt. Joseph Azat, enlisted at 15, was commissioned at 16, and was miss-

14th Air Force Assn.

- The 14th Air Force Assn. now boasts a membership of 1300. This summer we are holding our national convention at the Hotel Statler in New York City, July 5, 6, 7. All former China hands are eligible for membership. Inquiries concerning the Association may be made to the undersigned.

MILTON MILLER, 270 First Ave.,
New York, N. Y.
To the Editor... (Continued)

China Hand
● My CBI time was two weeks in India and 16 months in China. I have some pictures which may be of interest for a future issue.

CLINTON L. LEWIS
Augusta, Ga.

Chicago Bash
● A few of us ex-CBI boys have been working on the formation of the first Bashas in Chicago. All Roundup subscribers living in the Chicago area who would like to join should contact Ed Kovaciny, 3241 N. Ozanam, Chicago 34, Ill. Just drop him a postcard and he’ll send you full particulars.

WM. A. MATHIESEN
Chicago, Ill.

Poison Chicken
● I suppose that if they searched the ruins of Kanchrupara they would find a good many old signal walls still there, wandering around in a daze, suffering from shock induced by an over-dose of poisoned chicken (in more ways than one). I was with the 3105th Sig, Sv. En. Thanks for a good publication.

M. E. KENDRICK
Pensacola, Fla.

Admit Korea Lads?
● I especially like the many personal letters and the abundant supply of photographs in each issue. Let’s change our “charter” as soon as possible to admit our boys in Korea, Korea, although independent, is still part of China, in every way except politically.

HAROLD E. CRAFT
Wheeling, W. Va.

Ex-CBI Roundup draws the line for CBI-ers of World War II. If we were to include Korea now, we would necessarily have to include Japan. Let’s keep Ex-CBI Roundup for original CBI-ers, shall we?—Ed.
Air Jungle Rescue

I'd very much like to contact former Lt. Leo J. Kenney who was the first C.O. of Air Jungle Rescue. His last address was Billings, Mont. I'd also like to hear from all former members of AJR with an eye toward having a reunion.

ISRAEL L. ESKENAZI
Brooklyn, N.Y.

To The Editor

Dejected Medic

I would like to renew my subscription for the fourth year. In all of the three years of reading The Roundup, I haven't run across—now get this—one doggone buddy from the 88th Clearing Co. or the 151st Medical Bn.

JOHN GATHINGS
Redlands, Calif.

In Bad Taste?

I enjoyed, as usual, the March issue with the many letters and pictures, but I think the picture on page 13 of the "Naga Hills tribe—mother and child" was in rather bad taste. Not that I object to the photo itself, but one who was never in CBI might be led to believe that all women of the Naga Hills tribes are thusly deformed. In other words, the picture is a misrepresentation in that such persons are the exception rather than the rule.

FLOYD G. MILES
Victoria, B.C.

Man or Woman?

Is that character who is being taught to cut hair on page 16 (March issue) a man or woman? At first I thought it was a woman, then I decided it was a man. Now I am undecided and, frankly, it doesn't make a helluva lot of difference.

G. H. NELSON
Jamaica, N.Y.

We've been puzzled, too, but finally assumed she is a man.—Ed.

Isolated Camp

The Engineers' Camp pictured on the back cover of the March issue is not exactly "isolated," as you point out in the caption. It is only a few yards off the Stillwell Road where the gang was working.

RAYMOND GAILLES
Arlington, Va.

"That's isolated enough for us."—Ed.

'Wiley's Knights'

I was Battalion Veterinarian for the 2nd Bn., 475th Infantry Regt., in Mars Task Force, or more precisely, one of "Wiley's Knights." You may be interested to know that the CBI men of the so-called triple cities (Binghamton, Johnson City and Endicott) are going to have their first dinner and get-together this month.

DR. H. C. PHELPS
Owego, N.Y.

THESE SAHIBS are Jewel Merchants. During the war they sold rubies and landing-light reflector glass to GIs of the 7th Bombardment Group, so says F. F. Kinnett who snapped this picture.

MAY, 1951
History of the

7th Bombardment Group

(Mors Ab Alto—“Death From Above”)

THE SEVENTH BOMBARDMENT GROUP (H) AAF, Tenth Air Force, has the distinction of participating in two World Wars and at one time having nineteen present day Generals as members of their organization.

The Group was originally activated at Park Field, Tenn., on Oct. 1, 1918, as the 1st Army Observation Group, while two present squadrons of the Group participated in World War I.

The 9th Bombardment Squadron (H) came into being provisionally on May 31, 1917, at Kelly Field, Texas, and was known at that time as the 9th Aero Observation Squadron. They arrived overseas in November of 1917 and had the duties of night flying and reconnaissance. They took part in three major battles: Battle of Lorraine, Battle of St. Mihiel, and the Meuse-Argonne Offensive. The present day insignia of the 7th Bombardment Group have those battles represented by three German Crosses. The 438th Bombardment Squadron also took part in World War I, and were known at that time as the 88th Reconnaissance Squadron. Their duties consisted mainly of reconnaissance flying.

The Group itself, activated in 1918, was placed on the Air Corps inactivated list in September 1921. Though one squadron of the Group, the 11th, distinguished itself in 1919 when they took part in the history-making bombing of three Navy battleships under the supervision of Brig. Gen. Billy Mitchell, who had a major part in the foundation of today’s U.S. Air Force.

Placed on active duty in June, 1923, they moved to Rockwell Field, Calif. During the years 1928 to 1938 they were engaged mainly in the training of air cadets, making flights of mercy, dropping food and medical aid to persons marooned or lost, and taking part in many flying reviews for high ranking visitors. During that time they had many Group Commanders, among those Lt. Gen. Carl Spaatz, Lt. Gen. Ira C. Eaker, Lt. Gen. Lewis H. Brereton, Maj. Gen. Ralph Royce and a host of others.

In 1939, the Group as a whole, flying from their new location, Hamilton Field, Calif., made a mock bombing raid on the Boeing Aircraft’s plant in Seattle, Wash., using the new four-engine bomber, B-17C, which later reached fame as the Flying Fortress. The Group at that time was a member of the newly organized GHQ Army Air Force. During the remainder of 1939 and 1940 they continued their program of training and were the nation’s main air defense for the Northwest Pacific Coast. The Group was then composed of the 9th Bomb Squadron, 11th Bomb Squadron, 22nd Bomb. Squadron, and the 88th Reconnaissance Squadron, which was at that time attached to GHQ Army Air Force.

The present day commanding officer, Col. Harvey T. Alness, joined the Group...

Photo shows total destruction to two Japanese-held bridges on the Burma-Tham railroad after bombing by B-24's of the 7th Group on the raid of November 13, 1944. Air Force photo.

EX-CIB BOUNDUP
as a 2nd Lt. and served under Lt. Gen. George E. Stratemeyer, under whom the Group performed so well during the India-Burma campaign, as a member of the Strategic Air Force.

On Nov. 13, 1941, they departed from their home base, Salt Lake City, Utah, and proceeded by rail for an unknown destination called "Plum." They arrived in San Francisco shortly afterwards and were occupied in the usual manner of preparing for overseas movement during peacetime. On November 21st the ground echelon boarded the U.S.S. Republic en route to "Plum." They arrived at Honolulu on November 28th and remained there overnight for servicing. Departed from there the next day and remained at sea until December 9, 1941, when they docked at the Fiji Islands. They were called to General Quarters at 1000 hours, December 7, 1941, the day the Japs attacked Pearl Harbor, where the Group had docked only a few days before. They departed from the Fiji Islands shortly after they had docked, and were now getting accustomed to the daily drill of possible air attack, attack by submarine, and night blackout as they were sailing in enemy waters. On December 22, 1941, they docked at Brisbane, Australia.

While the ground echelon was on the high seas the flying personnel had remained at Salt Lake City, departing from that field December 5th with 35 of the latest heavy bombers. Arriving in San Francisco they departed from Hamilton Field the next night for Hickam Field, Hawaii, arriving there shortly after the Japanese attack on the field. Along with the planes of the 7th Bomb Group were those of the 9th Bomb Group, both of whom would make history in the battle for Java. They departed from Hickam Field shortly after arrival as it was impossible to stay at the bomb-shattered field for repairs.

Arriving at Brisbane, Australia in January, 1942, they were met by the ground echelon and stationed at Camp Amerley Field in that city. During the time they were stationed there they were busily engaged in repairing and assembling the latest type aircraft hastily arriving from the States for the defense of the Philippines.

At that time members of the flying echelon joined with the 29th Bomb Group as gunners and pilots on A-24's. Shortly after this merger, the 11th Bomb Squadron and the 22nd Bomb Squadron were sent on secret orders to assist the 19th Bomb Group in the defense of Java. They played a great part in repulsing the enemy, allowing enough time to permit the evacuation of U.S. personnel from Java.

They were returned to Australia in February and the Group prepared to move to a new secret station. Units of the Group had left previously on February 4, 1942, on the U.S.A.T. Willard A. Holbrook. Arriving at Karachi, India, on March 12, 1942, they established head-
quarters at the Dinghile hangar seven miles east of Karachi. Almost at once the 7th Bomb Group, already veterans of battle with the Japanese in Java, proceeded to hit the enemy which was at that time attempting to move into Burma. They also aided greatly in the delivery of troops to Burma and on their return trip bringing out evacuees. While this was being carried out, other members of the command were hastily constructing a permanent air base for the Group. Many of the buildings were constructed out of packing crates and other various discarded materials. The men at that time were stationed in tents located near the newly constructed headquarters. Major Gene J. Cusick, originally with the famed 19th Bomb Group, was assigned to the Group at this time and assumed command. During the latter part of March and early April, new crews with the B-17 type airplanes arrived from the U.S. and although forward units of the Group stationed at Agra and Calcutta were already hitting the enemy, the training of these crews was undertaken to prepare them for the future air war against the Japanese in the China-Burma-India theater.

The effective date of redesignation of the 88th Recon. Squadron to the 436th Bomb. Squadron (H) took place April 22, 1942. The ground echelon of the 9th Bomb. Squadron moved out of Karachi by troop train for Allahabad to set up new quarters. About this time the 7th suffered their first casualties in the India-Burma war when a crew taking off from Asonsoi, India, to bomb the enemy crashed on the take-off. Of course, the Group had lost a large percentage of men in the Java campaign, but this new loss was felt deeply as the lead pilot of the ship was an old-timer, Capt. Elmer L. Parcel. The 11th Bomb. Squadron that had distinguished itself and the 7th Bomb Group so well at Java were made a Medium Bombardment outfit and assigned to the Group, now using heavy and medium bombers. Shortly after converging into a Medium Bombardment Squadron, the 11th was sent to China, one of the first bomber squadrons to hit the enemy in that country.

Outstanding missions during this time consisted of bomber raids on Akyab, Rangoon and various other points in Burma. Losses were slight, though a number of crews failed to return, being destroyed in the air by Japanese Zeros. On June 7, 1942, a lone B-25 attacked Japanese installations in Burma, hitting the enemy at a low altitude of 300 feet. The plane was badly shot up, and the crew was forced to ditch the aircraft in the Bay of Bengal, making this one of the first ditchings of airplanes attempted in this war. They were rescued from the water by the commanding officer, Major Nebrason, and a crew from the Chinese National Airways Corporation.

On June 26th, combat crews and ground men from the 9th Bomb. Squadron departed from India for the Middle East for duty in that theater, to repulse the Nazis then attempting an offensive against the new invasion forces of the U.S. Upon their departure from the theater, they were placed on D.S. with the Middle East Air Force.

About this time the Group headquarters were moved to Calcutta and a drastic change took place. Hq. Hq. Squadron was disbanded and formed Headquarters, 7th Bomb Group, while the 341st Bomb Group (M) was formed from the 11th and the 22nd Bomb Squadrons, long members of the veteran 7th Bomb Group. The remaining personnel of the 436th Bomb. Squadron stayed on in Calcutta awaiting orders to activate two new heavy bombardment squadrons. On October 7,

B-25 is shown dropping a load of bombs on Jap installations in Central Burma. This B-25 was the last to come off the line of a California aircraft plant in World War II. Names of all the aircraft workers are inscribed on the plane's fuselage. Air Force Photo.
1942, the 9th Bomb. Squadron began returning to Karachi from their tour of duty in the Middle East. Some personnel of this Squadron remained in Africa where they formed a new Bombardment Group.

On October 25, 1942, by order of the commanding general, Army Air Forces, the 492nd and 493rd Bomb. Squadrons (H) were activated from the squadrons and headquarters of the 7th Bomb. Group and joined the Group, making the total strength four squadrons and headquarters. The Group was now prepared for increased action with the enemy now in control of the majority of Burma.

In December, 1942, the Group began moving to their new base, set up especially for them at Pandaveswar, India, where later they were again to set bombing records, inaugurate new bombing techniques, and receive high praise from the leaders of the Allied Armed Forces in Southeast Asia.

At the end of 1942 the Squadrons of the 7th were still on the move to Pandaveswar, though the 492nd and 493rd Squadrons were awaiting new men in Karachi. During the year 1942 the Group had participated in action against the enemy from bases in India and China, and spent several months carrying out raids in the Middle East.

As the second full year of World War II got under way, the 7th was still engaged in moving, though they continued to strike the enemy from various India bases. Col. Neerson, commanding officer, was wounded on a mission to the Pyinmyan railroad yards when heavy ack-ack was encountered. Besides the wounded, two ships were lost through enemy action. In May 1943, a formation was held honoring the famed Eddie Rickenbacher who spoke to the men and awarded medals to those who were fighting the enemy constantly in all types of weather. During the ensuing months, the bomber crews distinguished themselves by undertaking every possible type of mission, practical or impractical, for missions deep into Thailand, Burma and the Andaman Islands, flew over shark-infested waters, jungles notorious for head hunters, and through skies filled with enemy fighters. Individual planes flew alone against heavily fortified Rangoon at altitudes as low as 5,000 feet, virtually making that port useless to the Japanese. Many losses were sustained by the Group during this period.

In the latter part of the year (1943), the Group began also to hit Japanese shipping in the Bay of Bengal, along with hitting airfields at Meiktila, Lashio and Rangoon, as well as destroying much enemy material stored at various points throughout Burma. During this period the Group was operating with the new type bomber, B-24, which replaced the dilapidated B-17's brought from the States by the Group in 1942.

On December 19, 1943, the heavies of the 7th flew the longest known bomber mission at that time to Bangkok, Thailand. The planes were in the air for a total period of 14 to 16 hours.

During the early stages of 1944, the 7th, now a part of the newly formed 10th Air Force, continued to strike the enemy in Burma, Thailand and the Andaman Islands, inflicting heavy damage to their installations. At the start of the monsoon season, when it is impractical and impossible to fly deep into Burma and Thailand, the Group again moved, this time to Tezaoon and Kurmitola, located near Dacca, India. Here they started another new phase for the use of armed B-24's when they were assigned the task of hauling high octane gasoline over Japanese territory, infested with Jap planes, to the forward bases of the hard-pressed 14th Air Force in China. Then, as now, in dire need of supplies. This practice continued until October 1944, during which time the Group suffered a number of losses due to take-off crashes, bad weather and other reasons. During the period from June to October, the Group hauled a total of 2,124,238 gallons of gasoline to the 14th Air Force.

In October, the Group moved to their old home, Pandaveswar, where for the first part of their stay they concentrated in the training of pilots and bombardiers, readying them for the job of again making their air strength felt by the enemy.

On Nov. 1, 1944, the campaign for destroying the Japanese lines of communications in Burma was begun, one crew from each squadron joined in flight to knock out the Dan Dara bridge on the strategically important Bangkok-Chiangmai railroad line. This was but the first in a string of many bridges that would fall.

Turret and Bombight Section of 9th Bombardment Squadron.
due to the excellent bombing of the 7th. The target at that time was termed by the Strategic Air Force as the most important enemy target in Burma.

During the remainder of the month, the Group continued to hit targets, assisted in a search for members of a B-29 down in the Bay of Bengal, hit railroad sheds at Mokpalin, Burma, and on November 23rd, they hit the important and vital Moulmein jetty, repeating the attack the following week, though enemy opposition was met and three aircraft failed to return.

During December, the Group continued to hit Japanese positions and vital supply dumps. At the start of the year, the Group began in earnest to knock out bridges. During the remainder of January, bridges kept tumbling down with all four squadrons hitting the enemy line of communications time and time again. Their total up to January 1, 1945, had been five bridges, with the new method of bombing—Azon bombing, developed to a high degree by the Group, in India, supplies, personnel and gasoline were ferried into China, enabling the 14th Air Force and 20th Bomber Command to continue its operations against the enemy.

In February, 1945, the Group was operational 20 out of 26 days, setting a new record in the number of bombs dropped. The 9th, 336th, and 492nd Bomb Squadrons hit Japanese troop concentrations day after day, while the 493rd continued to destroy and damage the enemy's bridges on the Burma-Siam railroad now carrying the brunt of supplies to Japanese troops in Burma. The pin point precision bombing by the squadrons hitting the troop concentrations resulted in the re-take of Mandalay and other Central Burma towns by the British 14th Army. Beginning in March, 1945, the Group once again returned to their old haunt, Rangoon, hitting the Japanese Army's head-quarters and inflicting considerable damage to the enemy personnel. During the month, the 7th set records anew when they flew the longest formation attack mission by heavy bombers deep into the Kra Isthmus, knocking out two bridges and damaging three others. The crews participating on this mission flew an average combat time of 17 hours and 30 minutes, quite a contrast to the 14 hours flown in 1943 when the Group hit Bangkok. Yet again in the latter part of March, the Group once more flew the 2000 mile trip, knocking out still more bridges.

During the past months, the total number of bridges destroyed had mounted considerably and by April 1 had reached a total of 98 knocked out since November 1, 1944. During the first three weeks of April, a new technique of bombing was under development by the Group, using a B-24 as a dive bomber. On two different missions Lt. Col. William B. Kyes, Group Operations Officer, and his assistant, Capt. Edward Theilen, knocked out nine bridges on the Burma-Siam railroad, practically the only line of supply, the retreating Japanese in Burma had to depend upon. On April 24, a day that will long be remembered by all who fought in the Burma war, all planes of the Group that were fit to fly set out to virtually destroy for all time the Burma-Siam railroad. Using the new technique of dive bombing, the 41 B-24's flew up and down the railroad, hitting bridges at treetop level by swooping down upon the enemy and knocking out the bridge. When all planes had returned safely and the count of bridges damaged and destroyed had been verified by reconnaissance photos, it was shown that a grand total of 37 had been lost to the enemy for a long time to come. One high American officer was quoted as saying, "This one mission alone did more to hinder the Japanese and make possible the destruc-

Baughman, Foltzenioel and Kinnett pose behind Squadron Sign.

making it of use to the whole U.S. Air Force. This method of using radio controlled bombing had been tried in other theaters and declared unsatisfactory, but men of the 493rd Bomb Squadron found it to be just the thing for knocking out bridges.

While the 7th carried out its primary assignment of destroying the enemy lines of communication and prevented the movement of supplies in Burma and Thailand, it was called upon to support the 14th Air Force in China. Operating from Luliang, China, with Lt. Col. James F. Willford as commanding officer, heavy bombers of the 7th supplied high octane gasoline once again to the forward bases of the 14th Air Force. From its home base
10th AIR FORCE HEADQUARTERS sign at Miltikyina, with Headquarters Squadron area in background. Photo taken in 1944 by Air Force.

The Group did not stop at this mission, but continued to strike the enemy and participated in the invasion of Akyab, the Ramree Islands, and the final goal of the Allied forces in Burma—Rangoon, which was occupied early in May. Upon the capture of this vital city, 17 men from the 7th Bomb Group were rescued from the clutches of the enemy. These men had gone down in November and December of 1943, during which time the Group suffered their heaviest losses.

This brings the history to June, 1944, at which time the Group is again on the move, this time to Tezpur, India, where they will again supply high octane gasoline to the 14th Air Force in China. But not all of the Group are included in the move, as due to the success attained with Azon bombing, and the new technique of dive-bombing, the 483rd Bomb Squadron is being sent to China to hit the enemy at that point.

In the middle of August, peace rumors were heard daily and it seemed that the end of the war was definitely in sight. Fighting ceased on all fronts during the latter part of the month.

The gas haul over “The Hump” continued, though at a much smaller rate. No planes were dispatched unless all conditions were favorable.

On Sept. 9, 1945, the Group was placed in a Category IV status, with orders to haul a specified amount of gasoline to China, and then the Group’s job was done. The gas haul was concluded Sept. 18, 1945, upon orders from the theater commander. THE END.
World Traveler

- I never read anything about the 1777th Engineers. We did a lot of work on B-29 bases in India and airfields in Burma. I’ve traveled a lot since then. I was in Germany, Eniwetok, Japan, and now Korea. I sure miss some of the warm climate we had in the CBI. I am now with the 79th Engineers.

CPL. ED KUCELA,
APO, San Francisco

Wants to Pay Debt

- Considering what condition the world is presently in, it was like a breath of fresh air to read The Roundup and remember when we were members of a hot and cold but nonetheless memorable theater of war. The Roundup might also help settle a debt that has been on my mind for over five years now. Directly after arriving in Kunming in October, 1945, I got in a crap game with a Lt. Woody Wilson (later Capt.) who loaned me $6. We became separated, and try as I might during or after the war, I couldn’t locate him. If anyone knows his present whereabouts, please write me so I can square the only debt I left unpaid in the service.

ARTHUR M. GOLDEN,
125 Eastwood,
Utica, N.Y.

7th Bomb. Group

- In answer to Bob Martin’s request for the history of the 7th Bomb. Group, enclosed is an official history put out under the approval of C.O. Col. Bronson. I joined the 9th Bomb. Sq. in August, 1944. I regret very much not getting there in time to meet Col. Nescroson. I’ve heard many good things of him.

FORREST KINNETT,
Standiford AF Base,
Louisville, Ky.
Conn. CBI Reunion

- The CBI lad of Fairfield County, Conn., since coming home have gathered together twice to “shoot the breeze” over an annual dinner. . . . In 1949 Frank Chisari, the ex-Air Corps soldier, who adopted and brought to the U.S. from China, little Ann (Jan. issue), was our guest speaker and it was at this time all 50 CBI-ers signed a pledge making us the little Chinese girl’s first American Godfathers. In 1950 Jinx Falkenburg was our honored guest.

P. WAYNE SHADD BOLT,
Norwalk, Conn.

Losos Back Issue

- Each issue gets bigger and better, which suits me fine. Every time I meet a CBI vet, and there are quite a few around the Ohio Valley, I generally lose a back issue. The Roundup gains another subscriber. I was with the 236th Sig. Sv. Bn. with Hq. at Dikom. Served as Chief Operator on the Kanjioko or “Kansas” exchange.

RICHARD COCHRAN,
Beaver, Pa.

By Comparison!

- Having served in the CBI during World War II, I still think of the hell that we had to put up with there.

CPL. HERMAN J. GRIMES,
APO, San Francisco

Cpl. Grimes remark is interesting since he is writing from Korea where he is serving with an Engineer Special Brigade.—Ed.

1304th Reunion

- I served with the 1304th Engineer Bn. In the Watawup-Miytykina-Bhamo area. We held a reunion of all 1304th CBI-ers every six months with our last one held Feb. 25th at the Sportsman’s Bar in New York City.

ART WUNNER,
Hackensack, N. J.

Old Back Issues

- Were there editions of Ex-CBI Roundup prior to June, 1943? If so, where could they be located?

THOS. H. KEYES JR.,
Baltimore, Md.

The Roundup’s existence dates back to Dec., 1946, but no back copies prior to June, 1948, are available.—Ed.

To The Editor

CHINESE casket in process of construction. Parts consist of bamboo strips and crepe paper. Photo by Leon L. Wall.

Knew Dr. Seagrave

- In one of the issues of The Roundup there was an article on Dr. Gordon S. Seagrave. I knew the doctor real well. He remembers me for a few good deeds he got from a certain GI just before the Engineers pulled freight for home. To me, he’s one of the grandest fellows I have ever met. I can say the same for his sister, Dr. Grace. (He) has been done a great injustice. My heart goes out for him and his loved ones. Are the Baptists going to do their bit to get him out of the Burma prison? Can we, as ex-CBI-ers, do anything for him.

ALBERT C. CONLEY,
Canton, N. C.

Roundup offered to send New York Attorney, John J. Gassah, to Burma to help defend Dr. Seagrave during his trial (Jan. issue). He didn’t need our help as he was well represented by a British and Burmese attorney. We understand the U.S. State Department is still working on the case, hoping to obtain his release.—Ed.

81st Gen. Hospital

- Would like to see in Ex-CBI Roundup something about the 81st General Hospital at Karachi, and also would appreciate hearing from anyone connected with that organization.

WAYNE R. MAGILL,
Sterling, Ill.

RESTAURANT TYPICAL of the hundreds in the Kunming area. These native eating houses are comparable to our quick lunch counters. Photo by Syd Greenberg.
Is India Preparing?

These fairly-recent pictures, furnished by the Government of India, tend to show the progress being made by India's army. In the first photo, Prime Minister Nehru addresses his troops; Nehru and officials inspect army troops in center photo; bottom pic shows the first of trainees of the Indian National Cadet Corps, selected from female professors of women's colleges of India. They are being trained to operate motor vehicles, and perform tasks similar to those of our own WAC.

To the Editor...

(Continued)

CBI-ers in Korea

- It's like old home week to get The Roundup here, even if it is a little late catching up with us. There are about 12 or 14 CBI men in my Bn. Lt. Col. David Cleasby is C.O. (Roundup subscriber). I was with the 76th Fighter Sq. as a misplaced construction man in China after arriving from Agra, then transferred to the Engineers at Kwangtung. . . . I read the note from Angelo Lessa of San Francisco (Jan. issue). Does he have to bring up memories of Scuchon at times like this? Why doesn't he ask about Kukong Hospital and the good times had by all? Or the stops with Lt. O'Herru at Namhans?

SFC. R. L. MARTIN, Kyongja, Korea

Tank Group Pics

- Do any Roundup subscribers have photos of the 1st Prov. Tank Group? I would like to get some pictures, especially of any taken when our Group opened the Burma Road.


Seagrace Aid

- I think your effort in trying to help Dr. Seagrace (Nov. issue) is a wonderful idea.

GEO. W. LESOINE, E. Stroudsburg, Pa.

73rd Evac. Hosp.

- . . . year subscription. I have seen several editions of The Roundup in the past several years and think it is a great publication. I have been an active member of the Wisconsin CBI Club (Milwaukee Bash) for the past four years. In Burma I served with the 73rd Evacuation Hospital.

BURT MANKE, Milwaukee, Wis.
MULES on the Marco Polo Trail

by Boyd Sinclair

These kicking hybrids had heavy artillery for hind legs.

While monkeys amused soldiers, mules and horses helped fight the war in CBI. Mules served GIs in more ways than one. Dead mules as well as live ones saved GI lives. When a patrol of Merrill’s Marauders was going over a jungle trail in Burma in the spring of 1944, the men, fearful of booby traps, drove a mule before them. It was a good thing they did, for a few minutes after they decided to put the mule in the fore, the animal exploded a large booby trap and was killed. Later when the Second Battalion of the Marauders was surrounded at Uhpum Ga, more than half the mules of the battalion were either killed or wounded. These dead and wounded animals stopped some of the lead from getting to the besieged muleskinners.

One mule had 36 bullet holes in him where he got in the line of fire of a Jap machine gun.

Pvt. First Class
John Randolph.

Roundup correspondent and 124th Cavalryman, told how a man could take a “walking ride” behind a mule on the Burma trail.

“You found yourself loaded with all your worldly goods on your back,” he wrote, “tagging along behind the rear end of a mule, and you wondered if he would object with a rear thrust to your midsection if you grabbed hold of his tail. You gingerly tried it. The mule didn’t object. Your pack got lighter. Your legs were more willing to shift. Your short breath disappeared. Why hadn’t someone told...
you about this sooner? Why didn't basic training include mule-tailing? The Army neglects so many things. Mules' tails kept many a man in the Mars Task Force in column. Ask a Marine what he remembers best about his Burma experiences and the chances are hell tell you it was the mule-tailing. You do wonder about the wonders of a mule's tail. You know it is a wonderful and useful invention."

The saga of CBI mules, however, was written by Sgt. John McDowell, who chronicled the tired tramp of the hooves over the old trail of Marco Polo on their journey from Myitkyina, in Burma, to the ancient city of Kunning, in China, it was after the mules and their GI muleskinners had traversed the old Marco Polo road and were out on the Burma Road in China that McDowell found them. It was there he found patient Molly, among other mules, who seemed to say to him with a sad toss of her head that the life of an adventuress was not always an easy one.

**EIGHT TIMES** wounded in battle, long-eared Molly had come a long way for a lady since she joined the Army six years before. There in the tumbled hills of Yunnan she was but a shadow of the belle that once had frolicked in the rolling green pastures of Missouri. Her gaunt torso was ribboned with the stark pattern of her ribs. And small wonder! Her lifetime travels read like a Hallibarton itinerary: Missouri to Texas, Texas to Panama, Panama to Colorado, Colorado to New Orleans, New Orleans to Calcutta, Calcutta to Ledo, Ledo to Myitkyina, Myitkyina to Lashio, Lashio to Myitkyina—and then—Myitkyina to Kunning. And after Kunning? Molly, to McDowell, seemed to say, "Kismet, Kismet." Molly was the dowager empress of the most valuable herd of mules ever to kick their collective heels, for Molly and her Missouri fellows, veterans of the Burma war, had accumulated in their travels an estimated value of $5,000 each. That is what it had cost to bring each mule 14,000 miles around the world.

Lt. B. F. Kidd, a cattle rancher in Menard, Texas, before joining the Army, company commander of a quartermaster pack outfit, estimated by the time his men reached Kunning, they would have walked 2,300 miles since leaving the U. S. The young, wiry lieutenant, seated in a dingy Chinese restaurant outside the ancient walled town of Haliaiwan, China, in 1945 grinned and modified his statement. "Of course, we didn't march the mules across the ocean."

Kidd's muleskinners, tired, dusty men bronzed by long months on the trail, laughed loudly. Sgt. Ernie Mutch, who said he went into the rodeo game from Browning, Montana, poured a shot of vodka from a tall bottle and said, "Maybe we didn't march them goddam critters across the ocean, but I'll be damned if they'll ever get me and a bunch of mules together on the same boat again. Once was enough!"

Pvt. First Class Raymon J. Coulombe of Fall River, Massachusetts, who had ridden Molly since she recovered from shrapnel wounds, came to the defense of the mules. "I don't know. The mules were not too bad to handle on the boat."

"Maybe not," Mutch returned, "but when it comes to eatin' and sleepin' with 'em, I lose my affection damn fast."

Technical Sgt. Luke A. Reed, a grizzled cowpuncher from Ringling, Oklahoma, broke into the conversation. "Say what you want," he said, "these mules have got plenty of savvy. Take my mule Grandpa—" He was broken off by groans from everyone. T/5 William E. Sweeney of El Monte, California, exclaimed, "Hell, don't start in on that old goat again."

But Reed continued. Grandpa, McDowell soon learned, was a battle-wise graybeard that had marched into Burma with Merrill's Marauders. A veteran of the North and Central Burma campaign with an insatiable hunger for K ration cheese and C ration crackers, Grandpa had been wounded seven times. "Still the best
mule in the Army, though.” Reed concluded.

KIDD’S OUTFIT was but one of a series of Quartermaster and Artillery pack units stretching along the Burma Road and the old Marco Polo thoroughfare for 200 miles or more, all moving toward Kunming. The outfits then had been on the road for months. The mule outfits had been marching over probably the world’s toughest terrain for nearly seven months when the Burma fighting ended. They hoped for rest, but they were sent from Lashio to Myitkyina and there assigned the job of delivering the mules to Kunming, 800 miles away. The outfits left Myitkyina at intervals of two and three days. The going was the roughest they had yet faced, particularly through the Tengchung cut-off, where they followed the ancient stone caravan trail used by Marco Polo centuries before. The men lived on 10-in-1 and K rations for more than a month. Mountain rivers had to be forded, and in places the mud was knee-deep.

Lt. Dave Short’s outfit, which McDowell found bivouacked among the crumbling stone tombs of an old Chinese cemetery near Taung, presented a vivid picture of all the pack outfits that had been through since leaving Burma’s Irrawaddy River Valley and pushing up through the Marco Polo cut-off toward the monsoon-shrouded Himalayas and the Burma Road.

“I’ve been wrestling mules since I was knee-high to a grasshopper,” Short told McDowell, “but the last two months have been the toughest.” The young St. Ignatius, Montana, rancher settled back against a grass-covered mound that marked the last resting place for some long-dead Chinese and said, “Ain’t that right, men?”

The group of skinners sprawled nearby on the ground nodded. Short continued: “We were 35 days coming through the cut-off from Myitkyina to Luling on the Burma Road. This Marco Polo trail we followed was steep and the rock paving was slick as ice. Sometimes we had to hang onto the mules’ tails to get up bad inclines. We ate 10-in-1 until we didn’t look a can of dehydrated rice and meat or a can of English style stew in the face. The last nine days on that trail we went without cigarettes, which didn’t improve our tempers a damn bit.”

Staff Sgt. John Warnsley of Austin, Texas, exploded, “By God, I was never so hungry before in my life. I used to have nightmares dreaming about rare two-inch steaks.” Then he chuckled, “Remember the day Weaver shot two crows and roasted them for supper?”

Staff Sgt. Floyd J. Weaver of Brown City, Michigan, snorted, “You’re damned right! And they tasted better than the lousy 10-in-1. Incidentally, Warnsley, did you ever catch that fat sparrow you were chasing around camp one night?” Everybody roared with laughter.

Lt. Claire H. Barnham of Belle Plaine, Iowa, the veterinarian, spoke up. “Sure it was tough going,” he said. “And the mules had a rough time of it, too.” The vet told McDowell that feed for the animals was the big problem, very little straw or hay being obtainable, resulting in a diet of grass on sparse grazing pasture, supplemented by dried beans and young bamboo sprouts. Most of the time the mules drank water from muddy rice paddies.

AFTER BRANCHING off the Marco Polo trail, the men’s diet improved. Once on the Burma Road, each outfit had a mess truck. Sgt. Lewis A. Nehaus of Murphysboro, Illinois, Short’s mess sergeant, told McDowell that better Army rations, bolstered by fresh vegetables and eggs purchased along the way, gave them something to look forward to.

“How about PX rations?” McDowell asked.

“That’s a laugh,” Staff Sgt. Richard Seibel of St. Louis, Missouri, the outfit’s pack master, said. “We’ve only got one ration since we left Burma—at Yunnanyi.”
Short chimed in: "Yeh, and we got that only because we were out of razor blades." Short explained that when camped at Yunnan, a colonel came out to inspect their bivouac area and raised hell because none of the men were shaved.

"Colonel, we haven't seen a razor blade in three weeks," Short explained to the inspecting officer. "We haven't had a PX ration in nearly two months." A half day later the outfit was issued PX supplies.

As was inevitable at a muleskinners' bull session, the talk drifted around to personalities of the outfit's mules. The skinner preferred the battle-scarred veterans. They bragged about the exploits of a skittish, striped mule named Zebra and a sad-eyed mule called Shrapnel.

"Shrapnel's been wounded so many times that whenever she hears a mosquito buzzing, she hits the dirt—thinks it's another shell," Cpl. Hiram Boone of Marion, Virginia, said with a sly grin.

Long months of independence on the trail developed a devil-may-care personality among these muleskinners. There was an air of casual camaraderie among the officers and men that only many hours of mutual hardship could produce, McDowell observed.

Some of the skinner, men like Pvt. First Class Richard Keen of Henrietta, Texas; T/4 John I. Holler of Union Grove, North Carolina; T/5 Benton O. Yeates of Buella, Colorado; and Pvt. First Class Stanley G. Green of Beaver, Utah, had handled horses and mules all their lives. But many of the men who had become skinner before they saw a mule until they got their neighbors' invitation to participate in the great experience. Pvt. First Class Elwood J. Sands of Jacksonville, Mich., for instance, drove a beer truck. There were students fresh out of school like Pvt. First Class Robert O. Gross of Santa Barbara, California, machine operators like Pvt. George Wolff of Peru, Ill., and even a professional baseball player, Staff Sgt. Gene Berger of Racine, Wisconsin.

Many of these men were young and eager enough to look forward to what was across the next hill. As they moved 15 to 20 miles closer to Kunming each day, the muleskinners asked themselves, "What's in the cards for us and the mules when we get to the end of this road?"

Col. C. L. McClure, commandant of the Chinese Artillery Training Center in Kunming, answered that question for them. The

AND AS McDowell took leave of the mules, he wrote: "And if on some peace time tomorrow you should happen to wander on the streets of Shanghai or Peking or even Hong Kong and stumble onto an old forlorn mule braying a quivering crescendo to the Oriental sky, don't kick the offender to one side. It may be Molly sounding lament for the rolling green pastures of a faraway land."

These mules had heavy artillery for hind legs, as United Press Correspondent Hugh Crumpler said. And they would use them. Seven, one of the Quartermaster mules with Mars, was so ornery, blacksmiths gave up the idea of putting shoes on the kicking hybrid. Cpl. Marvin E. Taylor bobbed his tail as a danger sign.

Qualifications for a muleskinner, according to Capt. Ralph A. Hatch Jr., commander of a mule outfit, are "patience and at least as much sense as the mule." Evidence of the practical application of this theory was made by muleskinners with Merrill's Marauders. When Japanese planes would appear overhead, the muleskinners would try to pull the mules to cover off the jungle trails. The mules did not like being dragged off the trails where they could not see the other mules, and when a mule with 300 pounds on his back says "no," it's a tough job to change his mind. At first the muleskinners only swore, but later they evolved a system of taking the animals off in pairs. This worked. The mules took cover readily. One Marauder highlighted these mule troubles with his now classic statement.
To The Editor

Miss Ernezee Pope
• ... the story of Miss Ernezee Pope’s life (Jan. issue, page 13) is the most extraordinary and inspiring one I have ever come across in any part of the world, and Miss Pope herself to me will always remain the personification of decency and integrity.

EDGAR P. REYNARD, Long Island, N.Y.

464th AA Bn.
• After going more than five years without seeing or reading a Roundup, the sudden windfall of all the back copies you sent made me feel strangely wealthy! ... I failed to see a name or mention of our outfit, the 464th AA Bn. in any of The Roundups.

FRED ADLER, Erie, Pa.

‘Tea Bowl’ Game
• How about publishing some pictures of the “Tea Bowl” ball game?

MARGE WALTON, Weymouth, England

If our memory serves us correctly, the famed “Tea Bowl” was located at Chabua, India—Ed.

Knew Joe Doyer
• Your fine story about “Mister Joe Doyer” (March issue) was well presented. I knew Joe and he was every bit as good as you have seen fit to say about him. I never knew about his background, though, and am most grateful to The Roundup for “discovering” it for me.

HAROLD J. PORN, Montgomery, Ala.

YOUNG mother dedolouses daughter on Calcutta sidewalk. Photo by Sedal Lo-Bliang.

Likes Lapel Pin
• Please send me another CBI lapel pin. The pin that I am now wearing has attracted considerable attention and I am sure it is only a matter of time until someone separates me from it.

JAMES A. BANTON, Tampa, Fla.

“For God’s sake, get moving, you son-of-a-bitch! You volunteered for this job, too!”

Some of the muleskinner got into their jobs in odd ways, but probably the oddest was that of a Brooklyn GI of the Mine Task Force.

“An officer asked a bunch of us if we knew anything about traffic,” he wrote in a letter to the Roundup editor. “Like a dope I raised my hand and said I had seen so much traffic in Brooklyn that nothing was new to me. They put me on traffic, all right. I’m now a muleskinner. I know nothing about mules and am always catching hell because my mule Durocher has a great habit of sitting down on the trail and refusing to move.”

ALL HORSES and mules owned by the Army in CBI except 36 were sold by early March 1944, when the 223rd Quartermaster Squadron closed the corrals gates at its remount station in Barapani, Assam. At that time 37 horses and four mules had come the last mile. They had to be shot because they were suffering from chronic and incurable diseases. U.S. forces handled around 18,000 horses and mules during the CBI war. The first remount depot in CBI was in operation between March and December 1944 at Rumgarh. There the 475th and 699th Remount Troops furnished animals for Chinese troops in training. Later, when demand brought thousands of them from the U.S. and Australia, these same outfits set up near Assam’s capital of Shillong to train and condition the animals. The animals moved from Calcutta to Alipur, then to Pundu in the Kosi Hills, near Shillong, where the 475th and 699th trained them for the pack jobs and combat to come. The animals then went to Barapani for quarantine, back to Pundu, then to Panteong Remount Depot, 15 miles up the Ledo Road from Ledo, where the 689th Troop and the 1st Veterinary Detachment held them for the front lines.

The horses and mules were subject to the tropical and subtropical diseases of negana, surra and swamp fever. There was even an equine venereal disease, but since the Remount Service was not concerned with breeding, there were no VD posters on the walls of the 16th Vet evacuation Hospital at Barapani.

The Army was afoot, as far as mules and horses went, in early April 1946, when the last 36 chunky riding horses were turned over to the Indian government. Those last horses, part of a Special Service Riding Academy for Army men at Alipur, were moved to nearby Indian remount lines on April 1. Under the direction of Capt. Thomas Pitts of Beaumont, Texas, 13,000 persons rode at the club during the year it was in existence. Ninety per cent of the GIs who came to ride had never been on a horse before.

Thus mules, horses, and all the Army’s animal kingdom passed from the CBI scene.—THE END.

MAY, 1951
To the Editor...
(Continued)

CBI Railroader
- Enjoyed your pictures and story about the railroad battalions (Nov. issue). Was with the 726th Ry. Op. Ba. at Panda, where we ferried the trains across Brahmaputra River and from there on up to Lumding. The 726th is having a reunion Sept. 21-22-23 at Columbus, Ohio.

JUNE S. JONES,
Centralia, Ill.

Killed in Crash
- Vern Watts, who was stationed at Chengkung ATC base, was killed last October 15th when his crop-duster (plane) hit a windmill near Woodland, Calif. . . . My outfit still enjoys the publication and contacts made through the CBI lapel pins.

CAL FERRIS,
San Francisco, Calif.

Enjoys Basha Group
- . . . I flew the Hump into good old Kuming in August 1943 and was permanently based there until May, 1945. Sure would enjoy hearing from any of the old gang assigned to Ho, SOS, China Theater, . . . Have been a member of Greater Kansas City Basha, CBIA, for the past year and certainly do enjoy participating in the organization. Especially enjoyable are the bull sessions in which we relive experiences and re-hash numerous incidents and adventures of a by-gone day in CBI.

LA VERNE HISEY,
Kansas City, Kan.

With 12th T.A.C.
- Sure enjoy reading of old scenes and events around CBI-land. I was with the 12th T.A.C. and worked mobil station PC5 one winter out of “Digger” (Lashkow, China), also was in Salween with Y Forces.

STEPHEN BARCUS,
Wichita, Kan.

BURMA JUNGLES, showing a section of the Tengchung cut-off being hewn through the thick foliage. Any jungle-wallah will tell you it is impossible to walk through such jungles without a machete. Photo by Syd Greenberg.

CHINESE HAT SHOP at Kunning. Note straw liners for Chinese soldiers’ “Mao-lzu” hanging from ceiling at right. All of the hats on display are made in the rear of this small shop. Photo by Syd Greenberg.
Somewhere in India

By HAROLD H. GILBERT

Where the bugs are thick and the bamboo tall,
    Where the 'skeeters bite and watch you fall—
That's Somewhere in India.

Where a tall, cool Collins dwells just in the mind
    And an ice cube is something you never find—
That's Somewhere in India.

Where “Salaam Sahib” means “What's cookin' Joe?”
    And the Hindu 'gooks dig so Gol Darned slow
That's Somewhere in India.

Where it's rained before and it's raining yet
    Where you wouldn't feel right if you weren't all wet
That's Somewhere in India.

Where the cows and the chickens and goats abound
    And walk in the streets and lie around
That's Somewhere in India.

Yep, "Somewhere in India" is a vague description.
    But it's usually where GI's are bitchin'
They're praying for the coming day
    When they'll be "Somewhere in the U.S.A."

To the Editor . . .
—Continued—

CBlers in Japan
    • Originally was Asst. G-4 to General Dorn on General Stilwell's Staff in Kunming, from 1943 to Nov. 1945.
    • There are many CBI officers here among whom are Don Sailee and Hank Spengler, assigned to the Japan Logistical Command in Yokahama. Clarence Graham is A. G. for Hq. & Sr. Cmd.
    • GHQ while Bill Burgess is the sales officer at the commissary here in Tokyo.
    • Col. WM. H. SHURTLEFF, APO, San Francisco.

We Wonder, Too!
    • I can't help but wonder why EVERY veteran of CBI is not a subscriber to our grand magazine? It is the only periodical in the nation published expressly for us and is worth its weight in gold to me, and I'm sure to all of the present subscribers on your list. Where are all of the CBI-ers who should be religious Roundup readers?

MORRIS A. FINE,
Bronx, New York

We're doing our best to locate them thru small ads in national magazines. If our bankroll holds out, we hope to have most of them in due time.—Ed.

Back in Asia
    • Served 29 months in CBI, stationed at Chabua, Kunming and Chunking as a member of ATC. At present I am on active duty in Korea and would like very much to know about some of my old buddies from China.

Pfc. PAUL E. SELLS,
APO, San Francisco

1341st AAFBU
    • Do you have any subscribers from the old 1341st AAFBU at Yangtai?

SAM SHANNON,
Burlingame, Calif.

HAPPY CHINESE coolies are gassing a B-25 bomber at Paoshan airfield. Photo by Syd Greenberg.

MAY, 1951
To The Editor

Still in Asia

* I was in Assam, Chabua and Panitola—as a member of the Foreign Economic Administration and worked with S.O.S., ATC, etc. In fact, I lived in the transit barracks at ATC for quite awhile during the early part of 1945. Aside from that there was not much of interest concerning myself.

MRS. LORNA S. FAXON
Office of Naval Attaché
Singapore, Siam

New Use for Pin

* I had the shield filed off my lapel pin and used it to mount on a Zippo lighter, which gives a nice effect. This, however, leaves me without a lapel pin, so please send me another.

WM. H. PEIFER
Wash, D.C.

Rs. 5 Cheque

* Herewith my cheque for $1.50, which would be about Rupees 5, five chips or what. I was at Delhi S.I.S. same outfit as Dan Miller who took the pictures on the back cover and lower page 2 of January issue.

FRED M. SELCHOW
Long Island, N.Y.

14th Evac. Book

* Thank you for publishing our letter some time ago about a book published for the 14th Evacuation Hospital. What a small world and it shows how many people read the Roundup. We received a letter from the former Major Gordon McNeer who is in private practice now, saying he saw the letter in Ex-CBI Roundup and made arrangements to have the book sent to us. We received the book and have poured over it ever since—showing it off to the family and friends. Thanks again.

STEVE HALE
Rushtown, Ohio

CBI M.P. in Korea

* I was with Merrill's Marauders and the Mars Task Force. I spent two years in China as a military policeman and am now in Korea. My company has just been chosen the best Military Police Company in the Far East Command. Am proud of the fact I'm in a company with such a fine record.

SGT. WM. J. BARBER
Taegu, Korea

Hobbit Texpur

* My son, T/Sgt. Glenn B. Carnes, saw Hobbit Texpur (March issue) at least once and wrote me about seeing him. Glenn was with the 24th Combat Mapping Squadron and he saw Hobbit shortly before he and his buddies were killed (in a plane crash). I had wondered myself what had become of Hobbit. The picture of him is worth the price of your magazine.

MRS. ANN E. CARNES
Ft. Worth, Texas

165th Ord. Tire Repair

* Say, have you ever heard of the 165th Ordnance Tire Repair Co.? I was in this outfit in Assam. To my knowledge it was the only such outfit in CBI. We re-capped and vulcanized tires—about 100,000 or more. They included tires of all sizes and shapes, even a few airplane tires.

LEONARD REMMEREID
Fremont, Nebr.
To the Editor...

Continued

CBies in Distress

* I was stationed in Kunming with the 319th Signal Sv. Bn. The Dispensary at which I was treated for a stomach ailment was operated by a Navy Weather outfit which was in the same building as our mess hall. I am unable to recall the name or designation of the Navy Weather unit which operated the Dispensary, and which I have to have for processing a claim.

Anyone who may remember the designation of this Dispensary, please drop me a line.

JULIUS JOSEPH JR.
340 E. 57 St.
New York 22, N.Y.

Per Diem Hill

* Well, I'll be a beat-up tonga wallah! It's a long time since I've been an American tourist, with residence on Per Diem Hill in New Delhi. And just now, in going through a not-too-old copy of LIFE magazine I note your ad. Where the hell have I been, if you have been publishing five years? I am a former 3-year T/5 attached to the 835th Signal Service Bn, who worked in the Delhi Area Signal Office.

THADDEUS BUDD
Long Island, N.Y.

CBI in His Bones

* It was an extreme pleasure receiving my first issue of Ex-CBI Roundup. I first heard of this great little magazine from my old CBI buddy, Joe Bono of Bristol, Pa. Joe and I served with the 310th Signal Service Bn, and were stationed most of the time at Yamani.

I guess the old CBI really was in my bones. I even married a girl named Leda.... pretty close to Ledo, eh?

ANTHONY DeMINCO
Rome, N.Y.

AROUND SUNDOWN this is what you see along Calcutta's Chowringhee Road. After dark, the sidewalk-sleepers curl-up closer to the buildings so they won't be trampled.
To The Editor—

191st Signal Repair

Spent 11 months with detachments of the 191st Signal Repair Co. at Ledo and Chabua, also at Myitkyina and Bhamo. Should you have any photographs of these areas for sale, let me hear from you.

ROBERT H. LEHIS
Chicago, Ill.

The Roundup uses only subscriber-loaned photos, has none for sale—Ed.

383rd Service Group

Do you have any subscribers from the old 383rd Air Service Group? We were stationed at the 29th Bomber Command base, Khagarpur, India. Would like to hear from any of the guys who were with the 29th Air Depot Group who worked at the Officers Mess at the Bengal Air Depot.

NEIL Tweedy
Cody, Wyo.

24th Wreckers

Served 32 months in India and Burma with the 24th Ordnance Co., and I really got quite a bang out of my first issue (January) of The Roundup, especially when I came across the picture on page 7 of the wreckers on the Stilwell Road, as I believe two of the wreckers were from our company.

HOWARD D. SCOTT
Salina, Kans.

Naga Hills Station

I would like to say I was overseas for 2½ years, most of it with the 679th Signal Air Warning Co. I have seen some articles and pictures about this outfit, but no mention has ever been made as to its identification. It was the 679th that set up the Air Warning Stations in the Naga Hills. While serving with the 679th, I was with Radio Station BD-2, and later with Station FG-32. Station BD-2 was close to a Naga village called Nyasia, and FG-32 was close to Phakkedzuma, about 50 miles from Kohima. I've often wondered if anyone knows what happened to Dickie, the little Naga boy we brought back to the 679th.

CLAUDE H. RIEDELL
Marion, Ind.

LAST CALL FOR LAPEL PINS!
(Screw-on Type)

MOST SUBSCRIBERS already have theirs. More cannot be ordered due to curtailment of use of certain metals.

Price only $1.00 each

They are tiny—only ½-inch high, ¾-inch wide—but will catch the eye of any CBI-er you chance to meet. The pin is truly beautiful, with careful attention given to detail. You must be satisfied that the pin is worth more than the price asked or your money will be refunded immediately.

SEND FOR YOURS TODAY
Ex-CBI Roundup
100 W. 13th Ave., Denver 4, Colo.

MOSLEM woman seems to resent having her picture taken. Photo by O. Giraldo.

EX-CBI ROUNDUP
India-Burma Clasp?

- Could you tell me what the “India-Burma Clasp” is and who is entitled to wear it? 
  SGT. A. S. CARSE, APO 833, New York

Never heard of it, but it sounds like a British decoration. Anyone know? — Ed.

Roundup Newcomer

- Enclosed is name and address of a newcomer to our wonderful circle of Roundup readers. It didn’t take any salesmanship to talk this fellow into subscribing. One copy convinced him enough. Also wish to comment on the beautiful and outstanding lapel pin I am in possession of. I am proud to wear it.
  ERNEST MORRIS, Salt Lake, Utah


- Served over two years with the 388th Signal Operations Bn. Never see any news about any of the fellows from this outfit.
  JOHN C. HUCKABY, Woodruff, S. C.

Kansas City Basha

- Here is a list of new officers of the Greater Kansas City Basha of the CBI Veterans Assn.: Ernest D. Ferguson, Commander; Ralph Klober, Vice Commander; Jack T. Greke, Judge Advocate; Harris A. White, Finance Officer; William Wagner, Provost Marshall; Hyde L. Noland, Adjutant; Sam V. Galati Jr., Chaplain; and Edward W. McDowell, Service Officer.
  ELLSWORTH GREEN JR., Kansas City, Kan.

HINDU HOLY MAN bears marks on forehead to denote he is a follower of the god, Shiva. Photo by Sedge LeBlanc.

MOST OF THESE CHINESE soldiers are carrying bags of rice along the Burma Road near Yungping in 1945. Since there were not enough trucks to carry all of the supplies, it was necessary for foot soldiers to do the transporting. Photo by Syd Greenberg.

MAY, 1951
"MAHARAJA," pictured with harem, is a Karachi-stationed GI named Jack Robinson. The harem is a photograph on which Robinson's photo was pasted. Photo thanks Curtis Perry.

TANK OF THE 1st Provisional Tank Group is fording a stream in Burma. Photo by U.S. Army.

HEADQUARTERS, 468th QM Truck Group, located at Mile 4.5 on the Stilwell Road. Photo by W. S. Maxwell.

CUTE CHINESE boy is eating his daily bowl of rice. Photo near Kunming by Syd Greenberg.
To the Editor . . .
---Continued---

Who’s a Commando?
• ... March issue cover—anyone who was in CBI knows better than to believe there were wooden fences and wooden roofs in India as illustrated by Wendell Ehr, because it would have been a termite’s picnic . . . the reply you gave Howard G. Noff on page 27 about who was the first to fly in and re-weld heavy equipment. It wasn’t the 1877th at Myitkyina. It was the 679th Airborne Engineers, Co. A that came in on the south strip behind the Merrill Marauders May 17, 1944, in gliders to clear the field, and brought in the rest of the 679th Engineers Bn. with all of our equipment in C-47’s by June 5, 1944. The trucks were all re-welded. Where was the 1877th then? Why, I’ll tell you—they were Red Cross Commandos at Kharagpur!

PAUL R. EDWARDS, Indianapolis, Ind.

(Former 1877th readers are not gonna like you. Paul—Ed.)

Col. Meyers Memorial
• The Milwaukee Basha of CBIVA is planning to honor the memory of Col. Charles Meyers, one of its members who was killed a year ago in a plane crash, by initiating a new class of CBI-ers into the Basha on April 6. The group will be known as the Col. Meyers Memorial Class.

GENE BRAUER, Pres.,
Milwaukee Basha,
Milwaukee, Wis.

'Tiger Rag' Editors
• Two of us here at the Pan American Broadcasting Co. are former CBI men. The two are myself and Gene Bernald, who is vice-president of this concern. We both were stationed at Bengal Air Depot and edited the “Tiger Rag.”

ARTHUR GORDON,
New York, N.Y.

MAY, 1951.

KIDS AND ADULTS alike swarm about troop train in India, begging for baksheesh. Photo by John Gala.

BUDDHA TEMPLE on hillside near Shanghai. Two fierce-looking statues guard the doorway.
To the Editor . . .

(Continued)

Bombay Disaster

The January issue was of particular interest to me as it mentioned the ship explosion in Bombay harbor early in 1944. I was stationed in Bombay with the 522d Station Hospital. Although I had dock passes from the Port Surgeon, Lt. Col. Sydney Waud, and from the Police Commission in Bombay, I still couldn't get into the area immediately after the blast.

REINO W. RAY
Fairfield, Me.

Two Years Now

With the fine job you are doing with The Roundup, the least I can do is to not keep you waiting for your money. I am making it two years this time. My family and friends find The Roundup just as interesting as I do. In fact I'm going to look through the last issue again right now just to make sure I haven't missed anything.

ADRIAN BIERWILER
Elmira, N. Y.

Back Issues!

The following back issues of Ex-CBI Roundup are available. NOTE: June, 1949 issue exhausted.

- June, 1948
- Sept., 1948
- Dec., 1948
- March, 1949
- Sept., 1949
- Dec., 1949
- March, 1950
- June, 1950
- Sept., 1950
- Nov., 1950
- Jan., 1951
- Mar., 1951

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Denver 4, Colo.

EX-CBI ROUNDUP
HEAVY LUMBER is carried on the backs of these Chinese coolies. They probably have a "gentlemen's agreement" among them, not to turn around to talk to the fellow behind him. Photo by John Gala.

LEON L. WALL, who snapped this photo in 1945, says this Chinese civilian's body lay in this rubbish pile in Kunming for three days before being removed.

BAZAAR AT DARJEELING, high in the Himalayas. Photo by Ross Staples Jr.

SYD GREENBERG (left) and Robert Payne, co-authors of a forthcoming book.

ANCIENT OXCART with native Burmese driver passes modern road grader operated by a GI Engineer on the Stilwell Road. U.S. Army photo.

MAY, 1951
To the Editor...

Memories of CBI

- You might like to know that I have purchased most all of the books, films, and sets of photographs you have recommended in past issues and can recommend them most highly to any of our old CBI gang who still treasure the memories of those true friendships made in that ancient and magic part of the old world. I am now enjoying John Randolph's "Marchmen in Burma" and it's wonderful.

- I'm still a Lt. Col. of Infantry in the active reserve and if I get another tour of duty with the colors it will be my Third World War. I would like to backtrack my old CBI trail of Bombay, Calcutta, Camp Angus, Camp Ramgarh, Ledo, Shingawian, Mogaung, Myitkyina, Bhamo, Lashio, Chabua, Kunming, Luliang, and on and on.

- J. M. McGINLEY,
Dallas, Texas

Good Suggestions

- Several suggestions:
  1. Why not drop the "Ex" and call your grand publication the "CBI Roundup? You've earned it!
  2. How about a story on Syd Greenberg and his magnificent photographs?
  3. Use more and more photographs.
  5. How about an annual reprinting of "Conversation Piece," a classic!

- JACK DEVLIN,
New York Times,
New York, N.Y.

1. We ARE "Ex-CBI" Vets. 2. Syd's picture appears in this issue. 3. More and more pics will be used.
4. We'd like to see Sinclair's "The Last Roundup" published so we may all have a copy. 5. Each time you wish to re-read Smith's "Masterpiece," refer back to your September 1949 issue.

- Ed.
Mystery of India!

While I was in Calcutta on furlough in February, 1943, an incident took place which I have never forgotten, and, by the way, which no one will believe. But it's the truth. I hope you'll publish this as perhaps some other readers have had similar experiences which would show that I'm not altogether nuts. Here's what happened: I was walking along Chowringhee Road after dark when a dignified-looking Sikh approached me, asking if I wanted my fortune told. I had never seen him before, and I know he had never seen me before. Brushing him aside, I continued walking along the street. He was persistent and claimed he could tell my future. Finally, in desperation he said he could tell me much about my past, too. Still not interested I continued down the street. "Sahib," the Sikhs then said, "I can tell you about your wife, Dorothy!" This stopped me dead in my tracks. Was it just a good guess on the Sikh's part that he spoke my wife's name? Noting my interest, he continued, "And, Sahib, I can tell you also about your mother, Emma!" This was also correct. I then let him tell me my fortune which cost me Rupees 5 and was the usual run of rubbish which in the end told me nothing I didn't already know. But... how in hell did he know my wife and mother's names?

Sgt. JACK L. SELLS, APO, New York, N.Y.

301st Service Group

Have been a subscriber to our wonderful magazine since its inception, from the very first mimeographed copy, and intend to remain on the list until one of us drops. However, I find just one fault to complain about. I have never seen any letters from personnel of the 301st Air Service Group. The 301st was at Lalmanirhat, Tezpur, Bhamo and Jorhat.

JOSEPH S. GROSS, New York, N.Y.

Persistent Kids

I got a laugh out of the article "Speaking From Experience" in the March issue. Although McLemore speaks about the persistence of Tibetan merchants, he apparently is not aware that many Indian street peddlers use the same tactics. Kids (under 12) are the worst. I have had jewel peddlers and beggars follow me for many blocks in Calcutta, working me all the way.

AL J. PAULSON, Miami, Fla.

Marauders Book

Was glad to note your recommendation in the March issue of the "Merrill's Marauders" book being sold by the government for only 55 cents. I have bought the book and it is the best half-buck I ever spent, even though I was not a member of the Marauders.

MARVIN KING, Toledo, Ohio.

MAY, 1951

NOT A SCENE from Arabian Nights, just a pottery caravan on the way to market through an agra street. Photo by Al Cellier.
CONTROL TOWER at Tezgaon, India, familiar to many as “Hump Jockey.” Photo by Harold Hohmann.

COLORFUL mounted policeman of Calcutta. Photo by Sedge LeBlang.

“YG” TOWER at Agra, with Operations Tent at left. Photo taken before brick building was constructed in 1943. Photo by Al Cellier.

YOUNG chieftain of Lisu tribe, former headhunters. Photo by Syd Greenberg.

ONE OF THE OLDEST CASTES in India, the sweepers go about their task of cleaning the runways of debris. The sweepers and the C-47 cargo planes are symbols of time in India. Air Force photo.