



Photos from May Union, ILLINOIS Event (North Platte Canteen Re-enactment – WW2 USO Stateside)



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

THE EDGE



PROMOTING EXCELLENCE IN
WWII REENACTING





WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.



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WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

COMMUNICATIONS

From HRS President

Jonathan Stevens, 9th Infantry
jstevensww2@sbcglobal.net



WWII HRS Scholarship 2013

In 2010 the membership approved the creation of an HRS scholarship. The effort behind the scholarship was twofold. The primary goal is to assist the younger members of our organization in their pursuit of higher education. Obviously historical reenacting is an expensive hobby that can be a near impossibility for some students. Secondly we will help grow interest in historical reenacting as an educational endeavor which is part of the mission of our Society. The scholarship will be awarded to a full time undergraduate or graduate student majoring in areas such as history, museum studies, or archeology however all students are encouraged to apply. The award can be used towards tuition or books. Note that any family or relations to any of the board of directors or staff of the WWII HRS will be ineligible for this award.

Please send the applications to the WWII HRS Vice President.
The amount of the award is \$500.

Eligibility:

1. Must be a current member of HRS in good standing in at least their second year of membership.
2. Must be registered as a full-time student; undergraduate or graduate; at an accredited college or university.
3. Must demonstrate a minimum GPA of 2.75.

4. Must currently be a history or associated major, however if there is not any history or associated major that apply then all majors are eligible.
5. Must not have received a previous HRS scholarship.

Requirements:

The student should write a 500-word essay describing their qualifications and justification for receiving the HRS scholarship. It should also include the student's future plans in reenacting. A letter of recommendation from their unit commander should also be included. If the student is the unit commander for their unit, then another commander can supply the letter. Unofficial transcripts or a letter for the college or university stating that the student's current major and GPA needs to be included.

Deadline: July 1

Notification: August 1

An article highlighting the student will be in the Society publication, The Edge.

Review:

A committee consisting of an Allied, an Axis, and a Commonwealth member will review all candidates and give recommendation to the President who will be awarded the scholarship.

Please note that the deadline has been extended to July 1.




Jonathan Stevens, 9th Infantry
jstevensww2@sbcglobal.net




WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

EVENTS

June	June 2013
<p>07-09</p> <p>Jun</p> 	<p>3RD ANNUAL RAILS TO VICTORY</p> <p>Loc: Fox River Trolley Museum, 361 South LaFox Street (IL 31), South Elgin, IL 60177</p> <p>Dates: June 7-9, 2013</p> <p>Event Summary: Rails to Victory is a great event for all impressions: Military and Civilians.</p> <ul style="list-style-type: none"> - Daily Large Scale Field Battles on newly enlarged battlefield. This year's battle field will be twice as large at last year's field including last year bone yard with all the obstacles and a new wide open area that essentially doubles the size of last year's battlefield. All vehicles including tracked vehicles and watercrafts are welcome to participate; - Additional smaller daily Skirmishes on the unique river battlefield under the Stearns Rd. Bridge during the Occupied France Trolley Tours. This was a huge success with the public last year, a lot of fun for the reenactors, and sure to get the crowd again this year. - Saturday evening period WW2 Girls Baseball Home Front Game and Social Event. - Shaded Encampments and Flush Toilets on site. <p>Event Times:</p> <ul style="list-style-type: none"> - Friday, June 7: Reenactor check-in, 4pm to 10pm.; - Saturday, June 8 : Reenactor check-in, 8 am to 9:15am; - Sunday, June 9: Reenactor check-in, 9am to 9:50am; - Daily morning formations and S&A check; - Museum Opens at 10 am on Saturday and Sunday; - Visit the Event Web Site for Additional event details (schedules, maps, and updates). <p>Website: http://www.railstovictory.com</p> <p>Pre-Registration: http://railstovictory2013.eventbrite.com (No Walk Ons)</p> <p>Fee: none</p> <p>Contact: Rebecca Tulloch becky1861@sbcglobal.net</p> <p>Map: http://foxtrolley.org/Default.aspx?pagelid=1146775</p> <p>Directions: The Fox River Trolley Museum is located on Illinois Route 31, three blocks south of State Street in South Elgin, IL.</p> <ul style="list-style-type: none"> - From Chicago and the east: Take the Northwest Tollway (I-90) or US Route 20 west to Elgin. - - Exit on Illinois 31 southbound and follow posted detour at Spring Street (South Elgin). - From the west and northwest: Take the Northwest Tollway (I-90) or US Route 20 east to Elgin. Exit on Illinois 31 southbound and follow posted detour at Spring Street (South Elgin). - From the south: Take Illinois Route 59 north to Illinois Route 64. Turn west on 64 to Illinois Route 31 in St Charles. Take 31 north to the museum. <p>Authenticity Notes: HRS safety and authenticity rules apply.</p> <p>Prohibited Vehicles/Items: All WWII vehicles, including tracked vehicles, are welcome; weather conditions permitting, tracked vehicles may be limited to the gravel road and battle field. Smaller vehicles such as Jeeps, Motorcycles, Kubels & Lightweight Trucks may drive on the grassy areas. A static vehicle honor display area has been established for all attending vehicles. Boats and other period water crafts such rafts are also welcome on the Fox River, but should contact us first prior to bringing out. River depth is only 2-3 feet in the vicinity of the museum.</p> <p>Restrictions on Minors: HRS Rules</p> <p>Other restrictions: No alcoholic beverages permitted in the Museum and County Park. No digging, but camp fires are allowed in above pits and military stoves and grills. No firing of weapons in the encampment area in County Park by Forest Preserve Ordinance; but okay in the designated battlefield areas on museum property.</p> <p>Motels: Accommodations available in nearby Elgin and St. Charles Illinois: Hampton Inn, the Holiday Inn Hotel & Suites and West Dundee's Marriott International-Courtyard & Towne Place Suites; and in St. Charles: Best Western, Country Inn & Suites, Fairfield Inn & Suites, Geneva Motel, Hampton Inn & Suites, Hilton Garden Inn, Holiday Inn Express, Hotel Baker, Pheasant Run Resort, and Super 8. Restaurants: There are eating establishments with in a very easy walk of the museum ranging in variety from hot dogs to pizza.</p> <p>Sponsoring Unit(s): Member of the US10th Mtn LHDG, 709th German Infantry, the 509th PIB and the Vintage Rockford Peaches Softball Team of the WW2 Girls Baseball Living History League.</p>



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15-16	TRIMBORN FARMS WWII ENCAMPMENT	
Jun		<p>Loc: 8881 W. Grange Ave Greendale WI 53219 Dates: June 15-16 Event Times: Set up Friday June 14th Event hours 9:00 AM to 4:00 PM Sat. and Sun. Registration Times: Friday starting at noon and Sat. and Sun starting at 8:00 AM Pre-Registration: N/A Fee: N/A Contact: Unit contact: TJ Wendel nigelwick1776@yahoo.com Authenticity Notes: HRS Authenticity Standards apply Prohibited Vehicles/Items: None Other restrictions: No political units or paraphernalia Sponsoring Unit(s): 32nd Division 128th Infantry Regiment</p>
21-23		<p data-cs="2" data-kind="parent">WWII RECREATED, DIXON, ILLINOIS</p> <p>Loc: Elks Page Park, 7883 Lowell Park Rd., Dixon, Illinois Dates: June 21, 22, and 23 Event Times: - Friday June 21: Arrival, setup, evening public event preview, and militaria flea market with indoor tables for HRS members and others \$5/table. Please RSVP for a table. - Saturday June 22: 10am to 5pm campsites open to the public, with two public battles, weapons demos, veteran recognition and interviews, militaria sale - Sunday June 23: 11am to 4:00pm open to the public with one public battle; militaria sale Registration Times: Friday June 22 and Saturday June 23 7 to 9 am Pre-Registration: (Coming soon...) Fee: None Contact: Jonathan Stevens Map: Click Here Authenticity Notes: All HRS rules apply. Minors: All HRS restrictions apply Prohibited Vehicles/Items: All vehicles welcome. Sponsoring Unit (s): 9th Infantry Division</p>
July	July 2013	
Jul	No events listed.	
August	August 2013	
Aug	No events listed.	



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

September	September 2013
19-22 Sep 	WWII DAYS MIDWAY VILLAGE, ROCKFORD IL. Loc: Midway Village, 6799 Guilford Road, Rockford, IL Dates: September 19, 20, 21, and 22 Event Times: -Thursday Sept. 19: 12:00pm Gates open for setup -Friday Sept. 20: 9:45-2:15pm School tours No personal vehicles allowed in Living History Campsite -Saturday Sept. 21: 11:00am-5:00pm Museum is open to the public -Sunday Sept. 22: 11:00am-4:00pm Museum is open to the public - 7:00pm Park closes to everyone Registration Times: Registration will be located at the hospital, we will have signs pointing you in the right direction. -Thursday Sept 19, 2pm-9pm Please do not arrive before 12:00pm Thursday! -Friday Sept 20, 8am-9:30am then will reopen 2:15pm until 10pm -Saturday Sept 21, 7am-10am Pre-Registration: Unit CO's: Please e-mail Scott Koelling or Dave Fornell (davewwwii@comcast.net) to pre-register your unit beginning April 1. Individuals with approved unit may not preregister until June 1. Fee: none Contact: Scott Koelling, 2.Panzer Division - Overall coordinator Website: http://www.ww2rockfordevent.com Authenticity Notes: Any WWII impressions may set up authentic camps. Partisans welcome and will be subject to S&A Inspection. Prohibited Vehicles/Items: No overnight vehicles permitted in campsite area. Other restrictions: No weapon discharges after 10pm. Motels: http://skoelling.homestead.com/page4rockford.html Sponsoring Unit (s): 2nd Panzer Division, 353rd Infantrie
October	October 2013
18-20 Oct 	WELCOME HOME, STARS AND STRIPES REMEMBERS WW II Loc: Stars & Stripes National Military Museum & Library, 17377 Stars and Stripes Way, Bloomfield, MO 63825 Dates: 18-20 October 2013 Event Times: Open to the public: 9am - 5pm 19 October 2013 Registration Times: 3-7pm 18 October 2013 & 7-9am 19 October 2013 Pre-Registration: Eventbrite Link: http://ssrwwii.eventbrite.com Fee: Free to re-enactors, nominal fee for the public Contact: Gary Adkins: papajoad@20thcenturyqi.com or Sean Burton: ALEX6357@aol.com Website: http://welcomehomestarsstripesrememberswwii.webs.com Map: http://welcomehomestarsstripesrememberswwii.webs.com/map Authenticity Notes: All HRS Safety and authenticity Rules apply Prohibited Vehicles/Items: NO live ammo of any kind. Restrictions on Minors: HRS rules apply Other restrictions: N/A Sponsoring Unit(s): First Special Service Force, 6th CO 3rd REG HRS and Second 25th Australian Infantry Battalion, 25th Brigade, 7th Division HRS, Members: 6th Corps Living History Group, St Louis, MO
November	November 2013
Nov	



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

"Rails To Victory" Powers up for the 3rd Year!

June 8 & 9th, 2013 at the Fox River Trolley Museum in South Elgin Illinois

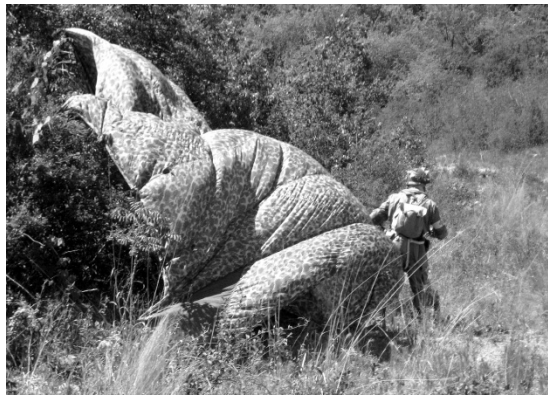
By Rebecca Tulloch, US 10th Mtn Unit Member and Reenactment Coordinator

Event Registration and Details at: www.railstovictory.com

All ETO and American Home Front Impressions are invited to participate in the 3rd annual "Rails to Victory" WW2 Reenactment on D-Day weekend, June 8 & 9, 2013. Field battles, weapon demos, vehicles displays, a period Rockford Peaches baseball game, and the unique "Occupied France" Trolley Adventure skirmishes and skits are all once again on the schedule for this year's event.

We have implemented event enhancements based on the feedback offered from reenactors after the last event. The changes include doubling the size of the main battlefield, building into the schedule more down time for relaxing in camp, running additional equipment and supply trolleys during the Occupied France Trolley Adventure, and offering a weapons demo on the battlefield for the public to view and learn about the weapons and military attire worn. There will also be a civilian fashion show and medical demonstration each day which are also new this year.

"Field Battle" Each day there will be a large scale battle on the museum's enlarged battle field. Roughly twice as big as last year's battlefield, this year's terrain includes the museum's bone yard field and the entire open grassy area used for public parking last year. There is room for artillery and small to medium sized vehicles to participate in the battles.



"PAPERS PLEASE!" The "Rails to Victory" event offers a unique opportunity for both civilian and military reenactors to have exciting roles showing off their impressions to the public in a fun and interactive fashion. The "Occupied France Trolley Adventure" invites both civilian and military impressions to work together to create an immersive experience for the public riding on period trolleys into occupied France.



The public is issued period looking French ID cards and are boarded on to the trolleys by the German Reichsbahn. The three mile long Fox River Trolley Museum trolley line stands in for a French Inter urban line that still runs along the Seine River from Paris to Rouen in France today stopping at some of the same villages along the way. On the journey, the museum passengers are immersed into the world of occupied France in the summer of 1944 where retreating Germans are being pushed backed by the Allied advance after D-Day. Passengers experience local French citizenry, partisans actions, captured POWs, German questioning, and a full German/Allied patrol Skirmish; all on the banks of the scenic Fox River. To make this activity successful, we are in need of civilian reenactors to portray travelling French Citizens with parcels and baggage, French Partisans, Allied Airmen, Allied and German Soldiers to participate in the Allied/German Patrol Skirmish and the German/Partisan encounter skirmish, German Reichsbahn, and German Guards and Officers. A full list of the cast members needed and a copy of this year's script can be emailed to you through the event web site, www.railstovictory.com. Video footage of last year's trolley adventure can also be viewed on the website.



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"There's no Crying in Baseball!" The Rockford Peaches will once again be hosting a period ball game on Saturday evening at 7pm. All reenactors are invited to participate as a period spectators home on leave and enjoying an evening at the ball park. Wear you Class 'A's or your latest Civilian outfit and come on out to the ball park and root for your favorite team.



For more information on the event, please visit the event website at www.railstovictory.com .
Event registration is available through Eventbrite.

RE-ENACTOR SCHEDULE

FRIDAY June 7

4 pm - 10:00 pm Re-enactor Check In and Set Up.
7:30 pm Occupied France Trolley Adventure : **Trolley Cast Meeting** / St. Lazare Station
8:00pm Occupied France Trolley Adventure : **Walk Thru Dress Rehearsal** / St. Lazare Station
11:00 pm Camp Quiet time! **No Alcohol Permitted on Site at Anytime!**

SATURDAY June 8

8:00 - 9:15 am Re-enactor Check In and Set Up
9:15 - 9:45 am **Safety and Authenticity Inspection** / Battle Field
9:45 am Officer's Call
9:50 - 10:00 am All POVs must be moved out of the Camps.
10:00 am Museum and Camps Opens to the Public
10:30 _Trolley Adventure - **Reenactor Set Up Trolley Departs**
11:00, 11:30, 12:00 **Morning Trolley Adventure and Rail Bridge Battles (3 Trolley Runs)** / St. Lazare Station
12:15 _Trolley Adventure - **Reenactor Shift Change Trolley Departs for Pick ups**
12:30-1:15 **Weapons and Uniform Demo** - Battlefield
12:45 _Trolley Adventure - **Reenactor Shift Change Trolley Departs for Drop Offs and Set up.**
1:00, 1:30 **Afternoon Trolley Adventure and Rail Bridge Battles (2 Trolley Runs)** / St. Lazare Station
2:00 _Trolley Adventure - **Reenactor Clean Up Trolley Departs for Pick ups.**
2:00 - 2:30 **Signal Pigeon Presentation** - St. Lazare Station
2:45 _Trolley Adventure - **Reenactor Clean Up Trolley Returns to Museum.**
3:15 - 3:45 **Ladies Fashions Presentation** - St. Lazare Station
4:00 - 4:30 **The Battle of the Rhine at Remagen** / Battle Field
4:30 **Army Medical Demonstration** - US 10th Mtn Field Camp in Allied Camps
5:00 pm Museum and Camps Close to Public
7:00 - 9:00 pm **Home Front Rockford Peaches Period Ball Game** / Baseball Field
11:00 pm Camp Quiet time! **No Alcohol Permitted on Site at Anytime!**

SUNDAY June 9

9:00 - 9:50 am Re-enactor Check In and Set Up
9:15 am Officer's Call
9:30 am **Safety and Authenticity Inspection for those not in attendance on Saturday** / Battle Field
9:50 - 10:00 am All POVs must be moved out of the Camps.
10:00 am - 3:30pm SAME SCHEDULE AS SATURDAY
4:00 - 4:30 **Battle of the Po River Valley, Italy** / Battle Field
4:30 **Army Medical Demonstration** - US 10th Mtn Field Camp in Allied Camps
5:00 pm Museum and Camps Close to Public



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Occupied France Trolley Adventure and Bridge Battle: Go back in time to the Summer of 1944 and become a passenger on a French Interurban Trolley en route from Paris to Rouen travelling along the famed Seine River. Five Trolleys will depart from Paris St. Lazare Station from the East and West Platforms. Passengers will ride along with French Citizens experiencing interactive encounters with German Railway Conductors, French Resistance Partisans, German and Allied patrols, and a small bridge battle. Excursion Tickets available at Museum Ticket Booth.

Battle for the Rhine at Remagen at the Battle Field: The Allies broke out of the Remagen bridgehead on March 25th, 1945. View an attack on a German position outside Ramegan during this famous battle led by General Patton.

Rockford Peaches Baseball: Made famous in the 1992 film, "A League of Their Own", starring Tom Hanks, Geena Davis, and Madonna; the Peaches will play a vintage 1943 baseball game on Sunday. Join Home Front Fans cheering for the Peaches.

Battle of the Po River Valley, Italy at the Battle Field: Out of the Apennines and into the Po Valley of Italy, the Allies launched a high-speed advance towards the Po River crossings a crumbling Axis army.

Military Encampment and Historical Presentations: Stroll through a period WW2 encampment visiting the troops of the Allies and Axis. See the Weapons and Uniform Demo, the Signal Corps. Pigeons presentation, the Fashions Show of the 40s, and the Army Medical Demostration as scheduled through out the day.



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

World War Two Recreated

A Living History Presentation
Sponsored by the 9th Infantry Division, WWIIHRS



June 22 and 23 2013

Elks Page Park

7883 S Lowell Park Rd.

Dixon, IL

Information: 815 284 9881

A remembrance of our greatest generation

Dixon WW2 Event
You-Tube Videos

HRS 10 Dixon 2012 Battle Part 1

<http://www.youtube.com/watch?v=lc4vraGt2ys>

World War 2 Re-enactment in Dixon, Illinois, at
Elk Page Park on 23 June 2012.

This is part 1 (with a uniform and weapons
Demo) See Part 2 for Battle Action.

HRS 10 Dixon 2012 Battle Part 2

<http://www.youtube.com/watch?v=YrodgNxa3Iw>

HRS 11 Dixon 2012 Camps

<http://www.youtube.com/watch?v=27IbGCfXka0>

This video shows the Camp sights at the Dixon
ILL, Elk Page Park, WW2 Event, June 2012

HRS 12 Dixon 2012 Interview Part 1

<http://www.youtube.com/watch?v=M2pl2uu2e5U>

This Interview with a WW2 Veteran is from the
Dixon, Illinois HRS Event at Elk Page Park on
23 June 2012.

HRS 12 Dixon 2012 Interviews Part 2

<http://www.youtube.com/watch?v=w-ZdYqIX-tk>

These Interviews with WW2 Veterans are from the
Dixon, Illinois HRS Event at Elk Page Park on
23 June 2012.



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

OFFICIAL INFO

HRS Board Members

MAY 2013

HRS President

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And 9th I.D.
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HOW TO ATTEND a Board Meeting:

Monthly teleconference Board meetings are open to all members. Members do not need to register for the meetings nor do they need to contact the president or any board members.

They need to contact their unit commander for the call information to include phone number and password. This creates less of a choke point and gets the information out to more with less hassle.

The monthly board meeting time/dates will change to accommodate the board members time schedules. Please contact your unit commander for more information regarding date, time, and log on information.



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

All of the HRS Board Meeting Minutes from the past five years are posted on the HRS WEB Site.
Current HRS By-Law call for these official business reports to be re-published here in The Edge.
See the BOD Minutes Page at <http://WorldWarTwoHrs.org/Business.htm> for past meeting Minutes

W W I I H R S Minutes

2013 Minutes

January
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2012 Minutes

[January](#)
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September (canceled)
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December (No quorum)

2011 Minutes

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2010 Minutes

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2009 Minutes

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2008 Minutes

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WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

About Us



The World War Two Historical Re-enactment Society is an organization of over 1200 men and women members from coast to coast, as well as Canada and Europe. Our mission is to bring the history of World War Two to life with public displays, simulated battles, participation in parades, and a variety of other community activities.

The society strives to honor and preserve the memory of those who served in World War Two, as well as preserve the artifacts of that period.

Our members carry out a wide range of historical impressions, including those of The United States, the United Kingdom, the Soviet Union, Poland, and Germany.

Our focus is entirely on the military history of World War Two. We have no sympathy for the ideology of nazism or fascism. Such beliefs are not welcome here.

If this exciting and rewarding hobby appeals to you, please consider joining us. Our hobby is dependent upon the talents and enthusiasm of its members and there is always room for new interest! Please contact any of our board members today for more information.

The

www.WorldWarTwoHRS.Org

WEB Site Is Hosted by Socket.NET

A banner for Socket.NET. The background is a gradient of orange and yellow. In the top left corner, it says "www.socket.net" and "1-800-SOCKET-3". In the center, it says "people connecting people" in a serif font. Below that is the Socket.NET logo, which consists of a stylized "S" made of two overlapping circles, followed by the word "Socket" in a bold sans-serif font, and "VOICE • DATA • INTERNET" in a smaller sans-serif font below it. In the bottom left corner, there is a small white box with the Socket.NET logo and "www.socket.net". In the bottom right corner, there is a small white box with the text "Internet Service Provider", "2703 Clark Ln, Columbia, MO.", and "(800) 762-5383".



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

MEETING MINUTES

Board Meeting 22 APRIL 2013

ROLL CALL:

Position	Name	Present
President:	Carlos Rameriz	YES
Vice President:	Jonathan Stevens	YES
Treasurer:	Charles Gallagher	NO
Secretary:	Eddie Mayton	YES
Allied Representative:	Ron Kapustka	YES
Commonwealth Rep:	Bryce Seyko	YES
Axis Representative:	Doug Loge	YES
Newsletter Editors:	Jeff Skender	YES

HRS Members Present

Allen Jones, David Jameson, Jim Scoutan, George, Dave Weekly

Reading of the March, 2013 minutes: The March, 2013 meeting minutes were read by Eddie Mayton. A motion was made by Ron Kapustka to approve the minutes as read, which was seconded by Doug Loge. A vote was taken and the Minutes were approved as read.

Old Business

Regional Event Funding – final wording- Jon had notes on the previous discussions and feels the bull needs taken by the horns and figured out. David Jameson volunteered to make a report and handle it.

New Business

Unit Charters

New Charters:

7th Infantry Division- Still revising his charter. Tabled until the next meeting

6th SS Women's Auxiliary- S&A committee had some issues and the unit did not want to redo their charter and they were voted down.

Probationary Charters:

82nd Airborne Division, 307th Airborne Engineer Battalion- Unit commander was moving and was tabled until next month. There must be a decision made for next month. No more postponing.

3d Armored Division, 36th Armored Infantry Regiment, Co. F- Report was submitted and correct number of members achieved. No questions for Allen Jones. Eddie Mayton Motioned and Ron Kapustka seconded. A vote was held and the unit was approved.

5th id and glider artillery are tabled until the May meeting.

Defunct Charters:

303rd Bomb Group - No response from the unit commander as of now. no members for 2012 and 2013. Ron Kapustka decided they should be knocked out. Eddie Mayton seconded. The unit is defunct.

6 FJ 6- Doug loge had contact with the unit commander and he was okay with the unit being defunct. Doug loge motioned and Ron Kapustka seconded the unit is defunct.

101st Airborne Div., 327th GIR, 2nd Battalion, F Co- Ron contacted Bill Shoemaker and he agreed to defunct the unit. Ron Kapustka motioned and Eddie Mayton seconded the unit is defunct.

81st Division Quartermaster Rgt: No response from the unit commander. No members in 2012 and 2013. Ron Kapustka motioned and Eddie Mayton seconded the unit is defunct.

116th 29th A co- 2 members in 2012, this is tabled until next month due to lack of knowledge on the unit.

Treasurer Report

Charlie was not present. Jon mention the totals, checking:\$4,916.83. Money market \$47,412.36. Charlie has a quarterly report almost ready according to Jon. The scholarship has not been paid, neither Jon nor Eddie have received reimbursement. The PayPal account was discussed.

Secretary Report

Eddie discussed the membership card issue. A discussion was had on ways to fix the issues. Doug loge motioned to table and Allen Jones seconded.

Commonwealth Report

No report on the western front

Allied Report

No new information

Axis Report

Nothing of note

Edge Report

March Minutes needed; a report from Jon and Doug is pending. Otherwise The Edge is good to go.

Business Manager Report

No new info, waiting on a bill for insurance. The price has gone up per event. A few questions were asked. A discussion was held. One major discussion is how insurance works with vehicles and civilians as well as reenactors. Wavers were suggested for rides.

Committee Reports

S&A- Not much to discuss

Unit Commanders- a few events discussed

Vehicle – HRS vehicle listing- discussed rules such as fire extinguishers, no backing up on the battlefield without a spotter (suggested for in camp also.), batteries properly secured, and a battlefield speed of 10 mph. a discussion was held.

Legislative Committee- not yet formed. Needs developed.

Finance Committee- no interest as of yet

Grant Proposal

Mentioned at the last meeting and multiple email were sent to the BOD. 3 grants will be made toward specific WW2 non-profits and much be for WW2 items. The BOD will make the decisions and a vote will be held with all paid hrs members. Any Hrs member can submit ideas and their validity will be decided. The top three after a vote will receive a \$1,000 donation. THIS ISSUE WILL BE TABLED FOR NOW. THE PROPOSAL WILL BE PUBLISHED IN THE EDGE FOR THE MEMBERS TO REVIEW AND COMMENT ON.

Dakota City Event Funding Request

\$400 to rent port-a-johns, includes service and removal. May 18th and 19th with multiple unit support. The question was asked about safety violations last year. Ron Kapustka motioned and Eddie Mayton seconded. A vote was held and the funding request was approved. Invoices will be required after the event.

Open Comments

JON STEVENS ANNOUNCED THAT THE UNIT CO'S HAD VOTED TO REMOVE THE HRS PRESIDENT, CARLOS RAMERIZ, AND THE RESULTS WOULD BE PUBLISHED IN THE NEXT EDITION OF THE EDGE.

CARLOS ANNOUNCED THAT HE WAS CHALLENGING THE REMOVAL AND WOULD SEND THE CHALLENGE TO DOUG.

RON KAPUSTKA MOTIONED, SECONDED BY JON STEVENS TO CLOSE THE MEETING. A VOTE WAS TAKEN. The meeting was adjourned at 9:35 P.M.



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.



June 6, 1944, 160,000 Allied troops landed along a 50-mile stretch of heavily-fortified French coastline to fight Nazi Germany on the beaches of Normandy, France. General Dwight D. Eisenhower called the operation a crusade in which "we will accept nothing less than full victory." More than 5,000 Ships and 13,000 aircraft supported the D-Day invasion, and by day's end on June 6, the Allies gained a foothold in Normandy. The D-Day cost was high -more than 9,000 Allied Soldiers were killed or wounded -- but more than 100,000 Soldiers began the march across Europe to defeat Hitler.

General Eisenhower's Message

Sent Just Prior to the D-Day Invasion
June 1944



Soldiers, Sailors and Airmen of the Allied Expeditionary Force! You are about to embark upon a great crusade, toward which we have striven these many months. The eyes of the world are upon you. The hopes and prayers of liberty loving people everywhere march with you. In company with our brave Allies and brothers in arms on other fronts, you will bring about the destruction of the German war machine, the elimination of Nazi tyranny over the oppressed peoples of Europe, and security for ourselves in a free world.

Your task will not be an easy one. Your enemy is well trained, well equipped and battle hardened, he will fight savagely.

But this is the year 1944! Much has happened since the Nazi triumphs of 1940-41. The United Nations have inflicted upon the Germans great defeats, in open battle, man to man. Our air offensive has seriously reduced their strength in the air and their capacity to wage war on the ground. Our home fronts have given us an overwhelming superiority in weapons and munitions of war, and placed at our disposal great reserves of trained fighting men. The tide has turned! The free men of the world are marching together to victory!

I have full confidence in your courage, devotion to duty and skill in battle. We will accept nothing less than full victory!

Good Luck! And let us all beseech the blessings of Almighty God upon this great and noble undertaking.

Gen. Dwight D. Eisenhower

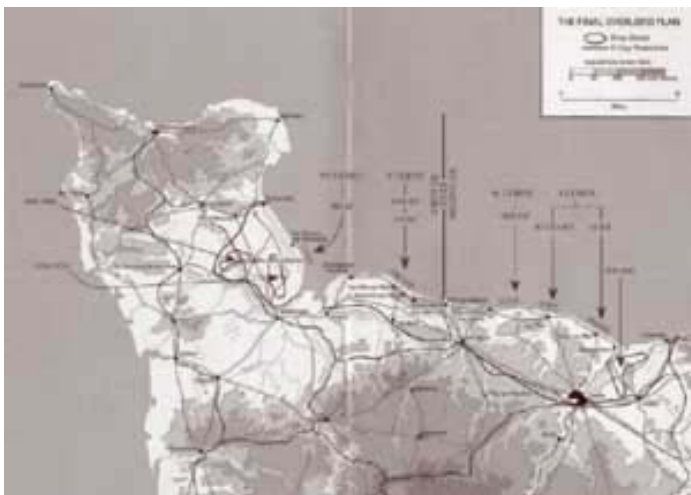


Supreme Allied Commander U.S. Army Gen. Dwight D. Eisenhower speaks with 101st Airborne Division paratroopers before they board airplanes and gliders to take part in a parachute assault into Normandy as part of the Allied Invasion of Europe, D-Day, June 6, 1944.



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D-Day Airborne and Beach Assault



The Normandy beaches were chosen by planners because they lay within range of air cover, and were less heavily defended than the obvious objective of the Pas de Calais, the shortest distance between Great Britain and the Continent. Airborne drops at both ends of the beachheads were to protect the flanks, as well as open up roadways to the interior. Six divisions were to land on the first day; three U.S., two British and one Canadian. Two more British and one U.S. division were to follow up after the assault division had cleared the way through the beach defenses.



Soldiers in cargo vehicles move onto a beach in Normandy during the Allied Invasion of Europe, D-Day, June 6, 1944. After fierce fighting, the Allies established a foothold in northern France.

Disorganization, confusion, incomplete or faulty implementation of plans characterized the initial phases of the landings. This was especially true of the airborne landings which were badly scattered, as well as the first wave units landing on the assault beaches. To their great credit, most of the troops were able to adapt to the disorganization. In the end, the Allies achieved their objective.



The AIRBORNE ASSAULT into Normandy as part of the D-Day Allied invasion of Europe was the largest use of airborne troops up to that time. Paratroopers of the U.S. 82d and 101st Airborne divisions, the British 6th Airborne Division, the 1st Canadian Parachute Battalion, and other attached Allied units took part in the assault. Numbering more than 13,000 men, the paratroopers were flown from bases in southern England to the Cotentin Peninsula in approximately 925 C-47 airplanes. An additional 4,000 men, consisting of glider infantry with supporting weapons and medical and signal units were to arrive in 500 gliders later on D-Day to reinforce the paratroopers. The parachute troops were assigned what was probably the most difficult task of the initial operation -- a night jump behind enemy lines five hours before the coastal landings.



Soldiers waded through surf and Nazi gunfire to secure a beachhead during the Allied Invasion, June 6, 1944.



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

To protect the invasion zone's western extremity and to facilitate the "Utah" landing force's movement into the Cotentin Peninsula, the U.S. 82nd and 101st Airborne divisions descended on the peninsula by parachute and glider in the early hours of D-Day. The paratroopers were badly scattered. Many were injured and killed during the attack, and much of their equipment was lost. But the brave paratroopers fought fiercely, causing confusion among the German commanders and keeping the Germans troops occupied. Their efforts, hampered by harsh weather, darkness and disorganization, and initiative of resourceful soldiers and leaders, ensured that the UTAH BEACH assault objectives were eventually accomplished. The British and Canadian attacks also accomplished their primary goal of securing the left flank of the invasion force.



Soldiers of the 8th Infantry Regiment, 4th Infantry Division, move over a seawall on Utah Beach during the Allied Invasion of Europe.

UTAH BEACH was added to the initial invasion plan almost as an afterthought. The allies needed a major port as soon as possible, and UTAH BEACH would put VII (U.S.) Corps within 60 kilometers of Cherbourg at the outset. The major obstacles in this sector were not so much the beach defenses, but the flooded and rough terrain that blocked the way north.



Soldiers of the 16th Infantry Regiment, wounded while storming Omaha Beach, wait by the chalk cliffs for evacuation to a field hospital for treatment, D-Day, June 6, 1944.

OMAHA BEACH linked the U.S. and British beaches. It was a critical link between the Contenting peninsula and the flat plain in front of Caen. Omaha was also the most restricted and heavily defended beach, and for this reason at least one veteran U.S. Division (1st) was tasked to land there. The terrain was difficult. Omaha beach was unlike any of the other assault beaches in Normandy. Its crescent curve and unusual assortment of bluffs, cliffs and draws were immediately recognizable from the sea. It was the most defensible beach chosen for D-Day; in fact, many planners did not believe it a likely place for a major landing. The high ground commanded all approaches to the beach from the sea and tidal flats. Moreover, any advance made by U.S. troops from the beach would be limited to narrow passages between the bluffs. Advances directly up the steep bluffs were difficult in the extreme. German strong points were arranged to command all the approaches and pillboxes were sited in the draws to fire east and west, thereby enfilading troops while remaining concealed from bombarding warships. These pillboxes had to be taken out by direct assault. Compounding this problem was the allied intelligence failure to identify a nearly full-strength infantry division, the 352nd, directly behind the beach. It was believed to be no further forward than St. Lo and Caumont, 20 miles inland. V (U.S.) Corps was assigned to this sector. The objective was to obtain a lodgment area between Port-en-Bessin and the Vire River and ultimately push forward to St. Lo and Caumont in order to cut German communications (St. Lo was a major road junction). Allocated to the task were 1st and 29th (U.S.) Divisions, supported by the 5th Ranger Battalion and 5th Engineer Special Brigade.



German troops surrender to Soldiers during the Allied Invasion of Europe, D-Day, June 6, 1944.

GOLD BEACH was the objective of the 50th (Northumbrian) Division of the British 2nd Army. Its primary task was to seize Arrolnanches (future site of a Mulberry) and drive inland to seize the road junction at Bayeux, as well as contact U.S. forces on their right and Canadians on their left. The initial opposition was fierce, but the British invasion forces broke through with relatively light casualties and were able to reach their objectives in this sector. A major factor in their success was that the British assault forces were lavishly equipped with armour and "Funnies" of the 79th Armoured Division. The "Funnies" were the specialist vehicles, armed with 290 mm mortars, designed for tasks such as clearing obstacles or minefields and destruction of large fixed fortifications. Perhaps the most famous is the "Flail" tank, which was a Sherman equipped with a large roller to which was attached lengths of chain. These tanks were designed to clear terrain to their front, and detonate mine fields and other booby traps without danger to the tanks or infantry following.



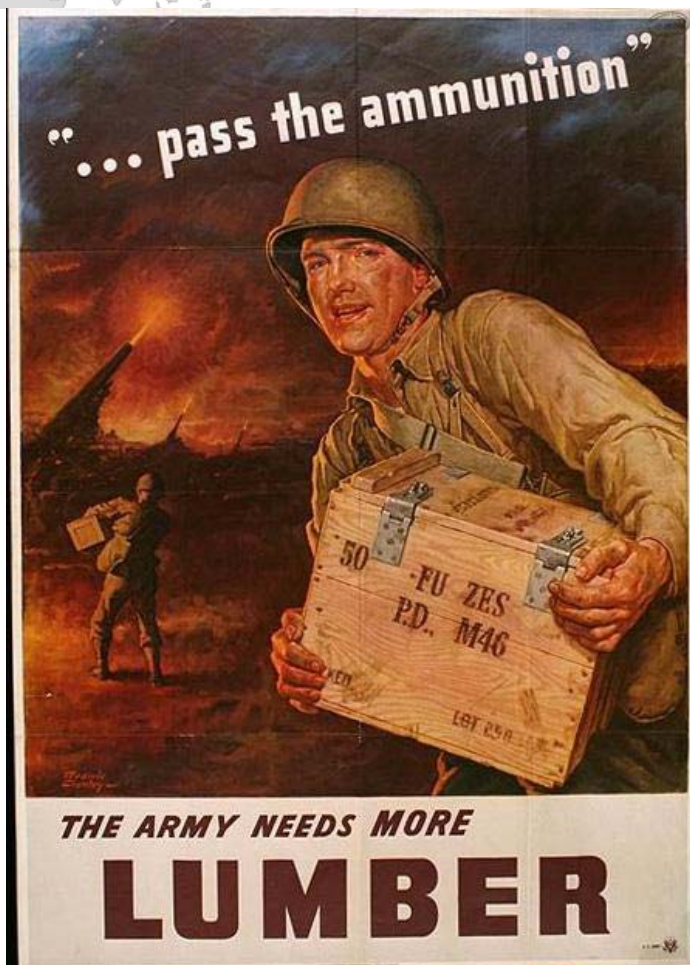
WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.

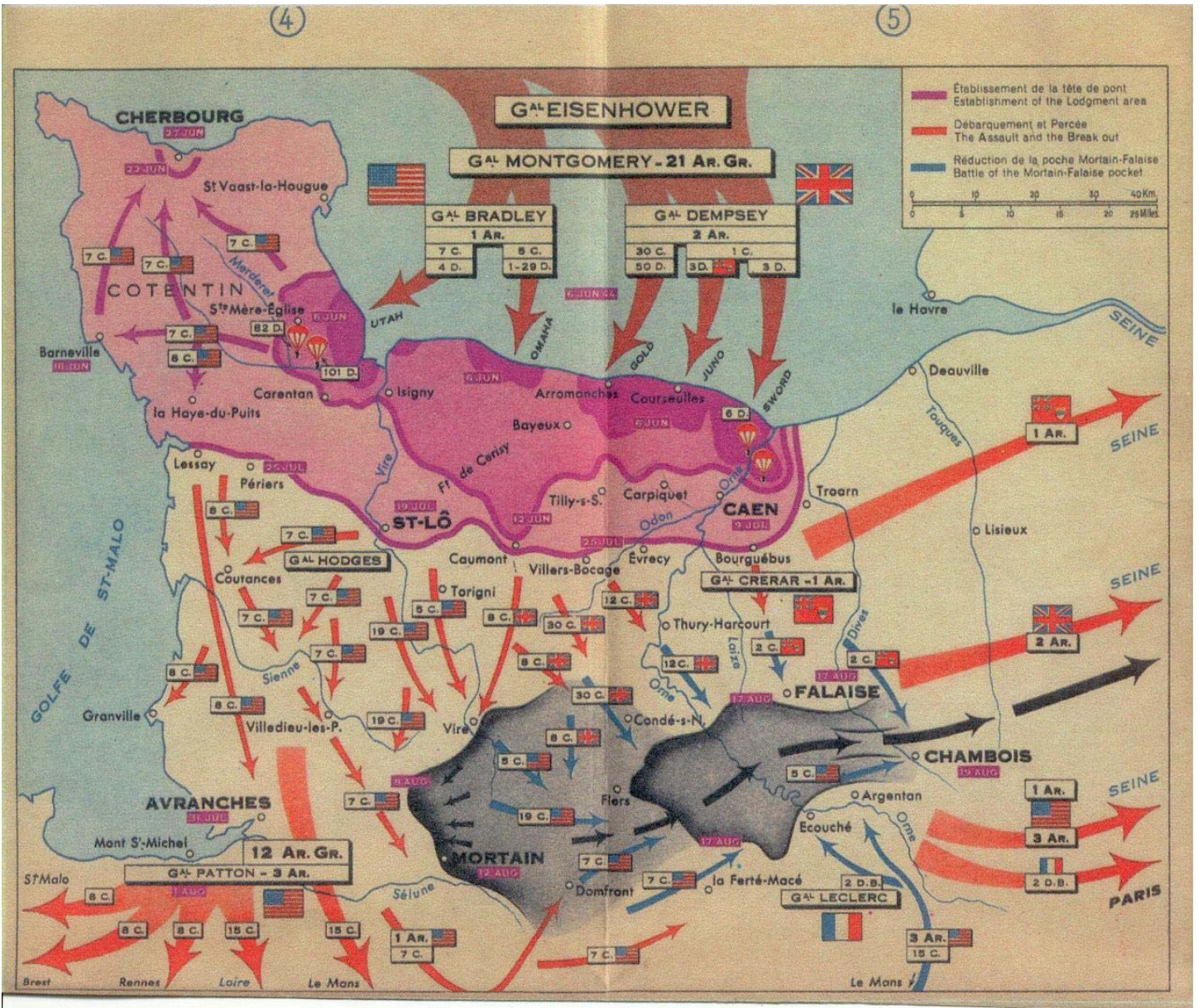
JUNO BEACH was the landing area for 3rd Canadian Division. The Canadians were very concerned about their role in the invasion (as were most of the planning staff) as the memory of 2nd Canadian Division's destruction at Dieppe was still fresh. But many lessons had been learned, and the 3rd Canadian Division, in spite of heavy opposition at Courselles-sur-Mer, broke through and advanced nearly to their objective, the airfield at Carpiquet, west of Caen. The Canadians made the deepest penetration of any land forces on June 6th, again with moderate casualties.

SWORD BEACH was the objective of 3rd (British) Infantry Division. They were to advance inland as far as Caen, and line up with British Airborne forces east of the Orne River/Caen Canal. The Orne River bridges had been seized in late at night on the 5th of June by a glider-borne reinforced company commanded by Maj. John Howard. As at the other beaches, British forces penetrated quite a ways inland after breaking the opposition at water's edge. Unfortunately, the objective of Caen was probably asking too much of a single infantry division, especially given the traffic jams and resistance encountered further inland. 1st Special Service (Commando) brigade commanded by Lord Lovat, linked up in the morning with Howard's force at Pegasus bridge on the British left. Fierce opposition from the 21st Panzer and later the 12th SS Panzer division prevented the British from reaching Caen on the 6th. Indeed, Caen was not taken until late June.



The spirit of the American Soldier: this beachhead is secure. Fellow Soldiers erected this monument to an American Soldier somewhere on the shell-blasted coast of Normandy.







United States Army Divisions in the Normandy Campaign



1st Infantry Division



2nd Infantry Division



4th Infantry Division



5th Infantry Division



8th Infantry Division



9th Infantry Division



28th Infantry Division



29th Infantry Division



30th Infantry Division



35th Infantry Division



79th Infantry Division



83rd Infantry Division



90th Infantry Division



2nd Armored Division



3rd Armored Division



4th Armored Division



6th Armored Division



82nd Airborne Division



101st Airborne Division

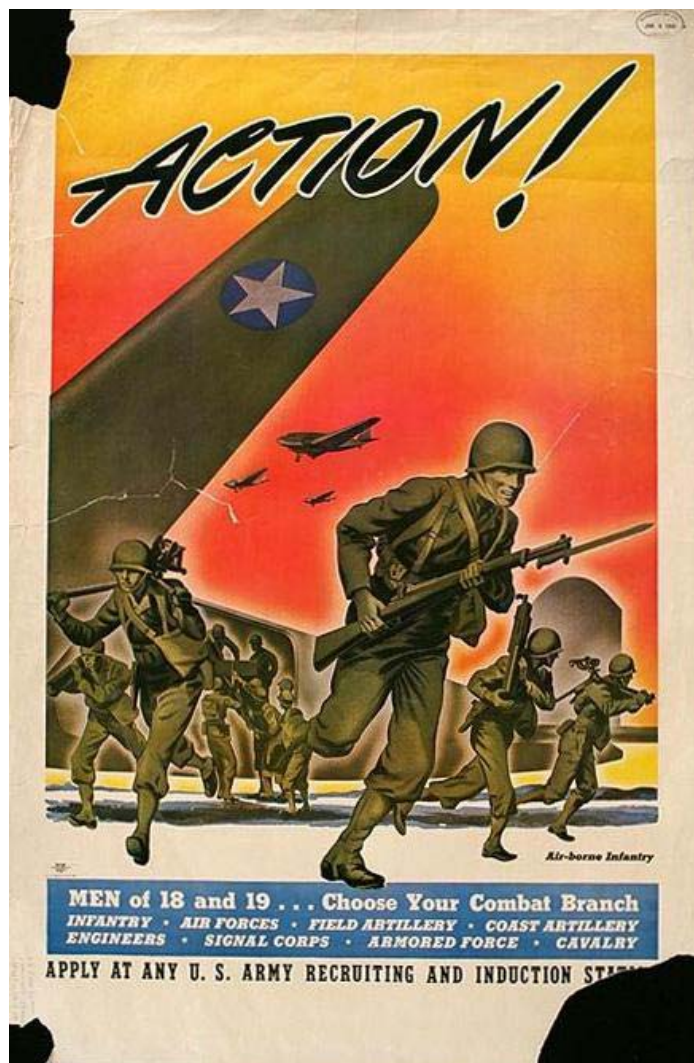


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From One Re-enactor to Another!

Posted by Mike Whicker on April 8, 2007





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Former Homeland Security Director Tom Ridge and Maj. Gen. Jim McConville, commander of the 101st Airborne Division (Air Assault), Watch as Herb Suerth, a veteran of Company E, 2nd Battalion, 506th Parachute Infantry Regiment, Walks past the Maj. Richard Winters Leadership monument, dedicated June 6, 2012, near Utah Beach in Normandy, France.

Normandy Monument Dedicated to Maj. Richard Winters

By U.S. Army European Command - Staff Sgt. Rick Scavetta

SAINTE MARIE DU MONT, France (June 12, 2012) - Along the causeway to Utah Beach stands a new monument to combat leadership, dedicated June 6, in memory of Maj. Richard Winters, who led paratroopers from Company E, 2nd Battalion, 506th Parachute Infantry Regiment, 101st Airborne Division, during the D-Day landings.

The memorial, unveiled 68 years after Winters and fellow 101st Airborne Division troops jumped into Normandy to fight the Nazis and liberate France, depicts Winters leading his men into combat. Hundreds of people gathered for the event, to include nine World War II veterans, former Homeland Security Director Tom Ridge and Maj. Gen. Jim McConville, commander of the 101st Airborne Division (Air Assault).

The heroic story of Easy Company -- from the D-Day landings, to fighting in Holland, Belgium and Germany -- was told by historian Stephen Ambrose and became the popular television mini-series, "Band of Brothers." Two members of Easy Company, Herb Suerth and Al Mampre, attended the unveiling. Only 19 Easy Company members are living. Winters, who passed away last year at 92, would likely be overwhelmed by the crowd that gathered to honor him, Suerth said.

"He was very humble, a simple fellow," said Suerth, who joined Easy Company in Mourmelon, France, just before the 101st Airborne Division fought in

Bastogne. "It's a well-deserved memorial, especially for the subject of leadership -- not just for Dick Winters, but for the leadership provided by young men who were practically no older than the guys they were leading into battle."

Winters, a first lieutenant serving as Easy Company's executive officer during the jump, took command after 1st Lt. Thomas Meehan was killed, when his C-47 Sky Train was hit by German anti-aircraft guns.

"He was thrust into a position of leadership," Suerth said. "All of us have the ability to develop our leadership skills. Some do it better than others. Dick excelled at it."

Nearby, at Brecourt Manor, Winters led a dozen paratroopers in an attack on four enemy 105 mm howitzers firing on a Utah beach causeway. With little guidance, Winters directed his Soldiers to hit the gun from the flanks, using the a trench to attack one at a time. All the guns were destroyed, eliminating a threat to troops coming ashore. For his actions, Winters earned the Distinguished Service Cross.

One of the U.S. Soldiers coming ashore that morning was Jack Port, 90, of Escondido, Calif., who landed on Utah Beach with the 4th Infantry Division and made his way inland. Port, who attended the memorial's unveiling, stared down the causeway to where his unit, the 12th Infantry Regiment landed.

"It was kind like a football play to me," Port said. "The 8th (Infantry Regiment) took off to the left. The 22nd went to the right. And we came up the middle."



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Port returned to the beach a few days after, when he was shot near Montebourg. He rejoined his unit, which liberated the port of Cherbourg, before fighting south through Normandy and later entering Paris.

"I was just a kid, only 22 years old," Port said, drifting into silence as emotions welled inside him. Like many D-Day veterans, Port won't discuss the fighting.

A cool breeze passed through the farmlands causing the Stars and Stripes to flap beside the French tricolor. A World War II-era spotter plane buzzed the crowd, who listened to several speeches about how Winters embodied leadership principles, his courageous acts and his humble nature.

"Leadership is what Dick Winters wanted us to remember of him," said Ridge, a former Pennsylvania governor who served as the first director of Homeland Security.

On the evening of June 6, 1944, after heavy fighting, Winters promised himself that if he survived the war, he would "find a small farm in the Pennsylvania countryside" and spend the rest of his life in quiet and peace, Ridge said.

"Happy and proud are we who also call Pennsylvania home, that Major Dick Winters finally found his quiet and pace in our commonwealth -- where America's founders declared liberty, the very liberty that Major Winters and many more fought so hard to protect."

Winters' leadership and heroism helped save the lives of countless Soldiers on D-Day and throughout the war, said McConville, 53, of Quincy, Mass., who has served three tours with the Screaming Eagles -- currently as the division's commanding officer. Over the past 10 years of fighting in Afghanistan and Iraq, the 101st has been one of the most deployed divisions. Some 101st Soldiers are currently serving in Afghanistan, McConville said.

"We gather great strength from the history of the 101st Airborne Division," McConville said. "And we have an incredible history that began here in Normandy."

Jordan Brown, 13, of Pennsylvania, who raised nearly \$100,000 for the monument and spoke about his hero at the ceremony. At age 11, Brown started collecting donations and passing out green wristbands with Winters' motto, "Hang Tough." Those two simple words, first used in combat, inspired Brown, he said. Winters taught people how to live, Brown said.

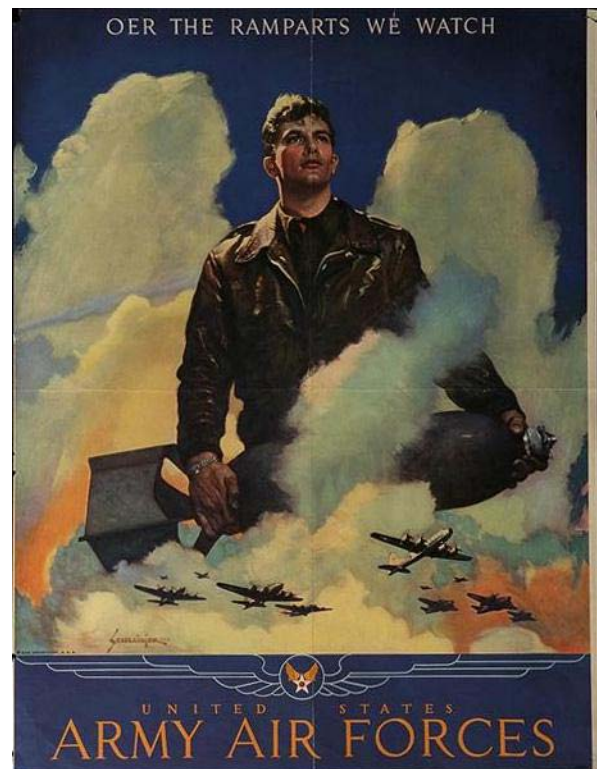
"He always led his troops from the front. He was always honest with his men and therefore they trusted him. He never thought of himself as anything special," Brown said. "He always remained humble and he always remembered his brothers."

Winters wrote "the essential page in the story of our liberation," said Henri Millet, mayor of Sainte-Marie-Du Mont. Winters' actions will not be forgotten, he said.

"This monument erected here in our commune will be here to remind us," Millet said. A new band of brothers, U.S. airmen from the Ramstein, Germany-based 435th Contingency Response Group were tapped to help pull the silk camouflage parachute off the 12-foot bronze statue of Winters, posed in a run with an M-1 Garand rifle.

During the first week of June, a contingent from the 86th Air Wing took part in several commemorative events, said Tech Sgt. Brian Angell, 34 of Tucson, Ariz., who help unveil the memorial.

"We were just in the crowd and they wanted some military support and we were honored to play this small, small role," Angell said. "It's important for us to keep this history alive."





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Photo # 80-G-252797 USS LST-325 & LST-388 unload at low tide during Normandy invasion, 12 June 1944



The LST (Landing Ship, Tank) is an amphibious vessel designed to land battle-ready tanks, troops and supplies directly onto enemy shores. Ships of this type proved to be enormously useful during times of war and peace both. This particular LST was originally known as LST-325 during the Second World War, USNS LST-325 during its arctic operations in the 1950's, and later L-144 (A/G Syros) while it was in the service of the Greek Navy. It was acquired by The USS LST Ship Memorial, Inc., in 2000, and caught considerable public attention when our veteran crew brought it on a 6,500-mile journey from the Greek island of Crete to Mobile, Alabama.

October 3, 2005 opened a new and bright chapter in the saga of LST 325, when the ship arrived at its new homeport in Evansville, Ind. The people of Evansville greeted the ship and crew with open arms and a brand-new \$3 million dollar docking facility. The ship is now in a high profile location

accessible to many visitors, conventions, reunions, etc., in a city that truly loves us and cherishes their own civic pride and sense of history.

For More Information Visit this WEB-Site

<http://www.lstmemorial.org/pages/welcomeAboard.html>

Blast From the PAST

USS LST Operation D-Day -- June 2-3, 2007 at Marina Pointe in Evansville. WW2 re-enactors from all over the Midwest will be in Evansville -- 2 battles each day.

LST 325 D-DAY VIDEO

<http://www.youtube.com/watch?v=9alEgVhEiSU>

<http://www.youtube.com/watch?v=Y-quEpc2UX0>



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Before and After the D-Day Invasion





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The WWII MISSOURI CONVOY An Overview

By Terry Johns, Florissant, Missouri



Jon Shoop gives a thumbs-up during the final 2007 Tim Scherrer led convoy.

Originally produced by Tim Scherrer of the "Railsplitters" reenactment group from Columbia almost ten years ago WWII Missouri Convoy was the HMV convoy of the "Show Me" state. During those early years it was held during late May which often led to some hot drives and at least one very bad spring storm which necessitated a detour around a flooded roadway. Convoys were generally hundred miles in length beginning very early in the morning and lasting most of the day and had about three or four stops. The best stops during those days was at the Winston Churchill Memorial located in Fulton and once the convoy joined a local Army Reserve unit which were being entertained by a recreated WWII USO show starring wannabe; Bob Hope & Bing Crosby with Francis Langford and Jerry Colonna! Latter convoys featured great food as well served up "ala-Cookie" mess style from a CCKW mounted field kitchen. On the downside was the all too often heat and terrible dust thrown up from the far too many limestone graveled roads. As George C. Scott once said, "All good things come to an end." Regrettably Tim ceased organizing the convoy as he (speculatively) became more involved in the Audrian County's annual "Walk Back Thru Time" historical event. While some of the scenery surrounding first Columbia and later Mexico, Missouri is nice it wasn't what I would call spectacular



Dust literally tumbled off this British Dingo Scout Car following the 2006 Mexico, MO convoy!

After a lapse of some years I inquired if I could take up the challenge of resurrecting the mission. Having been graciously handed over the convoy reins, I was off and running or should I say, exploring and researching. Like a determined bull dog I set out relocating the convoy to my favorite place in the state, the beautiful and ancient St. Francois Mountains in Southeast Missouri. These hills are one of the oldest exposures of igneous rock in North America and the center of the Lead Belt mining region. Historic Mine La Motte near Fredericktown was the site of lead mining activity by the French as early as 1720. The area today accounts for over 90% of primary lead production in the United States. Mountains in this range include; Taum Sauk Mountain, Bell Mountain, Proffit Mountain, and Pilot Knob. Taum Sauk Mountain is the highest peak in the range, and the highest point in the state, with an elevation of 1772 ft. We stopped at the overlook there this year.

Now the WWII 100 Mile Missouri Convoy is once again an annual event designed by and for the WWII re-enactor and military vehicle owner so that they may enjoy their historic vehicle beyond the confines of the typical reenactment. With a bit of imagination one can fancy themselves driving thru the Hurtgen Forest or the Ardennes in the fall of 1944. The event is centrally located between three of the four existing Missouri based MVPA Chapters. Timing for the convoy has been chosen with care, generally not too hot or cold and you can look forward to the fall colors during the Columbus Day holiday weekend. One hundred miles is the target distance and the route changes every year although at times some stops at the many historic and scenic sites in the area have reoccurred. Among the best stops recently were at the Arcadia Academy, the historic old town of Caledonia and lately the Missouri Mines State Historic Site in Park Hills.



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.



WWII Missouri Convoy is reborn!
Steve Smith took this photo from the wheel of his Willys MB.



General MacArthur arrives at the Arcadia Academy in style! His ride is a 1936 Canadian La Salle built in Oshawa, Ontario.

During past stops the academy was used as a background for imposing photo-ops. It has towered over the Arcadia Valley for over 150 years. The original academy was built in 1846 as a Methodist school. During the Civil War it served as a military hospital following the nearby Battle of Pilot Knob during September of 1864. In 1877 the Ursuline nuns purchased the facility and turned it into an exclusive girl's school. The academy operated until 1971. Today it has become a living antique, currently on the historic register as a historic district. The architecture is some of the most beautiful in Missouri. In 2012 we took the optional tour and followed this up with coffee and one of their huge and delicious pastries served up by The Abbey Kitchen. On their playhouse stage we were graced by William Hobb's rendition of General MacArthur's famous "Old soldiers never die..." speech midway thru the tour in their 250 seat theater.

Next our forlorn army was transported to the Arcadia Valley Visitor's Center/Museum while drivers were accorded the opportunity to fuel up at the gas station located across the street which also houses Arcadia Sporting Goods which claims to have 1,900 guns in stock! Following this brief stop we proceeded past the oldest man-made lake in Missouri, Lake Killarney and back into Mark Twain National Forest and Tiemann Shut-Ins for another short walk-about. Located a short distance east from Arcadia is the only true whitewater kayaking stream in Missouri. In the gorge of the St. Francis River, the waters

tumble through boulder-strewn rapids as canyon walls of ancient granite and tall stands of native shortleaf pines frame the scene.



General MacArthur arrives to inspect the St. Joseph Lead Company.

Most of the lead that went into the bullets used during the First World War was processed from our next stop! Missouri Mines State Historic Site occupies Federal Mill No. 3 in Park Hills, which produced the lead that was mined in the area for decades. The historic site features a geological and mining history museum and interpretive center in the old power building focusing on Missouri's historic old Lead Belt. This particular plant was built by the Federal Lead Co. in 1906-1907 and subsequently bought by competitor St. Joseph Lead Company in 1923. The mill was retired in 1972. In 1975 the land was donated to the state for recreational use. The museum and its restrooms are clean and air-conditioned. The optional admission was \$4@.

For the first time the convoy stopped at a cemetery. Bellevue Presbyterian Cemetery belongs to the oldest continual congregation west of the Mississippi River. Prior to this it was said to have originally been an Indian burial ground. The first person buried there was Catherine McCormick in 1809. The earlier morning bright sunshine had by our arrival in the afternoon been chased away by ominously dark clouds but not a drop fell as I handed out American flags and set us upon our mission. The group fanned out and attempted to find the most notable war veterans buried there. It wasn't long before we ran out of flags. There are four Revolutionary War veterans buried there, three from the War of 1812, three dozen or more Civil War dead (one a survivor of the notorious Confederate prison at Andersonville, GA) a Spanish American War veteran, one veteran from WWI and of course, scores from WWII. Comfort Ruggles was said to have dressed as an Indian and tossed the King's tea into Boston Harbor!

Following our visit to Caledonia's nearby cemetery we continued into the historic old town that originally was a Spanish Land Grant. It was platted and lots were sold at auction in 1819. As last year we dined at the Caledonia BBQ Company, perused the 1909 Mercantile general store and paid a visit to the Carr House's Ice Cream Emporium where our older draft deferred soda jerk dished out the cones and whipped up the milk shakes. The ladies particularly enjoyed the 1909 Mercantile Store.



WWII HISTORICAL RE-ENACTMENT SOCIETY Inc.



Let the parades continue!

The convoy began at 08:30 AM and ended at 4:30 PM in Lesterville, MO, a small town located in Reynolds County in the southeastern portion of Missouri. Lesterville has a gas station, convenience store, an ice cream parlor, bed & breakfast inn and three restaurants. Convoy HQ is the Black River Family Restaurant and Motel. The motel isn't luxurious but it is adequate and a night there costs less than a camper cabin at nearby Johnson Shut-Ins State Park. The motel's rooms do have two beds, a TV and a small frig but it only has six units. If you do prefer something a bit more comfy then Crocker's B&B is the place for you. It's only two blocks from HQ. Their rate is only \$60 for two people and one room has two beds. Parks Bluff Campground is located just blocks away. There are additional and more upscale accommodations such as Wilderness and Black River Lodges located just about 1 mile outside of town. For our convenience it is hard to beat Lesterville. After our first convoy there I sent out a questionnaire and everyone in unison expressed their satisfaction with the town with its friendly atmosphere and low prices. In the past the convoy has participated in the Lesterville Homecoming Parade. On the years in which we participate in the parade we have two convoys in one, a short morning convoy that returns to town for the brief 11:00 AM parade and then continues for part two of the day's route. However not participating in the parade allows the convoy to range out further from base HQ. Convoy speeds are generally 30 – 35 MPH which is just fast enough for the larger vehicles to shift into high gear, but speeds have reached 40 MPH on the rare flats.



A river crossing in Mark Twain National Forest.

The route chosen alternates between paved and unpaved back roads through the surrounding Mark Twain National Forest although this year's route featured only two very short stretches of gravel which is why I chose to bring my Canadian built staff car, something that General MacArthur, played by Bill Hobbs and his aide Joe Stanley both of Columbia, was very pleased with. Mark Twain National Forest is known for its clear spring fed rivers and streams, rocky bluffs, pastoral views and shaded trails. Mercifully most of the gravel roads in this neck of the woods are paved with brown river gravel which produces far less than half of the dust that white limestone gravel produces. Should you attend be prepared for weather that has dipped to as low as 36 degrees to as high as the mid-80s Fahrenheit. Although we have in the past been blessed by sunny skies it did sprinkle drops of rain for a few minutes this year. In case of inclement weather an alternate convoy route is kept on file which favors indoor stops the highlight of which includes a stop at the famous Bonne Terre Mine.



Joe Allison of Arkansas crosses the Black River, 2010.

You are welcome to come early and stay late. Friday and Sunday are typically spent exploring locations for future convoys. Uniforms are optional on these days. Correct period vehicles and uniforms or clothing are required during the main event which is held on a Saturday. All vehicles must be street legal and driven by an Allied forces driver. Axis vehicles are allowed but must be displayed as having been captured. You need not have a vehicle. Just ask and I will try and hook you up with a ride, offering to buy gas quickly opens most doors. The wearing and display of firearms is discouraged. This is a convoy and not a reenactment. Participation is presently limited to fifteen vehicles. The limit on vehicle numbers is there because of safety, space and time considerations. During the height of the earlier Railsplitters convoys the number topped out at about fifteen vehicles. Since then we have never reached that number. On almost every conceivable convoy that I have planned, and this includes enough to keep everyone happy for at least a decade, there are short stretches that require us to travel on some busier two lane highways. The fewer there are of us the less traffic snarls there are and the less time it takes for us all to get served at restaurants and gas stations. Often parking is very limited at many of the back road places we stop at.



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The 2010 convoy participants arrive at Elephant Rock State Park.

We open the welcome center at the Black River Motel's restaurant on Friday & Saturday night for a pre & post-convoy get-together at 7 – 9 PM. Entertainment consists of watching the convoy and history videos that people bring in. The TV there can show VHS tapes or DVDs. Tradition has us toasting the success of the convoy with a ration of British Navy Pusser's Rum, "Original Admiralty Rum at issue strength", the bottle is still 1/3 full and from the National Maritime Museum in Greenwich, England. Sunday morning most enjoy a farewell breakfast at the motel's restaurant.

So where will we find ourselves trekking to this year? On the Friday prior we ran the planned 2013 convoy route in Steve Sears' 1942 Dodge ¾ ton Command Car. It took us 7.5 hours to cover the 110 miles which included a couple of wrong turns and having to backtrack twice briefly. This route includes six stops. Three are historic in nature; Gads Hill where the Jesse James Gang held up their first train in 1874, Aunt May's 1890 log cabin in Piedmont and the half-way point being the Civil War era Fort Benton located in Patterson, MO. Two stops are scenic walk-about in nature; Lon Sanders Conservation Area and Crane Lake in Mark Twain National Forest. We will also stop at Sam A Baker State Park for your choice of lunch at the park's lodge restaurant or a BYO picnic repast.



Yes one can still find them!

Everyone has a great time! Last year, was only briefly marred by a late rain storm during the final few miles of Friday's exploration which lasted almost all

night as we were all snug in our beds. Come and join us for the adventure won't you?

The dates are October 11 to 13, 2013 with the main event being on Saturday the 12th. Best of all the fee is only \$10 per vehicle with two people, \$5 for additional riders. Boots and Saddles: 08:30!

Watch for The WWII 100 Mile Missouri Convoy announcement in the MVPA's SUPPLY LINE, UPCOMING REGIONAL EVENTS listing. For further info and an entrance form, contact: Tyree's Tours at halftrackjohns@att.net

While I am a passionate, WWII enthusiast, I would like to see other MVPA members join us with their vintage motor vehicles. I've suggested that others could depart ¾ - 1 hour behind us or better yet depart together but in opposite directions while coordinating a rendezvous along the way. Sadly no one has as yet taken me up on the offer. For 2014, an eight day convoy is planned that will include all era vehicles. The date for this thirty vehicle convoy is October 11 – 18, 2014. It will begin and end at the Arcadia Academy in Arcadia, Missouri with overnight stops at Montauk State Park, Eminence, and Lesterville, MO.



"It's a hoot mum!"



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FROM THE EDITOR

Heinz Thiel GD5.Heinz.Thiel@GMail.Com



What is on

D-Day : The True Glory - 1945 World War Two Educational Movie / WWII Documentary

<http://www.youtube.com/watch?v=sJIU61o-OJg>

General Dwight D. Eisenhower introduces the film. The D-day invasion of Europe and the eventual victory over the Nazis is shown using footage filmed during World War Two. Pre-invasion preparations focus on work in munitions and heavy equipment manufacturing. The D-Day invasion itself is explained in detail as is the unsuccessful Operation Market Garden, the failed northern thrust into Holland in the fall of 1944. This is followed by the Battle of the Ardennes in December/January and the eventual crossing of the Rhine and the march into Berlin.

1944 D-day in Color! New Outstanding Footage 1 of 3

<http://www.youtube.com/watch?v=0fnKLKycq5o>

1944 D-day in Color! New Outstanding Footage 2 of 3

<http://www.youtube.com/watch?v=rr-cekyZN04>

1944 D-day in Color! New Outstanding Footage 3 of 3

<http://www.youtube.com/watch?v=HFYGHHS-iSg>

Normandy Invasion - 1944 D-Day / World War Two Movie / Educational Film

<http://www.youtube.com/watch?v=XVHnyTI7g18>

Soldiers and Coast Guardsmen practice amphibious landings in the United States and Great Britain; they play cards, sleep, write letters, and mend clothes aboard a transport. Shows allied planes bombing German positions in France, jeeps going aboard LST's, and troops embarking in LCV's and transports for the invasion. Airborne troops drop on Normandy and amphibious forces go ashore. German prisoners taken in the invasion embark on U.S. transports. Wounded U.S. troops are transferred from LCI's to hospital ships. Shows wrecked war material on Normandy beaches.

D-Day Minus One - 1944 Normandy Invasion / World War Two Movie / Educational Film

<http://www.youtube.com/watch?v=OOiEEUTJB40>

Documents the activities of the 82nd and 101st Airborne Divisions and the 9th Troop Carrier Command on June 5 and 6, 1944.

Parachute and glider troops land behind German coastal defenses in France on the day preceding the full invasion. Reinforcements arrive the following day.

Shows much of the preparation in England immediately before the attacks, including a final inspection by Gen. Eisenhower. Includes aerial views of Normandy Beach and of lands flooded to deter the invasion.

Shows how fields were obstructed to wreck invading gliders. A Treasury Department trailer promotes war bond sales.



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D-Day Reenactment-Conneaut, Ohio-2012, Combat Clips-at the Beach

<http://www.youtube.com/watch?v=s-K5xg8rJEw>

Reenactment of D-Day at Omaha Beach-combat clips viewed from a WWII 29th. Division, 115th. Regiment, E-Company D-Day Veterans vantage point.

Conneaut 2012

<http://www.youtube.com/watch?v=uBi4eCW5zic>

US Army Re-enactors View of WW2 D-Day Reenactment at Conneaut Ohio.

The D-Day Ohio, Inc.

Welcome you to join us for "D-Day Conneaut"
Our annual recreation of June 6th, 1944.

Quickly becoming America's premier living history events, this free to the public reenactment is a highly realistic and educational reenactment of the WWII European Theater of Operations and the D-Day Normandy invasion.

Since 1999, this re-creation of the events surrounding the allied landings on the coast of Normandy, France has thrilled thousands of spectators. The event occurs within the beautifully kept grounds of Conneaut Township Park, in Conneaut, Ohio. Hundreds of re-enactors from across the United States and Canada assemble on the 250 yard long beach and sloping adjacent terrain, which closely resemble Omaha Beach in Normandy, France. Other areas of the park provide secluded venues for recreations of inland skirmishes between the occupying German soldiers, French resistance fighters, and Allied parachute and Glider infantry.

Spectators have an excellent and unobstructed view of the battlefield. Encampments of Allied and Axis units provide spectators the entire 1940's military experience. Sea side, home life, and camp life of the soldiers, sailors, and airmen who participated in the actual landings are realistically recreated with original equipment, uniforms and vehicles.

Our Mission: Memento Sempre

Our mission is to educate the public about the sacrifice of those who fought and those who died on the beaches of Normandy, June 6, 1944 and to encourage remembrance, honor, and respect for the soldiers of the Allied and Axis armies of World War II.



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Do you have a good re-enactment picture? Then Send it in to me for publication The Edge.

Heinz Thiel GD5.Heinz.Thiel@GMail.Com

It does not matter when or where it is from. Good Pictures are Timeless.

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Here are some pictures from Jefferson Barracks 2013 from the Railsplitters Living History Company. The young man with the thumbs up, Lincoln Connell, will start as a plebe at West Point in June of 2013.

LTC Tim A. Scherrer, BA, MA

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Pictures from Jefferson Barracks 2013 from the Railsplitters Living History Company





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Picture from Jefferson Barracks 2013 from the Railsplitters Living History Company

From: _____



To: _____

