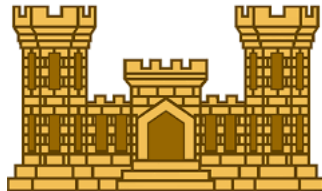


OPERATIONAL HISTORY  
OF THE 602d Army Engineer  
Camouflage Battalion in the  
EUROPEAN THEATER OF OPERATIONS

By Battalion S-2/S-3  
Captain Martin J. Damgaard  
Late 1945 or early 1946

Compiled by Neil C. Damgaard  
2022



## PREFACE

This document lay in a chest with my father's Army papers and I now have archived it in PDF form. I am unsure exactly when he undertook the job of recording the history of his Second World War unit, but he was very proud of it and I grew up hearing many stories of its training, deployment in the E.T.O. and its mustering out after V-E Day.

The document is carefully constructed with many pictures and illustrations of their pertinent skills and techniques. All members were of course first combat engineers but my father always spoke of the 602<sup>nd</sup> as a very unique unit. He said there was his battalion and one other one like it in the Pacific Theater of Operations. A number of the battalions' soldiers had been recruited, he said, from Hollywood and other centers of the arts and film, which evidences itself in some of the art created. The very field of camouflage itself is one of creativity, resourcefulness and ingenuity.

They termed themselves *camoufleurs*.

Neil C. Damgaard  
December 2022  
Roanoke, Virginia

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OPERATIONAL HISTORY  
of the  
602d ARMY ENGINEER  
CAMOUFLAGE BATTALION in the  
EUROPEAN THEATER OF OPERATIONS

HISTORY IN OUTLINE

602D ARMY ENGINEER CAMOUFLAGE BATTALION

a. Original Unit

1. Designation: 602d Engineer Camouflage Battalion (Army).
2. Date of organization: 28 January 1943.
3. Place of organization: Camp Butner, North Carolina.
4. Sources from which personnel obtained: Selective Service.

b. Changes in Organization due to change in T/O.

1. T/O & E 5-95, 5-96, 5-97; designation 602d Engineer Camouflage Battalion (Army). 28 January 1943 445 Enlisted men 30 Officers 1 Warrant Officer.
2. T/O & E 5-95, 5-96, 5-97; designation 602d Engineer Camouflage Battalion, Army. 2 August 1943 356 Enlisted men, 28 Officers 2 Warrant Officers. 30 Oct 43.
3. T/O & E 5-95, 5-96, 5-97; designation 602d Army Engineer Camouflage Battalion. 13 January 1945. 339 Enlisted men 28 Officers 2 Warrant Officers. Authority par 1, Ltr Hq First US Army, Subject: "Organization Order 58", 19 Apr 45.

c. Stations, Permanent and Temporary.

1. Camp Butner, North Carolina	28 Jan 43 to 14 Dec 43
2. Camp Kilmer, New Jersey	15 Dec 43 to 7 Jan 44
3. Camp Foxley, Hereford, England	19 Jan 44 to 7 May 44
4. Tyntesfield Camp, Bristol, England	7 May 44 to 4 Jul 44
5. Marshalling Area, England	4 Jul 44 to 8 Jul 44
6. Osmanville, France	9 Jul 44 to 3 Aug 44
7. St. Lo, France	3 Aug 44 to 11 Aug 44
8. St. Aubin du Bois, France	11 Aug 44 to 21 Aug 44
9. Bagnoles, France	21 Aug 44 to 26 Aug 44
10. Blevy, France	26 Aug 44 to 29 Aug 44
11. Meudon, Paris, France	29 Aug 44 to 14 Sep 44
12. Huy, Belgium	14 Sep 44 to 23 Sep 44
13. Heusy, Verviers, Belgium	23 Sep 44 to 22 Dec 44
14. Tirlemont, Belgium	22 Dec 44 to 15 Jan 45
15. Heusy, Verviers, Belgium	15 Jan 45 to 12 Mar 45
16. Mariawieles, Germany	12 Mar 45 to 17 Mar 45
17. Oberdrees, Germany	17 Mar 45 to 27 Mar 45
18. Bad Godesberg, Germany	27 Mar 45 to 11 Apr 45
19. Bad Wildungen, Germany	11 Apr 45 to 23 Apr 45
20. Weimar, Germany	23 Apr 45 to 26 Jun 45
21. Uln, Germany	26 Jun 45 to
22. KRONAU, GERMANY (HEIDELBERG)	APP 5 SEPT 45

APP 5 SEPT 45 to DEMOBILIZATION DATE

d. Campaigns

1. Normandy	6 June 44 to 24 July 44
2. Northern France	25 July 44 to 14 September 44
3. Rhineland	15 September 44 to 20 March 45
4. Ardennes	16 December 44 to 25 January 45
5. Central Europe	21 March 45 to cessation of Hostilities.

e. Losses in Action - Officers and Men

1. Wounded - 11 1 O. & 10 EM - LT. PERRINE.
2. Taken prisoner - 1 OFFICER (LT. ~~PERRINE~~ - No RD, Co. B).

STATIONS ON THE CONTINENT

"A" CO.

9 Jul	-	15 Jul	44	Osmanville, Isigny, France
16 Jul	-	3 Aug		La Haye du Puits, France
4 Aug	-	8 Aug		St Lo, France
		7 Aug		Attch Hq. 3rd Army
9 Aug	-	11 Aug		St James, France
12 Aug	-	13 Aug		St Quen-des-Toits, France
14 Aug	-	19 Aug		La Bazoge, France
20 Aug	-	24 Aug		Brou, France
25 Aug	-	29 Aug		Pithiviers, France
30 Aug	-	3 Sep		Thorigny, France
4 Sep	-	14 Sep		Chalons-sur-Marne, France
15 Sep	-	26 Sep		Etain, France
27 Sep	-	11 Oct		Marcheville, France
12 Oct	-	7 Jan	45	Neuves-Maisons, France
8 Jan	-	1 Apr		Bertrange, Luxembourg
2 Apr	-	8 Apr		Algenrodt, Germany
9 Apr	-	24 Apr		Alsfeld, Germany
25 Apr	-	5 May		Neunhof, Germany
6 May	-	17 May		Regensburg, Germany
18 May	-	25 May		Eltersdorf, Germany
		26 May		Weimar, Germany
				Relieved of 3rd Army Control - returned to Bn.

"B" CO.

9 Jul	-	11 Jul	44	Osmanville, Isigny, France
12 Jul	-	31 Jul		La Foret, France
1 Aug	-	6 Aug		St Lo, France
7 Aug	-	16 Aug		Le Chefresne, France
17 Aug	-	20 Aug		La Tournerie, France
21 Aug	-	25 Aug		Tillieres, France
26 Aug	-	30 Aug		Orvillers, France
31 Aug	-	1 Sep		Le Mureaux, France
2 Sep	-	3 Sep		Meru, France
3 Sep	-	11 Sep		Rongy, Belgium
12 Sep	-	25 Sep		St Trond, Belgium
26 Sep	-	6 Oct		Gulpen, Holland
7 Oct	-	14 Oct		Valkenburg, Holland
15 Oct	-	17 Dec		Wardin, Belgium
18 Dec	-	19 Jan	45	Remouchamps, Belgium
20 Jan	-	8 Feb		Spa, Belgium
9 Feb	-	8 Mar		Zweifall, Germany
9 Mar	-	12 Mar		Zulpich, Germany
13 Mar	-	18 Mar		Oberdrees, Germany
19 Mar	-	29 Mar		Mehlen, Germany
30 Mar	-	4 Apr		Dierdorf, Germany
5 Apr	-	14 Apr		Dillenburg, Germany
15 Apr	-	19 Apr		Wipperfurth, Germany

STATIONS ON THE CONTINENT (CON'T)

"B" CO (CON'T)

20 Apr - 23 May 45  
24 May

Triptis, Germany  
Weimar, Germany

"C" CO:

9 Jul - 17 Jul 44  
18 Jul - 6 Aug  
7 Aug - 19 Aug  
8 Aug - 26 Aug  
27 Aug - 2 Sep  
3 Sep - 4 Sep  
5 Sep - 10 Sep  
11 Sep - 25 Sep  
26 Sep - 10 Oct  
11 Oct - 27 Dec  
28 Dec - 14 Feb 45  
15 Feb - 12 Mar  
13 Mar - 23 Mar  
24 Mar - 1 Apr  
2 Apr - 3 Apr  
4 Apr - 10 Apr  
11 Apr - 12 Apr  
12 Apr - 14 Apr  
15 Apr - 29 Apr  
30 Apr - 5 May  
6 May

Osmanville, Isigny, France  
Le Molay, France  
Campeaux, France  
Sees, France  
Igny, France  
Senlis, France  
Rozy, France  
Paliseaul, France  
Malscheid, France  
Waimes, Belgium  
Verviers, Belgium  
Eupen, Belgium  
Munstereifel, Germany  
Hammerstein, Germany  
Giessen, Germany  
Bergheim, Germany  
Heiligenstadt, Germany  
Sommerda, Germany  
Weissenfels, Germany  
Munchberg, Germany  
Weimar, Germany

"D" CO.

30 Jun - 3 Jul 44  
3 Jul - 17 Jul  
18 Jul - 30 Jul  
31 Jul - 1 Aug  
2 Aug - 4 Aug  
5 Aug - 11 Aug  
12 Aug - 15 Aug  
16 Aug - 23 Aug  
24 Aug - 26 Aug  
27 Aug - 28 Aug  
29 Aug  
30 Aug - 1 Sep  
2 Sep - 5 Sep  
6 Sep - 9 Sep  
10 Sep - 25 Sep  
26 Sep - 22 Dec  
23 Dec  
24 Dec - 12 Jan 45  
13 Jan - 4 Feb

St Marie du Mont, France  
Carquebut, France  
Goucherie, France  
St Gilles, France  
St Martin-de-Genilly, France  
Villidieu-les-Poeles, France  
Fougerolles-du-Plessis, France  
Neuilly-le-Vendin, France  
Pontgouin, France  
Mainville, France  
Coubert, France  
La Perte, France  
Montloue, France  
Fosse, France  
Soumagne, Belgium  
Kornelimunster, Germany  
Villers Le Temple, Belgium  
Stree, Belgium  
Werbomont, Belgium

STATIONS ON THE CONTINENT (CON'T)

"D" CO (CON'T)

5 Feb - 28 Feb 45	Breinig, Germany
1 Mar - 5 Mar	Mariaweiler, Germany
6 Mar - 16 Mar	Bergheim, Germany
17 Mar - 24 Mar	Bonn, Germany
25 Mar - 28 Mar	Oberdollendorf, Germany
29 Mar - 31 Mar	Altenkirchen, Germany
1 Apr - 7 Apr	Marburg, Germany
8 Apr - 14 Apr	Kanstein, Germany
15 Apr - 17 Apr	Nordhausen, Germany
18 Apr - 3 May	Helbra, Germany
4 May - 23 May	Markkleeberg, Germany
24 May	Weimar, Germany



The 602d Engineer Camouflage Battalion arrived at Liverpool, England on 19 January 1944 aboard the S.S. Mauretania, 12 days after leaving New York, and one year after its activation at Camp Butner, N. C. The Battalion left Liverpool by train and established its first headquarters in the ETO at Camp Foxley, Herefordshire, late the afternoon of the same date.

It is worthy of note that, unlike the majority of units which arrived in England at that time, this Battalion did not resume a training program, but became operational immediately upon its establishment in the ETO. Its function then was mainly instructional, though the nature of its missions were to be varied, and included camouflage inspections, construction of camouflage installations, manufacture of camouflage material, and experimental work to solve unusual problems of concealment.

The Engineer Camouflage Battalion is an Army type unit. This Battalion's SOP prescribes that a lettered company operate by area assignment in support of a Corps, with a platoon supporting the troops in each division area. Headquarters platoon supports troops in the Corps area. One company is withheld to serve troops in the Army area. Headquarters and Service Company, remaining with Battalion Headquarters, services the Battalion, and supplements the supply of camouflage materials.

A line platoon of a lettered company, consisting of eleven enlisted men and one officer, is the principal operating team of the camouflage battalion. It is a highly mobile unit which, with its equipment, moves in two 3/4 ton vehicles, each towing a 1/4 ton trailer. Sixteen such teams were dispatched over a period of time to conduct refresher schools in camouflage for almost

A CAMOUFLAGE REFRESHER SCHOOL



A lecture in siting of vehicles.



Practical work, folding nets.



Draping a vehicle.

traffic control, tents, latrines, supplies, etc.)

2. Mess (Kitchens, supplies, mess lines, garbage pits, refuse, etc.)
3. Vehicles.
4. Crew Served Weapons.
5. Individual Concealment.

The average school for a unit lasted one full day, but where the number of troops involved was so unwieldy as to make this impractical, they would be divided into two or more similar groups and the school run as many consecutive days as necessary to reach the entire personnel.

The day started with an introduction to the general principles of camouflage and camouflage discipline to the entire class by the platoon officer. The class would then be separated into appropriate sections, which were taken over by the designated two-men teams, and a course designed specifically for that group conducted. For example, mess personnel would be advised on methods for concealment of the field kitchen, camouflage discipline on the mess line, minimizing of the smoke problem, and general camouflage considerations for kitchen personnel. Where possible, demonstrations at an actual kitchen site were provided. All efforts would be turned to making this a highly personalized session, and questions on individual and section camouflage problems were encouraged.

Simultaneously with the holding of these section classes, the platoon officer would escort the unit's officers from group to group and in a conversational manner impart whatever information he might deem necessary for the future supervision of the unit's camouflage by these officers.

The day would be completed with a summation by the platoon officer and a discussion period. At this time any provocative material that had come



A device for folding dyed burlap in 5 foot lengths.



One of the few pieces of T&E equipment used in the manufacture of garlands. A rotary knife cutting the dyed and folded burlap into 2 inch widths.

5A

These garlands were distributed to the line companies who issued them to organizations reported as needing them, and were also supplied to the Engineer Depot and to any unit requisitioning them.

April 1944. MODEL MAKING. For the purpose of illustrating a lecture by the Army Camouflage Officer (Commanding Officer of the Battalion) to an audience of Allied Officers on the subject of camouflage. Operations Section of H&S Co constructed a folding, three dimensional terrain model, six feet square, in full color and fully textured on a base of burlap. Accessories for the map were fitted with hooks to facilitate their instant attachment to any part of the model. The accessories consisted of scale pieces representing pyramidal tents, buildings, vehicles, artillery, armor, and landing craft. Use of such models in smaller sizes by the Camouflage Platoons had been found to be an extremely graphic and effective training aid. A great variety of camouflage problems could be represented on the model, creating a vivid picture in the minds of the observers as to the right and wrong camouflage methods. Practical work in the field that followed such lectures invariably showed the effects of a much better understanding of camouflage techniques.

A table sized model of a beach area with landing operations in progress was also constructed to illustrate camouflage and concealment in the anticipated invasion.

24 April 1944. D Co attached to Headquarters, VII Corps. Camouflage instruction continued.

7 May 1944. Battalion moved to Tynesfield, Somersetshire, and continued to conduct camouflage refresher courses.

The nature of Battalion activity during the period 7 May to 3 June

MODEL FOR A BEACH  
LANDING



'Building up papier mache foundation



Completed model seen from above

Panoramic view of  
model in use



6A



Burlap Terrain Model used to illustrate camouflage lectures.



Completed Model. By inserting ruffled paper under parts of the model, uneven terrain features could be simulated.

will be understood from the examples of typical missions which follow.

On the 15th, 16th, 22nd, and 23rd May 1944, three inspection teams from the Battalion made a spot check of vehicle drapes (camouflage nets) on First Army vehicles on the highway approaches to Bristol, Gloucester, and Salisbury. Vehicles were halted and a check made as to whether they carried nets, the type, size and condition of the nets, and the driver's understanding as to correct draping method. During this spot check 350 vehicles of all kinds were inspected.

15 May 1944. Third Platoon, Co C with two Enlisted Men of 603rd Engr Can Bn attached, on detached service, special duty with Hq, First Engineer Special Brigade.

17 May 1944. Fourth Platoon, Co C, with two Enlisted Men of 603rd Engr Can Bn attached, on detached service, special duty with Hq Provisional Special Brigade Group.

18 May 1944. A and B Co's moved to Slapton Sands Assault Training Area, and simulated a repair detail preparing the beach for an assault exercise. This was done to disguise the activities of assault groups then assembling for D Day. Enemy air reconnaissance was active over the area during this period. 25 May, both companies returned from Slapton Sands, mission completed.

Camouflage refresher courses and inspections of units of First Army in England were completed 3rd June 1944.

6 June 1944. D Day. Third Platoon, Co C landed with First Engr Spec Brigade on Utah Beach, Normandy, France. Fourth Platoon, Co C landed with Fifth Engr Spec Brigade on Omaha Beach, Normandy, France. These platoons





ASSAULT

Reproduction of tempera painting by  
Pfc N. J. Jacobson, H&S Co.

8A

established at Osmenville, near Isigny, Normandy, France

10 July 1944. Third and Fourth Platoon Co C rejoined Battalion.

11 July 1944. Co D attachment to VII Corps ended, reverted to Bn control, but remained in VII Corps area.

11 July 1944. The Battalion Commander and Battalion S-3 visited four Corps Engineer of First Army and established contacts for lettered companies. Disposition of the companies was as follows:

A Co in support of VIII Corps	Mission begun 15,16 July.
B Co in support of XIX Corps	Mission begun 12 July.
C Co in support of V Corps	Mission begun 19 July.
D Co in support of VII Corps	Mission begun 11 July.
H/S Co to Army area	Mission begun 12 July.

The procedure adopted was for the line platoons of the lettered companies to operate, in general, in support of a division each, with the Hq Platoon supporting Corps troops. Their primary mission was to inspect the camouflage and give assistance to the troops which they supported. The Platoon would break down into two, three or four inspecting teams. An inspection consisted of checking the camouflage of the unit and where applicable, included recommendations on choice of position for weapons, tents, vehicles, supplies, paths, type and quantity of supplies needed; instruction and demonstration of technique in the use of nets and net sets, draping, quick opening embrasures, camouflage of spoil, use of natural materials, garnishing and repair of nets. Whenever possible a unit in need of more nets, garlands, or other camouflage materials would be supplied directly by the platoon. One or more representatives of the unit inspected usually accompanied the team on its rounds, and recommendations

MANUFACTURE OF GARLANDS



Home made electrically operated dipping vat for coloring undyed burlap



Dipped burlap drying on racks.

were approved and acted upon on the spot.

Assistance was also given to Army, Corps, Division and lower Headquarters in reconnaissance, layout and occupation of CP and bivouac areas. When the unit moved in, camoufleurs were on hand to aid in the proper siting of tents, draping of nets, location of sections and planning of traffic control. Camouflage signs, constructed by H&S Co were posted in bivouac and forward areas for the purpose of reminding troops to observe the rules of camouflage.

Each camouflage platoon leader reported daily to his company commander on the work accomplished. The company commander consolidated these reports in a daily company report made to Battalion Commander. The Battalion S-3 then consolidated these in a daily operational report to the Army Engineer.

13 July 1944. The Factory Section of H&S Co with occasional assistance from Operations Section personnel, commenced production on an order for 100,000 green garlands to alleviate a serious shortage of this camouflage item which was needed by numerous units of First Army. During the period ending 3 August, total of 159,800 garlands were manufactured and distributed to the Army Engineer Depot and to various units requesting them. The work was done in periods as the raw material became available. At one time it was necessary to fly a load of green camouflage paint from England, and this shipment was given high priority because of the serious need for camouflage material in the theater of operations.

Initiated through the request, on 14 July, of an armored organization which had suffered heavy tank casualties in hedgerow country, experiments were begun to make the American tank a less conspicuous target for enemy AT fire. The problem was referred to Co D because the original request had

A camouflaged observers suit designed by Co B of the Bn and produced in quantity for one division of XIX Corps. The effectiveness of the suit against a leafy background is clearly demonstrated in the two photographs.

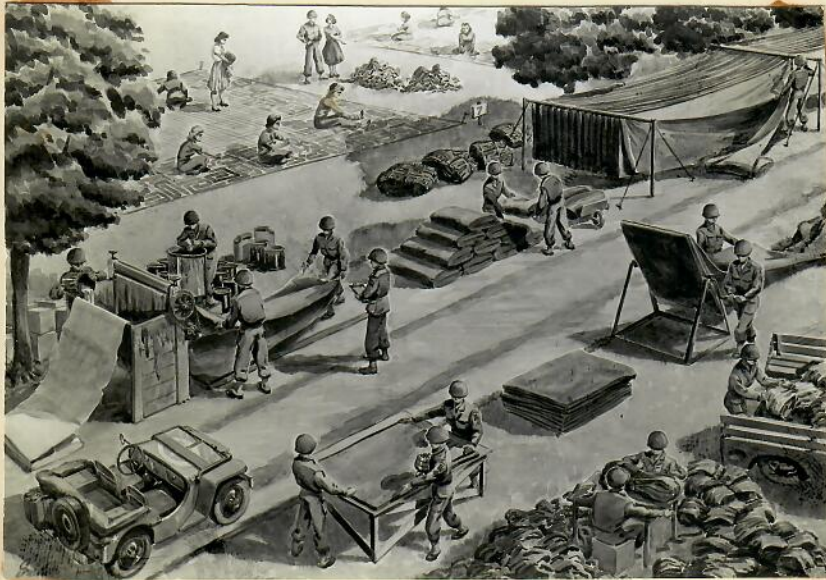


come from a VII Corps unit. One platoon worked on this task and developed an effective method of tank camouflage using Sommerfeld Airplane Landing Hat, disruptive pattern painting and natural materials. (See Information Bulletin G-10, attached) Questioning of prisoners revealed the fact that the white star on the tank turrets was being observed by the enemy at great distances giving their larger guns the opportunity to outrange our tanks. It was decided therefore, to eliminate all but the top star which serves as identity marking for air observers.

As an expedient that could be applied to the greatest number of armored vehicles in the shortest possible time for immediate use, disruptive pattern painting was approved for all First Army armor as a means of reducing glare and visibility. Colors to be used were olive drab and black in a large, irregular pattern.

17 July 1944. Six spray paint teams started work on the projected painting of all available First Army armored vehicles. Eventually a total of eighteen spray teams were operating simultaneously. Each team consisted of five men with one air compressor and paint spray unit and travelled from one organization to another, doing their work directly at the organization's parking area. By 3 August a total of 1,230 armored vehicles and tanks had been pattern painted by the paint teams of the Battalion.

From time to time camouflage information bulletins based on new or unusual material were issued by the Battalion or one of the lettered companies with Battalion approval. These bulletins were usually illustrated and were reproduced in appropriate quantities for Corps or Army by Topographic Engineers. Subject matter, for example, might be an analysis of German camouflage or methods of camouflaging tanks or concealment for foxholes



An artists conception\* of the entire process of net manufacture at Meudon, condensed for purposes of illustration, into a small area. Actually, forty-four nets were being garnished at one time, and the dipping, folding and cutting were spread out on a scale in keeping with the large amount of material which was constantly being produced.

\* This is a photographic copy of an original water-color drawing by 1st Lt D.F. Snider, H&S Co.

Battalion Headquarters occupied a new location at Heusy, on the outskirts of Verviers, 23 September 1944. From this date up to and including 30 November units of the Battalion were engaged in miscellaneous operations as indicated below, and completed a total of 1617 missions. These missions included:

a. Routine camouflage inspections and assistance, as described elsewhere in this report, numbering 1173 missions were completed.

b. Drawing, issuing, and delivering camouflage supplies to using organizations throughout First Army. Large quantities of nets, net sets, helmet nets, garlands, burlap, Sommerfeld mat, garnished chicken wire, marline, wire and other material were issued on a priority basis governed by investigation of the nature and needs of units requisitioning them, and the current availability of stocks.

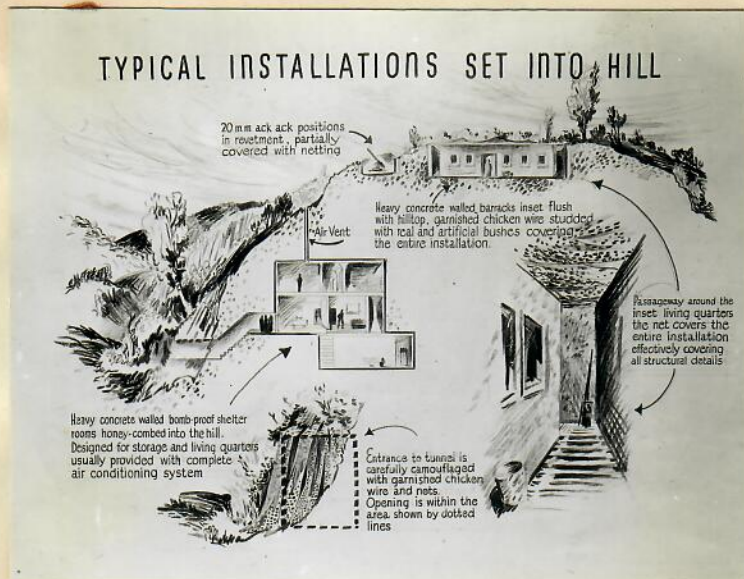
c. Pattern painting of armored vehicles continued as previously described, work being done on replacement and repaired armor. A total of 669 armored vehicles of all kinds were so treated during this period.

d. Application of Sommerfeld mat to medium tanks was begun 30 October, following the general plan worked out in earlier experiments and illustrated in Information Bulletin C-10. This treatment was designed to furnish a base for applying natural camouflage materials to the armor. This work was done by request, upon the vehicles in one corps and was reported in detail to the Army Engineer. The report, because of its potential value to other American and Allied armies, was given distribution to command echelons of those armies. Later other corps adopted this treatment.

e. Camouflage snow capes, for use by front line patrols and artillery observers were designed by this organization when it became apparent



Cross sectional drawing of details of a camouflaged German installation



Photographs of a portion of the same area explained in drawing above



Frequent reports submitted by the Bn CO to the Army Engineer are prepared with the aid of Operations Section H&S Co. Where necessary, photography, drawings, or both are used to clarify details. On this page are two examples of such illustrations.



CAMOUFLAGE PAINTING OF TANKS

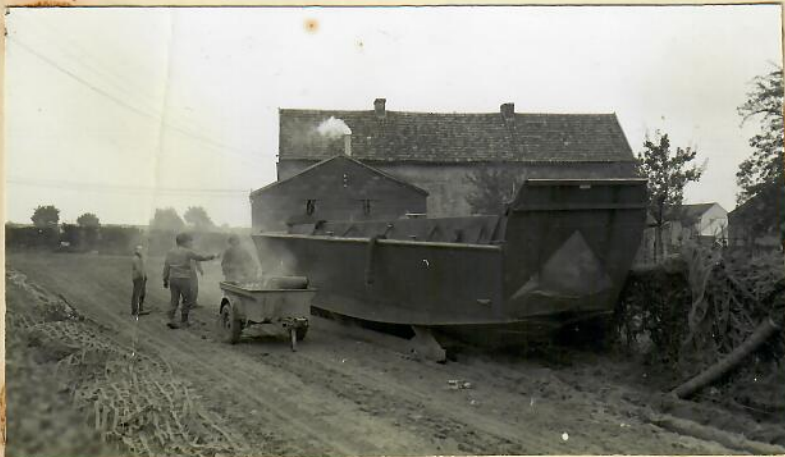
From water color paintings by Pfc N. J. Jacobson, H&S Co



Pattern painting a tank.  
After the OD is applied  
over entire tank, black  
is sprayed on in large ir-  
regular pattern.



Pattern Painting  
production line.



Painting a land-  
ing craft.



Sommerfeld mat applied to a tank, after which pattern painting is applied. Assistance and supervision of the work was provided by Cos B and D of the Bn.





PAINTING A LANDING CRAFT

Photographic copy of a water-color painting by Pfc  
N. J. Jacobson, H&S Co.

14 E

that military operations under snow conditions might soon become necessary. The cape, a simple, practical and inexpensive item was tested and approved, and production of an initial order of 2,000 was begun on 15 November by a civilian factory under the supervision of Battalion personnel. This order was completed 18 November, and with an instruction sheet stapled to each cape, was sent to the line companies for distribution. Work on an additional order of 5,500 was begun 24 November, of which 814 were completed by 30 November

f. Garlands numbering 48,948 were manufactured by the Factory Section of H&S Company during this period to supplement existing stocks at the Engineer Depots.

g. Camouflage reminder posters of an unusual nature, combining powerful attention value and a significant camouflage message were designed and reproduced in color in sufficient quantity for distribution down to company level. Two such posters were completed during this period, with a third in production. The plan was to keep troops of First Army constantly camouflage conscious with the aid of periodic, good-natured "boosters" supplementing the serious work of the camouflage platoons.

h. Camouflage schools were conducted by lettered companies at the request of various organizations which felt the need for such refreshers. Such schools were similar to the ones previously described as conducted in England. In some cases the classes consisted of troops pulled back from combat duty for a rest. In addition, a three day refresher course was conducted for camoufleurs and camouflage technicians of Engineer Units in First Army. This course was specially designed to assist these men in their work within their units and served to clarify numerous points of issue and bring

and shelters, etc. Fifteen such bulletins were issued by D Company during the period ending 31 Dec 1944.

3 August 1944. Battalion Headquarters moved to a new area 1 kilometre southwest of St. Lo, setting up in a chateau, La Seigneurie. From 3 August to 11 August, duration of Battalion establishment near St. Lo, 170 missions were completed.

9 August 1944. At this time Co A was attached to Third Army and departed 0900E.

11 August 1944. Battalion moved to St. Aubin du Bois, four miles southeast of Villedieu. Headquarters was established in a chateau. 120 missions were completed by the various elements of the Battalion during the period of establishment at this location.

21 August 1944. Battalion moved to Bagnoles de l'Orne. 45 missions were completed during the four days that this location served as a base of operations for the Battalion.

26 August 1944. Headquarters was established in Blevy, for a period of three days. 35 missions were completed.

29 August 1944. Battalion Headquarters moved to a new location at Meudon, on the outskirts of Paris. 75 missions were completed by units of the Battalion in the 17 days of headquarters establishment at this location.

Authority was received from Army Engineer, 3 September, to hire civilian labor for the manufacture of garlands and to garnish nets. A captured German camouflage dump was found near Paris. Twine, camouflage nets, balls of twine, camouflage paints in paste form and burlap were drawn from this dump. These materials were hauled to the Battalion factory location at Meudon. The twine, paint and burlap were used by H&S Co Factory Section

in manufacturing garlands. Civilian men were hired to assist in handling materials and in cutting the nets to sizes more suitable for use by our forces. Civilian women were hired to garnish the nets. The cutting and garnishing were supervised by the Operations Section of HES Co. This project was begun 4 September, and completed 10 September.

Some interesting statistics of this mission follow:

Captured German material used included 450 gallons of green camouflage paint in paste form which when mixed with water produced 900 gallons of paint; 145 bolts of burlap 40 inches wide by 110 yards; fifty balls of twine, 100 yards each; 67 twine camouflage nets, 64 by 157 feet, an extraordinarily large size used by the enemy to conceal robot bomb launching ramps.

Civilian labor employed totaled 508 men and women, who worked a total of 20,941½ man hours. They were directed and supervised by 43 men of HES Co. A total of 1047 fully garnished nets were produced and delivered. Surplus material consisting of garlands and painted burlap were turned in to the Engineer Depot.

6 September 1944. Battalion 9-3 and 2 enlisted men moved to Master Main to establish a Battalion forward echelon for the duration of the stay at Neudon.

14 September 1944. The Battalion moved its headquarters to Bonne Esperance, vicinity Huy, in Belgium. Between 14 and 23 September units of the Battalion completed 26 camouflage missions. At this time the lettered companies contributed their vehicles and much of their personnel to the moving of Engineer Depot No 5, which reduced normal camouflage operations to a small fraction of the usual number.



had been specially trained to Q-light certain areas of the beachhead. However, Utah Beach was being subjected by the enemy to area bombing only and the location selected on Omaha Beach remained for the time in enemy hands. The beach Commanders decided Q-lighting was impractical and unnecessary. The two platoons therefore commenced normal camouflage operations under the direction of the Engineer Section, Hq First US Army. This was continued until 10 July, when both platoons rejoined the Battalion. The platoon commander of the third platoon and one enlisted man (attached from 603rd Engr Can Bn) were wounded by German AP bombs while waiting to land and were evacuated to England. Two enlisted men of the fourth platoon were wounded on the beach and were evacuated to England. The Staff Sergeant of the third platoon took command of that unit and directed its activities as outlined above.

11 June 1944. Hq platoon of Co D except for the First Sergeant and Company Commander, landed on Utah Beach, Normandy, France.

30 June, the balance of Co D landed on Utah Beach, Normandy, France, and continued camouflage operations with VII Corps.

From 3 June to 4 July, the balance of the Battalion at Tynesfield prepared for overseas movement. Orientation classes, physical hardening programs, combat refresher drills, re-equipment, preparation of vehicles and the other necessary steps prior to embarkation occupied the major portion of the time during this period.

4 July 1944. Battalion moved from Tynesfield Camp to Marshalling Area.

8 July 1944. Departed Marshalling Area, arrived Hards, Portland Harbor. Embarked on IST 1381 and 1382, 2300 hours.

9 July 1944. Battalion landed on Omaha Beach, Normandy, France. Hq

up in the course of the day could be debated and settled.

In the evening, personnel of the platoon discussed among themselves any new problems which had appeared during the day, and prepared for the next step on their itinerary. This method of instruction was very successful and received many favorable comments.

Simultaneously with the conducting of refresher courses, the Battalion performed several special missions, some of which are outlined in the following paragraphs.

7 March 1944. FOLKSTONE AND DOVER. One officer and twelve enlisted men of HES Co left Camp Foxley on a special camouflage mission to the Channel Coast at Folkstone and Dover. The problem was an unusual one and involved the batteries of two battalions of 90mm AA that was setting up in this, "hot corner" of England's AA defense. These positions intercepted the usual line of flight of enemy bomber formations headed for or returning from London. The actual positions consisted of a series of long vacated English AA gun pits and living quarters which at one time had been well camouflaged, but were now in various stages of disrepair. It was obvious that the enemy must be fully aware of the existence of these positions, so that the solution to the camouflage problem became one of maintaining the appearance that they were not occupied. This was accomplished through the use of specially designed flat tops over the gun pits, by resiting tents, and by controlling traffic. In addition to the construction work done by the team, plans and drawings were made up for the use of each battery commander describing in detail his camouflage problems, together with their solutions. For the work performed on this mission, the team was commended

by the Commander of the 2nd AAA Group, by the Commander of the 55th AAA Brigade and by the Theater Anti-aircraft Officer.

11 April 1944. BESS. The Third Platoon of Co C began work on the camouflage of installations of the 113th Sig RI Co. The nature of the work of this unit was highly secret, but because of the type and layout of its equipment it was in a position to be easily spotted and identified by the enemy. Situated on top of a large bare hill overlooking the Channel, and adjacent to one of the very large Permanent English radar stations, it would have been impossible to completely conceal this unit. It was decided, therefore, to so camouflage the various elements of the installation that, even if observed by the enemy, recognition as to the nature of the unit would be forestalled. This was accomplished by carefully resiting some of the equipment, and by using drapes, gorse, and wire mesh. This mission required one week to complete.

March 1944. MANUFACTURE OF CAMOUFLAGE MATERIALS. Reports coming in from platoons of the lettered companies revealed that large numbers of camouflage nets in the possession of many organizations were insufficiently or incorrectly garnished, and requests for garlands in quantity to remedy the situation followed. Investigation of available stocks in Engineer Depots revealed a critical shortage of dark green garlands. In order to supplement the supply and relieve the shortage, the Factory Section of HES Co constructed an electrically operated dipping vat, drying racks and a cutting table, and with this and their TE equipment, commenced the manufacture of garlands. Undyed burlap forty inches wide, in 200 yard bolts was drawn from the depots. Working in two reliefs, day and night, this section dyed, dried, cut, and bundled over 700,000 garlands in a period of two weeks.

every unit in First Army, each school carefully designed to fit the particular problems of the unit being served.

The period 19 Jan to 14 Feb was spent in preparation. Charts, terrain maps, models and other training aids were prepared. Each individual became an instructor in a specific subject. Methods of instruction for classes of any size were planned, and factors that might offer problems or difficulties were discussed and ironed out.

The Battalion was attached to VIII Corps <sup>2</sup> in January 1944.

On the 14th of February, the lettered companies were placed on temporary duty with First Army as follows:

Co A serving Army troops

Co B TD with XIX Corps

Co C TD with V Corps

Co D TD with VII Corps

During the period 15 Feb to 3 Jun a total of 440 Camouflage Refresher Courses were conducted by units of this Battalion. The procedure followed in each course was the same pattern. The courses varied according to the type and size of unit being taught, the training areas, equipment and time available. Before visiting a new unit, the platoon officer contacted the unit's C.O., made a reconnaissance of the training area and arranged the schedule. The instructional team, on its arrival in the area was thus quickly familiarized with the layout in which it was to work, and the school plan could be worked out beforehand in detail. As a rule, the team split into five sections of two men each. Each section could then concentrate on the particular camouflage problems of the specialists in the unit. Subjects covered by these five sections were as follows:

1. Administration and Supply. (Layout and occupation of bivouac areas,



Snow Cape, method of  
wearing, and its appear-  
ance against a snow back-  
ground.

15A

them up to date on innovations and discoveries in their field. Also, because of the school they were afforded the unusual opportunity of discussing mutual problems amongst themselves.

During the period 1 Dec to 31 Dec 1944, elements of the Battalion completed 305 camouflage missions. The total of work accomplished included camouflage painting of 365 armored vehicles for various units; application of Sommerfeld Mat and painting of 62 tanks and armored vehicles; production and delivery to using organizations of 9,686 Snow Capes; completion of 128 routine camouflage inspections; and the drawing, issue and delivery of camouflage supplies on 166 occasions.

In addition, a somewhat unusual mission, the construction of a road screen on an MSR under direct enemy artillery observation, was undertaken by the 4th Platoon, G Company, for the 8th Infantry Division. The screen was to be over a mile in length, and since the time available for construction was extremely limited, it was decided to use shrimp nets suspended from captured German #6 wire strung to trees, poles, buildings and tripods erected by the platoon. This method of erection was quite successful and the screen was completed in 4 days, with some assistance by 5 men of HES Co.

Shortly thereafter, work was begun by the 3rd and 4th Platoons of G Company on a similar screen for the 9th Infantry Division. This screen,  $1\frac{1}{2}$  miles in length, was completed in 6 days. A third one was begun by these platoons for the same division on 30th December.

22 December 1944, Battalion Hq and HES Co moved to Tirlemont, Belgium, leaving a detachment in Verviers to continue supervision of production of Snow Capes. The move was indicated by enemy pressure on the First Army



3rd and 4th Platoons of Company C constructing a road screen of shrimp nets,  $1\frac{1}{2}$  mi. long. This screen concealed convoy traffic on a supply road under enemy observation.



16A

front during the German Ardenne breakthrough. At this time B Company in Luxemburg and C Company in Belgium were directly in the path of the German offensive, and deployed in defense of their areas.

Both companies soon found their positions untenable and decided to withdraw. With the transportation available it was possible to remove only personnel, records and some equipment so that a certain amount of operational and personal equipment was lost.

C and B Companies joined Battalion Headquarters on 17 December and 22 December respectively for the purpose of checking and replenishing these losses. On 29 December B Company moved in support of XVIII Corps and C Company in support of V Corps, both companies resuming normal camouflage operations.

Appended to this text is a complete roster of personnel of this Battalion since its arrival in the E.T.O.





**SNOW CAMOUFLAGE - Trucks, Reconnaissance  
Vehicles and Tanks were whitewashed to blend  
with snow backgrounds.**



AIA

tasks were included. Among these were the construction and painting of 150 road signs by HES Co, worded to enlist the cooperation of all troops in the maintenance of roads. In addition, a series of posters was planned, designed to encourage wholehearted response to the road maintenance campaign. The spring offensive was just getting under way and road construction engineers were all occupied in front line work. The Army Engineer, in directing this "advertising" program, hoped to minimize the need for road engineers in rear areas without slowing the flow of supplies to the front because of preventable road hazards. The first of these posters was completed, reproduced by an engineer topographic outfit, and given AG distribution down to company level throughout First Army. Two follow-up posters went into immediate production.

12th of March 1945, Battalion Headquarters moved to an area in the vicinity of Mariawiesler, Germany. At this time Company B was engaged in the camouflage of a Bailey Bridge park, where large quantities of bridge parts, stored in preparation for the crossing of the Rhine, were highly vulnerable to enemy air observation and attack. Another platoon of B Company began work on a road screen shielding an MSR on the west bank of the Rhine at Mehlen. Most of the construction had to be done at night and under cover of intermittent heavy fogs, since enemy artillery, MG and small arms fire was being directed at the site from the east bank of the river. This screen .7 of a mile long, was completed in four days.

Battalion Headquarters and HES Company moved to Oberdrees, Germany, on the 17th March 1945, and operated from this location for the next ten days. Units of the battalion completed a total of 122 camouflage missions during this time. One of these was a rather unusual and



Four such signs were placed at the approaches to the Rhine River Bridges.

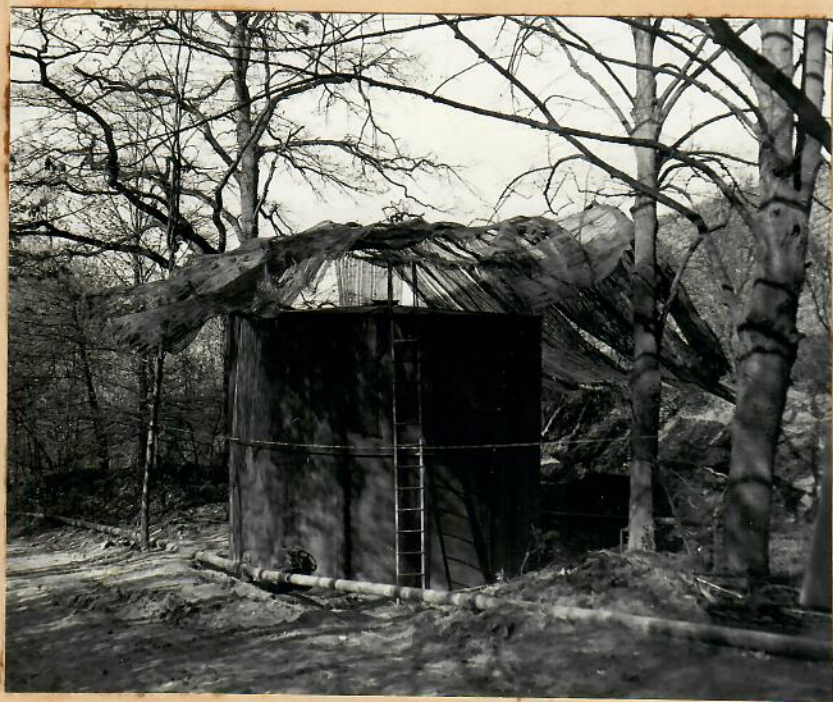
A3A

by a platoon of Company C to prevent enemy aerial attack.

In addition to these tasks, all elements of the Battalion continued normal camouflage functions with their units, although the nature of the fighting at this time set camouflage needs at a minimum.

On 11th April 1945, Battalion Headquarters and IES Company moved to Bad Wildungen, Germany. A sign shop was immediately set up to continue production of route markers and town name signs. Progress on all fronts continued and the need for road network identification was still acute. The line companies, working with their Corps and Divisions were at times more than two hundred miles from Battalion Headquarters, and often days passed before a platoon could send back word of its whereabouts to company headquarters. Under such conditions, the camouflage platoons were being used by division engineers as security guards and for manning traffic control points. In one instance, a German airport with 12 rocket propelled aircraft intact was overrun by the 2nd Infantry Division. The First platoon, Company C, was assigned to guard this valuable equipment until it could be transported to the rear for examination. For three days this platoon manned defensive positions around the planes while the enemy pounded the field with artillery in an effort to destroy the ships and the secrets in their construction. Fortunately, neither the planes nor the men were hit.

On the 23rd April 1945, Battalion Headquarters moved in Weimar, Germany. Here again the sign shop was continued, this time with civilians being employed to assist in turning out the hand-lettered signs. Once more teams from the line companies were sent out to post the roads. 8830 route number and town name signs were produced and posted. In addition numerous large directional signs, mainly for use on the



Camouflage of Gasoline Storage Tanks.



A 4 A

For the period 1 January to 14 January 1945, Battalion Headquarters was located at Tienen, Belgium. At this time the lettered companies were operating with their Corps and Divisions, and a detachment from HES Company continued to supervise the production of snow capes by civilian factories in Liege and Verviers. Units of the battalion during these two weeks completed 171 miscellaneous camouflage missions. These included camouflage inspections and servicing of Corps troops and Divisions; drawing, issuing and delivering of camouflage supplies; pattern painting of armored vehicles; construction of two road screens to block enemy observation of MSRs; and manufacture and distribution of 4,305 camouflage snow capes for use by front line patrols and artillery observers.

On 15 January 1945, Battalion Headquarters and HES Company moved to Verviers, installing the CP at the same location occupied before the move to Tienen. During the greater part of the establishment of Battalion Headquarters at this location, considerable emphasis was placed on coping with the problem of snow camouflage. Production of snow capes was stepped up as snow conditions continued, and large quantities of salt and lime were procured and distributed for use in painting armor and vehicles in forward areas. This material, used as a whitewash, could be removed by scrubbing with water, thus eliminating the need for complete repainting of vehicles when the snow disappeared.

Battalion and HES Company remained at Verviers almost two months while the lettered companies were located with and worked in support of their Corps and Division units, moving with them as they advanced. In this period a total of 1107 camouflage missions were completed by elements of the battalion. In addition to the usual operations listed above, now

autobahns were hand lettered and placed in position. Approximately 350 special signs for other First Army units were also produced at this time.

On 6th of May, in accordance with instructions received from the Engineer, First US Army, an extensive program was initiated to withdraw, sort, grade and ship to a predesignated location all the camouflage nets in the hands of Division, Corps and Army troops. A suitable warehouse space with sidetrack was secured in Weimar and this program commenced. The companies contacted the various troop elements and by prearranged schedule arranged for the transportation of their nets to this shipping center. 29 civilian laborers were employed to unload, sort and prepare nets for shipment. By 29 May the work of collecting and processing the nets was completed. 19,350 nets had been received, sorted and prepared for shipping during that period. 30 May, all nets of former First Army units having been collected, the Camouflage Collecting Point ceased operations.

On 6 May, Company C was relieved of its assignment in support of V Corps, and rejoined Battalion Headquarters at Weimar. All the other lettered companies were subsequently relieved of their work assignments and rejoined Battalion Headquarters as follows: Company B - 24 May; Company D - 25 May; Company A (relieved of attachment to Headquarters Third Army) - 26 May. The battalion was relieved of its assignment to Headquarters First Army on 13 May 1945 and assigned to Headquarters Ninth US Army. On 24 May 1945 the battalion was attached to the 1105th Engineer Combat Group. The battalion was alerted for redeployment through the United States on 24 May 1945. On 26 May the alert notice

was cancelled.

A six week training program was begun on 2 June by direction of Group Headquarters.

10 June, attachment of battalion to 1105th Group ended and battalion was attached to 1110th Engineer Combat Group.

15 June, battalion was relieved of assignment to Headquarters Ninth US Army and assigned to Headquarters Seventh US Army.



BATTALION ROSTER

HEADQUARTERS

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
Robert E. Kearney	Lt Col	O 174821
John R. Herndon, Jr	Major	O 315611
Martin J. Dangaard	Captain	O 1100068
Roland F. Carpenter	2nd Lt	O 1966521
*Albert E. Tarbox	Major	O 345549

HEADQUARTERS AND SERVICE COMPANY

Anthony L. Mondello	Captain	O 1101963
Donald F. Snider	1st Lt	O 1109019
John H. Hopkins	1st Lt	O 513242
Thomas F. Crumblin	CWO	W 2111502
Harold L. Huff	WO(JG)	W 2118400
Robert V. Rehn	M/Sgt	32165088
Freston E. Smith	1st Sgt	36639419
James A. McIntyre	T/Sgt	36805394
Robert B. Miltenberger	T/Sgt	39264739
Charles H. Updegrove	T/Sgt	33189537
Joseph Chasin	S/Sgt	32719454
Norman O. Dahl	S/Sgt	36805383
Allen E. Fox	S/Sgt	36805388
Charles L. Long	S/Sgt	33029640
Raymond J. Neely	S/Sgt	36451686
Laney S. Purser	S/Sgt	34311834
Eric W. Basener	Sgt	32083767
Carl E. Peterson	Sgt	36451626
Glayton H. Ellis	Tec 4	36451537
Donald L. Erickson	Tec 4	36805225
Lawrence H. Geiger	Tec 4	36805161
Frank E. LaBelle	Tec 4	36451767
Nicholas J. Mancini	Tec 4	31050978
Sibley H. McCaslin	Tec 4	35787706
Fred T. Michael	Tec 4	34438919
James B. Thornton	Tec 4	36451761
James E. Mason	Cpl	37539237
William H. Schendel	Cpl	36805413
Edward D. Dieber	Tec 5	36805499
James V. Brennan	Tec 4	36639154
George W. Carr	Tec 5	36677294
Robert J. Christian	Tec 5	36451777
Jack D. Cornell	Tec 5	36805195
Domenic A. Cuzzo	Tec 5	33454402
Louis J. Diedrich	Tec 5	36451742
Howard R. Giesler	Tec 5	36805395
Elwin D. Gould	Tec 5	36805229
Donald H. Hansen	Tec 5	36802982
Arthur W. Heglund	Tec 5	12217713
Helmuth H. Huber	Tec 5	36451784

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
John F. Huppen	Tec 5	33725795
Robert G. Klopfer	Tec 5	32825978
James P. Knowles	Tec 5	32976728
Warren R. Lamb	Tec 5	36804511
Shanon Lee	Tec 5	36636965
Charles W. Lusk	Tec 5	32839258
Ernest E. Meadows	Tec 5	36638092
John P. Mills	Tec 5	36805236
George L. Nejd	Tec 5	36638379
Norman A. Schmidt	Tec 5	36805142
Merlin J. Simon	Tec 5	36804107
*Frank J. Vodicka	Tec 5	36632800
Willis Winneshiek	Tec 5	36805402
*Arlan E. Winslow	Tec 5	31291894
Frank C. Wisniewsky	Tec 5	31380715
Alfred B. Belanger	Pfc	36451538
Donald G. Bores	Pfc	36805323
Donald H. Buffington	Pfc	36805313
Leonard F. Bur	Pfc	36451801
Scott E. Chaplin	Pfc	36805396
Mario Q. Frassetto	Pfc	36451792
Arnold E. Frydenlund	Pfc	36805400
Frank T. Gerl	Pfc	36805302
Earl Hall	Pfc	36805410
H. J. Jacobson	Pfc	31371446
Lauren M. Kurtz	Pfc	36805235
Maurice A. Liddy	Pfc	36451717
*Robert D. Lidke	Pfc	36805392
Peter A. Liss	Pfc	36638744
Terence P. Reichert	Pfc	36805315
Robert G. Sauter	Pfc	36802774
H. C. Winegarden	Pfc	36805305
John A. Wouters	Pfc	36562471
Ernest R. Acker, Jr	Pvt	32941933
Clayton A. Anderson	Pvt	36451766
Donald F. Arnold	Pvt	36805321
Tony P. Bearzotti	Pvt	36758691
Helvin Blatt	Pvt	32642905
William E. Cleasby	Pvt	36805230
Donald A. Durst	Pvt	36805326
William Goldberg	Pvt	35309889
Harold C. Groth	Pvt	36805306
Jacque R. Koppen	Pvt	36614136
Denavin D. Macomber	Pvt	35226688
Taisto E. Maki	Pvt	36451664
Botsford Peters	Pvt	32828735
Robert H. Peterson	Pvt	36451719
Bertrand Pleshak	Pvt	36451107
Clarence T. Schwartz	Pvt	36806561
*Joseph F. Tappy	Pvt	36802957
*Clarence A. Teresinski	Pvt	36805392
Harold T. Zander	Pvt	36803877
Theodore H. Racine	Tec 5	36451682
**Sylvester P. Michalko	Pfc	36802995

## COMPANY "A"

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
Loyal E. Febinger	Captain	0 1100098
Albert O. England	1st Lt	0 1106712
Howard G. Cornelius	1st Lt	0 352792
Howard O. Bolts	1st Lt	0 1108493
Elmer A. Kaestner	1st Lt	0 1594928
Howard N. Reiter	1st Sgt	32035746
George H. Eder	T/Sgt	32059432
Oscar R. Anderson	S/Sgt	36638758
John E. Herbek	S/Sgt	36638911
Arthur L. Markle	S/Sgt	33280167
Carlos Recker, Jr	S/Sgt	35566751
James H. Rivoir	S/Sgt	33317466
John C. Taylor	S/Sgt	33275288
W. F. Battershall	Sgt	33082887
Harold A. Braun	Sgt	36805386
Donald M. Evanson	Sgt	36805311
Richard O. Frankel	Sgt	12187906
Karlo J. Juhola	Sgt	36451638
Charles J. Kolar	Sgt	36638929
Herbert E. Loring	Sgt	36638894
John F. O'Reilly	Sgt	36805314
Raymond B. Panfil	Sgt	36638781
Paul Triak	Sgt	36638858
Carter E. Van Der AA	Sgt	36638818
John L. Haas, Jr	Tec 4	33267168
Charles A. Wedge	Tec 4	36638902
Gilbert E. Zank	Tec 4	36805150
William H. Diets	Cpl	33084562
Ralph B. Anderson	Tec 5	36805318
Edwin A. Bauch	Tec 5	36805149
William E. Buckley	Tec 5	36805262
Henry F. Dorband	Tec 5	36638944
Francis E. Eppers	Tec 5	36638939
Dean R. Flick	Tec 5	36805218
Robert E. Gilarski	Tec 5	36638766
Chester J. Halicki	Tec 5	36638722
Theodore J. Hebert	Tec 5	36451704
Frank Jankowski	Tec 5	36638709
Carl R. Krenn	Tec 5	36802949
Stephen Lokos	Tec 5	36638814
Roy W. Luukkka	Tec 5	36451787
Joseph G. Nejd	Tec 5	36638368
Rudolph Morgan	Tec 5	36614286
Maurice J. Saari	Tec 5	36451758
Edward A. Sulma	Tec 5	36638947
Richard L. Tomczak	Tec 5	36638747
Raymond A. Woessner	Tec 5	36749649
Dean D. Acker	Pfc	36805390

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
John A. Dombrowski	Pfc	36638776
Elvin E. Drehmel	Pfc	36805226
Leo T. Hebert	Pfc	36451653
Benjamin M. Leirno	Pfc	36805295
Clement J. O'Neill	Pfc	36451665
William W. Romanchuk	Pfc	36638710
Clifford R. Turner	Pfc	36805298
*Kenneth L. Zeitlow	Pfc	36806570
Charles R. Anderson	Pvt	36806557
Charles E. Ballard	Pvt	36638864
Richard C. Brady	Pvt	36638920
Americo V. Chicchio	Pvt	13013729
Joe Doboss	Pvt	36638752
Joseph T. Giunta	Pvt	36638925
James R. Gronceski	Pvt	36638704
Ernest L.V. Lane	Pvt	36805266
Henry S. Lewinski	Pvt	36248146
LeVerne W. Meyer	Pvt	36805380
Casimer J. Mikos	Pvt	36638706
Garnie A. Romer	Pvt	36451223
Milton A. Smith	Pvt	36638871
Kent J. Tiffany	Pvt	36638919
Alexander Truesdale	Pvt	36638908

COMPANY "B"

Bryson Clarke	Captain	0 1101786
Carl Caplinski	1st Lt	0 1107378
***Warren H. Nord	1st Lt	0 1107622
Vincent N. Merrill	1st Lt	0 1106953
Alexander W. Prusi	2nd Lt	0 1998337
*Robert W. Elms	1st Lt	0 1106117
Elmer M. Bennett, Jr	1st Sgt	20921954
Harry A. Fields	T/Sgt	33317115
Herman A. Davis, Jr	S/Sgt	33597532
James J. Dillon	S/Sgt	36638772
Paul H. Gallagher	S/Sgt	36634019
Elden P. Keller	S/Sgt	36805299
John H. Megley	S/Sgt	36633886
Edward A. Szpyrka	S/Sgt	36638701
Roy P. Anglada	Sgt	36639086
Arthur J. Holst	Sgt	36805865
Kenneth W. Hutchens	Sgt	36805399
Robert D. Jarrett	Sgt	36638742
William E. Markowitz	Sgt	33401445
William L. Mitchum	Sgt	34399422
Theodore Skonieczny	Sgt	36638756
Homer F. Sterner	Sgt	33230463
John H. Widajewski	Sgt	36638745
*Arthur Bockman	Sgt	36395050
James F. Harkness	Tec 4	36638795
Kenneth C. Parkhurst	Tec 4	36805237
Harold R. Todd, Jr	Tec 4	36635956

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
William J. Morrissey	Cpl	36638839
Toivo A. Aho	Tec 5	36451642
Clifford J. Berger	Tec 5	36451633
Emmett C. Bilinski	Tec 5	36638730
Herbert H. Bublitz	Tec 5	36802777
E. A. Christophersen	Tec 5	36451077
Lamar D. Coffin	Tec 5	33832333
Albert F. DeVought	Tec 5	36451624
Joseph E. Kaszuba	Tec 5	36638736
Stanley J. Kleszcz	Tec 5	36638727
George E. Koski	Tec 5	36451035
Kermit M. Leonard	Tec 5	36802787
Charles W. Lowler	Tec 5	32710026
Harry C. Nelson	Tec 5	36806559
Grant H. Plett	Tec 5	36805240
William J. Roser	Tec 5	36638734
Robert E. Salzman	Tec 5	36802975
Bruno J. Sraga	Tec 5	36638725
Robert A. Wallace	Tec 5	36638931
George P. Welnicki	Tec 5	36638723
Kenneth G. Williams	Tec 5	36451696
Bryce E. Fraser	Pfc	36451019
Harvey J. Jordan	Pfc	36638762
Henry Koponen	Pfc	36451667
William J. Mallek	Pfc	36638712
William A. Miller	Pfc	36451762
Edmund J. Misiak	Pfc	36638771
Joseph C. Simons	Pfc	36806560
Benjamin B. Webster	Pfc	36805238
Leonard J. Welenc	Pfc	36638715
Joseph R. Alfino	Pvt	16156250
Robert J. Bezotte	Pvt	36451174
Albert L. Cross, Jr	Pvt	33092883
Robert D. Fox	Pvt	36803883
William R. Garrow	Pvt	36451693
Eugene J. Kosak	Pvt	36638724
Edward Kulik	Pvt	36638769
Ervin P. Nowkowski	Pvt	36638788
Howard A. Pfeiffer	Pvt	36638956
Arden D. Smith	Pvt	36451031
William E. Sobanski	Pvt	36638764
Rufus R. Vorpahl	Pvt	36802794
Donald J. Zuehlke	Pvt	36805324

COMPANY "C"

Robert W. Fletcher	Captain	0 1100102
Woodrow W. Coleclough	1st Lt	0 1106064
Gordon W. Knapp	1st Lt	0 1103262
John O. Kennedy	1st Lt	0 1114987
Charles R. Tillmans	1st Lt	0 887388
Grant W. Miller	1st Sgt	6894160
William S. Forbes	T/Sgt	14120114
O. R. Bryngelson	S/Sgt	36802956
*Paul W. Curtis, Jr	1st Lt	0 460657
*Edward P. Jones	1st Lt	0 1821876
**Richard H. Perrine	2nd Lt	0 1105096

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
Euel L. Davis	S/Sgt	36802953
William T. Doran	S/Sgt	36802960
Steve F. Romania	S/Sgt	32038035
Paul W. Runkle	S/Sgt	33233118
Jack W. Spiroff	S/Sgt	36565474
Paul G. Amsen, Jr	Sgt	36451649
Earl J. Ayotte	Sgt	36451683
**Rodger D. Eklund	Sgt	36802971
Harold J. Elbe	Sgt	36802778
Cecil H. Hall	Sgt	36802775
Roy E. Kallio	Sgt	36451156
Vernon L. Meyer	Sgt	36805409
Samuel R. Ochs	Sgt	13086858
George F. Thompson	Sgt	36451644
Raymond K. Carso	Tec 4	36451765
A. L. Christensen	Tec 4	36451754
Darwin G. Ferris	Tec 4	36802785
Clarence R. Bisson	Cpl	36451610
Paul J. Charbonneau	Tec 5	36451760
John R. Dull	Tec 5	36805194
George G. Gentile	Tec 5	33455027
Bernard Goodman	Tec 5	32094693
William M. Hanson	Tec 5	36802780
William R. Hemmila	Tec 5	36451749
Roy Johnson	Tec 5	36803113
**Robert J. McLean	Tec 5	36802980
Charles A. Minor	Tec 5	36451093
Raymond G. Mosher	Tec 5	36296150
Irving I. Palomaki	Tec 5	36451715
Robert W. Ryan	Tec 5	36804686
John A. Terzaghi	Tec 5	36451721
Glayton G. VanLanen	Tec 5	36802789
Seward G. Ward	Tec 5	36803878
Richard H. Wedin	Tec 5	36451709
Donald L. Wickman	Tec 5	36802984
Lloyd H. Bisner	Pfc	36802994
Alfred L. Gobert	Pfc	36451652
Walter F. Komanecki	Pfc	36802985
Raymond L. LaPorte	Pfc	36451798
Alfred Sachs	Pfc	36802958
Loren N. Sauld	Pfc	36802952
Joseph Shenker	Pfc	32972562
*Robert M. Taylor	Pfc	36802988
Joseph D. Violante	Pfc	36638821
Kenneth C. Zeitler	Pfc	36802987
Jack Baker	Pvt	35650167
Harlan Braun	Pvt	36802782
Peter A. Konyu	Pvt	36802983
Edward T. LaFour	Pvt	36451041
**Richard G. Loosen	Pvt	36802946
Arvid S. Maki	Pvt	36451785

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
Donald J. McMahon	Pvt	36451759
Joseph W. O'Brien	Pvt	36451101
Frank H. Pondel	Pvt	36638782
Peter M. Rischette	Pvt	36805398
Harold H. Sisk	Pvt	35154684
Robert J. Sowle	Pvt	36805416
William J. Winkka	Pvt	36451788
**Walter L. Danielczak	Tec 5	36802997

COMPANY "D"

Bernard Beck	Captain	0 456511
Raymond C. Teubner	1st Lt	0 1102084
W. C. Bruening	1st Lt	0 1107326
William I. Bondurant	1st Lt	0 1108495
Philip A. Sardon, Jr	1st Lt	0 1109017
Johan A. Pinesen	1st Sgt	33029843
*Franklin Bennett	T/Sgt	32358274
James P. Donahue	T/Sgt	33266820
Arthur W. Inglis	S/Sgt	36639012
Arvid G. Johnson	S/Sgt	36451612
C. G. Lenley	S/Sgt	33314044
Woodrow O. Rose	S/Sgt	33109504
Leo J. Spreitzer	S/Sgt	36639001
Leonard I. Trepanier	S/Sgt	36451602
**David L. Bartelt	Sgt	36802779
George K. Caylor	Sgt	36802945
Leo J. Genovaldi	Sgt	36638970
Edwin U. Hakkinen	Sgt	36451625
Edward Leonetti	Sgt	36639094
Martin H. Maata	Sgt	36451637
Ernest L. Madsen	Sgt	36296029
**Clarence D. Menor	Sgt	36802961
Albert J. Navickas	Sgt	36639045
James E. Borro	Tec 4	36451802
John L. Heroux	Tec 4	36802792
*Claude A. Lindsey	Tec 4	R495573
Chester J. Wolf	Tec 4	36636158
Edmund J. Gross	Cpl	36451123
Calvin E. Bitters	Tec 5	36802783
John P. Fritsch, Jr	Tec 5	36805382
Raymond I. Holdridge	Tec 5	36639082
Rollin W. Howerton	Tec 5	34821319
John R. Jackson	Tec 5	36803881
*Russell M. Jensen	Tec 5	36451640
John E. Kapustka	Tec 5	36638743
William Kipling	Tec 5	36451772
R. P. Kolodziejczyk	Tec 5	36639100
John D. LaCosse	Tec 5	36451607
Waino N. Linna	Tec 5	36451795
Bernard R. Luokkala	Tec 5	36451648
Herbert F. Martin	Tec 5	36802793
Harold G. Pickard	Tec 5	34362900
**Frank Robertson	Tec 5	31079578

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
George N. Sahi	Tec 5	36451775
Arnold Skorzewski	Tec 5	36803868
Lawrence H. Sommer	Tec 5	36802802
Wallace P. Sterrett	Tec 5	36639066
*William J. Utke	Tec 5	36802963
A. F. Verpecinskas	Tec 5	36639061
Robert A. Williams	Tec 5	33077830
Joseph S. Boerner	Pfc	36802948
Edward C. Carlson	Pfc	36803108
Raymond J. Hesse	Pfc	36802986
J. G. Hendrickson	Pfc	36451634
*Leo J. LaPoint	Pfc	36451618
*William L. Passo	Pfc	36638833
Hobart V. Sainsbury	Pfc	36805259
Reuben Sather	Pfc	36805297
Raymond E. Schlais	Pfc	36802993
Eugene A. Taylor	Pfc	36638759
Joseph H. Thompson	Pfc	36805308
Albert J. Beauchamp	Pvt	36451781
*George F. Bur	Pvt	36451799
Evan Garrison	Pvt	36639048
Albert T. Carpenter	Pvt	36804997
Bernard C. Hall	Pvt	36802955
Edward G. Heyden	Pvt	36639002
Norman J. Hogan	Pvt	36451706
Robert S. Huffman	Pvt	36639065
Jesse J. Jensen	Pvt	36805220
Robert J. Kelly	Pvt	36802991
Joseph B. O'Neill	Pvt	36451705
*Joseph F. Olisanskas	Pvt	15322657
Anthony J. Polito	Pvt	33666659
Joseph Smith, Jr	Pvt	32463742
Frank P. Spose	Pvt	36639067
Norman C. Swikert	Pvt	36805328

**MEDICAL DETACHMENT**

John G. Pittman, Jr	Captain	0 1696400
Mark B. Van Wagoner	S/Sgt	36550386
Philip G. Weingart	Cpl	36638869
Sidney Steele	Tec 5	36638852
Edward A. Tumaniec	Tec 5	36296032
Dorris C. Enderbrook	Pfc	36638826
John W. Ghiesl	Pvt	36639009
Olaf Nelson	Pvt	36802992

- \*\*\* Missing in Action
- \*\* Awarded the Purple Heart
- \* No longer assigned to this Organization.
- \*\* Awarded the Purple Heart and no longer assigned to this Organization.



ADDITIONAL  
BATTALION ROSTER

HEADQUARTERS AND SERVICE COMPANY

<u>NAME</u>	<u>GRADE</u>	<u>ASN</u>
Zadra, Leo J.	Cpl	39045026
Selsor, Fred S.	Tec 5	32699392
Kreca, Martin A., Jr	Pfc	33901881
Murphy, Joseph G.	Pfc	35757881
Reeves, Raymond G.	Pfc	34724946
*Levin, Morris	Pvt	33389935

MEDICAL DETACHMENT

Hodges, Harold C.	Captain	O 447164
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\* No longer assigned to this Organization.

effective camouflage reminder device. Four large signs, six feet by eight feet and colorfully painted were installed at the entrances to four tactical bridges across the Rhine. The message, a take-off from a well known theatrical slogan read: "Over these bridges pass the finest men and equipment in the world. Take care of them. CAMOUFLAGE".

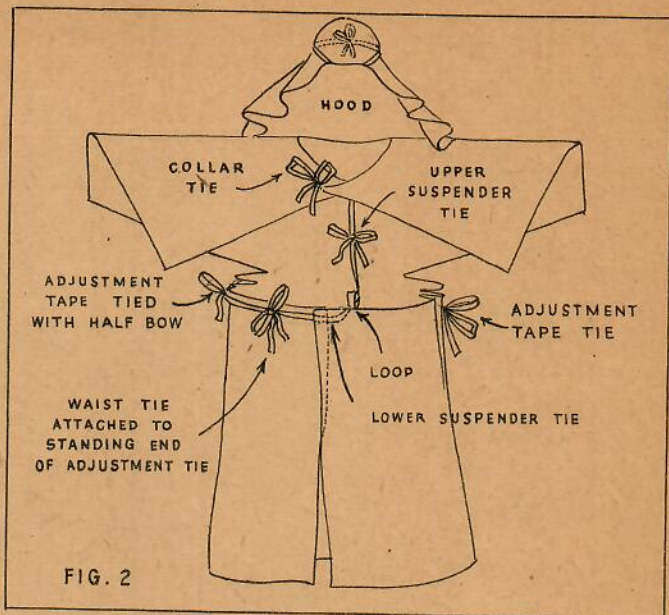
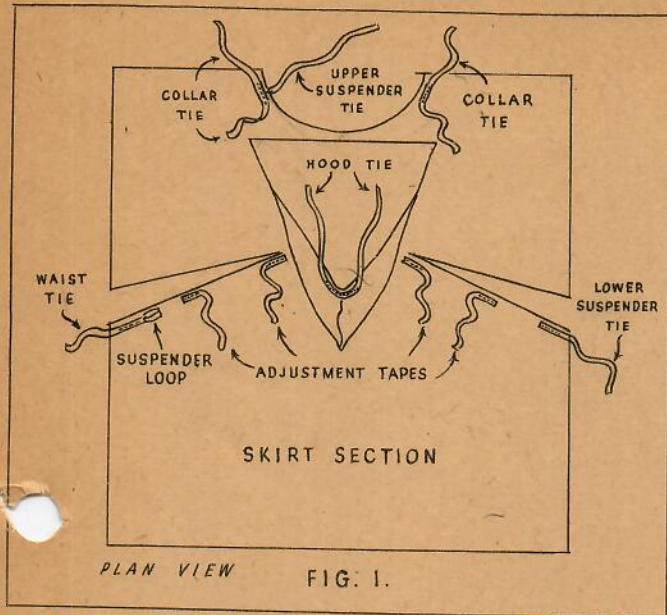
With the next move, to Plitteradorf, Bad Godesberg on 27th March 1945, HES Company began operation of a camouflage warehouse in the town of Bad Godesberg. From the 28th to 31st March, 242 tons of material were removed from E-7, E-9 and E-10 and stored at this depot. In the same period, 72 tons were issued to using organizations. This warehouse, supplying First Army units, continued to be operated by a detachment from HES Company. After Battalion Headquarters and HES Company had moved on hundreds of miles farther into Germany. On 3 May the remaining stock was taken over by AISEC and the detachment returned to duty with the company.

The rapid advance of First Army beyond the east bank of the Rhine freed a network of hundreds of miles of roads for supply use. With Army sign writing and posting facilities unable to keep up with this unusual flood of work, the threat of confusion and delay in supply haul became imminent. The Battalion was directed to help post the Army road net. A sign shop was set up using paint spray equipment normally operated for the camouflage painting of vehicles. Reconnaissance produced large quantities of German lumber all cut to the proper size, and Operations section cut stencils for the signs. In the next two weeks 6112 route number, town name and Red Ball signs were produced and were posted by teams from HES Co and the lettered companies.

Three large gasoline tanks on the east bank of the Rhine, vital in the supply of fuel to units attacking deep in Germany were camouflaged

# CAMOUFLAGE SNOW-CAPE

## INSTRUCTION BULLETIN



1. Hold cape with both hands at top edges, arms extended forward, hooded side facing you. *fig. 3*
2. With one motion, sweep cape around and on to shoulders, hood to hang from the shoulders outside of cape. *fig. 4*
3. Place hood on helmet, and fasten at rear *See inset fig. 4*
4. Fasten collar tie. *fig. 2*
5. Fasten adjustment tapes to size, using half bow, fasten waist tie to standing end of bow on right. *fig. 2*
6. Fasten suspender ties. *fig. 2*

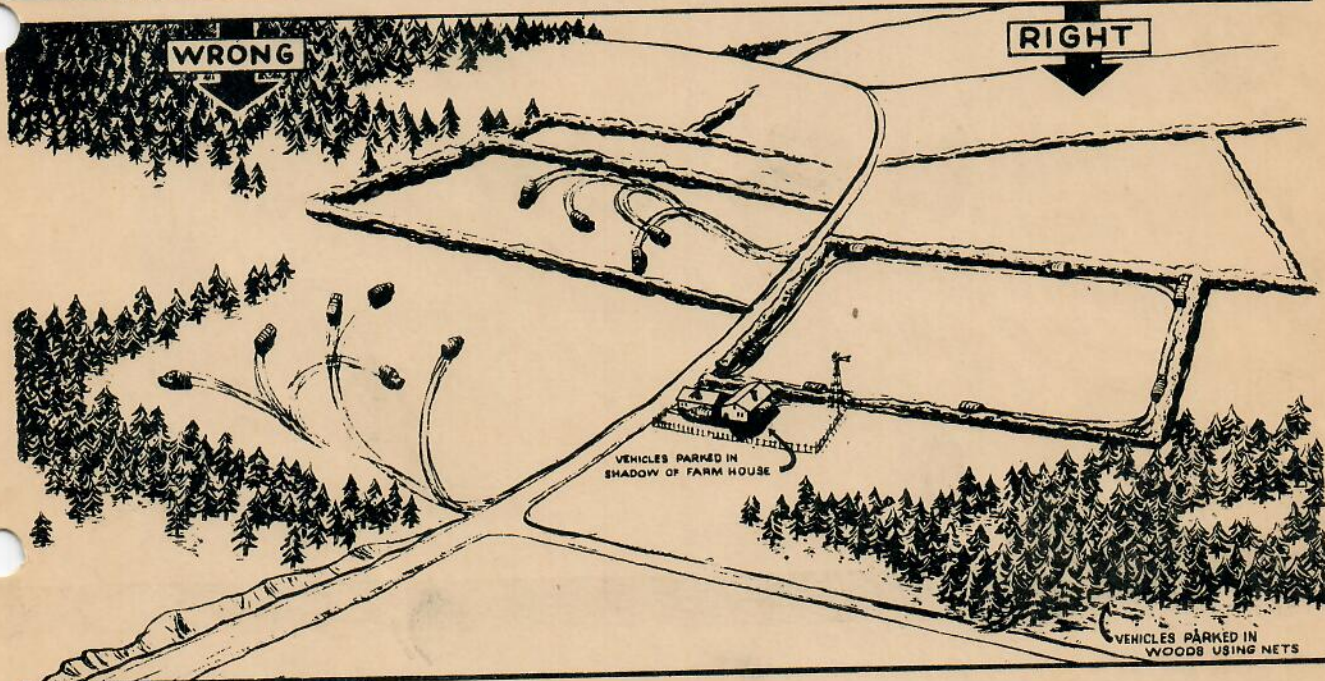
# INFORMATION BULLETIN SNOW CAMOUFLAGE

NO MAJOR CHANGE IN CAMOUFLAGE POLICY IS CONTEMPLATED FOR WINTER OPERATIONS VEHICLES AND EQUIPMENT WILL NOT BE PAINTED WHITE NOR NET GARNISHING CHANGED ■ CONCEALMENT IS MADE DIFFICULT BY SNOW, AND GREAT CARE SHOULD BE GIVEN TO CHOICE OF POSITION AND TRACK DISCIPLINE ■ THE FOLLOWING RECOMMENDATIONS ARE MADE ■



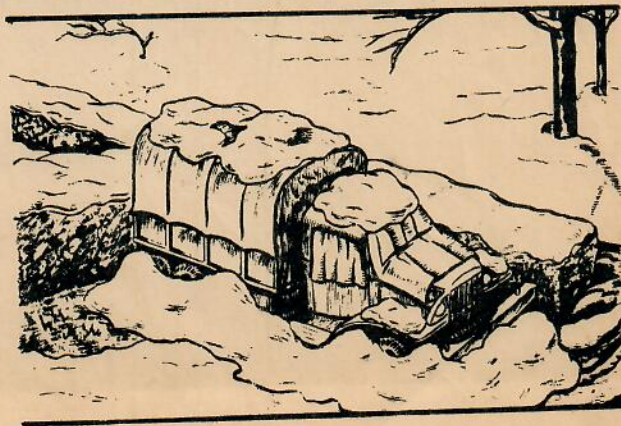
THE PINE AND EVERGREEN FORESTS OF GERMANY SHOULD BE USED FOR CONCEALMENT WHENEVER POSSIBLE ■ USE A NET WHEN UNDER THIS TYPE OF COVER ■ PILE SNOW AROUND EDGES TO BREAK UP OUTLINE ■ REMOVE NET DURING SNOW AND SLEET STORMS AS NETS WILL NOT CARRY HEAVY SNOW LOAD ■

NETS SHOULD TIE IN WITH EXISTING FOLIAGE ■ DO NOT USE NETS WHEN PARKED IN OPEN



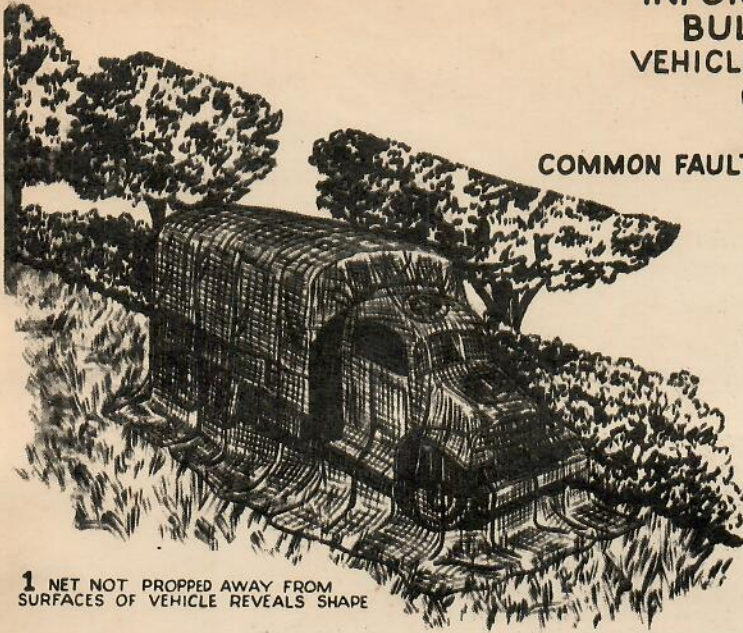
CONCEALMENT OF TRACKS IS A MAJOR PROBLEM IN SNOW COVERED TERRAIN AS THEY MAKE STRONG SHADOW LINES VISIBLE FROM GREAT DISTANCES ■ VEHICLES SHOULD FOLLOW SHADOW CASTING TERRAIN FEATURES AND ALL VEHICLES STAY IN SAME TRACK ■ PARK SO SHADOW OF VEHICLE FALLS ON BUSH OR HEDGEROW ■

WHEN CONDITIONS PERMIT PILE SNOW AROUND SIDE AND ON TOP OF THE VEHICLE ■ TAKE SNOW ONLY FROM AREAS IN SHADOW OR ALONG HEDGES AND DITCHES ■ COVER WINDSHIELDS AND STARS WITH WHITE CLOTH ■ FOR CAMOUFLAGE ASSISTANCE CONSULT YOUR CORPS OR DIVISION ENGINEER ■

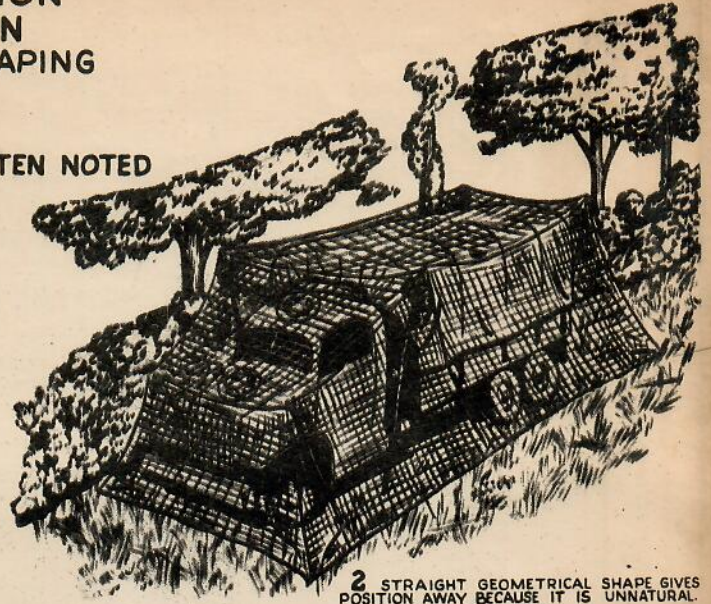


INFORMATION  
BULLETIN  
VEHICLE DRAPING  
C-11

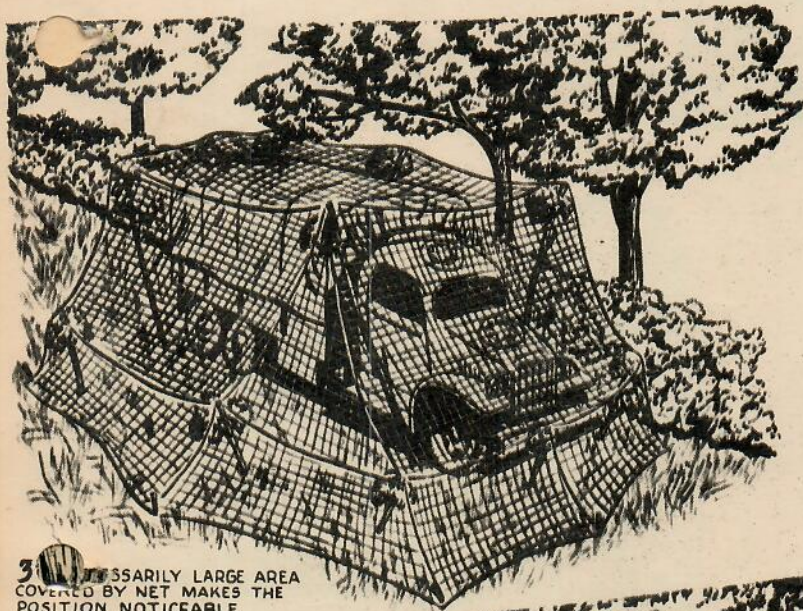
COMMON FAULTS OFTEN NOTED



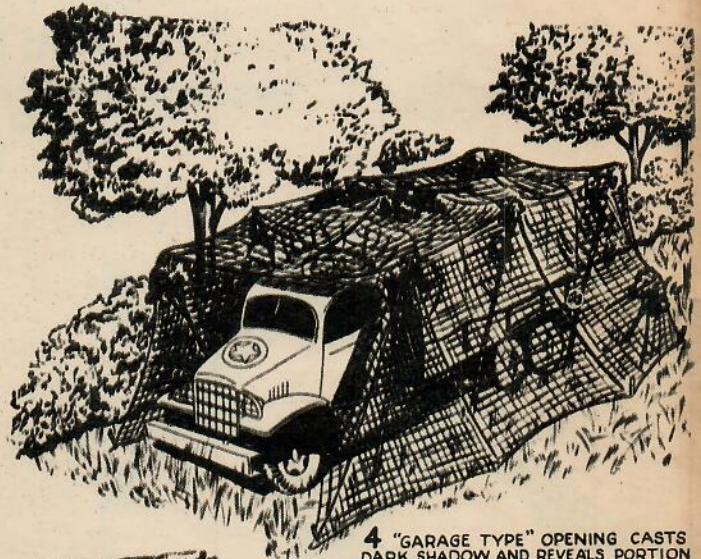
1 NET NOT PROPPED AWAY FROM SURFACES OF VEHICLE REVEALS SHAPE



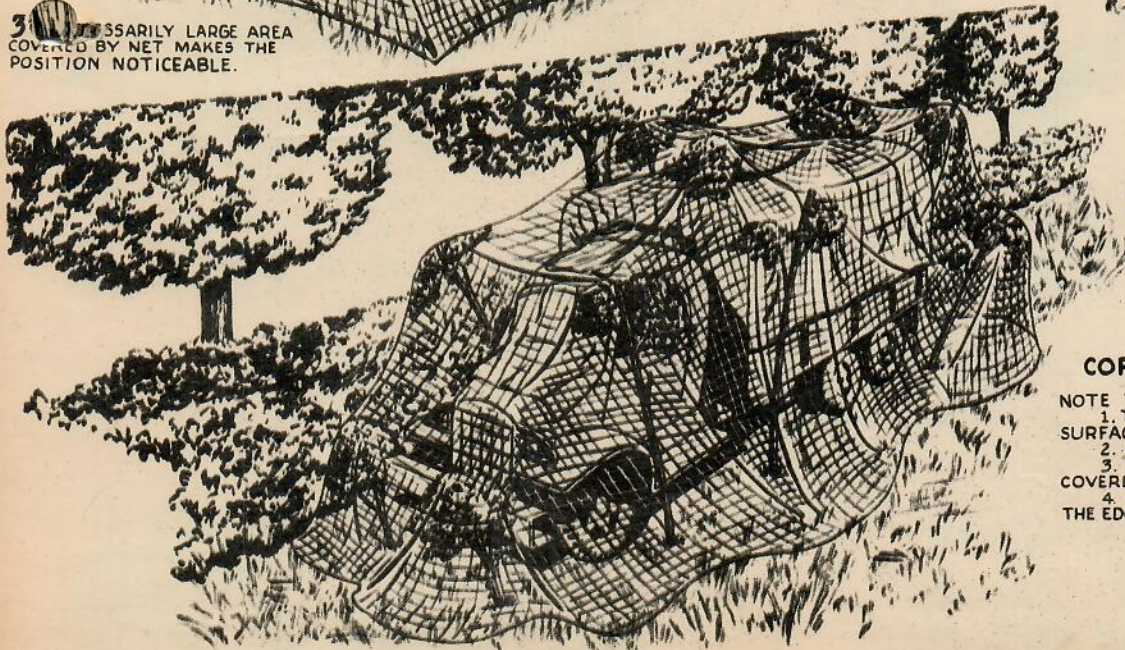
2 STRAIGHT GEOMETRICAL SHAPE GIVES POSITION AWAY BECAUSE IT IS UNNATURAL.



3 NECESSARILY LARGE AREA COVERED BY NET MAKES THE POSITION NOTICEABLE.



4 "GARAGE TYPE" OPENING CASTS DARK SHADOW AND REVEALS PORTION OF TRUCK.



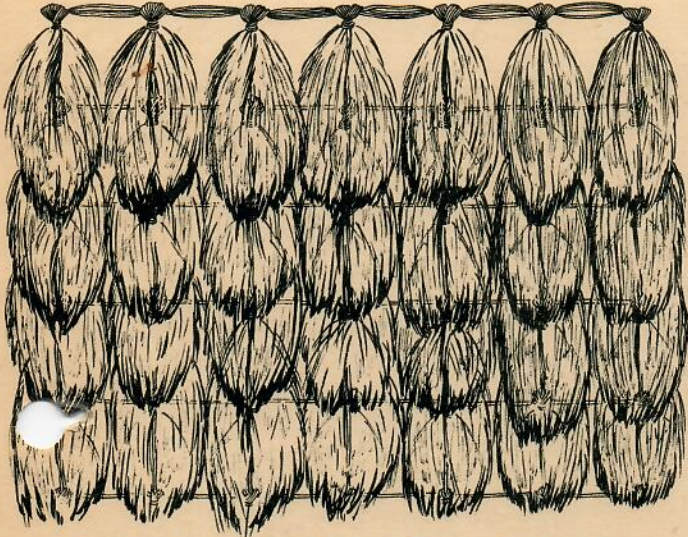
IN ALL SKETCHES GARNISHING HAS BEEN OMITTED TO ALLOW PLACEMENT OF VEHICLES AND PROPS TO BE SHOWN.

**CORRECTLY DRAPED VEHICLE**

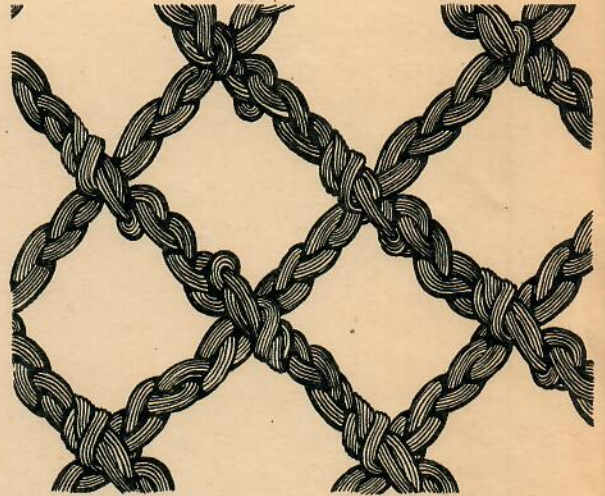
- NOTE THE FOLLOWING:
1. THE NET IS PROPPED AWAY FROM VEHICLE SURFACES;
  2. NET IS IRREGULAR IN SHAPE;
  3. THE WINDSHIELD AND WHITE STARS ARE COVERED TO PREVENT SHINE;
  4. THE NET SHOULD BE GARNISHED 100% TO THE EDGES.

# INFORMATION BULLETIN

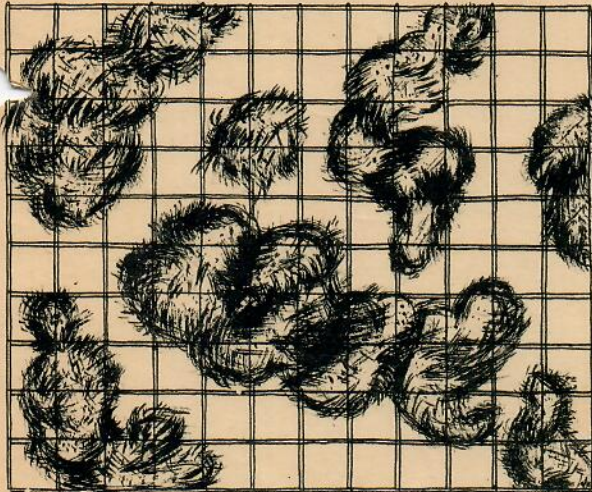
## GERMAN CAMOUFLAGE METHODS NETS AND GARNISHING C-12



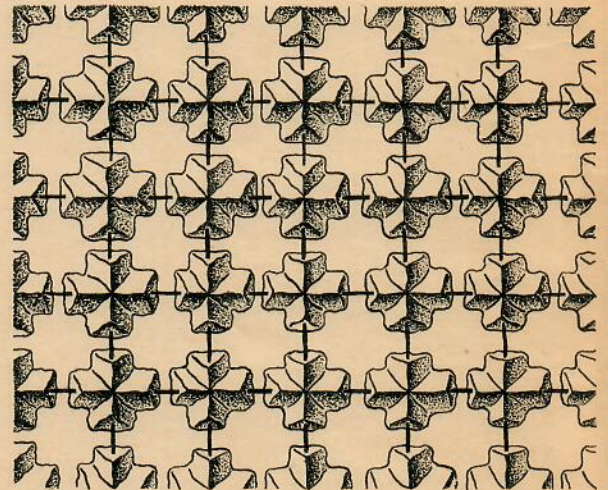
**11** THICK BUNCHES OF A MATERIAL SIMILAR TO PINE NEEDLES ARE USED AS GARNISH. THE NET IS MADE OF SINGLE STRAND ROPE WITH A 4" MESH. THE COLOR IS PALE ORANGE AND BRIGHT GREEN.



**12** BRAIDED STRANDS OF A STRAW MATERIAL ARE SQUARE KNOTTED INTO A 2" MESH FOR THIS NET. NO GARNISH IS USED. COLOR IS YELLOW GREEN.



**13** THIS CAMOUFLAGE MATERIAL CONSISTS OF PATCHES OF SPUN GLASS PRESSED BETWEEN TWO 4" MESH WIRE SCREENS. THE COLOR RANGES FROM WHITE TO SLATE GRAY.

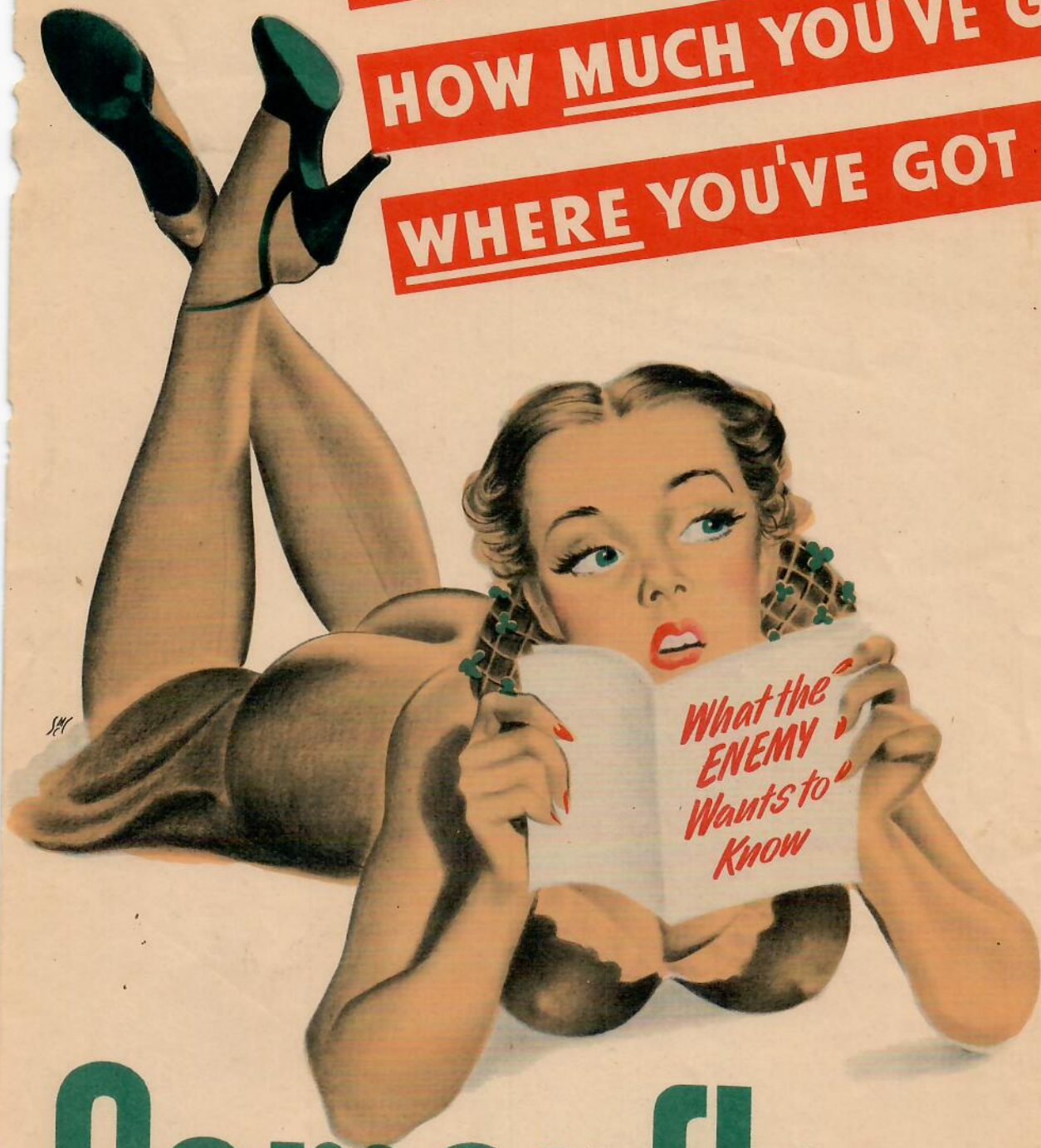


**14** THIS CAMOUFLAGE SCREEN IS MADE WITH GEOMETRIC CROSSES OF BAKED CLAY SUPPORTED ON 1" WIRE MESH. IT IS PAINTED VARIOUS COLORS AND IS USUALLY USED IN DECOY INSTALLATIONS.

WHAT YOU'VE GOT

HOW MUCH YOU'VE GOT

WHERE YOU'VE GOT IT




# Camouflage

Prepared by 602d Engr Cam Bn

REPRODUCED BY 654TH ENGINEERS,  
FIRST U. S. ARMY, 1945.

This is a little off-the-record  
foolishness: that my bot. does  
in his spare time. Can't understand  
why they should be so popular, can  
you? But the G.I.'s like 'em  
and they leave their purpose in  
spite of the distractions.



An illustration of a woman's legs in high heels, raised high, and a woman's face looking up at them. The background is a yellowish-orange gradient.

Exposed  
Positions  
Invite  
Attention

**CAMOUFLAGE**

*Prepared by* 602d Engr Cam Bn

REPRODUCED BY 654TH ENGINEERS,  
FIRST U. S. ARMY, 1944.



Yes, you can help . . .  
 We can all lend a hand in taking care of the  
 roads past our areas. **ROADS ARE VITAL**  
 Help keep them open. Keep them dry and hard.

**DITCH, DRAIN, fill the holes**

BY 672ND ENGINEER TOPO. CO. CORPS

PREPARED BY 602ND ENGR. CAMOUFLAGE

# How You Can Help

MEMO



**KEEP DITCHES OPEN** Avoid cutting across or parking in drainage ditches. Remove debris and rubble. Repair damage to ditches immediately.

MEMO



**DIG NEW DITCHES** Roads must be kept dry with good drainage. Get the water off, keep the gravel on. Dig new ditches where drainage is poor.

MEMO



**CLEAN OUT CULVERTS** They are necessary for good drainage. Keep culverts open and protect them from damage by heavy traffic.

MEMO



**FILL HOLES AND RUTS** Clean out mud and water. Fill with gravel or rock. Tamp well and mound higher than road to allow for traffic wear.

**ALL ROADS ARE VITAL!  
HELP KEEP THE ROAD  
PAST YOUR AREA OPEN  
KEEP IT DRY AND HARD**

**DITCH, DRAIN, fill the holes**

PREPARED BY 602nd ENGR CAMOUFLAGE & REPAIR BATTALION

**YOU**

**CAN HELP!**

**MAINTAIN ROADS  
IN YOUR AREA**

**Keep the road past  
your bivouac open  
Lend a hand . . .**



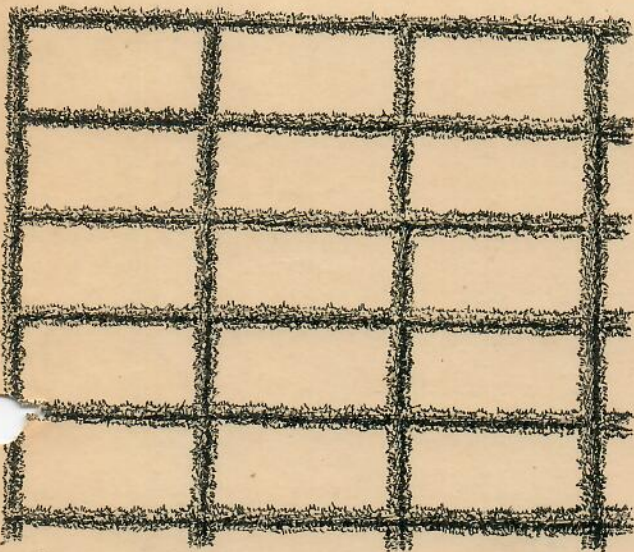
PREPARED BY 602nd ENGR. CAMOUFLAGE  
REPRODUCED BY SPAIN 5th AVENUE FIRST U.S. ARMY 1944

**DITCH, DRAIN, fill the hole**

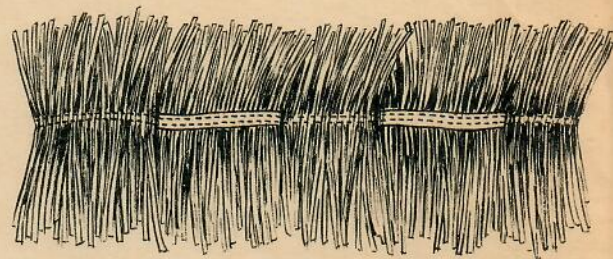
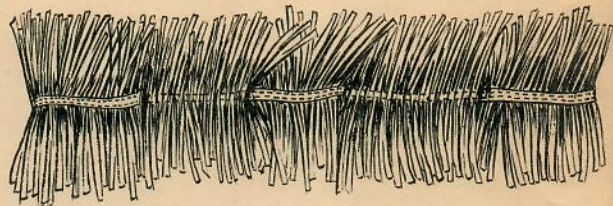
# INFORMATION BULLETIN

## GERMAN CAMOUFLAGE METHODS NETS AND GARNISHING

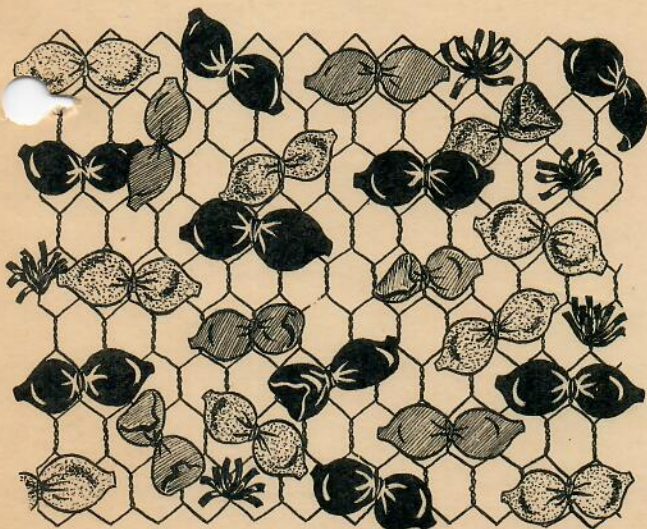
### C-13



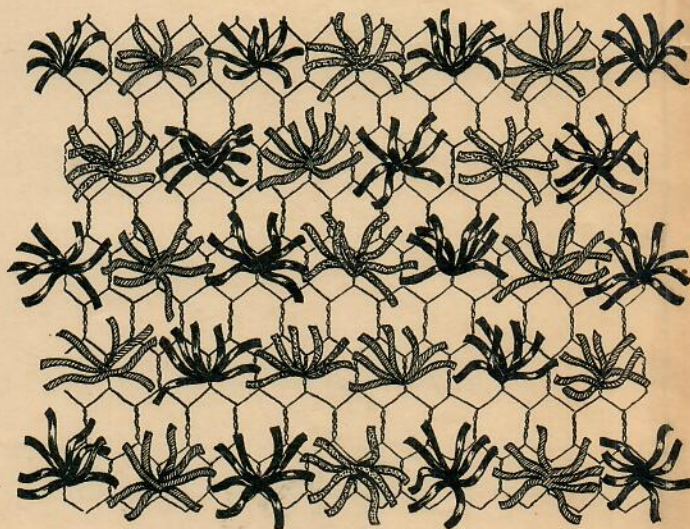
**15** THIS GRASS-LIKE MATERIAL IS FASTENED ON FINE WIRES WHICH FORM 4" x 6" RECTANGLES. IT IS GRAY GREEN IN COLOR.



**16** FINE CUT STRAWS ARE DOUBLE STITCHED TO TAPE TO MAKE THIS SINGLE STRAND CAMOUFLAGE MATERIAL. COLOR IS BRIGHT GREEN.



**17** A CELLULOSE MATERIAL CUT IN THE SHAPE OF LEAVES AND TWISTED ON CHICKEN WIRE. THIS MAKES A VERY DURABLE CAMOUFLAGED SCREEN. COLORS: LIGHT AND DARK GREEN AND BROWN.



**18** MATERIAL SIMILAR TO THAT IN #17 IS CUT INTO STRIPS 1/2" WIDE AND TWISTED INTO CLUSTERS ON CHICKEN WIRE. COLOR: LIGHT AND DARK GREEN AND BROWN.

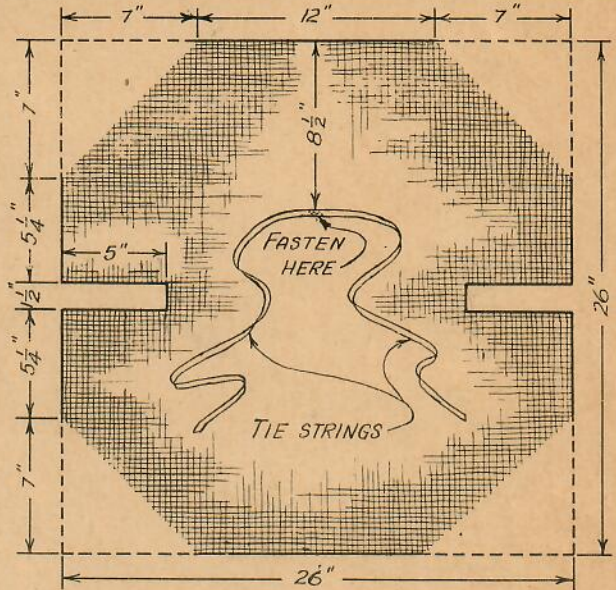
# CAMOUFLAGE INSTRUCTION BULLETIN #2

## HELMET NET

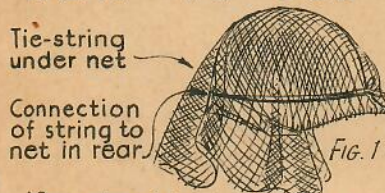
**USES:** TO BREAK UP THE HELMET SILHOUETTE  
TO SECURE CAMOUFLAGE FOLIAGE TO HELMET  
TO PREVENT GLARE

*Helmet nets can be made from salvaged pieces of O.D. shrimp net.*

Cut a piece of shrimp net 26 inches square. Cut off corners and notch two sides, following dimensions on drawing. Tie a shoe or legging lace or a piece of string in the position indicated. The net is now ready to put on helmet.



### HOW TO USE



If desired to break up distinctive outline of head and neck, allow net in rear of chin-strap to hang loosely.

Place net on ground, tie string up. Place helmet without liner, upside down on net, back of helmet close to connection of string to net. Tie string around outside of helmet brim. Fold front edges (fig.1) or all edges (fig.2) inside of brim. Chin-strap going into slot cut in sides of net. Put in liner to grip net.



To secure camouflage foliage most easily place string outside helmet and over net. Select foliage of immediate vicinity. Place leaves with their top sides out. Avoid using shiny and large leaves. Replace foliage as often as necessary. Garlands may also be effectively used.

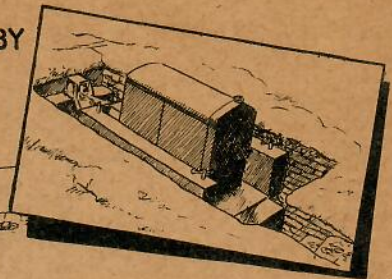


To aid concealment of head silhouette and face while observing, helmet may be turned so that loose net, usually hanging in rear of helmet covers face. Foliage may also be used, making sure that it is the same as the growth in locality.

prepared by the 602nd Engr. Cam. Bn.  
Approved - Richard E. Kearney, Lt. Col., C.E.  
Army Cam. Office.

# SNOW CAMOUFLAGE FOR 90MM AAA GUN BATTERY

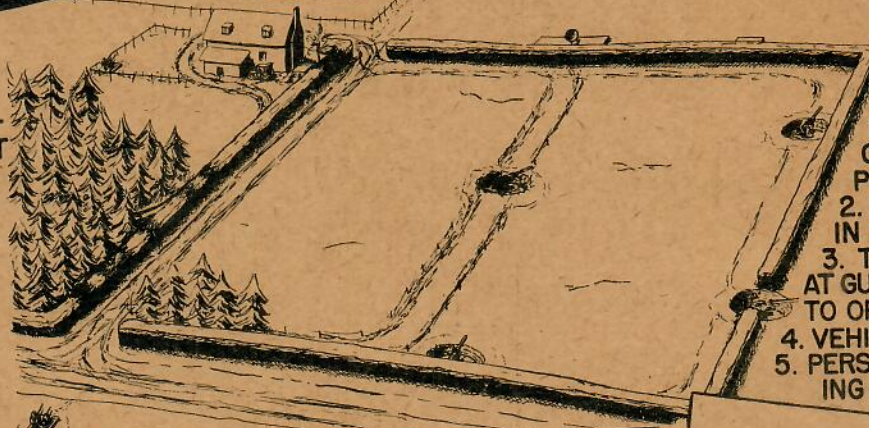
REPLACE SNOW MELTED BY POWER PLANT EXHAUST AND RADIATOR.



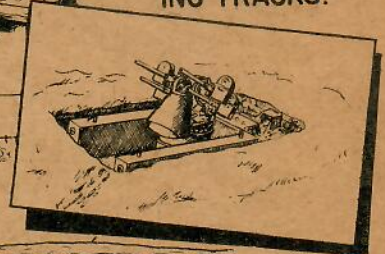
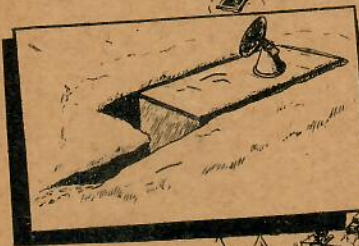
**RIGHT**

**RIGHT**

WHEN GROUND IS COMPLETELY COVERED WITH SNOW, DO NOT USE NETS OVER GUNS IN THE OPEN.



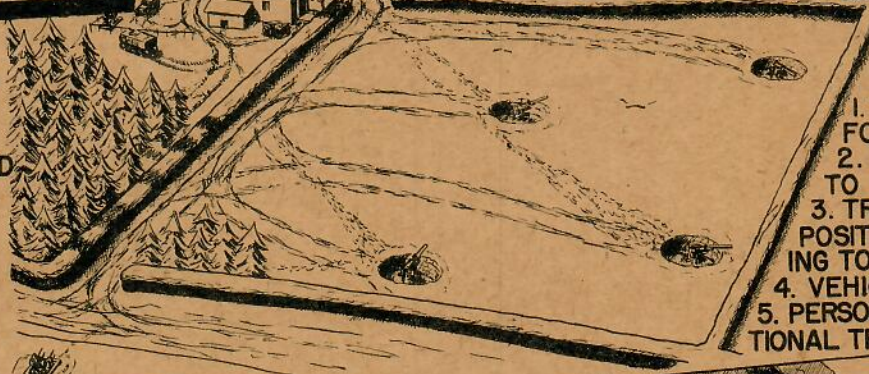
1. TRACKS CONCEALED BY STAYING AS CLOSE TO HEDGES AS POSSIBLE.
2. ALL VEHICLES STAY IN SAME TRACK.
3. TRACK DOES NOT STOP AT GUN-CONTINUES ACROSS TO OPPOSITE HEDGE.
4. VEHICLES IN SHADOWS.
5. PERSONNEL WALK IN EXISTING TRACKS.



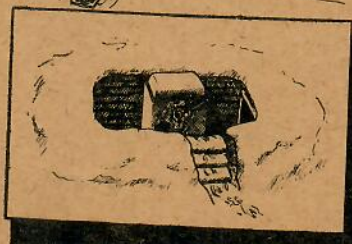
**WRONG**

**WRONG**

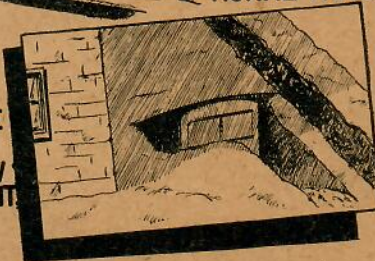
BORROW SNOW FROM THE SHADOW OF HEDGES OR WOODS TO REPLACE TRAMPLED SNOW OR TO BREAK UP OUTLINES.



1. TRACKS DO NOT FOLLOW HEDGEROWS.
2. SEPARATE TRACK TO EACH GUN.
3. TRACKS END AT GUN POSITION DEFINITELY POINTING TO THE GUN.
4. VEHICLES OUT IN OPEN.
5. PERSONNEL CREATE ADDITIONAL TRACKS ACROSS OPEN FIELD.



EMPLACE COMPUTER AND TACTICAL CP TO TAKE ADVANTAGE OF NATURAL SHADOW AND CONCEALMENT



Approved, 11-25-44  
*Robert E. Carver*