

The Jefferson Barracks Gazette



January 2016

The Official Newsletter of the Friends of Jefferson Barracks

Volume 28 Issue 1

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Friends of Jefferson Barracks

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Attention!

As we all know this is an election year and the Friends of Jefferson Barracks are no exception. So mark your calendars for April 13, 2016. This is the date for the election of the Friends Board of Directors.

Current Board members Al Benedict, John Chapman and Marc Kollbaum have indicated that they are willing to serve another term, therefore, will stand for re-election. Dennis Mertz, our Vice-President and long-time Board member, is stepping down. Bonnie Lorenz will stand for re-election as an alternate. Mike Connor, former Board member, has indicated that he is willing to serve again. Therefore, we currently have four openings and four nominations, but as we see from observing the national elections we can certainly have more Friends members seek election to the Board. If you would like to be on the Board of Directors or know of someone that would like to serve please feel free to nominate other candidates.

Please plan to attend the General Meeting of the Friends of Jefferson Barracks on April 13, 2016, at 7:00 p.m. at the Visitors Center. Hope to see you at this important and interesting meeting.

Your Friends Board

For the General membership – If you have any ideas future fund raisers, things you would like to see that Friends do in the way of programs and events, or articles for the newsletter, please contact me at mkollbaum@yahoo.com

Living History Field Trips

Come visit with Billy Yank, a Civil War Spy or Doctor, an Army Nurse, a WW I Doughboy and WW II GI Joe or learn about life on the frontier. These programs offer school children and adults the opportunity to visit and understand the past. Created to address Missouri's Core Curriculum standards for students, our programs are popular with many adult groups and organizations. Advance registration is required. Call (314) 544-5714 or email jmagurany@stlouisco.com for price and availability.

Jefferson Barracks Park telephone numbers have changed. General # 314-615-8800; Gift Shop, 314-615-8880; Director , 314-615-8881; Curator, 314-615-8882; Educator, 314-615-8883.

The Friends of Jefferson Barracks is a 501(c) 3 organization and a part of the St Louis County Historic Sites Foundation. Membership in the Friends of Jefferson Barracks is open to all interested individuals, organizations, and corporations. Questions and comments concerning the Friends of Jefferson Barracks or any item in this newsletter should be directed to the Friends of Jefferson Barracks, 345 North Road, St. Louis, MO 63125-4259. The Friends of Jefferson Barracks, St. Louis County Department of Parks and Recreation, and the editorial staff of this newsletter assume no responsibility for the accuracy of items submitted for publication. The Jefferson Barracks Gazette, published three times a year for our members, is the official publication of the Friends of Jefferson Barracks.

Victorians in Mourning at Jefferson Barracks Park

Queen Victoria was “on mourning” after the death of her husband, Prince Albert, for almost two decades before her Prime Minister, Benjamin Disraeli, convinced her to return to her regal duties. This program will explain what was meant to be “in mourning” during the Victorian era. Learn how to get “that look” for mid-century living historians as we’ll discuss the proper clothing and social expectations place on men and women. For information call 314-615-8800 or email jmagurany@stlouisco.com.

Saturday March 12 11 a.m.-noon

Free admission

Annual Swap Meet

Vendors and traditional crafters from all periods will have their wares for sale and trade.

Saturday March 19 9 a.m. – 3 p.m.

The Pavilion at Lemay, 305 Gregg Road in Jefferson Barracks Park

Admission: \$3 – 12 & over; \$2 – 11 & under

World War II Weekend

Everyone will enjoy strolling through the military camps and talking with re-enactors representing the army troops of the U.S., Great Britain, Canada, Soviet Union and Germany during WW II. The weekend begins on Friday with tours available in the living history camps from 1 to 3 p.m. Learn about the uniforms, weapons and equipment. Battle re-enactments will take place on Saturday and Sunday. A fun and educational event for the entire family. Call 314-615-8800 or email jmagurany@stlouisco.com.

Friday-Sunday April 22-24

Free admission

World War II Canteen Dance

Dance to the Big Band music from the World War II era with Michael Lacy and his New Orleans Swing Band on April 23 in the Pavilion at Lemay. Doors open at 6 p.m. with music starting at 7 p.m. playing until 10:30 p.m. Meal catered by Andre’s: advance meal tickets are \$9 & \$12 at the door. Other refreshments including snacks, beer, soda and bottled water will be available at reasonable prices. Dance tickets are \$17.50 in advance or \$25 at the door. Tables for 8 or 10 people, and individual tickets should be reserved in advance for best seating. For ticket information and ticket and meal order form email the FJB at FriendsofJeffersonBarracks@gmail.com or by calling 314-615-8800 or 314-397-4693.

Saturday April 23 7-10:30 p.m. (Doors open at 6 p.m.)

Spring Car Show

Cruise to Jefferson Barracks to show off your classic, vintage, antique, custom vehicle or motorcycle. Misfit Toyz, Car, Truck and Bike Club will offer trophies to the top 25, attendance prizes and commemorative dash plaques to the first 100 to register. Music and concessions, including brats and hotdogs will be available. 50/50 drawings. Awards at 4 p.m. Call 314-898-6655. Registration from 8 a.m. until noon.

Sunday May 1 11 a.m.-4:00 p.m.

\$20 to register a vehicle & \$10 to display vehicle

Bike Through Time

The rich and colorful history of Jefferson Barracks will come alive while you ride over the grounds of this old military post. You’ll be led by a historian as you “bike through time” by visiting various historic buildings and numerous interpretive panels containing historic information and photos. The complete journey will not exceed two hours and cover up to 7 miles. Those that complete the ride will be given a Jefferson Barracks Ordnance patch. Advanced registration required through St. Louis County website or by calling 314-615-8800.

Sunday May 15 9 a.m. & 1 p.m.

Exhibits

Courageous and Faithful: The U.S. Cavalry at Jefferson Barracks

Jefferson Barracks has a deep and rich story to tell. It is the birthplace of the American cavalry, the site where the earliest Buffalo Soldiers were recruits, and was called home by the likes of Jefferson Davis, Robert E. Lee, and Nathan Boone (son of Daniel Boone) while they served in horse regiments. Explore these contributions of St. Louis’ mounted troops, and much more through striking objects, powerful images, and engaging and hands-on interactives. **Exhibit extended to May 30m, 2016.**

Coming Soon!

The next installment of the history of Jefferson Barracks will be on the shelves at the Gift Shop soon. Entitled *Jefferson Barracks: Expansion & the Coming of World War II, 1939 – December 7, 1941*. Already in the shop are *Gateway to the West: The History of Jefferson Barracks from 1826 – 1894*, *Jefferson Barracks: 1894 – 1901, the Spanish-American War & Philippine Insurrection*, *Jefferson Barracks: 1902 – 1918*, and *Jefferson Barracks: Years of Peace 1919-1939*. Also check out the many other items available from sweatshirts and T-shirts to books, mugs, and military ducks.

Pearl Harbor: Its Aftermath and Effect on St. Louis and Jefferson Barracks

(Continued from last newsletter)

In January 1942 an estimated 172,000 people worked in area factories. About 14,000 a month were added throughout the year. The figures are approximate as the exact numbers were censored. The great need for workers coupled with the federal government's directive forbidding discrimination in hiring forced employers to hire more women, blacks, and handicapped workers than ever before.

Soon after the war began Curtiss-Wright announced that it would train women as riveters, inspectors, & electric assembly workers; although it insisted that separated canteens and cafeterias had to be provided for them. Despite segregation, Arnold Walker, industrial secretary for the Urban League, said, "This is some of the best news that we who have been working against racial discrimination in defense industries have had." For the first time blacks would be hired as skilled workers at rates comparable to whites.

There was a downside to the massive employment boom. As workers flocked into St. Louis they needed places to live. Already burdened with too much substandard housing, the city tried to absorb the influx, but overcrowding became almost intolerable. Schools near defense plants began double sessions and welfare organizations called attention to the numbers of children left unattended while their parents worked. A whole series of social problems, from a dramatic increase in the case of venereal disease to sudden tension over racial injustice, began to confront the city.

Labor also worked for the war effort in some unexpected ways. One was to "get'em" it was felt was in the pocketbook. So on December 10 local chapters of the AF of L voted to patrol the stores in East St. Louis and to throw out into the street any goods they found that had been made in Japan, Italy or Germany. A day later, the Central Trades and Labor Union supervised a bonfire in a vacant lot where Christmas decorations made in Japan were burned. A large crowd cheered as it watched red paper bells and Santa's go up in flames.

Many St. Louisans thought that this first Christmas after Pearl Harbor might be the last merry one in some time, so they decided to celebrate it lavishly. Mirroring the upheaval across the country, travel to, from and through St. Louis broke all records since they had been first kept in 1894. A newspaper reporter described Union Station: "The cavernous midway during the peak morning and evening hours is a shifting mass of people...."

As 1941 came to an end, crowds in St. Louis increased. A record number of reservations were made for all New Year's Eve celebrations and empty hotel rooms could not be found. Restaurants and bars were jammed, the YMCAs were filled and stray soldiers could be found sleeping in lobbies, on pool tables at bars, and at the bus station. Most parties boasted red, white and blue décor and "V-for-Victory cocktails.

The uncertainty, the intensity, the excitement, and the anxiety that gripped the country in December 1941 led to a sudden boom. In the month following Pearl Harbor 2,434 marriage licenses were issued in St. Louis, compared with 1,843 in the month before Pearl Harbor. Eventually the marriage boom led to a baby boom, a record of more than twenty births per 1,000 in 1942, and to a divorce boom. In 1941 there was an average of thirty divorces a week in St. Louis; in 1942 there were thirty a day. Ninety-eight percent of these divorces were in the "high risk draft group," those between the ages of twenty and thirty-five years.

Aside from the obvious the war brought on many less than desirable situations. Not all businesses were booming. The production of cars, stoves, refrigerators, and small appliances was curtailed immediately. The moment war was declared the Army announced it needed 20,000 anti-aircraft guns, 45,000 tanks and 60,000 planes. Every ounce of available metal had to go into making weapons, ships, and planes. Congress appropriated \$71 billion for the war effort. (This amount was astronomical considering that a loaf of bread cost ten cents and the average wage was sixty cents an hour.)

Shortages of materials meant that some industries had to struggle to keep afloat. Candy and soft drink manufacturers were hurt by sugar rationing; vinegar and cider making companies had to work around the rationing of acetic acid. Firms that made caskets, bed springs, and musical instruments found the metal shortage a disaster. The \$1,250,000 cleaning preparations industry in St. Louis was threatened by shortages of glycerin, alcohol, carbon tetrachloride, formaldehyde and waxes. Printing companies found it impossible to get metallic inks and high-grade paper. And while production at the breweries was at an all-time high, the shortage of metal for cans and of cork for bottle caps meant that most beer had to be sold in kegs.

Shortages hit consumers as hard as they hit businesses. The first was rubber. The sale of new tires was frozen the week after Pearl Harbor and did not ease for the duration because rubber plantations were in Japanese hands. As soon as the rubber shortage was announced by Leon Henderson, chief of the Office of Price Administration (OPA), sales of golf and tennis balls increased 200 per cent in St. Louis. Rubber footwear sold out. Rubber was banned in the manufacture of corsets, girdles, suspenders, bras, and other elastic support undergarments, which caused delight, alarm and a slew of corny jokes.

By the first of 1942 the St. Louis rationing board had been established to regulate the sale of tires and inner tubes. Edward G. Platt was appointed administrator. Getting a new tire took endurance. First the old tires had to be inspected at an authorized service station. Next the hopeful buyer filled out a questionnaire. If the tires were really showing their age and the need seemed legitimate, the service station attendant issued a certificate, which the applicant took to the rationing board in the Civil Courts building. After hearing the case, the board decided to give-or more often, not to give-permission to purchase a tire.

The January quota of tires for St. Louis was 2,154 and considerably less for St. Louis County. In reality, 90 percent of drivers were unable to obtain new tires. Those who did were designated indispensable; most new tires were for ambulances and other

emergency vehicles. Hearses were not allowed new tires, nor were taxis and only a few were allocated for buses. A physician, who was able to obtain four new tires, drove to Colorado on vacation and found when he got back to St. Louis that he had to turn them over to the board. "Every time a man goes fishing on a rationed tire, he is violating the law," said state rationing director, Wm H. Bryan.

The May 18 *Star Times* told a pathetic story of a serviceman who only wanted to visit his hometown. "Everywhere This Soldier Went, His Tires Were Sure to Blow." SSgt. John L. Baldini of Jefferson Barracks wants to whip the Japs right now, so we can get rubber again. Hark to his tale of tire woes. En route in his car to his hometown of Bloomington, Illinois, happy possessor of a 3-day pass, Baldini got as far as White Hall, when a rear tire blew out. He could get no replacement, so he continued with a White Hall friend who had offered to drive him the rest of the way. But a tire on the friend's car blew out almost immediately. So Baldini boarded a bus and got to Bloomington – after a pause while the bus driver changed a flat tire. His family offered to drive him and a fairly new tire to White Hall to pick up his abandoned car. The family car had a blowout on the way. And as he drove up to headquarters, his leave over, he had, yes, another flat tire.

As tire rationing began, a wave of tire thefts followed. The first weekend that rationing was in effect, twenty-five tires and eleven wheels were stolen. Beaumont High School teacher Irene Gibson walked into her garage one morning to find her car jacked up and stripped of its wheels, tires, and spare. Tire thieves immediately went to the top of the list of rotten criminals. Alderman Claude I. Bakewell called for the stiffest possible penalty for them, up to six months in the workhouse. The maximum penalty for falsifying information to the rationing board was ten years in prison and \$10,000 in fines. A black market in tires flourished, but many of the tires sold this way had been salvaged from junk yards and were all but worthless. The retreat shops went on a 24-hour day and a 7-day week and raised their prices by 25 percent, but still couldn't keep up with demand.

By the time sugar rationing began in May, St. Louisans had hardened themselves to the loss, members of the Women's Advertising Club insisted, "Don't call me sugar, its not patriotic!" and homemakers gamely lined up at elementary schools to get war ration books. Each family member was issued a book, regardless of age, and was allotted one pound of sugar each two weeks.

One of the most patriotic gestures an American could make during the war was to buy defense bonds. The first week after Pearl Harbor, defense bond sales rose 121 percent. The Chamber's Thomas Dysart, chairman of the area's Defense Savings Committee, organized a city-wide payroll deduction plan for buying bonds. Three hundred fifty-seven firms adopted the plan right away and enrolled thousands of employees.

July was declared "Retailers For Victory Month." At noon each working day all store business was halted for 15 minutes and only bonds were sold. The first day brought \$225,000 in bonds and stamps. On July 17, "War Heroes Day," merchants distributed 250,000 postcards to people who bought stamps or bonds. The cards were to be sent to a favorite serviceman or woman.

In February, 3,600 volunteers began a city-wide door-to-door scrap drive for iron, steel, copper, brass, and lead. Matt C. Fogarty, mayor of University City and chairman of the county salvage committee, appealed to householders to take an inventory of their scrap, "Your old washing machine, worn-out garden tools or old water heater boiler might be the deciding shot to hurl at the Japs in the war," he said.

The families of servicemen at Jefferson Barracks did their part during these scrap metal drives. Not only did they search through their houses for scrap and create a huge pile in the center of the parade grounds, but managed to include in the pile the old gun barrel fence that had surrounded the old "Grant House" former residence of the Ordnance Section commander and his family. Col. John A. Kress had the fence constructed from old Civil War musket barrels with the bayonets still mounted on top. It had been over 185 yards in length, but only the original entrance was left standing. An old World War I tank that had always been a popular relic for children also found its way into the scrap pile.

Gas rationing didn't officially begin until December 1, 1942. Traffic dropped by as much as 50 percent as St. Louisans turned to car pooling and public transportation. County residents began moving to the city. About 10 percent of the areas gas stations closed. The decrease in traffic was probably a good thing, since all street repairs had been halted because of the scarcity of cement. The night before the order went into effect, gas stations were swamped with cars wanting one last fill-up. At the same time that gas rationing went into effect, fuel oil rationing also began. City high school math students were enlisted to compute the complicated formulas for the 35,000 fuel oil users in the area. Each of the high schools received 3,500 cases and each computation was said to take 30 minutes.

The moment war was declared; the army announced that it needed five million men in uniform. Another million were needed for the Army Air Corps, the Navy and Marines. When the armed forces recruiting offices at the Federal Building on Market Street opened on December 8, lines of hopeful enlistees were waiting. Col. E.N. Frakes said it was a "big day" for the Army. Across the nations millions of men were needed at once and draft boards were not yet well enough organized to respond quickly. America had an urgent need especially for pilots and aviation cadets. Only 3,000 combat planes were available in December 1941; the United States needed ten times that many. A Curtiss-Wright spokesperson said that within a month, the company "will be producing so many planes we won't know where to put them: AT-9 trainers, C-46 cargo transports, and Navy SNC-1 combat trainers.

The *Star-Times* of December 8 reported that recruiters were met by nine to ten times the normal number of young men wanting to enlist. Col. Frakes reported that 150 men had applied for enlistment by Monday noon. Frakes announced that the Army recruiting office would remain open from 8 a.m. to 10 p.m. until further notice in order to handle the rising ride of applicants.

Lt. Commander Buell F. Brandt, officer in charge of the Navy recruiting station, announced that some 100 applicants had applied by noon and that some of the first men to sign enlistment applications in the morning would be among a group to be shipped to the Naval Training Station at San Diego, California, that night.

Capt. John A. Tebbs reported that fifty to sixty men had filled out applications at the Marine recruiting office. And Lt. Commander John W. Geppert, senior member of the Naval Aviation Cadet Selection Board, issued an urgent appeal for volunteers to

swell the ranks of the nation's naval aviators. Unmarried men between the ages of 20 and 27, with at least two years of college, were urged to apply.

St. Louis draft board officials appealed to all men 28 years old or more, registered for selective service, to keep their local draft board informed of their whereabouts. Clerk John F. FitzGibbon of Board No. 5, declared that "this is an increasingly serious matter now that war has been declared."

Beginning in early February all men between the ages of 21 and 44 were required to register for the draft. Later the age limit was dropped to 18. In St. Louis 80,600 men responded to the first call. After they were given numbers, they waited for the "fishbowl lottery" which determined the order or call-up.

The First Infantry, Missouri Military Reserve Force, which was established as a reserve force when the 138th Infantry of the National Guard was inducted into Federal service, opened a recruiting office at 403 Olive in order to increase its strength from 800 to a war-time force of 2,000 men. The first volunteer was Edward W. Burkhardt, Jr., a 36-year-old son of MSgt. Edward W. Burkhardt, who had been in the National Guard for 45 years. Junior had served in the National Guard from 1921 to 1936. He declared that he was re-enlisting for a 3-year period because of the danger confronting his country. The son, who wasn't married lived with his father at the armory. Col. Ethan A.H. Shepley, officer in charge of the recruiting office, was flooded with applicants, so many that he had to close the office until he could get help with the paper work. Shepley placed the men of the 1st Missouri on "semi-alert" and instructed them that they could not leave the metropolitan area without special permission from regimental headquarters. More than 100 men enlisted for service in the regiment on Monday, December 8.

By Wednesday, December 10, enlistments at the Federal Building for service in five branches of the United States armed forces since Monday totaled 592 out of 2,308 applications. Enlistments in the previous 24 hours totaled 293 out of 1,194 applications. Col. Frakes reported that 350 applicants appeared at the recruiting office on Tuesday. Of that number, 60 men were accepted. The others were rejected for various reasons or could not be handled at that time. He said that about twenty were waiting outside the office before the 8:00 a.m. opening that morning.

Lt. Commander Brandt reported that 344 applicants were examined on Tuesday, of whom 115 were accepted. About 125 were waiting in line that morning. Brandt reported that most were rejected for physical deficiencies.

At the Marine recruiting office Capt. Tebbs reported that preliminary examinations were given to 175 applicants on Tuesday and 62 were accepted.

Boatswain's Mate J.P. Hancock, recruiting officer for the Coast Guard, reported that 50 youths tentatively were accepted on Tuesday out of about 200 applicants.

Lt. Commander Geppert reported that 125 men had inquired as to enlistment on Tuesday. Of that number 14 were given examinations and six were found acceptable. Since Monday, 14 young men of 36 examined had qualified for training.

The December 11 issue of the *Post-Dispatch* reported that 3,016 men had applied for enlistment and of that number 876 had been accepted. The *Post* went on to report that at Jefferson Barracks, where local applications for service in the Army Air Corps were handled, that a 700 percent increase in the number of applications was noted since Monday. The office in charge said that 40 applicants had received a preliminary examination since Monday. Unlike the other services, acceptance cannot be immediately announced as each applicant must await a series of examinations by a traveling aviation cadet board which meets at intervals at the various military posts. It was on this date that a temporary Post Aviation Cadet Examining Board was established in order to handle the increased applications. Major Merlin I. Carter became president of the board of five officers. This Board became permanent on January 1, 1942, and Lt. Col. Eugene N. Frakes, recruiting officer for St. Louis succeeded Carter as president of the Board. As the number of applicants continued to increase, averaging over 300 per week in early 1942 it became necessary to limit the Board's functions to the processing of enlisted men of Jefferson Barracks. Frakes returned to his duties in St. Louis and Major Walter R. Lindersmith was assigned as Board president. Approximately 20,000 men were processed for various types of air crew training during 1942, and about a third of this number were approved and sent to school on the basis of physical and mental tests and oral interviews conducted by the Board.

Perhaps no greater testimonial to the patriotism of the average American can be recorded that the fact that within 36 hours after Pearl Harbor more than 30 deserters, some of whom had deserted years before, surrendered at Jefferson Barracks and requested that they be reinstated in the Army. Within three weeks this number had increased to ninety. The *Jefferson Barracks Hub* reported that most of the ninety deserters had become bored with the routine of army existence in peace time and had "gone over the hill," while the remainder were guilty of minor offences. Deserters from posts in New York, Michigan, California, Washington, New Jersey, Virginia, Louisiana and other states had surrendered either to military police in downtown St. Louis or came to the gates of the Barracks where they explained their status to the guards. "When they're brought up here," Capt. F.H. Lewis, police and prison officer, said, "they give me their name and history and state they are relieved because their desertion has worried them. They say they want to do their duty now."

As the last semblance of civilized warfare was cast to the winds on Sunday, December 7, 1941, the activity at Jefferson Barracks was just beginning and at a frenetic pace and it wouldn't slow down much for the next four years. The night of December 7, 1941, was a sleepless one at Jefferson Barracks as no chances could be taken with possible subversive elements. Alert forces were rushed from the post to various plants and strategic locations around the St. Louis area.

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Pvt. Ray Steckler stood guard at the entrance to the Union Electric sub-station at 6441 Page Avenue in Wellston. When

questioned by a *Star-Times* reporter Pvt. Steckler wouldn't reveal how many men from J.B. were on guard at the sub-station, but did say they had arrived that day at 3:00 p.m. Photographers photographed troops guarding the Daniel Boone Bridge over the Missouri River.

All furloughs, leaves, and delays-in-route for soldiers and cadets at Jefferson Barracks and Scott Field were cancelled by the War Department. Guards at both local army posts were increased and additional limitations put on visitors. No civilians, except construction workers and civil service employees were allowed on post. Lt. Col. Raymond Brown, Jefferson Barracks commanding officer, reported that all permanent passes, which some of the soldier's held, had been cancelled and the issuance of evening passes was limited to 25 percent of the enlisted personnel of any unit at one time. All Class A and B passes were cancelled but men and officers living off post were permitted to leave each night. These men living off post had to show a special pass indicating they had permission to live off post to guards at the gates. By the first of the year, 1942, new rules regarding passes had gone into effect. Non-commissioned officers and privates first class received Class A passes, entitling them to leave the post from retreat to reveille. However, the pass holder had to sign out in his orderly room. Privates received a new type Class C pass, entitling them to leave the post from retreat to 1 a.m., but only half of the privates in an organization could hold the passes at one time. Upon returning to the post, the private reported to his orderly room and surrendered the pass. Attached men, all men in training, were not issued passes, except in emergencies, until they had completed recruit training, and then they were placed in the same status as assigned privates.

Col. Brown also reported that no enlisted men would be discharged except for physical disability, conviction of a felony by a civil court or dependency.

Armed post guards halted all trucks and cars between 11 p.m. and 6 a.m. These guards also asked all civilian employees and others entering the post on business to show their passes. During the first 24 hours after the increased alert had gone into effect the guards fired at vehicles on two separate occasions when the drivers of these vehicles failed to stop at their command. Early Tuesday morning guards fired at a milk truck when the driver failed to stop when commanded to do so near the Post Exchange. Sunday night, guards at the south border fired at a car which turned off on a dirt road when they flashed their lights at its approach. The driver said he didn't understand their command to stop. Neither driver was hurt

Jefferson Barracks' population steadily increased almost from the minute war was announced. The *Hub* published every Saturday reported in the first issue after December 7, that "the number of new troops arriving daily is growing. Trucks are constantly rumbling through the post, going to or from mess halls for food for guards posted in and near St. Louis at defense plants, bridges, and vital areas." A battalion of troops from Fort Leonard Wood arrived on Wednesday, December 10, and encamped in the North Tent Area. These troops arrived to assist J.B. soldiers in guarding the vital areas around St. Louis.

Civilian employees at Jefferson Barracks noticed a difference immediately after December 7 as all officers and enlisted men were ordered to war uniforms at all times. This included any time they were allowed off post.

Jefferson Barracks had been gearing up for the possibility of war for some time, particularly during most of 1941. A little background information is useful in understanding Jefferson Barracks' role immediately after December 7 and throughout World War IUI. The 6th Infantry had occupied Jefferson Barracks for many years. As a matter of fact the 6th had called Jefferson Barracks home since first coming to the post in 1827, but on July 5, 1940, the 6th Infantry was ordered to prepare for the permanent evacuation of the post. Then on August 6, Col. Crea departed J.B. with the 1st and 3rd battalions of the 6th Infantry for Fort Knox, Kentucky, and on August 12 Major Cyril B. Spicer left with the 2nd battalion for Fort Benning, Georgia. The Adjutant General issued instructions on August 23 that Jefferson Barracks was to be made available to the Air Corps for the training of recruits in accordance with General H.H. Arnold's request for space to house approximately 6,000 recruits enlisted in an intensive recruiting program to be instituted by the Army Air Corps. At the time Jefferson Barracks consisted of permanent barracks for 1,550 men and a hospital area with 151 beds.

Lt. Fred H. Pritchard arrived on September 3, 1940, with the 11th School Squadron of the Air Corps from Scott Field. Jefferson Barracks had been converted into an Air Corps Replacement and Training Base, the first such post in the United States.

To be continued in the next edition.

Information for this article came from the following sources:

Jefferson Barracks World War II unit histories on microfilm in the Jefferson Barracks library.

St. Louis at War by Betty Burnett

Guarding the Daniel Boone bridge immediately after December 7, 1941



