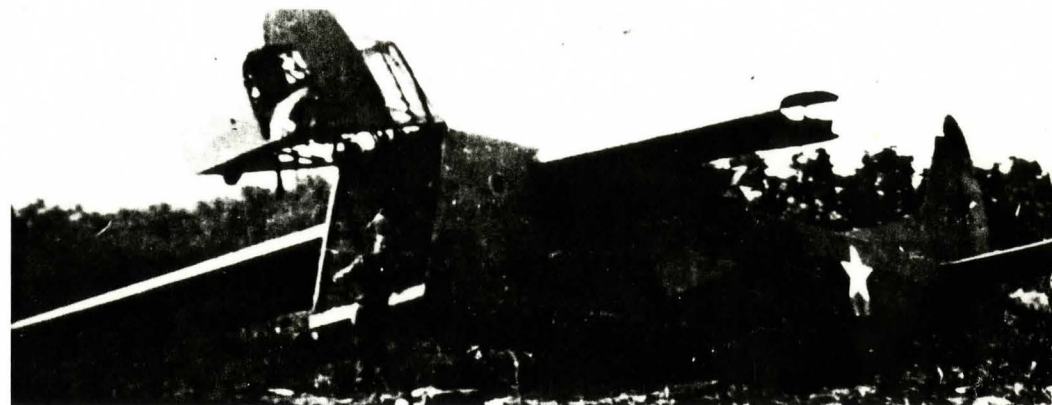


The Anti-Tank Co. and the Southern France Campaign

On July 15, 1944, the 442d's Anti-Tank Company was detached and sent to join the First Airborne Task Force south of Rome. After a brief training period, the Anti-Tank Company, led by Capt Louis A. Ferris, became an "instant" glider company, and took off. With newly acquired jeeps and heftier British six-pounders, the Anti-Tank Company on 15 August glided to a landing on the coast of southern France at Le Muy. The landings were rough. Ten men were injured, and 1 jeep and 1 trailer were wrecked. At Le Muy, they set up roadblocks in support of the 517th Parachute Regimental Combat Team, which had preceded them.

Two days later, they were relieved by elements of the 36th and 45th Divisions . . . then back into action. On 18 August, the Anti-Tank Company moved toward the Franco-Italian border and fought the enemy in his defenses around Col de Braus overlooking the border town



of Sospel, France. These were reduced by early September. On 11 October, the Anti-Tank Company went into rest, and would rejoin the Combat Team in time to assist in the "Lost Battalion" rescue yet to come.

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- 6TH ARMY GROUP, FRANCE—As the "tank-killers" that helped pave the way for many an Allied victory, an anti-tank company of the courageous 442d Japanese-American Infantry Regiment is biding its time in the French Alps along the Franco-Italian border until it can take another swipe at the enemy.

Holding defensive positions in the towering Alps along Lt Gen Jacob L. Devers' 6th Army Group front, the anti-tank company could easily rest on its laurels — but it isn't. In some parts of the Vosges Mountains near the German border — where the snow and wooded terrain made tank warfare impossible — its men were pressed into service as litter bearers, ammunition and supply carriers, and even as front-line infantrymen. A similar situation exists in the French Alps, where these self-styled "tank-

killers" are contributing greatly in hazardous mountain warfare.

After the successful drive northward in Italy, the company was attached to an airborne task force for the invasion of Southern France. On D-day it was towed over the coast of France in two teams of 18 and 26 gliders, and released. Despite an unexpected dispersal of gliders in the landings, the first guns were placed ready for action in less than an hour. For two days it held its position until it was relieved by the seaborne divisions which pushed inland and made contact.

Every member of the anti-tank company wears the Combat Infantryman's Badge for exemplary conduct under fire and the Glider Badge for action as gliderborne troops.

STARS AND STRIPES

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By 21 November 1944, all units of the 100/442 Regimental Combat Team had closed in at an assembly area near Nice, France, on the Riviera. The 100th arrived first and were ensconced in the choice spot, the Riviera sector; the 3d drew the central area, Sospel and environs; the



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- The 442d Regimental Combat Team is probably the only infantry unit in history to capture an enemy submarine, Robert O'Brien reported in his *San Francisco Chronicle* column on Oct. 13.

O'Brien quoted Capt Thomas E. Crowley, an officer with the 442d in Italy and France.

According to the story told by Capt Crowley to O'Brien:

"This rather fantastic action took place about a month after the 442d participated in the heroic rescue of the Lost Battalion



Combat Engineer
Company c
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at "Firing"
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"Go for Broke" tank-killers of the 442nd Infantry's gliderborne contingent demonstrate how to engage targets of opportunity. (John Alicki)



Glider assault wings made on the Riviera for AT crews of the 442nd Infantry Regiment, the design incised into sterling silver.

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