

Ronald Reagan Presidential Library  
Digital Library Collections

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**Collection:** Administrative Office, White House Operations:  
Records, 1981-1989

**SERIES:** IV: PURCHASING

**Subseries:** B: Presidential Gifts and Mementos

**Folder Title:** Normandy Trip Mementos [1984]

**Box:** PU 4203

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# WITHDRAWAL SHEET

## Ronald Reagan Library

**Collection Name** ADMINISTRATIVE OFFICE, WHITE HOUSE  
OPERATIONS: RECORDS

**Withdrawer**  
AM 5/21/2024

**File Folder** NORMANDY TRIP MEMENTOS [1984]

**FOIA**  
S24-9913/01  
SYSTEMATIC

**Box Number** PU 4203

1

DOC NO	Doc Type	Document Description	No of Pages	Doc Date	Restrictions
1	NOTE	TO: JOHN FROM: BLAIR [PARTIAL]	1	6/1/1984	B7(E) B7(F)
2	NOTE	DISTRIBUTION [PARTIAL, PAGE 1 ONLY]	1	ND	B7(E) B7(F)
3	NOTE	NORMANDY PLAQUETTES [PARTIAL]	2	ND	B7(E) B7(F)
4	NOTE	LIST [PARTIAL, PAGE 1 ONLY]	1	ND	B7(E) B7(F)
5	NOTE	TO: JOHN FROM: BLAIR [PARTIAL]	1	6/1/1984	B7(E) B7(F)

Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]

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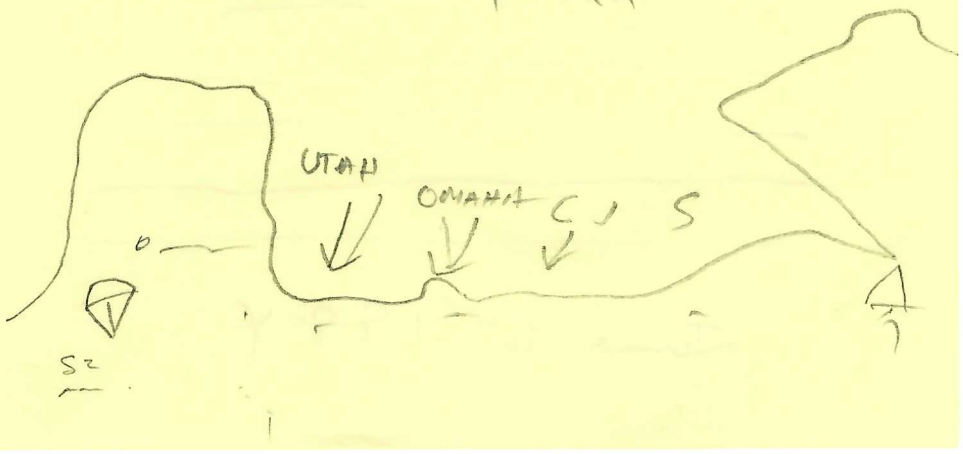
B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]

B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

ALLIED INVASION LANDINGS AT NORMANDY

June 6, 1944





TH TV - \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

June 6 1984



# MEDALLIC ART COMPANY

Old Ridgebury Road

P.O. Box 857

Danbury, Connecticut 06810

(203) 792-3000

PAGE 1

# MEDALLIC ART COMPANY

Old Ridgebury Road

P.O. Box 857

Danbury, Connecticut 06810

## STATEMENT

COMP	CUSTOMER	NAME	DATE
149810600	THE WHITE HOUSE ATTN: BLAIR DOWNING 1600 PENNSYLVANIA AVE WASHINGTON DC 20510		7/06/84

COMP	CUSTOMER	DATE
149810600		7/06/84

THANK YOU FOR YOUR BUSINESS  
Medalist to America Since 1900

DATE	TRANSACTION	INVOICE NUMBER	CASH RECEIVED ADJUSTMENT NO	DISCOUNT	AMOUNT	DATE	TRANS.	INVOICE NUMBER	ADJUST NO.	AMOUNT
6/05/84	INVOICE	77473		70.67	7,349.50	6/05/84	INV	77473		7,349.50
6/05/84	INVOICE	77503		5.57	629.00	6/05/84	INV	77503		629.00
6/18/84	INVOICE	77723		.52	52.20	6/18/84	INV	77723		52.20
7/06/84	SRVC CHG			.00	119.68	7/06/84	SC			119.68

TERMS: 1% 10 Days, Net 30

SHIPMENT: F.O.B. Our Plant

PLEASE PAY THIS AMOUNT

TOTAL DUE

8,150.38

SVC/ON 7978.50 @ 18.0% APR

**SERVICE CHARGE CALCULATED ON BALANCE OF 7,978.50 @ 18.0% APR**

The company will charge interest at the rate of one and one half percent per month on any unpaid balance remaining open after 30 days.

REFLEX®  
MOORE BUSINESS FORMS, INC.  
PATENTED

MEMORANDUM

THE WHITE HOUSE

WASHINGTON

1984 JUN 26 AM 10:37

DATE: 6/21/84

FOR: FREDERICK K. BIEBEL

FROM: JOHN F. W. ROGERS  
ASSISTANT TO THE PRESIDENT FOR MANAGEMENT  
AND ADMINISTRATION

SUBJECT: AUTHORIZATION FOR PAYMENT

COMPANY: Medallie Art Co.  
Old Ridgebury Rd.  
P.O. Box 857  
Danbury, Conn. 06810

CHECK PAYABLE TO: Medallie Art Co.

AMOUNT: \$8,030.70

PURPOSE: Presidential mementos-medallions-European trip (Normandy)

Date	Invoice	Item	Quantity	Amount
		See attachment		

To be paid by/from: RNC

Authorized by: *Margaret R. Tutin*  
(signature of approving official)

Date sent for payment: 6/27/84

COMMENTS:

84 JUN 27 AM 10:37  
THE WHITE HOUSE  
ADMINISTRATION





# MEDALLIC ART COMPANY

Old Ridgebury Road  
 P.O. Box 857  
 Danbury, Connecticut 06810  
 Medalist to America Since 1900

(203) 792-3000

INVOICE	PAGE
77473	1
DATE	
6/13/84	

SOLD TO

THE WHITE HOUSE  
 ATT:BLAIR DOWNING  
 1600 PENNSYLVANIA AVE  
 WASHINGTON, DC 20510

SHIP TO

THE WHITE HOUSE  
 ATT:BLAIR DOWNING  
 1600 PENNSYLVANIA AVE  
 WASHINGTON, DC 20510

CUSTOMER NO.	SHIP VIA	ORDER NO.	SLS. NO.	REFERENCE NO.	TERMS	
1-49810600		C032390	15100	DOWNING	1/10 NET 30	
ITEM NUMBER	DESCRIPTION	U/M	QUANTITY SHIPPED	QUANTITY BACK ORDERED	UNIT PRICE	AMOUNT
	PRESIDENT REAGAN/NORMANDY					
01325	3-1/4" x 2-1/8" BRONZE MEDAL STANDARD EDGEMARK MEDIUM OXIDIZED	EA	154		29.800	4,589.20
01325	3-1/4" x 2-1/8" SILVERPLATED MEDAL W/STANDARD EDGEMARK	EA	20		42.100	842.00
80269T	LEATHERETTE CASE - BLUE RECTANGLE SHAPED WELL	EA	174		5.000	870.00
99999	TOOLING CHARGES	EA	1		1,375.000	1,375.00
	SHIPPING CHARGES					354.50
TOTAL WEIGHT	NET SALES AMOUNT	TRADE DISCOUNT	MISCELLANEOUS CHGS.	TAXES	TERMS DISCOUNT	AMOUNT DUE
	7,676.20		354.50			8,030.70

*Betty,  
 This shipment was  
 received and the invoice  
 should be paid  
 RBD  
 6-21-84*



# MEDALLIC ART COMPANY

Old Ridgebury Road  
P.O. Box 857  
Danbury, Connecticut 06810

PAGE

1

(203) 792-3000

# MEDALLIC ART COMPANY

Old Ridgebury Road  
P.O. Box 857  
Danbury, Connecticut 06810

COMP	CUSTOMER	NAME	DATE
149810600	THE WHITE HOUSE		6/05/84

ATTN: BLAIR DOWNING  
1600 PENNSYLVANIA AVE  
WASHINGTON

DC 20510

## STATEMENT

COMP	CUSTOMER	DATE
149810600		6/05/84

THANK YOU FOR YOUR BUSINESS  
Medalist to America Since 1900

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6/05/84	INVOICE	77503		5.57	629.00	6/05/84	INV	77503		629.00

MEDALLIC ART CO. WILL BE  
CLOSED FOR VACATION FROM  
JUNE 30 THRU JULY 15, 1984

7,978.50	.00	.00
.00	.00	7,978.50

TERMS: 1% 10 Days, Net 30

SHIPMENT: F.O.B. Our Plant

PLEASE PAY  
THIS AMOUNT

<b>TOTAL DUE</b>
7,978.50

Failure to object to the accuracy of this statement within 30 days of receipt shall be deemed to be an accord and an acceptance of same as stated.  
The company will charge interest at the rate of one and one half percent per month on any unpaid balance remaining open after 30 days.



**PACKING ENCLOSURE**

Check Contents Carefully - No Claims for Adjustments Made After 5 Days from Date of Shipment.

Regular Invoice Follows by Mail

**SHIPPING MEMORANDUM**

FROM

**MEDALLIC ART CO.**

OLD RIDGEBURY ROAD

DANBURY, CONNECTICUT 06810

**S 74715**

Date 5/30/84 19

Shipped to

Blair Downing

Address

The White House  
Wash DC

VIA	PREPAID	COLLECT	CHARGES	ORDER NO.
<u>Fed</u>	<input checked="" type="checkbox"/>		\$	<u>6190</u>

QUANTITY	DESCRIPTION	WEIGHT
<u>10</u>	<u>3 1/4 x 2 1/8</u>	
	<u>S/P in Spec Cases</u>	
<u>8</u>	<u>" B</u>	
	<u>same as above</u>	
		<u>16 lbs</u>

CHECKED BY	COMPLETE SHIPMENT <input checked="" type="checkbox"/>	PARTIAL SHIPMENT <input type="checkbox"/>	PACKED BY <u>VWV</u>
------------	---	---	----------------------

PRINTED BY THE STANDARD REGISTER COMPANY, U.S.A.

**PACKING ENCLOSURE**

Check Contents Carefully - No Claims for Adjustments Made After 5 Days from Date of Shipment.

Regular Invoice Follows by Mail

**SHIPPING MEMORANDUM**

FROM

**MEDALLIC ART CO.**

OLD RIDGEBURY ROAD

DANBURY, CONNECTICUT 06810

**S 74645**

Date 5/25/84 19

Shipped to

The White House

Address

Blair Building  
Wash D.C.

VIA	PREPAID	COLLECT	CHARGES	ORDER NO.
<u>Fed (sat)</u>	<input checked="" type="checkbox"/>		\$	<u>32390</u>

QUANTITY	DESCRIPTION	WEIGHT
<u>150</u>	<u>3 1/4 x 2 1/8</u>	<u>0</u>
	<u>Spec Cases # 63 203</u>	
<u>10</u>	<u>" " S/P</u>	
	<u>same</u>	
	<u>2 Pkg 80 per 65 lb</u>	

CHECKED BY	COMPLETE SHIPMENT <input checked="" type="checkbox"/>	PARTIAL SHIPMENT	PACKED BY <u>M.W.</u>
------------	---	------------------	-----------------------

PRINTED BY THE STANDARD MESSAGES COMPANY, U.S.A.

# WITHDRAWAL SHEET

## Ronald Reagan Library

*Collection Name*

ADMINISTRATIVE OFFICE, WHITE HOUSE OPERATIONS:  
RECORDS

*Withdrawer*

AM 5/21/2024

*File Folder*

NORMANDY TRIP MEMENTOS [1984]

*FOIA*

S24-9913/01  
SYSTEMATIC

*Box Number*

PU 4203

1

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<i>DOC</i>	<i>Document Type</i>	<i>No of</i>	<i>Doc Date</i>	<i>Restric-</i>
<i>NO</i>	<i>Document Description</i>	<i>pages</i>		<i>tions</i>
1	NOTE	1	6/1/1984	B7(E)
	TO: JOHN FROM: BLAIR [PARTIAL]			B7(F)

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- B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

THE WHITE HOUSE  
WASHINGTON

June 1, 1984

John,

Here is the final distribution list for the Normandy medallions.

15 JFWR  
10 MKD (for President's use)  
10 Advance  
24 Military  
70 for placement on helicopter seats  
[REDACTED] Secret Service  
5 Zanatta  
3 Speechwriters (Noonan, Dolan, & White)  
=  
[REDACTED] TOTAL

This is of course for the bronze medallions only. I am presently holding the 10 for Advance, the [REDACTED] for Secret Service, the 3 for the speechwriters, and 7 of yours.

Don't forget that you promised Linda and Kathe one.

F.Y.I. - I talked to Matt Caulifield this morning and he said that John Nettles would take care of the placement of the medallions on the helicopter instead of Maj. Metzger.

*Blain*

B7e  
B7f

Instructions for Distribution  
of  
Normandy Medallions

There are one hundred seven (107) Normandy Medallions in this and a companion box designed to be given to the people participating in the President's trip to Normandy on June 6, 1984. The Medallions should be placed on the seats of the four helicopters before they depart from Winfield. Most seats should have a medallion on it with the following exceptions.

I. There are eight (8) medallions with names on the boxes. It is important that these boxes are placed on the specific seats assigned to these individuals.

II. The following individuals should not have a medallion placed on their seat as they have previously received one. They are President and Mrs. Reagan, Miss Tutwiler, Mr. Darman, and Mr. Fielding.

III. U.S. Secret Service Agents should not have a medallion on their seat as other arrangements have been made for their distribution.

IV. The flight crews of each helicopter should each receive a medallion. Distribution of medallions to other military personnel should be guided by the attached list provided by Col. Caulifield. (This list may include some members of the helicopter flight crews.) Twenty-four (24) medallions have been allotted for distribution to all military personnel including flight crews.

V. Five (5) wrapped medallions are included to be given to the Zanatta family who will be present at the ceremonies in Normandy. The military is coordinate the presentation of these medallions.

Please note that Advance personnel on the ground in Normandy will be receiving their medallions in another manner. Thank you very much for your help.

N.B. Since there are two boxes, this instruction sheet will be placed in each of the boxes. Both boxes are addressed to John Nettles in London.



*Blair,*  
*If too many, please let me know*  
*here*

046

\*\*\*\*\*U N C L A S S I F I E D\*\*\*\*\*

TSF093  
PP WTE  
DE WTE17 #0008 1520948  
P 310948Z MAY 84  
FM MILITARY OFFICE LONDON//MAJ METZGER//  
TO MILITARY OFFICE WASHINGTON //COL CAULFIELD//  
ZEM  
UNCLAS  
SUBJECT: COMMEMORATIVE MEDALLION FOR NORMANDY

REFERENCE PHONECON OF 233029MAY 84

1. IN ACCORDANCE WITH OUR CONVERSATION I PURPOSE THE FOLLOWING  
MILITARY PERSONNEL BE ISSUED THE NORMANDY COMMEMORATIVE  
MEDALLION:

- MAJ PETER T. METZGER, USMC
- LTC BRUCE A. GORTON, USA
- \*LTCOL KEITH J. URBACH, USAF
- SSGT DEBORAH BERNERO, USA
- LTC CHARLES F. BROWER, IV, USA
- LTCOL TERRANCE R. DAKE, USMC
- LTCOL RICHARD E. PEASLEY, USMC
- MAJ ALFRED L. PERRY, USMC
- MAJ DAVID M. LUMSDEN, USMC
- MAJ FREDERICK J. GEIER, USMC
- LCDR EDWARD C. BARGER, USN
- MAJ ROBERT T. BARCOCK, USA
- LCDR JOHNNIE C. MOORE, USN
- CW3 ROBERT T. SCHMIDT, USA

*PLUS 4 ENLISTED 'OUTSTANDING PERFORMERS' TO BE DETERMINED & JOHN NETTLES*

\*INDICATES THAT LTCOL URBACH IS NOT ASSIGNED TO THE WHITE HOUSE  
BUT IS TRAVELING WITH THE CORE GROUP.

*TOTAL (20)*  
*R*  
*WFE*

2. I AM PREPARED TO PROVIDE A LIST OF 200 PLUS MILITARY OFFICE  
NAMES IF PERMITTED TO DO SO, WILL WAIT FURTHER GUIDANCE.

#0008  
NNNN

\*\*\*\*\*DISTRIBUTION\*\*\*\*\*

ACTION:  
MILOFC--OPR--(1)

GUIDE#:0050

PSN:002075  
CSN:TSF 093 PAGE 01 OF 01 TOR:152/1017Z DTG:310948Z MAY 84

\*\*\*\*\*U N C L A S S I F I E D\*\*\*\*\*

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B7c  
B7c

Distribution

- 15 - JFWR
- 10 - ~~██████~~ MKD (for President's ass)
- 10 - Advance
- 24 - Military
- 70 - for placement on helicopter seats
- ██████ - Secret Service
- 5 - Zarnatta family
- 3 - Speechwriters (Moore, Dolan, & White)
- ██████

I am presently holding the 10 for Advance, the ██████ for Secret Service, the 3 for the speechwriters, and ~~the~~ 7 of yours.

Don't forget that you promised Linda and Kathie one. I would also suggest one for Karen Broome even though she won't be at Normandy because of the help she gave me in trying to figure out the helicopter manifests.

① Medallions - Silver with names  
should be placed by name  
These on prim. sent to Pres.  
Do not leave medallion in  
following seats - Farm & Fielding  
& Trivoler - They have already  
received their medallion.

② Do not have any medallions  
for the Secret Service. They  
will receive theirs separately.

③ 5 unwrapped medallions are for  
the Zarate family.

④ — are for military on  
the attached list

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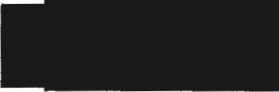
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B7e  
B7f

Normandy Pilgrimages

~~20 silver - JFWR~~  
10 bronze - JFWR  
10 " - Advance  
24 " - Military  
92 " - Seats on Helicopters  
5 " - Family (Zanatta)  
141  
3 " - Speech writers + researchers  
144

 Secret Service 

8 Assistants to the President  
50 other passengers on Marine One

B7E  
B7A

- ✓ 15 - JFWR
- ✓ 10 - Advance
- (24) - Military

~~██████████~~

- ✓ ██████ - Secret Service

██████

- (70) - Seats on Helicopters

- (5) - Zanata family

██████████

- (13) - Speechwriters

██████████

- (10) - Deaver

██████████

10 DEAVER

Instructions for Placing of  
Medallions

John Nettles - London

THE WHITE HOUSE  
WASHINGTON

- 1 Baker SP
- 2 Deaver SP
- 3 McFarlane SP
- 4 ~~Darman SP~~
- 5 ~~Fielding SP~~
- 6 Hickey
- 7 McManus
- 8 Speaks
- 9 ~~Meese in London~~
- 10 ~~JR~~
- 11 ~~Trotter~~
- 12 ~~President~~

2 silver - John - <sup>President</sup> ~~President~~ & ~~President~~

4 bronze - John

↓ 2 bronze - John per Linda 5-30-84

2 bronze - Tutu

1 bronze - Sam.

Mary Engles

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B7e  
B7f

main One -



M/R  
TAB  
SR

Fix. Mil. Aide  
Dr. Ruge

Nighthawk II -



MKD  
McFar  
WHCA Trip  
medic. off.

Nighthawk III -



Dr. Field  
Pickay  
McMann  
Speck  
Sithman

But  
Roos.  
of  
Kim H  
Tutw.

Press Helicopter - 34

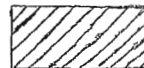
(7 WH staff)

Even  
Saitz  
Hugher  
as born

WH Advance Office:

10

~~Jim Kahan~~  
~~Steve Hart~~



3 Branette  
(5) for 2 Mem } families  
for Pres. to Present

on file

Speechwriters - 3 (Neenan, Dolan, Elliott) > Kim White - Researcher for both

White House Staff (excluding Advance)

Advance (on the ground=x, traveling with=0)

USSS

Military

Speechwriters - Noonan, Dolan, Elliott

5 - Presentation medals for Zareta family

27 - Press

10 - JFWR

Baker

Dawson

McFarlane

Carman

Fielding

Hickey

McManus

Speakes

Mess... - joining in London

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<i>DOC</i>	<i>Document Type</i>	<i>No of</i>	<i>Doc Date</i>	<i>Restric-</i>
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5	NOTE	1	6/1/1984	B7(E)
	TO: JOHN FROM: BLAIR [PARTIAL]			B7(F)

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Freedom of Information Act - [5 U.S.C. 552(b)]

B-1 National security classified information [(b)(1) of the FOIA]

B-2 Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]

B-3 Release would violate a Federal statute [(b)(3) of the FOIA]

B-4 Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]

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B-8 Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]

B-9 Release would disclose geological or geophysical information concerning wells [(b)(9) of the FOIA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

THE WHITE HOUSE  
WASHINGTON

June 1, 1984

B7e  
B7f

John,

Here is the final distribution list for the Normandy medallions.

170 JFWR  
10 MKD (for President's use)  
10 Advance  
24 Military  
70 for placement on helicopter seats  
[redacted] Secret Service  
5 Zanatta  
3 Speechwriters (Noonan, Dolan, & White)

and add

[redacted]

TOTAL

This is of course for the bronze medallions only. I am presently holding the 10 for Advance, the [redacted] for Secret Service, the 3 for the speechwriters, and 7 of yours.

Don't forget that you promised Linda and Kathe one.

F.Y.I. - I talked to Matt Caulifield this morning and he said that John Nettles would take care of the placement of the medallions on the helicopter instead of Maj. Metzger.

OK

Blain



# MEDALLIC ART COMPANY

OLD RIDGEBURY ROAD · DANBURY, CONN. 06810 · (203) 792-3000

DONALD A. SCHWARTZ  
PRESIDENT

May 29, 1984

Mr. R. Blair Downing  
Office of John Rogers  
The White House  
Washington, D. C.. 20500

Dear Blair:

I enjoyed working with you on the anniversary plaquette (the technical numismatic name) for the President's trip to Normandy!

I hope everyone was pleased with it.

One of the interesting and fun parts of our business has always been working on significant commemoratives like this.

Needless to say, we do a much better job when we've got time and therefore, I hope that you will begin to think ahead of opportunities for us to suggest ways to commemorate the activities of the President or design a program to recognize achievement for those who work for him.

Since 1900 our Company has been involved in countless occasions and we feel we've just seen about everything in the way of distinguished items that might be appropriate. We are even pretty good at recommending items that we don't manufacture through our contacts throughout the country with many other manufacturers.

I'll look forward to an opportunity in the not too distant future to visit with you and discuss some ideas that will give you some flexibility and eliminate the risks of the last minute!

Best regards.

Sincerely,

*P.S. Dictated before our chat!*



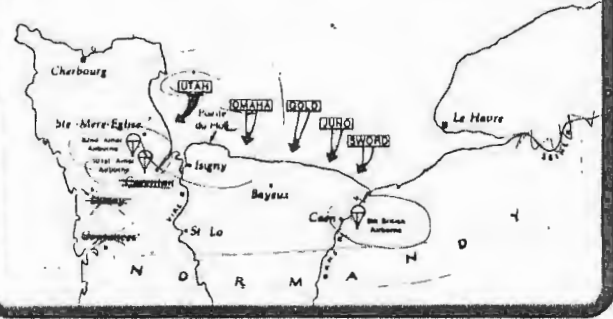
NO 58 OF 4584 24

11



THE TRIP OF  
 PRESIDENT RONALD REAGAN  
 ON THE OCCASION OF  
 THE FORTIETH ANNIVERSARY OF THE  
 ALLIED LANDINGS AT NORMANDY  
 JUNE 6, 1984

ALLIED LANDINGS AT NORMANDY  
 JUNE 6, 1944



RETURN MECHANICAL TO MEDICAL ARTY CO - ATTN ARTY DEPT

NO. 88 OF 1984

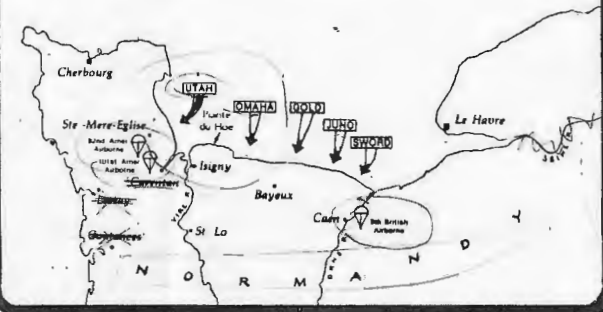
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THE TRIP OF  
PRESIDENT RONALD REAGAN  
ON THE OCCASION OF  
THE FORTIETH ANNIVERSARY OF THE  
ALLIED LANDINGS AT NORMANDY

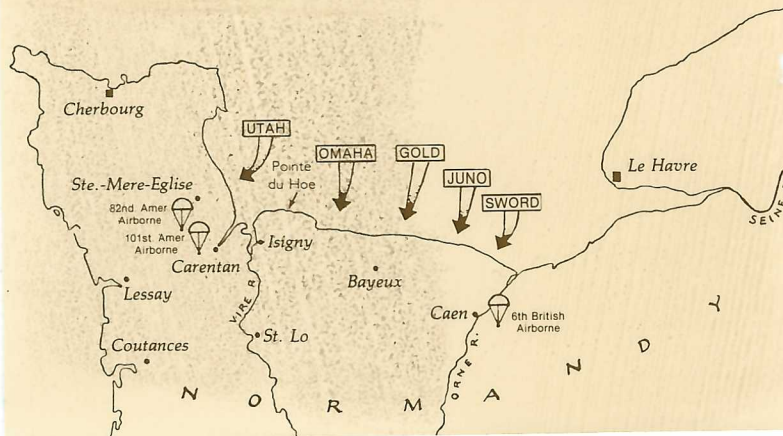
JUNE 6, 1984

ALLIED LANDINGS AT NORMANDY  
JUNE 6, 1944



RETURN MECHANICAL CO MEDALL CO ART CO - AN ART DEPT

ALLIED LANDINGS AT NORMANDY  
JUNE 6, 1944



THE TRIP OF  
PRESIDENT RONALD REAGAN  
ON THE OCCASION OF  
THE FORTIETH ANNIVERSARY OF THE  
ALLIED LANDINGS AT NORMANDY  
JUNE 6, 1984

THE WHITE HOUSE  
WASHINGTON

10 JFWR  
15 Deaver  
90 Number of people traveling  
to the Normandy event  
W.H. and State Advance

36  
+5

10 guys

THE WHITE HOUSE  
WASHINGTON

Don Schwartz called 5/15/84  
re: cost of medallions if  
we increase order.

He said that for 500  
pieces he could bring it  
down to \$27.00. I expressed  
concern over price + he  
offered to shave \$1 off and  
make it \$26.00.

I will talk to him tomorrow.

THE WHITE HOUSE  
WASHINGTON

caho - 694-9212

92 people [Col. Grant] }  
[nice weather] }  
Col. Legg }  
Pointe du Hoc

THE WHITE HOUSE  
WASHINGTON

5-9-84

Ray Caloon called to say <sup>Normandy</sup> project  
is on schedule

general approx costs =

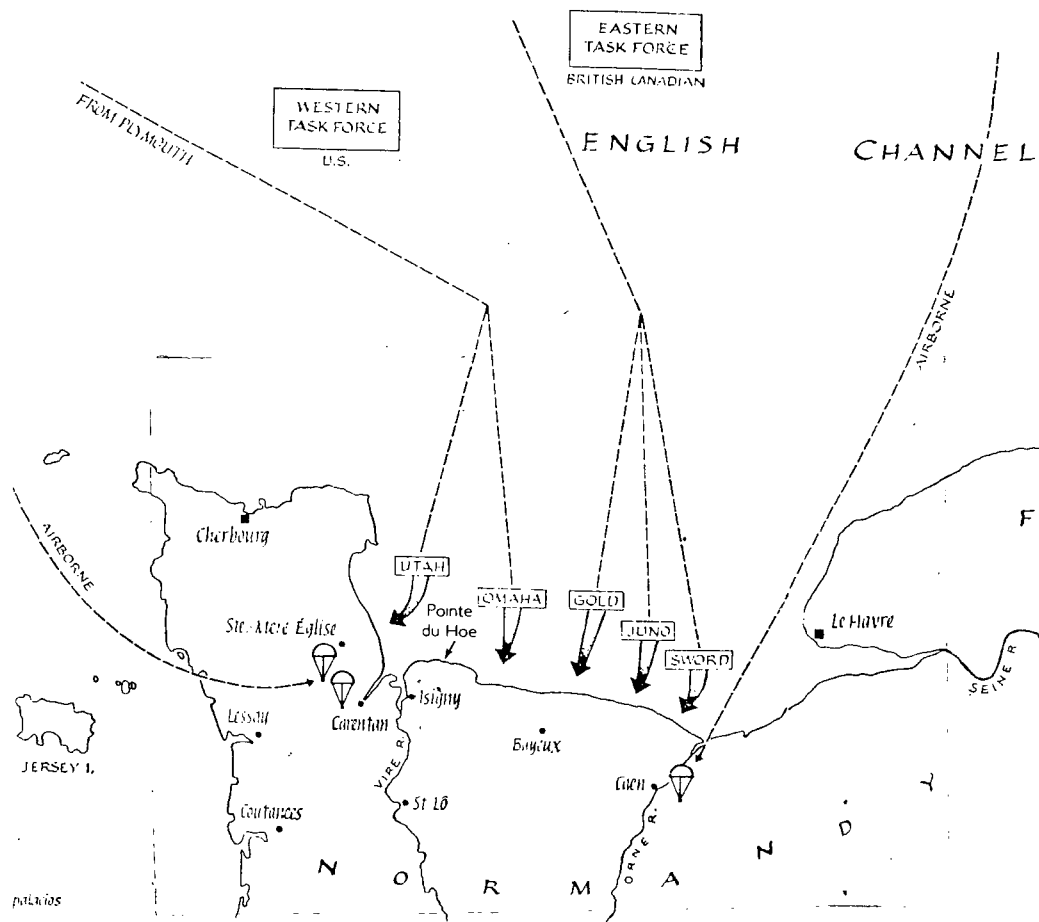
\$1,600.00 for tooling

@ 300 \$24.50 a piece

@ 500 \$20.25 a piece

Don Schwartz will bring  
artwork, packaging, et. al. with  
him for Friday mty.

sounds like total cost will be  
in \$30.00 range



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THE WHITE HOUSE  
WASHINGTON

✓ The 40<sup>TH</sup> Anniversary of the Allied Landings  
at Normandy

June 6<sup>TH</sup> Normandy Landings Commemoration

PRESIDENT RONALD REAGAN'S VISIT  
on the Occasion of  
The 40<sup>TH</sup> Anniversary of the  
Allied Landings at Normandy  
June 6, 1984



THE WHITE HOUSE  
WASHINGTON

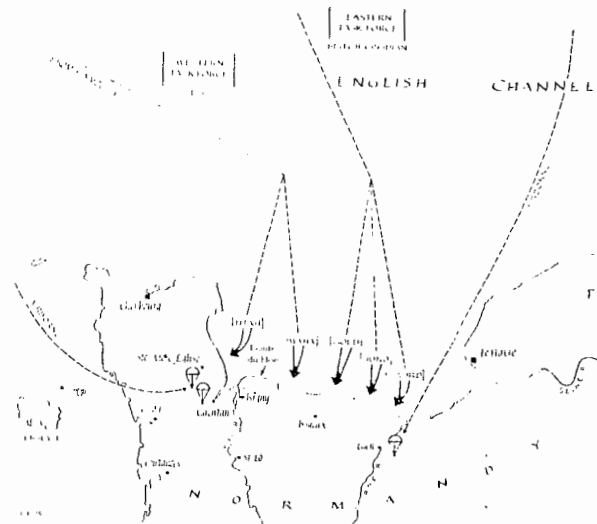
Tina Herzog

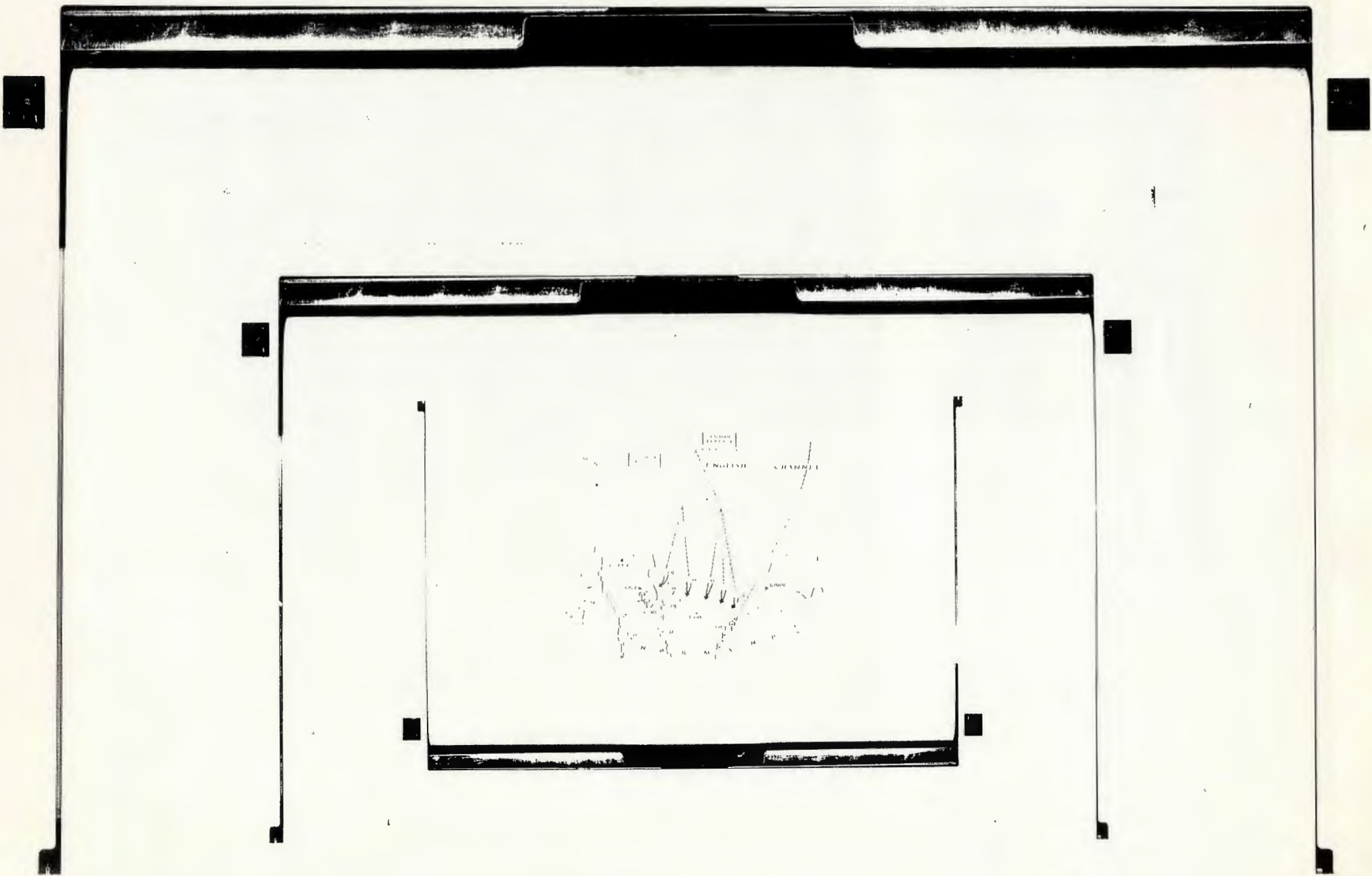
#3624



THE TRIP OF  
PRESIDENT RONALD REAGAN  
ON THE OCCASION OF  
THE FORTIETH ANNIVERSARY OF THE  
ALLIED LANDINGS AT NORMANDY

JUNE 6, 1984





MEMORANDUM  
OF CALL

Previous editions usable

TO:

Blair

YOU WERE CALLED BY-  YOU WERE VISITED BY-

Ty Cobb, NSC

OF (Organization)

PLEASE PHONE  FTS  AUTOVON

5076

WILL CALL AGAIN  IS WAITING TO SEE YOU  
 RETURNED YOUR CALL  WISHES AN APPOINTMENT  
MESSAGE

logistics

Col. Caulfield

(Hickey's off.)

#2150

RECEIVED BY

DATE

TIME

4-20

10:20

63-110 NSN 7540-00-634-4018  
\* GPO : 1983 O - 381-529 (312)

STANDARD FORM 63 (Rev. 8-81)  
Prescribed by GSA  
FPMR (41 CFR) 101-11.6

Hoe

MEMORANDUM FOR THE RECORD  
OF CALL

June 6th

Normandy

Landings

Commemoration

French have just begun

Pointe du Hoe

Utah

Omaha

TIME	DATE	INITIALS
05:01	05-4	

U.S. AIR FORCE HEADQUARTERS  
CAMP BRADLEY, FRANCE  
OFFICE OF THE CHIEF OF STAFF  
AIR FORCE  
OFFICE OF THE CHIEF OF STAFF  
AIR FORCE



were reckoned among the most spirited and reliable troops in the British Eighth Army. Additional forces were raised by conscription and worked under the United States command in the southwestern Pacific, operating against the Japanese.

In home politics the Labour government, in power since 1935 under M. J. Savage, intensified the economic controls it had already begun to operate before the war, when Peter Fraser had set up the framework of a welfare state in 1938. War production increased, but prices remained fairly stable. Fraser succeeded Savage as prime minister in 1940 and held the post till 1949. He played a leading part, as spokesman for the small nations, in the drawing up of the United Nations Charter at San Francisco in 1945. New Zealand by the end of the war had had its ties with the United Kingdom loosened, but not broken; it was somewhat closer to the U.S. and a good deal closer to its nearest neighbor, Australia.

#### NIGHT AND FOG.

See *Nacht und Nebel*.

#### NIMITZ, Chester W. (1885-1966).

American admiral. Appointed commander in chief of the United States Pacific Fleet shortly after the Japanese attack on Pearl Harbor, he was responsible for the U.S. victory at Midway in June 1942 and for the subsequent undermining of Japanese naval power. He was among those receiving Japan's surrender aboard the USS *Missouri* on September 2, 1945.

#### NKVD.

See *Narodnyy Kommissariat Vnutrennikh Del*.

#### NOMURA, Kichisaburo (1877-1964).

An admiral, diplomat and Japanese ambassador to the United States at the time of Pearl Harbor, Nomura abrogated Japan's treaty of commerce with the U.S. as foreign minister in late 1939. Together with Saburo Kurusu, he negotiated with Cordell Hull, the American secretary of state, from April through November 1941. He tried earnestly to avert war without compromising Japan's position on the Asian mainland. Both Hull and Nomura wanted to turn Japan away from the Axis and toward an accommodation with the United States. Nomura's ambiguity and vacillation, which greatly imperiled the negotiations, were caused by his imperfect English, his diplomatic inexperience and the uncertain political climate in Tokyo, and also by his hope of forestalling war by letting the talks drag on as long as possible. This tactic failed when the Japanese government took the Hull note of November 26 as an ultimatum. Through confusion and communications

delays that were symbolic of the entire negotiations, Nomura met with Hull to announce the impending attack on Pearl Harbor more than an hour after it had already begun.

#### NORDPOL.

See *Englandspiel*.

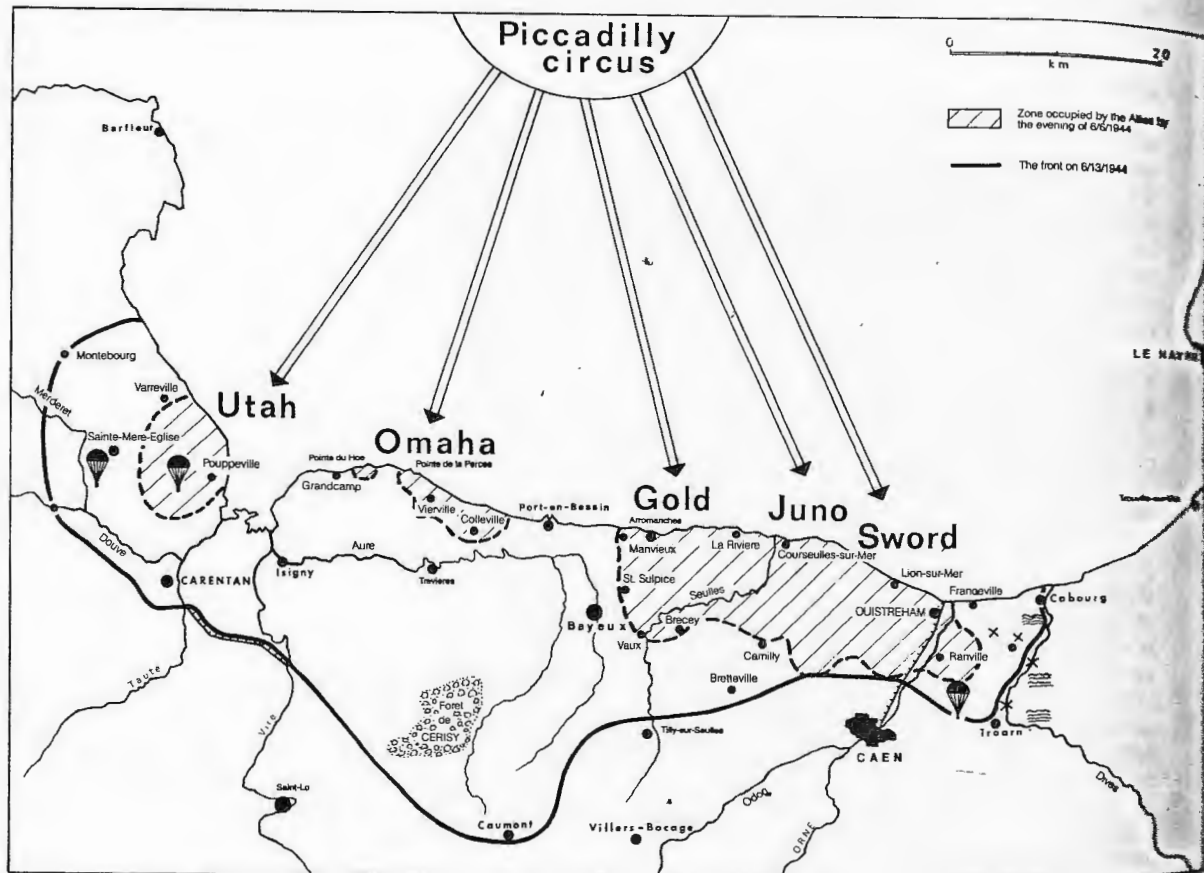
#### NORMANDY LANDING.

Four years' preparation went into the Allied re-entry onto the continent after the near-disaster of Dunkirk. Four years' raiding experience by Louis Mountbatten's and Robert F. Laycock's commandos, including the disastrous dress rehearsal at Dieppe; four years' pounding, often ineffectual, by the Royal Air Force's Bomber Command at industrial and communications targets; two and a half years of the same by the USAAF; a year's meticulous planning, done in dead secrecy in London by a joint Anglo-American staff; a year's administrative build-up (Operation Bolero) by the Americans of troops, aircraft and ammunition in England, without which the operation could never have been mounted at all; the protracted battle of the Atlantic, over which all Bolero's supplies came; the struggle to design and assemble adequate landing craft; and the work of all the secret services that sought to foster resistance; all these were combined in the largest amphibious operation ever mounted. Bolero assembled 21 U.S. divisions; there were 26 British-Canadian and Polish divisions as well. The Germans had 36 infantry and six Panzer divisions between Brest and the Rhine, and about 15 more infantry and three more Panzer divisions readily available.

The major Anglo-American attack on northwestern Europe, long anticipated by the Germans on the beaches south of Boulogne, took place instead in the Baie de la Seine at dawn on June 6, 1944. This was Operation Neptune, the assault phase of Operation Overlord. Eisenhower had postponed it for 24 hours, awaiting more favorable weather; no longer a postponement was feasible without risking the essential element of surprise. As it was, the armada was so large that by dusk on June 5 a few ships were already in sight of the shore; they spent the night disturbed only by a moderate sea.

Eisenhower decided to call out resistance forces for maximum activity on the night of the landing and to undertake an intricate program of road and rail interdiction bombing in the first days of June, which cut every bridge on the Seine below Paris and every bridge but one on the Loire below Briare. The French Resistance added 950 rail cuts and a myriad of road blocks and acts of minor sabotage on the critical night. Massive bombardment of the landing area, from sea and air, began at midnight. Bernard Mont-

# NORMANDY LANDING



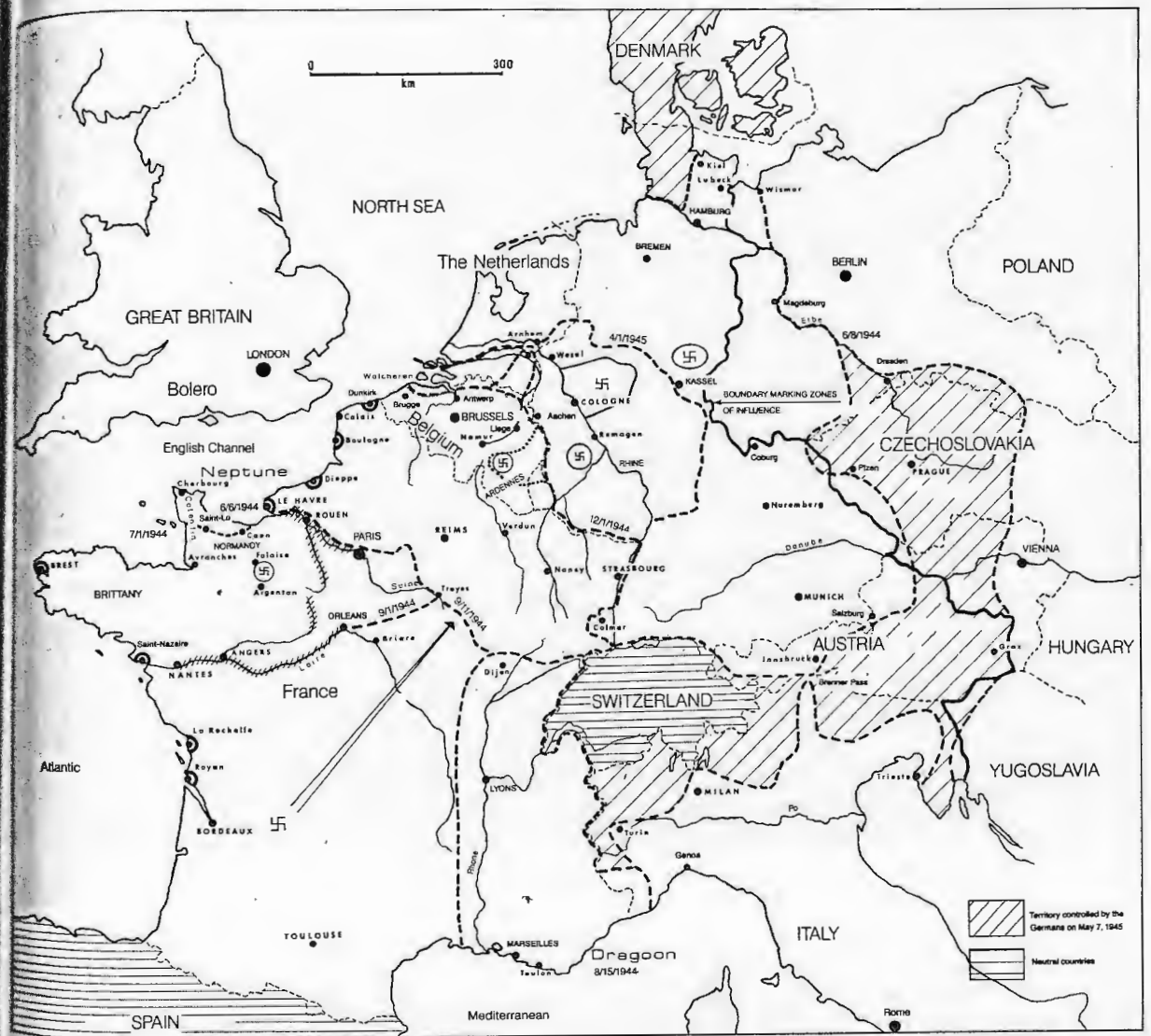
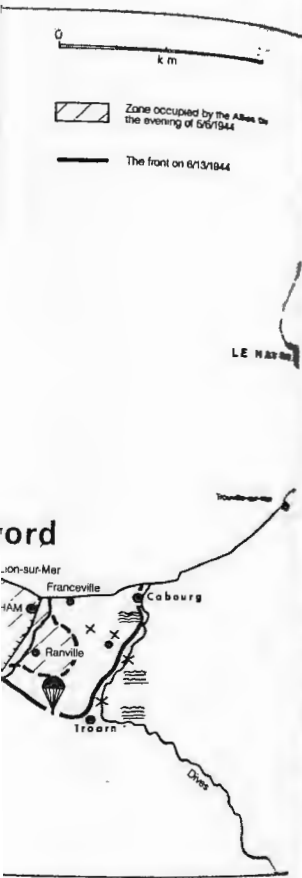
gomery, the force commander, put three divisions ashore from the air in the early hours of the morning, and five from the sea after dawn, on the first day (D-day). Two American airborne divisions, aiming for the base of the Cotentin peninsula, were widely scattered in their first drop. The seaborne landing just east of the peninsula (Omaha beach) nearly failed, but was rescued by the evening of the first day; all the rest succeeded. A British airborne division seized and held the crossing of the Ouistreham-Caen canal, on the operation's left flank, in its earliest hours. Caen was to have been captured on the first day; the Germans held it till July 9. But by June 11 all Neptune's landing areas had been built into a single solid front; 326,000 troops were ashore, and the work of Overlord went ahead. Erwin Rommel, the defending general (who was away on leave at the critical moment), had kept his strength well forward, and had no immediate reserves available. An exceptionally elaborate and suc-

cessful deception plan led the Germans to believe that the main landing, under Gen. George S. Patton, was going to take place south of Boulogne after all; thinking Neptune itself was a feint, they did not react fast.

The success of the landing gave enormous encouragement to the populations of occupied Europe: the end of the war was at last clearly in sight. Still, there was far to go. Montgomery pursued for the next month his intended strategy, of hammering away on his left flank—to which he attracted all the available German armor—with British and Canadian troops, while the Americans on the right cleared the Cotentin peninsula. Cherbourg was taken on June 26, but German demolitions delayed its re-opening as a port until July 19. Artificial ports meanwhile supplied the forces ashore, though the one serving the Americans was severely damaged by a storm in the third week of June. There was no German naval and virtually no air

interference, but the G for every inch of the cl  
On July 25 Gen. O Army in an offensive s reached Avranches in a then passed through the tany—where the Frent fomented a popular ri left-handed half-circle con, behind the Germa





the Germans to believe that Gen. George S. Patton was in Boulogne after all; thinking they did not react fast.

gave enormous encouragement to the troops of occupied Europe: they were in sight. Still, they were pursued for the next few days of hammering away on the Cotentin and Canadian troops. The Germans cleared the Cotentin on June 26, but German resistance as a port until the Americans was supplied the forces in the third week of the battle and virtually no air

interference, but the German army fought stubbornly for every inch of the close Norman countryside.

On July 25 Gen. Omar Bradley launched his First Army in an offensive southward from St. Lo, which reached Avranches in a week. Patton's Third Army then passed through the First, fanned out across Brittany—where the French Special Air Service had fomented a popular rising—and swept round in a left-handed half-circle through Mayenne and Alençon, behind the Germans' left rear.

Rommel by this time had been wounded, and Gerd von Rundstedt, his superior, had been replaced by Guenther von Kluge. Von Kluge attempted a counter-offensive westward from Mortain; but Bradley, forewarned by Ultra, stopped him in his tracks. The German Seventh Army was thereupon encircled in a vast pocket between Falaise and Argentan; it lost half a million men, most of them as prisoners.

By now France outside the battle areas was teeming with resistance groups, many of them with SAS troops

## NORMANDY LANDING

or SOE or OSS officers from the Special Operations Executive or Office of Strategic Services as their fighting core; the Germans were losing control over their own rear. On August 15 Lucian Truscott's Sixth Army Group—moved in landing craft sent around from Normandy to the Tyrrhenian—disembarked on the coast of the Riviera and began its advance up the Rhone. This was made much easier by resisters, who opened a route through the lower Alps, again around the Germans' left flank. In the last week of August the isolated German garrisons in southwestern France headed back for the Reich—by road, as the railways were no longer in service—and lost heavily in resistance ambushes on the way. Five Free French divisions were by now in action, four under Jean de Lattre de Tassigny in the Sixth Army Group and one under Leclerc in Patton's Third Army.

As the Allied armies moved northeastward, Eisenhower had intended to bypass Paris; feeding its population would further strain his already tenuous lines of supply. But resisters in the city forced his hand. Communists and Gaullists initiated an insurrection on August 19; Dietrich von Choltitz, the German governor, could have repressed it but did not, and surrendered to Leclerc on the 25th.

Meanwhile the Canadians were advancing rapidly along the coast. They took Dieppe on September 1 and were in Brugge by the 9th. The British reached Antwerp on September 4 to find that the Belgian resistance had secured the port installations virtually intact, although no ship could unload at Antwerp until November 26, after fierce fighting on Walcheren had cleared the mouth of the Schelde.

This advance overran several hundred V-1 launching sites, from which the Germans had been bombarding London with pilotless aircraft (each carrying a ton of explosive) since June 13. These attacks had been much less destructive than had at first been feared—the V-1 and V-2 between them caused about 31,000 casualties in England—but were highly disagreeable; they also gave the population of southeastern England a direct feeling of personal participation in the war once again. After they lost Antwerp, the Germans directed their V-weapons on that city as well; indeed, of 3,000 V-2s fired between September 8, 1944 and March 29, 1945, 1,750 were aimed at Antwerp and 1,250 at London. Belgian casualties were quite as large as the British. There was no defense against a V-2, but over half the 7,840 V-1s fired at England were destroyed in the air by fighters or anti-aircraft defenses. The Americans meanwhile had also pressed forward vigorously, taking Verdun on September 1, Liege on the 8th and Luxembourg on the 10th. But they ran out of gasoline and impetus as

they neared the Siegfried Line, just inside the west German frontier, where, for a short time, they stuck.

One attempt to break the deadlock, turn the Germans' new right flank and bring the war to a sudden end narrowly failed. Allied airborne troops had repeatedly prepared to drop in key areas behind the battle front, only to find their dropping zones overrun by the swiftness of the ground troops' advance. On September 17 two U.S. airborne divisions seized the bridges at Nijmegen and Eindhoven, and the First British airborne division dropped at Arnhem. Intelligence that there were two SS Panzer divisions near Arnhem was ignored, but proved true: the British parachutists were too lightly armed to secure their objective against such opposition, and a drive to link up with them overland was checked by tough German defenses. The remnant withdrew on September 25.

While the British and Canadians fought to open the Schelde, the Americans and French tackled the left bank of the Rhine. Nancy fell on September 15, Aachen on October 21, Belfort on November 22 and Strasbourg on the 23rd, but the autumn rains were unusually heavy, and progress was slow. The opening of Antwerp enabled Eisenhower to shorten his supply lines, which had hitherto run from Brest (captured, damaged, on September 18), Cherbourg and the Channel ports; but Antwerp was on his extreme left flank. German garrisons held out in the Channel Islands, Lorient, St. Nazaire and the mouth of the Gironde, but were easily enough contained. Submarine operations from the Biscay coast came almost to a standstill: a distinct subsidiary gain for the Allies.

The sudden German offensive in the Ardennes on December 16 achieved tactical surprise—partly because complete radio silence prevented Ultra from giving any warning—but it never shook Eisenhower's nerve. By Christmas Eve it had been mastered. It never even reached Namur, the halfway mark towards its goal of Antwerp, and it cost the Germans a quarter of a million men, as well as 1,600 aircraft and 600 tanks (the Allies lost some 60,000 men in it). (See also *Battle of the Bulge*.)

In January the Ardennes salient was finally reduced, and in February and early March Eisenhower's armies pinched out the German forces west of the Rhine. On March 7 an American armored spearhead seized a bridge, accidentally left undestroyed, at Remagen between Cologne and Coblenz. By March 23 Bradley had three corps east of the Rhine there, in a bridgehead 25 miles wide; on that day Montgomery's armies launched a major crossing of the Rhine near Wesel, downstream of the Ruhr. Over 40,000 tactical support sorties were flown in four days. Resistance to the land attack was comparatively slight, and by April 18 the Ruhr in-



dustrial area had been e  
a further 325,000 prison

The Bomber Comm  
resumed their strategic o  
Germany; the Third Re  
April 25 American and S  
the Elbe. The British to  
Hamburg on May 3. Th  
berg on April 20 and M  
rived in Salzburg on M  
their own Fifth Army so  
day. Alfred Jodl signed  
render on May 7.

## NORTH AFRICA.

See French North Africa  
Eastern Theater of Oper

## NORWAY.

Germany vitally needed  
forts to achieve self-suffi  
port about 22 million t  
amount, 9.5 million ton  
cut off from the Reich  
blockade in 1939, and ni  
ously, the loss of the hig  
have been an irreparable

June 1 - Ireland

June 4 ec. London

Wed. 6th - Abor

11 7-10 - London

THE WHITE HOUSE  
WASHINGTON

40th Anniversary of  
the Allied Landings  
at Normandy Room 308

Ty Cobb 5076  
at NSC

Col Gen David Gandy  
Dept of Army

official name =

40th Anniversary of Normandy  
President's Reagan  
June 6th

get data think of

where exactly Omaha + Utah?

→ several diff. options

7565 - Karen Groomer

Harry Truman Luncheon Tuesday  
May 8, 1984

Centennial of his birth 12:00

Bureau of Printing + Engraving

engraving of face - front + side

get text on H.T. from WHPA. book  
set.

→ Charlie Morris

production is 130

Harry Truman  
Centennial  
Luncheon

40th Anniversary of D-day

French

Rangers (Point de Hoc)

Omaha -

Utah -

French Desk at State  
632-1726 -

WASHINGTON  
THE WHITE HOUSE



~~B72-4605 - the Hammock~~

~~662-1314 - Lisa~~

~~RVC~~

Operation Overlord

D-Day

June 6th

Normandy Invasion

Utah

Omaha

---

Juno

Gold

Sword

map on lucite

~~cap~~

~~tote bag~~

map ~~done~~ w/ laser  
cut in wood

duffel bag

tennis tote > - \$21.00

garment bag \$28.00

hat ~~is~~ \$5.00

from the British Isles  
to Normandy

The Trip of President  
Ronald Reagan  
on the occasion  
of the 40th  
Anniversary of D-Day

June 6, 1984

dog tags

✓ lucite

Passport holders

✓ umbrellas

Harry Truman's

Centennial

Luncheon

Kathy Denton

Dep. Sec. Sec.



## Victory in Europe and in the Pacific

### 1. THE AIR ASSAULT ON GERMANY

While waiting for an appropriate moment to launch the cross-Channel invasion of Hitler's 'Fortress Europe,' the R.A.F., in conjunction with the United States Army Air Force, was doing its best to render invasion unnecessary by bombing Germany into submission. On 30 May 1942 came the first 1000-bomber raid against Cologne. In 1943 the Americans began taking an increasing share. Largely British, but assisted by B-17's of the Eighth Army Air Force, was the most destructive air bombing of the European war — the series of attacks on Hamburg in July-August 1943, which, by using incendiary bombs, wiped out over half the city, killed 42,600, and injured 37,000 people. 'Those who sowed the wind are reaping the whirlwind,' said Winston Churchill.

They certainly were, and worse was to come; but this strategic air offensive never succeeded as an alternative to land invasion. The bombing of German cities, almost nightly by the R.A.F. and every clear day by the A.A.F., did not seriously diminish Germany's well-dispersed war production and conspicuously failed to break civilian morale. It was also frightfully expensive. In six days of October 1943, culminating in a raid on the ball-bearing plants at Schweinfurt, deep in the heart of Germany, the Eighth lost 148 bombers and their crews, mostly as a result of battles in the air. This was its worst week.

During 1944 the strategic bombing effort was far better directed. On New Year's day America's most famous aviator, General Carl Spaatz, was appointed commander of the United States Strategic Air Force in Europe. Air power, besides obstructing the movement of German armies, was now applied with increasing precision and violence to the key centers of German war production. One reason for the heavy casualties of October 1943 was the lack of fighter planes long-legged enough to escort the bombers; by the spring of 1944 we had the P-38 Lightning, P-47 Thunderbolt, and P-51 Mustang, which could fly to Berlin and back, fighting a good part of the way. In the 'Big Week' of 19-25 February 1944, 3300 heavy bombers of the England-based Eighth, and over 500 of the Italy-based Fifteenth Air Force, escorted by about the same number of fighter planes, attacked twelve targets important for the German aircraft industry, as far south as Ratisbon and Augsburg. Our losses were 226 bombers, 28 fighters, and about 2600 men; but some 600 German planes were shot down in the air. German aircraft production recuperated to be sure; but these February bombing missions, organized by Major Generals Frederick A. Anderson and William Kepner USA, did deny many hundreds of aircraft to the enemy when he needed them most. By 14 April, when the almost two-year-old Combined Bomber Offensive ended and control of the U.S. Strategic Air Forces in Europe passed to General Eisenhower, the Allied air forces had established a thirty-to-one superiority over the German air force, and during the next seven weeks, before the Normandy invasion, they co-operated to make that operation a success. On D-day, 'Ike' told his troops, 'If you see fighting aircraft over you, they will be ours,' and so they were.

The air war in Europe cost the lives of some 158,000 British, Canadian, and American aviators. In this new dimension of warfare, many mistakes were made; but the Germans made even more. Without victory in the air there could have been no victory anywhere.

### 2. OPERATION 'OVERLORD,' JUNE-JULY 1944

In planning for the continental invasion, Roosevelt and Churchill decided to appoint General Eisenhower, who in the conduct of North African and Mediterranean operations had revealed military and diplomatic talents of high order, to command all invasion forces of both nations. In January 1944 'Ike' flew to London where he received his directive from

the Combined Chiefs of Staff: 'You will enter the continent of Europe and, in conjunction with the other United Nations, undertake operations aimed at the heart of Germany and the destruction of her armed forces.'

Never before in modern times had an invading army crossed the English Channel against opposition, and Hitler's coastal defenses were formidable: underwater obstacles and mines, artillery emplacements, pill boxes, wire entanglements, tank traps, land mines, and other hazards designed to stop the invaders on the beaches. Behind these defenses were stationed 58 divisions. Yet the Allies had reason for confidence. They could select their point of attack. For six weeks Allied air forces had been smashing roads and bridges in northern France, reducing the transportation system to chaos. The Allied force of soldiers, sailors, aviators, and service amounted to 2.8 million men, all based in England. Thirty-nine divisions and 11,000 planes were available for the initial landings, and the Allied supporting fleet was overwhelmingly superior to anything the Germans could deploy; the U-boats had been so neutralized by the Allied navies that not one of the thousands of vessels engaged in the invasion was torpedoed. Hitler's army commanders, fooled by an elaborate deception to the effect that a major army group under General Patton was about to cross the Strait of Dover to the Pas de Calais, concentrated their strongest forces on the wrong stretch of coast.

The Allied command selected as target a 40-mile strip of beach along the Normandy coast between the Orne river and the Cotentin peninsula. The eastern sector was assigned to the British, the western to the Americans. By the end of May southern England was one vast military camp, crowded with soldiers awaiting the final word to go and piled high with supplies and equipment awaiting transport to the far shore of the Channel. This 'mighty host,' wrote Eisenhower, 'was as tense as a . . . great human spring, coiled for the moment when its energy should be released.' Shortly after midnight 5 June three paratroop divisions were flown across the Channel to drop behind the beaches. During the night the invasion fleet of 600 warships and 4000 supporting craft, freighted with 176,000 men from a dozen different ports, the British commanded by Admiral Sir Philip Vian and General Sir Miles Dempsey, the Americans by Admiral Alan Kirk and General Omar Bradley, moved over to the Norman coast. The transports and large landing craft anchored off the invasion beaches at 3:00 a.m.; battleships, cruisers, and destroyers

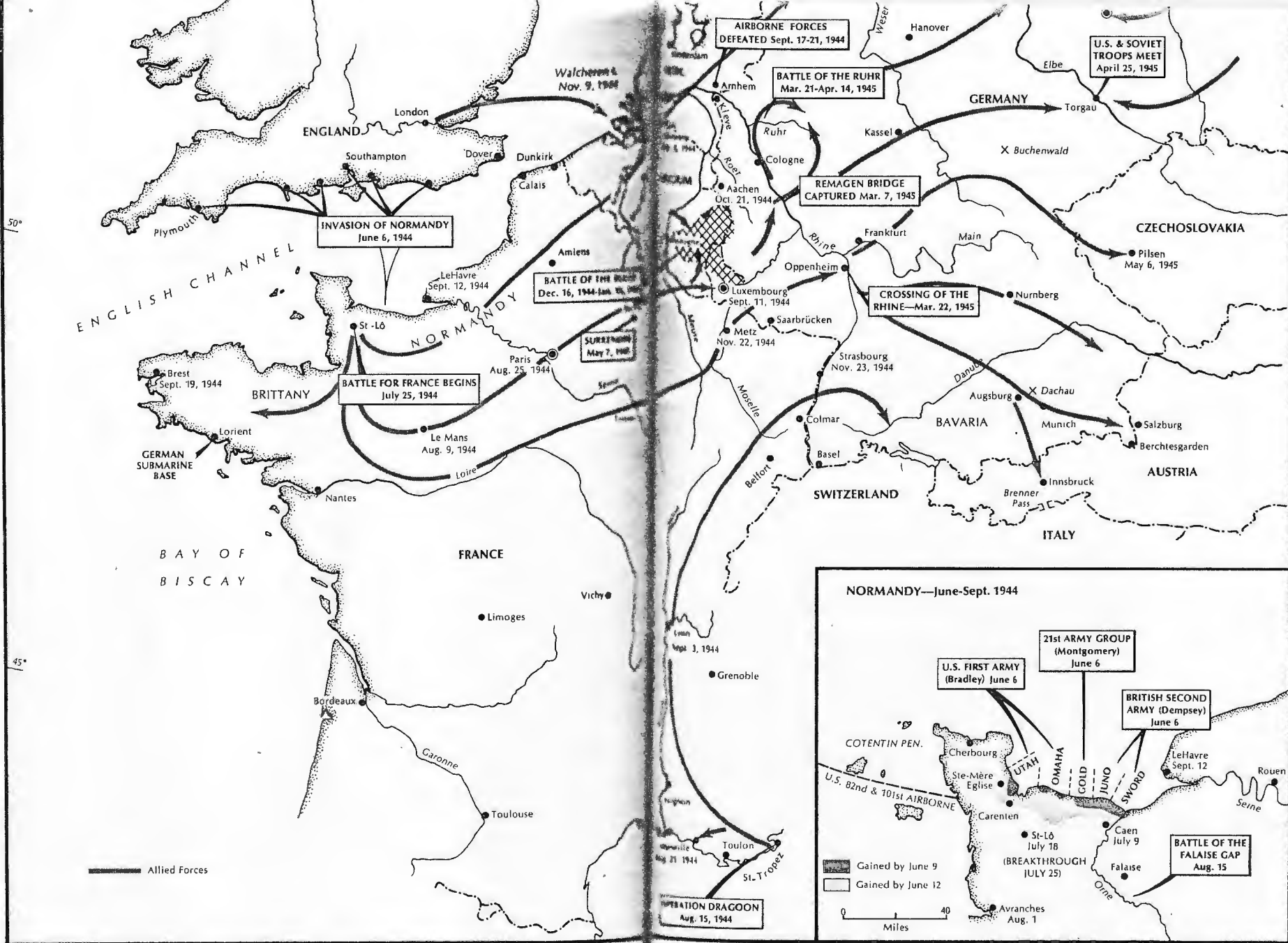
closed the beaches and began hurling shells ashore at 5:30. Before naval bombardment ended, landing craft, lowered from transports over ten miles from shore, began their approach. It was D-day, 6 June.

The first assault troops, who touched down at 6:30, achieved tactical surprise. On the American right — designated Utah Beach — VII Corps (Generals J. L. Collins and Theodore Roosevelt, Jr.) got ashore against light opposition, surmounted barriers of marsh and swamp, and linked up with elements of the 82nd Airborne Division. But 1st and 29th Divisions (General C. R. Huebner), landing on four-mile Omaha Beach, found the going tough. Heavy overcast prevented the air force from bombing that beach, and naval bombardment did not destroy German artillery emplacements. For a time the issue was in doubt. Soldiers were wounded in a maze of mined underwater obstacles, then drowned by the rising tide; those who got through had to cross a 50-yard-wide beach, exposed to cunningly contrived cross-fire from concrete pill boxes. Men huddled for protection under a low sea wall until company officers rallied them to root the defenders out of their prepared positions. Plain guts and training saved the day at Omaha, not forgetting the naval gunfire support that rained shells on the Germans as soon as shore fire control parties were able to indicate targets.

The numerically superior British assault force under General Dempsey had a somewhat less difficult landing on beaches Gold, Juno, and Sword, but it bore the brunt of the next week's fighting. Caen was the hinge of the Allied beachhead, and the Germans counterattacked strongly at that point. In both sectors paratroops played an essential part by confusing the Germans and harassing their communications. All in all, the D-day assault on that ever memorable 6th of June was a brilliant success.

Once the initial landings had been effected, the Allies rushed over men, armor, and supplies to build up the invading army faster than the Germans could reinforce theirs. By 12 June the Allies controlled a continuous beachhead some 70 miles in length and from five to fifteen miles in depth. On the left the British were battling for Caen; in the center the 101st Airborne had entered Carentan; and on the right VII Corps was pushing swiftly across the Cotentin peninsula and sweeping north toward Cherbourg. In a single week the Allies landed 326,000 men, 50,000 vehicles, and over 100,000 tons of supplies.

'The history of war,' said Marshal Stalin, in one of his rare compli-



**THE CONQUEST OF GERMANY  
1944-1945**

ments to his allies, 'does not know any undertaking so broad in conception, so grandiose in scale, and so masterly in execution.'

Two artificial harbors off the landing beaches created out of sunken ships with connecting pontoon units facilitated a rapid build-up of supplies; but a northwest gale blew up on 19 June and in three days badly damaged the 'mulberrys,' as these harbors were called. Now the capture of Cherbourg became highly urgent. The Germans there, bombarded from land, air, and sea, surrendered on 26 June, but they wrecked the harbor first, and for weeks more stuff came in over the beaches than through Cherbourg.

The Battle of Normandy lasted until 24 July. By that time the British, after very tough fighting, had captured Caen; the Americans had taken Saint-Lô, gateway to the South. The enemy, unable to bring up reinforcements, his communications wrecked and planes grounded, was bewildered. Rommel thought the situation hopeless and was preparing to try to negotiate with Eisenhower for a separate peace when he was arrested and killed, on Hitler's orders. Other high-ranking officers attempted to assassinate Hitler at his headquarters on 20 July, to take over the German government and to surrender; but the Fuehrer survived, they and hundreds of others were tortured to death, and the war went on. Hitler now trusted to his 'secret weapons' such as the new U-boat to win. His new V-1 'buzz bombs,' launched from Belgium and northern France, were spreading death and destruction on London.

### 3. NORMANDY TO THE RHINE, JULY-SEPTEMBER 1944

The battle for France began on 25 July 1944, when General Patton's Third Army hit the German lines west of Saint-Lô. By the end of July the Americans stood at the threshold of Brittany. In the face of this fast and furious attack the German withdrawal turned into something like a rout. And after the breakthrough came the breakout. One wing of Patton's army turned west and within a week overran Brittany; another wing turned east and within two weeks reached the Loire and Le Mans. In a desperate gamble Hitler ordered the German Seventh Army to break through the funnel of the American army at Avranches. Most of it was destroyed in the ensuing Battle of the Falaise Gap; only remnants of armor fought their way through and sped east to prepare for the defense of Germany.

On 15 August, as the Germans were being ground to bits in the Falaise gap, the Allies launched their long-awaited invasion of southern France. General Eisenhower insisted on this Operation 'Dragoon' for two reasons: to deploy General Patch's American Seventh Army and General de Lattre de Tassigny's First French Army on his southern flank for the final invasion of Germany; and to capture the major port of Marseilles for logistic supply. 'Dragoon,' commanded by Admiral Hewitt, was a push-over. Toulon and Marseilles were soon taken by the French, while the Seventh Army rolled up the Rhine valley, captured Lyons, and raced to close the German escape corridor at the Belfort gap. By mid-September Patch had linked up with Patton.

'Liberate Paris by Christmas and none of us can ask for more,' said Churchill to Eisenhower. General Hodges's First Army raced for the Seine; Patton's Third boiled out onto the open country north of the Loire and swept eastward through Orléans to Troyes. Paris rose against her hated masters, and with the aid of General Leclerc's 2nd Armored Division, was liberated on 25 August, four months ahead of Churchill's request. General Charles de Gaulle entered the city in triumph and assumed the presidency of a French provisional government.

Only lack of gasoline could stop Patton. His spearheads reached the Marne on 28 August, pushed through Château-Thierry, overran Rheims and Verdun. To the north, Montgomery's British and Canadians drove along the coast into Belgium. They captured Brussels and entered Antwerp 4 September; but that great port was no use while the Germans blocked the lower Scheldt. By 11 September the American First Army had liberated Luxembourg and near Aachen crossed the border into Germany. Within six weeks all France had been cleared of the enemy, and from there to Switzerland Allied armies stood poised for the advance into Germany. The Germans had lost almost half a million men; but Hitler's amazing hold over them had not relaxed, and they were ready for a last counterblow that cost the Allies dear.

On other fronts, the German position was becoming equally bad. The Russian offensive that began in July 1943 had recovered most of the invaded territory, and in the spring of 1944 the Red armies reached the Dnieper in the north and the Carpathians in the south. Stalin, having promised to launch a new offensive when the Allies entered Normandy, on 23 June did so along an 800-mile front. In five weeks the Russians swept across the Ukraine and Poland and up to the gates of Warsaw



## NORFOLK AND WESTERN

Virginia, and destruction of the navy yard during the Civil War also retarded growth.

After the Civil War Norfolk became the terminus of several important railway systems, making its port one of the nation's chief points of export for coal, tobacco, and cotton. Both World War I and World War II caused rapid expansion of the naval yard and other military facilities at Norfolk and made the city's continued prosperity heavily dependent on them. After World War II Norfolk made a strenuous effort to broaden its economic base to provide greater stability. The port expanded its general cargo facilities, and a 468-acre industrial park attracted new industries. Improved highway and tunnel connections speeded travel between Norfolk and adjoining communities. During the 1950's and 1960's, Norfolk also undertook extensive urban redevelopment and housing projects. The city had a population of 307,951 in 1970.

[T. J. Wertenbaker, *Norfolk: Historic Southern Port.*]  
WILLIAM WILLINGHAM

**NORFOLK AND WESTERN.** See **Railroads, Sketches.**

**"NORMALCY."** In an address before the Home Market Club at Boston, May 14, 1920, Sen. Warren G. Harding said, in part, "America's present need is not heroics but healing, not nostrums but normalcy. . . ." The word "normalcy" came quickly to symbolize to many powerful American economic interests the immediate abandonment of the chief foreign and domestic policies of the administrations of President Woodrow Wilson. Specifically, it signified a return to a high protective tariff, a drastic reduction in income and inheritance taxes, "putting labor in its place," a restoration of subsidies and bounties to favored corporate groups, an absence of government interference in private enterprise, and a vigorous nationalistic foreign policy. The "back to normal" slogan was used with great effectiveness by Harding in his successful campaign for the presidency later in the year.

[C. A. and M. R. Beard, *The Rise of American Civilization.*]

THOMAS S. BARCLAY

**NORMANDY INVASION,** Allied landings in France on June 6, 1944 (D Day), the prelude to the defeat of Nazi Germany in World War II. Known as Operation Overlord, the invasion was scheduled for June 5 but

was postponed because of stormy weather. It involved 5,000 ships, the largest armada ever assembled, and was overall the greatest amphibious operation in history, although more men went ashore on the first day in the earlier Allied invasion of Sicily.

Under command of Gen. Dwight D. Eisenhower, with Gen. Bernard L. Montgomery as ground commander, approximately 130,000 American, British, and Canadian troops landed on beaches extending from the mouth of the Orne River near Caen to the base of the Cotentin Peninsula, a distance of some fifty-five miles. Another 23,000 landed by parachute and glider. Allied aircraft during the day flew 11,000 sorties. Airborne troops began landing soon after midnight; American seaborne troops at 6:30 A.M.; and, because of local tidal conditions, British and Canadian troops at intervals over the next hour. The Allies chose Normandy because of its relatively short distance from British ports and airfields, the existence of particularly strong German defenses of the Atlantic Wall at the closest point to Britain in the Pas de Calais, and the need for early access to a major port (Cherbourg).

On beaches near Caen christened Gold, Juno, and Sword, one Canadian and two British divisions under the British Second Army made it ashore with relative ease, quickly establishing contact with a British airborne division that had captured bridges over the Orne and knocked out a coastal battery that might have enfiladed the beaches. By nightfall the troops were short of the assigned objectives of Bayeux and Caen but held beachheads from two to four miles deep.

The U.S. First Army under Lt. Gen. Omar N. Bradley sent the Fourth Infantry Division of the VII Corps ashore farthest west on Utah Beach, north of Carentan, at one of the weakest points of the Atlantic Wall. The 82nd and 101st Airborne divisions landing behind the beach helped insure success. Although the air drops were badly scattered and one division landed amidst a reserve German division, most essential objectives were in hand by the end of the day.

Under the V Corps, two regiments of the First Infantry Division and one of the Twenty-ninth landed on Omaha Beach, between Bayeux and Carentan. Sharp bluffs, strong defenses, lack of airborne assistance, and the presence of a powerful German division produced near-catastrophic difficulties. Throughout much of the day the fate of this part of the invasion hung in the balance, but inch by inch American troops forced their way inland, so that when night came the beachhead was approximately a mile deep.

## NORRIS-LA GUARDIA ANTI-INJUNCTION LAW

At a nearby cliff called Pointe du Hoe, the First Ranger Battalion eliminated a German artillery battery.

The invasion sector was defended by the German Seventh Army, a contingent of Army Group B, under overall command of Field Marshal Gerd von Rundstedt. Deluded by Allied deception measures, based in large part on intelligence known as ULTRA, obtained as a result of the British having broken the German wireless enciphering code, the Germans believed, even after the landings had begun, that a second and larger invasion would hit the Pas de Calais and for several weeks held strong forces there that might have been decisive in Normandy. German defense was further deterred by difficulty in shifting reserves, because of preinvasion bombing of French railroads, disruption of traffic by Allied fighter bombers that earlier had driven German planes from the skies, and French partisans. The bad weather of June 5 and continuing heavy seas on June 6 lulled German troops into a false sense of security. Reluctance of staff officers back in Germany to awaken the German dictator, Adolf Hitler, for approval to commit reserves delayed a major counterattack against the invasion. The only counterattack on the first day, by a panzer division against the British, was defeated by fire from naval guns.

At the end of D Day only the Canadians on Juno and the British on Gold had linked their beachheads. More than five miles separated the two American beachheads; the Rangers at Pointe du Hoe were isolated and under siege; and the Fourth Division at Utah Beach had yet to contact the American airborne divisions. Nevertheless, reinforcements and supplies were streaming ashore, even at embattled Omaha Beach, and unjustified concern about landings elsewhere was to continue to hamper German countermeasures. By the end of the first week, all Allied beachheads were linked and sixteen divisions had landed; only thirteen German divisions opposed them. By the end of June a million Allied troops were ashore.

Several innovations aided the invasion and subsequent buildup. Amphibious tanks equipped with canvas skirts that enabled them to float provided early fire support on the beaches. Lengths of big rubber hose (called PLUTO, for Pipe Line Under the Ocean) were laid on the floor of the English Channel for transporting fuel. Given the code name Mulberry, two artificial prefabricated harbors were towed into position at Omaha Beach and Arromanches. These consisted of an inner breakwater constructed of hol-

low concrete caissons six stories high, which were sunk and anchored in position, and a floating pier that rose and fell with the tide while fixed on concrete posts resting on the sea bottom. Old cargo ships sunk offshore formed an outer breakwater. Although a severe storm on June 19 wrecked the American Mulberry, the British port at Arromanches survived. A sophisticated family of landing craft delivered other supplies directly over the beaches.

Allied casualties on D Day were heaviest at Omaha Beach (2,500) and lightest at Utah (200). American airborne divisions incurred 2,499 casualties. Canadian losses were 1,074; British, 3,000. Of a total of more than 9,000 casualties, approximately one-third were killed.

[Anthony Cave Brown, *Bodyguard of Lies*; Gordon A. Harrison, *Cross-Channel Attack*; Cornelius Ryan, *The Longest Day*.]

CHARLES B. MACDONALD

**NORRIDGEWOCK FIGHT** (Aug. 23, 1724), at the site of Madison, Maine, was the crucial point of Dummer's War. Capt. Jeremiah Moulton, with about eighty men, attacked the stockaded Abnaki town. The Indians rallied, fired two ineffective volleys, and then ran to the Kennebec River, where they were slaughtered in crossing. Between 80 and 100 Indians, including 7 noted chiefs and the Jesuit missionary Sebastian Rasles, were killed. English losses were two soldiers wounded and a Mohawk ally killed.

[F. H. Eckstorm, "The Fight at Norridgewock," *New England Quarterly*, vol. 7.]

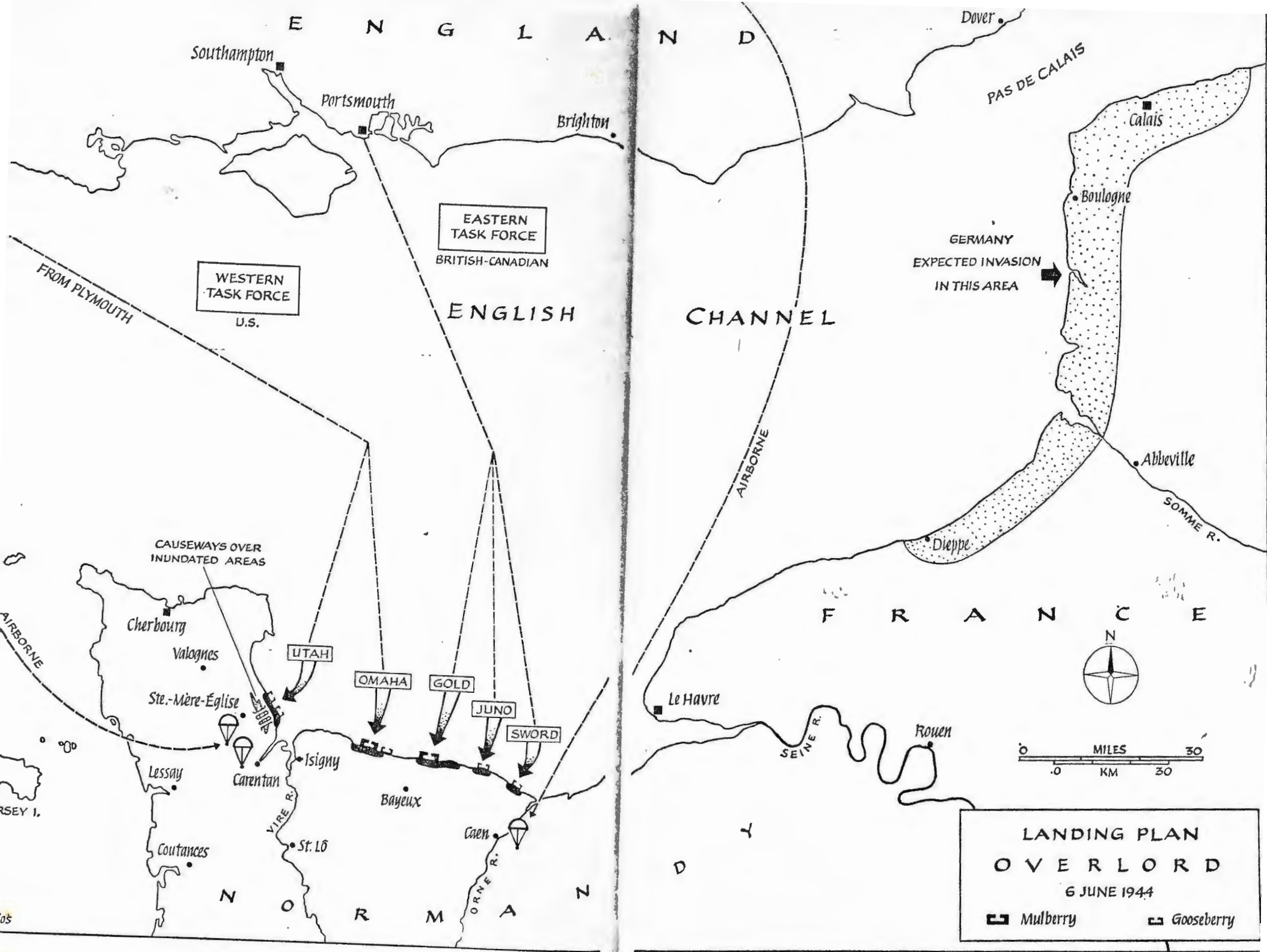
FANNIE HARDY ECKSTORM

**NORRIS DAM.** *See Hydroelectric Power.*

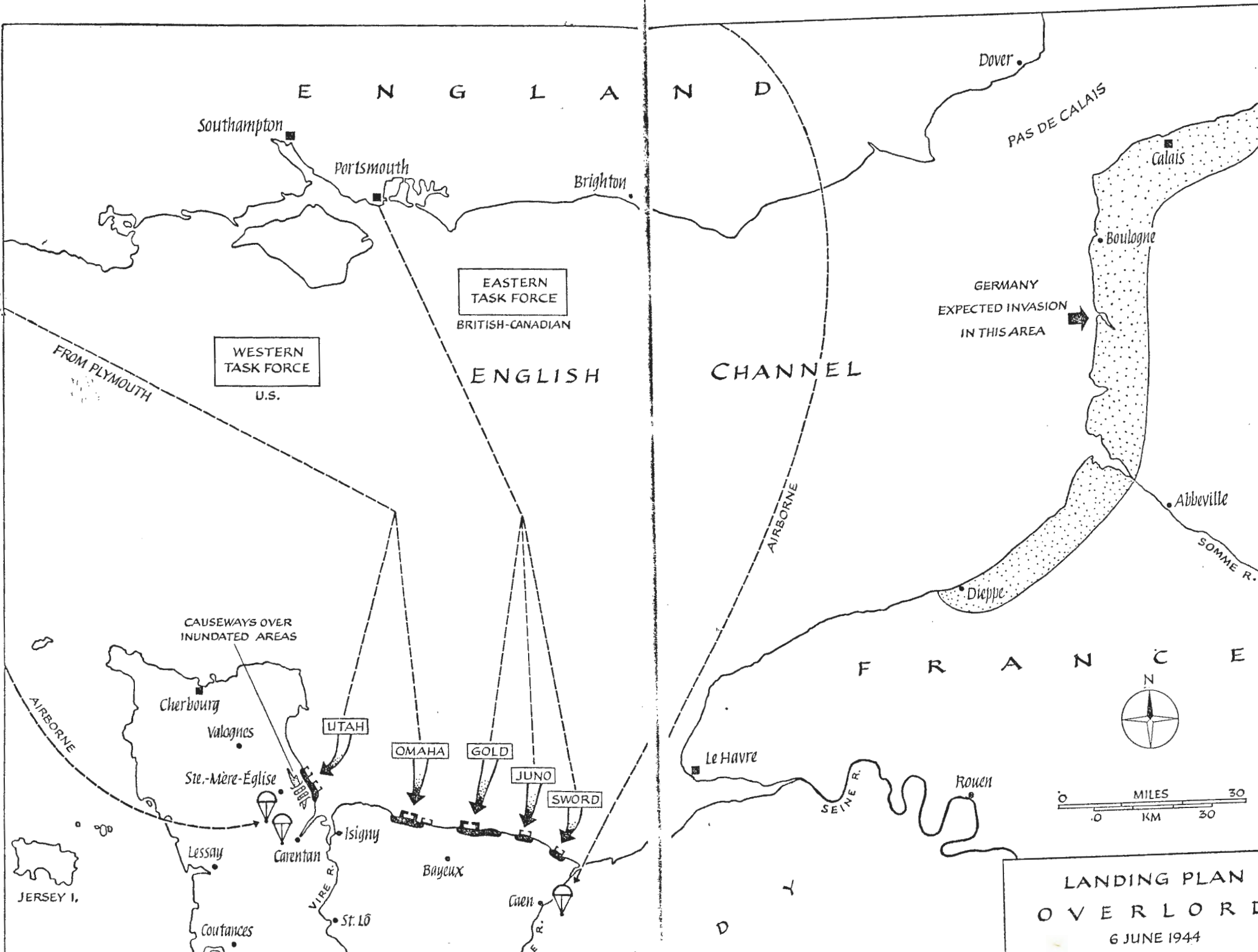
**NORRIS FARM EXPORT ACT**, often called the McNary Act, was introduced in Congress, May 31, 1921, by Sen. George W. Norris. After a stormy legislative history it was approved Aug. 24, 1921. In form, it was an amendment to the War Finance Corporation Act. The corporation was authorized to make advances up to \$1 billion to finance agricultural exports.

JAMES D. MAGEE

**NORRIS-LA GUARDIA ANTI-INJUNCTION LAW**, passed by Congress in 1932, was a legislative attempt to circumvent Supreme Court limitations on







E N G L A N D

Southampton

Portsmouth

Brighton

EASTERN  
TASK FORCE  
BRITISH-CANADIAN

WESTERN  
TASK FORCE  
U.S.

ENGLISH

CHANNEL

Dover

PAS DE CALAIS

Calais

Boulogne

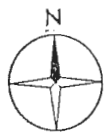
GERMANY  
EXPECTED INVASION  
IN THIS AREA

Abbeville

SOMME R.

Dieppe

F R A N C E



0 30  
MILES  
0 30  
KM

Le Havre

Roan

SEINE R.

CAUSEWAYS OVER  
INUNDATED AREAS

Cherbourg

Valognes

St. -Mère-Église

UTAH

OMAHA

GOLD

JUNO

SWORD

Isigny

Bayeux

Caen

Carentan

St. Lô

Lessay

Courances

VIRE R.

VER R.

FROM PLYMOUTH

AIRBORNE

JERSEY I.

LANDING PLAN  
OVERLORD  
6 JUNE 1944



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0200-0824-2

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WHITE HOUSE

STREET ADDRESS

1000 PENNSYLVANIA AVE NW

CITY

STATE

WASHINGTON

DC

TO (Recipient's Name)

Donald A. Schwartz

COMPANY

If Hold For Pick-Up or Saturday Delivery,  
Recipient's Phone Number

DEPARTMENT/FLOOR NO.

Medallie Art Company

STREET ADDRESS (P.O. BOX NUMBERS ARE NOT DELIVERABLE)

Old Ridgebury Road

CITY

STATE

Danbury, CT

AIRBILL NO.

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1 <input type="checkbox"/> (OVERNIGHT PACKAGES) (Up to 70 LBS.)	6 <input type="checkbox"/> (Up to 2 oz.)
<b>COURIER PAK</b>	7 <input type="checkbox"/>
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3 <input type="checkbox"/> OVERNIGHT BOX (Up to 5 LBS.)	9 <input type="checkbox"/>
4 <input type="checkbox"/> OVERNIGHT TUBE (Up to 5 LBS.)	
<b>STANDARD AIR</b>	
5 <input type="checkbox"/> DELIVERY 2ND BUSINESS DAY FOLLOWING PICK-UP (Up to 70 LBS.)	
<b>OVERNIGHT IS NEXT BUSINESS DAY (MONDAY THROUGH FRIDAY). TWO DAYS FROM ALASKA/HAWAII. SATURDAY DELIVERY AVAILABLE IN CONTINENTAL U.S. SEE "SPECIAL HANDLING."</b>	

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3 <input type="checkbox"/> SATURDAY SERVICE REQUIRED See Reverse (Extra charge applies for delivery.)
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5 <input type="checkbox"/> SSS (Signature Security Service required, extra charge applies)
6 <input type="checkbox"/> DRY ICE _____ LBS.
7 <input type="checkbox"/> OTHER SPECIAL SERVICE _____
8 <input type="checkbox"/>
9 <input type="checkbox"/>

PACKAGES	WEIGHT	DECLARED VALUE	O/S
TOTAL	TOTAL	TOTAL	

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 REGULAR STOP  
 ON-CALL STOP  
 F.E.C. LOC.

Federal Express Corporation Employee No. \_\_\_\_\_

DATE/TIME For Federal Express Use \_\_\_\_\_

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AGT/PRO	ADVANCE DESTINATION
	OTHER
	TOTAL CHARGES



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8. All shipments are subject to inspection by FEC, including but not limited to, opening the shipment. However, FEC is not obligated to perform such inspection.

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