

TEXAS

IN

WORLD WAR II

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**TEXAS
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TEXAS IN WORLD WAR II

One of the most significant events of the 20th century, World War II was the broadest and most destructive war of all time. It divided nations, redefined international alliances, devastated populations, ethnic groups and economies, and ushered in an era known as the Cold War. From 1941 to 1945, Americans — and particularly Texans — rallied to supply unprecedented levels of manpower and equipment, while sacrificing much to support the wartime effort.

As with any major conflict, the causes of World War II were complex. They largely stemmed from a failure to ensure a lasting peace following World War I (1914–1918) — the war optimistically dubbed the “war to end all wars.” Limitations of the 1919 Treaty of Versailles and the League of Nations, coupled with entangling international relationships and the renewal of nationalism and imperialism, set the stage for war around the world. European events in the 1930s provided the spark, and by the 1940s fighting had spread worldwide.

On December 7, 1941, a surprise Japanese attack on the U.S. naval fleet at Pearl Harbor, Hawaii, pushed President Franklin D. Roosevelt to swiftly call for a formal declaration of war. Soon, the U.S., alongside other Allied powers — Britain, France, Russia and China — were at war on many fronts against the Axis powers — Germany, Japan and Italy.

When the war officially ended on September 2, 1945, the world and Texas had changed forever, socially and economically. Texas had shifted from a rural and agricultural state to an increasingly more urban, industrial one. Social changes occurred as military and industrial opportunities increased for minorities, leading to later civil rights achievements. Women embraced new roles and forever changed the traditional workplace.

This brochure recounts the story of Texas' involvement in World War II. It is a unique and compelling story because Texas, perhaps more than any other state, played a pivotal role in attaining victory.



Ninety-nine Marine volunteers leaving San Antonio from the Southern Pacific Depot — the largest group to leave from a single station in the southern recruiting district.

WORLD WAR II TIMELINE

1918–31

November 11, 1918
World War I armistice

June 28, 1919
Treaty of Versailles signed.

July 29, 1921 Adolf Hitler assumes control of Nazi Party in Germany.

January 1925
Benito Mussolini emerges as dictator in Italy.

September 8, 1931 Japan invades Manchuria.



Army camps in San Antonio

1935–40

October 3, 1935
Italy invades Ethiopia.

July 1936 Spanish Civil War begins; Germany and Italy send assistance.

March 12, 1938
Germany invades Austria.

September 30, 1938
Munich Conference held; ends with appeasement.

October 15, 1938
German troops occupy Czech Sudetenland.

September 1, 1939
Germany invades Poland.

September 3, 1939
Britain and France declare war on Germany.

July 10, 1940
Battle of Britain begins.

War expands globally.

1941

December 7 Japan attacks U.S. naval fleet at Pearl Harbor.

December 7
Waco's Doris Miller displays heroism on board the USS West Virginia during the attack.

December 8 U.S. declares war against Japan.

December 10 Germany and Italy declare war against U.S., which reciprocates.

December 22 Japanese forces invade the Philippine Islands.

December 31
Adm. Chester W. Nimitz of Fredericksburg assumes command of Pacific Fleet.

In Texas, existing training operations accelerate the pace; planning for new facilities continues.



1942

February 1 The first of more than 3,000 B-24 Liberator bombers built at Fort Worth's Consolidated Aircraft Corporation plant roll off the assembly line.

March 7 The first five U.S. African Americans graduate from flight school.

March 8 The "Lost Battalion" from Camp Bowie, Brownwood, is captured in Java.

March 17 Gen. Douglas MacArthur arrives in Australia from Corregidor.

April American and Filipino forces on Bataan surrender to the Japanese.

April 18 Doolittle Raiders bomb Tokyo.

May 14 Killeen native Oveta Culp Hobby becomes commander of the Women's Army Corps.

June 4–7 Battle of Midway

July 4 Claire L. Chennault of Commerce promoted to major general when Flying Tigers squadron is dissolved in China.

August 7 Gen. Ira C. Eaker of Llano and Concho counties leads first heavy bomber raid on continental Europe.

November 8 British and U.S. troops, including the 36th Division mobilized at Brownwood, invade North Africa.

* Red dates denote national events. Blue dates denote Texas events.

1943

February 2 German forces surrender at Stalingrad, Russia.

March 8 Women Airforce Service Pilots (WASP) arrive at Avenger Field, Sweetwater, the nation's only all-female air training facility.

July 9 Allies invade Sicily.

September Allies invade Southern Italy; Italy surrenders.

October 13 Italy declares war on Germany.

December 7 Denison-born Dwight D. Eisenhower named supreme commander of the Allied Expeditionary Forces.

1944

January 22 Allies land at Anzio, Italy.

June 4 Allied forces secure Rome.

June 6 D-Day, Allied invasion of northern Europe begins at Normandy.

August Allies invade South Coast of France; Paris liberated.

August 6 Mexico's 201st Fighter Squadron begins training at Victoria.

October Americans invade Philippines; Battle of Leyte Gulf.



Trick horsemanship from Fort Clark's mounted troops era

1945

January 26 Audie Murphy of Hunt County receives Medal of Honor; later becomes most decorated U.S. soldier of the war.

February 19 U.S. Marines land on Iwo Jima.

March 7 Second Infantry Division, headquartered at Fort Sam Houston, San Antonio, fights its way across the Rhine River at Remagen Bridge.

April U.S. invasion of Okinawa; death of President Roosevelt; U.S. and Russian forces meet at Elbe River; Hitler commits suicide.

May 7 Germany surrenders unconditionally.

May 8
VE (Victory in Europe) Day

August 6 Atomic bomb dropped on Hiroshima, Japan.

August 9 Atomic bomb dropped on Nagasaki, Japan.

August 14 Japan surrenders unconditionally.

August 15
VJ (Victory over Japan) Day

September 2 Japanese delegation signs surrender on board *USS Missouri* in Tokyo Bay.



Texas Medal of Honor winner, Cleto Rodriguez



Rosie the Riveter was introduced as a symbol of patriotic womanhood.

In 1940, on the brink of World War II, Texas was far different than it is today. Frontier traditions and rural life remained alive and well in the Lone Star State.

Demographics tell the tale. In 1940, the state's population was only a third of its 2000 census figure. New York City had more people than all of Texas. The combined population of the state's two largest cities, Houston and Dallas, totaled far less than one million, and many counties were only a few decades old.

Most Texans lived on farms and ranches or in small towns. Most lived, worked and died not far from their hometowns. School schedules were still set according to seasonal agricultural work and about 40 percent of Texas adults completed high school. Only one in five owned an automobile, one in 10 had a telephone and one in six owned a radio. The era of television, fast food and super highways was years away.

Most women worked in the home as housewives or labored in the fields, and it was difficult for them to buy property, make investments and establish credit, or even sue in court. Texas was a segregated state, and there was little public consideration of civil rights and equal employment opportunities.

Like other states at the time, Texas struggled to recover from the economic depression of the 1930s. The discovery of new oil fields brought signs of hope, but agriculture lagged behind economically in terms of modernization and mechanization. In particular, cotton farming, long an economic mainstay, remained a gambler's trade.



Like other states at the time, Texas struggled to recover from the economic depression of the 1930s.



On the brink of World War II, frontier traditions and rural life remained alive and well in the Lone Star State.



When the U.S. entered World War II, Texans immediately answered the national call for support. While the state's population represented only 5 percent of the national total at the time, Texans accounted for 7 percent of the war's military personnel — equaling more than 750,000. Another 1.5 million people came to Texas for military training, and many later made the state their home.

World War II not only changed Texas society and its economy, it also changed the landscape. The state's moderate climate and expansive available land made it perfect for year-round military training. Planning and construction of training and command facilities reached unprecedented levels. Ultimately, Texas was home to 175 major military installations plus numerous minor ones — including 65 Army airfields, 35 Army forts and camps, and seven naval stations and bases. There were also more than 60 base and branch prisoner of war camps, more than in any other state, and three internment camps used for the detention of individuals, mostly of Axis nationalities, suspected of being security threats.

Texans served with distinction in the military ranks. One hundred and sixty held flag rank — brigadier general and above in the Army, and rear admiral and above in the Navy. These included Supreme Cmdr. Adm. Chester W. Nimitz of Fredericksburg, Gen. Dwight D. Eisenhower of Denison and Gen. Douglas MacArthur, who, though not a native Texan, graduated from San Antonio's Texas Military Institute. Another prominent leader was Col. Oveta Culp Hobby, a Killeen native who commanded the Women's Army Corps.

Thirty-three Texans earned the Medal of Honor, the nation's highest recognition for military valor. Recipients included Hunt County native Audie Murphy, the U.S. Army's most decorated soldier, and Cmdr. Samuel Dealy of Dallas, the most decorated U.S. Navy officer. Five Texas recipients were of Latino descent, including Jose M. Lopez and Marcario Garcia.

More than 22,000 Texans — men and women — died during the war. Their graves lie in cemeteries on Pacific islands, along the Normandy coast, in many European nations and in national military cemeteries in the U.S., including several in Texas. The tombstones of countless other World War II veterans — including native Texans and those who trained in the Lone Star State or later chose it as their adopted home — rest in urban and rural cemeteries across Texas.

“It would never have crossed my mind to command an Army of women. I never did learn to salute properly or master the 30-inch stride.”

— Col. Oveta Culp Hobby,
first commanding officer of
the Women's Army Corps.



Col. Oveta Culp Hobby



“Link girls” who trained British cadets on flight simulators

MILITARY INSTALLATIONS



Left: Statue of Gen. Douglas MacArthur at San Antonio's Texas Military Institute

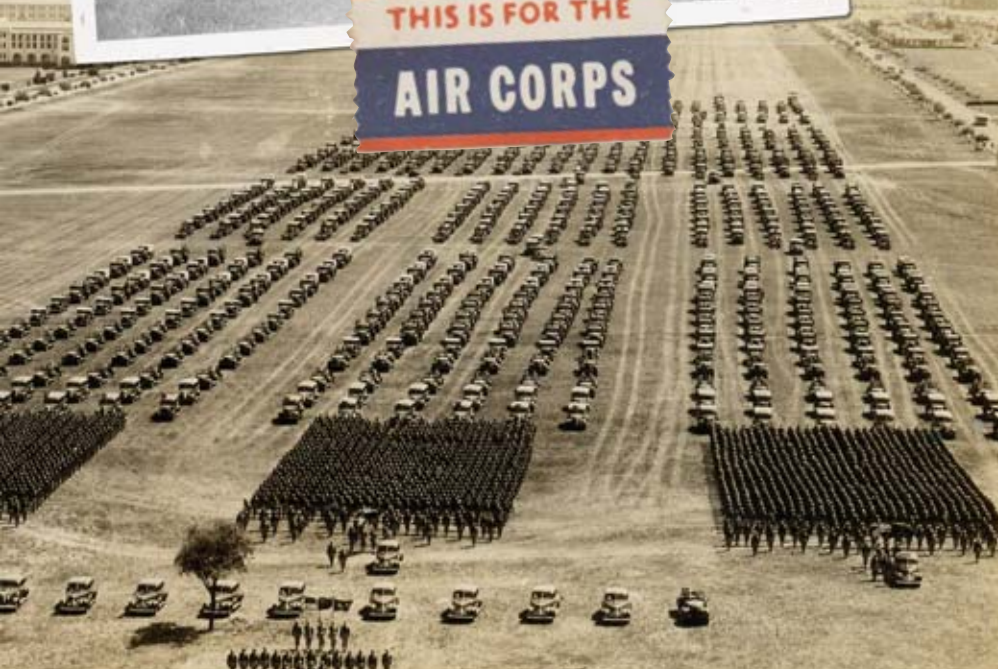
*Opposite page, clockwise: World War II pilots celebrating a successful mission aboard the USS Lexington.
Georgetown resident Norma Squires Smith sings for GIs in Casino, Italy.
2nd division troops mobilize at Fort Sam Houston.
African American soldiers wait outside a train on their way to Fort Sam Houston.*

WARTIME ENTERTAINMENT

As Americans went off to war, they took with them the popular culture of the day, especially music and movies. The entertainment interests of those who served were diverse, but general themes of nostalgia for happier times and the promise of better days ahead were common. Cinematic newsreels brought important war-front stories to moviegoers, and it seemed pinups of movie stars were everywhere. Stateside, local entertainment centers known as canteens were popular places for soldiers and their friends, and the United Service Organizations (USO) brought American entertainment directly to the troops, at home and overseas.



RUSH!!
THIS IS FOR THE
AIR CORPS



While the military mobilized, so did many more Texans on a different, but equally important front — the one at home. Farm families and small-town residents moved to major cities to work in war industry plants. Hundreds of thousands of workers came from outside the state. Urban migration was on the rise. New opportunities in training and employment opened for women and minority citizens. Seemingly overnight, World War II transformed the face of Texas.

During the war years, Texans, as did all Americans, had to set new priorities in their daily lives. They rationed household commodities, organized scrap metal drives and salvaged kitchen fat to be used for explosives. Texans provided entertainment and assistance to troops, mailed countless letters and packages to loved ones in the service and established victory gardens for personal needs so fresh produce could go to the military front. They also postponed dreams of luxuries such as cars and tractors, and “made do” with what they had as industry shifted to the production of war equipment. And, of course, they dealt in personal ways with the ultimate sacrifice of war — the loss of loved ones.

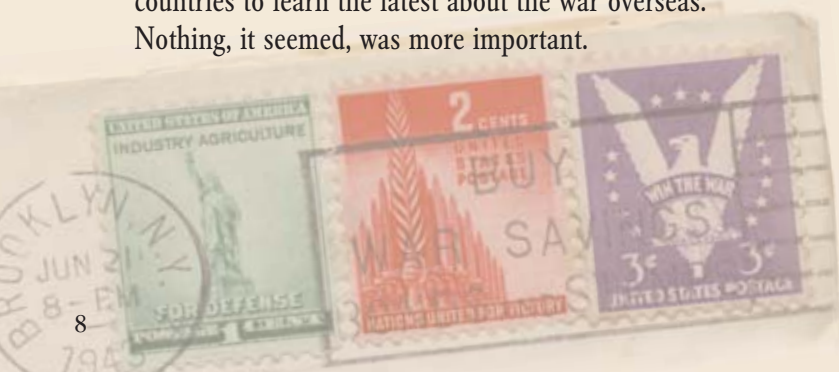
As they went about their daily tasks, Texans on the home front remained vigilant against enemy attacks through civil defense training and air raid drills, and by scanning the skies and coastal waters for signs of trouble. All the while, they gathered around their radios, eagerly read the daily news, watched newsreels at local movie houses and studied maps of foreign countries to learn the latest about the war overseas. Nothing, it seemed, was more important.

In many respects, time appeared to stand still during the war years, but it was actually a time of incredible change. Manpower shortages and increased wartime needs opened up new employment opportunities for those who previously had limited access. With the growth of business and related city expansion came dramatic shifts in population, and an unprecedented urban migration was under way. Those who returned home after the war found a new and dynamic Texas.



Top: An artificial arm doesn't stop this worker from participating in war work.

Below: Women were assimilated into traditionally male-only plants to help with the shortage of workers.





Children aid the war effort by collecting scrap metal with help from a donkey.

★ SCRAP METAL DRIVES ★ ★



A 1942 scrap metal drive parade in the streets of downtown Elgin

OIL AND GAS INDUSTRY

Transportation of crude oil became a key issue in wartime planning, as German submarines took a toll on U.S. tankers working between the Gulf of Mexico and the East Coast. The problem was immense, as tankers transported most of the oil, 90 percent of which was from Texas. Seeking a more secure, dependable and direct delivery system, two pipelines, dubbed the Big Inch and Little Big Inch, were created.

These pipelines transported more than 350 million barrels of both crude and refined products to the East Coast in support of the war. Exploration continued, and the discovery of 77 new oil fields during the war years not only aided the Allied effort, but also established a solid base for rapid expansion of the Texas oil industry in the post-war years. With millions of barrels of Texas oil heading to the war front, the Lone Star State truly fueled the victory.

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Today, generations after the end of World War II, evidence of that era and reminders of its impact on Texas can still be found across the state's cultural landscape. The war's enduring influence is obvious at active military installations like Fort Sam Houston in San Antonio, Fort Bliss in El Paso and Fort Hood, which covers vast sections of Coryell and Bell counties. But look carefully, and you will also find the war's legacy in places such as municipal airports and harbor facilities.

Some remaining wartime elements are more subtle. In every region of the state there are remote, abandoned or forgotten sites that still bear evidence of once active air bases, industrial plants, USO canteens and enlistment centers. And wartime structures still exist — adaptively reused for businesses, museums, churches and other purposes. These and other sites are important parts of the overall story of Texas in World War II.

Perhaps the most fragile legacy of the war resides in the lives and memories of those who experienced it firsthand. Today, more than 300,000 World War II military veterans live in Texas — a number that dwindles as time marches on. With the loss of veterans comes a loss of our collective memory about the places and people of that historic era, unless we work to preserve the past.

The Texas Historical Commission urges anyone interested in preserving the rich history of Texas in World War II to ensure future generations inherit a comprehensive legacy. We invite you to preserve and document family stories, photos and memorabilia; record, mark and preserve historic sites; and interpret the war effort at the community level. Head to your local library, visit the numerous heritage sites highlighted in this brochure and learn more about a brief era in our past that changed history forever.



“I was glad that I returned to my family.
My wife and I went to church to thank God
that I returned and saw my children and wife.”

— Jose M. Lopez earned the Medal of Honor for
single-handedly killing more than 100 German soldiers in a
skirmish during the Battle of the Bulge.



“We were the first American women to
fly military aircraft. We forever changed
the role of women in aviation.”

— Deanie Parrish, Women Airforce Service Pilot
who trained at Avenger Field, Sweetwater.

“My service in World War II gave me a vivid
view of the world and its various cultures,
and those experiences are still an important part
of who I am today.”

— Matthew Honer Clay, Sr., served as a guard
in the Phillipines and Japan.



Opposite page: Ed Preston of Tyler was captured in the Philippines and survived the infamous Bataan death march as a prisoner of war.

■ ABILENE

During World War II, Abilene boasted one of Texas' largest military training installations, Camp Barkeley. The 12th Armored Division mobilized here. Nicknamed the "Hellcats," division troops captured 72,000 German soldiers and liberated several Nazi death camps. The 12th Armored Division Memorial Museum chronicles the Hellcats' story through photo exhibits and artifacts, including Allied and Axis weapons and uniforms. Veterans recall World War II experiences in videotaped oral histories.

In 1942, Camp Barkeley opened a nearby pilot training facility, Abilene Army Air Field. It was renamed Dyess Air Force Base in 1956 to honor World War II pilot and West Texas native William Edwin Dyess, who died in 1943. At the base's Linear Air Park, visitors get a close view of a modern B-1 bomber, along with roughly 30 historic aircraft, including one of the U.S.'s primary World War II bombers, the B-17 Flying Fortress. Adjacent to the airpark is the Dyess Heritage Museum and Memorial Park, which recounts base history through photographic exhibits.

■ ADDISON

Four hangars of military aircraft take center stage at the Cavanaugh Flight Museum at Addison Airport. Nearly all of the warbirds are restored and flyable, and some have flown in movies about World War II. Allied fighters include the P-51 Mustang and Supermarine Spitfire. Also on view is the German Messerschmitt Me-109 used in Nazi blitzkrieg (lightning war) attacks across Europe. Visitors can book flights in two historic military planes, the N2S-4 Stearman and the AT-6 Texan.

■ AUSTIN

In addition to serving as Texas' seat of government, the State Capitol complex honors Texans at war through numerous monuments scattered across its shady, 22-acre grounds.

A towering red granite monument replicates the "T-Patch" insignia of the 36th Infantry Division. The division

organized during World War I with National Guard troops from Texas and Oklahoma. During World War II, T-Patchers saw frontline action in five European campaigns. In the Pacific, the division's so-called "Lost Battalion" was captured and forced by Japanese troops to build the infamous Burma Railroad. In 1959, the 36th Infantry Division reorganized with elements incorporated into the Texas National Guard.



Pearl Harbor monument at the State Capitol, Austin

An arched pink and red granite monument on the Capitol grounds memorializes Texan soldiers who were at Pearl Harbor during the Japanese attack on December 7, 1941. Inside the Capitol, a photographic exhibit honors more than 70 Texans awarded the Medal of Honor. Included are 24 honorees from World War II. A short walk from the Capitol is the Bob Bullock Texas State History Museum, which hosts a growing exhibit on Texas' role in the war.



A 1942 Harley Davidson at the 12th Armored Division Memorial Museum, Abilene

Just west of downtown Austin lies Camp Mabry, home of the Texas National Guard. Its historic Building 6 houses the Texas Military Forces Museum. Through dioramas and displays of artifacts, aircraft, weapons and vehicles, the facility highlights Lone Star military history from the Texas Revolution to Desert Storm. It also offers an extensive library and archives on Texas and world military history.

On August 15, 1945 — Victory over Japan (VJ) Day — Austinite Johnny Holmes opened the Victory Grill, a restaurant and bar catering to African American soldiers returning from the war. Many top blues performers played at the Victory Grill, including B.B. King. It attracted a multiracial audience, a rarity in the segregated South. Today, the Victory Grill is listed in the National Register of Historic Places and remains a multicultural hub on Austin's east side hosting concerts, art exhibits and dances. Nearby, the Texas State Cemetery houses a monument honoring nine fallen World War II soldiers from Praha. (See Praha to learn more.)

■ BIG SPRING

From 1942 to 1945, more than 6,000 aviation cadets learned high-altitude precision bombing at Big Spring Army Air Field's Bombardier School. Students flew in AT-11 training planes and used the famous Norden bombsights to drop sand-filled practice bombs on the flat West Texas range. The field later became Webb Air Force Base, named for a local World War II combat pilot, Lt. James L. Webb. The base closed in 1977 and today is an industrial airpark. A restored 1940s building now houses the Hangar 25 Air Museum, which includes an AT-11 trainer, Norden bombsight and other period artifacts.



■ BONHAM

This North Texas town was the home of one of America's most legendary politicians, Samuel Taliaferro Rayburn (1882–1961). "Mr. Sam" served 48 years in the U.S. House of Representatives, including 17 as speaker. He shepherded

landmark legislation through Congress, including key elements of President Franklin Roosevelt's "New Deal," and was a supporter of U.S. involvement in World War II. His 1916 farmhouse is now the Sam Rayburn House Museum, operated by the Texas Historical Commission. Restored to its 1961 appearance, the museum houses family artifacts — including original furniture, china and Rayburn's 1947 Cadillac, a gift from congressmen celebrating his first term as speaker.

An impressive statue of Rayburn and a replica of his U.S. Capitol office welcome visitors to the nearby Sam Rayburn Library and Museum operated by the University of Texas at Austin. The Greek Revival white marble structure exhibits Rayburn's personal library and mementos, including letters from some of the eight presidents with whom he worked.



Fort Clark, Brackettville

■ BRACKETTVILLE

In 1852, cooling springs in Las Moras Creek attracted the U.S. Army, which established what would become one of the state's most historic military posts, Fort Clark. Black Seminole Indians served here as Army scouts to protect the Texas frontier in the 1870s and 1880s. During both world wars, infantry and horse cavalry troops trained at Fort Clark, where German prisoners of war were also held during World War II.

Fort Clark was officially closed in 1946, but visitors can tour the historic district, which features residences of noted World War II Gens. George C. Patton and Jonathan M. Wainwright. The Old Fort Clark Guardhouse Museum recalls life on one of the Army's last horse cavalry posts.

■ COLLEGE STATION

George H.W. Bush received his commission in 1943 at age 18, and 15 months later the Avenger torpedo bomber he piloted was shot down in the Pacific. He ejected safely and was rescued at sea. His experience is retold at the George Bush Presidential Library and Museum in one of many exhibits chronicling the public and personal lives of the last U.S. president to serve in World War II. Spotlights in the state-of-the-art museum's World War II exhibit is a restored 1944 Avenger similar to the one Bush piloted. The 69,000-square-foot presidential museum is on the Texas A&M University campus.

■ CORPUS CHRISTI

One of the nation's most historic aircraft carriers rests at picturesque Corpus Christi and houses the USS Lexington Museum on the Bay. Commissioned in 1943, the *Lexington II*, now a National Historic Landmark, was nicknamed the "Blue Ghost" for its distinctive navy blue color. It remains the nation's longest-serving carrier (48 years) and the last of the World War II-era Essex Class, once the largest in the U.S. fleet.

Visitors can also explore the facts and feel of naval combat — from crew berths to sick bay to the commander's stateroom. View vintage aircraft and sit in the gunner's seat of a three-inch, 50-caliber anti-aircraft gun.

■ CRYSTAL CITY

Shocked by the Pearl Harbor attack, the U.S. government rounded up thousands of foreign nationals residing in the U.S., the territory of Hawaii and several Latin American countries. Suspected as security risks, they were held in internment camps nationwide, including three in Texas — at Seagoville, Kenedy and Crystal City. Most internees



World War II veteran Joe Sassman in front of the USS Lexington, Corpus Christi

were Axis nationals, but many were U.S.-born citizens of "enemy ancestry."

The Crystal City Alien Family Internment Camp was one of the nation's largest, holding as many as 3,000 Japanese, 1,000 Germans and a small number of Italians. Unlike most camps, it allowed families to join internees. From 1942 to 1947, it was a city behind barbed wire with its own neighborhoods, schools and stores. Now part of the Crystal City Independent School District, the site includes building foundations, remnants of swimming pools and camp streets and a monument erected by Japanese Americans to mark this little-known story of Texas in World War II.

■ DALLAS

Located at Dallas' Love Field, the Frontiers of Flight Museum details aviation heritage in North Texas from World War I to today. Displays spotlight the area's role in manufacturing key World War II aircraft: the B-24 bomber, and the P-51 Mustang and P-38 Lightning fighter planes. Special exhibits honor the Women Airforce Service Pilots based at Love Field,

as well as the No. 1 British Flying Training School in nearby Terrell.

★ USS LEXINGTON ★ ★

The Dallas Memorial Center for Holocaust Studies chronicles the Warsaw Ghetto Uprising, the most famous attempt by Jews to resist genocide at the hands of German troops. The museum contrasts the dramatic uprising with life in Dallas on that same day. Housed in downtown quarters, the museum uses historic photos and films, period artifacts and audio presentations to chronicle the holocaust.

■ DENISON

From son of a railroad worker to World War II hero to 34th U.S. president, the life of Dwight D. Eisenhower is an American success story. That story is told year-round at the six-acre Eisenhower Birthplace State Historic Site, operated by the Texas Parks and Wildlife Department. A larger-than-life bronze statue of “Ike” depicts the former supreme Allied commander in the tailored field jacket named for him. The original “Eisenhower jacket” is on display in the visitor center. The site’s focal point is the restored two-story white frame house where Eisenhower was born in 1890.

■ DENTON

Air combat heated up by 1942, and America faced a shortage of male pilots. To ease the problem, the military created the civilian Women Airforce Service Pilots (WASP) program. It trained women for stateside air transport duties. The legacy of these pioneering women aviators lives on at Texas Woman’s University, the official repository of the national WASP archives. Located in the Blagg-Huey Library, the collection features thousands of photographs and military documents. Displayed artifacts include uniforms, logbooks and flying tools, such as a kneeboard that held maps. There’s also a life-size statue and a bronze plaque honoring the 38 pilots who died in service.

■ EL PASO

The Army built Fort Bliss in 1848 to protect territory newly gained during the Mexican War. In 1893, the fort relocated to its current site and, by the Mexican Revolution of 1910, was the nation’s largest horse cavalry post. During World War II, Fort Bliss expanded to one million acres. As horse cavalry units converted to mechanized units, the fort became, and remains, an artillery training facility.

An adobe replica of Old Fort Bliss — a gift of the city celebrating the fort’s 1948 centennial — houses a multicultural youth education center. Two museums display weaponry and memorabilia of two pivotal periods. The Old Fort Bliss Museum recalls how cavalry dominated warfare from 1857 to 1900. The Air Defense Artillery Museum chronicles warfare’s transition from guns to rockets to missiles.

Located downtown, the El Paso Holocaust Museum and Study Center houses a replica freight train, like those used to take Jews to Nazi death camps. Visitors can view a chronology of the genocide and exhibits detailing the resistance effort and Krystallnacht (crystal night), the massive attack on German Jews that signaled the start of the holocaust.



Eisenhower Birthplace State Historic Site, Denison

■ FREDERICKSBURG

After guiding Allied forces to victory over Japan, U.S. Navy Adm. Chester W. Nimitz signed the 1945 peace treaty that ended World War II. He was a native of this Hill Country

town that honors his life and times at the Admiral Nimitz State Historic Site and National Museum of the Pacific War.

The museum's George Bush Gallery provides a dramatic overview of the war. An exhibit on pre-attack Pearl Harbor features a Japanese two-man midget submarine (the only one on display in the continental U.S.) mounted on its mother sub.

Guided group tours negotiate three acres of reenacted



National Museum of the Pacific War, Fredericksburg

battlegrounds at the museum's Pacific Combat Zone. Five times a year, the museum hosts the "Assault 1944" living history program in which period reenactors recreate the Pacific War battlefield.

The restored Nimitz Hotel, a 19th-century frontier hostelry, recounts local history and the life of Adm. Nimitz. A poignant attraction is the Japanese Garden of Peace, designed and constructed by Japanese craftsmen. The traditional Japanese garden was a gift of Japan as a symbol of reconciliation.

■ GALVESTON

History underpins the San Luis Resort — literally. The hotel has a commanding view of Galveston Beach because it sits atop a high embankment containing artillery emplacements from historic Fort Crockett. Built after the great storm of 1900, two massive concrete revetments (gun emplacements) still nestle into the hillside, clearly visible from Seawall Boulevard. During

World War II, the revetments sported 12-foot guns used for artillery training and coastal protection. Fort Crockett briefly housed German prisoners of war. Many fort buildings remain in use by Galveston College, Texas A&M University at Galveston and the National Marine Fisheries Service.

The Texas Aviation Hall of Fame/Lone Star Flight Museum is located at Galveston's municipal airport, former site of Galveston Army Air Field, a World War II air-training base. The 79,000-square-foot facility houses dozens of historic aircraft, most of which flew during World War II and remain flight worthy. Many of the museum's aircraft take to the air during an annual fall flying event. Stars of the fleet include a restored B-17 Flying Fortress and the B-25 Mitchell.

Ocean-going ships enter Galveston harbor, then pass Pelican Island. The island is home to Seawolf Park, named after the *USS Seawolf*, an American submarine lost during World War II. Another sub originally commissioned during World War II, the restored *USS Cavalla*, sits in the park beside the destroyer escort, the *USS Stewart*. Together, the vessels embody the evolution of naval warfare during and after World War II.



Lone Star Flight Museum, Galveston



■ GREENVILLE

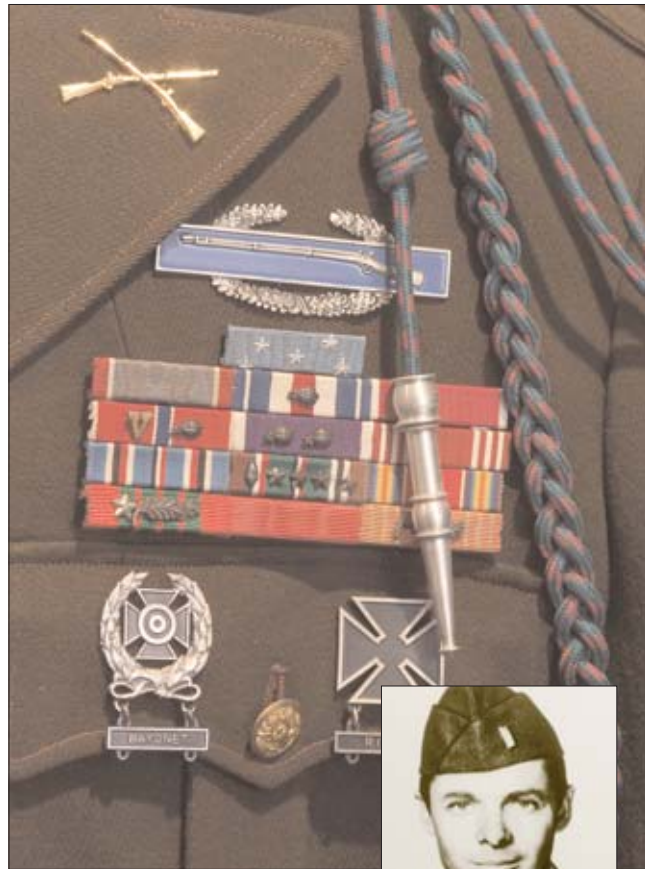
The Audie Murphy/American Cotton Museum weaves together stories of Hunt County's most historic crop, cotton, and its most famous native son, World War II hero Audie Murphy. Memorabilia from Murphy's military career blends with relics of his post-war movie and songwriting career. One exhibit displays the control panel of the crashed civilian plane in which he died in 1971 while on a business trip. The museum hosts an annual Audie Murphy Days celebration.

■ HARLINGEN

After fierce fighting during February 1945, five U.S. Marines and a U.S. Navy corpsman raised a giant American flag atop the island of Iwo Jima. A Pulitzer Prize-winning photograph of the event became one of World War II's most enduring images. Artist Felix de Weldon recreated the scene as a larger-than-life bronze sculpture near Arlington National Cemetery in Washington, D.C. De Weldon's full-scale working model, used for the monument's casting, rises next to Valley International Airport (Harlingen Army Air Field during World War II) on the campus of the Marine Military Academy. A museum adjacent to the monument showcases World War II memorabilia, a film and exhibits.

■ HEREFORD

The nation's second-largest prisoner of war camp, Hereford Military Reservation and Reception Center, held 7,000 Italian prisoners, some of whom were artists. In the closing days of the war, seven officers and two enlisted men donated their talents to St. Mary's Church in nearby Umbarger. They created three Renaissance-style paintings of the Virgin Mary and a wood carving of the Last Supper. In return, parishioners lavished them with hearty meals. Lasting friendships between the Italians and Americans resulted from those wartime experiences. All that remains of the POW camp is a prisoner-built chapel to honor five Italians who died while in custody.



Audie Murphy's uniform at Texas Heritage Museum, Hillsboro



Audie Murphy

Waco, won the Navy Cross for bravery under fire during the Pearl Harbor attack by manning an anti-aircraft machine gun.

■ HOUSTON

To honor victims and survivors, the Holocaust Museum Houston uses original films, artifacts, photographs and interactive displays to examine the causes and lessons of the genocide. It also details a lesser-known resistance event, "Operation Texas," a plan spearheaded by Congressman Lyndon B. Johnson to smuggle hundreds of threatened Jews into Texas. Rare exhibits include children's shoes from Poland's Majdanek concentration camp, as well as a large collection of Nazi money used in Jewish ghettos and camps.

■ HILLSBORO

For a thorough exploration of Texans at war — from the Civil War to World War II — visit the Texas Heritage Museum on the campus of Hill College. Through the use of detailed maps, photographs, correspondence and dioramas, the museum's World War II exhibits explain the war's causes and results. Displays cover wartime home life in both Allied and Axis countries. They also highlight fascinating anecdotes such as how Doris (Dorie) Miller, an African American sailor from



■ KILGORE

Wildcat oil driller Columbus (Dad) Joiner hit a gusher near here in 1930, discovering what at the time was the world's largest known oil field. A decade later, the oil field helped win World War II. Two record-breaking pipelines called the Big Inch and the Little Big Inch were built from East Texas to the East Coast, transporting 350 million barrels of oil that helped fuel the war in Europe. The East Texas Oil Museum recounts that historic effort.

■ KILLEEN

Allied forces developed tank destroyers to counter Germany's blitzkrieg tank attacks in Europe. In 1942, the U.S. Army turned vast Central Texas prairies into Camp Hood, where up to 100,000 troops learned anti-tank, field artillery and infantry tactics.

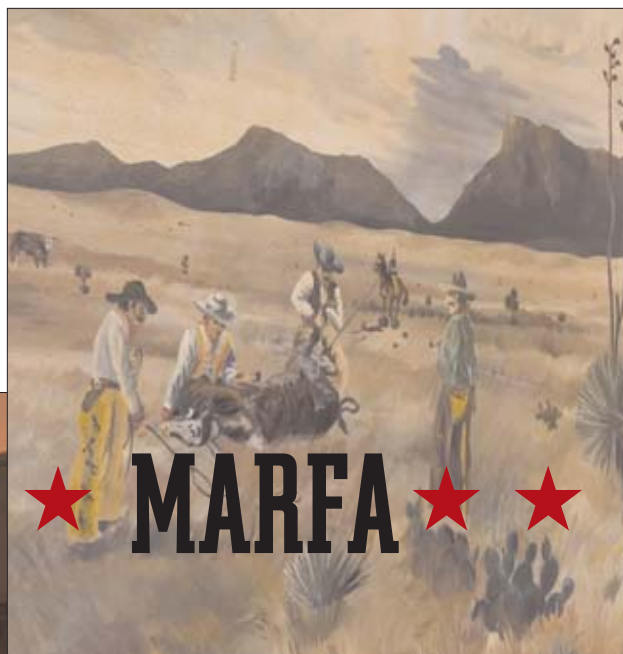
Today, Fort Hood remains the nation's largest armored training installation. Two heritage sites, the 1st Cavalry Division Museum and the 4th Infantry Division Museum, survey 150 years of combat history. Battles of World War II are recounted through vehicle and aircraft displays, plus hundreds of photographs and artifacts.

■ LA PORTE

The only surviving pre-World War I dreadnought battleship, the *USS Texas* now rests at the Battleship Texas State Historic Site. During World War II, the venerable warship served as flagship for the 1944 D-Day invasion of Europe, commanded by Texas-born Gen. Dwight D. Eisenhower. The *Texas* was the first U.S. battleship equipped with anti-aircraft guns and commercial radar, and the first to launch an aircraft. Visitors can climb narrow steps up to the flying bridge and explore deep into below-deck areas, including the engine room, sleeping quarters and medical



Ft. Hood, Killeen



A mural in Building 98 at Fort D.A. Russell, Marfa

facilities. The ship is listed as both a National Historic Landmark and a National Mechanical Engineering Landmark.

■ LUBBOCK

The role served today by military helicopters was handled in part during World War II by unarmed gliders. These non-motorized aircraft flew infantry (13 per flight) or equipment from Jeeps to howitzers to ammunition — behind enemy lines. Almost all of America's approximately 6,000 glider pilots trained at South Plains Army Air Field, now the site of Lubbock's municipal airport. The airport's 1950s-era terminal houses the 40,000-square-foot Silent Wings Museum. Elaborate displays of photographs, timelines, dioramas and interactive exhibits recall these dangerous one-way flights. The museum also houses a rare, restored CG-4A, the standard combat glider, and a training sailplane.

■ MARFA

Visitors searching for the mysterious Marfa Lights are actually gazing across the site of one of World War II's top flight training installations, Marfa Army Air Field. Part of the base's front gate remains near the Marfa Lights viewing station. Nearly 8,000 pilots once trained here in AT-17s, B-25s and P-38s on five wide runways up to 7,500 feet long.

Marfa Army Air Field had a sister installation nearby, a World War I-era horse cavalry outpost called Fort D.A. Russell. The base trained U.S. soldiers and held nearly 200 German prisoners of war. Two POWs were artists who painted elaborate murals inside Building 98, where top U.S. generals socialized in the officers club. The paintings depict U.S. Western scenes as seen through the eyes of Germans who learned about cowboys from watching movies. The rare murals garnered Building 98 a spot in the National Register of Historic Places; the structure is also a Recorded Texas Historic Landmark.



Fort D.A. Russell closed in 1946 and various individuals bought the property. Three decades later, New York minimalist sculptor Donald Judd turned many of the structures into a contemporary art museum, the Chinati Foundation. A one-time warehouse, six former barracks and two artillery sheds now contain works by various artists.

■ MIDLAND

The ebb and flow of World War II rode in large part on the wings of military aviation. The American Airpower Heritage Museum preserves that airborne saga through historic aircraft and accounts from the men and women who built, serviced and flew them. The museum is at Midland International Airport, site of Midland Army Air Field, America's largest World War II bombardier-training base. Rotating exhibits showcase approximately 20 restored aircraft selected from the 150 vintage planes of the Commemorative Air Force (CAF), headquartered at the museum. Star of the fleet is the world's only flying B-29 Superfortress, a long-range

bomber. The world's largest collection of aviation nose art fills a 6,000-square-foot gallery and features paintings of scantily-clad women and names such as "Flamin' Mamie" and "Surprise Attack." Each October, the museum hosts a major fly-in air show.

■ PAMPA

During three brief years, Pampa Army Air Field trained more than 6,000 aviation cadets and 3,500 mechanics for World War II. This Texas Panhandle town's connection to the military continues at Freedom Museum USA. Located in Pampa's Memorial Park, the museum is in a former water pumping station built just before the war by the Public Works Administration to provide jobs during the Depression. The largest exhibit features a B-25D bomber from World War II. Inside, exhibits include military uniforms and memorabilia.



American Airpower Heritage Museum, Midland

■ PRAHA

Few U.S. communities sacrificed as much during World War II as this Czech-heritage village in South Central Texas. During the war's last year, Praha (population under 100) lost nine local men in combat, more than any other U.S. town its size. That sacrifice is memorialized at St. Mary's Catholic Church, one of the famous painted churches of Texas. Its cemetery and grounds include three small stone chapels and a Texas pink granite monument — all paying tribute to the town's nine fallen soldiers. Each Veterans Day, St. Mary's hosts a memorial service in which flower petals are dropped on the historic site as part of a military flyover.

■ PYOTE

The flat, arid land near Monahans proved ideal for 8,400-foot-long runways used for World War II training flights of B-17 and B-29 bombers. That's where the Army located the bomber-training base, Pyote Army Air Field (later Pyote Air Force Station). The terrain was prime habitat for rattlesnakes, leading to the base's nickname "Rattlesnake Bomber Base." The noted 19th Bombardment Group, the first unit to bomb Japanese targets, flew to Pyote directly from combat in the Pacific. At war's end, the base became an aircraft storage depot, holding some 2,000 warbirds. The Pyote Museum is located in a county park and exhibits Rattlesnake Bomber Base and local heritage artifacts.



Building 100, the "Taj Mahal" at Randolph Air Force Base, San Antonio

■ SAN ANTONIO

San Antonio claims three heritage-rich military bases that rank as National Historic Landmarks.

Fort Sam Houston traces its roots to U.S. troops who arrived after the state's annexation in 1845. A permanent post came in the 1870s. The fort's historic district comprises 500 buildings, more than any other active U.S. military post. A driving tour of the historic district passes the 1941 officers row home of Col. Dwight D. Eisenhower and his wife, Mamie. The Fort Sam Houston Museum chronicles post history from 1845 to the present. World War II displays examine key battles and show the development of the war's successful "triangular division" infantry organizational structure. The post also offers the U.S. Army Medical Department Museum, which describes military medicine from 1775 to the present.

Dedicated in 1930, Randolph Army Air Field was a design breakthrough for the Army Air Corps. The planned "Air City" became a model airfield for flight training. During World War II, the "West Point of the Air," as it was called, trained thousands of cadets and instructors. Towering over the Spanish Revival-style historic district is one of the most famous structures in military aviation, Building 100. Known as the Taj Mahal, the domed Moorish-style tower presents a decorative silhouette that hides its function as a water tower. The base of the Taj contains offices, a rotunda, history exhibits and a large auditorium.



Campaign hat at Fort Sam Houston Museum, San Antonio



San Antonio's other aviation-related National Historic Landmark, Hangar 9, sits on the former site of Brooks Field. Built in 1918 during World War I, Brooks was a flight-training base during both world wars, and it later maintained a school for aviation medicine. The base closed in 1995, but its original Hangar 9 remains the nation's oldest military air hangar and the only one left from World War I. Hangar 9 houses the U.S. Air Force Museum of Aerospace Medicine, which showcases an extensive collection of photographs and equipment on aviation and aerospace medicine, plus the early history of Brooks Field.

Exhibits from Slaton's Texas Air Museum are housed in a World War II hangar at San Antonio's Stinson Field, one of the nation's oldest continuously operated airports. The star attraction is a Focke-Wulf FW-190, perhaps the top German fighter plane of World War II.

■ SAN MARCOS

In late 1942, a navigator training school opened at San Marcos Army Air Field (later Gary Air Force Base). When soldiers came to town for entertainment and to mingle with locals, they went to racially segregated United Service Organizations (USO) facilities. The USO for African Americans was in a calaboose that was built in 1873 as the first Hays County jail. Today, the building is the Calaboose African American History Museum. Military exhibits feature Buffalo Soldiers of the Texas frontier and the Tuskegee Airmen of World War II, the nation's first black military pilots.

■ SLATON

The Texas Air Museum celebrates military aviation from the early 1900s to the present. Its collection features more than 60 vintage aircraft, plus tanks, military vehicles and weaponry. Most of the collection is housed in newly expanded quarters at Slaton Airport near Lubbock. World War II exhibits comprise artifacts from both Allied and Axis forces, including rare German and Japanese artillery and aircraft. Many aircraft are flyable and participate in the museum's annual fly-in.

■ SWEETWATER

As more men joined the war effort, more women took home front jobs once considered for males only. In 1942, that trend took to the air when the U.S. Army Air Forces launched the civilian Women Airforce Service Pilots (WASP) program. From 1942 to 1944, these first women to fly U.S. military planes logged 60 million miles, ferrying military aircraft to bases nationwide. They also opened the way for women in the Air Force.

WASP pilots trained at Sweetwater Army Air Field (Avenger Field). Today, Avenger Field is a municipal airfield and campus of Texas State Technical College. A monument on the campus bears the names of 1,074 women pilots who received their WASP silver wings here. A low-relief memorial sculpture honors the 38 women pilots who died in service. A 1929 hangar near the campus is the home of the National WASP WWII Museum, where exhibits tell the pioneer pilots' stories.

■ TERRELL

German bombing, combined with bad weather, posed pilot training problems at home for the British Royal Air Force (RAF). As a result, the task largely fell to six U.S. civilian training schools. The first and largest opened in Terrell three months before Pearl Harbor. More than 2,000 RAF pilots, plus 200 American pilots, eventually trained here. Their story endures in the No. 1 British Flying Training School Museum at Terrell's airport, where RAF training took place. Displays also feature a "Link Trainer" flight simulator, a scale model of the school and an RAF uniform. Local citizens welcomed the British and forged lifelong bonds. Thirty-five trainees married American women and returned to live in the U.S., many in Texas.



WASP logo at Avenger Field, Sweetwater

TEXAS WORLD WAR II CEMETERIES

- Austin: Texas State Cemetery
- Dallas: Dallas-Fort Worth National Cemetery
- Fort Bliss: Fort Bliss National Cemetery
- San Antonio: Fort Sam Houston National Cemetery; San Antonio National Cemetery
- Houston: Houston National Cemetery
- Kerrville: Kerrville National Cemetery
- Terrell: Groups of RAF pilots in Terrell Cemetery



Terrell Cemetery, burial sites of RAF pilots who died during training in Texas.

TEXAS HISTORICAL COMMISSION WORLD WAR II INITIATIVE

The Texas Historical Commission is leading an ongoing statewide effort to permanently commemorate the role that Texans played in World War II. Plans include military and home front sites survey, new historical markers, and guidance to organizations on how to record oral histories. The THC will add a section on the agency's web site related to the war, with links to other relevant sites. Support your county historical commission and community by contributing and participating in recording Texas history.

HERITAGE TRAVEL RESOURCES

For more information on the sites in this brochure, use the *Texas State Travel Guide* or contact the sources below for site locations, hours and special events. To obtain a free *Texas State Travel Guide*, call 800/8888-TEX or visit www.TravelTex.com.

■ ABILENE

Convention & Visitors Bureau
800/727-7704
www.abilene.com

■ ADDISON

Visitor Services Department
800/233-4766
www.addisontexas.net

■ AUSTIN

Convention & Visitors Bureau
866/462-8784
www.austintexas.org

■ BIG SPRING

Chamber of Commerce
800/734-7641
www.bigspringchamber.com

■ BONHAM

Chamber of Commerce
903/583-4811
www.bonhamchamber.com

■ BRACKETTVILLE

Kinney County Chamber of Commerce
830/563-2466
www.brackettville.com

■ BRYAN-COLLEGE STATION

Convention & Visitors Bureau
800/777-8292
www.bryan-collegestation.org

■ CORPUS CHRISTI

Convention & Visitors Bureau
800/766-2322
www.corpuschristi-tx-cvb.org

■ CRYSTAL CITY

City of Crystal City
830/374-3478

■ DALLAS

Convention & Visitors Bureau
800/232-5527
www.dallascvb.com

■ DENISON

Chamber of Commerce
903/465-1551
www.denisontexas.com

■ DENTON

Chamber of Commerce
888/381-1818
www.denton-chamber.org

■ EL PASO

Convention & Visitors Bureau
800/351-6024
www.elpasocvb.com

■ FREDERICKSBURG

Chamber of Commerce
888/997-3600
www.fredericksburg-texas.com

■ GALVESTON

Convention & Visitors Bureau
888/425-4753
www.galveston.com

■ GREENVILLE

Chamber of Commerce
903/455-1510
www.greenville-chamber.org

■ HARLINGEN

Chamber of Commerce
800/531-7346
www.harlingen.com

■ HEREFORD

Deaf Smith County Chamber of Commerce
806/364-3333
www.herefordtx.org

■ HILLSBORO

Chamber of Commerce
800/445-5726
www.hillsborochamber.org

■ HOUSTON

Convention & Visitors Bureau
800/446-8786
www.visithoustontexas.com

■ KILGORE

Chamber of Commerce
866/984-0400
www.kilgorechamber.com

■ KILLEEN

Civic and Conference Center & Visitors Bureau
254/501-3888
www.killeen-cvb.com

■ LA PORTE-BAYSHORE

Chamber of Commerce
281/471-1123
www.laportechamber.org

■ LUBBOCK

Convention & Visitors Bureau
800/692-4035
www.lubbocklegends.com



Calaboose African American History Museum, San Marcos

■ **MARFA**

Chamber of Commerce
800/650-9696
www.marfacc.com

■ **MIDLAND**

Convention & Visitors Bureau
800/624-6435
www.visitmidlandtx.com

■ **PAMPA**

Chamber of Commerce
806/669-3241
www.coc.pampa.com

■ **PRAHA**

Schulenburg Chamber of Commerce
866/504-5294
www.schulenburgchamber.org

■ **PYOTE**

Monahans Chamber of Commerce
432/943-2187

■ **SAN ANTONIO**

Convention & Visitors Bureau
800/447-3372
www.sanantoniovisit.com

■ **SAN MARCOS**

Chamber of Commerce
512/393-5900
www.sanmarcostexas.com

■ **SLATON**

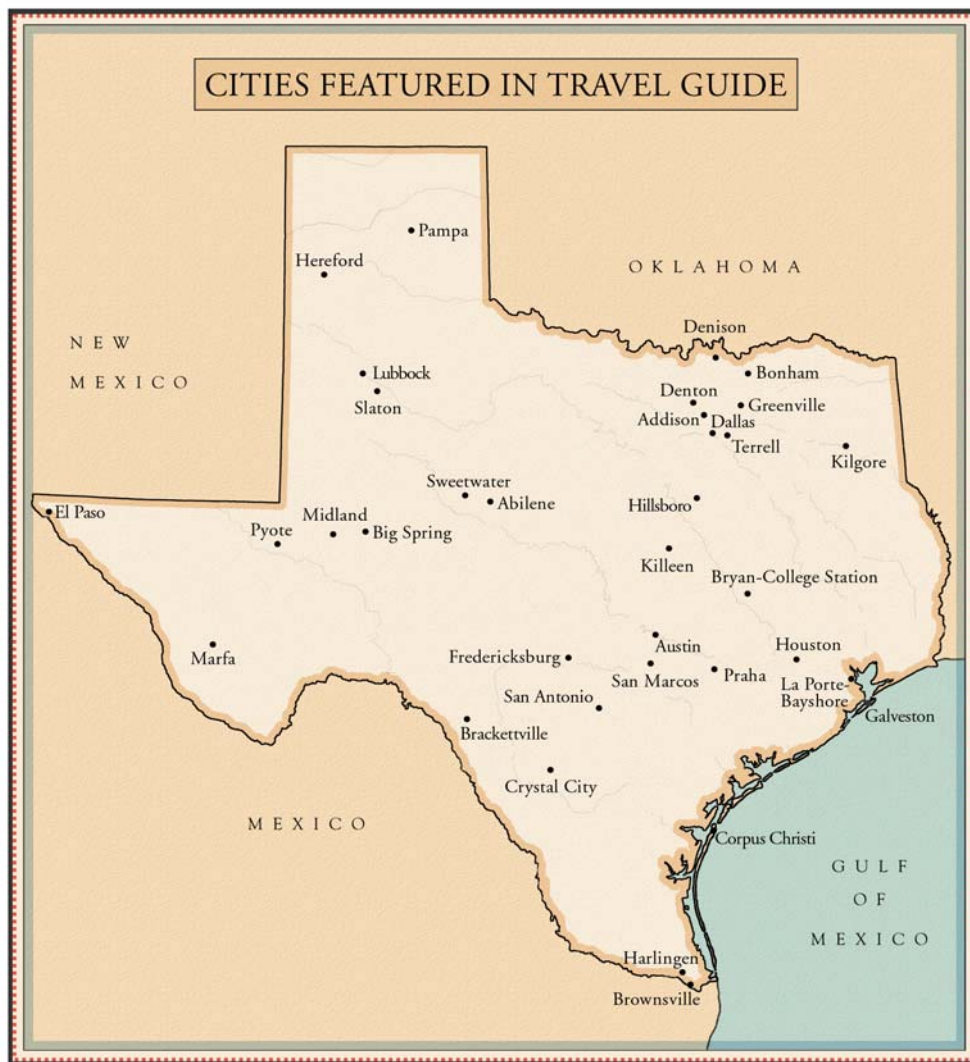
Chamber of Commerce
806/828-6238
www.slatonchamberofcommerce.org

■ **SWEETWATER**

Chamber of Commerce
325/235-5488
www.sweetwatertexas.org

■ **TERRELL**

Chamber of Commerce
877/837-7355
www.terrelltexas.com

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