

American Battle Monuments Commission



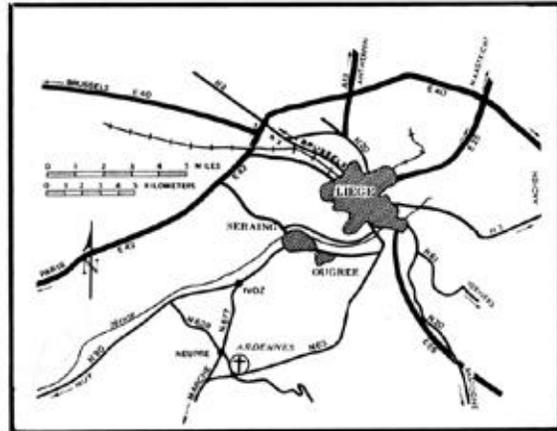
Ardennes American Cemetery and Memorial



Memorial Chapel

LOCATION

Ardennes Cemetery is situated near the southeast edge of the village of Neupre (formerly Neuville-en-Condroz), 12 miles southwest of Liege, Belgium. Highway N-63 from Liege to Marche or Dinant and Paris passes the main entrance. Excellent autoroutes lead to Liege from major cities in Belgium, the Netherlands and West Germany. Liege can be reached by train from Paris (Gare du Nord) in about 5 ½ hours, from Brussels in a little more than 1 hour, and from Germany via Aachen. Taxicabs are available from Liege station. Hotel accommodations are available in Liege.



HOURS

The cemetery is open daily to the public from 9:00 am to 5:00 pm except December 25 and January 1. It is open on host country holidays. When the cemetery is open to the public, a staff member is on duty in the Visitors' Building to answer questions and escort relatives to grave and memorialization sites.

HISTORY

Three months after the successful 6 June 1944 landings on the beaches of Normandy, Allied Forces were advancing much more rapidly than had been planned or expected. In the center, the U.S. First Army was sweeping through France with the U.S. Third Army on its right. By 8 September they had liberated Luxembourg, eastern Belgium, and Liege and were driving toward the Germany city of Aachen. On the left, the British Second Army had entered Brussels on 3 September and Antwerp the following day, as the Canadian First Army kept pace along the coast liberating Ostend and Bruges on successive days.

Patrols of the U.S. First Army crossed the German frontier in the Ardennes area on 11 September and the next day crossed the German frontier near Aachen. Moving eastward toward the Siegfried Line, they quickly encountered strong resistance. Almost



Entrance Gate

simultaneously progress slowed all along the advancing Allied line as opposition stiffened. The retreating enemy finally had achieved a stabilized defensive line.

After the bold, but unsuccessful, airborne effort to establish crossings of the lower Rhine in late September, the main effort of the Allies was shifted to the center where the U.S. First Army, with strong air support from the U.S. Ninth Air Force, encircled Aachen which surrendered on 21 October. The U.S. Ninth Army, organized at Brest in Brittany, was shifted early in November from the right of the U.S. First Army to its left. Together they continued the attack to the Roer River against bitter opposition, especially in the dense Hurtgen Forest.

The Allied attacks were suddenly interrupted in the Ardennes on 16 December, when the enemy launched against the U.S. First and Third Armies its final major counter-offensive of the war. Popularly known as the “Battle of the Bulge,” it was officially designated the Ardennes-Alsace Campaign which included the second half of the enemy’s planned counteroffensive that was launched on New Year’s Eve in Alsace to the south against the U.S. Seventh Army and the French First Army. After furious struggles in bitterly cold weather, all of the attacks were halted.

As the enemy onslaughts in the Ardennes and Alsace were being brought to a halt, the Allies prepared and approved plans establishing three major successive objectives; the destruction of enemy forces west of the Rhine, the seizure of bridgeheads across the river, then coordinated drives into the heart of Germany. The first phase commenced with an advance on 2 February 1945 by the U.S. First Army in the center to seize control of the upstream dams on the Roer River. In the north, the advance to the Rhine was to begin on 8 February with the Canadian First Army advancing to the southeast, to be followed two days later with a converging attack to the northeast by the U.S. Ninth

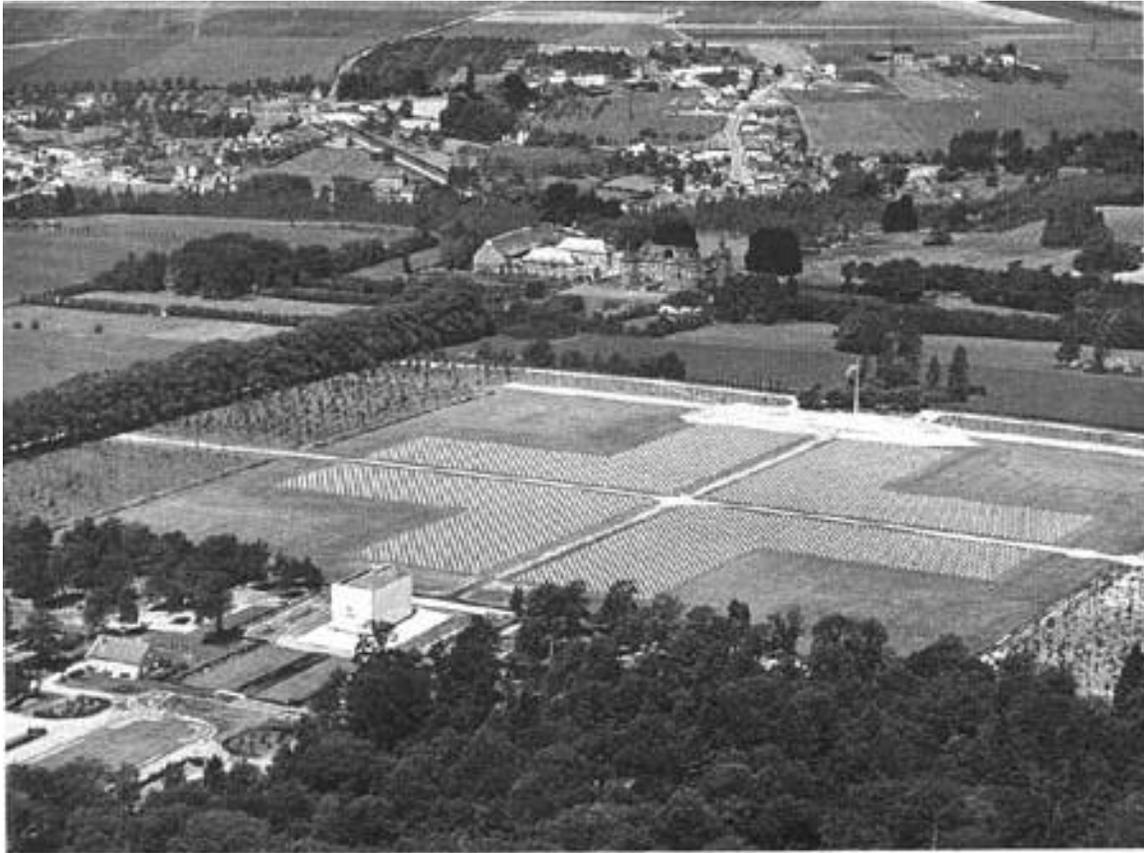
Army. But on 10 February, when the U.S. First Army reached the last and most important dam, it was discovered that the enemy had wrecked the discharge valves during the previous night. The resultant heavy flow of water from the dams halted the U.S. Ninth Army on the north for two weeks.

On 23 February, the U.S. Ninth Army began its crossing of the Roer and the U.S. First Army renewed its advance to the Rhine. As the offensive gained momentum, it became a pursuit to destroy as many enemy units as possible before they could cross the Rhine. The U.S. First Army reached Cologne on 5 March; two days later it seized the only undemolished bridge across the Rhine which was located at Remagen. By 10 March, the entire west bank of the Rhine was in Allied hands.

This unanticipated good fortune was exploited immediately. Additional troops were rushed to the area. By 21 March the bridgehead was expanded to a width of 20 miles and a depth of eight miles. The next day, 22 March, the U.S. Third Army made a surprise amphibious crossing of the Rhine at Oppenheim. On 23 and 24 March, the long-planned major amphibious and airborne assault crossing of the Rhine by the British Second, the Canadian First, and the U.S. Ninth Armies was carried out. Then in rapid succession, the U.S. First and the Third Armies broke out of their bridgeheads on 25 March, the U.S. Seventh Army crossed the Rhine near Worms on 26 March and the French First Army Crossed it on 31 March, thus achieving the first two planned objectives. Four days later the encirclement of the Ruhr Valley was completed as all Allied Armies continued to advance into Germany on a broad front.

THE SITE

The Ardennes American Cemetery, 90 ½ acres in extent, is one of fourteen permanent American World War II military cemeteries constructed on foreign soil by the American Battle Monuments Commission. The 1st Infantry Division liberated the site on 8 September 1944. A temporary cemetery was established on the site on 8 February 1945. After the war, when the temporary cemeteries were disestablished by the Army, the remains of American military Dead whose next of kin requested permanent interment overseas were moved to one of the fourteen permanent cemetery sites on foreign soil, usually the one which was closest to the temporary cemetery. There the Graves Registration Service interred them in the distinctive grave patterns proposed by the cemetery's architect and approved by the Commission. The design and construction of all facilities at the permanent sites were the responsibility of the Commission, i.e., the chapel, museum, visitors' building, superintendent's quarters, service facilities, utilities and paths, roads and walls. The Commission was also responsible for the sculpture, landscaping and other improvements. Many of those interred here died during the enemy's final major counteroffensive in the Ardennes in December 1944 and January 1945. They include some service troops who were fighting as infantry. Others gave their lives in the advance to the Rhine and across Germany, and in the strategic bombardment of Europe.



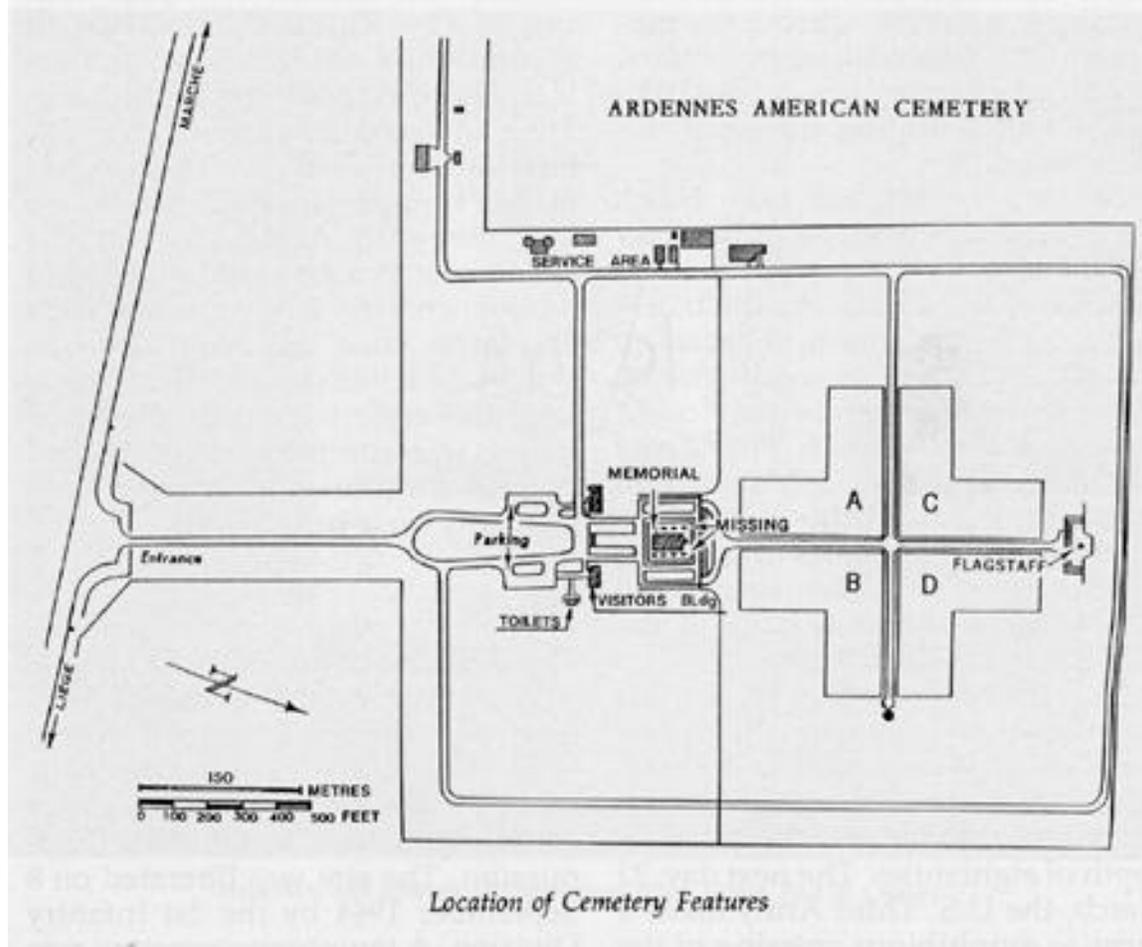
Aerial View of Cemetery and Memorial

ARCHITECTS

Architects for the cemetery and memorial were Reinhard, Hofmeister & Walquist of New York City. The landscape architect was Richard K. Webel of Roslyn, Long Island.

GENERAL LAYOUT

The Ardennes American Cemetery is generally rectangular in shape. Its grave plots arranged in the form of a Greek cross separated by two broad intersecting paths. The cemetery itself rests on a slope descending gently northward toward Neupre. To the south and east, it is enframed in woodland in which red and white oak, beech and ash predominate; its west side is lined by an avenue of stately lindens (*Tilia Platyphyllus*) and its north boundary by informal tree group. Entry is made into the cemetery through the main gate located on the north side of highway N-63. It is set within plantings of black and white pine (*Pinus Nigra Austriace* and *Pinus Strobus*). An evergreen hedge backs its wing walls. Inside the main gate, a straight avenue bordered by horse chestnut (*Aesculus Hippocastanum*) trees leads for 300 yard through woods to a broad green mall flanked on each side with parking spaces. At the far right (east) side is the Visitors' Building; on the



left the Superintendent's house. The memorial is on the axis. From the parking area a flight of step leads down to the memorial; this path divides to pass around the building and leads to the burial area beyond.

Beyond the woods to the west are the wells, reservoirs, and service building. Drinking water is treated in a purification system.

THE MEMORIAL

The memorial of English Portland Whitbed limestone is austere rectangular in form. It projects on all sides beyond its base which, in turn, is set upon a Danube Gray granite podium reached by seven steps; these extend entirely around the building except where they are interrupted at the south end to permit access to the main door. The podium at the north end affords an impressive view of the burial area and of the countryside beyond.

Carved in high relief on the south facade of the memorial is an American eagle 17 feet high. Beside it are three figures symbolizing Justice, Liberty, and Truth. The composition is balanced by 13 stars representing the United States. This sculpture is from the design of C. Paul Jennewein of New York City; the work was executed by Jean



Graves Area and North Facade of Chapel

Juge of Paris. The main doors to the memorial are of stainless steel and bear in relief the dates: 1941 - 1945.

The south, east, and west interior walls of the memorial are decorated with large maps composed of inlaid marble embracing a range of colors from white through cream and gray to black. Much of the lettering is of bronze; other topographical and military details are rendered in mosaic, or enameled or plated bronze. The map above the door records both the last great enemy offensive ARDENNES, popularly known as "The Battle of the Budge," which took place during the winter of 1944-1945, and also the subsequent advance of the Allied forces across the RHINELAND to the Rhine River. It measures 19 ½feet high by 22 ½feet long. Elaborating this map is an inscription in English, French, and Flemish, of which this is the English text:

ON 16 DECEMBER 1944 THE ENEMY MADE ITS LAST CONCERTED EFFORT TO STAVE OFF DEFEAT, UNLEASHING THREE ARMIES ON A NARROW FRONT. PREPARED IN GREATEST SECRECY AND LAUNCHED UNDER OF FOG AND RAIN, THE ATTACK IN THE ARDENNES WAS INITIALLY SUCCESSFUL. BREAKING THROUGH ON A 45-MILE FRONT, HIS FORCES PENETRATED OVER 60 MILES, BUT AMERICAN SOLDIERS, FIGHTING VALIANTLY, HELD THE CRITICAL SHOULDERS OF THE SALIENT.

REACTING PROMPTLY AND DECISIVELY, THE ALLIES RUSHED ALL AVAILABLE RESERVES TO THE SCENE. A FURIOUS STRUGGLE DEVELOPED AT THE ROAD CENTER OF ST. VITH WHERE THE ENEMY ADVANCE WAS STUBBORNLY DELAYED. AT BASTOGNE, ALTHOUGH SURROUNDED FOR



Ardennes and Rhineland Operations Map

FIVE DAYS, AMERICAN TROOPS, WITH THE HELP OF SUPPLIES DROPPED BY IX TROOP CARRIER COMMAND AIRCRAFT, MAINTAINED THEIR DEFENSE. WHILE THE FIRST ARMY BLOCKED THE ENEMY'S EFFORTS TO BREAK THROUGH TOWARD LIEGE AND CROSS THE MEUSE, THE THIRD ARMY BY A MASTERFUL CHANGE OF FRONT TURNED NORTH AND ON 22 DECEMBER COUNTERATTACKED THE SOUTHERN FLANK OF THE PENETRATION. ON 23 DECEMBER THE SKIES CLEARED, ENABLING OUR EIGHTH AND NINTH AIR FORCES TO ENTER THE BATTLE AND STRIKE AT THE ENEMY ARMOR AND SUPPLY COLUMNS.

THE THIRD ARMY CONTINUED ITS ADVANCE, RELIEVING BASTOGNE ON 26 DECEMBER. THE FIRST ARMY'S COUNTER ATTACK FROM THE NORTH CAME ON 3 JANUARY 1945. STRUGGLING FORWARD AGAINST DETERMINED OPPOSITION AND ACROSS SNOW-COVERED MINE FIELDS IN BITTERLY COLD WEATHER, THE THIRD AND FIRST ARMIES MET AT

HOUFFALIZE ON THE 16TH. THE SALIENT WAS COMPLETELY REDUCED BY 25 JANUARY.

WHILE MAINTAINING THEIR ADVANCE IN THE ARDENNES, AMERICAN TROOPS NOW PUSHED DOWN THE ROER VALLEY. ON 23 FEBRUARY, THE FIRST AND NINTH ARMIES LAUNCHED THEIR ASAULT ACROSS THIS RIVER, WITH FIGHTERS AND MEDIUM BOMBERS OF THE NINTH AIR FORCE CLOSELY SUPPORTING THE FORWARD UNITS, AND SEIZED BRIDGEHEADS AT JULICH AND DUREN. AS THE OFFENSIVE GATHERED MOMENTUM, UNITS TO THE SOUTH JOINED THE ADVANCE. THE FIRST ARMY REACHED COLOGNE BY 5 MARCH AND WHEELED TO THE SOUTHEAST. THE NEXT DAY THE THIRD ARMY ATTACKED NORTH OF THE MOSELLE. PRECEDED BY AIRCRAFT STRIKES THAT DISORGANIZED THE RETREATING ENEMY, OUR GROUND FORCES ADVANCED RAPIDLY. ON 7 MARCH THE FIRST ARMY SEIZED THE UNDEMOLISHED BRIDGE AT REMAGEN, THEN PROMPTLY ESTABLISHED AND EXPANDED A BRIDGEHEAD ACROSS THE RIVER. THE LINE OF THE RHINE, THE LAST BARRIER IN THE WEST, HAD BEEN REACHED.

The map, 19 ½ by 26 ¼ feet, on the west wall records the military operations in western Europe from the landings in Normandy and the French Riviera up to the end of the war. On this map also is depicted the great air assault against the enemy's military and industrial systems. Descriptive texts in three languages accompany the map. This is the English version:

ON 6 JUNE 1944, PRECEDED BY AIRBORNE UNITS AND COVERED BY NAVAL AND AIR BOMBARDMENT, UNITED STATES AND BRITISH COMMONWEALTH FORCES LANDED ON THE COAST OF NORMANDY. PUSHING SOUTHWARD THEY ESTABLISHED A BEACHHEAD SOME 20 MILES IN DEPTH. ON 25 JULY, IN THE WAKE OF A PARALYZING AIR BOMBARDMENT BY THE U.S. EIGHTH AND NINTH AIR FORCES AND THE ROYAL AIR FORCE, THE U.S. FIRST ARMY BROKE OUT OF THE BEACHHEAD WEST OF ST. LO. ON 1 AUGUST IT WAS JOINED BY THE U.S. THIRD ARMY TOGETHER THEY REPULSED A POWERFUL COUNTERATTACK TOWARDS AVRANCHES. CRUSHED BETWEEN THE AMERICANS ON THE SOUTH AND WEST AND THE BRITISH ON THE NORTH, AND ATTACKED CONTINUOUSLY BY THE U.S. AND BRITISH AIR FORCES, THE ENEMY RETREATED ACROSS THE SEINE.

SUSTAINED BY THE HERCULEAN ACHIEVEMENTS OF ARMY AND NAVY SUPPLY PERSONNEL, THE ALLIED GROUND AND AIR FORCES PURSUED VIRGOROUSLY. BY MID-SEPTEMBER THE U.S. NINTH ARMY HAD LIBERATED BREST; THE FIRST ARMY HAD SWEEP THROUGH FRANCE, BELGIUM AND LUXEMBOURG AND WAS STANDING ON THE THRESHOLD OF GERMANY; THE THIRD ARMY HAD REACHED THE MOSELLE AND HAD JOINED FORCES WITH THE U.S. SEVENTH AND FRENCH FIRST ARMIES ADVANCING NORTHWARD FROM THE MEDITERRANEAN. ON THE LEFT FLANK, BRITISH AND CANADIAN TROOPS HAD ENTERED THE NETHERLANDS. ON 17 SEPTEMBER THE IX TROOP CARRIER COMMAND AND THE ROYAL AIR FORCE DROPPED THREE AIRBORNE DIVISIONS IN THE



Side Panels to Wall Maps

NIJMEGEN-ARNHEM AREA IN A BOLD BUT UNSUCCESSFUL ATTEMPT TO SEIZE THE CROSSINGS OF THE LOWER RHINE.

PROGRESS DURING THE NEXT THREE MONTHS WAS SLOW, THE FIGHTING BITTER AS OPPOSITION STIFFENED. THE OPENING OF THE PORT OF ANTWERP ON 28 NOVEMBER MATERIALLY EASED THE LOGISTICAL BURDEN. THE FIRST AND NINTH ARMIES BROKE THROUGH THE SIEGFRIED LINE AND CAPTURED AACHEN. METZ FELL AS THE THIRD ARMY PUSHED TO THE SAAR. ON ITS RIGHT, THE SEVENTH ARMY AIDED BY THE FIRST TACTICAL AIR FORCE DROVE TO THE RHINE AT STRASBOURG, WHILE FRENCH TROOPS FREED MULHOUSE. THEN, IN THE ARDENNES, ON 16 DECEMBER, THE ENEMY LAUNCHED HIS FINAL MAJOR COUNTER-OFFENSIVE. PROMPT TACTICAL COUNTERMEASURES AND THE SUPERB FIGHTING QUALITIES OF AMERICAN SOLDIERS AND AIRMEN FINALLY HALTED THIS DRIVE A CONCURRENT OFFENSIVE LAUNCHED BETWEEN SAARBRUCKEN AND COLMAR MET THE SAME FATE.

DURING FEBRUARY AND MARCH THE WEST BANK OF THE RHINE WAS CLEARED IN A SERIES OF HIGHLY SUCCESSFUL OPERATIONS. ON 7 MARCH AMERICAN FORCES SEIZED THE ONE REMAINING UNDEMOLISHED BRIDGE AT REMAGEN. A SURPRISE CROSSING WAS EFFECTED AT OPPENHEIM ON 22 MARCH, THEN, IN THE NEXT TWO DAYS ALLIED TROOPS SPEARHEADED BY A MASSIVE AIRBORNE ATTACK, MADE THEIR MAJOR ASSAULT CROSSING NEAR WESEL. PUSHING RAPIDLY EASTWARD OUR ARMIES ENCIRCLED THE ENTIRE RUHR VALLEY IN A GIGANTIC DOUBLE ENVELOPMENT. WITH AIR AND GROUND FORCES OPERATING AS A TEAM, THE ALLIES SWEEP ACROSS GERMANY TO MEET THE ADVANCING TROOPS OF THE U.S.S.R. AT THE ELBE AND FORCE THE COMPLETE SURRENDER OF THE ENEMY ON 8 MAY 1945, 337 DAYS AFTER THE INITIAL LANDINGS IN FRANCE.



Jennewein Statue of "Youth"

Ranged along each side of the map are six panels illustrating the combat arms; they are painted in black upon white Carrara marble, the background of each picture being cut back and gilded, recalling the golden finish of the ceiling. The subjects of these panels are (as one faces them) see page 9:

LEFT	RIGHT
Heavy Bombers	Battlefield Communications
Naval Fire Support	Antiaircraft Artillery
Paratroopers	Medium Bombers
Battlefield First Aid	Field Artillery
Armor in Action	Infantry in Action
Infantry Support Weapons	Combat Engineer Bridging

The map on the opposite (east) wall portrays the Services of Supply of the European Theater of Operations. The English version of its descriptive text reads:

THE FIRST CONTINGENT OF AMERICAN TROOPS REACHED THE BRITISH ISLES ON 26 JANUARY 1942. THE SERVICES OF SUPPLY WAS PROMPTLY ORGANIZED TO PROVIDE FOR THE TRANSPORTATION, SHELTER, SUPPLY AND HOSPITALIZATION OF THEIR CONSTANTLY INCREASING NUMBERS. BY JUNE 1942 IT WAS ACTIVELY FUNCTIONING – PREPARING AIRFIELDS, TRAINING CAMPS, PORTS AND DEPOTS, AS WELL AS RECEIVING, STORING AND DISTRIBUTING THE 16,000,000 TONS OF CARGO WHICH REACHED THE UNITED KINGDOM FROM THE UNITED STATES PRIOR TO THE CROSS-CHANNEL ATTACK. IN NOVEMBER 1942 THE INVASION OF NORTH AFRICA DEFERRED FOR MANY MONTHS THE BUILD-UP FOR THE EUROPEAN ASSAULT. NEVERTHELESS, ON 6 JUNE 1944 WHEN THE ALLIES LANDED IN NORMANDY, THE SERVICES WERE READY FOR THIS SUPREME TEST.

INITIALLY SUPPLIES WERE LANDED OVER THE OPEN BEACHES, BUT NAVAL PERSONNEL PROMPTLY ESTABLISHED TEMPORARY ANCHORAGES AND TWO ARTIFICIAL HARBORS (KNOWN AS “MULBERRIES”) BY SINKING SHIPS AND PREFABRICATED CONCRETE CAISSONS. THESE WERE OF PRICELESS AID IN THE UNLOADING OF TROOPS AND CARGO. IN SPITE OF THE LACK OF A MAJOR PORT, WHEN THE ADVANCE WAS RESUMED IN JULY ADEQUATE SUPPLIES HAD BEEN ASSEMBLED IN THE BEACHHEAD.

WHILE THE ALLIED ARMES SWEEPED FORWARD FROM NORMANDY, U.S. AND FRENCH TROOPS LANDED IN SOUTHERN FRANCE. AS THE DISTANCES FROM THE PORTS LENGTHENED, THE TRANSPORTATION PROBLEM BECAME ACUTE. NEVERTHELESS, THE SUPPLY ORGANIZATION FUNCTIONED MOST EFFECTIVELY, REPAIRING AND BUILDING ROADS AND RAILROADS, OPERATING HIGH-SPEED TRUCK CONVOYS SUCH AS THE “RED BALL EXPRESS,” EXTENDING FUEL PIPELINES AND PROVIDING AIR LIFT.

THE ALLIED NAVIES PLAYED A VITAL ROLE BY SAFEGUARDING A CONTINUOUS FLOW OF TROOPS AND SUPPLIES ACROSS THE SEAS. THE LINE OF SUPPLY WAS DEVELOPED FIRST FROM THE ASSAULT BEACHES,

THEN THROUGH CHERBOURG AND LE HAVRE. WHEN ANTWERP WAS OPENED IN LATE NOVEMBER THE MAIN LINES OF COMMUNICATION FOR THE 12TH AND 21ST ARMY GROUPS WERE SHIFTED TO THAT PORT. FROM THE SOUTH THE SUPPLY LINE FOR THE 6TH ARMY GROUP CAME UP THE RHONE VALLEY FROM MARSEILLE.

ON 21 MARCH 1945 THE EVE OF THE MAIN CROSSING OF THE RHINE THE U.S. COMMUNICATIONS ZONE, WHICH NOW CONTROLLED THE SUPPLY OF U.S. TROOPS, COMPRISED FIVE BASE SECTIONS, ONE INTERMEDIATE SECTION AND TWO ADVANCE SECTIONS. THESE PREPARED AND OPERATED THE FACILITIES AND INSTALLATIONS REQUIRED TO MAINTAIN AND REINFORCE OUR TROOPS ON THE CONTINENT AND IN THE UNITED KINGDOM. AFTER THE LANDINGS NORMANDY, THE BEACHES AND PORTS OPERATED BY AMERICAN FORCES IN FRANCE AND BELGIUM DISCHARGED OVER 15,300,000 TONS OF CARGO ORIGINATING IN THE UNITED STATES, THE UNITED KINGDOM AND THE MEDITERRANEAN AREA.

THE ADVANCE SECTIONS OPERATED IN DIRECT SUPPORT OF THE ARMIES, DRAWING SUPPLIES FROM THE BASE AND INTERMEDIATE SECTIONS. THESE SUPPLIES WERE FORWARDED TO THE COMBAT UNITS. AN EFFICIENT SYSTEM FOR THE HOSPITALIZATION AND EVACUATION OF THE SICK AND WOUNDED OPERATED CONTINUOUSLY. IN WORLD WAR II THE DECISIVE IMPORTANCE OF THE SUPPLY AND TECHNICAL SERVICES IN MODERN WARFARE WAS CLEARLY MANIFESTED.

This map also is embellished by 12 panels representing functions of the Services of Supply, viz:

LEFT	RIGHT
Atlantic Supply Convoy	Ordnance Repair
Military Railroad Operations	Supply Depots
Rear Area Communications	Supply By Air
Port Operation	Military Chaplain
Military Police Traffic Control	Airfield Construction
Engineer Heavy Bridge	Medical Corps

The maps were designed by Dean Cornwell of New York City from data prepared by The American Battle Monuments Commission. They were fabricated by the Pandolfini Company of Pietrasanta, Italy. The panels were both designed and executed by Dean Cornwell.

At the far (north) end of the building is the chapel. The west wall bears the dedication:

1941-1945

* *

IN PROUD REMEMBRANCE OF THE
ACHIEVEMENTS OF HER SONS AND



Visitors' Building

IN HUMBLE TRIBUTE TO THEIR SACRIFICES
THIS MEMORIAL HAS BEEN ERECTED BY
THE UNITED STATES OF AMERICA

Engraved on the opposite wall is this prayer abridged from that ascribed to Cardinal Newman:

O LORD SUPPORT US ALL THE DAY LONG
UNTIL THE SHADOWS LENGTHEN
AND OUR WORK IS DONE
THEN IN THY MERCY GRANT US
A SAFE LODGING AND A HOLY REST
AND PEACE AT THE LAST

Outlined in gilt metal against the white Carrara marble wall above the memorial the shoulder insignia of the major military units again appear; here they are of colored mosaic set in the Portland Whitbed stone and grouped around a classic helmet. Beneath them is the inscription:

TO THE SILENT HOST
WHO ENDURED ALL AND GAVE ALL
THAT MANKIND MIGHT LIVE
IN FREEDOM AND IN PEACE



Interior of Visitors' Building

THE TABLETS OF THE MISSING

The names and particulars of 462 of our Missing are engraved in 12 large slabs of dark gray granite set slightly above the podium, 6 on each of the east and west sides of the memorial:

United States Army & Army Air Forces*	447
United States Navy	15

* It will be recalled that during World War II the Air Forces still formed part of the United States Army.

These men gave their lives in the service of their country, but their remains have not been recovered and identified. Their names include men from 45 different States as well as the District of Columbia. Above these names this inscription is engraved upon the sides of the memorial:

HERE ARE RECORDED THE NAMES OF AMERICANS
WHO GAVE THEIR LIVES IN THE SERVICE OF THEIR COUNTRY
AND WHO SLEEP IN UNKNOWN GRAVES

* * *

1941-1945.

On the east side, this is added:

IN PROUD REMEMBRANCE OF THEIR VALOR

On the west side, this is added:

IN HUMBLE TRIBUTE TO THEIR SACRIFICE

Without confirmed information to the contrary, a War Department Administrative review Board established the official date of death of those commemorated on the Tablets of the Missing as one year and a day from the date on which the individual was placed in Missing in action status.

The memorial podium is flanked by masses of rhododendrons bordered by dwarf roses and boxwood edging, and backed by dipped purple beech (*Fagus Sylvatica Purpureal*) hedges.

THE GRAVES AREA

From the base of the memorial podium a flight of broad steps leads down to the graves area. Here are buried 5,328 of our military Dead; three-fifths of whom were airmen.

These Dead, who gave their lives in our country's service, came from almost every State in the Union as well as from the District of Columbia, Canada, Denmark, England, France, Germany, Ireland, Philippine Islands, and the British West Indies. Seven hundred seventy-seven of the headstones mark the graves of 792 "Unknowns." Among the headstones also are those of 11 instances in which 2 brothers are buried side by side. There are also three cases in which two identified airmen are buried in single graves; the headstones in these cases are inscribed: HERE REST IN HONORED GLORY TWO COMRADES IN ARMS. Bronzed plaques bearing their names and particulars are set in the ground before the headstones.

The reentrants of the huge cross-formed by the headstone pattern are planted with group of oak, beech, hornbeam and tulip trees, intended to extend the natural woodland enframing, and the entire burial area is surrounded on four sides by wide borders of shrub roses (*Rosa Rugosa*).

At the east end of the central transverse path is a bronze figure symbolizing American youth, designed by C. Paul Jennewein and cast by Bruno Bearzi of Florence, Italy.

The burial area and its axial path gently slope down to the flagstaff and its platform at the north end of the cemetery. Groups of spruce (*Ticea Exelia*) and caucasian fir (*Abies Nordmanniana*) form the background for this feature. A transverse path leads westward to the linden avenue which intersects the path at the head of the burial area.

Construction of the cemetery and memorial was completed in 1962.