Shared Sacrifice
U.S.–China Cooperation During World War II

患难与共
二战纪念图片专辑

Published by the U.S. Department of State
Consulate General Chengdu, China
January 2015

美国国务院
成都总领事馆
2015年1月
During the Second World War, the United States and China fought together as allies with great success. This period of history saw American soldiers, Chinese soldiers and Chinese civilians living and working together to overcome daunting challenges. Much of the fighting and many historic achievements took place throughout Southwest China.

The U.S. Consulate General in Chengdu, working with many partners, has compiled the following information, excerpts of personal histories, and photo galleries illuminating this historic period. Though certainly not comprehensive, we hope this sampling of the historical record will help more people to understand this vital period of U.S.-China cooperation, and inspire us with a vision of what can be accomplished when our countries come together to face global challenges today.

Sources are provided for the pictures and stories included here so that those who are interested in learning more can seek out some of the fascinating larger collections of memories from the Second World War period. We have also included brief introductions to key memorial sites around Southwest China.

第二次世界大战期间，美中两国作为同盟国并肩作战，取得了骄人战绩。该段历史见证了美国士兵、中国军人及中国平民在共同努力，排除万难，穿越岁月与众多历史性成就发生在中国西南。

美国驻成都总领事馆与许多合作伙伴携手编排了下面的信息、个人经历访谈及摄影集，它们都是这一历史阶段的见证。虽无法穷尽，我们还是希望历史纪录的这些片段能够以小见大，让更多人了解美中合作的这一关键时期，并为我们带来启发。两国共克时艰国际挑战时，潜力无限。

我们提供了历史照片与故事的来源，想进一步了解的读者可以借此回顾二战时期更大、更精彩的回忆素材。我们也附上了中国西南地区相关纪念馆的简介。

**Works Cited**


Acknowledgements

Extensive research and writing for this project was conducted by Logan Ma, University of California, San Diego.

This project would not have been possible without assistance and cooperation from the following individuals and organizations. We extend our greatest thanks.

致谢

该项目大量的研究与写作工作是由位于圣迭戈的加州大学的Logan Ma担任的。
该项目的实际离不开下列个人及单位的帮助与配合，我们谨向他们表示诚挚的谢意。

69th Flying Tigers Association
李氏第69空中飞虎队研究会

Bob Bergin
鲍勃·波尔金

Chennault Aviation and Military Museum
陈纳德航空与军事博物馆

China National Memory
国家记忆

Rare Book and Manuscript Library, Columbia University in the City of New York
哥伦比亚大学

Gregory Crouch
格里高利·克劳奇

Flying Leathernecks Aviation Museum and Historical Foundation
海军陆战队航空博物馆与历史基金会

Charlene Fontaine
夏琳恩·冯坦

Germaine Hoston
杰里恩·霍思顿

J.L. Johnson
J.L.约翰逊

Kunming Municipal Museum
昆明市博物馆

The Staff of the Library of Congress
国会图书馆工作人员

Merrill’s Marauders Association
梅里尔猎虎者研究会

The family of CNAC pilot Joe Michaelis
中国航空公司飞行员乔·迈克尔的家人

The Staff of the National Archives and Records Administration
美国国家档案与记录管理局工作人员

The Pan Am Historical Foundation
泛美历史基金会

Robert Passanisi
罗伯特·帕萨尼

Prof. Yang Qiwai, Flying Tigers Association in Kunming
昆明飞虎队研究会杨启华教授

Astrid Rosset
阿斯特拉·罗塞特

San Diego Air and Space Museum
美国圣迭戈航空航天博物馆

Sino American Aviation Heritage Foundation & Jeff Greene
中美航空基金会与杰夫·格林

State Department Office of the Historian, Dr. Joseph Wicentowski
美国国务院历史学家办公室约瑟夫·维森托夫斯基博士

Al Valdez
阿尔·瓦德斯

Major Laurence Van Der Oord, 14th Air Force
美国陆军第14航空队劳伦斯·范·德奥尔德中校

Bingrui Wang, Phoenix TV
凤凰卫视王冰锐

A special thanks to the following Chinese World War II veterans for sharing their stories with us:
特别感谢下列中国二战老兵与我们分享其经历:

杨毓荃 - Yang Yuxiang
王权 - Wang Quan
魏建航 - Lu Jianhong
刘华 - Liu Hua
李正义 - Li Zhongyi
In the Air

The American Volunteer Group (The “Flying Tigers”)

In April 1941, American President Franklin Roosevelt issued a secret executive order authorizing reserve officers and enlisted men to resign from the Army Air Corps, Naval and Marine air services for the purpose of serving in the American Volunteer Group (AVG) under the command of Claire Lee Chennault. Chennault divided his unit of 100 P-40 fighters into three squadrons, stationing two in Kunming and the third in Burma to protect China’s passage to the sea (Yu 45).

The AVG first saw combat on December 20, 1941 when ten enemy heavy bombers raided Kunming. AVG pilots intercepted the bombers, shooting down six and damaging three while sustaining no casualties of their own. With the support of Chinese code breakers and signal intelligence, the AVG continued to provide cover for Chinese ground forces and to defend Chinese cities against attacks by enemy bombers. Their exploits garnered them the legendary nickname the Flying Tigers.

The entrance of the United States into the Second World War meant that the American Volunteer Group was replaced by the American military. The group disbanded on July 4, 1942. By the end of its seven-month existence, the Flying Tigers of the American Volunteer Group had fought more than 50 air battles, and won them all. They destroyed 299 enemy planes at the cost of 12 of their own (Yu 45).

美国航空志愿队（即“飞虎队”）

1941年4月，美国总统富兰克林·罗斯福发出秘密命令，授权预备军官及原军人从美国陆军航空队、美国海军航空队退出，以加入克劳利、李·陈纳德领导的美国航空志愿队效力。陈纳德将100架P-40战斗机划分为三个中队，每中队驻扎在昆明，另一中队驻扎在缅甸，以保护中国的海上通道（Yu 45）。

AVG的首次战斗出现在1941年12月20日，当时十架日军重型轰炸机袭击昆明。美国航空志愿队战斗机对其进行了拦截，击落六架，击伤三架，双方没有伤亡，随后中国军方将这些日机击落，美国航空志愿队继续对中国地面力量提供保护，并阻止中国城市不受日机轰炸和危害。其后续战绩为“飞虎队”赢得声誉。

而美国正式加入二战后意味着美国航空志愿队被美国军方取代。志愿队于1942年7月4日解散。成立七个月的时间内，美国航空志愿队的飞行员们参与作战超过五十次，且全部胜出。共计击毁敌机二百九十一架，摧毁飞机架(Yu 45)。
Rotating stop at Yunnan-yi, China on May 28, 1942. Seated from left to right are R.T. Smith, Ken Ambrose, Bob Pierson, Luke Laughlin and Bill Reed. On left: Tom Hayward, Avil Olson, standing on the right. Two P-40 Tomahawk #68 (in the background) on this mission.

Source: San Diego Air and Space Museum

1942年5月28日，飞虎队在云南机场停机。图中从左到右依次为R.T.史密斯、肯·安博斯、鲍勃·皮森、卢克·劳埃德和比尔·里德。左上角：汤姆·海沃德、艾维尔·奥尔森，站在右上角。两架P-40汤玛斯hawk #68（背景中）在此次任务。

资料来源：圣地亚哥航空航天博物馆

3rd Squadron Hell's Angels, Flying Tigers over China, photographed in 1942 by AVG pilot Robert T. Smith.
Source: San Diego Air and Space Museum

第3中队的“地狱天使”，中国上空的飞虎队。拍摄于1942年。舰长：飞虎队飞行员路易斯·史密斯。

资料来源：圣地亚哥航空航天博物馆

Members of the AVG's 3rd Pursuit Squadron, Hell's Angels, pose for a photograph.
Source: San Diego Air and Space Museum Archives

3中队的飞虎队成员合影。资料来源：圣地亚哥航空航天博物馆档案

P-40 assembly plant. The post reads, "Working for Righteousness and Peace."
Source: San Diego Air and Space Museum

P-40生产线。上写有“为正义和和平而工作。”

资料来源：圣地亚哥航空航天博物馆
The China Air Task Force and 14th Air Force

With the entrance of the United States into the Second World War, there was no longer a need for American pilots to serve as volunteers in the Chinese Air Force as the American Volunteer Group (AVG) did. In the AVG’s wake came official pilots of the United States military. Though these pilots openly served under the American flag, they continued to be known as Flying Tigers. Like their predecessors, they provided support for Chinese forces on the ground by lighting enemy planes.

In 1943, the China Air Task Force was incorporated into the newly formed 14th Air Force. The 14th was headquartered in Kunming and commanded by Claire Lee Chennault of the original Flying Tigers. By the end of the war, the 14th Air Force had more than 26,000 men and 1,000 planes in China. From the formation of the China Task Force in July 1942 to the end of the war, the 14th Air Force destroyed 2,135 enemy aircraft, shooting down ten enemy planes for every one they lost. (Bishop).

第十四航空队与第十航空队

随着美国加入二战，不再需要美国飞行员像在中日战争时期那样直接驾驶日本飞机。在美国航空同盟解散后，接替其工作的是美国太平洋空军。虽然这些飞行员代表美国官方服役，但他们仍被人们称为“飞虎”。与之前的志愿军一样，他们与驻华美军，为中国的抗战提供了支援。

1943年，美国航空海军在中国中部战区被纳入新成立的美国第十四航空队。第十四航空队总部设在昆明，由之飞虎队团队来美国，1943年7月，第十四航空队有超过20,000人与1,000架飞机。从1942年7月中国航空成立到战争结束时，第十四航空队击败1,235架，平均每小时一架方方之队击落十架敌机。

Source: National Archives and Records Administration

Lt. Colonel Kenneth in charge of construction, confers with a foreman during the construction of Kinmen Airfield, Mahan Hom Project in Shanghai. China.

Source: National Archives and Records Administration

The strong muscles of these workers pull the 10-ton roller over the runway surface at Luochong Airfield, China.

Source: National Archives and Records Administration


Source: National Archives and Records Administration

Mr. Carre, Chief of STG-40 Airfield, British Expeditionary Force.

Source: National Archives and Records Administration
The "Flying Nurses" of Shanghai's 14th AAF arrive in China. On flying status, the young women serve on the aircraft that evacuate the wounded from forward areas. Other American women assist the U.S. Army in China but these are the first to arrive who are actually members of U.S. military forces. Chinese nurses on duty at the local Army hospital greet the American arrivals.

The Commander of the China Air Task Force's 23rd Fighter Group, Colonel Bruce Holloway, standing record from the left, lasted on six pilots from the 23rd Fighter Group's 16th Fighter Squadron. Present for an air mission.

Source: National Archives and Records Administration

Chinese soldiers refueling a B-24H after an emergency landing at Lingshan, China.

Source: National Archives and Records Administration
Claire Lee Chennault

Before he served in China, Claire Lee Chennault was considered a maverick by the United States Army Air Corps. While the Army Air Corp focused on high-altitude bombing tactics, Chennault advocated for the use of pursuit fighter aircraft. His ideas often put him at odds with his superiors, leading to his resignation from the military in May 1937 (Yu 24). Shortly afterward, Chennault travelled to China, where he accepted an offer to survey the Chinese air force.

When hostilities broke out between China and Japan, Chennault offered his services in fighting the Japanese. Chiang Kai-shek immediately placed him in charge of training China’s fighter groups (Yu 30). For Chennault, this was an opportunity to put his theories of fighter tactics into practice. In October of 1940, Chennault traveled back to the United States to seek military aid for China (Yu 34). This mission culminated in the formation of the American Volunteer Group, the legendary outfit known later as the Flying Tigers. Under his command, the Flying Tigers were successful in defending China from the enemy, despite being outnumbered. The United States’ entrance into the war removed the need for a volunteer air force. The American Volunteer Group disbanded in 1942, its duties replaced first by the China Air Task Force and then the 14th Air Force. Chennault continued to serve in China as commander of the 14th Air Force, replicating his early successes.

On August 1, 1945, Chennault left the country for which he had spent the last eight years fighting. On the way to the airport, many thousands of well-wishers lined the streets of Chongqing. Inspired, Chennault’s driver turned off the ignition and allowed the crowd to push the car to the airport (Scott 273).

克莱尔·李·陈纳德将军

在到中国之前，克莱尔·李·陈纳德被美国陆军航空队当作一位飞行员。陆军航空队重视空袭战术，而陈纳德则是使用轰炸机战斗机，他的理念与陆军航空队的作战思想不同，最终导致他在1937年5月从陆军辞职（Yu 24）。不久，陈纳德前往中国，并被邀请领导中国空军航空队。

而当日本开始侵华时，陈纳德主动提出与中国抗日军合作，蒋介石随即邀请中国战斗机部队的作战训练（Yu 30）。陈纳德来到中国，这标志着中美两国在战斗机部队的合作。1940年10月，陈纳德对中国空军的要求作出回应，这标志着中美两国在战斗机部队的合作。陈纳德作为第23战斗机中队的指挥官，领导了中美战斗机部队的作战。

1943年8月1日，陈纳德离开了这个他奋斗了八年的国度。在机场的路上，数千名支持者簇拥着他的车。陈纳德的司机深受感动，他关掉发动机，热情的这群人群将专车一路推到了机场。
Major General Claire L. Chennault personally conducted a tour of inspection of his Headquarters Unit of the 14th Air Force at an advanced air base in China for members of Chinese Aeronautical Affairs Commission.

Source: National Archives and Records Administration

Lt. General Claire L. Chennault
Source: National Archives and Records Administration via the Siino-American Aviation Heritage Foundation and Jeff Chinn.

Chenault visited the USAAF Headquarters Unit at Kweilin Airfield in China, and expressed his appreciation for the support received from the Chinese government.

Source: National Archives and Records Administration

Chenault, S.L. Claire L. Chennault, Big. General Delton D. Vincent and Lt. General Joseph W. Stille shown at Kweilin Airfield, China.

Source: National Archives and Records Administration

Chenault visited the USAAF Headquarters Unit at Kweilin Airfield in China, and expressed his appreciation for the support received from the Chinese government.

Source: National Archives and Records Administration

Chenault, S.L. Claire L. Chennault, Big. General Delton D. Vincent and Lt. General Joseph W. Stille shown at Kweilin Airfield, China.

Source: National Archives and Records Administration
Flying the Hump

When the Japanese captured the Burmese town of Laishio in 1942, they effectively cut off the last major Allied supply route into China. Allied commanders devised a daring plan to supply China and the Allied forces via an air route from India. From April 1942 to August 1945, American transport planes from the 10th Air Force and later Air Transport Command made daily flights over the Eastern Himalayan Mountains from India to China, a perilous route that American pilots soon nicknamed "the Hump." It was the first sustained, around-the-clock, all-weather, long-range military aerial supply line in history.

For the pilots, flying the Hump presented numerous challenges. The airfields in northeastern India from which the planes embarked were well within the range of enemy bombers. Once in the air, they faced the constant threat of attack by fighters. Additionally, Hump pilots faced threats from nature. In the middle of their path stood the Himalayas, which reached over 19,000 feet at the highest parts of the Hump route. On both sides of the mountains were dense, impenetrable jungles. Erratic weather patterns made flying especially dangerous, particularly when the monsoon season brought heavy rains and sudden thunderstorms. Another critical problem was finding aircraft capable of carrying heavy cargo at the high altitudes required. By the end of the war, 594 planes were lost or unaccounted for, and 1,314 aircrew members and passengers were killed.

Despite the tremendous toll, the airlift accomplished its mission of providing supplies to China. From its inception in April of 1942 to its last flight in August of 1945, the airlift delivered approximately 650,000 tons of material to China, ensuring that China had the supplies necessary to continue fighting.

飛跃“驼峰航线”

日本于1942年占领缅甸时，实际上切断了通往中国输送物资的最后一条主要路线。盟军指挥官们提出了一条大胆的运输路线，从印度到中国的空中航线。从1942年4月到1945年8月，美国空军第五航空队及其之后的中国空军运输队的运输机每天从喜马拉雅山脉东部上方从印度飞往中国。该航线十分危险，但很快被美国飞行员称为“驼峰”，这是一条历史上前所未有的、同时穿越高空和中层大气的航线。

飞行员来说，飞机在驼峰航线上面临着几大挑战。飞机起飞的印度东北部机场完全处于敌军轰炸机攻击范围内，一旦起飞，飞行员们必须不断面对敌军战斗机的攻击。此外，驼峰航线上的飞行员们还面临着自然的威胁：在航线中是喜马拉雅山脉，在驼峰航线上，海拔最高达10000米。山峰的两侧都是无法穿透的密林，不稳定的天气条件更是让飞行员十分危险。特别是冬季季节带来的寒风大雪和海水的暴风雨。另一个关键的挑战是找到能在喜马拉雅山脉建设巨型飞机的机场。在战争结束时，594架飞机失事，1314名机组人员以及乘客牺牲。

尽管损失惨重，运力仍然是为了中国输送物资的使命。从1942年4月开始至1945年8月最后的一次运送，共计运送中国所需物资约650,000吨，为中国抗战提供了重要的物资保障。
With the Japanese advancing steadily in China and setting up new airfields, the key step in the overall strategy was to lift the 114th Chinese Division from its bases in Burma and take them quickly to the front in China. The first major action on this movement was on December 5, 1944 when the Douglas C-47s of the last 1st and 2nd Air Commando Groups along with the 10th Combat Cargo flew 38 sorties from Myitkyina, Burma to Chao Yiu, China. This operation lasted from December 5 to December 11 and a total of 2,700 Chinese soldiers and enlisted men and all of their equipment were flown into China to fight for their own land. Here Chinese troops rest beside the C-47s that brought them over the Hump.

Source: National Archives and Records Administration

Chinese soldiers receive their last meal on the soil of China before being flown over the Hump in a plane of the Air Transport Command, U.S. Army Air Force.

Source: National Archives and Records Administration

The following Chinese troops who will soon be flown to the Burma front to fight with General Joseph W. Stilwell's forces board a Curtiss C-46 at Yunnanyi Air Base in China, 1944.

Source: National Archives and Records Administration

Two C-47s are flying with the Hump's single-engine Curtiss C-46 in the background of the Chinese troops. Although this operation lasted for only a few days, the Chinese troops proved to be a valuable asset to the Allied forces in China.

Source: National Archives and Records Administration

U.S. Army Air Force fighters transport Chinese troops on their mission to the Hump route.

Source: National Archives and Records Administration

Highly trained pilots of the Chinese forces have occasionally taken to the air for photographic purposes over the area of the Pao Ia airfield. The aircraft of the Hump Air Transport Command, U.S. Army Air Force, have been pressed into service for this operation.

Source: National Archives and Records Administration
On the Ground

General Joseph W. Stilwell

Following the bombing of Pearl Harbor by Japan on December 7, 1941, the United States officially entered the Second World War. In early 1942, President Franklin Roosevelt dispatched General Joseph Stilwell to China to advise the Chinese and coordinate Allied forces in the region. Among American generals, Stilwell was already known as an experienced China hand. Before the war, he had served three tours of duty in China, where he became fluent in Chinese. After arriving in Chongqing, Stilwell was assigned to be Chiang Kai-shek’s Chief of Staff, the commander of American forces in the China–Burma–India Theater, and the sole controller of American Lend-Lease material bound for China.

Soon after, Stilwell faced the first test of his leadership. Ever since Japan’s capture of China’s eastern coastal cities following the outbreak of war in 1937, China had relied on the “Burma Road” stretching from Burma’s coastal city of Rangoon inland to Kunming in China’s southwestern Yunnan Province for foreign military aid. In January 1942, Japan invaded British-controlled Burma and cut off the Burma Road. Following the fall of Burma, Stilwell set up a training center in Ramgarh, India. Here, American instructors re-equipped and re-trained Chinese soldiers for a campaign to retake Burma and reopen supply lines to China. Tens of thousands of Chinese soldiers graduated from the training center. These soldiers became known as the X Force. In 1944, Stilwell’s X Force launched an assault to retake Burma in conjunction with elements of the British Army as well as Chinese forces from Yunnan. Following months of heavy fighting, Allied forces re-opened the supply route to China in early 1945. However, Stilwell would not be there to see the mission succeed. After clashing with the Chinese government over strategy, he was recalled by President Roosevelt in October 1944.

约瑟夫·W·史迪威将军

日本于1941年12月12日袭击了珍珠港，随后，美国正式加入二战。1942年初，富兰克林·罗斯福总统派约瑟夫·史迪威将军赴中国作为军事顾问，并协调该地区盟军关系。当时，在美军将军中，史迪威已经是最了解中国的人了。在战争的最初阶段，他暴露三次狂热，其次学会了胜利的欲望。到重庆后，史迪威被指派为蒋介石的参谋长，中缅作战区美军总司令，美国赔偿物资发运专门负责人。

很快，史迪威就遇到了其领导才能的第一次考验，从日本1937发动侵华战争占领中国的东部沿海城市起，中国被迫“新征公路”——从缅甸到印度和由印度到缅甸的“西南公路”——是国共两军共同使用的老路。1942年1月，日本人在美英在缅甸的入侵，切断了这条公路，缅甸沦陷后，史迪威在印度设立训练中心。在这里，美国教官们为中国士兵提供了新的装备与训练，帮助其重新集结部队，通往中国的运送线。数万名中国士兵从训练中心出发。这些士兵被称为“X部队”，1944年，史迪威的X部队与英国军队及中国军队联合发起攻击，成功占领缅甸。经过数年战斗，盟军终于在1945年初重新打进了并中国提供物资运送线。然而，史迪威被问及是否能够完成这一任务的成功。由于与中华民国政府关于战略意见冲突，他在1944年被罗斯福总统召回。
American and Chinese officers discuss field tactics with General Stilwell before going through practical demonstration behind lines at Baga, July 15, 1944.
Source: National Archives and Records Administration

Lt. Gen. Joseph W. Stilwell helps to make minor repairs on a stalled jeep blocking traffic while on a tour of his command on the North Burma front. Aiding General Stilwell is Dano Singh (wearing goggle), his bodyguard. Shwedagon area of North Burma. April 1944.
Source: National Archives and Records Administration

Stillwell at his headquarters in Chongqing, China. 1943.
Source: National Archives and Records Administration

Stillwell with Chang Kai-shek and Madame Chiang, Maymyo, Burma. 1943.
Source: National Archives and Records Administration

Stillwell with his officers at the front. Time: 1942. Location: front line. Details: unknown.
Source: National Archives and Records Administration

Stillwell at Baga, July 15, 1944.
Disabled Chinese veterans showed surprise when Lt. General Stilwell paid an unexpected visit to the Rehabilitation Camp in Lantao Road. The general asked about their injuries in native, smooth Mandarin dialect.

Source: National Archives and Records Administration

As the Chinese government began to move more of its military into the interior, many Chinese generals were promoted. This resulted in a rapid turnover of Chinese officers and the promotion of soldiers.

Source: National Archives and Records Administration

Conference concerning training of Chinese troops at Rampur, India, 1943.

Left to right are an unknown Chinese officer, B.G. Sibert, Stilwell, General Sun Li-lin, and General Liao Yueli-sheng.

Source: National Archives and Records Administration

Lt. General Joseph W. Stilwell presents the Legion of Merit to Major General Liao Yuen-shang (Liao Yuen-shang), leader of the 22nd Chinese Division, Burma.

Source: National Archives and Records Administration

约瑟夫·W·史迪威将军于1943年在印度拉姆普尔为中国军官颁发荣誉勋章。

资料来源：美国国家档案馆

中国军队的训练会议于1943年在印度拉姆普尔举行。

资料来源：美国国家档案馆

史迪威将军和中国高级军官的合影。

资料来源：美国国家档案馆
Lt. Gen. Joseph W. Stilwell rewards the Silver Star to a courageous Chinese soldier for gallant action in the face of enemy fire. The presentation was made about six miles south of Laban, northern Burma.

Source: National Archives and Records Administration

Stilwell, taking a break in northern Burma, 1944.

Source: National Archives and Records Administration

Stilwell inspecting troops of the Chinese 38th Division at the training base at Rangpur, India, 1942. General Sun Li-jen, commander of the 38th Division, talks to Stilwell.

Source: National Archives and Records Administration


Source: National Archives and Records Administration

The image shows a historical event and人物 related to World War II.
The Stilwell Road

December 1942 saw the beginning of one of the most Herculean tasks accomplished by the U.S. Army during the Second World War—the building of the Stilwell Road. In the spring of 1942, the main supply road into China, known as the Burma Road, was cut off. Attempts to supply China from then on were limited to “The Hump,” a dangerous air route across the eastern Himalayas. In order to reopen the land route to China, General Joseph Stilwell, the commander of the China–Burma–India Theater, called for the construction of a new road that connected the railhead at Ledo in Assam, India to the old Burma Road at the Mong–Yu junction near Wanting, Yunnan in China.

More than 15,000 American soldiers and 35,000 local laborers labored to construct a road that passed through extremely difficult terrain. The road traversed high mountains and deep gorges. Steep gradients, hairpin curves and sheer drops were commonplace. As the road was built in conjunction with the Allied offensive to retake Burma, builders occasionally came under fire from enemy forces. By the time the road was completed, $150 million had been spent and 1,100 American lives were lost.

On January 12, 1945, the first convoy of 113 vehicles departed from Ledo. It arrived in Kunming on February 4, 1945. In the months that followed, 26,000 trucks carried 129,000 tons of supplies from India to China.

史迪威公路

1942年12月，美国陆军在二战期间最重要的成就之一——密特公路（现被称为史迪威公路）——开始修建。1942年春，由于中国的物资通过滇缅公路被切断，于是，中国将物资通过滇缅公路交付给美国。为重建缅甸运输线，中国向美国提供了租借法案，呼吁修建一条连接缅甸印度的铁路线与中国的滇缅公路在云南和四川的连接线。

超过15000名美国士兵与35000名当地工人在极其艰苦的条件下修建了这条公路。该公路穿越崇山峻岭，悬崖、急弯、垂直悬崖随处可见。由于修建期间缅甸被日本占领援助，有时修路人员们还会遭遇日军火力。公路竣工时，已花费150亿美元。1100名美国人因此阵亡，还有不计其数的中国工人付出生命。1945年1月12日，首批133辆卡车从密特出发，车队于同年2月4日抵达昆明，此后数月，26000辆车载共将129000吨物资从印度运至中国。

Chinese workers operate airlifting equipment in the reconstruction of the Burma Road. This work is supervised by a member of the Burma Road Engineers, 1944. Source: National Archives and Records Administration

U.S.-built Army trucks wind along the famous 24 Turnes Road. Source: National Archives and Records Administration
At the entrance to the city of Kunming, the Governor of Yunnan Province presents Brig. General Lewis A. Pick with a banner for "Mantousi Achievement" in leading the first convoy over the Burma Road into Kunming. The inscription on the banner reads "The Road to Victory."

Source: National Archives and Records Administration

In the opening of this page, the image shows a group of soldiers and vehicles on the Burma Road. The text reads:

"At the entrance to the city of Kunming, the Governor of Yunnan Province presents Brig. General Lewis A. Pick with a banner for "Mantousi Achievement" in leading the first convoy over the Burma Road into Kunming. The inscription on the banner reads "The Road to Victory.""

Source: National Archives and Records Administration

This Jeep, serving Brig. General Lewis A. Pick, leads Road engineer in front, made history as the first vehicle to cross the Burma-China border at official reopening of the Burma Road at Wanting, China. January 28, 1945. To achieve opening, 14th Air Force fighters and bombers coordinated with Chinese ground forces in tough winning campaign to block the Japanese out of the Burma Road.

Source: National Archives and Records Administration

1945年1月28日，缅甸的盟军派遣多路军队进攻，由美国陆军总司令杜克·A·皮德森将军在前导，带领盟军先遣军，在中印边境的拉梁（Lashio）打开突破口，为重新开通中缅公路铺平了道路。盟军空袭部队与地面部队联手作战，击破了日军的封锁线，从而打开了中缅公路。

资料来源：美国国家档案馆

Passing through the West Gate at Kunming, China, Brig. General Lewis A. Pick returns the salute from the Allied Nations as the first overland convoy from India to China completes its historic mission. A new national holiday is proclaimed in China — the 8th of February.

Source: National Archives and Records Administration

在昆明的西门，《军事》副刊 Estate of Major Robert E. Graham, Inc.

1945年1月28日，这一南洋华侨的处女作在缅北地区发起了进攻。美国陆军总司令杜克·A·皮德森将军在前导，带领盟军先遣军，在中印边境的拉梁（Lashio）打开突破口，为重新开通中缅公路铺平了道路。盟军空袭部队与地面部队联手作战，击破了日军的封锁线，从而打开了中缅公路。

资料来源：美国国家档案馆

Lt. General Dai I. Sultan, Commander-in-Chief of General of India Burma Theatre, addresses troops at a ceremony opening the Lashio Road, Burma. Major General Claire L. Chaussot and Major General Howard E. Davidson stand in the background, January 28, 1945.

Source: National Archives and Records Administration

在缅甸总司令的陪同下，杜克·A·皮德森向中国军队发表讲话，标志着中缅公路的重新开通。在中印边境的拉梁（Lashio）打开突破口，击破了日军的封锁线，从而打开了中缅公路。

资料来源：美国国家档案馆
At noon on 28 January 1945, the convoy, journeying up the Ledo Road, reached Mi-Se near the China-Burma border. The "Y" Force, fighting up the Salween River from China, and the American-Trained Chinese Expeditionary Force, pushing from Sumea had joined at this spot so they lined up side by side and put on an impressive ceremony for the convoy. Theatre Commander, Lt. General Oni L. Sullivan, 10 AAF Commanding General, Major General Howard C. Davidson and Marshal Li-Hang of the CBF were among those present.

Source: National Archives and Records Administration

During the cold winter, Chinese soldiers pass a truck of the 330th Engineer Regiment working on the Ledo Road between Nam Yang and Yangg, Burma. Source: National Archives and Records Administration

On their way to the front, Chinese soldiers pass a truck of the 330th Engineer Regiment working on the Ledo Road between Nam Yang and Yangg, Burma.

Source: National Archives and Records Administration

In the following months, the Chinese successfully blocked the Japanese forces from advancing towards the Ledo Road, which eventually led to the defeat of the Japanese Army. The Ledo Road played a crucial role in the World War II and was a symbol of the strong alliance between China and America.
Merrill’s Maunurers

Though tens of thousands of Americans served in the China-Burma-India Theater, only a fraction were combat troops on the front line. These were the men of the 5307th Composite Unit, known by their nickname Merrill’s Marauders. Led by their commander Brigadier General Frank Merrill, the Marauders were formed as a long-range penetration jungle warfare unit.

During General Stilwell’s campaign to reopen the land supply route to China, the Marauders played a key role. They were sent on missions deep behind enemy lines in order to facilitate the seizure of key points by the main body of Stilwell’s forces. The Marauders’ mission began with a 1,000-mile hike through dense jungle, without artillery support, into Burma. They had to carry their supplies on their backs and on pack mules, and were resupplied only with air drops in the middle of the jungle. Merrill’s Marauders succeeded in maneuvering behind much larger Japanese forces to cause the disruptions necessary to throw the enemy into confusion.

After a grueling mountain march, the remaining Marauders, along with elements of the 42nd and 15th Chinese infantry regiments, took the Myitkyina airfield in Burma by surprise. This paved the way for the fall of Myitkyina and the reopening of the land route to China. After the battle, the 5307th was disband due to grievous losses from battle injuries and sickness. Out of 3,922, only 130 combat-effective officers and men remained (Romanus).

梅里尔抢夺者

尽管数万名美国人在中缅战区服役，其中有一小部分是空降作战部队，即5307师的混合支队的战士们，他们有一个绰号叫“梅里尔抢夺者”。抢夺者们在弗兰克·维尔·梅里尔准将的指挥下组成了中国西南地区丛林作战支队。

在缅甸战役中，梅里尔将部队向西南推进。抢夺者们扮演了重要的角色。他们深入敌后，协助史迪威的主力部队在前线。抢夺者们任务的完成是在没有火力支援的范围内进行的，穿越丛林，达到目标，他们需要自己寻找资源，或者设法覆盖，仅在丛林深处有空投物资补给。梅里尔的抢夺者们成功地在情况对敌人有利的情况下，摧毁补给线，击败敌人。

经过艰难的溯溪行，队伍的抢夺者们与中国第42师及150师分段分片作战，突袭成功，攻下缅北主要城市。这一战斗显示了美国和中国的军队相互合作的良好效果。此后，5037师整师整师地向中国南方和西部推进，最后在1944年10月25日，梅里尔的9297名勇士最后有战斗力的仅剩130名（Romanus）。

April 28, 1944
Burma. Captain Bernard Martin from the Rhodes Island and a Chinese soldier, both from the 5307th Composite Unit, checking each other's gun. The location is near Vunghun in Burma.

Photo by Wayne A. Martin from the U.S. Army Signal Corps.

1944年4月28日
缅甸，来自罗德岛州的伯纳德马丁和一名中国士兵，来自5307师复合单位。他们在布缅地区检查彼此的枪支。这张照片是由韦恩·马丁在美军信号队拍摄的。

July 18, 1944
At the front line position, before actually taking the hill, the officers of the Chinese and U.S. troops were discussing tactics with General Stilwell...

Photo by U.S. Army Signal Corps with the approval from the public information department, U.S. Department of Defense.
Troops of 1st Battalion, 3037th Combat Unit crossing a bridge over Chindwin River in Northern Burma.

Source: National Archives and Records Administration

This Chinese soldier, aged 18, with heavy pack, is a member of an army division marching a plane returning them to China, following the capture of Myitkyina airfield, Burma, under the skilled command of U.S. Major General Frank Merrill, May 1944. Chinese and allied troops had earlier crossed through the treacherous jungles of the Khammuan Bum Mountains before attacking Japanese troops to the south. Exhaustion and disease led to the early evacuation of many Chinese and allied troops before the coming assault on Myitkyina.

Source: National Archives and Records Administration

This is a photograph of American troops of Merrill's Marauders and Chinese marines crossing the road in a bridge.

Source: National Archives and Records Administration

This photograph shows a small tea cup with a map of planned Myitkyina demonstrations.

Source: National Archives and Records Administration
Living Side by Side
同甘共苦
Working Together
并肩工作


Communications is an important phase in the training of the Chinese-American unit. Here, Lt. Kung Chao-Lu checks a defective radio receiver at a test bench in the hangar. Sgt. Anthony Putia, N.J., left, stands by to offer assistance while Sgt. W.T. Winespeer, Chickasha, Okla., right, continues with his duties. Source: National Archives and Records Administration

Chinese student mechanics receive instruction from an AAF enlisted member on the maintenance of aircraft at the 1349th AAF Base Unit (ATC) in Kunming, China, 30 May 1945. Source: National Archives and Records Administration

Capt. T.F. Hacklman, Springfield, Ohio, holds a tray in aircraft identification. Source: National Archives and Records Administration
Memorial service for Roosevelt in Korea, 1945.
Source: Barney Rossell Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

Among Chinese newsmen present at the first of a series of press conferences given by the Public Relations Office of the 14th Air Force to improve Chinese-American relations were, left to right: Kong Ching-hyang, Cheng Min-tsien, Thomas Dunn (USA), Kung Tong-feng, Ou Kung, Yang Chih, Wu Ernian and Yuen I-jen. Miss T.S. Chen, a newspaperwoman, is seated between Col. General Russell E. Rummel (left) and Brig. General W.C. Morey of the 14th Air Force, September 4, 1944.
Source: National Archives and Records Administration.

S/Sgt. Richard R. Root, a left gunner on a Boeing B-29, and a Chinese guard warm themselves over a small of fire before take-off time for the December 9 mission.
Source: National Archives and Records Administration.

In preparation for 1944's fateful Yalta conference, the B-29's75.50-caliber machine guns, and 0.50-caliber weapons, named after its first pilot, are loaded with a miscellaneous assortment of bullets, metal fragments, and other debris. The guns are described as one of the biggest and most effective weapons in the air. The bullets are, however, too small to be effective.
Chinese and American soldiers of the Chinese-American Wing attached to the 14th Air Force in China stand side by side.

Source: National Archives and Records Administration

February 12, 1944

Upon completion of the training program, instructor Captain Herman Fradburg from Massachusetts received a pennant from Captain Lin Yu Kuo, commander of the 53rd Army. Photo by Technical Sergeant George L. Koszwarek from the U.S. Army Signal Corps, issued by the Bureau of Public Relations, the U.S. Department of Defense in Washington.

1944年2月12日

訓練結束後，美國的訓練教官赫曼．佛羅德伯格教授從53軍司令林玉科上校那里獲得一面進軍53軍專屬的錦旗（圖：林玉科）

學生將其敬獻給教授。

攝影師：喬治．科佐維克（George L. Koszwarek）技術軍官。華軍通信兵總隊，華軍中國戰區公共關係局發佈。
Colonel Chin, commander of a regiment of the 38th Division, Burma. General Don L. Sultan, chief commander of the B Theader, General Sun Lin, Lieutenant Colonel Charles W. Allen and Colonel Lordlee visited the yard along the Old Lashio—Mandalay railway, Burma Old Lashio, March 31, 1945. Photo by Shearer from the U.S. Army Signal Corps.

Major Paul C. Traver from the State of New York was the chief liaison officer with the 7th Infantry Regiment of the Chinese troops in India. He was exchanging views on the war with Major General Lin Oungshi, commander of this regiment. Kyaukme, Burma, March 30, 1945. Photo by Raczkowski from the U.S. Army Signal Corps.

March, 1945

In Bhamo, Burma, an American journalist with CBI ROUNDUP was writing articles with a typewriter; a soldier from the Chinese troops in India was watching with curiosity. Photo by the U.S. Army Signal Corps.

[Image of soldiers and equipment, likely related to the events described in the text.]
Living Together
共同生活

Two WAC officers, who were among the first in China, and Chinese boys give the "thumbs up" sign during a sight-seeing tour after the WACS arrival, November 21, 1944. Source: National Archives and Records Administration

在新中国成立后抵达中国后，两名WAC军官和中国男孩在参观后给"大拇指向上"手势。来源：国家档案和记录管理局

Woo President Henry A. Wallace converses on a shady lawn with Chinese children in a corn field near Chengdu, China. Source: National Archives and Records Administration

胡佛总统亨利·A·华莱士在成都附近的一片玉米田里与中国的儿童交谈。来源：国家档案和记录管理局

Reconceiving POW photo album in Kuning, Aug. 29, 1945. Photo by Hancock. Source: Barney Rossat Papers in the Rare Book and Manuscript Library of Columbia University in the City of New York

在昆明重拍战俘照片集锦，1945年8月29日。照片由汉考克拍摄。来源：哥伦比亚大学珍稀图书和手稿图书馆
Chinese and Americans at Officers’ Club, 1944–45.
Source: Barney Rosset Papers in the Rare Book and Manuscript Library at Columbia University in the City of New York.

巴尼·罗塞特在军官俱乐部 聚会, 1944–45年
资料来源：巴尼·罗塞特文集在哥伦比亚大学图书馆

After a busy day’s training, Americans and Chinese enjoy a bit of recreation in the named “Flirtation’s Flat” for Spg. Vang, Flanagan, seated first from left in front row. Lt. Tong K.T., communications officer of the Chinese Air Force, plays the Chinese violin in his own amusement and the amusement of the crowd.
Source: National Archives and Records Administration

在繁忙的一天训练之后，美国人和中国人在名为“调情公寓”的地方享受一点娱乐。特武·杨·弗拉格曼，坐在第一排中间。唐金涛，中国空军通讯官，弹奏中国小提琴以自娱，为人群所乐。
资料来源：美国国家档案馆

Little Tiger Joe
“Little Tiger Joe,” a Chinese refugee baby adopted by one of the units of the 144th Air Force, stands on the drill ground at the 144th Air Force headquarters with 1st Sergeant Robert DuVernay of the 907th Engineers Headquarters Company.
Source: National Archives and Records Administration

“小老虎乔”是第十四四航空队某单位收养的一名中国难民婴儿。她正站在第144航空队指挥部的训练场上，和第907工程兵指挥部第1排长罗伯特·杜文内一起。
资料来源：美国国家档案馆
Wally Tafto, still homeless and an alien after a raid by the Japanese on city where he knew food, was adopted by 386th BG. Laminty, Thomas and Karldush. Here they are telling him a bedtime story.

Source: National Archives and Records Administration

In his "home" of a small tent at the front line of Najiang River, Technical Sergeant George L. Kocuruk, photographer of the U.S. Army Signal Corps from Los Angeles in California was writing a letter to his sister at home: a Chinese child named "Minka" was quietly reading a magazine by his side. Kumming, China, October 24, 1944.

Photo by Edward R. McCorvick from the U.S. Army Signal Corps

During the war, the small city of "Hei You" held the key to the defeat of the Japanese. Lieut. General Li Liushan, commander of the China Expeditionary Force, and Lieut. General Zhou Pucheng, commander of the China Expeditionary Force, were staying in the tent in the Chinese way on top of the Yung Ta mountain above the Huting Bridge by the Najiang River. June 4, 1944.

Photo by U.S. Army Signal Corps

Military officials of the China Expeditionary Force, John A. Cleveland, Chief, and his assistant, General Li Liushan, Commander of the China Expeditionary Force, were staying in the tent in the Chinese way on top of the Yung Ta mountain above the Huting Bridge by the Najiang River. June 4, 1944.
Veteran Recollections

In this section, we share memories of World War II veterans.

老兵回忆

在该部分，我们与您分享二战老兵的回忆。

Wayne G. Johnson

Tactical Reconnaissance Squadron, and for a short time, the 79th Fighter Squadron, both in the 32nd Fighter Group, 14th Air Force. I was very happy about the opportunity to serve in China, since I had great admiration for General Claire Chennault. I knew very little about China except what I learned from history classes, which was very rudimentary, and what I had read in news releases. While serving there I learned a great deal about the Chinese people, which was most favorable. We made many friends among the Chinese pilots and aircrews that survived through our meetings in the Fairchild-Taylor Historical Association until the Association was dissolved in 2005. I served in China for about one and a half years. We loved the local people. Everywhere we went we were impressed by how friendly they were. We had a good admiration for the local people and were most impressed by the fact that they were willing to risk their own lives to rescue our downed comrades.

From Wayne Johnson, the 33rd Fighter Group, 14th Air Force.

Hank Turosky, 88th Depot Repair Squadron

"The Chinese starters worked very well with the war-weary mixture of new and old war-weary parts. We didn't have too many parts, but we did have some. We were able to maintain a pretty good rate of service for our customers.

We also had a great deal of luck with the Chinese pilots. They were very cooperative and helpful. We were able to maintain a pretty good rate of service for our customers.

From Lu Jianxiong, WW II Pilot for the Chinese Air Force.

"I joined the Chinese Air Force quite early, in 1940. I was in Chengdu and I was only 14 years old. It was at a time when the war against the Japanese was in the toughest phase. When I was in Kunming in 1943, we had Flying Tigers with us. That was the time when we were fighting together. The war against the Japanese soldiers took eight years and China wouldn't have won without the assistance of America. During WW II, the American pilots came to China and fought for China at the risk of their own lives - not even in the most important capitalist countries. We felt that America is the real helping hand to China. China is a country of honesty and sincerity and who is willing to return favors. America's support and assistance to China ranged from weapons to personnel. Take the air forces for example, President Roosevelt signed the Lend-Lease Act with Chang Kai-shek. America trained pilots for China when all the Chinese pilots had lost their lives. The promise to help China from 1600 pilots was by no means an easy task. When I finally triumphed in the war, America didn't change us a single penny for the planes, the training and the 1600 pilots. President Truman and I agreed that America would not ask for money for what it had provided. Such generosity towards China was nothing but possible with America. Such history sticks in my mind. I want to say "thank you." We had close ties with the Flying Tigers and pilots that I had training with came to Kunming and visited me."
Keeping the Memory Alive

It is important to continue to study and honor the shared history of the United States and China during World War II. If you are interested in visiting historic WWII sites in Southwest China, below are a list of some museums and monuments dedicated to this period.

重拾记忆

学习和研究中日两国在二战期间共同经历十分宝贵，其中对部分已消失的博物馆及建筑是专门针对这一历史时期重建的。

Chongqing

- Shihwa Museum 北碚博物馆
- Flying Tigers Museum 北碚飞虎队纪念馆

Sichuan Province

- Jianchuan Museum Cluster (town of Arnen) 建川博物馆
- Flying Tigers Association (Kunning) 云南飞虎队研究会
- Hump Air Route Monument 哈飞历史展览馆
- National Cemetery to the Fallen of WWII (Tengchong) 众志成城纪念馆
- Western Yunnan WWII Museum (Tengchong) 云南抗战纪念馆
- Songshan Battlefield (Longtian County) 松山战场
- Robert H. Mowry Memorial Monument (Xiyang County, near Dai) 陈互崎历史纪念馆（戛洒县，近大盈）

Yunnan Province

- Kunming Municipal Museum 昆明市博物馆
- Flying Tigers Exhibit

Guizhou Province

- "The 24 Turns”/The Shihwa Road (Qiongling County in Qian Xi, Guizhou) 驰骋云贵
- "二十道拐”/“盘山公路”