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IN THE

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U.S. Office, Chief of Transportation
" Historical Report of the Transportation
" Corps in the ETO

CHAPTER III.

MAJOR PORTS.

AND

MEDIUM PORTS.

OPERATING ON THE CONTINENT.

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O U T L I N E

CHAPTER III

Section I

PORT T-410

THE 4TH MAJOR PORT

at

CHERBOURG and GRANVILLE

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PORT T-410*

THE 4TH MAJOR PORT
at
CHERBOURG and GRANVILLE

CHAPTER III

SECTION I

1. INTRODUCTION AND "HIGHLIGHTS"

During the latter part of the fall of 1944, the big supply burden on the Continent fell to the port of Cherbourg. Other ports for the handling of supplies had not been seized or rehabilitated as scheduled, or were eliminated from the plans as military operations on the Continent developed. Furthermore, activities at the beaches dropped off during November until they finally closed during the latter part of the month. Thus, the 4th Major Port had, during that time, almost the entire responsibility for discharging and dispatching supplies to the Armies.

The mission for the 4th Major Port originally was to handle 8,000 tons of supplies daily at Cherbourg. This target was subsequently raised to 20,000 tons per day, even though destruction of the dock and harbor facilities was more extensive than was anticipated. During the first quarter of 1945, the daily tonnage target for Cherbourg changed five times, as follows: from 7,000 tons to 8,200 tons (17 January) to 7,600 tons (19 March). Appendix No. 3, Part I, contains statistics on the tonnages discharged and dispatched at Cherbourg from 27 June 1944 through 31 March 1945 on a monthly and quarterly basis. Appendix No. 7 gives charts and figures that indicate the tonnages handled at Cherbourg as compared to other ports on the Continent; Granville is covered under the heading "NORMANDY MINOR PORTS", which was the only minor port operating in Normandy during the first quarter of 1945.

Although the importance of the port of Cherbourg, in relation to the overall supply picture on the Continent, decreased after the end of November 1944, the efficiency in the operation of the port continued to be outstanding. For the period 16 through 31 January the port excelled in average tons discharged daily ex-Liberty's and ex-freighters, in comparison with Antwerp, Rouen, Le Havre, and Marseilles, when a daily average to 554 tons was reached;

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*The name "Port T-410" was used as the official code designation for the port of Cherbourg prior to the invasion and up to 2 June 1945. Initially, the 4th Major Port was assigned to duties at Cherbourg and subsequently, the 12th Major Port moved to Cherbourg on 25 July 1944. The two headquarters were combined for operations and administration. (See Appendix No. 3, Part I under Report on Changes and Deviations in the SOP of a Major Port (Overseas) as applied to the 4th Major Port). However, the 12th Major Port had been re-assigned to operate the Red Horse Staging Area by the end of December 1944 leaving only a small number of personnel at Granville and Cherbourg; most of those remaining at Cherbourg were re-assigned to the 4th Major Port at that time, and the small detachment at Granville remained until 15 April 1945.

again, for the period 1 through 15 February with an average of 585 tons daily. The first million tons of supplies had been unloaded at Cherbourg by 2 November 1944 and unloading of the second million tons was completed on 8 February 1945.

Probably the most outstanding events occuring in the territory under Port T-410 affecting operations during the first three months of 1945 were: the Granville Raid, the outloading of German POW's directly to the U.S., and the changes in labor employed in port operations which, in the case of the latter, including the liberating of Russian POW's.

The Granville Raid

During the night of 8-9 March 1945, a German raiding party for the Channel Islands made an attack on Granville. This minor port, used for unloading coal, operated under the control of Port T-410 and was designated Sub-Port T-411. The raid made certain repairs necessary and brought about a reorganization of the Defense Plan of Cherbourg (See Appendix No. 3, Part I, for copy of new Defense Plan dated 20 March 1945). Because it added combat action to the rear echelon activity of operating ports for handling military supplies, it was reported that the event enlivened the daily scene and conversation considerably.

The first information received by Port T-410 on the raid came to the Night Duty Officer by telephone at 0100 hours, 9 March. The first German shells had fallen in the town just a minute before, and the rapidity with which this information was forwarded is to the credit of the Signal Office at Granville.

The official account of the raid as submitted to the Port Commander by Lt. Colonel A. A. SIVERSON, who was designated to make the investigation, was the result of personal contact with personnel and an "on the spot" survey. Among those interviewed were Major JAMES L. BROWN (CO, Sub-Port T-411), Captain T. W. WILKINSON (Liaison and Billeting Officer), and Lt. Colonel M. W. DINGMAN, (CO, 514th Port Battalion).

Major BROWN received information (not an alert) from the 156th Infantry at 2330 hours regarding three targets on the water moving southwest in the direction of Granville at 2300 hours. At 2400 hours, he received a second informative notice. This sounded like an alert and he was told that it probably was by an enlisted man of the 156th because they were coming in fast. He then alerted all the units in the area. Docks were blacked out, POW's sent to the stockade, and special guards were posted and the O.D. was on the job in the Port Area.

The Defense Plan had been completed the week before, but it had not been approved by higher headquarters, and there had been no "dry run". The defense weapons were limited to carbines.

Major BROWN and Captain WILKINSON then went to the Rock to organize the troops. The Rock is the high rock formation that juts out into the sea for about a thousand yards. The original city of Granville was built on top of the Rock. In the old barracks were billeted the French Security Garrison, and the 630th Port Company of the 514th Port Battalion under the command of Lt. Colonel DINGMAN. Colonel DINGMAN had been alerted at 2400 hours by Major BROWN and had immediately doubled the perimeter guard of the Rock.

After seeing that U.S. Army personnel were in position, Major BROWN and Captain WILKINSON went to the French Security Garrison. German 88's and possibly 105's were hitting the buildings at that time. The troops were ordered out at about 0045 hours. The French officers had the idea that the Americans were practicing and it was only with considerable urging and finally an order that brought out the French Security Unit. The French were dispersed along the stone wall overlooking the port. There was insufficient time after the alert to get into position in the Port Area. The fire had come from at least three and possibly four ships that had entered the port with an estimated one hundred and fifty men. The assault barrage lasted about twenty minutes.

In the meantime, there was a diversionary raid by about forty men in three or four small boats who landed near the Hotel Des Baines and the Normandy Hotel simultaneously. These hotels billeted the officers. Judging by the shouts of the raiders and the promiscuous discharge of weapons, the object was to cause confusion and disorder among the officers so that the main mission could be better accomplished. The enemy accomplished the "surprise" portion of their mission.

The Night Duty Officer, Lt. E.B. FREDERICK, accompanied by the O.D., remained on duty in the office during the raid. One of the telephone calls received was from the 156th Infantry for transportation. However, the Motor Pool was under fire so vehicles could not be reached. First elements of the 156th arrived at about 0300 hours, but the raiders were gone by that time.

In the raid, the Germans scuttled and abandoned one of their vessels that had become grounded in the harbor on a falling tide. This probably caused the withdrawal of the raiding force before they fully accomplished their mission. In the place of their lost vessel, they towed away the coaster "ESKWOOD" with a tug a little larger than a U.T. In addition, they left behind a considerable amount of munitions, explosives and detonators, including two portable flame-throwers. One of their party was captured and there were two known dead.

The defending forces lost one U.S. Army officer, eight British personnel, and six French civilians, dead. Missing, were five U.S. and seven British, and one UNRRA personnel. The wounded totaled twenty-four U.S., eighteen British, and eleven French personnel.

The main effort was directed against the Port Area. Material damage and losses were considerable, but only amounted to two days loss in operational time because of the relative inactivity of the port. Three British coasters were badly damaged; one was taken by the Germans; another one affected had only one bullet hole through the bridge window. Five Portal cranes were damaged to the extent of needing major repairs. Two 8-ton crawler type cranes were completely destroyed. One 22-ton Koering crawler type crane was completely destroyed. Three stiff-leg derricks received minor damage but remained operational.

From the viewpoint of the enemy, the raid could be considered a partial success. In addition to the damage to heavy equipment accomplished by demolitions, he had the satisfaction of putting into operation a well coordinated raid. On the otherhand, the guns and ammunition he lost by the grounding of one of his vessels must certainly have deprived him of irreplaceable

and vital material. In a review of the damage, one can hardly understand why he would overlook sinking a vessel in the lock gate which would have hampered if not completely stopped the operation of coal discharge for a week or more.

In this raid, with their automatic weapons, the enemy had for superiority, because Granville had been operating for six months uninterrupted, and a minimum of personnel and equipment had been tied-up to provide security. Thus, in part, he had complete control of the Granville area for a short period of time. If his objective was to obtain prisoners, he could literally have taken his pick of all the soldiers in the area. The advantage of this position in the situation enabled him to set-off demolition charges at will, and when one of his vessels grounded, he could have taken any of those in the harbor.

After the incident, port security was augmented by the Heavy Weapons Company of the 156th Infantry and a unit of the French Army. The port security guard was turned over to the French unit in the daytime and reinforced by U.S. troops at night. The entrance to the harbor was blocked by a cable which was controlled by a winch. Obstacles of barbed wire were placed on all beaches and ramps. All possible approaches were covered by automatic and heavy weapons which included:

1	105 mm	1	44.5 mm
2	75 mm	2	20 mm
4	90 mm	3	50 Cal. Machine guns

3 Mobile German Machine Guns

The Infantry had a local reserve of four M-8's, each mounting 3.7 guns and so located that they could be brought to the port within 20 minutes after notice. St. Pair was covered by one antitank platoon having three 5.7 mm self propelled guns.

There was a strong suspicion that the enemy had collaborators in the community. The perfect coordination of the various elements in the raid, the directness with which the raiders attacked the vital installations such as offices, officers' quarters, troop assembly areas, and the POW camp could not have been accidental. The raid was well timed and the results indicated that the personnel participating was thoroughly trained in commando tactics and the use of explosives for demolitions.

Despite the Granville raid, operations continued at the port on 9 March and repairs were immediately started. The following shows operational statistics for the months of January, February, and March:

	January	February	March
Total D/W Tons Discharged	47,773	41,836	39,691
Total D/W Tons Dispatched	47,773	34,352	45,404
Total Number Ships Completed	44	55	43

(See Appendix No. 3, Part I, for complete set of Statistics on operations at Granville)

Operations at the port were handicapped, however, due to the fact that repairs were being made at the same time ships were being discharged.

Outloading of German Prisoners of War Directly to the United States

During the month, 17,406 POW's were shipped from the port of Cherbourg. This was twice the number embarked during January and February combined and

the highest month since October 1944; 1,733 of these were wounded, who went on hospital ships to the U.K. Up until 16 March, German POW's were shipped to the U.K. Beginning on that date, a program went into effect for shipping POW's directly to the United States. This new development soon brought about some unforeseen problems but definite improvements in methods of shipping ensued.

The first ship for the U.S. to be loaded and completed was the NY 434, on 16 March. This and other ships that followed (14 for the month) were of the Liberty C-2 classes. Some of them had brought troops from the U.S. and after discharging their passengers, were diverted to Cherbourg for loading with POW's. Others were cargo ships which called for thorough cleaning and erection of standee bunks; checking of electrical systems, alarm bells, ventilating systems, life preserving and saving equipment; loading of rations, blankets, and drinking water; checking cooking and toilet facilities.

The average accommodations of the troop ships had been for 300 prisoners, although a few of the newer type vessels had arrived with accommodations for as many as 500. Where conversion was necessary, standee bunks were erected in No. 2 'tween decks with guard, officer, and kitchen accommodations in No. 3 'tween decks and in some instances No. 4 'tween decks were used. This conversion would accommodate approximately 350 troops. On the C-2 type vessel, No. 2,3, and 4 'tween decks were normally converted. The usual capacity of this type vessel was 450 troops.

The guard personnel escorting the Prisoners of War back to the U.S. consisted of two officers and thirty-five enlisted men who were being sent back for thirty days rest and recuperation leave in the U.S.

On 25 March, at the Command and Staff Conference at Normandy Base Section, Colonel JAMES A. CROTHERS, Port Commander, laid before Major General HENRY S. AURAND, some of the problems that had developed. He pointed out that an inspection of the vessels showed the feasibility of double-bunking the POW's as was often the practice of bringing U.S. troops to the ETO. The 4th Major Port had already mentioned this to the Chief of Marine Operations of the Chief of Transportation. It would permit the shipping of from 600 to 700 POW's on a ship. Another factor brought up was the difficulty of obtaining blankets for the POW's. The problem of blankets was acute, because if POW's were permitted to take those alloted while in the enclosures, there would be none for new prisoners. On the other hand, the ships could not be counted on to bring back blankets as they did not necessarily come back to the same port on their next trip from the U.S.

Within 10 days after the conference 20,000 POW's were expected and another 80,000 were due as soon as the 15th Army could provide escorts. Of the 100,000 it was expected to ship from 30,000 to 40,000 to the ZI and that they would consist of NCO's, Nazi trouble-makers, classified SS troopers and paratroopers.

Besides blankets, there were mess equipment, life preservers and life rafts to be provided. It was difficult enough to procure these items at first, and double loading made the situation even more acute. By the end

of March, the supply on hand had long been exhausted and energetic efforts were being made to secure what was available at other ports and depots. However, in spite of all efforts, the supply of certain safety items was not sufficient to meet the demand.

It was also necessary to put twenty-five days' rations on board each POW ship returning to the U.S. This made a total of about 8,000 rations per vessel. Because of the short notice given on these ships and the number of ships being loaded each day, it became necessary for the Port Quartermaster to set up his own ration breakdown. For this purpose, 110,000 rations were drawn from Depot Q-177 and made available for immediate breakdown as needed.

Labor Used for Port Operations

During the first quarter of 1945, the percentages of the various types of labor used in Port Operations remained about the same for the three monthly periods. POW labor constituted about 50 percent of the whole, with soldiers (about 40 percent) and civilians (about 10 percent) completing the picture.

In January the Military Stevedores continued to improve their efficiency and to discharge tonnages that exceeded those handled the preceeding months. This trend continued all through the first quarter. They discharged an average of 10.96% net tons per going hour in January, 11.26 net tons in February, and 12.52 net tons in March. The "net tons" are figured, deducting the delay time, such as waiting for cars, However, of the total Port Battalion personnel available on a daily average, a much higher proportion was used for duties other than discharging in January than were used in February or March. In January, 1097 out of 7144 were either absent or sick; only 3,034 worked daily. The balance were used in overhead or kept on reserve. February saw the reduction of the absent and sick to 338 out of a total of 6,355; 3,503 soldiers worked daily. Only 305 out of 6,052 were in this category in March, and 2,844 worked daily.

During the month of January there was a fluctuation in the number of POW's on hand for labor work, ranging from 7,804 on 31 December 1944 to 8,614 on 27 January 1945. The fluctuation was mainly due to the loss of 350 POW's and total additions of 1,176 POW's. An average of about 40 percent of the POW's were used in the Port Areas. The balance were employed as camp overhead, were being processed, or were taking the required day a week rest.

The biggest change in policy on the use of POW's occurred on 15 January when Russian prisoners were allowed to work on ammunition ships by authority of the Commanding General, Normandy Base Section. These Russians were combined with men of the 516th Port Battalion and by the end of the week, 454 Russians were being used in 24-hour ship operations. The development of this new policy and its results are covered below:

The Liberation of Russian Prisoners of War

On 6 March 1945, all Russians, formerly classed as Prisoners of War, were reclassified as "Liberated Citizens of the Soviet Union" by authority of letter that date Hq, POWLE (Prisoner of War Labor Enclosure) 112, Beach District, NBS, APO 562, US Army.

Immediately upon receipt of these instructions, the Russians were set up in their own camps with privileges paralleling those accorded U.S. Army personnel. All POW markings were removed from their clothing, and all caps were

marked with a Red Star. Steps were taken to obtain as soon as possible appropriate dyes, so that all outer garments could be dyed blue-black as directed.

Motion picture facilities were provided and in several instances shows were produced by their own personnel for the entertainment of their comrades. Each one of their three camps was provided with a clubhouse. Post Exchange ration cards were issued containing the fourteen items as furnished U.S. Army personnel. These Russians were issued passes to town in accordance with existing regulations and Russian camp leaders were given passes to Paris. This privilege was also extended to such personnel as were selected by their own leaders.

Rations were issued as nearly as possible in accordance with their own desires, limited only by existing restrictions. There were no cage or work guards such as existed before liberation, and only such personnel as were required as perimeter guards remained for the protection of property and personnel. All American personnel were informed as to the change of status of the Russians and instructed as to their new rights.

According to the Provost Marshal, Normandy Base Section, it was expected that by the middle of April 1945, all Russian citizens would be evacuated from the Base Sections since they were classed as Recovered Allied Military Personnel or former German POW's. The process of evacuation had already started and 6,000 Soviet citizens went through the port of Cherbourg on 25 March.

Prior to their new status, the loading of 6,000 Russians at Cherbourg on LST's for the U.K. was an interesting experience. They had been sent in groups of fifteen hundred on four successive days, the 22nd, 23rd, 24th, and 25th of the month. Trains transported these Russians from Rennes directly to the LST Hard. A previous arrangement with NBS had set up a schedule of arrivals so that the trains would arrive at the hard approximately the correct time to work the tides each day. Each shipment of fifteen hundred men was divided into three battalions of five hundred men each. Each battalion had its own leaders and operated as a unit. This simplified the loading of them as it was merely a matter of putting one battalion aboard each LST. The only complication which arose was in connection with the language which made it a little difficult at times to convey instructions as to what was wanted done.

As soon as possible after 6 March, the Russians were processed as fitted their new freedom. Their appearance on the streets and in the cafes of Cherbourg was always a good topic of conversation. Sometimes it was a little difficult to distinguish them from U.S. Army personnel because the little Red Star that they wore was not noticeable from a distance. They generally traveled in groups and at first their biggest contrast to Americans was their serious faces and conversations. Their work in discharging the ships was also commented upon by American Army personnel because they worked hard and with a will.

The Russians were billeted in three camps in the vicinity of Cherbourg. Camp 112-B was located at Equeudreville, a suburb of Cherbourg with a population of one thousand twelve (1,012) persons. This camp was divided into two cages and the men lived in winterized shelters. Bathing facilities were

available and a suitable clubhouse was erected with a stage at one end. This camp was commanded by 1st Lt. JOHN J. McDONAUGH, with LT. VLADIMIR BOLSHAKOW acting as the Russian Camp Leader. Camp 112-C was located in the Arsenal Area of Cherbourg with a population of one thousand three (1,003) persons. The men were housed in buildings which were being constantly improved. Bathing facilities and a clubhouse were available. Captain LOUIS M. PRAGER was in command, with Lt. ILSA KABANOW as Russian Camp Leader. Camp 112-E was located near Couville at the road junction of N-800 and GC-56. It had a population of two hundred and fifty (250). The men were housed in pyramidal tents and bunks were provided for sleeping. Flooring was being laid as rapidly as timber could be obtained. Bathing facilities were available and a prefabricated hut served as a clubhouse with a stage at one end. 1st Lt. WILLIAM W. CAMPBELL was in command assisted by 1st Lt. RICHARD W. SPIKES with Lt. SERGI SEREBRIAAKOW as Russian Camp Leader.

* * * * * *

February saw the need for additional labor in the port. This was due to the increased activity and could normally have been taken care of by regular T/O allowances had it not been for the fact that the ranks had been depleted by loss of soldiers to the Army Ground Forces and because of other personnel transfers. Various solutions were found for the problem to suit individual cases, but the overall need was supplied by drawing on Prisoners of War for more and varied tasks.

The Operations Division felt the need partly because the raising of the daily tonnage tartet from 8,200 to 10,350 tons at the beginning of February meant increased activity. Specifically, the existing shortage was particularly noticeable in the lack of truck drivers for Port Clearance. In this instance, each Truck Company was operating only 30 and 31 trucks on a 24-hour basis instead of the normal 40 trucks. A new system conceived by the 474th Quartermaster Group and approved by the Beach District, Motor Transport Officer (MTO), was being tried as a solution. This system, based on the theory that darkness cuts down efficiency about 15 prevent, planned for the use of 40 trucks on the daytime shift (0800 to 1800) and 26 on the night shift. The Road Transport Office questioned the practicability of the program because long experience in the port showed that discharging operations did not slow up appreciably at night and the same relative amount of material required movement. It was also discovered that the efficiency of the operation of Truck Companies was being hampered by the loss of time due to drivers quitting early and taking too long for meals because of the distance to company mess halls. As a solution to this, the Road Transport Officer, District MTO, and the Executive Officer of the 151st Truck Battalion, decided to have officers at the locality of the operations require the drivers eat their mid-day and midnight meals in the mess halls in the operations area. In addition, it was hoped to develop a competitive spirit by posting the daily tonnage hauled by each driver.

In order to meet its ship discharging responsibilities, in the face of the labor shortage, Operations found as a solution to this problem, the general "cure all" of using Prisoners of War.

Discharging increased 1,765 tons a day in February as compared to January; also more ships and more hatches were completed per day with more tons taken

out of the hatches and ships daily. During the months of January and February there were more POW's used in port operations than soldiers. However, until the labor shortage in February hit hatch-working gangs, the prisoners were used for quayside work only. After that they were used to work hatches, but only Russians who were POW's at that time were permitted to do this work.

An analysis of the February Port Battalion Company strength shows a small drop (75.8 percent to 71.3 percent) in the average available daily in percentage of total strength and a slight increase in the personnel non-effective rate. This may be partly due to reasons other than loss of personnel by transfer to AGF and to temporary duty elsewhere. For example, the replacements in the Port Battalions were generally ex-combat men who either did not have the technical training or were as yet unfit physically and mentally to do the work. At any rate, there was a slight lowering in the Port Battalion labor situation and an overall improvement in port discharging efficiency. The conclusion was that the Prisoners of War, particularly the Russians, were more than filling the gap.

In the Service Sections, there was the same labor shortage problem with special solutions that applied to specific problems but with the POW's being used as the solution to the matter in general. Twenty-five additional units were attached to the Quartermaster Section alone, and the same thing held true in the case of Ordnance. The burden on the Services was brought about by the withdrawal of Base Section Headquarters (discussed later under Port Services - March) making it necessary to take actual operating and administrative interest in the large number of troops left. Early in February, the problem in the Quartermaster Section was solved by the addition of a QM Service Company. This gave Quartermaster a total of one Battalion Headquarters, two Railhead Companies, two Service Companies, and 1,500 POW's for the outloading of QM cargo alone. At about the same time, Medical, Quartermaster, and Ordnance Sections set up their own POW stockades. These Services were each assigned cell companies from their respective branches. For example, the QM was assigned the 3123rd QM Co, as the cellular organization.

In March, the Port Engineer lost nearly 50 percent of its officer personnel, as well as enlisted man. As a result, it became increasingly difficult to operate and maintain the various pieces of mechanical equipment necessary for port operations. Again, the solution was found by gradually increasing the number of POW mechanics used on maintenance until they were employed in almost all the shops.

A labor problem having its origin during March, but which was not expected to become acute until April, was the withdrawal of personnel from the 4th Major Port complement without replacements. The solution sought was to transfer personnel from one job to another. Putting men in new duties without the opportunity to train for this work impaired the ease of accomplishing the mission and called for additional efforts on the part of all personnel concerned. The WAC's assigned to the Port were being used as clerks in the office, thus releasing men for dock work, in order to replace those sent out to combat duty. The replacement was not sufficient to furnish the required number of outside workers, with the result that many of the records were incomplete simply because there was not sufficient personnel to gather and maintain them. There was also a serious shortage of vehicle

drivers. To rectify this, efforts were being made to organize a civilian motor pool by employing civilians to operate their own cars on a per diem basis.

Officers and enlisted men of the Port Services were being detailed in considerable numbers for temporary duty away from the port which, in consequence, necessitated that others double-up on work in order to take care of their duties while they were away.

The fact that the Services were able to continue their work in such an efficient manner was largely due to their intelligent use of Prisoners of War. As indicated above, POW's gradually took over many of the duties formerly performed by enlisted men. This was particularly true in the operation of most all of the utulities manned by the Services. Through the operation of the local Prisoner of War Enclosures, certain prisoners and groups were returned to the same duties daily. In this manner they became very proficient operators in the port dumps, motor pools, materiel yards, etc. Guards were furnished from the Port Companies; supervisors were the skilled enlisted men of the various Sections while most of the actual "bossing" of the work was done by selected POW personnel themselves.

At the end of March the Port had about 5,000 POW's, of whom approximately 3,700 worked daily. The location of the enclosures and the principal uses made of the POW's were as follows:

112A - Mont du Roule - Shipside and Quay Workers.
112D - Terre Plain - Engineer construction and repair work in the engineer materiel yards.
112F - Arsenal Area - Quartermaster labor on quays and stock piles.
112G - Hotel Atlantique - Motor pools, sorting warehouse, headquarters cooks, and general policing.
112H - Near Gare Maritime - Handling of patients to hospital ships and general sanitary work.

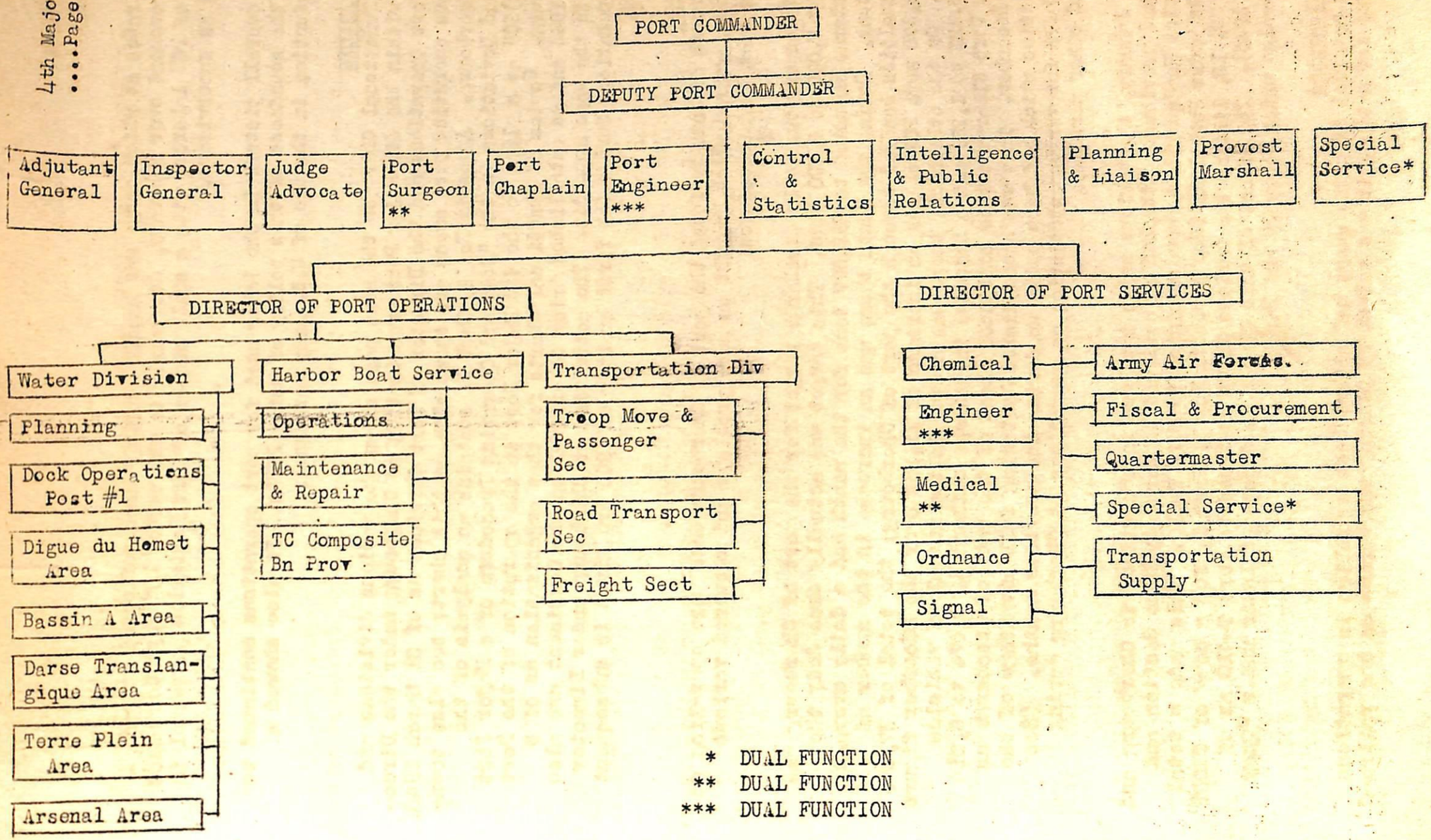
The distribution of the enclosures in close proximity to the work saved many man hours that were formerly lost in the transportation of the POW's from the original stockade to their jobs. The proximity further enabled the continued placement of the same man on the same job from day-to-day with resulting increase in efficiency to the extent that a gang of twenty to thirty men could very effectively work under the supervision of one soldier.

Organization of POW Companies

The use and development of POW's was along the lines of the policy set forth by General HENRY S. AURAND, Commanding General of Normandy Base Section. In the publication, "Policy Statements made at Normandy Base Section Com and and Staff Conferences", the following is stated:

"A maximum of twelve U.S. personnel can handle a company of two hundred and fifty prisoners, one officer, a first sergeant, a mess sergeant, and also guards as a work guard. In a stockade of reasonable size, without an alert on, it can be guarded by a dozen men in three shifts, one man at each corner. It all depends on the visibility, clear ground, and weapons of the guards. Suppose you have twenty companies of prisoners. One U.S. company of 250 would maintain those prisoners. That is the theory. Even though this ratio is not attained, you can make a very profitable exchange for one of your service units in terms of prisoner companies."

FUNCTIONAL CHART
THE FOURTH MAJOR PORT
31 March 1945



* DUAL FUNCTION
** DUAL FUNCTION
*** DUAL FUNCTION

The rates at which cargo was handled during March reflected considerable improvement over February, due mainly to the use of POW Port Companies composed of POW laborers with a small number of Port Battalion personnel in each gang as supervisors.

The overall picture in the labor used for port operations continued to bear out the soundness of this policy of using POW's. It also showed a slight reduction in the use of U.S. Army personnel.

2. OPERATIONS

The Functional Chart on the next page shows the various divisions and branches within the 4th Major Port organization at Cherbourg under the Direction of Port Operations and the Director of Port Services as of 31 March 1945. The various operating port areas are shown also on this chart; see also town-plan of Cherbourg. Appendix No. 3, Part I, contains an analysis of the Changes and Deviations in the "Standard Operating Procedure of a Major Port (Overseas)TC" as applied to the 4th Major Port in the operation of the Port of Cherbourg. Copies of Functional Charts for that organization as of 8 November 1944 and as established prior to arrival on the Continent are also included in the same Appendix. The activities at Cherbourg under Director of Port Operations during the first quarter of 1945 are given in subsequent paragraphs.

January

The month of January found the port of Cherbourg once more operating on an expanding program which brought on more problems and required various changes in operating procedures.

On 17 January the daily discharge target for the port of Cherbourg was raised from 7,000 to 8,200 tons. This target was actually exceeded; the total discharge amounted to 262,597 tons for the month and a daily average of 8,471 tons. During the month there was an increase in the number of combat casualties handled through the port of Cherbourg; the total of 37,879 of which 2,678 were POW's, was an increase of 11,233 over the December figure of 26,646. On the otherhand, there was a drop in the number of vehicles handled, 5,423 to 1,269 and a decrease in tonnage outloaded, 8,474 to 8,314 tons. The Port Clearance rate continued ahead of the rate of discharge as it had in December. This was accomplished by taking full advantage of the rail facilities which had been built up during the previous months. (See Appendix No. 3 for various statistics on operations at Cherbourg during January and other periods).

On 29 January, the various units involved in operations in Cherbourg and vicinity, and previously attached or assigned to Normandy Base Section and Beach District Headquarters, were assigned to Port T-410. This made a total of 133 units under Port T-410 (See Appendix No. 3, Part I, for a copy of TROOP ASSIGNMENT NO. 12, listing the various units assigned to Port T-410 as of 29 January 1945). The effect of this change is discussed later under "Quay Clearance"—also under February and March.

Quay Clearance

Moving material from the quays had always been a problem in operations at Cherbourg; for a time, it was solved by placing the burden on the railroad

instead of on motor transport. In January, there was a lack of rail commitments. On 5 January, it was found that failure to obtain transportation facilities had made it impossible to move huge quantities of Class I QM Supplies on hand, some of which had been on the ground three months and had begun to deteriorate. The local QM dumps could not take this cargo, inasmuch as it was all destined to go beyond Paris and there was an embargo on the movement of Class I supplies beyond Paris. The Office of the Chief of Quartermaster sould not change the destination. Further, on 6 January it was reported that rail commitments on QM Cargo, of which there were about 40,000 tons on port quays and in storage areas, were extremely slow in coming through.

By 13 January, QM Class I cargo was moving fairly well. Trouble again appeared on 21 January when instructions were received from Normandy Base Section to pile all cased Class V Ordnance supplies at Couville using rail-shuttle service. This at first was difficult, in the face of the fact that rail shortage had made it impossible for the Port to meet Class V commitments forward. (How it was actually accomplished is stated later under February). On 23 January, it was ordered that henceforth no QM Class I supplies were to be stock-piled; this applied to ships scheduled to arrive. Although an acute shortage of truck and rail facilities existed, every effort was made to move old stockpiles.

The last week of the month brought on more problems in quay clearance, particularly effecting Ordnance and Quartermaster items. On 24 January the CG, NBS, directed that all small piles of QM Class I Supplies to consolidated into a single stockpile. This was done at Terre Plein. The sharp decrease of personnel in the port made it increasingly difficult to stock-pile as this required double handling. The ammunition quota for the month of February was raised to 4,600 tons daily on 29 January. It was believed unnecessary to stock-pile any ammunition inasmuch as rail facilities at that time were adequate for that commodity.

On 29 January, all dumps and depots, with their attached units in the Cherbourg area, were placed under command of Port T-410, to operate the corresponding Service sections of that headquarters. This meant greatly increased work for the various Port Services. The next day, Port Services set up a section for the purpose of coordinating the movement of ships to berth, taking into consideration time, location, relative priority, and commitments, so that rail and motor transport facilities could be used to the best advantage and in order to prevent double handling where possible.

Miscellaneous

During January, better progress was made in the Ordnance and Engineer Sections, in the rehabilitation of cranes, fork lifts, tractors and other cargo handling equipment. Operational necessity during the previous months had caused a large portion of this equipment to be in poor condition.

By 14 January, all existing field wire telephone communications in the Port Area had been converted to cable. This was a tremendous job, done under the direction of the Signal Section.

Unit Histories of the various units attached or assigned to Port T-410 are contained in file, the Historical Section, OCOT.

Statistics Discharge and Dispatch (See also Appendix No. 3, Part I)

As stated previously, during January, the Port Clearance rate continued ahead of that of discharging, as it had done in December. This was accomplished by taking full advantage of the rail facilities built up during the previous months. There was, however, a greater portion of tonnage cleared by truck than rail in comparing December and January operations. The following relating figures were reported:

DISCHARGE AND DISPATCH

	DEC			
	Total	Daily Average	Total	Daily Average
Discharge	250,112	8,070	262,597	8,470
Dispatch	266,734	8,605	273,717	8,830
Lag	-16,622	- 535	-11,120	- 360

Following are the Rail vs Truck Clearance tonnages:

DISPATCH

	Dec	Jan
Road	97,202	104,710
Rail	155,797	152,063

February

On the basis of its additional assignment of units the latter part of January, in February the 4th Major Port took over the administrative duties at the port of Cherbourg which it held when the port was first opened on 27 June 1944. At that time its mission was not only to handle all supply discharging operations, but to command all units in the Port Area which performed any duties in connection with port operations. The establishment of Headquarters, Normandy Base Section in the city of Cherbourg on 16 August 1944 had relieved the 4th Major Port of the administrative duties in connection with most of the units, and had permitted all of the organization's energies to be directed towards the operation of the port and its related facilities. When Headquarters Utah District (later designated as Beach District on 25 February 1945) moved to Cherbourg on 27 November 1944, this brought two higher headquarters to the city. Thus, the removal of Headquarters, NBS to Deauville during the latter part of January and Headquarters, Utah District to Castilly the first part of February, left the 4th Major Port as the highest headquarters in Cherbourg, with the responsibility for supervising all Army activities in that locality. (See Appendix No. 3, Part I, for copy of NBS GO No. 19 of 25 February 1945, redesignating Utah District as Beach District, and giving location of headquarters and naming commanders)

On 1 February the daily tonnage discharge target for Cherbourg was raised from 8,200 to 10,350 tons. The tonnage actually handled came within .8 percent of this figure. On 8 February the total cumulative tonnage discharge reached 2,000,000 tons.

Dispatching Problems

During February quayside clearance became a great problem for the Director of Port Services at Cherbourg. Stockpiles reached "an all time high". It was anticipated that there would be some relief for the situation in connection with QM Class I supplies by the middle of the month as at that time no ration ships were working in the harbor. However, there was no movement forward and there remained approximately 70,000 tons of QM Class I supplies in

the port dumps and depots. This situation prevailed for the remainder of the month. The small amounts that did move were consigned to Civil Affairs for the French, or to Depot Q-171.

The situation in regard to Ordnance supplies was somewhat different as it was possible to keep the tonnage dispatch figure above the daily discharge, thereby reducing the tonnage in the dump at Terre Plein. This was accomplished, despite the existing shortage of cranes, due to the increased demands for discharging ammunition at Cherbourg, and due to the need for rehandling of Ordnance Class II, IV, and V at Couville and at Terre Plein. Ordnance vehicles being sent forward loaded were moved on a 24-hour basis so that they could receive loads from shipside at all times while the ships were being worked. In order to meet the NBS instructions issued the latter part of January, in regard to the movement of Ordnance Class V supplies to Couville, ammunition was added to the 16,000 ton dump at Couvulle by concentrating all outbound rail facilities to the handling of ammunition using shuttle rail for Class II and IV Ordnance supplies.

Another problem in the dispatching of cargo from the port area was the moving of small quantities of cargo belonging to individual Services. Difficulties arose from the fact that rail commitments could not be obtained for such small quantities nor were trucking facilities available for their handling. It became necessary to dump such cargo in the Port Area or load it into rail cars and subsequently to couple them to Paris-bound trains.

A reading of the Daily Diary of the Road Transport Section would, at first, lend credence to the opinion that trucks could be used to solve the dispatch problem. All during the month of February, up until the 27th, there was an abundance of trucks available for Port Clearance. The supply was ahead of the demand. The TC officer in charge of Movements for the Director of Port Services was of the opinion that the availability of trucks had little effect on the increasing stock-piling and filling-up of dumps and depots; according to that officer the cause for this situation was natural, due to the developments in the tactical situation and the resulting demands on the supply sources. Thus, up until October, the Base Depots were supplying the Issue Depots directly, because the fighting front was comparatively close and trucks were the logical means of transportation due primarily to shorter hauling distances. After that time, however, it became necessary to depend upon the railroads to furnish long hauls for the fulfilling of requisitions from Intermediate Filler Depots which, themselves, were moved further from the port as the Armies advanced. Furthermore, two other factors were involved; ship discharge exceeded: (1) daily rail allocations, and (2) requirements of Filler and Issue Depots.

Ship Discharge

The discharge rate at Cherbourg increased an average 1,765 tons daily during February as compared to January, whereas the dispatching rate improved by only 610 tons daily. This left an average daily accumulation of 1,155 tons.

The greatest tonnage discharged by type of Service, by the end of February was for Ordnance. This was followed by cargo for the French, Chemical Warfare, and the Transportation Corps. The largest drop was in Engineer and then Quartermaster supplies. The following figures show the actual tonnages handled during January and February with an indication of the increase and

decrease:

DISCHARGE BY SERVICE OF SUPPLY

SERVICE	FEBRUARY 1945	JANUARY 1945	CHANGE Increase	CHANGE Decrease
Engineer	4,137	18,312		-14,175
Ordnance	169,081	147,689	+21,392	
Quartermaster	68,776	86,267		-17,491
Transportation Corps	11,636	6,280	+ 5,356	
Air Corps	15	53		- 38
Chemical Warfare	9,372		+ 9,372	
Medical	297	139	+ 158	
Signal	1,890	1,953		- 63
Mail	734	622	+ 112	
Navy	24	608		- 584
French Cargo	15,423		+15,423	
Miscellaneous	5,206	674	+ 4,532	
TOTAL	286,591	262,597	+23,994	

(NOTE: For comparison with other periods, see also Appendix No. 3, Part I)

Statistics - Discharge and Dispatch

Following are comparative figures for January and February:

DISCHARGE AND DISPATCH

	February 1945 Total Tons	February 1945 Daily Aver. Monthly	January 1945 Total Tons	January 1945 Daily Aver. Monthly	Change Total Tons	Change Daily Aver. Monthly
Discharge	286,591	10,235	262,597	8,470	+23,994	+1,765
Dispatch	264,255	9,440	273,717	8,830	- 9,462	+ 610
Lag	47,980	(a)+ 795	25,644	(a)- 360	+22,336	+1,155

(a) Cumulative tons remaining.

The actual number of trucks and rail cars used on a daily average by months were:

TRANSPORTATION FOR PORT CLEARANCE

	February 1945	January 1945	Change
Trucks	51	101	-50
Rail Cars	451	326	+125

In January approximately 40 percent of the dispatched was tonnage by truck, while in February truck clearance was reduced to about 20 percent. Further, there was an increase of 608 tons in February over January, as regards the daily average monthly dispatch. The following gives comparative figures:

Means	February 1945 Total Tons	February 1945 Daily Aver. Monthly	January 1945 Total Tons	January 1945 Daily Aver. Monthly	Change Total Tons	Change Daily Aver. Monthly
Road	52,546	1,877	104,710	3,378	-52,164	-1,501
Rail	199,556	7,127	152,063	4,905	+47,493	+2,222
Quai Honet	(a)12,043	430	16,743	540	- 4,700	- 110
Water	110	4	201	7	- 91	- 3
TOTAL	264,255	9,438	273,717	8,830	(b)- 9,462	+ 608

(a) Coal dump for local use. (b) 28 days for February - 31 days for January.

Materiels Handling Equipment

The port of Cherbourg had always faced problems in connection with its materiels handling equipment. At the beginning, this was due to a shortage of equipment and tools for maintenance. However, these problems became even more acute during February, for two main reasons; first, because many types of equipment were sent from Cherbourg to other ports on the Continent after the slackening-off in discharging operations which extended from the end of November 1944 until the tonnage target of 10,350 tons daily went into effect on 1 February. The second reason was embedded in the fact that the equipment in use had seen so much operational time that the need for necessary maintenance increased. Furhtermore, the existing shortage of tools became more noticeable with the need for additional maintenance.

To keep cranes in operating condition special efforts were required. In February the mast head pins on a series of the stiff-leg cranes at Terre Plein began to fail; these were replaced, however, with pins made in the port shops and in local factories. The crawler cranes in the Arsenal Area were giving trouble and several were deadlined awaiting replacement of bearing inserts for both main and connecting rod bearings. There was a crane shortage at Couvillle and Terre Plein because of the increased ammunition output and the need for rehandling Ordnance Class II, IV, and V supplies. The use of the steam cranes at the port was limited by the location of water points and rail facilities; it was planned to return them to the French Navy. Also, they were donsidered too dangerous to be used in the handling of ammunition.

March

With the advent of March, the growth of the physical organization and use of equipment at Cherbourg had come somewhat to a standstill. There was no expansion and in fact much powered equipment had been transferred to other ports. However, this did not affect operations at Cherbourg because the facilities for discharging all types of vessels were more adequate, due to reduced discharge requirements. There were enough berths available during March as vessels arrived, so that it was practical to dock them immediately. On 3 March the daily target was lowered from 10,350 tons to 6,750 tons; this figure was raised to 8,000 tons the following day but lowered on 19 March to 7,600 tons daily. The tonnage discharge targets for the month were met 100 percent.

Ship Discharge

There were fewer Libertys assigned to Cherbourg during March for discharging than in any month since August 1944. On the otherhand, more coasters were unloaded than for any month excepting October 1944. The handling of LST cargo was the highest since November 1944. This indicated a trend away from the unloading of the larger ocean-going vessels which were diverted to the other major ports on the Continent. (See also Statistics in Appendix No. 3, Part I).

The efficiency in discharging operations reached its highest level in the number of tons of supplies removed from ships and hatches on a daily

average basis. This contributed to Cherbourg's "setting a port record" for turn-around time for ocean-going and coaster vessels. The Contributing factors were: (1) Better "know how" in discharging; (2) Immediate berthing and starting of discharging operations; (3) Quick dispatch, because adequate facilities permitted the necessary rail wagons and motor trucks to be on hand for loading and moving; (4) More extensive use of POW labor.

During March, 25,099 less tons of supplies were discharged at Cherbourg as compared to February. The greatest decrease in the various types of supplies was in Quartermaster and Ordnance; there was an increase in cargo for the French and for the Signal Corps. The breakdown according to Service, with increase and decrease, follows:

	DISCHARGE BY SERVICE OF SUPPLY		CHANGE	
SERVICE	MARCH	FEBRUARY	INCREASE	DECREASE
Engineer	2,562	4,137		- 1,575
Ordnance	155,936	169,081		-13,145
Quartermaster	53,538	68,776		-15,238
Transportation Crops	5,228	11,636		- 6,408
Air Corps	654	15	+ 639	
Chemical Warfare	761	9,372		- 8,611
Medical	345	297	+ 48	
Signal	3,341	1,890	+ 1,451	
Mail	1,165	734	+ 431	
Navy	21	24		- 3
French Cargo	19,895	15,423	+ 4,472	
Miscellaneous	18,046	5,206	+ 12,840	
TOTAL	261,492	286,591	- 25,099	

(NOTE: For comparison with other periods, see also Appendix No. 3, PartI)

Dispatching

For the most part there was sufficient truck transport for port clearance. However, on some occasions (ten-hour periods, for example) there were temporary shortages. This was due to demands of a higher priority placed on the District Motor Pool. By close liaison with the loading agencies, such as Port Operations and Port Services, it was possible to stagger the demands in such a manner that the various commitments were met. During the ten-day period 15 to 25 March, there arose shortages in transport facilities for cased vehicles. This was met by the DTO exchanging trucks and by removing sides from 12½-ton trucks already available. When this did not adequately meet the situation, Port Operations used barges and discharged them at points affording some quay storage. When other shortages occurred, the Quartermaster suspended the movement of rations from stockpiles.

The main problem in motor transport continued to be the handling of trucks in such a manner as to insure that none were misused. To do this it was necessary to keep a very close check on all operations and be ready to transfer trucks from one point to another in the shortest time possible. Communications were established so as to make this practical. During March an average of 81 trucks per day were used for Port Clearance; 73 were used daily for administrative work, including hauling cargo from ship to stockpile, moving personnel to and from docks; this, in addition to the Administrative duties assigned.

A comparison of Dispatch figures for the months of February and March is interesting because the average daily tonnage was almost exactly the same. March showed an increase of only two tons daily:

DISPATCH

MARCH 1945

	Total Tons	Daily Aver. Monthly	Total Tons	Daily Aver. Monthly	Total	Daily Aver. Monthly
Road	56,842	1,834	52,546	1,877	↑ 4,296	- 43
Rail	219,225	7,072	199,556	7,127	↑ 19,669	- 45
Quai Homet (a)	16,577	534	12,043	430	↑ 4,534	↑ 104
Water			110	4	- 110	- 4
TOTAL	292,644	9,440	264,255	9,438	↑ 28,389	↑ 2

(a) Coal dump for local use.

The same proportion of rail to road held true for method of dispatching, indicating that the best balanced solution had been found. The number of trucks and rail cars used on a daily average by months was:

TRANSPORTATION FOR PORT CLEARANCE

	MARCH 1945	FEBRUARY 1945	CHANGE
Turcks	76	51	↑ 25
Rail Cars	478	451	↑ 27

Considerable progress was made during this month towards clearing the accumulated stocks at the dumps and stockpiles as the tonnages dispatched were greater than those discharged. The following figures give comparisons for February and March:

DISCHARGE AND DISPATCH

	MARCH 1945		FEBRUARY 1945		CHANGE	
	Total Tons	Daily Aver. Monthly	Total Tons	Daily Aver. Monthly	Total Tons	Daily Aver. Monthly
Discharge	261,492	8,435	286,591	10,235	-25,099	- 1,800
Dispatch	292,644.	9,440	264,255	9,440	↑28,389	0
Lag	16,828(a)	-1,005	47,980(a)	↑ 795	-31,152	- 1,800

(a) Cumulative tons remaining.

Port Services

By the close of March, the various Services of Port T-410 had taken over all operations in Cherbourg. This came about through the moving of Headquarters, NBS and Beach District from Cherbourg to locations too far removed to exercise the close supervision and control that was necessary for the proper co-

ordination of depot activities in and near Cherbourg. This change was effected by attaching to 4th Major Port the headquarters and troops operating the depots of the port, which had the effect of placing the technical operation of the depots directly under the appropriate Chief of Service. The depots thus brought under the control of 4th Major Port were:

ORDNANCE:	O-619-Cherbourg - Class II & IV
	O-620-Cherbourg - Motor Vehicle Assembly
	O-621-Cherbourg and Vicinity - Depot for forwarding vehicles under own power.
	O-671-Cherbourg - Maintenance Depot (All types)
	O-672-Cherbourg - Maintenance Depot (Salvage)
ENGINEER:	E-504-Cherbourg - Class II & IV Supplies
SIGNAL:	S-851-Octeville - Class II & IV Supplies
T.C.:	T-704-Arsenal Area, Cherbourg - All Classes
CHEMICAL:	C-913-Montebourg - All Classes
QUARTER-MASTER:	Q-171 and all sub-depots Cherbourg and vicinity - All Classes and supplies.

In addition to its depots, the Engineer Section took over the supervision of all industries and public utilities that were formerly directly under Beach District. This included the city light and power plant, the rock quarry, and the refrigeration facilities at the caves housing the refrigerated stores of Depot Q-171. Similarly the Signal Section took over all communications.

At the same time, the Movements Section of Beach District G-4 Office was turned over to the Port and placed under the Director of Port Services. This was the office that performed the duties of allocating the rail transportation to the port and different depots of the district in accordance with the monthly Supply Movement which was based on the available car supply and the priorities set up by Headquarters, Communications Zone. The Movement Section controlled all shipments moved by rail from the district by making commitments to the different shipping agencies and by issuing instructions to the Rail Branch authorizing the placement of cars and movement by railway. It also maintained records as to the status of the tonnage cleared and that which remained in the port each day. A similar record was maintained for the depots.

The supply program for the month of April was received on 27 March. It showed a remarkable decrease in the inbound ships destined for Cherbourg, due to further development of the other ports opened on the Continent. For April, the scheduled daily discharge was set up at 2,890 tons while that for March was 6,100 tons, exclusive of bulk gasoline and coal. The daily forward movement from the port and depot remained approximately the same (9,780 tons in March and 9,609 tons for April), in order to reduce the backlog that had accumulated in port and depot storage.

These figures do not tell the complete story, however, of the supply movement through the port and its depots because so much of the tonnage laid down as a basis for the schedule was never ordered forward. On the otherhand, much of the tonnage that was handled was not included in the program. For instance, the March average daily discharge of ammunition was scheduled at 3,821 tons but an amount vastly in excess of that figure was handled into the port by ship. The disposal instructions directed that it be sent to forward depots. There-

fore, it was unloaded and shipped as promptly as rail cars were available without regard to the daily supply program. That in excess of the daily car supply was stored at Couville. The program never covered all the cargo arriving at the port and for which the Services had instruction to ship to the depots.

In the meantime, shipments from the port to the forward depots and Army Regulating Stations were growing less and less due to the shortage of rail cars and due to the accumulation of supplies at the front where an enormous mobile supply was being held under load on cars.

In March, the actual operation of the railway serving the Cherbourg terminal and the rail line out of the port was turned over to the French for operation. Most of the 728th Railway Operating Battalion (ROB) was moved out. However, the Rail Branch Office and the Headquarters of the 728th ROB continued to operate, serving as the forwarding agency for the port and the depots in the district. In this capacity the RTO's and the 728th ROB continued their functions as in the past. When cars were ready to be moved, they reported the traffic to the French, and then the latter did the actual movement but with all reports being made by the former authorities as previously.

There was a complaint from the Freight Section that the French were confiscating for their own use, some of the rail equipment, formerly available for Port Clearance. Naturally, the efficiency of the port's railway service suffered not only in the matter of car supply, but in the switching, placement of cars, and in general service.

The transfer of enlisted personnel from all sections of the Port Services resulted in a serious shortage of technically trained men to supervise the movement of tonnage through the port and to maintain the proper statistical records and facilities. During March, sixty men were withdrawn from the Services and sent to Ground Force Reinforcement training centers. (See previous section under "Labor").

On 27 March, the operation of the floating gear locker by the Transportation Corps Supply Section was discontinued. The locker had consisted of a house erected on a barge and was moved about the harbor by a tow launch. It was a very efficient means of servicing stevedore gear in a minimum of time for ships being discharged by barges and DUKW's. Communications from ship-to-shore and with the locker barge was by radio. With the completion of all berths and the discontinuance of unloading ships at anchor in the harbor, the need for the floating gear locker disappeared. The equipment was placed in the three lockers that were serving the port; the barge was dismantled and the tow boats were returned to the Harbor Craft Service. At that time, there were sub-lockers serving the Arsenal, the Bassin a Flot, the Quai Maritime, and Terre Plein, all stocking equipment from the main locker.

The Port Ordnance Class V dump at Couville was almost cleared out the latter part of March when the ammunition there in transit storage was reduced to about 3,000 tons. The Couville railway yard, which was constructed during the fall of 1944, was used for ammunition storage by blocking alternate tracks and storing the ammunition on them. This made for very convenient unloading and loading of rail cars. It was in this area that ammunition in excess of the daily supply movement was held until ordered forward.

1945	Officers	W.O.'s	EM	Total
31 January	539	53	11,542	12,134
27 February	850	83	18,962	19,895
31 March	883	84	18,065	19,032

The Control Section was formally established on 18 February, with Lt. Colonel A. G. SIVERSON as Control Officer. On 1 March the Section was expanded to include the Statistics Branch (formerly the Control & Statistics Division) and the Labor Branch (formerly the Labor Control Section). The Projects Branch was established on 3 March.

The first project assigned to the Control Section was the preparation of a Progress Report for the 4th Major Port at Cherbourg covering the period 27 June 1944 through 15 March 1945. (See Appendix No. 3 Part I for extracts from the report prepared). Their second initial task was the setting-up of a War Room for depicting with charts, maps, and tables of statistics, vital information concerning the entire organization and operations at the port.

The Planning and Liaison Section re-examined the defense plans of Cherbourg during March after the Granville Raid, 8 - 9 March, and made the necessary changes. Up until that time the defense area of Cherbourg which came under the responsibility of Port T-410 was a perimeter that closely followed the more densely settled out-skirts of the city. This was divided into areas designated as I, II, and III, for each of which there was a Defense Officer responsible. On 25 March it was decided to increase the area of responsibility for Port T-410. This new outer area was divided into three parts and designated as IV, V, and VI. In the meantime, a new overall defense plan was being drawn up. All units of Port T-410 were given orders for the defense of their bivouac areas, and the plan was completed and distributed in its final form on 21 March (See Appendix No. 3, Part I). On 21 March Beach District issued orders for all personnel to be given special firing practice. An area located about three miles from Cherbourg adjoining the Cherbourg airport on the Channel coast was selected for practice.

During March ten inspection teams operated under the Planning and Liaison Section. As of 1 March there were 129 units under Port T-410 requiring inspections; at Granville, directly under Sub-Port T-411, there were 10 additional units. By the end of March, Port T-410 had 154 units and at Granville there were 12. Each of these units were inspected twice monthly.

On 16 March a new training program (See Appendix No. 3, Part I) was sent to all units under Port T-410 to conform with directives from Beach District. The purpose of this training was:

a. To provide refresher courses in subjects in order to maintain a high standard of efficiency and discipline.

b. To provide special training for POW guards.

c. To provide special training for static guards.

d. To provide adequate Information & Education training as required by War Department Circular No. 360, of 5 September 1944.

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The Information & Education (I & E) program at Port T-410 was in progress during March. Each week, from eight to ten officers were selected to attend the General and Instructor Training courses at the Information & Education School in Paris. Toward the end of the month, four officers and eight enlisted men were also sent to the I & E School at Normandy Base Section. All personnel attending these schools became responsible for the I & E programs in their respective units under the supervision of the Port I & E Officer.

It was also the responsibility of the officer in charge of I & E activities to distribute the basic material for orientation and off-duty education, such as maps, textbooks, etc. A program conducted to develop a better understanding between U.S. Army personnel and the French included French classes and French-American Discussion Groups. The latter served to acquaint participants with the history, art, economic background, etc. of the respective countries.

The following is quoted from the Historical Report of the Office of the Provost Marshall, dated 31 March 1945:

"2. Development of command.

"a. For the period 6 July 1944 to 15 October 1944, a considerable number of units, varying from Corps of Military Police to Chemical Warfare Service, were attached to the port for the performance of military police duties in the dock areas. After the latter date MP units were as follows:

(1) The 285th M.P. Co. (PCS) was assigned to the port on 15 October 1944 and performed dock guard duty in the Arsenal area until 14 Feb 45.

(2) The 452nd M.P.E.G Co. was assigned to the Port on 11 December 1944 and performed dock guard duty in the Terre Plein area until 20 January 1945.

(3) Co. A, 383rd M.P. Bn., was assigned to the Port on 21 January 1945 and has performed dock guard duty in the Terre Plein area until the present time.

(4) Co. C, 383rd M.P. Bn., was assigned to the Port on 15 February 1945 and performed dock guard duty in the Arsenal area until 26 March 1945.

(5) Due to the frequent changes of units and the insufficiency of military police personnel assigned to the port for security and protection of cargo, four Provisional Military Police Platoons were organized in December 1944, with personnel from the 483rd, 498th, 511, and 513th Port Battalions. A Provisional Military Police Platoon was later formed from the 500th Port Battalion upon the departure of the 498th Port Battalion.

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The Control Section was formally established on 18 February, with Lt. Colonel A. G. SIVERSON as Control Officer. On 1 March the Section was expanded to include the Statistics Branch (formerly the Control & Statistics Division) and the Labor Branch (formerly the Labor Control Section). The Projects Branch was established on 3 March.

The first project assigned to the Control Section was the preparation of a Progress Report for the 4th Major Port at Cherbourg covering the period 27 June 1944 through 15 March 1945. (See Appendix No. 3 Part I for extracts from the report prepared). Their second initial task was the setting-up of a War Room for depicting with charts, maps, and tables of statistics, vital information concerning the entire organization and operations at the port.

The Planning and Liaison Section re-examined the defense plans of Cherbourg during March after the Granville Raid, 8 - 9 March, and made the necessary changes. Up until that time the defense area of Cherbourg which came under the responsibility of Port T-410 was a perimeter that closely followed the more densely settled out-skirts of the city. This was divided into areas designated as I, II, and III, for each of which there was a Defense Officer responsible. On 25 March it was decided to increase the area of responsibility for Port T-410. This new outer area was divided into three parts and designated as IV, V, and VI. In the meantime, a new overall defense plan was being drawn up. All units of Port T-410 were given orders for the defense of their bivouac areas, and the plan was completed and distributed in its final form on 21 March (See Appendix No. 3, Part I). On 21 March Beach District issued orders for all personnel to be given special firing practice. An area located about three miles from Cherbourg adjoining the Cherbourg airport on the Channel coast was selected for practice.

During March ten inspection teams operated under the Planning and Liaison Section. As of 1 March there were 129 units under Port T-410 requiring inspections; at Granville, directly under Sub-Port T-411, there were 10 additional units. By the end of March, Port T-410 had 154 units and at Granville there were 12. Each of these units were inspected twice monthly.

On 16 March a new training program (See Appendix No. 3, Part I) was sent to all units under Port T-410 to conform with directives from Beach District. The purpose of this training was:

a. To provide refresher courses in subjects in order to maintain a high standard of efficiency and discipline.

b. To provide special training for POW guards.

c. To provide special training for static guards.

d. To provide adequate Information & Education training as required by War Department Circular No. 360, of 5 September 1944.

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The Information & Education (I & E) program at Port T-410 was in progress during March. Each week, from eight to ten officers were selected to attend the General and Instructor Training courses at the Information & Education School in Paris. Toward the end of the month, four officers and eight enlisted men were also sent to the I & E School at Normandy Base Section. All personnel attending these schools became responsible for the I & E programs in their respective units under the supervision of the Port I & E Officer.

It was also the responsibility of the officer in charge of I & E activities to distribute the basic material for orientation and off-duty education, such as maps, textbooks, etc. A program conducted to develop a better understanding between U.S. Army personnel and the French included French classes and French-American Discussion Groups. The latter served to acquaint participants with the history, art, economic background, etc. of the respective countries.

The following is quoted from the Historical Report of the Office of the Provost Marshall, dated 31 March 1945:

"2. Development of command.

"a. For the period 6 July 1944 to 15 October 1944, a considerable number of units, varying from Corps of Military Police to Chemical Warfare Service, were attached to the port for the performance of military police duties in the dock areas. After the latter date MP units were as follows:

(1) The 285th M.P. Co, (PCS) was assigned to the port on 15 October 1944 and performed dock guard duty in the Arsenal area until 14 Feb 45.

(2) The 452nd M.P.E.G Co. was assigned to the Port on 11 December 1944 and performed dock guard duty in the Terre Plein area until 20 January 1945.

(3) Co. A, 383rd M.P. Bn., was assigned to the Port on 21 January 1945 and has performed dock guard duty in the Terre Plein area until the present time.

(4) Co. C, 383rd M.P. Bn., was assigned to the Port on 15 February 1945 and performed dock guard duty in the Arsenal area until 26 March 1945.

(5) Due to the frequent changes of units and the insufficiency of military police personnel assigned to the port for security and protection of cargo, four Provisional Military Police Platoons were organized in December 1944, with personnel from the 483rd, 498th, 511, and 513th Port Battalions. A Provisional Military Police Platoon was later formed from the 500th Port Battalion upon the departure of the 498th Port Battalion.

"3. Operational history.

a. Adjustment to mission of command.

(1) This section directs its Military Police to such duties that the major mission of this command can be more easily and safely accomplished.

(2) Military Police are designated to guard critical cargo on ships, to control and check traffic, to maintain a security guard against sabotage, and to give the necessary security in handling PWs embarked on ships.

"b. Facilities.

(1) The only facilities used by this section are the organizational vehicles of the MP's and the assignment of one harbor craft for patrol of the harbor.

(2) A telephone network is available at every principal point controlled by Military Police.

"c. Methods. MP's are placed in those locations where the basic mission can be best accomplished. These positions are changed as conditions require. Requests from staff sections are handled by details of MP's to points where needed. The basic mission is first in priority. Thought is given to most effective utilization of personnel at all times. When need is eliminated the MP is withdrawn from the post.

"d. Problems.

(1) The principal problem is shortage of personnel, the area necessary to be covered being too vast to be adequately covered by the personnel available.

(2) Pilferage of open stockpiles of supplies.

"e. Since the arrival of this unit in France, Military Police performing duty in the Port area have apprehended persons for violations of port regulations as follows:

	July to Dec 1944	Jan to Mar 1945
Pilfering	344	375
Neglect of duty (PW guards)	8	39
Smoking in ammo areas	32	8
Unauthorized photography	13	10
Sale of US property to civilians	4	0

"f. Character of terrain or location occupied: Warehouses, docks, and harbors of the Arsenal, Digue du Homet, docks and harbors of Bassin A Flot, Gare Maritime, Quai de Normandie, Terre Plein and Des Mielles areas.

"g. In general the military and civil authorities have cooperated with this office in the furtherance of the basic mission.

"h. Methods adopted for control of discipline, police, fire protection and health: Preventative education and training are methods in full use in this section.

"i. Defense against enemy attack: The defense plan of the Military Police is coordinated with the basic plan, Port T-410 so that:-

(1) Streets highways and public places will be promptly cleared of all civilians and military personnel, the latter being required to return to their units immediately.

(2) Blackout regulations will be observed by civilians and military personnel alike.

(3) Vital streams of traffic on defense missions will be enabled to move unhindered except for possible enemy action.

(4) POW captured during the action will be evacuated promptly."

Concerning the activities of the Inspector General Section, the following is quoted from their Historical Report dated 31 March 1944, for the period 6 July 1944 through 31 March 1945:

"1. The following was accomplished by this office during the period of time from 6 July 1944 to 31 March 1945:

252 - Ship Inspections
89 - Investigations
34 - Unit Inspections
129 - Fund Inspections
3 - Finance Inspections.

"2. Although most of the above types of work occurred during each month, there were definite trends in types of work throughout the period. This was caused by continually changing conditions at the Port of Cherbourg.

"3. The months of July and August were marked especially by numerous investigations dealing with marine accidents. One investigation concerned a convoy of small craft that left Southampton for Cherbourg and became scattered or lost when a fog came up in mid-channel. Some of these boats went as far as the Channel Islands, where they were fired upon by the Germans and one vessel was sunk due to enemy gunfire. Another investigation dealt with the sinking of a small tug boat and two barges in the outer harbor of Cherbourg by enemy mines. A third investigation dealt with an accident aboard the Sea-train TEXAS wherein the mast pulled out of the deck and dropped a 72-ton railway locomotive into the sea. This office also assisted the Marine Casualty Investigating Officer in starting his investigations. Inspections were made of all offices to ascertain the effectiveness of the SOP that had previously been written

for Port operations and administration. The inspection of all cargo ships was inaugurated during this first period of operation.

"4. September and October were marked with troop movements comprising components of the 9th Army. These movements were of course inspected by members of this I.G. office. There were also numerous investigations concerning pilferage and damage to Port equipment and facilities. (Movements of personnel aboard hospital ships were also inspected, originally these two months).

"5. The work during November and December was more or less routine but there was a great deal of it. For example, many cargo ships were inspected during this period and twenty-nine (29) investigations were completed during the month of November alone. These 29 investigations were all made by the two officers of this office with the exception of two investigations which were made by Captain HEIRONYMUS, who was on loan from the 12th Port.

"6. January and February showed a change in the type of work performed, to the fact that troops were assigned to the Port in larger numbers as to give it a greater strength than an Infantry division. The inspection of cargo vehicles decreased due to the decline in cargo ships arriving in this Port. The principal investigation during the two months concerned the sinking of the troopship SS LEOPOLDVILLE, off the Cherbourg harbor by enemy action. Approximately 800 troops were either dead or missing from the sinking. The Port Inspector General's "Report of Investigation" was reproduced by the OCOT, ETOUSA, and given a general distribution. Inspection of units were made during January and February whenever possible. A survey on the movement of mail through the port was made for the Office of Inspector General, ETOUSA, in January and February. Several inspections of units were also made at the sub-port of Granville. The inspection of all unit funds in the command was started in February.

"7. Several investigations were made in the month of March, concerning the French and our relations with them. Inspections of unit funds was completed and a survey on the movement of "REX" shipments through the port was made for Office of Inspector General, ETOUSA. Prisoners of War movements to the Zone of the Interior were started in great volume in March and all ships and embarkations were inspected."

The following is quoted from the Historical Report of the Judge Advocate General for the month of March:

"The general trend the past few months has shown a decrease in Courts-Martial. This might indicate an improvement in the discipline of the troops.

"Furthermore, there has been noted a decided improvement in the administration of military justice. The officers of the various units are encouraged to phone or to call personally at the Judge Advocate Office for advice and aid in the preparation of charges, investigations under Article of War 70, preparation of records of trial, or any other Courts-Martial problems confronting them.

"Covering the other phase of work in the Judge Advocate Section, the amount of legal aid problems have increased considerably. In the past month

over 110 individual personal problems of both officers and enlisted men were handled. These problems involved domestic relations, wills, powers of attorney, contracts, naturalization and a miscellaneous group.

"The aim of the Judge Advocate Office is to acquaint and indoctrinate all units under this command with the proper methods of administrating military justice so that the meaning and spirit of the Articles of War and the Court-Martial Manuel will be carried out in pradise."

For the purpose of consolidating the administrative functions of operating units, the TC Composite Battalion (Prov) was activated on 1 March 1945. A further directive of 1 March was issued by the Port Commander, Troop Assignment No. 4, stating that the following units were relieved from all previous attachments and/or assignments, and were assigned to the TC Composite Battalion (Prov):

101st Port Marine Maintenance Company
102nd Port Marine Maintenance Company
107th Port Marine Maintenance Company
328th Harbor Craft Company
335th Harbor Craft Company
337th Harbor Craft Company
354th Harbor Craft Company
Harbor Entrance Control Point (HECP) No. 2
Harbor Entrance Control Point (HECP) No. 4
Harbor Entrance Control Point (HECP) No. 5

The organization of this headquarters made it possible for Harbor Boat Service to concentrate on harborcraft operations and maintenance and repair, with administrative details becoming a responsibility of the new headquarters.

Troop Assignment Nos. 4, 5, and 6 indicate the units assigned under other Service Headquarters which were likewise made for the purpose of consolidating the administrative function of operating units. These included Ordnance Battalions and Quartermaster Groups. (Copies of these Troop Assignments are not included in this report but are available in Historical Section files, OCOT).

5th MAJOR PORT

CHAPTER III

SECTION II

The personnel of 5th Major Port was combined with 13th Major Port, to operate the port of Antwerp. The activities of both of these organizations during this period are combined in one account under 13th Major Port, Section VI.

O U T L I N E

THE 6th MAJOR PORT

AT MARSEILLE AND PORT DE BOUC

CHAPTER III

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THE 6TH MAJOR PORT

at

MARSEILLE

and

PORT DE BOUC

CHAPTER III

SECTION III

Brief Review of History on the Continent Prior to First Quarter 1945

The history of the 6th Major Port's operation in France begins with D+10 of Operation DRAGOON -- the invasion of Southern France. D-Day for that operation was 15 August 1944. Thus, 25 August 1944 found the 6th Port's personnel aboard ship with other convoy units in the bay Cavalier, "somewhere east of Toulon". The day before the collapse of the German defense of the port of Marseille, 27 August 1944, the Commanding Officer of the 6th Port, with a portion of his staff, entered the city of Marseille by jeep convoy.

The invasion of Southern France had been made initially over three beaches designated ALPHA, DELTA, and CAMEL, between Toulon and Nice, and one of the first objectives of the combat forces was to push rapidly to the west and capture the ports of Toulon, Marseille, and Port de Bouc. Actually, they went around Toulon and Marseille and Port de Bouc was the first of the three captured. This advance was so rapid that comparatively little damage was done at Port de Bouc and the first ships were berthed there 1 September 1944. The city of Marseille was not captured until 28 August and Toulon, shortly thereafter. The destruction at these ports was so devastating that the first berth was not opened until 8 September when the first ships were brought into Marseille and offshore discharge of cargo began.

The assigned mission of the 6th Port Detachment at the beaches was to relieve Shore Group Headquarters of the 36th Engineers at ALPHA Beach, located at Cavalier Bay, the 40th Engineers at DELTA Beach, located at St. Gropez, and the 540th Engineers, all of which Regiments were to be released for Engineer work forward. Although all beaches became the responsibility of the 6th Port it was decided that, in view of the limited personnel available, the Port Battalions would be used, making them responsible for beach operations until D+25, under the 6th Port. Thus, the 379th Port Battalion was made responsible for ALPHA Beach; the 360th Port Battalion, for DELTA Beach; and the 382nd Port Battalion, for CAMEL Beach, supplemented with 6th Port Engineers. As work slackened at these beaches, personnel and equipment were moved to Marseille. On 29 September the beaches were cleared and arrangements were made with the Navy to Move floating equipment forward. The responsibilities of the 6th Port for operations at the beaches ceased on that date, with the Coastal Base Section (later changed to Continental Base Section) taking over the duties

involved in clearing the dumps.

Details concerning the destruction caused to the port of Marseille by the seige and enemy demolitions and the necessary rehabilitation are given in the History of 6th Port Headquarters, July through October 1944, in file at the Office of the Chief of Transportation, ETO, Historical Section. This report also covers operations at Marseilles and the sub-ports of Toulon and Port de Bouc.

The mission and duties of 6th Port (Mobile) at Marseille are given in detail in Appendix No. 3, Part III. A Roster List of key officers of Headquarters 6th Major Port is also given in that same Appendix.

Activities for Months of November through March 1944-1945--Quoted from 6th Port's Consolidated Historical Report for the Same Period

6th Port Leads European Ports in Supplying Fronts

"Allied Armies that steam-rolled through German in February and March traveled on supplies from port organizations in Belgium and France, and of these supply ports Marseille was one of the foremost in importance.

"From November through March the amounts of rations, ammunition, trucks, tanks, and lesser material of a thousand descriptions forwarded from ships at Marseille had been colossal. To accomplish this task the port had been prepared to operate at capacity limits -- limits continuously enlarged by repairs, additions, and increasing manpower as physical facilities in the port permitted.

"From previous needs for berths at which to dock ships, port problems turned into demands for partial reconstruction of warehouses, clearing away piles of debris, improving road surfaces, adding rail approaches, and bettering the berth facilities, all with the end in view of broadening the margin of production in terms of tonnages discharged.

"By March, 35 percent of the port was back in use, and work was concentrated in that portion both night and day as 30,000 men finally were employed, always with the aim to speed supplies for frontline forces.

"As repairs, improvements, and added equipment solved immediate problems, operations gradually became routine. Making and breaking new discharge records were part of the routine. During these mechanical changes in operation, there were innovations in administration too. A basic training refresher school was inaugurated and, after serving its purpose, was closed. Two rest camps were set up and operated for men working in the port. A detachment of 3rd Port men from Oran joined the 6th Port, assisted it with administration and operations through strenuous weeks of overwork, and then went on to serve at another base. A unique repatriation program was handled successfully under 6th Port supervision. (See Appendix No. 3, Part III, Report - 6th Port Quartermaster Functions during Repatriation Program in Port of Marseille (Jan-Feb 1945)). The port received a citation in the form of the Meritorious Service Unit Plaque for its extraordinary service while at Naples. Port men were the first in Delta Base to add the gold wreath insignia to their uniform.

"There were many changes within the port organization itself. The 6th Port Headquarters and Headquarters Company (Mobile) was reorganized as a Major Port (Overseas). Sixty-eight general assignment men below the first three grades departed for Infantry retraining and were replaced by limited assignment personnel recently arrived from the United States.

"Meantime, the satellite Port de Bouc, after long months of salvage and repair work, resumed importance as a water base for operations and relieved Marseille of backpile worries.

"Since 6th Port's arrival at Marseille, it had averaged 18,583 tons of cargo a day. A total of 3,863,581 tons had been discharged since September. This was slightly less than the 4,280,000 tons unloaded in France's peak year of 1939, when all its modern cargo-handling facilities were intact.

"After seven months of rehabilitation there were 68 berths available in the port of Marseille. These berths included full Liberty, half-Liberty, Coaster, Holding, Personnel and Tanker. Of the three beaches originally established at the northern end of the port, only Martin beach continued to operate. Early days at Marseille found Martin and Callahan beaches receiving the bulk of supplies destined for the 6th Army Group, American 7th and French 1st Armies.

Discharge Records Exceeded

"The 507th Port Battalion started the ball rolling towards shattering discharge records, when they unloaded 5,983 tons of general cargo from the S.S. Lillington in four days and nine hours. On the second day of operations over 1,700 tons were discharged, and the third day increased to more than 1,800 long tons for an average discharge of 1,370 tons a day. The 507th's record performance began on 3 January and four days later the Lillington was ready to sail. This marked the fifth wartime discharge record established by 6th Port units.

"Probably the most significant part of the record unloading was the fact that the men were not attempting a new mark and only realized the possibility for one during the last few hours of the operation. Only military personnel were used.

"The 397th Port Battalion also bettered the 1,000-ton a-ship-a-day mark for two vessels through the discharge of convoys UGS 61-62, in early January. These convoys totaled 33 ships and averaged 5,200 tons per vessel. The avera turnaround time for each ship was seven days five and three-quarter hours.

"The 382nd Port Battalion, one of the outstanding port units overseas, displayed its ememplary style again on 18 March by discharging 2,008 long tons of POL from the Liberty ship S.S. Fairchild in 24 hours, establishing a new record discharge for a round-the-clock period at the port of Marseille.

3d Port Joint 6th Port at Marseille

"When the North African port of Oran started closing down, a detachment of 3rd Port men sailed for Marseille to join the 6th Port. This greatly re-

lieved the burden upon 6th Port which as a Mobile Port had been carrying the work of a Major Port. This 3rd Port detachment departed for Nancy, France on 28 January 1945.

6th Port Received Meritorious Service Unit Plaque

"Official recognition for noteworthy supply work at Naples was announced on 17 January 1945 by SOLOC General Order No. 4. This awarded the Meritorious Service Unit Plaque to 6th Port Headquarters and Headquarters Company (Mobile) for superior performance of duty in accomplishment of exceptionally difficult tasks in Italy. The award was for the period 1 January through 30 June, 1944.

"During the time, for which the award was presented, 6th Port supplied the U.S. 5th Army and part of the British 8th Army. It unloaded cargo at Naples and nine satellite ports from the time of the Salerno invasion to the Rome-Arno Campaign. The entire Anzio beachhead operation was supplied by 6th Port from Naples.

"When the ports of Civitavecchia and Piombino were captured by the Allies, 6th Port personnel took charge of rehabiliation and added a new supply source to bases serving the battlefronts.

"In the Anzio-Nettuno sector, constant German artillery fire, air raids and sea mine explosions became part of the daily routine. Unloading off-shore at Anzio was a new hell. Men returning to Naples after working a shift at the beachhead were worn out from exertion and nervous tension. A new shift was used for every convoy as much as personnel would permit, in order to rotate units under fire.

6th Port Reorganized from Mobile to Major Port (Overseas)

"On 1 February 1945, the 6th Port Commandant forwarded a letter to the Commanding General, ETOUSA, through Commanding General Delta Base Section, requesting that 6th Port Headquarters and Headquarters Company (Mobile) be redesignated as a Major Port (Overseas). This proposal would increase the supervisory strength by 20 officers.

"On 4 April 1945 Com Z ETOUSA Organizational Order No. 200 reorganized 6th Port making it a Major Port (Overseas). Under this new T/O & E, Headquarters 6th Port consisted of 408 enlisted men, 111 officers and one warrant officer. It was requested that a finance section, Medical Dispensary Section, and a QM Vehicle detachment be activated and attached to the Port.

"Information was received that 6th Port might be called upon to discharge 150 ships per month with a daily discharge of 30,000 long tons.

"The present capacity of the port of Marseille (including the satellite Port de Bouc) is 24,000 long tons, provided that ships are on hand for discharge continously, and that sufficient transportation facilities -- truck and rail -- are available. Capacity operations were not carried out in January, February or March due to insufficient ships for discharge and lack of transportation.

"By January, 6th Port was supervising approximately 28,000 civilian and military personnel at Marseille. There were nine Port Battalions and seven additional Army Units for a total strength of 10,238. There were approximately 10,000 civilian workers, 6,400 Prisoners of War and 1,300 French Indo-Chinese troops.

"It was estimated that when daily average discharge of 30,000 tons is reached, personnel engaged in port operations will reach 32,000. A daily average of 1,500 rail cars will be loaded in the port, and approximately 1,300 trucks will be continuously operating on a 24-hour schedule clearing freight from the Marseille port area.

6th Port Special Service at Work

"6th Port Special Service continued to boost the morale of men working in the port by operating two rest camps, Hotels "Rose-The" at La Ciotat, and Hotel "des Fleurs" at Bandol. To date approximately 1,300 Port men have attended these camps relaxing and having their meals served on real plates.

"Men attending these rest camps for four-day periods were given ample opportunity to relax and forget the drudgery of unloading ships, loading trucks or rail cars and the routine of working long hours in the port. At the rest centers there were no beds to make, no formations to fall into at the break of dawn, no hasty meal at lunch and no curfew. Complete four-day programs were offered, but no man was required to attend social events. He was permitted to lie in bed as long as he liked on clean white sheets.

Port Men to Infantry

"At the beginning of February higher headquarters began calling for general assignment men for Infantry retraining. Sixth Port Headquarters was given a large quota, and at the end of March over 14 percent of the enlisted personnel of Headquarters Company had departed for the Infantry school.

"The transfer of this trained personnel adversely affected administration and operation of the Marseille port to some extent. Limited assignment replacements were of the same Army classification, but had not been over the roads of Africa, Italy and France. Many replacements, though limited assignment men with MOS of 055 or 405, had never seen the inside of an Army office. These required extensive training by key personnel already over-burdened since the loss of experienced men. This slowed work while the new men were being retrained. It also involved the loss of time on the part of trained personnel required to teach the newcomers.

"Practically all the men who were eligible for retraining as Infantrymen had been with 6th Port Headquarters since the commencement of its functions overseas almost 2½ years ago. In that time these men had acquired valuable training and experience peculiar to a Mobile Port by having operated three major and 17 satellite ports. An enormous personnel outload was anticipated at Marseille after V-E day, making more urgent the task of retaining replacements who were infiltrated into every section to gain quickest knowledge of the demands to be made of them.

French Authorities Take Over Southern Portion of Marseille Port

"On 1 March 1945 final plans were laid for French authorities to take over the southern portion of the Marseille port. Preparations were initially negotiated on 1 December 1944, by the Commanding General SOLOC and the Director of French Maritime Transports.

"With the French in charge of six piers and the Old Port area, there was much greater security for military goods, and a clearer separation of military and commercial operations. This was improved upon by the increased number of French commercial ships arriving with goods intended for the civilian populace of Southern France. Another reason for the change was to encourage French civil authorities to step up the port reconstruction program.

"The Port was divided at Pier "O" (practically in the center of the dock area) with the northern section entitled "Military Port" and the southern end "Commercial Port." The southern section included Piers P,R,T,U,V,W, and the Old Port, while the northern section was constituted by Piers A,B,C,D,E,F,G,H, K,L,M,N,O and the beaches.

"The only limitation placed on French officials operating the "Commercial Port" was that when military unloading necessitated the use of the southern section, such facilities would be placed at the Army's disposal until the operation could be completed. When a civilian ship and a military vessel were waiting entrance signals, the military vessel would receive priority.

"Most of the "Commercial Port" had not been completely rehabilitated. French authorities were given the opportunity of rebuilding more than one-third of the port for peacetime operations.

"Ships brought civilian cargo into Marseille at the rate of 2,300 tons per day during March. During that month alone 71,699 tons were discharged for civilian use. Since November, 2,264,717 long tons of supplies have arrived at Southern France ports for civilian use. Cargo consisted of oil, seeds, phosphate, canned fish, oranges, coffee, cocoa, wheat flour, medical supplies, and clothing.

Repatriation Program at Marseille

"For the first time in World War II a repatriation program was carried out at a Military Port -- on Pier "A" of the Marseille port. (See Appendix No. 3, Part III) The exchange began on 16 January and concluded 8 February 1945, and involved 8,810 Prisoners of War. Approximately 250 Swiss and American military personnel conducted the operation.

"The Assistant Superintendent of 6th Port Water Division acted as Assistant to the Port Commandant in charge of Repatriation. Twenty-three trainloads of Allied Prisoners of War (civilian and military) arrived at Marseille from Switzerland. Patients were debarked directly onto hospital ships. American litter bearers carried German patients from shipside to awaiting Swiss trains. These same trains had brought the Allied Prisoners of War to Marseille.

"In the exchange 864 civilians, technicians and merchant marines and 4,73 military personnel for a total of 5,598 Germans were returned to their homeland. There were 740 civilians and merchant marines, and 2,321 military personnel totaling 3,212 Allies destined for American and British ports.

"Brigadier General JOHN P. RATAY, Commanding General, Delta Base Section, and Brigadier VANNIER, present Canadian Ambassador to France, visited Allied patients on hospital ships and on the trains. Correspondents were not permitt in the repatriation area.

"The repatriation pier was in a damaged condition before Port Engineers began reconstruction. Craters were everywhere; the two railsidings were practically useless; the surface was in a gutted condition, cranes were not operabl and each time it rained operations were hindered due to the mud and deep holes Nevertheless, this pier had many assets. It afforded four berths, had a private gate for exit and was one of the largest piers in the port. Prior to the repatriation, it had been used mostly for general cargo discharge.

"Debris was cleared, lights were strung, prefabricated mess halls built, plumbing was repaired, ramps were constructed to carry patients from the ships a roadway was cleared from pier to Gate No. 1 which afforded an isolated exit for ambulances; rail tracks were leveled, and the pier was paved into a smooth surface. Ambulances used this new road to remove German and Allied patients to U.S. Army hospitals for immediate treatment.

"Carpenters, road gangs, masons, painters, plumbers and electricians worke conscientiously for more than 40 days preparing for the program. At the close of the exchange, the only obstruction on the pier was a twisted mass of steel near the outshore end of the key. Before the war, this wreckage was a modern crane.

"Prisoners of War to U.S. from Marseille

"The movement of large numbers of Prisoners of War to the United States from Marseille was organized in early March. It was planned that all North Atlantic Conversions returning to America from the Mediterranean were to be routed through the port of Marseille. This established a definite channel for embarking Prisoners of War and arrangements were made to furnish as many shiploads as possible. These ships were equipped with necessary rations and supplies prior to their departure from the States.

"By the end of March 6,387 enemy Prisoners of War were loaded aboard ship at the Port of Marseille.

Port Operations

"Port Engineers.-New bivouac areas were put into condition to receive troops; night lighting in the port was improved; road gangs paved pier areas and performed patching jobs; fencing of the port was completed; ramps were constructed; rails were laid and the assembling of cranes was accomplished.

"During this period, 20 new port units arrived and seven departed. Due to an acute shortage of billeting space, each piece of property still avail-

able for requisition required innumerable repairs.

"Progress in lighting the port area exceeded the most optimistic expectations. There was no illumination when the Allies arrived seven months ago. All such facilities within the port had been demolished by Nazi crews before their departure in August 1944.

"Lighting at the Port of Marseille in November surpassed that at Naples where crews had worked ten months to restore facilities. The fact that power was available from city electricity at Marseille was of considerable assistance to reconstruction groups, but did not eliminate the need for generators throughout the port at the beginning of operations.

"On most of the piers in the port, the original pylons and warehouses were standing when the 6th Port Engineers went to work. All overhead circuits and most sub-stations had been destroyed. Initially, circuits were strung at berths and floodlights installed on pylons and warehouses. The current was supplied from portable generators.

"More than 400 new poles have been erected. The first ones were found stored in the port area. When this supply was exhausted, used poles in the port were dug out and relocated.

"Port Engineers provided lighting for berths, warehouses, cranes, billets, offices, rail yards, back pile areas, dumps and ship hatches.

"By paving 66,000 square yards of damaged highways with asphalt and another 2,000 with stone blocks, 6th Port Engineers in the past seven months have restored to full use all 19 miles of road surface within the port. Craters, left by German demolition squads last August, demanded the greatest amount of work. A good 50 percent of the road area required extensive reparations.

"Repair and maintenance of port roads began 24 September. At first it consisted of removing and relaying paving blocks from areas not used to roads where heavy traffic was anticipated, and making refills where craters interfered with important operations like cargo dispatch. In November asphalt was first used on one of the piers where the new surface soon was found to have expedited cargo unloading.

"Most of the Marseille port area is enclosed by a six-foot cement wall. However, a great amount of fencing was required at the Prisoner of War enclosures, in unused areas which might permit pilfering, at the beaches which supplied most of the cargo during the initial stages of Marseille operations, and in areas where the retreating Germans had blown out parts of the cement wall. Approximately 30 miles of fencing had been strung in the Marseille dock area.

"Shipside platforms, for loading and ramps were built speedily when the need for them became urgent. In February alone some 107 shipside platforms were built. During March five ramps were constructed for LCT's which had been fitted for railroad equipment. Also, during that month two 30-ton stiff-leg derricks were assembled and mounted on pontoon barges,

making two floating cranes. Four 5-ton stiff-leg derricks were erected at dockside on a single pier. Two Lorain crawler type cranes were mounted on barges, rigged with clamshell shovels, and were used for dredging purposes. Eight Minca barges were completed in the last 30 days of this period.

"Policing of the port required the hauling of more than 6,000 truck loads of trash and rubble out of the port, 35 loads of firewood, 18 loads of scrap metal for salvage, and 25 truck loads of cargo picked up from port roads after having fallen from vehicles along the road. Almost 2,500 truck loads of ships' dunnage were received and issued at the Engineer area.

Rail Operations

"At the end of March the port had 54 miles of track, 37 of which were in service. There was a critical car shortage during January, February, and March due to the congestion on through-trains to 6th Army Group. Trains became snowbound, and shortage of crews, power and fuel helped to slow movements. Probably the greatest obstacle was the fact that movement of civilian cargo had equal priority with military supplies, and in the case of foodstuff, had a higher priority.

"The assembling of new cars by Military Railway Service Transportation Corps Shop Battalions in the Marseille Port area alleviated this situation partially and by the end of this period the car shortage was almost nil.

"After six months of operations at Marseille, 77,588 cars with 1,045,313 tons of cargo had been loaded and dispatched from the port. The average per day had been 304 cars totalling 4,081 tons.

"On 14 March 1945 a fire of undetermined origin broke out in the wooden building on "G" Pier occupied by both Port Highway and Rail Headquarters. Rail operations for this area were then conducted from temporary quarters established at Basin railhead.

Crane Operations

"The stock of small cranes was increased during February. There was still a shortage of heavy land cranes, especially of the 40-ton capacity. Heavy lifts on ships, except those under jumbo gear, were cleared by three floating cranes. A new 150-ton French owned crane helped relieve some of the pressure on small craft in the harbor. Crane operations were interrupted several times by extreme winds and ground swell. The British crane ship "Empire Valour" discharged 16 steam locomotives, tenders, refrigerator cars, tank cars, an entire hospital train, and a command train.

"Routing was affected by a major innovation in ship discharge. Certain ships were showing long hatches at the end of working periods, hatches principally numbers two and four, which were out of proportion to the others and were behind schedule. Working two swinging booms was no solution, so a small land crane of ten-ton capacity was lifted to the off-shore dock at hatch number two of one ship. The experiment enabled the ship to meet her deadline.

"The American 100-ton crane "Atlas" set a new record discharging locomotives when one locomotive was set on the rails only 52 minutes after the ship docked, including time lost to unlash it.

"The arrival of knock-down railway cars necessitated a new operation. As each ship had a deckload of 20 tank cars, unassembled, it was necessary to discharge them near a railroad berth. There, they could be backpiled until the wheels were discharged. Five such ships were discharged in January alone. Eleven more arrived in February and March.

Water Division Functions

"The largest vessel worked at the Port of Marseille was the West Point. It arrived in 14 December 1944 carrying 7,764 troops. Due to her draft of 31 feet, it was necessary to debark the entire complement off-shore onto Gallahan beach by lighter. Included among the passengers were 175 nurses. Of 18,950 troops embarked in the month of December, 10,950 were French, bound for North Africa. During December the 100,000 mark for personnel embarked was passed and by the end of March more than 150,000 personnel had ascended the gangplank at the port of Marseille.

"In March ex-Prisoners of War arrived from Odessa, Russia. Included were U.S. Army, French Army, Belgium Army, and French civilians. A Marseille reception committee responded to the call for a brilliant welcome. Bands played, flags waved, and friends and interested parties were on hand to wave a "welcome home" as the ex-prisoners descended the gangplank. The former prisoners were haggard looking men. Most of them had been away from their homeland for five years. They were grateful for the manner in which they were received. Some made mention to news correspondents that they feared they had been forgotten after such a lapse of time.

Civilians Set Discharge Record

"Civilian Labor.--Early in January a new procedure for feeding civilian dock workers was established. Up to that time the using battalion or section requisitioned the prepared soup and biscuits. As the request of French authorities approval was granted to turn the bulk of unprepared rations over to them for cooking and distribution.

"A kitchen was set up by civil officials on Pier "C". The food was prepared after supplementing it with an additional ration obtained from civilian sources. Port sections and battalions continuted to draw prepared soup and biscuits for the regular 11,908 skilled and unskilled employees at Pier "O". Dock workers unloading ships were fed by the French.

"A record was made by civilians discharging the S.S. Osgood, a grain ship bringing 8,731 tons of sacked and bulk grains. Some 1,210 tons of grain were in bags and 7,251 in bulk. The ship was completely discharged in 56 hours, averaging better than 155 tons per hour. Aspirators were used. Sacked grain was bled into the holds and discharged as bulk.

"Hoping to avoid strikes, dissention, and delay, the Port Planning Branch set up a new type of labor called "freight handles". These workers took over work formerly handled by "common labor." Under the new set-up civilians on contract basis were paid so much per ton per man. All handling, supervision, and transportation of "freight handlers" was turned over to the civilian stevedore contract office.

"Booster gangs were established in December and proved an asset throughout March. Such gangs were made up of soldier and civilian freight handlers whose hours of duty were staggered so as to meet the requirements of 24-hour operations on priority discharge vessels. This ended stoppage of work for change of shifts or meal time. Use of Russian Prisoners of War and Italian labor was discontinued in the port.

"Maintenance and Repair of Dock Equipment.-Thirty-seven fork lifts and ten tractors were repaired in November alone. In December repairs were made on cargo-handling gear. There were 28 more fork lifts in for work. At the end of December, 71 cranes were working in the port. The carpenter shop repaired 50 ammunition boxes, numerous gangways, crane parts, and manufactured 12 office desks. The blacksmith shop manufactured crane parts, repaired case hooks, bomb bridles, roller conveyers, crane booms and countless other articles of stevedoring gear. During the five month period, ending 31 March 194 machines had been repaired in the tractor and fork lift shops. The 107th Port Marine Maintenance Company arrived in March and took over the repair of all harbor craft within the Marseille port.

Port Provost Marshal Fights Marseille Black Market

"Provost Marshal Men at Work.-The number of arrests in the port which had tripled in November to 1,744, was reduced in December to 1,568, and again increased in January to 1,678. February and March records showed increases in arrests in both military and civilian categories. Civilians were apprehended mostly for pilfering of rations and clothing, and military personnel for pilfering and speeding.

"Main problems included guarding ships and gates in the port, and the difficulties in connection with guarding Prisoners of War in the port.

"The main offense in most cases was pilfering, second was selling of rations, followed by black market operations, hi-jacking of trunks and rations shortages of loads dispatched to depots, illegal entry into the port area, carrying unauthorized weapons, complaints of mistreatment of French civilians by gate Military Police and search for escaped prisoners.

"Surveys were conducted by interrogation of numerous port battalion truck drivers who alleged delinquencies in load shortages and failure to return dispatch orders. The conclusion reached was that the checkers in charge of loading the vehicles were not making accurate counts of rations or equipment loaded onto trucks, and that many of the white dispatch tickets allegedly missing were lost or misplaced after being returned to the dispatch office in the port.

"The survey also disclosed that there was a lack of complete control at the various depots. Counts were not made accurately to the load, and in some instances the load was not counted at all, but merely unloaded and the driver's dispatch ticket signed.

"An investigator was sent to the Rognac Depot where he witnessed the unloading of 10-and-1 rations by POW's with no count taken. After this survey, standard lots were placed on trucks and each dispatch ticket signed returned to the dispatch shed. This change in policy was made at the close of this period and thus results were not available as to the progress of the change-over.

"It was hoped that this change might prevent pilfering and alleged hi-jacking, and minimize black market operations originating at the port. Numerous trip tickets were lost or misplaced at the dispatch point. However, after several investigations were conducted, this carelessness had practically ceased.

"In general, it is difficult to conceive the vast amount of supplies going into the French black market from the Port of Marseille. There are more than 18,000civilians working in the dock area. Each one has a port pass. With such a shortage of "everything", a dockman is tempted to confiscate some of the smaller items he handles throughout the day -- knowing his family needs and black market prices. Each day more than 70 individual civilian cases are reported to the Port Provost Marshal. This is only a small portion of the number involved in petty stealing.

"Only three Military Police Companies guard the Marseille port. This is not sufficient. These three companies, made up of 108 men each, must post guards at gates, office entrances, roving in the docks, on police boats, motorcycles, Prisoner of War enclosures and at numerous other strategic positions. French Gendarmerie search civilians leaving the port. Many are caught throwing down items when they see they are going to be searched thoroughly--indicating they are not always searched well. Others have been found carrying small items such as cigarette lighters, fountain pens, watches, and numerous miscellaneous Government stocks. A day's total of these small provisions represent a small but important percent of war materials in the supply area.

"Fishing boats continuously row in and out of work areas. Cargo nets laden with supplies are sometimes dropped into the water purposely to be picked up by black market dealers in liaison with civilian and military stevedores. Even divers are lowered to pick up non-buoyant articles. There is only one police boat in the harbor and it can be spotted at a distance by the racketeers. An answer to this problem would be to have more military police, particularly those with previous port experience.

Activities of Miscellaneous Sections

"Intelligence Section.-Prisoner of War interrogation in the past months has been a major work of the Intelligence Section. Many prisoners attempted to make civilian contacts for the purpose of affording

means of escape. Action was taken to shut off prisoners from civilians with pro-German sentiments. A number of arrests were made of individuals guilty of attempting to harbor the enemy. Liaison was established with the U.S. State Department to expedite any future repatriation movements.

"Special Service.- A soldier gymnasium was requisitioned; day-rooms were established in Port organizations; assistance was given to setting up barber shops, motion pictures, and show programs were maintained. A softball league was formed, and plans were laid for a field and track meet.

"In early December, a French-American revue was held at the Port Theater contributing to French and American friendship. In this revue there were several American musical and juggling acts and the appearance gratis of two great French singing stars, Edity Piaf and Yves Montand.

"Port Special Service sponsored regualr boxing matches in the Port Theater, bringing together the best fistic talent among soldiers in Southern France. The feature proved so popular with GIs that in December an Allied championship tournament was held. Victors competed in the Mediterranean Theater finals at Rome.

"During early holiday season, basketball leagues were organized among Port units. Schedules called for round-robin play before the final play-off.

"At Christmas dances were arranged, and music was furnished for all outfits. A Christmas show was organized and toured the circuit of GI theaters in Southern France. Following that, the show "New Faces of 1945" led the production schedule in January.

"An important eventuality was the work done in connection with the repatriation program. Shows were taken twice daily to the hospital ships for the patients' enjoyment.

"Finance Section. - The Finance Section began operating under ETOUSA policy on 1 November, and at the same time the volume of business increased. In December it reached a record for the number of military personnel paid in one month, and paid out more than a million dollars. The number of military personnel paid in November was 20,033; December, 30,419; January, 19,719 February, 16,321, and in March, 14,158.

"Information and Education. - The Information and Education Section was established in November with a series of classes for officers and enlisted men from attached units "to acquaint the leaders with the type work expected of them". In December many speeches were given to units attached to the 6th Port. These lectures were concluded with resounding applause. As one soldier put it, "these lectures have raised the curtain on my brain which has been dead for the past two years. They are making me think for myself".

"Officers of 6th Port and attached units attended the Paris Staff School for Information and Education classes. Literature was distributed to many outfits including Army Talks on such topics as "Is Your Work Important?",

"China","7 Years at War", "Who Made Hitler?", Blueprint for World War III", and "The Combat Man Speaks". Similar talks were given through January, February and March. A total of 739 soldiers signed up for correspondence classes in everything from radio speaking to writing courses. These classes are conducted three hours weekly and have proven more successful than was anticipated at the outset of the program.

Satellite Port de Bouc at Capacity

"Port de Bouc began operating at capacity limits during this period and relieved Marseilles stevedores of backpile worries. However, Port de Bouc was slow in getting started, as it had received second priority on reconstruction.

"A small detachment of 6th Port men, sent there to operate the port in early September, arrived to find the dock area a heap of rubble and twisted iron, brick debrisbroken down cranes, sunken ships, and oily waters. In the city, fires continued to smoke and burn in many cellars, although the retreating Germans had departed many days before.

"Most of the roads in the port had been completely obliterated by falling buildings or by demolition craters. Port de Bouc looked dead and ruined. Again German fiendish methods of "delaying action" had wrecked the livelihood of thousands -- a port.

"But in spite of everything the indomitable will and ingenuity of men sent there to do a job began to conquer. Navy salvage gangs opened entrances and berths; mine sweepers cleared the waterway of acouastic and floating mines/ Army Engineers removed obstructions and built roads; port stevedores guarded Nazi prisoners used to clear debris and digging-up land mines. By February, five full Liberty berths had come into use, and by the end of March there were nine available.

"Stevedores exceeded all previous Port de Bouc records by discharging 4,634 tons of ammunition and coal from five vessels and in round-the-clock period on 24 February.

"Making utmost use of its facilities, Port de Bouc's discharge averaged more than 2,300 long tons of cargo a day during February and March. This figure excluded barge traffic up the Rhone River from Marseilles which netted better than 500 tons a day. In February two electric cranes became available. These raising machines were used in slinging off baskets laden with coal.

"November discharge at Port de Bouc was restricted to maximum clearance available by road and barge. Emphasis was placed on increasing barge traffic to Fos, increasing turn-around of trucks, repair and construction of rail bridges. Obstructions were removed from Martigues canal to allow tanker discharge at berths in Lake Berre. The tunnel connecting Lake Berre to Marseilles was cleared and dredged and thus an inland, all-weather waterway was opened. In mid-November a large section of the quay at Berth 14 caved into the water. The 1051st Engineers were assigned to repair this break and develop the remainder of Caronte docks. Gas and oils were delivered in bulk and package for civil and military use at Beaucaire and Lyon.

"The rail section went into operation with the completion of repairs on a bridge at the northern end of the port. An RTO was assigned. The cargo handling changed from POL to ammunition on 21 November.

"A priority was established in December on port repairs and a heavy investment was made in equipment for dredging berths, building new cement quay walls, and clearing damaged cranes. Rail was brought into all berths at shipside. Rhone River barges were removed from port shuttle work, and turned back to civilian authorities for civilian traffic on the river. This resulted in the virtual shutdown of barge traffic to Fos, and up the Rhone River and Lake Berre from Port de Bouc.

"New barge traffic was begun from Marseilles in January with Zed Craft clearing ammunition on off-shore work from Marseilles. This aided port clearance at Marseilles and reduced handling distance of ammunition. The ammunition was unloaded at dumps within proximity of Port de Bouc.

"In January three major changes occured at Port de Bouc as a result of reduced truck transportation and the loss of rail cars for port clearance. Auxiliary port dumps were set up in nearby fields to receive the discharge of ammunition ships in order to keep the docks cleared. Additional barge traffic from Marseilles was handled including both Zed Craft and Quonset barges. This placed additional burden on Port de Bouc clearance while keeping Marseilles free of backpile worries.

"Port de Bouc continued to handle ships on a priority basis throughout February and a Port de Bouc record was established on the S.S. Carlisle, with 6,563 tons being discharged in five days and seven hours.

"An Ordnance dump of unserviceable ammunition exploded on 1 January in the dock area causing damage to local installations and the sinking of one U.S. Zed Craft. Land traffic between Port de Bouc and Marseilles was cut off three weeks when a bridge at Martiques jammed. Traffic was required to go via Miramas.

"In March, the port swung into high gear. A total of 78,479 long tons of general cargo, and 9,364 long tons of barge traffic were handled. The daily average was 2,832 tons. This compared to 2,800 tons during February.

"During November, December, January, February, and March, Port de Bouc discharged 908,877 long tons of cargo. Since operations began on 8 September 1944, 1,017,505 long tons have been unloaded.

Summary of Operations for November, Through March 1944-45

"Marseilles exceeded all expectations during this period by discharging 2,249,589 oong tons of cargo with 12.6 tons being discharged each hour of work in the dock area. The daily discharge per ship per day amounted to 544 tons. A total of 1081 ships arrived and 966 departed. These vessels comprised 18 complete convoys and numerous independent ships. Debarkation figures reached 269,579 in the five months while 95,223 personnel embarked.

"Since operations began on 8 September 1944, a total of 2,846,056 tons have been discharged at Marseilles; 1,272 ships have arrived; 1,223 have departed; 484,535 persons have debarked and 138,811 embarked. These figures do not include beach operations, also handled by 6th Port."

Statistics

See Appendix No. 3, Part III, for complete statistics.

OUTLINE

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11TH MAJOR PORT

AT

ROUEN

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THE 11TH MAJOR PORT

at

ROUEN

CHAPTER III

SECTION IV

Before moving to Rouen to take over operations at the port there in October 1944, the 11th Port had built up a background of experience in port operations in the United Kingdom, at several of the minor ports on the Continent, as well as at both of the beaches in Normandy where their accomplishments in the discharge and dispatching of cargo were highly creditable. However, not until the 11th Port reached Rouen did it operate as a unit on a single port, and distinctly under the "Control" plan as initiated by Colonel RICHARD S. WHITCOMB, Commanding Officer of the 11th Port.

THE "CONTROL SYSTEM" AT ROUEN

The Chart on the opposite page shows a Functional Diagram of Port Operations at Rouen under the 11th Port, with the relative position of the various divisions and branches under the Director of Operations and the Director of Port Services, and the key position of the Control Division within the organization. Essentially, each of these divisions performed their duties as prescribed in the SOP for a Major Port (Overseas). A more intensive interpretation however, was placed on Control in its strickest sense and it was in this respect that the organization of the 11th Port differed essentially from this SOP.

At Rouen, the Control Division, functioning as an integral unit or division directly under the Port Commander; had as its purpose, to provide for operational control. It was not an administrative or strictly statistics division. In carrying out its mission as a Control Division, in the true sense of the word, it maintained information on all operations throughout the port, that is, marine, movements, use of port equipment, labor, and services as handled by the Water, Transportation, Labor and Services Divisions organized within the Port Headquarters. To accomplish this, hourly reports on the operations were received from the dock areas so that it was possible to know hourly 24 hours each day, the ships and ship hatches being worked, the tonnages removed or remaining unloaded, the type of cargo, and the branches of Services concerned; likewise, by this means, information on the availability and use made of barges, rail cars, trucks, and labor, and the status of crane equipment in use was maintained. On the basis of this hour-to-hour information, the Division controlled operations as indicated in the functional diagram. Thus, as the hourly reports received in the Control Division were analyzed and the reasons for delays and abnormal developments were noted, the Control Officer cross-cut channels in order to correct adverse conditions causing delays; this he accomplished by changing or shifting equipment and labor. He also frequently "spot checked" (personnally or delegated this duty to another officer) on operations in order to remain close to the actual work and problems involved. In this way the following was accomplished:

(1) The Control Officer actually exercised control over operations and became in actuality an "efficiency expert" because of the method by which the duties of his Division were carried out.

(2) In order for the Control Officer to carry out his duties in connection with the operation of the port, running status records of all current activities, developments, and accomplishments involved in all port operations were kept. This provided a means of up-to-the-hour centralized information. It was also "nicknamed" to by the Control Officer as a "clearing house" for port operational information.

(3) The Control office was centrally located in the dock area so that it could function as liaison between the Port Headquarters and all actual operations at the docks. In this way, not only was direct and timely control provided at the scene of activity, but the Director of Port Operations and the Director of Port Services were relieved of current daily details and thereby given more time to plan for future overall operations and study the functioning of the port as a whole.

In order to maintain a reliable system to assure a steady flow of reports from the various working units throughout the port, the Control Officer made suitable enlisted personnel assignments as specialists in the areas of activity. For communication to major port operations, a complete telephone system was also at his disposal, consisting of fifteen telephones and a complete teletype system. By means of these facilities he was connected with the principal port installations so that direct contact could be made at the scene where critical phases of activities were in progress and as delays or abnormal situations developed.

From a practical standpoint, the Control Officer had an Internal Staff and and External Staff. The Internal Staff was composed of five officers and a small group of enlisted men, the latter being specialized in particular phases of the port operations, such as, convoys, vessels, barges, rail, shuttle service, labor, records, and statistics. His External Staff composed of the specialists "spotted" in the operating areas from which they were responsible for preparing and forwarding hourly reports. Thus, in addition to functioning as a "clearing house" as well as a means of centralized control, at the same time the Control Division provided a means for follow-through on any new instructions or changes in SOP.

The Port Transportation Division was assisted in its work by the records maintained by the Control Officer. Thus, tallies or documents on movement of freight were collected and "recapped" and this information was checked with that obtained hourly from the various unloading points throughout the port. The Services reported what happened to the freight on hand and the Control Division records provided the necessary means for checking and following-up on discrepencies.

The Services were made responsible for the actual handling and movement of cargo belonging to their respective branch within the port. Thus, instead of the Water and Transportation Divisions taking all the responsibility for handling and movement, the responsibility passed from one to the other: The Water Division received ships, and unloaded them, and delivered the cargo to the Services which rehandled, documented, and loaded. The Transportation Division then took over the responsibility for movement after loading by the Service involved.

OPERATIONS

Water Division

As may be seen by reference to the Functional Diagram of Port Operations, the Water Division controlled the dock areas, barge operations, the Gear and Equipment Section, Marine Superintendants, and Harbor Craft Section. It was responsible to the Director of Operations, with direct relationship with the Control Division.

During the month of January 158,054 tons of cargo were discharged by the 11th Port at Rouen, the largest amount in any month since the 11th Port commenced operations on the Continent; 145 coasters and seventeen Liberty and Freighter stores ships completed discharge and 306 barges were loaded for Paris and Reims.

The Barge Section of the Water Division, after the first of January 1945, was carefully surveyed and was reorganized so as to facilitate the dispatch of river barges to Paris and Reims from Rouen. The paper work in connection with checking, tallying, and the manifesting of all barges cargo was centralized at one point for accuracy, under the direction of the Supt. of the Water Division and the Officer in Charge of the Barge Section. The reason for the changes involved was primarily for better control of the increased tonnage by river barge, quicker and large port clearance, and accuracy of cargo manifests.

During February a total of 173,016 deadweight tons of cargo was discharged. From 1600 hours, 13 February to 1600 hours, 14 February, the port discharged 11,127 D/W tons, a new high for a 24-hour period. Totals of 91 coasters and 32 Liberty, Victory, and Freighter storeships completed discharge during the month.

Approximately 2,450 ft. of quay space was turned over to the French Port Authorities to handle French Civil Imports. On 17 February the SS Capitaine Paul Le Merle arrived at Rouen, the first ship to arrive carrying an entire cargo of French Civil Imports.

The Seine River reached flood stages on 13 February and for the ensuing week dock operations were greatly hampered by water overflowing the quays. At high tide, the water level rose 32 inches over the quays, stopping work fo two 6-hour periods each day for a total of 7 days. The flood conditions of the river Seine held up sailing all river barges from 6 February to 27 February, from Rouen to Paris and Reims. Navigation re-opened on 27 February after being closed for 21 days. For the month of February, 113 barges (freight) were sailed with a total Port Clearance tonnage of 18,812 deadweight tons.

One of the greatest difficulties encountered was the lack of heavy crane to handle the discharge of TBA equipment.

In March 269,294 D/W tons of cargo were discharged, which amounted to 49 percent over the target figure for that month. The total number of tons unloaded during March exceeded the discharge in any one month during the time the 11th Port operated the Bristol Channel Ports of Newport, Avonmouth, Cardiff, Barry, and Swansea. From 1600 hours 20 March, 11,457 D/W tons of cargo were discharged, a record high for a 24-hour period. Forty nine ocean-going storeships and 104 coasters completed discharge during March.

Three additional berths were put into use during March. Two berths for unloading ammunition were established at Biessard, approximately four miles down the river from Rouen, and one berth was constructed in Basin St. Gervais. An additional operating Section was organized to handle discharge at Biessard.

The lack of sufficient transportation--road, rail and barge--was a very serious problem at all times during the month, delaying discharge of ships and congesting quaysides and Transit Areas. The allocation of twenty barges per day would have helped to alleviate the difficulties thus encountered by speeding up the turn-around of vessels and expediting dispatch of cargo to destination.

The port area at Rouen had been divided into three operational sections during the previous quarter on 10 November 1944. Two of these sections, "A" and "B", were located on the north bank of the Seine River, with section "D" on the south bank of the river. These sections were operated as individual units with the Officer-in-Charge of each section responsible for all operations within the limits of their respective areas. During the first quarter of 1945 a fourth area was added and designated Area "C".

The following paragraphs summarize the activities within these operational areas during the first three months of 1945:

Dock Section "A".

Tonnage Discharged: During the month of January a total of 42,494 tons of cargo were discharged from 26 Coasters and 10 Liberty Ships. In addition, 20 MT ships were discharged.

Tonnage Outloaded: In January, 106 barges with 12,072 tons for Paris and Reims were outloaded; in addition, 245 tons were outloaded in Liberty ships.

Rail: In January, this section loaded 1,013 rail cars, 9,996 tons.

During January, the British vacated "P" Shed which thereafter was used for operations, such as assembling labor and storing dunnage, gear, and other equipment. Offices were built inside "P" shed by civilian checkers and Port Battalions.

During the month of February, a total of 46,932 tons of cargo were discharged from 18 ocean-going ships and 8 coasters. In addition, 20 MT ships were discharged. 35 barges with 4,619 tons were loaded for Paris and Reims and 1,325 tons were outloaded in Liberty ships and coasters for shipment to the U.K. This section also loaded 682 rail cars for a total of 7,865 tons.

Of the 18 ocean-going ships handled in February, the majority contained heavy organizational equipment for armored units, and due to an acute shortage of floating crane power, discharge in most cases was very slow with at times, as many as 20 hatches idle awaiting floating cranes. On 28 February this section began to discharge two ammunition ships at Biessard.

Among the many handicaps that this section had to overcome during February were: Inclement weather, high water, lack of rail equipment, the failure of the majority of Liberty ships to arrive with jumbo equipment rigged for immediate discharge, lack of sufficient personnel to drive away from shipside not accompanied by drivers, and inexperienced civilian winch operators and guy-men.

During the month of March 74,319 tons of cargo were discharged from 18 ocean-going ships, 25 coasters, 3 MT ships, and 4 barges; and 14,867 tons were outloaded.

Some of the many problems encountered were shortages of rail and motor transport, poorly stored cargo from Southampton and inability to get advance information on ships arriving.

Dock Section "B"

A total of 52 vessels were discharged or were discharging during January in this section; 41 were cargo vessels carrying 46,056 D/W tons. Eleven were MT Liberty's carrying vehicles, equipment and personnel. Cargo transshipped to Paris and Reims by barge amounted to 6,033 D/W tons.

A total of 30 vessels were discharged or were discharging during February in this section; 24 were ocean-going vessels carrying 42,292 D/W tons and six were MT Liberty's carrying personnel and equipment. Cargo transshipped by barge amounted to 8,737 tons.

A most interesting cargo arrived in this section on 12 February aboard the UK-562, HADLEY BROWN. This was a shipment of 90 cases of currency consigned to the Bank of France, Paris. This ship commenced discharge at 2000 hours 12 February and before the first lift was off, a complete train with special guards was in place at shipside ready to receive its valuable cargo.

This section headquarters moved to new quarters during the month and all departments were consolidated under one roof. Two complete berths were lost to the French Government which represented an equivalent of 25 percent of the original quay space of this section.

Among the many handicaps that had to be overcome were: Lack of floating cranes, ships arriving without gear being rigged for discharge, and inclement weather.

During the month of March a total of 62,492 tons were discharged by this section from 42 ships and 8,089 tons were outloaded.

Among the many problems encountered was lack of transport, and the employment of juveniles to replace civilians drafted into the French Army.

Dock Section "C"

This newly activated section operated at Biessard discharging ammunition. A total of 14,840 tons were discharged during the month. It was impossible to use POW's for discharging ammunition and thus, port troops were used there entirely.

Considerable difficulty was encountered in discharge because about 40 percent of the gear on the coasters was not in working condition. A number of complaints and requests for repairs were sent to OCOT, and MOWT (British Ministry of War Transport) but with the result that there still was no appreciable improvement in the repair of ship's gear at the end of March.

The increased use of barges to Paris and Reims, alleviated the rail and truck shortage situation and helped to cut down discharge delays.

11th Major Port

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Dock Section "D"

This section discharged 92,148 tons of cargo in February, representing 54 percent of the total tonnage discharged at the port. The use of barges to Paris and Reims was decreased by 50 percent, thus necessarily causing more cargo to be discharged to quayside and, whereas in January 122 barges were loaded, in the month of February, only 56 barges totalling 9,794 tons were loaded. A decided increase in outloadings to the U.K. was shown by the sailing of fifteen ships with 2, 362 D/W, tons.

Discharge of all ships was hampered greatly by faulty gear. At least 40 to 50 percent of all ships arriving in this section had immediate need for crawler cranes. However, repeated reports of these conditions to OCOT and MOWT brought no changes. In addition to shortage of barges, railway cars were far short of requirements. Especially during the period of the floods, which lasted for ten days, this lack of rail cars and barges held up discharge greatly. During the first ten days of February snow, ice, and fog slowed operations, but with a break in weather conditions toward the end of the month, this section had a turnaround total of 79 ships including 5 ocean-going vessels.

A total of 123,194 tons were discharged for the month of March and 20,245 tons were cleared from the port. Barge activities were doubled with 18,888 tons outloaded on them.

Faulty ship's gear and cranes, lack of transport both water and rail were among the many difficulties encountered.

STATISTICS	January	February	March
Total Tonnage Discharged	158,054	173,016	269,294
Total Tonnage Outloaded	1,190	4,899	8,171
Coasters: Number Completed	154	91	134
Tonnage	125,135	83,901	141,184
Turnaround time (days)	2.8	3.0	4.0
Ocean-Going Ships: Completed	17	32	49
Tonnage	29,732	79,094	125,193
Turnaround time (days)	33	6.4	7.4
Personnel Debarked	14,228	8,511	7,606
Personnel Embarked	135	72	100
Sub-Port of Dieppe	---	---	---
Colliers Completed		2	29
Coasters Completed			9
Coal Tonnage Discharged		4,317	42,662
Mail Tonnage Discharged			410

HARBOR CRAFT SECTION

During the month of January, this Section dispatched and operated ST's, MTL's, J-Boats and, MT's for a grand total of 696 moves. These moves included shifting of empty and loaded barges and floating cranes within the port, and to and from the port and Petit-Couronne, docking and undocking Liberties, coasters and Victory Ships, running French Linemen for docking ships down the river and ferrying French pilots for cargo vessels. Tugs were operated and dispatched to and from Le Havre with tows and one ST was operated between Duclair and Vatville towing a grand total of approximately 30,000 tons of gravel. Ferry service was maintained across the Seine River during daylight hours.

During the month of January approximately 306 loaded cargo barges and 65 loaded tankers sailed from this port.

During the month of February this Section maintained and controlled the movements of approximately 88 pieces of TC floating equipment for a total of 730 moves. Moves included the shifting of empty and loaded French river and canal barges, steel BK barges, car-floats and floating cranes; within the harbor and between Rouen and Petit-Couronne, and the docking and undocking of cargo ships.

Five floating cranes were operated for making lifts too heavy for ship's gear. One 30-ton Diesel Whirley crane was assembled at the drydock at Petit-Couronne, by the 1st Prov. Marine Bn. and towed to this port for immediate use

During the month of March 1,075 moves were made. These moves included running French linemen for docking and undocking ships at Biessard, and assisting cargo ships to dock and undock in the port proper.

The TC floating equipment operated, included ST's, OT's, MTL's MT's, T-Boats, Sea Mules, 50-ft, 40-ft, and 37-ft J-Boats, and Floating Cranes.

Gear and Equipment Section

During the month of January the Gear & Equipment Section continued its development of a definite plan for repair and dispatch of vehicles and gear.

One of the greatest problems facing the Section during the month was the lack of spare parts and batteries. To counteract the effect of the shortage of spare parts it was decided to take all non-operative equipment which was beyond any hope of repair and immediately turn it in for salvage. Although this was a slow process the section did manage to secure ten new Case tractors during the month.

Heavy repairs were made to a total of 42 vehicles, consisting of 17 Clark Tractors (Huskies), 21 Case tractors; 2 fork lifts and 2 small Mobile cranes. This compares with a total of 63 vehicles receiving heavy repairs in the pre-month.

During February a captured enemy tank was converted into a rail car switching tractor. The experience gained from its operation greatly enhanded its value as well as aided in converting two additional such pieces of equipment.

There was a slight decline in the requirements for certain types of vehicles including tractors and fork lifts. This was caused by the increase of rail shipments directly from quayside which avoided extra handling through sheds and transit areas. However, there was a marked increase in the use of gvavity rollers and mobile cranes. To help meet this demand, the Crane Section acquired and placed in operation three "Quick-Way" mobile cranes. In addition, several crawler cranes were received from other ports but because of their poor condition they could not be placed in operation immediately. The availability of replacement parts greatly influenced the period of time required to repair this equipment.

Freezing temperatures hampered the operation of all vehicles. On several days it was necessary to order tractors and trailers off the quayside because

of the slippery conditions which then prevailed. Until an adequate supply of anti-freeze was made available, it was necessary to require tractor drivers to run their engines continuously whenever the vehicles were assigned to a Section or Service and to drain their radiators whenever the vehicles were returned to the Dispatch Sheds.

Personnel: During the month of January the personnel assigned to this Section was placed on three 8-hour shifts. This was a gradual process since it was difficult to secure experienced trained personnel. Several times during the month requests were made for reinforcements in order to permit this Section to function efficiently. Coupled with the difficulty of securing additional qualified personnel to comply with the three 8-hour shifts, was the gradual loss of personnel through transfer to other units and finally there followed the complete transfer of two experienced Port Companies. At the close of the month the Gear and Equipment Section had lost many of its key personnel and there was difficulty in filling these vacancies. To meet these conditions, French civilians were hired for such positions as crane mechanics and operators, tractor drivers, mechanics, and typists.

During February the Gear and Maintenance Section and the Marine Maintenance Section were combined under one head. The maintenance functions of the above Sections were not dissimilar and this consolidation made available a large force of skilled technicians to be used where required. These Sections trained and put to useful employment approximately 150 French civilians. Approximately 103 trained enlisted men were released from duty after a careful analysis was made of all jobs and civilians were employed in their place.

A low-bed trailer was equipped with a mobile maintenance shop for handling repairs at any point on the docks. The success of this unit at the docks was immediately apparent and it was decided to send it to surrounding territory to service equipment. This Trailer, with its skilled staff, called periodically at all units having TC equipment and rendered the necessary maintenance service. In order to reduce the movement of equipment under its own power for long distances, another low-bed trailer was equipped with a hoist and runways in order that any disabled vehicle might be loaded thereon and returned for repairs.

During February heavy repairs were made to 81 vehicles and a total of 119 jobs were submitted, the disposition being:

Hull and ship repair	40
Motor repairs	56
Miscellaneous	19
Minor work	4
	119

The Marine Maintenance unit was called upon many occasions to make major repairs to large cargo vessels, permitting these vessels to sail on schedule, where otherwise they would have been deadlined for want of repairs. One of the outstanding projects of repairing cargo vessels involved the repairs to the "OCOLA VICTORY", whose mainmast, that weighed approximately 25 tons, broke from its mooring. This repair was accomplished by the capable mechanics of the 106th Port Marine Maintenance Co.

During the month of March, one 40-ton Lima crane, 11 new mobile 8-ton cranes, 24 Case tractors, 5 fork lifts, and 10 Portal cranes were placed in service. At this time there were upwards of 50 Case tractors operating on the docks. The greatest difficulty experienced with these tractors was that the fly-wheel on the front air compressor was frequently crushed or bent whenever the tractor collided with some other object. With assistance of the 106 Port Marine Marintenance Co, a new type of front bumper was developed and placed on most of the tractors by the close of the month.

Trouble was experienced with the civilians operating the Portal cranes as they frequently failed to realize the angle of their boom, with the result that it was very easy to "put the boomover cab". To rectify this dangerous feature of these cranes the officers and Technical Adviser of this Section developed a device whereby the air tanks of these cranes were automatically drained once the boom reached a certain angle. The cranes then remained inoperative until the boom was again lowered to a safe operating angel.

A "gas truck" made bulk deliveries directly to sheds and storage tanks and a tank trailer was hauled about by a Case tractor to "gas" the various cranes. This policy permitted "gassing" all vehicles while only "tieing-up" one gas truck.

A shortage of tires, batteries, and tubes continued to be the major cause for vehicles being deadlined during this period.

Transportation Division

The Transportation Division was responsible for movement on land, from and to the port, Shuttle truck operations, rail, convoy, and troop movements came under this Division. Along with this responsibility came the necessity for great amounts of documentation as well as the supervision of loading and dispatching and the, always important, maintenance of equipment.

During the month of Janurary, shuttle truck operations of the 11th Port made several definite strides in the direction of becoming established on a more definite and predictable basis. Specific truck organizations were assigned to duty for shuttle service and were reassigned to specific operations also, a new dispatch point was put into operation..

Until the middle of January, no definite basis had been established by MTS for the assignment of truck organizations for quay clearance at the port of Rouen. Finally, however, the 86th QM Battalion was assigned to this duty, the assignment being confirmed by a letter from CBS dated 18 January. As a result of this clarification, five companies of the 86th QM Battalion were placed on duty at the docks, and continued on this duty throughout the remainder of the month. In addition, the 400th Truck Company, operating 6-ton semi-trailers, worked on the docks during the same period. With the knowledg that the trucks available for duty would not be changing from day to day came the possibility of assigning each Truck Company to a specific section of the docks. Of the six companies, three were assigned to "A", "B" and "D" Sections; one was assigned to shuttle control for the handling of personnel movements and Transit Area cargoes and the remaining companies were used to fill-in at the most active place.

At the same time, a dispatch point was put into operation in "B" section completing the allocation of control to the section where the trucks operated

With the opening of this dispatch office, there were three operations sections and the Services which were to be furnished transportation by this Division.

The Advantages of specific assignments of organizations are reflected in the results achieved. During the month, shuttle trucks moved a total of 66,798 tons of cargo, an increase of 45 percent over the tonnage for December 1944. Furthermore, the second half of January, during which period truck companies were static, and drivers as well as supervisory personnel became more familiar with the port layout and operation, produced a total movement of 36,285 tons, 48 percent more than was moved in the first half of the month. Throughout the month, a steady improvement was evident, the best single day's accomplishement being the movement of 3313 cargo tons and approximately 4,000 troops on 29 January. Cargo moved by truck to final destination totaled 24,924 tons.

Loading and dispatching of rail movements was handicapped by severe weather conditions and a lack of any consistent inward movement of empty cars and a shortage of motive power. During the greater part of the month, rail tracks in the port area were covered with snow and ice; 300 to 400 SNCF employees were continually employed in cleaning tracks and switches. Switches were dried out, lubricated, and treated with various anti-freeze mixtures but in spite of these precautions much delay was encountered because of frozen switches.

Only 28 percent of the empty cars ordered for North Side operations were received. Three hundred and fifty empties a day were required for the daily rail movement from the North side in order to meet the daily rail movement required of the Proposed Daily Supply Movement Program and only an average of 98 empties per day were received. The empty car situation on the Southside of the river was generally satisfactory.

A definite train schedule was filed with the SNCF but due to inadequate motive power it was not possible to follow the schedule. From three to fifteen trains were held over daily due to engines being unavailable.

Following is a summary of cars loaded and tonnage for the month:

	Cars loaded	Tonnage
South Docks	3,896	35,800
North Docks	3,056	31,560
Martainville	411	5,668
	7,363	73,028

Mechanical difficulties with SNCF switch engines resulted in unsatisfactory dock area switching service. Three additional switch engines to be manned by SNCF crews were requested from 2nd MRS to correct this situation.

Despite the difficulties encountered in land operations, the cargo on hand 31 January was 46,682 tons, a net increase of only 7,298 tons for the month.

Train dispatches in February were:

Sotteville:	Number of trains	126
	Number of Cars	4,218
	Total Tonnage	41,562

Martainville:	Number of trains	111
	Number of cars	3,667
	Total tonnage	40,081

Shuttle trucks averaged 15.3 tons per truck day with an average of 6.2 trips per truck day; 67,732 tons of cargo were handled by shuttle trucks during the month.

Tonnages handled:

Rail	111,666 tons	
Road	62,541 tons	(including 19,818 tons of vehicles moved under own power)
Barge	29,415 tons	

Trains dispatched for the period were:

Martainville	158 trains	4,933 cars	56,889 tons
Sotteville	167 trains	5,833 cars	54,777 tons
Total:	325 trains	10,766 cars	111,666 tons

The use of rail shuttle cars, as an aid in quayside clearance to Transit Storage Areas in the port area, was further developed; 6,111 tons of cargo were moved in cars unsuitable for main line operations, from quayside to port Transit Storage Areas.

A serious shortage of closed cars for the shipment of perishable supplies and other critical cargo, requiring protection from the weather, prevailed on the south side of the river throughout the month. The overall car supply was adequate to meet the demands of the March Planned Movement Program, 12 percent more tonnage being moved by rail than was programmed.

During the latter part of March heavy car seals were made available through TC Supply channels; this supply was the first made available since rail operations commenced on the Continent. The use of heavy wire seals provided more suitable protection for army cargo and decreased petty pilferages.

Working relations with SNCF greatly improved during the first quarter of 1945. Main line locomotives were in good supply and most trains were dispatched as scheduled. Such marshalling yard congestion, as occurred, was due to dispatch embargoes being placed on depots to which supplies were to be shipped under the planned program, making it necessary to delay trains until depot congestion was relieved.

Three of the six truck companies of the 86th QM Truck Bn, used on quayside clearance and port housekeeping, were withdrawn during March, as follows:

400th Truck Company (6-Ton Semi's)	5 March 1945
3989th Truck Company ($2\frac{1}{2}$-Ton)	19 March 1945
3396th Truck Company ($2\frac{1}{2}$-Ton)	24 March 1945

On 29 March, twenty vehicles from the 3655th Truck Company began operations on quayside clearance.

Tonnage moved during March by vehicles on quayside clearance was:

86th QM Truck Bn.	81,737 Tons
11th Port Vehicles	22,792 Tons
French Truck Group	254 Tons

Approximately, 77,525 personnel were hauled in intra-port movements during the month. Shuttle trucks averaged 22.2 tons per truck day, an increase of 6.9 tons per truck day over the previous month. The number of trips per vehicle per day was 7.8, an increase of 1.6 trips per day over the previous month.

The month of March saw the first POW embarkation from Rouen. Two ships embarked a total of 600 POW's and their guard details of 68 men for the Zone of Interior. In addition to the above embarkations of POW's, 33 personnel and 1 vehicle were embarked for the United Kingdom.

A total of 9,797 personnel were disembarked from 29 shuttle craft and 4,060 personnel from 24 LCI's arriving direct from the United Kingdom. A boarding officer from the Transportation Division, boarded all coasters and larger ships entering the port and Duclair so that casual passengers would not be allowed to pass through without being reported and processed through the proper channels. Eighteen coasters and 72 other type vessels disembarked 7,034 personnel during the month. This figure does not include shuttle craft figures mentioned above.

Labor Division

The 11th Port, in the early days of operations at Rouen, used Army personnel for labor almost exclusively. However, a greater number of dock hands were needed and, furthermore, it was anticipated that at a future date the port would be turned back to the French. The result of these conclusions was the use of a large number of POW's and an ever-increasing number of civilians.

The year 1944 closed with approximately 9,000 army personnel, 2,500 POW's and 2,500 civilians employed in the operation of the port of Rouen. During the next three months the number of army personnel did not change materially; however, approximately 6,500 POW's were added, bringing the total to 9,000 and the amount of civilian labor was doubled thus giving about 5,000 civilian workers to the port's operating crews.

Control Division

The gradual change in the method of cargo dispatch from truck convoy to rail, with an additional increase in barge loadings, was probably the most important feature of the operations for January, which showed a steady increase over the previous month. This operational evolution was characterized by the following factors:

(1) The nearby sorting sheds and depots at Martainville, Alizay, Boos, and Petit-Couronne played a more prominent part in receiving cargo by shuttle from the port.
(2) The increased use of shuttle necessitated the assignment of additional truck companies to the port for this purpose, which brought the total number of truck companies to six. These were still insufficient, however, for the job at hand.

(3) Adverse winter weather conditions also presented additional problems in the prompt discharge and dispatch of cargo as rail switches and tracks were constantly freezing and becoming ice and snow covered.

(4) All the operating policies and problems enumerated above, as well as the countless other hour to hour details, were the natural concern of the Control Officer, in his function as an efficiency expert and supervisor for port operations.

Much effort was directed during this period by the Control Division staf to improve the method of receiving notification of arrivals, identification of cargo and the directed disposition of same, that is, Control worked between the Dock Sections and the various services concerned with individual ships in order to make sure that everything was done to expedite the handling of the cargo concerned. If this information was available for all ships, the necessary planning for the operation could be made before the actual arrival of the ship and thus the discharge would be expedited considerably, as efficient discharge was contingent upon rapid movement away from the quay. Some improvement was made in this direction, but the results were still not satisfactory.

During January much stress was laid upon the proper documentation on all cargo movements and the staff of the Document Sub-Section, or "Freight Control", which consisted mainly of French civilians, established early in December, was supplemented by the addition of an officer and several enlisted men. It was the responsibility of this Sub-Section to secure uniform methods of accounting for cargo handled, to insure accurate and reliable tonnage figures, and to maintain complete agreement between all reports forwarded from Port Headquarters. Thus, as the Control Room itself watched, coordinated, and controlled the flow of cargo through the port, its adjunct, Freight Control, acted as an accounting department to keep track of each individual piec of cargo for each branch of Service and destination, as well as by each form of transport.

During February emphasis was placed on port clearance, and meeting the clearance target figures as defined by higher authority. It was difficult to meet the exact specifications of this program, due to: (1) the fact that cargoes as received bore no relation to the target, (2) the services were unable to get at and load their various allotments each day as outlined, and (3) physical limitations, such as lack of main line railroad engines, flood conditions preventing movement of barges, etc. Every effort was made to fulfill the requirements, and much emphasis was placed on its importance. During this month, for the first time, sufficient ocean-going shipping was available to keep the port close to its potential capacity. For that reason, that is, with more tons per hatch working in the port, planning and discharge analysis was more important than ever before, and the Control Division had "not a little" to do with the increase in production efficiency that accompanied the increase in tons handled.

The Control Division within its own internal organization, in February became fairly well integrated. The Control Room concentrated on the overall port movement of cargo and the Documentation Section followed along by actually accounting for every box, package, or barrel of freight, in its transit from ship's hold to quay, to port warehouse, and until it was dispatched to its final destination. Along with these concerted efforts, the Statis-

tics Section continued to prepare the 11th Port's most important single report, the Daily Situation Report.

REHABILITATION

German demolitions destroyed all the cranes at the port of Rouen and consequently there was a great shortage of this equipment when the 11th Port began operations. From Allied bombing as well as German demolitions, all warehoused and sheds, excepting two unloading sheds, were destroyed. From the same destructive causes the transportation facilities of the port were in very bad condition with a shortage of barges, and a lack of rail facilities and equipment. Because of this damage the only transport available for port clearance was by truck. In the last part of December 1944 and the first of January 1945, the railroads were rehabilitated for use in the movement of supplies to the forward dumps. Masses of debris consisting of twisted steel and rubble of brick and concrete cluttered the dock areas. Added to this confusion was the fact that cargo had been unloaded and piled unsorted throughout the dock areas. This latter situation was inevitable, however, for the arriving ships had to be unloaded but it was impossible, at first, to effect adequate cargo clearance. As operations and rehabilitation progressed, the dock areas were cleared of both the cargo backlog and debris and, as can be seen by reports of the Statistics Section, allowed the port to carry on in the work necessary to reach its million-ton discharge goal.

Communication by road or rail within the port was happened by the lack of bridges across the Seine. Both sides of the river were used by the 11th Port but there was only one bridge that could be used for heavy traffic; this was a British-built two-way Bailey bridge. In addition to military use, this bridge had to take most of the civilian traffic.

A large portion of the waterway was blocked by destroyed cranes which had been dropped into the river. A great deal of work was necessary to restore the river to navigable condition. Clearance was accomplished by U.S. and Royal Navy salvage crews, and the 106th Marine Port Maintenance and 332nd Harbor Craft Companies, as well as the 159th Engineer Utilities Detachment. Finally, in order to clear the port completely, it became necessary to "walk the bottom" of the river through the entire port area.

PORT SERVICE

Fiscal and Procurement Section.

During January, the Fiscal and Procurement Section met 250 demands through the French authorities for supplies and services. They contracted for the hire of two Diesel switch engines for the vital use of expediting cargo from the port by rail and procured 350 tons of straw for the protection of fresh potatoes en route to the front. Arrangements were made for the manufacture of 5,000 double-decked wooden beds. In this regard, the wholehearted cooperation of the Production Industrielle, a representative of which made the special trip to Paris on behalf of the American soldiers, was obtained.

In conjunction with the fulfillment of the desires of General EISENHOWER to replace as many soldiers as possible with competent civilians, a poll was taken of all units in the Rouen Port Area and approximately one-half the requested five hundred replacements were effected by 1 February.

During February, due to the intense cold and inadequate billets, it was necessary for a large number of U.S. Army units to move into buildings. These buildings were in a bad state of repair and the Genie Francais (French Military Engineers) were engaged to make repairs on them.

Due to the lengthened hours of darkness during the month of February and increased demands on the 11th Port for the discharge of cargo, it became mandatory that a complete lighting system for the port area be installed. With the cooperation of the Ponts et Chaussees and the French Ministry of Industrial Production, this job was completed in the shortest time possible. A local supplier of electrical fixtures was contracted, the necessary labor procured, and the vital job finished.

A contract was made for the laundering of the bulk of the individual laundry for all U.S. Troops in the 11th Port Area. At the request of the Port Quartermaster, the contract for washing, drying, and ironing in the amount of approximately forty tons a week was completed.

With the cooperation of the Gear and Equipment Section, classes for the training of crane operators were commenced, and a system of reconversion of truck drivers into crane operators was instituted. Under this system, a new class of ten truck drivers graduated as crane operators three times a week. The Signal Section organized classes for typists who were given a two-week training period and graduated as teletype operators.

On 15 March, the operation of a Civilian Labor Control Center was initiated in the Fiscal and Procurement Section. This recruiting, administrative and control center, manned by one officer, one enlisted man, and three civilian clerks, took over many of the duties of the Town Major in relation to civilian labor. In this Center was kept the complete records of over 4000 individuals. The actual mechanical operation of the Center may be surmized briefly: Initially, a request for a civilian employee, or a request for the change in the status of an employee presently under contract, was dispatched to the Civilian Labor Branch of the Fiscal and Procurement Section by the Chief of Section or Commanding Officer of the unit concerned. The prospective employee was sent for interview to the proper officer, or the appropriate change was made, in accordance with existing regulations or French Statute. In the case of initial hire, if the prospective employee was found satisfactory in the interview, a contract was executed for engagement at a specific wage or salary set by the French Government. These contracts were made in nine copies, of which one went to the employee and one went to the French Paying Agency. The employee was assured of all labor rights, benefits, indemnities, and insurance provided by French law. Seemingly, the most important feature of the Center was military intelligence control. Access to classified material was forbidden by any employee until approval was received by the parent G-2 or CIC detachment commander, and no employee was allowed to commence work on other than a menial task, until clearance had been obtained. Immediate release in cases of doubtful allegiance, subbersive activity, or similar culpable reason, was effected when instructed by appropriate G-2 authority. However, one additional function of the Center was of extreme importance. All the civilian labor for the entire region was handled through the 11th Port, and small units not attached to the Port could, through this channel, acquire competent civilian employee and handle their administration in that regard with very slight difficulty or effort.

Engineer Section

The Engineer Section of the port was composed of five units, during this period. These units were:

1594th Engineer Utilities Detachment
1226th Engineer Fire Fighting Platoon
2795th Engineer Fire Fighting Platoon
748th Engineer Base Equipment Company
714th Engineer Depot Company (E-517)

Quartering activities included the requistioning of 46 installations, surveys of various prospective properties, and assisting other units in requisitioning and the regularization of properties. Requisitioning activities included the processing of 138 requisitions for Engineer supplies, giving assistance to other unit wherever possible. Drafting and map issue activities included issuance of over 5,000 maps as compared with approximately 2,000 for the previous month, and completion of over 300 drafting jobs.

The following tonnages of cargo were handled in January:

Engineer cargo discharged:	18,938 tons
Engineer cargo dispatched:	20,951 tons

Engineer cargo in Transit Storage on 31 January amounted to 11,468 tons. High priority cargo was dispatched directly from ship or quay, with the balance of the cargo shuttled to the Engineer Transit Area. Depot E-517 had 8191 tons on hand at the end of the month. The 784th Engineer Base Equipment Company delivered 378 tons to destination during January.

Fire fighting units and a fire control center for the port area were set up for operation in their permanent locations. Inspections of installations in the area were conducted under the supervision of the Assistant Port Fire Marshal.

During the month of February 175 requisitions for Engineer supplies were received, of which 71 were filled from stock on hand, and 104 were proceeded through higher headquarters. In addition, 116 requests for materials were received, with all issues made from stock on hand; 10,474 maps were issued, and 2,500 received. There were 80 drafting jobs completed, and 155 B&W prints were made; 38 properties were requisitioned, bringing the total to 167.

Construction of Portal crane trackage was completed in the center of the Transit Area and between bollards 379 and 429 on the north bank. Trackage along the quay wall of Darse Sud was 87 percent complete. Portal crane construction continued. Two 17-ton and two 2½-ton cranes were completed and turned over the Gear and Equipment Section and three other 2½-ton cranes were completed and used in erection of other Portal cranes.

Floodlights for Engineer Transit Area No. 2 were installed. The Engineer heavy equipment storage area was enclosed with a barbed wire fence. A housing system for the mess at South Docks was completed. A water supply system for the POW stockade on the south bank was completed and electric lighting of the enclosure was started. The area south of the cathedral was leveled for use as a tank park. Martainville QM Transit Area lighting was completed as well as the project covering repairs to station platforms at these yards. The south

bank QM Transit Area at the St. Sever RR Station was provided with lighting facilities. Piling, driven for the U.S. Navy Salvage unit to be used in raising of the sunken dredge in Bassin aux Petroles, was completed. Repairs to two barge launching ways were completed at the drydocks. Overhead wires in the Transit Area over the craneway were placed underground. The section of the North Quay where light poles had been destroyed was provided with new poles and lights. Showers at Piscine, municipal showers at Rue Docteur Merry-Delabost, and showers at the Race Track were completed and in operation.

Tonnage figures for February were as follows:

Discharged February 1 to 28	12,756 tons
Dispatched February 1 to 28	17,305 tons
Tonnage on hand 28 February	2,360 tons

Engineer cargo backlog was reduced during February to a comparatively low tonnage, a high percentage of the tonnage remaining being low priority cargo destined for intransit storage at depot E-517.

A total or 437 requisitions were processed during the month, 376 of which were filled from stock on hand or by local purchase through the Fiscal & Procurement Section; 61 requisitions were processed through higher headquarters. In March a total of 1,434,000 board feet of dunnage lumber was received by this Section, and 1,174,600 board feet were issued.

During March, eight Construction Directives were issued to the 11th Port from the District Engineer for work as follows:

a.	2500-Man POW Stockade	About 75 percent comp.
b.	Repair of buildings to provide POW enclosure	About 75 percent "
c.	Camp for 32 Officers & 877 EM	About 80 percent "
d.	Construction of 500 POW Enclosure	About 90 percent "
e.	Camp for 26 Officers & 644 EM	About 0 percent "
f.	Fencing for POL Storage	Work not started
g.	Road Maintenance in City of Rouen	Continuous
h.	Protective Fencing - Port Area Rouen	About 5 percent Comp.

On 14 March PW Company N-9 plus the 3rd Platoon, Company A, 388th Engineer GS Regiment were assigned for duty to the 11th Port Engineer. In like manner PW Company N-7 plus the 1st Platoon, Company C, 388th Engineer GS Regiment were assigned on 20 March. These organizations performed minor utilities maintenance work, road maintenance, and were used for general construction projects wherever practicable.

Tonnage figures for March were as follows:

Tonnage in Transit Storage 28 February	2,360 tons
Tonnage discharged during March	33,457 tons
Tonnage dispatched during March	22,283 tons
Tonnage in transit Storage 31 March	13,534 tons

On 18 March this section assumed responsibility for handling Engineer T/E Heavy Equipment, thereby relieving the TAT Section of responsibility for this part of organizational equipment. Tonnage figures on this type of cargo were as follows:

Tonnage in Transit Storage 18 March 1945	82 tons
Tonnage discharge 18 - 31 March 1945	1321 tons
Tonnage dispatched 18 - 31 March 1945	1219 tons
Tonnage in Transit Storage 31 March 1945	102 tons

In March 55 properties were requisitioned, bringing the total to 216 priorities then on requisition by the 11th Port. Due to the large number of troops in the Rouen area, it became increasingly difficult to find suitable accomodations. During the month continuous surveys were maintained to endeavor to find accomodations suitable for the requirements of units arriving in the port area. Assistance was given wherever possible to all authorized units.

Medical Section

The formulation of a central enclosure for POW's necessitated an increase in medical facilities which was expedited by the setting-up of an 80-bed hospital within the enclosure. The medical attention provided POW's was strictly in conformance with the Geneva Convention regulations and all necessary measures were taken to insure the health of the POW's.

During the month of January there were 5399-03-02 long tons of medical cargo discharged. A total of 3747-03-02 long tons of medical cargo was dispatched to its final destination. Of this total, 219 long tons were dispatched by motor, 2174-03-2 long tons by rail, and 1354 long tons by barge.

During January twenty hospital assemblies were handled by 11th Port. Fifteen of these units were complete General Hospital assemblies, seven of which were dispatched to their site and eight of which were completely discharged from ship, sorted and were in the process of being dispatched to their destinations. Four of these units were "partial shipments" for various General Hospitals already on the Continent and were sent to their respective destinations. The remaining unit was complete field hospital assembly which was dispatched to its destination.

During the month of February, there were 3994 long tons of medical cargo discharged and a total of 2,600 long tons of medical cargo was dispatched to its final destination. Of this total, 178 long tons were dispatched by motor, 2,348 long tons by rail and 74 long tons by barge. Twenty-nine Hospital assemblies were handled by the port, 24 of these being complete General Hospital assemblies; 9 were dispatched, the remainder were stored at the medical intransit depot. Three of the assemblies were Field Hospital units which were dispatched to their destinations and of the remaining two assemblies for Evacuation Hospitals, one was dispatched and the other was in the process of being dispatched to its site.

A new dispensary was opened to afford medical service for the troops working at and stationed near Biessard. A Medical Officer, four aid mena and an ambulance were on call twenty-four hours a day for this purpose. A second 100-bed hospital was opened within the POW enclosure. The additional medical facilities relieved some of the burden from the 179th General Hospital and hastened the return to duty of those prisoners necessitating only short hospitalization.

During the month of March there were 3,383 long tons of medical cargo discharged and a total of 3,002 long tons of medical cargo dispatched to its final destination. Of this total, 159 long tons were dispatched by motor, 1,751 long tons by rail and 1,092 long tons by barge. Twelve Hospital assemblies

were handled by the port, two of which were General Hospital assemblies, two of which were Station Hospital Assemblies, four of which were Field Hospitals, four Evacuation Hospitals and four 500-bed expansion units.

Quartermaster Section

The daily average tonnage of QM cargo dispatched in January was 1,659 tons the average QM cargo discharged was 2,635 tons per day, which amounted to 53 percent of the total discharged by the 11th port.

The tonnage of QM cargo, plus the fact that very little transportation was available, necessitated some changes in operating procedures and the following plan was adopted: (a) All Class I supplies that could not be dispatched at ship side would be shuttled to the Martainville Transit Area where it would be sorted and shipped on the first available transportation; (b) All Class II cargo would be shuttled to St. Sever Warehouse; (c) All Class IV and PX cargo would be stored in "U" Shed and North Docks Transit Area; (d) Class III POL would be placed on the quays and shipped direct to destinations.

The Supply and Property Division was overtaxed due to the processing of requisitions for units in the Red Horse Staging Area and the increased strength of attached units. This office coordinated the manufacture and delivery of snow capes, which were made in Rouen, to the forward areas of the Armies. Coal requisitions were processed through this office and records of all coal delivered at the port to the French Authorities were tabulated.

Daily records and reports were forwarded to the Base Sections per their requests and a perpetual inventory of all QM cargo by classes was maintained.

The daily average of cargo dispatched to destination in February was 1459 tons or 23.6 percent of the port total, not including coal which comprised 11.4 percent of the port total. Two embargoes were placed on Quartermaster cargo during this period. These embargoes were to Reims and Le Havre to which points most QM Class II cargo was shipped.

At St. Sever one warehouse was released to the French, necessitating a change in sorting. Due to the above mentioned embargo, a larger backlog than usual was on hand at the three QM Transit Areas.

In addition to port activities, the office of the Port QM took over the administration of the Class I Dump at Boos and the Class III Depot at Petit-Couronne.

The highest daily average of QM Cargo discharged at this port was recorded in the month of March; this amounted to 2,743 tons or 31.5 percent of the total Port discharge, not including coal which averaged 1,071 tons or 12.7 percent of the Port total. Embargoes on rail shipment to Reims and Le Havre continued and since these were the places to which most Class II & IV cargo was shipped, ther was a larger than normal backlog of supplies in the three QM Transit Areas.

The Supply and Property Division of this section processed and physically handled the entire QM supply for this headquarters and attached units. (Strengt 13,000) and P/W Stockage (6,000 strength).

Intelligence Section

In January a more thorough check was made, in cooperation with various French agencies, on individual civilians, both in the employ of the 11th Port and those residing in the port of Rouen area, and liaison was established with Allied Military Intelligence Sections.

The question of a pass policy presented the major problems of the period for this section. The difficulties to be overcome in establishing an effective pass system were the lack of fencing and the necessity for allowing civilian firms and services access to or through certain parts of restricted areas. The addition of a CIC Officer temporarily to the section was of great aid in securing a more thorough counter-intelligence coverage in the area for which the Intelligence Section was responsible.

Port Security, during the latter part of the quarter, improved and with the French assuming control of a large section of the port for their own operation of sightseeing and trespassing became less as the operational area became less accessible and was better fenced.

Another phase in improving Security at the port was the establishment of a pass office under the supervision of the Provost Marshal. This eliminated the discrepancies arising from having one office issue passes and another enforce the pass system. Alerts caused by enemy activity in the area were fewer in February and March than in the month of January. The checking of merchant crewman and civilians entering and leaving the country through this port was handled as a routine matter by the CIC. Investigations of civilians and civilian agencies and the progressive collection of information relative to enemy occupation of the city were handled in conjunction with the 5th Bureau.

Because of the change-over of Districts and Bases and the lack of definite attachment of units and assignment of specific areas of responsibility, the matter of making reports was confused and involved much unnecessary duplication.

TC Supply Section

The TC Supply Section received many additional cranes during January for use in port operations, including three 17-ton Portal cranes, twenty five 5-ton, five 8-ton and one 40-ton Crawler crane. Knocked-down 20-ton Floating cranes for assembly at Petit-Couronne were also received and transported to Petit-Couronne by barge. The situation as regards spare parts for materials handling equipment, and marine craft continued to be serious. A greater part of all engine parts needed had to be made by the marine maintenance companies or procured through local French sources. A transaction was made where by the 11th Port received an allocation of 50 Case tractor tires direct from a ship at Le Havre. These tires were badly needed to take tractors from the deadline list. OCOT furnished a few spare parts for huskies and tractors, but not in quantities sufficient to relieve many vehicles from the deadline.

Five LCT loads of Portal cranes, to be erected by the French, came through the port as TC equipment. A total of thirty cranes of this type were to be received for the French and erected at the port.

The supply situation improved a little during February. However, there remained an acute shortage of all marine parts and it was necesary to contact

local firms to supply much material and to make many vital engine parts.

The following materials handling equipment was received in March:

11	8-Ton Mobile Quickways
24	Case Tractors
5	7½-Ton Fork Lifts
1	40-Ton Crawler Crane
1	20-Ton Crawler Crane
4	8-Ton Crawler Cranes
4	50-ft Coal Conveyors

Some improvement was noted in the action taken on requisitions for expendable supplies including spare parts for Marine Engines and ropes, shackles, etc., for cargo handling. Supplies requisitioned in November were received. There continued to be a critical shortage of all types of paints required to keep the harbor craft in proper condition.

Ten Canadian Tugs (CT's) were turned over to the French Government under the provisions of lend lease and more were to be transfered during April. Four Sea Mules were turned over to Inland Waterways, OCOT.

Attached of Assigned Units

As of 31 March 1945 the following units were assigned or attached to 11th Major Port:

Units Attached to 11th Port as of 31 March 1945

365th Port Bn.
- 531st Port Co
- 625th Port Co
- 628th Port Co
- 631st Port Co

386th Port Bn
- 214th Port Co
- 215th Port Co.
- 216th Port Co.
- 217th Port Co.

392nd Port Bn.
- 171st Port Co.
- 172nd Port Co.

490th Port Bn.
- 226th Port Co.
- 227th Port Co.
- 228th Port Co.
- 229th Port Co.

501st Port Bn.
- 435th Port Co.
- 436th Port Co.
- 437th Port Co.

509th Port Bn.

52nd Army Postal Unit
516th Army Postal Unit
584th Army Postal Unit

17th Finance Disbursing Section
136th Finance Disbursing Section

343rd Medical Composite Section

433rd Ordnance Vehicle Assembly Co.

456th Ordnance Evacutation Co.

497th QM Battalion
569th QM Battalion

520th QM Railhead Co.

1594th Engineer Utilities Detachment.

533rd QM Service Bn.

953rd QM Service Co.
3131rd QM Service Co.

3900rd QM Gasoline Supply Co.

4359th QM Bakery Co. Mobile (Special

306th Port Co.
307th Port Co.
308th Port Co.
309th Port Co.

411th Port Co.
412th Port Co.
672nd Port Co.
675th Port Co.

333rd Harbor Craft Co. - Petite Couronne
334th Harbor Craft Co.
338th Harbor Craft Co.
356th Harbor Craft Co. -
104th Port Marine Maintenance Co. - Petite Couronne
106th Port Marine Maintenance Co. -

1226th Engineer Fire Fighting Platoon
2795th Engineer Fire Fighting Platoon

990th Signal Service Co. (Port)

O U T L I N E

12TH PORT

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12 TH PORT

CHAPTER III

SECTION V

Brief Review of History Prior to 1945

The 12th Port organization landed at Omaha Beach on 2 July 1944 and on 5 July took over port operations at St. Vaast. In peacetime this was a small fishing port with no cargo handling facilities and during German occupation of France, no attempt was made to utilize St. Vaast for cargo handling operation; before surrendering it to U.S. troops, every effort had been made by the Germans to make the port unsuitable for operation. As there was no cargo equipment to destroy, their demolitions had consisted of sinking fishing vessels at the entrance to the harbor and within its bounds.

Prior to embarkation for the Continent, 12th Port was reorganized under T/O 55-110-1 and in contrast to the previous T/O 55-100 under which the Port operated, no operations personnel was authorized, as it was proposed that the 12th Port function as an Administrative headquarters only. The Engineer Section was reduced from 109 technicians to 19 stock record clerks.

On 5 July 1944, the 12th Port, composed of clerks and Administrative personnel, simultaneously commenced the clearance of the harbor at St. Vaast and began the operation of unloading cargo. The target was 1,200 tons per day. Seven crawler cranes were procured to supplement the ships' gear. An intensive training course was conducted in crane operation and maintnance, and sufficient clerical personnel were converted so that cranes could be operated on a 24-hour day basis.

As the quay space was exceedingly limited and due to the fact that the channel into the inner harbor would not take a vessel drawing more than eleven feet, twelve British landing craft were procured to be used in the discharge of vessels lying at anchor in the outer harbor. This method of discharging was a great obstacle in unloading a large number of tons per day. Barges would tie up to the vessel and load during low tide. By extremely fast cargo handling, these barges could discharge this load, return for and discharge the second load and then return to the vessel in the outer harbor, all on one tide.

As the clerical enlisted personnel of 12th Port went through a conversion period in which they became stevedores, they learned cargo and crane operations and marine nomenclature and at the same time daily tonnage totals rose steadily. By 22 July 1944 they were discharging 1,600 tons of supplies per day, or 400 tons over their established daily target. However, during this time, many difficulties were encountered among which was the discharge of vehicles from the coasters used. Thus, when coasters were tied up at the quay, the deck was approximately eight feet below the quay level. This presented a problem in the use of cranes which was difficult because of the lack of previously trained and skilled crane operators. However, all vehicles were discharged without incident.

By late July, when the 12th Port moved to Cherbourg, the port of St. Vaast had been cleared to such an extent that the inner harbor was available as a storm shelter for all small craft in the area and all the quayside was available for discharge purposes.

The 12th Port, Commanded by Colonel AUGUST H. SCHROEDER, moved to Cherbourg from St. Vaast on 25 July 1944 and was attached to 4th Port. From the personnel of this organization a Port Troop Command Headquarters (Prov) was established to handle the administration and housekeeping of 14,000 troops. Personnel was also assigned as needed throughout 4th Port Headquarters organization in operational positions as well as to handle administrative details. For definite, but varying periods of time through to the end of the year 1944, officers of the 12th Port occupied the following positions: Director of Administration, Director of Operations, Director of Operations of Sub-Port T-411 (Granville), Officer in Charge of all DUKW Companies, Officer in Charge of all Harbor Draft Companies, Officer in Charge of Operations at Terre Plein docks, Quay de France, Quay de Normandie, Dique Homet, Port Signal Section, Port Engineer Section, and Crane Maintenance Section. In addition, the POW enclosure for prisoners working at the port of Cherbourg was constructed, set in operation, and manned in supervisory positions by 12th Port personnel. When the port of Granville was taken over by 4th Port as Sub-Port 411, from the 11th Port on 27 October 1944, the headquarters was staffed mainly by 12th Port personnel. Lt. Colonel G.C. HELDENFELS (12th Port) was in command; this position he held until command of the port of Granville was taken over by Lt. Colonel W. J. HUMMEL (4th Port-formerly of 11th Port) on 2 February 1945. The 12th Port officers at Granville had been gradually replaced by 4th Port personnel until by the end of 1944 only a few remained. (Those remaining at Granville departed about 15 April 1945). The greater part of those working along with 4th Port personnel at Cherbourg had departed by the end of the year 1944 or were transferred to the 4th Port.

12th Port Receives new Assignment.

On 1 January 1945 the 12th Port was ordered to Le Havre for operation of the Red Horse Staging Area and District "A" of Channel Base Section. District "A" was later redesignated Northern District, Normandy Base Section.

Actually, the 12th Port was operating on the first day of January 1945. divided into detachments, as it had performed its assigned duties for the past year and one half in the ETO. The entire Port headquarters, exclusive of the Operations Section, was enroute to Pavilly to take over operation of the Red Horse Staging Area and open District "A" of Channel Base Section. There remained a small detachment at Granville, and a small detachment at Cherbourg. In addition to these detachments the Troop Movements Section of the Port was operating in Le Havre with the 16th Port.

Due to an administrative error, when Brigadier General JOSEPH L. PHILIPS was assigned to 12th Port and placed in command of 12th Port for the operation of the Red Horse Staging Area, it was a detachment of the Official Port headquarters with which he took over his assigned duties. The small group of personnel remaining at Cherbourg was still designated the headquarters of 12th Port and still under the command of Colonel SCHROEDER. It required approximately six weeks to rectify this error.

Missions of 12th Port in District "A"

The primary mission of 12th Port was the operation of the Red Horse Staging Area. (See Appendix No. 2, Part V for map of this area). The Red Horse Staging area covered 4,800 square miles. The staging plan was divided into three main parts:

(1) The staging of 160,000 troops newly arrived on the Continent (total number to be handled at one time).
(2) The staging of 3,000 troops bound for the U.K. on seven-day leave.
(3) The staging of 2,000 troops bound for the U.S. on thirty-day leave.

The second mission of the 12th Port was that of serving as District Headquarters for District "A", Channel Base Section, and performing the Administrative duties required by 50,000 static troops, which number was spread over the 4,800 square mile staging area.

The above was to be accomplished with approximately 70 officers and 250 enlisted men of the 12th Port.

Performance of Duties Assigned

The staging plan called for the construction and planning necessary to handle 85,000 troops by 9 January 1945, 115,000 troops by 17 January, and 145,000 by 25 January. The planned capacity of 160,000 was to be reached on 2 February. The troops arriving on the Continent were to be divided into two groups. First, were those arriving ex-U.K.; this group was to remain in the area for only about two weeks, or just long enough to collect their T/E equipment, when they were then to move to the front. Secondly, there were the organizations arriving ex-U.S.; this group it was planned would be in the area for approximately six weeks. During this time, these units were to assemble their equipment, requisition shortages, become acquainted with Theater policies, complete their training, and finally proceed to the front.

General PHILIPS formed his staff immediately after arrival in order that initial planning could be accomplished with a minimum of delay. The following appointments were made on 2 January 1945:

Colonel WALTER D. McCORD, Executive Officer, D/S from 12th Traffic Regulating Group.
Lt. Colonel W. V. WIGHTMAN, S-1, D/S from 11th Port.
Captain THOMAS M. TAFT, S-2.
Major OLIVER K. JONES, Jr, S-3.
Major GEORGE M. SECKINGER, S-4.
Major ARCHIBALD BENNETT, S-5.
Lt. Colonel GROVER C. HELDENFELS, Control Officer.
Major JAMES McCARTHY, Adjutant General.
Major EDWIN R. ALBERTSON, Plans Officer.

Three major camps were established in the district for the handling of troops. (See Map in Appendix No. 3, Part V). The largest, Camp Lucky Strike, with headquarters near St. Valery, was to handle 66,000 troops arriving from the U.S.; the purpose of this camp was to provide housing and messing accomodations for the units immediately upon their arrival, and to care for them until all equipment had been assembled, and they were self-

sustaining and awaiting their call to the front. The second camp was established at Yvetot and was known as Camp Old Gold; it had a capacity of 34,000. Its mission was the same as that for Camp Lucky Strike. The third, Camp Twenty Grand, was to handle all troops ex-U.K. In addition to these camps, many blocks were established further inland to accomodate the troops as they became self-sustaining.

Etretat was selected as the site for the U.K. Leave Center and work was begun on the rehabilitation of the town to handle the 3,000 troops that would pass through daily, on seven-day leaves and furloughs in the U.K. Ft. St. Adresse near Le Havre was to handle 2,000 troops at one time, completely processing them for thirty-day leave in the U.S.

The problems confronting the 12th Port in the processing of troops in keeping with the above plans were practically all foreign to this organization which had previously experience only in the operation of a dock area involving the unloading of ships and forwarding of supplies. The necessity for supervising Quartermaster and Ordnance depots, and other supply points, as well as the many truck companies and engineering construction projects taxed the abilities of 12th Port personnel to the utmost. However, the following figures indicate the accomplishments of the organization insofar as the handling of troops is concerned.

Incoming troops processed by the 12th Port:

January	177,067
February	292,076
March	273,647
TOTAL	742,790 (Not oncluding leave personnel)

These figures are for the total number of troops handled; each individual was moved at least twice.

In addition to new problems in the handling of troops, there were also those common to the operation of transient messes, and supply and administration.

On 1 February 1945, District "A", Channel Base Section, became part of Normandy Base Section and the district was designated Northern District. Shortly afterwards the headquarters moved from Pavilly to Le Havre and set-up headquarters at Ft. de Tourneville. On 18 February, the headquarters was moved to Hotel Dufayel in Le Havre where it was located at the close of the first quarter of 1945.

As indicated above, the 12th Port served as District Headquarters for District "A" (later designated Northern District, Normandy Base Section), Channel Base Section. Extracts from an Historical Report from Headquarters, Northern District, NBS for the first quarter of 1945 are given in Appendix No. 6, Part I.

13TH MAJOR PORT

and

5TH MAJOR PORT

at

ANTWERP

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13TH MAJOR PORT
and the
5TH MAJOR PORT
at
ANTWERP*

CHAPTER III
SECTION VI

General

For operation as an Allied military port of debarkation on the Continent, the Belgian Port of Antwerp was divided into two ports, one with a British Commander and the other with an American Commander. Each of these ports operated independently of the other, excepting in connection with the use of facilities requiring joint use, such as grain elevators, cold storage plants, coal elevators and the POL area.

A plan or Memorandum of Agreement between the British and Americans on the joint operation of the port of Antwerp for the unloading and dispatching of supplies to their respective military forces was published by 21st Army Group on 18 October 1944. A copy of this Memorandum of Agreement is contained in Chapter III, Volume V of the Historical Report on the activities of the Transportation Corps in the ETO during the last three months of 1944. During the period covered by the present Volume as well as Volume V, operations proceeded very closely in keeping with the details outlined in this plan. On 14 November 1944 the following instructions issued by 21st Army Group made minor changes in berth allotments:

21 A Gp/R/18657/3(M)
14 Nov 44

PORT OF ANTWERP

Memorandum of Agreement on the operation of the Port and the clearance therefrom for the maintenance of British and US Armies

- - - - - - - - - - - - - - - - - -

1. Reference Memorandum 21 A Gp/R/18657/3(M) dated 18 Oct 44.
2. The first sentence of par 3(a) will be amended to read:-
"Navy Control The Royal Navy will be in naval command of the port ....."
3. It has been agreed between the Port Condt and the US Port Cndr that berth 140 should be allotted to the Br in exchange for berth 117 to the US. Para 4(a) will be amended accordingly.
4. The list of appendixes attached to the original memorandum is cancelled and the attached list is substituted.
5. The following Appendices are attached:-

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*NOTE: Certain items in this Section refer back to events which took place at Antwerp during the last two months of 1944. This has been done in order to bring out in this Volume, details not covered in the previous quarterly Historical Report on TC activities in the ETO for the months of October through December 1944.



1. FROM THE AIR



2. THE SCHELDT



3. QUAYS AND BERTHS

THE PORT OF ANTWERP

Antwerp, known to Allied Soldiers as the "City of the Purple Heart". . was captured almost intact, however the V-1 and V-2 bomb seige . . . . which lasted from Oct. 7 1944, to March 31 1945, impeded port operations and caused 628 casualties among the American troops. . . . . In spite of the bombs, from 28 November 1944 to 28 June 1945, 3,424,046 tons of supplies were handled.



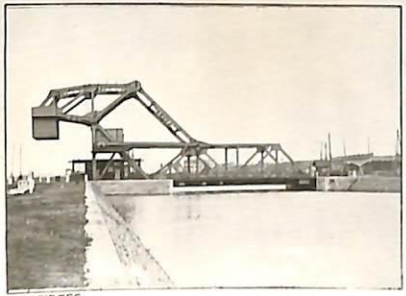
4. CRANES



5. GRAIN ELEVATORS



6. RAIL YARDS



7. BRIDGES



8. AND LOCKS

A Louisiana Man Shouldered

Toughest Job of Army Supply

By Lieutenant Irwin Swerdlow

ANTWERP, Eisenhower's biggest port and the most dangerous enterprise of the Transportation Corps in the ETO, rode to final victory under the command of a man from Louisiana, Colonel Doswell Gullatt. The tale of how Gullatt and 35,000 service troops maintained Antwerp as our most important channel of supplies is one of the thrillers of this war.

Antwerp was the nearest port to the front. Cherbourg was 500 miles away; Le Havre, 350 miles, but Antwerp, the world's third largest port, was only 65 miles from the front. As surely as Warsaw and Rotterdam, Antwerp was doomed to destruction by the Nazis.

But on February 10, 1945, while the Germans rained V-1s and V-2s and 14-ton rockets on Antwerp, the first million dead-weight tons of cargo had been discharged. On April 5, the second million tons had been discharged. In 216 days of operation, from November 28, 1944, to June 28, 1945, 3,424,046 tons were unloaded at Antwerp. Eisenhower's biggest port had won.

The epic battle of Antwerp, a story of death and supplies, was fought in the streets of this city of the Purple Heart. It raged along the waterfront and harassed road and rail.

In November, a bomb struck an apartment house in Antwerp and Captain Adolf Ressel, 619 Royal street, New Orleans, sat on the floor, and hard. The concussion was like a drop in a 15-story elevator. On January 31 the office, where Captain Ressel directed the activities of 1100 civilian waybillers, blew up. But Ressel kept duplicate records elsewhere and the operation proceeded without interruption.



This small glimpse of a part of the once-great port of Antwerp gives an idea of the difficulties of unloading supplies or the big push into the heart of Germany. Through wreckage, over battered docks the stream of food, munitions and guns rumble day and night.

Near Miracle

A near miracle occurred one day at the docks when a 500-pound bomb ripped through the side of a warehouse, struck the floor, richocheted through the roof and disappeared into the water without exploding.

Disaster, however, overtook the city of fire and brimstone at 3:23 p. m. on Saturday, December 16, 1944, when a V-2 struck the packed Rex Cinema in Antwerp. For a week, 200 men toiled night and day, digging bodies from the wrecked structure. United States engineers labored with heavy equipment among the ruins. A decontamination truck sprayed the decaying bodies still pinned down by the rubble. A total of 567 civilians and soldiers, including four Germans, were killed; 291 were seriously wounded.

From October 7, 1944, to March 31, 1945, Antwerp was the target of 4883 robot bombs and received 700 more rockets than all of Great Britain. Every day 58,000 pounds of explosives landed in the city.

Twenty-nine hundred civilians were slain, 7853 wounded; 53 are still missing. While 12,000 poorly clad, cold and hungry Belgian stevedores were unloading cargo they were digging out their dead. At the time 90 per cent of the 33,000 workers employed by the United States Army had been bombed out of their homes.

The United States forces suffered 628 casualties—86 soldiers were killed, 542 injured.

Bore Brunt

As port commander, Colonel Doswell Gullatt bore the brunt of the battle of supply. Colonel Gullatt was born in Simsboro, La., and attended primary school in Shreveport, where his mother and other members of the family live. In 1918 he was graduated from the United State Military academy.

In 1942 he was appointed district engineer at Mobile, in charge of military construction in the states of Alabama, Mississippi, Tennessee, Georgia, part of Florida and part of Louisiana. He built piers and docks, was responsible for the dredging of the Intracoastal canal from New Orleans to St. Marks, Fla., and did the planning and construction for camps, airfields, munition plants and water power projects.

He built the air warning system for New Orleans.

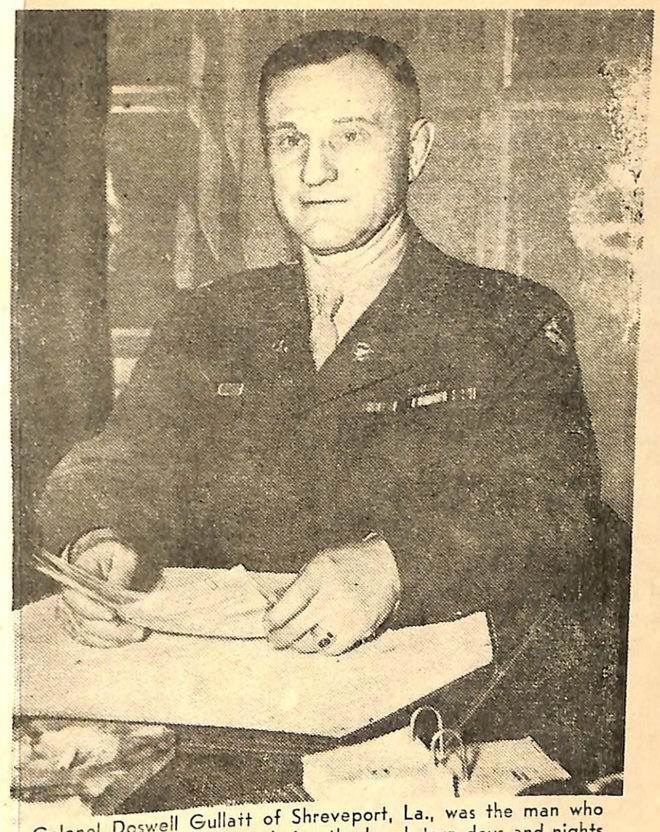
Matters took a more exciting turn when Colonel Gullatt assumed command of the 10,000 men of the Fifth Engineer Special Brigade and elements of the Sixth Engineer Special Brigade, which were responsible for the support of the army in the landing operations at Omaha on D-Day. Two hours after the first American soldier hit the coast, Colonel Gullatt came ashore.

There were heavy casualties—50 per cent—and considerable fighting on the part of the engineers, as the assault battalion cleared the beaches of obstacles and mines and prepared approaches up the murderous cliffs for the infantry. Roads were hastily constructed, and dumps put into operation. Beach exits were opened to allow badly needed tanks and vehicles to go forward.

There is a grim humor in the anecdote of how "Arrowhead" Gullatt's popularity cost him a foot locker and some of his most precious belongings on D-Day. He had given instructions to have the foot locker follow him several days after June 6. But on D-Day a GI, eager to surprise his commanding officer, piled it on his jeep, which received a direct hit upon reaching the beach.

On October 12, Gullatt was given the toughest assignment in Major General Frank S. Ross' Transportation Corps. He was transferred to Antwerp and placed in command of the Fifth and 13th Major Ports, in charge of 35,000 troops. He has received the Bronze Star and on January 29, 1945, he was awarded the Croix de Guerre with Palm by De Gaulle.

From colonel to private, Louisiana is in the van of Transportation Corps men at Antwerp. For example, Private First Class Salvador S. Mancuso, 2934 Jackson avenue, has seen action with Gullatt at Omaha and Antwerp.



Colonel Doswell Gullatt of Shreveport, La., was the man who ran the port of Antwerp during the bomb-torn days and nights when it was the giant pump through which the American army forced the life stream of war.

'B' - HIGHWAYS
'C' - RAIL
'D' - INLAND WATER TRANSPORT
'E' - AIR
'F' - BULK POL
'G' - LOCAL ADMINISTRATION

Remaining Appendices will follow shortly.
for the C. G. Communications Zone E.T.O.

/s/ Hugh R. H. Murrill
Colonel T.C.

Major-General
i/c Administration.
HQ, 21 Army Group.

The Appendixes referred to in par. 5 above are omitted from this Volume. However, copies are available in the files of the Historical Section, OCOT, for reference as required.

Effective 1 January 1945, per authority GO No. 27, dated 27 December 1944, Headquarters Channel Base Section, under "Designation of Districts, Port Areas, Channel Base Section", Port Area No. 3 was established:

"f. Port Area No. 3. Port area No. 3 is hereby established with boundaries as follows, all inclusive: The city and port of Antwerp, and bounded by Hoboken Forts 8, 7, 6, 5, 4, 3, 2, 1, Fort de Merxieu, Fort de Cappelan, Lilla (D/5907), Fort St. Marie, Fort de Zwyndrecht, Fort de Cruybeue". (The British portion of Antwerp was designated 7th Base Sub Area).

The Port of Antwerp before the war with Germany

During peacetime, Antwerp was one of the world's most important harbors and at the same time it was Belgium's greatest commercial city.

The history of Antwerp has been closely related to developments and events which occurred in connection with the Scheldt River. During the middle ages, the growth of Antwerp was slow but later, during the period known as the Renaissance, Antwerp achieved leadership in economic activity. In 1648 the mouth of the Scheldt was closed by the Dutch in the Treaty of Munster and it was not until 1792, when the Treaty of the Hague was signed, that the Scheldt was re-opened.

After Belgium's separation from Holland, the coast of Dutch Flanders, which forms the south bank of the Western Scheldt, remained in Dutch possession. It was not until 1850 that Antwerp began to approach the importance of rivaling cities and after that, canals to the industrial area at Charleroi were built and extensive dock systems were constructed. Until the outbreak of World War II, Antwerp was a harbor which ranked with Rotterdam, Hamburg, and New York, and in 1938 approximately 12,000 vessels were registered. Antwerp was not, however, as large a center of population as these rival ports.

The following information is quoted from a locally published brochure concerning the port of Antwerp in 1938:

THE PORT OF ANTWERP IN FIGURES

600,000---inhabitants (Antwerp and suburbs).
21,375 acres---area of the town, suburbs excluded.
55 miles---distance from the sea.
1,640 feet---width of the river in front of Antwerp.
30 miles---total mooring space alongside the quays: 3½ miles of riverfront: 26½ miles of dock frontage.
27 ft.10 ins.---minimum depth alongside the riverquays at lowest tide. Normal difference between ebb and flow; 13 ft. 10 ins.
41 ft. 8 ins.---Minimum depth at high tide.
25---docks (18 maritime docks and 7 barge docks).
38 ft. 7 ins.---depth of new harbour installations.
2755 acres---water surface of the harbour. Roadstead: 1775 acres. Maritime docks: 914 acres. Barge docks 67 acres.
985 feet---width of the new docks (this width is even largely surpassed in front of the so called harbourdocks)
186 acres---of covered shed accommodation alongside the quays.
50 acres---storage area of the Municipal Entrepots. The Public Entrepot, exclusive basement, offers accommodation for 110,000 tons.
880---warehouses: 215 auxiliary storing places of the Public Entrepot 10 private entrepots, 655 bonded warehouses.
625---hydraulic and electric hoisting apparatus comprising several floating cranes of from 3 to 150 tons and electric loading bridges of 15 tons with hoppers for 200 tons.
24---floating pneumatic grain elevators, with a transhipping capacity of 200 to 300 tons per hour.
208 acres---total area of the Petroleum Installations. South: 362 tanks with a capacity of 98,652,000 gallons, 4th Harbour Dock: 62 tanks with a capacity of 11,514,140 gallons. Hemixem: 74 tanks with a capacity of 13,530,000 gallons.
12---dry docks (largest: 739 ft. 2 ins. x 85 ft. 3 ins. x 28 ft. 6 ins.).
35---City-owned tugs for the towage in docks only. Powerful sea-going tugs belonging to private concerns provide towage and also rescue and salvage work on the river.
500 miles---of double track rail in the harbour area alone.
3250 miles---of standard gauge rail on Belgian territory alone are in connection with the port. Belgium moreover possesses 2550 miles of one-metre gauge rail.
1370 miles---network of navigable waterways on Belgian territory in connection with the port.
240---Regular Lines connect Antwerp with the ports of the whole world.
12,386---sea-going vessels called at Antwerp in 1937. Tonnage: over 25,000,000 tons.
50,000---inland craft enter and leave the harbour yearly.
50,34-49.66%---proportion of import with regard to export in 1937.
962,500 bush.---capacity of the Granary-silo.
150,000 tons---of potassium can be stored at the Potassium Installations.
57,812,160 t.---total goods traffic at the Port of Antwerp in 1937. By sea, 28,431,357 tons. By rail, 11,093,165 tons. By inland waters, 18,287,638 tons.

Following are extracts from other data published by the Belgians on the Port of Antwerp:

LAYOUT

The port is composed of two distinct parts: a) the quays along the right bank of the river, and b) a series of 18 wet docks on the north side of the city to which there is access from the river through four locks.

The wet docks are arranged in inter-communication groups. The lock farthest down-stream, about 6 miles below the town and the wet docks in connection with it, provide in effect a canal for large ships cutting across a bend in the river and giving an alternative entrance to the main basin.

LANDING FACILITIES

a. Piers

The quayage available in the port of Antwerp extends about 3½ miles along the river and about 25 3/4 miles in the wet docks; quay berths vary in size in different parts of the harbor (river side quay berths 500 ft., depths 20-32 ft. Old basins quay-berths 260 ft., depth 21 ft. Intermediate basin berths 400 ft., depth 30 ft.) New basin-berth 500 ft., depth 38 ft. Berths alongside quays are numbered to correspond with those of the transit shed abreast them.

b. Cranage

In Bassin Bonaparte and Bassin Guillaume the cranes are hydraulic. Along the river quays the cranes are hydraulic on portal or semi-portal frames. In the Kattendijk group the cranes are nearly all hydraulic and similar to those on river quays. In Bassin Lefebvre and the southern portion of Bassin Albert, the cranes are electric on portal frames with fixed or slowly movable jibs. Northwest of these are cranes with rapid luffing jibs.

FACILITIES FOR CLEARING PORTS

a. Rail

In the southern portion of the wet docks there are Gare Bassins - Entrepots, north of Bassin Aux Bois. About half-a-mile east of the former is Gare Struivenberg. At these two stations there is accommodation for 8,000 wagons. They are connected with the quays by two lines. About one mile southeast of Gare Struivenberg is the principal marshalling yard, Gare de Formation de Zurenborg, also known as the Gare de Mille Wagons. Gare Austruweel, northeast of Zeme Darse serves the Bassin Albert and the three Darses opening from it, Bassin Lefebvre, Bassin Amerika and the northern part of Bassin du Kattendijk and Bassin Asia. It has accomodation for 4,000 wagons and is connected with the quays by two lines. Gare Nord in the Oorderen district, north of Bassin Leopold is a new marshalling yard connected with the quays by two lines.

Rail traffic to and from the river-side quays is handled at Gare du Sud and Gare Kiel, near berths nos. 11 and 12 and 5 and 6, where 6,000 wagons may be shunted without encumbering traffic. They are connected to the quays by two lines.

b. Road

Behind the river-side quays there is a roadway, 50-65 ft. wide, from which there are exits by at least four wide roads through the town. Blvd. du Nord skirted the northern portion of the wet docks area.

c. Water

Canal Albert connects with the Meuse River. It has a waterway 160-190 ft.

wide and a depth ~~and a depth~~ of 16 ft., clear height under bridges of 23 ft. Rhine Barges of 1,500 tons can reach Liege in two to three days.

Brussels is approached by river for ten miles and thence by canal 16 miles long. The passage of the canal takes about five hours. The canal and the port of Brussels are available to ships 334 ft. long, 46 ft. beam and 19 ft. draft.

CAPACITY

In 1937 ANTWERP handled an average of 94,000 metric tons unloaded and cleared from the port daily.

REPAIR FACILITIES

There are 12 drydocks in ANTWERP. All these dry docks are entered from the wet docks.

WAR DAMAGE

The port of ANTWERP suffered very light damage during the 1944 invasion. The gates of the Kruisschans locks have been slightly damaged. Cranage on quays is almost intact and with the exception of one crane the port cranage is in good working order. There is little damage to warehouses or sheds located alongside the quays.

Organization of Port Headquarters

In organizing to operate the U.S. portion of the port of Antwerp* during October, November, and December 1944, it was obvious that various changes would have to be made in applying the SOP for the operation of a Major Port as provided in the Transportation Corps Manual "The Major Port (Overseas)," published by the Office of the Chief of Transportation, Services of Supply ETOUSA, on 6 June 1944, and that additional personnel would be required.

Orginally, employment of the 5th Port at Antwerp was not contemplated. During November, however, it was decided to bring the 5th Port headquarters organization to Antwerp and combine it with 13th Port. Thus, on 19 November 1944, approximately one-half of the 5th Port's personnel moved from the Brittany ports of Morlaix-Roscoff to Antwerp by rail; the detachment formed included 53 officers and 209 enlisted men. The move was completed on 21 November. The remainder of the 5th Port departed from France on 20 December and arrived at Antwerp on 22 December.

Upon the arrival of 5th Port personnel in Antwerp, individuals were placed throughout the organization as needed, with the result that one "welded" Port organization was formed, consisting of two Major Ports with personnel operating together. Officially, the 5th Port was attached to the 13th Port but they maintained their identity as two Ports taking an equal part in the operations. The various units operating at the port were likewise, attached or assigned to 13th Port. The Headquarters Companies of the two Port remained separate and the records of the two Ports were so maintained in the AG Section.

*Hereafter to be referred to as the Port of Antwerp.

The Organization Chart on the opposite page shows the headquarters set-up at Antwerp as of 25 February 1945, under the command of Colonel DOSWELL GULLATT, the American Port Commander. The organization as shown on this chart was the outcome of various changes to meet situations as they arose, and was generally applied as of the close of the first quarter of the year 1945. A summary of the activities of the various Divisions within the Port organization at Antwerp follows later in this section. The principal deviations from the SOP referred to above are indicated below:

(1) Superintendent Piers and Facilities: Upon arrival at Antwerp on 26 October 1944, it was decided, after an estimate of the situation by the Commanding Officer, that an entire new Division within the Port Organization would be created to operate under a Superintendent of Piers and Facilities. The purpose of this Division was to relieve the Water Division and the Port Transportation Division (under the Director of Port Operations - See Organization Chart) from the responsibilities of maintenance, repair necessary for port rehabilitation, and general clearance of salvage, heavy steel scrap, and debris which were in the basins, on the quays and in the sheds. It was also decided that this Division would be responsible for the operation of the port utilities, shore cranes, clearance of ships' garbage, rehabilitation of buildings, and for providing office space and maintaining such accomodations.

On 11 January 1945 the Superintendent of Piers and Facilities, along with the Port Technical Services, were placed under the Director of Port Services. The Piers and Facilities Division then became known as the Piers and Facilities Section. Various minor changes were subsequently made in the branches of this Section but its primary duties remained practically the same.

(2) Mobile Equipment Branch: Operated also under the Director of Port Services was the Mobile Equipment Branch, with its Equipment Status, Operations, and Maintenance Sections as sub-organizations. This Branch was formed on 15 November 1944 and given the responsibility for maintaining and operating all Port Mobile Equipment. The primary function of the Branch was to dispatch, on short notice, to areas where needed, the equipment necessary to unload the ships promptly and to clear the docks.

(3) Operational Areas: The organization of independent Area Commands was also a deviation from standard practice in operating a major port. As indicated in the Organization Chart, there were eight of these operational areas designated, respectively, Areas A through H. Each of these areas was in itself a sub-port (or minor port), each having an Officer in Charge, a Water Division Officer, a Port Transportation Officer, and a Warehouse Officer. Each area operated independently, using and exploiting to the best advantage possible, those facilities which happened to be in the particular area concerned. These sub-areas had been laid out so that each was approximately the same size, but each sub-area had certain characteristic facilities making it more adaptable to certain types of loading and dispatching or the handling of certain classes of supplies. For this reason, no competitive figures on accomplishments by port areas were compiled or published.

Coordination of activities within the various port areas at Antwerp was accomplished through the Port Transportation and Water Divisions, neither

of which actually "ran" the area. Instead, it was the Officer-in-Charge of the area who was responsible for the execution of assigned tasks. In other words, the organization of Division Headquarters under the Director of Operations, and over the Water Division, the Port Transportation Division, and the eight Operational Areas, was a "miniature OCOT."

(4) Port Area Transportation Officer: This officer headed a section, directly under the Port Commander, the function of which was to supervise the movement of all rail, truck, and barge movements out of the port of Antwerp, with the purpose of controlling such movements to a point where orders could be carefully placed for the proper type carrier.

(5) Commanding Officer Port Troops: The large number of U.S. Army troops operating at Antwerp, and the conditions under which they were billeted, made it necessary to organize them under a Commanding Officer of Port Troops. The barracks for the port troops were as indicated on the Organization Chart. The Commanding Officer of Port Troops performed the duties corresponding to those of a Headquarters Commandant; thus, under his direction the billeting areas and facilities were set up. While in command of the troops for discipline, he did not control their operations.

(6) Miscellaneous:

Among the duties performed at Antwerp by the Port, not normally the responsibility of such an organization, was the work done in connection with the assemblying of tractors and equipment of all types.

There was no "Staff Command" in the organization; all command was direct from the commander concerned.

The Port Commander and his Deputy worked closely, with the latter's efforts leaning predominantly towards the Administrative duties within the organization, while the Port Commander concentrated mainly on Operations.

Operations Under the Director of Port Operations

JANUARY

For the month of January, operations were characterized by the three words--reorganization, adjustments, and embargoes.

Changes in Personnel.

During January the Divisions under the Director of Operations were reorganized to take advantage of the second detachment of personnel of 5th Port which arrived on 23 December 1944. The division of the port into eight operational areas, as had been decided upon previously, remained unchanged, and each area was assigned an Officer in Charge, An Administrative Officer, a Water Division Officer, a Port Transportation Division Officer, a Warehouse Officer in Charge of Storage, and the necessary enlisted personnel to operate each area in a manner similar to the operation of a sub-port. At the end of the month the following key positions were occupied by the officers shown:

DIRECTOR OF OPERATIONS	-	Col. E. C. Forsythe, 5th Port
Deputy Director of Ops.	-	Lt. Col. W. H. Harrison, 5th Port
Supt. Water Division	-	Lt. Col. F. R. Byington, 13th Port
Asst. Supt Water Div	-	Lt. Col. J. D. Allen, 5th Port
Supt. Port Trans Div	-	Lt. Col. L. J. Clark, 13th Port
Asst. Supt Trans Div	-	Major P. E. Pons, 13th Port
Chief, Freight Section	-	Lt. Col. P. E. Tyndall, 5th Port
O i/c Area "A"	-	Major F. G. Donahue, 5th Port
O i/c Area "B"	-	Major C. B. Duffy, 5th Port
O i/c Area "C"	-	Lt. Col. R. M. Hansen, 13th Port
O i/c Area "D"	-	Major A. R. Savage, 13th Port
O i/c Area "E"	-	Major O.D. Smith, 5th Port
O i/c Area "F"	-	Capt. J. B. Brachocki, 13th Port
O i/c Area "G"	-	Capt. A. J. Gruncisel, 13th Port
O i/c Area "H"	-	Unassigned

Port Transportation Division and Water Division personnel were assigned to meet the needs of the organization. The plan to use personnel as indicated above went into operation on 1 January 1945, but it required a few days to work the "wrinkles" out of the new assignments and to acquaint individuals with their new assignments.

Embargoes

Many of the depots to which shipments had been embargoes during the German break-through in mid-December were unable to receive cargo during the early part of January, which resulted in a large amount of the discharged supplies being diverted to Intransit Storage. This, in turn, had its effect on the unloading of ships and the discharge time increased considerably as the warehouses and quays became more crowded. The latter part of the month saw the lifting of many of the embargoes and an increase of shipments to the various depots serviced by the Port of Antwerp. There were however, 153,157 tons of supplies remaining in storage in the port area.

Labor

Most of the work involved in the discharge of ships at Antwerp was done by civilian labor, with military personnel supervising and giving technical advice. Because of the bulk and type of cargo which had to be handled for military purposes, close supervision and training of these civilians were necessary. From the administrative standpoint, after the Planning Committee of the Port had determined where to unload individual ships and the priority of handling their cargo, the work was given to Belgian firms. All labor was paid under contract between the Belgian Government and Belgian Union Associations, naming the U.S. and British Government as the parties for which the work was to be done. The Union Association covering stevedore labor was known as ABAS and the Association for quayside workers were known as Band der Nates. Civilian labor was obtained early in the port operations carried on at Antwerp and by the close of the first quarter of the year 1945 the approximate number employed in the American portion of the port amounted to 9,600; the approximate U.S. military strength at that time was 13,000.

On 16 January, stevedore and dock labor called a general strike based on demands for improved messing facilities, transportation, and a danger-pay

allowance. The strike was settled the next day, however, and the laborers returned to work. As a result, the Port detailed a liaison officer to work with the British to facilitate arrangements for the delivery of rations. At the same time, plans were developed for setting up tea-huts in the areas so that the workmen could be assured of a hot drink with their lunch. The transportation problem was partially solved by detailing U.S. Army trucks to pick up the workmen at the British entrance to the docks and transporting them to U.S. sub-areas.

Weather

Another interference with port operations at Antwerp was from adverse weather conditions. For two weeks the canals were frozen, making barge movements impossible. In addition, difficulties were also caused by ice and snow on the highways which made hazardous the shipping of supplies by road. This lengthened the turn-around time for vehicles, placed heavier loads on rail traffic, and caused transportation shortages on various occasions. Ice and snow also delayed the shunting of railroad cars.

The ice presented a problem to Harbor Craft Companies because their craft had not been sheathed for passage in ice-ridden waters. As a result it was necessary to sheath the hulls of harbor craft so that they could withstand the ice. Two MTL's which had been dispatched to Maastricht to tow barges became ice-bound and had to be sheathed before they could return. One ST (sea-going tug) and four sea-mules were loaned to the Channel Base Section Engineer to break ice in the canals between Antwerp and Charleroi. During the month the personnel of two ST's received letters of commendation for their work in securing a Liberty ship which had been torn loose from its moorings by a high wind.

Interference from Enemy Activity

Enemy action during the month, as well as other incidents, added to the above difficulties in carrying on with port operations at Antwerp. Thus:

a. In Area G, a floating crane was hit and sunk by bomb action.

b. On 1 January the warehouse at Berth 144 was fired, due apparently to spontaneous combustion. Stored QM supplies were destroyed and damaged by the action of fire, smoke, and water.

c. On 20 January a direct hit at warehouse 148 caused casualties and severe damage to cargo and warehouse.

d. On 24 January a bombing raid scored a direct hit on a ship at Berth 166. Although the ship settled at the bottom of the basin, she was subsequently raised and most of her cargo was salvaged.

e. On 31 January a V-2 bomb dropped on the area immediately in front of the CEPA building (Headquarters for Operations Division) and caused damage to the building. The Transit Accounting Section was most seriously disrupted, but plans had already been made to move to new quarters in a Nissen hut nearby; so, order was restored in a short time. The building occupied by the Military Police Headquarters was completely demolished.

New Construction and Additional Equipment

During January the facilities for operations increased as the result of new construction and additional equipment. A Nissen hut was erected at Berth 291 for the machine shop to be operated by the 105th Port Marine Maintenance Company. At the close of the month a power plant building was nearing completion and equipment was being installed. Nissen huts were also added to the port operations headquarters area.

Harbor craft received during the month was as follows:

6	24 ft. Mine tows	15	104 ft. Steel barges
4	46 ft. MTL's	1	42 ft. Chris craft
11	Sea Mules	1	46 ft. Chris craft
2	ST's	2	60-ton cranes
1	30-ton crane	3	170 ft. composite barges

During January, 41 harbor craft were repaired and returned to duty, and extensive repair work was done on 30 U.S. Navy LCM's. These projects were under the supervision of the Port Marine Engineer and the Port Marine Maintenance Companies.

Statistics

For statistics on operations during January 1945, see Appendix No. 3, Part VI.

FEBRUARY

Embargoes

Some of the depots which had been receiving shipments from Antwerp were embargoed during the month of February, thus causing the shipping program to be curtailed to a limited extent.

Labor

Although a strike was called by civilian labor on the first day of February for non-payment of money for hazardous duty, the difficulties were settled by the third day and normal operations were resumed. The immediate effect on the operation of the port was a decided drop in the amount of tonnage discharged from ships. However, on the beneficial side, was the fact that during this period an opportunity to reduce the port backlog of cargo in Intransit Storage was afforded; in this TC Port Company personnel was used.

With the exception of the incident referred to above, relations with labor during February were good. Constructive steps were taken to increase their responsibility in handling of Army cargo, with the result that there was an increase in efficiciency of the work performed.

Weather

During the early part of February, the weather hindered in the outloading program of the port. Icy roads continued to lengthen the turn-around time of trucks and caused shortages in transportation facilities. There was also delay in obtaining barges because of the icy conditions existing on the Albert canal.

Development of Facilities

During February the remainder of the sand and gravel which had blocked quay space, particularly in Areas D and E, was removed. The completion of this project made available need quay space for cargo operations. The sand and gravel removed was used for construction work in the port area, including asphalt floors for warehouses, highway improvement, and building maintenance. Some of the sand which was easily accessible was used for ballasting ships. During the latter part of the month a considerable amount of coal which had been blocking quay space was removed from Area E and diverted to the use of port troops at Luchtbal barracks. Labor for this project was furnished by the Commanding Officer of Port troops.

This month saw the removal of cranes from areas where they were not critically needed to other areas where cranes were required to develop ships' discharge facilities. Area E, particularly, benefited by this reallocation of cranes.

Progress was made on the installations for the 105th Port Marine Maintenance Company at berth 291. The Nissen hut reported in January was divided into three sections, fitted out as a machine shop, a motor mechanic's shop, and an electricians' shop. The building being developed as a power plant was nearly completed with generators installed, and at the close of February was furnishing power to the machine shop which was in operation.

The USAT Y-126, arrived at the port for duty as a station ship to service harbor craft. However, extensive hull and engine repairs were required in order to fit her for this work. A floating repair ship was developed from the salvaged U.S. Navy LST which had been formally turned over to the 105th Port Marine Maintenance Company.

Development of New Methods

During the early part of the month, the development of an Area Shipping Program by the Freight Planning Section, under the supervision of Major CHARLES F. SMURR of the 5th Major Port, was brought into fuller development. By means of this program, the various areas were given 48 hours advance notice of the program which they were expected to meet. The value of the program lay in the fact that areas were better able to plan ahead for their requirements of labor, as well as make plans for the shipment of particular types of cargo. While the program was naturally affected by the sometimes unexpected delay in the the arrival of ships, it did allow for closer control of the Port Shipping Program. The result was that the available transportation for shipment out of the port was used more efficiently and an increase in tonnage shipped from the port was noted.

The development of an active Intransit Storage program made possible the application of a close check on the cargo which the port had been forced to hold in Intransit Storage due to conditions in shipping that had developed during the latter days of December and January. The work of the Intransit Storage section was directly related to the shipping program referred to above. To explain, by having a knowledge of the status of Intransit Storage based on storage inventory, the Freight Planning Officer was able to plan accurately for the shipment of lots of cargo which may have been held due to poor shipping conditions previously. Likewise, it had its effect on the increased accuracy of area reports on the dispatch of cargo from particular ships.

At the suggestion of Lt. General LEE, the Port developed a procedure for the dunnageing-over of high side gondolas so that this type of wagon could be used for shipment of QM I supplies and yet not make the cargo liable to wanton pilfering. Briefly, the system entailed the fastening of dunnage to the top of the wagon-load using wire banding, and in some cases by wedging. The use of banding was found to be more satisfactory. The success of this method of preventing pilferage was evidenced by the decided drop in the number of instances of pilferage reported. This trend was likewise borne out in the reports of the trainguards who served as guards on trains with wagons so protected.

Definite steps were taken to decrease errors in documentation by the accelerated training of civilian personnel, and closer supervision by military personnel. A system of demerits resulting in ultimate dismissal for continued errors prevented wanton carelessness on the part of civilian employees.

Harbor Craft Operations

A point of interest in connection with the equipment necessary to operate a port of the size assigned to the U.S. Army at Antwerp is shown in considering the number of harbor craft assigned to the port as of 28 February 1945. On that day the Port had under its jurisdiction a total of 176 pieces of harbor craft equipment, ranging from 26-ft. mine tows to 100-ton cranes and railroad barges. The total value of the craft assigned to the Port, based on TC price lists equaled $42,059,948.00. Following is a list of the various types of craft on hand at the beginning and end of the month of February:

Type of Craft	1st Feb	28th Feb
Port Repair Ship	2	1
Dredge	1	1
Power Plant	1	1
Y-Tanker	0	1
26-ft. Mine Tows	12	12
37-ft. Patrol Boats	3	3
38-ft. Navy Pickets	5	5
42-ft. Chris Crafts	3	3
46-ft. Chris Crafts	1	1
46-ft. MTL's	24	38
50-ft. Motor Sailer	4	4
68-ft. Fire Boats	3	3

Sea Mules	25	29
ST's	19	21
30-ton Cranes	5	5
60 ton Cranes	2	2
100-ton Cranes	2	2
104-ft. Steel Barges	20	25
60-ft. Wooden Barges	0	2
170-ft. Comp. Barges	3	3
Railroad Barges	4	5

The cranes listed above handled a total of 2,453 lifts of all kinds for a total of 59,933 tons for an average of 87 lifts and 2,141 tons each day of the month. This included handling cargo from ship to shore, ship to barge, and assisting in rehabilitating the port by removing damaged shore cranes on barges and moving them out of the way and placing working cranes in their places. Both 100-ton floating cranes were assigned to Harbor Craft Companies when the ATC crews were transferred to other ports. A total of 645 moves were made for an average of 23 moves each day. This does not include movements of cranes.

One small tug was used for refueling other Harbor Craft, while a request for a Y-Tanker was acted upon. This tanker arrived during February, but was condemned for handling fuel. It was decided that the small tug would continue in this work until the tanker came out of dry dock. Fourteen new MTL's were received and put in operational condition by the 339th Harbor Craft Company. Seven were serviced and turned over to the 329th Harbor Craft Company. Five more were carefully serviced and put in operating condition for the 336th Harbor Craft Co. Two days before these boats were to leave the port, they suffered a near-miss by a V-2 and considerable damage was done to the superstructure.

Two small tugs were taken over by the 399th Harbor Craft Company from the ATC; also four sea mules, five steel and two wooden. BK Barges were received for use in the port. A number of MTL's and CT's had been D.S. to the Inland Waterways Transportation Branch (IWTB) At Brussels throughout the month, for emergency work in the Belgian canal system. The four MTL's working at Ghent for the 17th Port were released back to their proper organization; ST 677 was capsized, while towing a Liberty ship for that Port, losing one enlisted man. All the crews lost personal effects and uniforms. This ST and one other were released three days later and turned back to their respective companies. The small tugs of this port made 21 moves of Liberties in the dock area. A move to install pelican hooks on the ST's being used for Liberty work was started and the hooks were obtained. Tests were run to find a simple way to install these hooks and this work was being undertaken at the close of February.

Marine Maintenance and Repair

The salvaged U.S. Navy LST, formerly turned over the 105th Port Marine Maintenance Company arrived from the U.K. and work to convert this craft into a floating repair ship was begun in February. The U.S.A.T. Y-126, dispatched to Antwerp for duty as a station ship to service harbor craft, arrived but was undergoing extensive hull and engine repairs in February to fit her for this work. The U.S. Army ST-677, capsized while on D.S. at Ghent, was raised and undergoing repairs.

During the month, 44 harbor craft were repaired and returned to duty. The inability to secure engine parts continued to hold many harbor craft on deadline.

Accomplishments

During February the port of Antwerp, for the first time since its development by the U.S. Army, dispatched more cargo than was discharged. The direct result of this was the clearance of 49,900 tons of Intransit Storage cargo. The indirect result of this accomplishment was an increase in the movement of cargo being currently discharged because of the clear quay space and warehouse space thus made available.

Some notable ships discharge records were made during the month as follows:

Ship	Cargo	Tons	Working hours
NY 210	Ord Veh, Tanks	2580	42 hrs, 30 min.
BO 90	QM I, CA	6474	105 hrs.
NY 72	QM I	6048	105 hrs.

Discharge rates: The port increased its average per ship per day discharge by 110 tons. The February average was 520 tons discharged per ship per day. The highest average record was made on QM III ships with an average per ship per day discharge of 842 tons.

See Appendix No 3, Part VI, for further statistics on operations during February 1945.

MARCH

Labor

During March labor conditions at Antwerp reached their best level since the opening of the port. Two factors were credited with the trends towards improvement --the gradual decrease in the number of V-bombs used by the enemy against Antwerp and an increase in the general understanding of the mission of the port. The efficiency of the civil employees increased as was indicated by the rise in number of tons per day discharged from ships. The increase shown was not gained from larger numbers workers; actually, an average of 300 less stevedores per day were used as compared to the preceding month.

Close contact was maintained with the dock labor for the purpose of keeping the Superintendent and Director of Operations advised of any adverse feelings out of the ordinary which may have been spreading among the workers. Labor on the whole was quite satisfied during the month of March.

Harbor Craft Operations

The work of the Harbor Craft Companies increased during March with the rise in the number tons of supplies unloaded. The floating cranes were in nearly constant 24-hour service, making a grand total of 4,890 lifts for the month. Fifty-two sea mule operators from the Harbor Craft Companies attached to the Port were detailed for duty on the Rhine for the R-Day crossings. Harbor Craft activities for the month of March were as follows:

a. Ten Motor Towboats, large, (of which five were sent to the 17th Port, one Small Tug, nine BK Barges and one 30-ton Floating Crane arrived in the port during March. The 30-ton Floating Crane BD1208, which was a Ghent on DS, was transferred to that port; thus there was a gain of one 30-ton Crane and one lost. The following is a list of crafts operated by the port in March.

Type	1st March	31st March
Port Repair Ship	1	1
Dredge	1	1
Power Plant	1	1
Y-Tanker	1	1
26-ft. Mine Tows	12	12
37-ft. Patrol Boats	3	3
42-ft. Chris Crafts	4	4
38-ft. Navy Pickets	5	5
46-ft. MTS's	38	42
50-ft. Motor Sailers	4	4
68-ft. Fire Boats	3	3
Sea Mules.	29	33
(KD) Sea Mules	0	45
ST's	21	22
30-ton Cranes	5	5
60-ton Cranes	2	2
100 ton Cranes	2	2
104-ft. Steel Barges	25	34
60-ft. Wooden Barges	2	9
170-ft. Comp. Barges	3	3
Railroad Barges	5	5

b. Crane operations during the month of March showed an increase of 24,766 tons and 2,117 lifts over the previous month. This was for an average of 163 lifts and 3,025 tons a day. Pertinent statistics follows:

Cranes	No. of Lifts	Tonnage	Deadlined	Standing by-No Orders
BD 2585	693	13,657	7 days	2 days
" 2584	926	19,136	4 days	———
" 1229	68	826	21 days	———
" 494	690	13,335	1 day	3 days
" 1270	52	1,380	25 days	1 day
" 1267	1,024	9,164	10 days	2 days
" 1265	646	7,234½	8 days	3 days
" 1241	Arrived this Port on 3/4/45		27 days	———
" 1240	470	4,464	16 days	1 day
Belgian No. 13	Estimated	7,750		
Belgian No. 16	Estimated	7,750		
Total	4,569	84,696½	119 days	12 days

The total for all cranes was approximately 15 percent of the port tonnage.

c. An increase of 340 moves were made during March for a total of 905 moves. An average of 32 moves each day. This includes dispatching four small tugs down river to pull the SS "Squires" off a mud bank. This trip was successful, the tugs returning the next day, mission completed. The two remaining ST's at Ghent were released and returned to their Company. One group of seven MTL's towed barge loads of piling, for use in building bridges, up closer to the front.

d. Eight MTL's of the 339th Harbor Craft Company went on D.S. to the IWTB at Brussels to be used in towing barges in the canals of Belgium.

Marine Maintenance and Repair

During March the construction projects of the 105th Port Marine Maintenance Company still under construction at the end of February were completed. These included the power plant and the wash and shower room buildings. All equipment was installed and all units and shops of the Company were set in full operation.

Work continued on the conversion of the salvaged U.S. Navy LST into a floating repair shop. Good progress was made during the month. Extensive hull and engine repair continued on the staion Tanker Y-126. The vessel was drydocked on 12 March. Good progress was made on the repair of ST-677 which had previously capsized while on D.S. at Ghent. Approximately ninety Belgian laborers were employed by the 105th Port Marine Maintenance Company to augment the company strength on the job.

During the month of March, 43 harbor craft were repaired and returned to service.

Accomplishments

Despite the fact that the supply of loaded ships was not even during the month of March, the general efficiency of the port was increased.

During the month a total of 129 completions were made consisting of 123 Liberty Ships and 6 coasters. The average discharge time for vessels in March was 4.3 days, as compared with 8.9 days for the preceding month. The best discharge rates were turned in an Ordnance Class II and IV ships which averaged 3.5 days per ship for discharge.

On 2 March a record for port clearance was established when 29,293 DW tons of cargo were shipped out of the port. During March, Area A out-loaded a total of 141,058 DW tons: Area D, 136,541 DW tons; Area B, 97,207 DW tons; Area E 96,513 tons; Area C, 68956 DW tons; Area G, 17,636 DW tons; and Area F, 5,113 DW tons.

A shortage of ships during a part of the month resulted in considerable tonnage being moved from Intransit Storage. On 23 March there was a total of 28,893 DW tons in Intransit Storage, the lowest figure since 7 December 1944. In the latter part of the month, with an increase in the number of ships discharged and higher discharge figures, the tonnage in Intransit Storage increased to a total of 95,938 DW tons by March 1945.

Since the beginning of operations at Antwerp a total of 71,833 motor vehicles loaded with cargo moved out of the port, this being equivalent to a convoy approximately 435 miles long; 79,618 rail cars of cargo were shipped, the equivalent of a train 452 miles long; and 1,298 barges were loaded, equal to a convoy 31 miles in length.

Further statistics on operations during March are contained in Appendix No. 3, Part VI.

Cargo Security

Pilferage of cargo at Antwerp had not been lessened by March. However, the personnel, both civilian and military, assigned for duty with the Cargo Security Section increased their effectiveness. The value of the cargo retrieved through their efforts amounted to approximately $40,000 for March.

Shacks, offices, sheds, and warehouses were frequently raided by both military and civilian Cargo Security personnel and large amounts of pilfered cargo were thus recovered. Several ships were completely inspected for theft of Army cargo by crew members. A total of 549 barges were inspected during March while and before leaving the out-bound locks. Barges were frequently inspected in the dock area. Using J-Boats and from quayside, barges were checked to establish under what authority they were tied alongside certain ships. While no large quantities of material were recovered by these means, they were considered valuable preventative measures.

Close liaison was maintained with the 793rd M.P. Bn. and their Special Investigating Section (SLS). Their assistance was often requested and many valuable "leads" were passed on to them which resulted often in the recovery of cargo and arrests.

Operations Under Director of Port Service

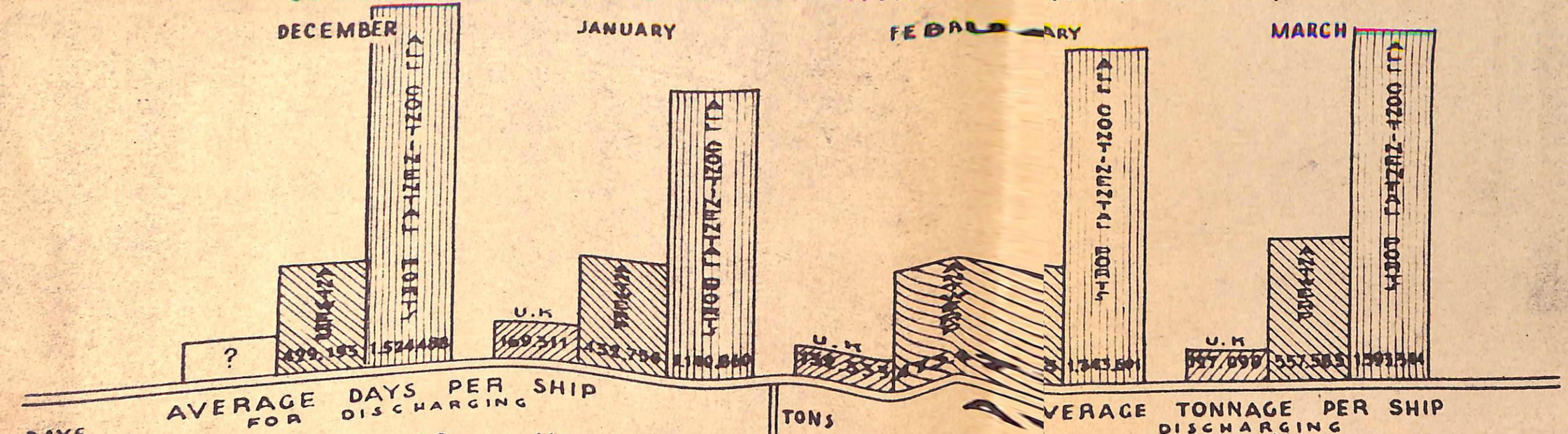
Piers and Facilities Section

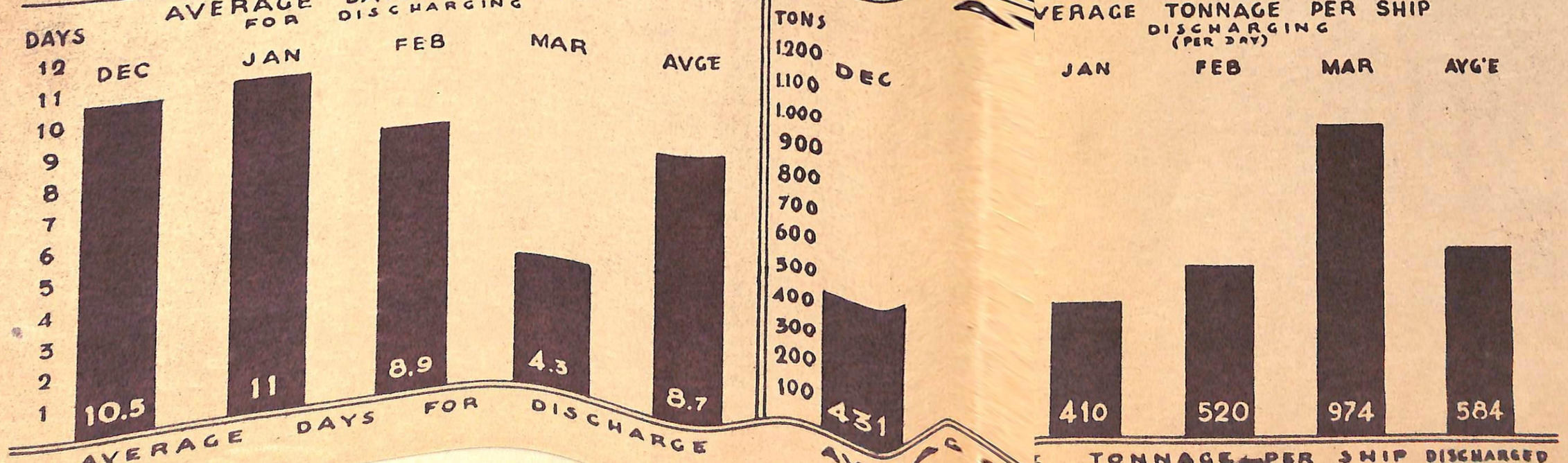
On 2 November 1944 Major EDWARD W. SEARS was assigned as Superintendent of Piers and Facilities, VOCO, and on 26 November 1944 under SO 300, Headquarters 13th Port orders were issued officially detailing Major SEARS to this assignment.

When first organized, considerable difficulties were encountered in obtaining sufficient personnel. It became necessary to borrow personnel from other Divisions, Sections, and attached units. Consequently, for a long time, the Division was understaffed. By February 1945, the Piers and Facilities Section was composed of nine officers and 54 enlisted men, most of whom were engaged in the inspection and supervision of the various activities of the Section, namely:

1. Repair and Maintenance
2. Construction and reconstruction
3. Building management
4. Public and U.S. Army Utilities
5. Electric lighting--quays, sheds, yards
6. Quay clearance

COMPARATIVE DISCHARGE RECORD : ANTWERP, UNITED KINGDOM, CONTINENT

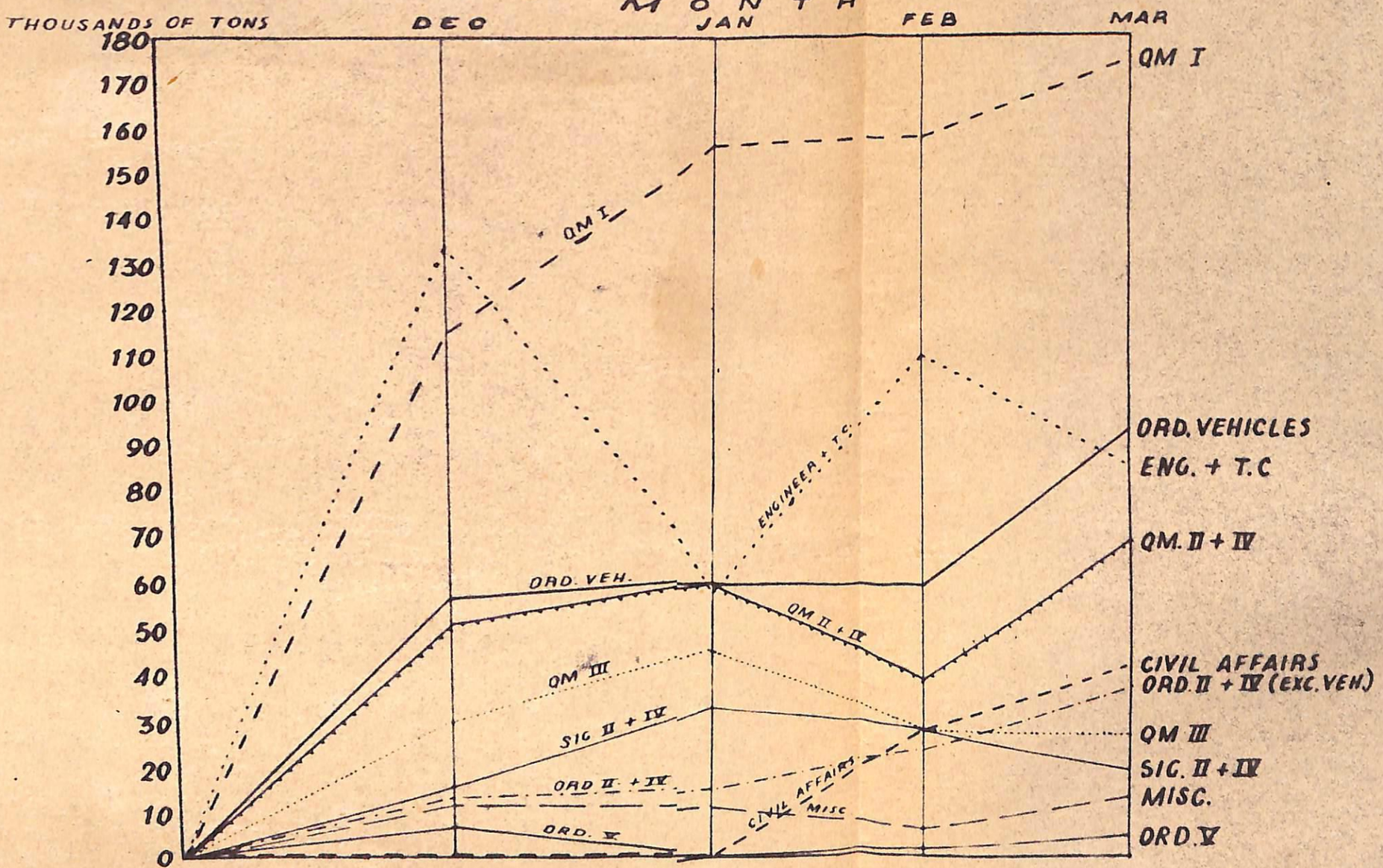




PORT OF ANTWERP

COMPARATIVE DISCHARGE BY CLASS OF CARGO

1 DECEMBER 1944 - 31 MARCH 1945



7. Salvage operation
8. Dunnage and lumber yards
9. Safety engineering
10. Shore crane operations and rehabilitation
    a. City of Antwerp cranes
    b. U.S. cranes under new construction program
11. Roads and railroads (in dock areas)

12. Secutiry fencing of the port area (part of which was accomplished by the British)

13. Feeding Belgian civilians

14. Quay housekeeping, disposal of garbage and rubbish, policing of quays, sheds, and area.

To assist in the repair and maintenance of port facilities, the 1592nd Engineer Utilities Detachment was assigned to the section in December 1944.

Quay Clearance and Dock Rehabilitation

On 18 October 1944, the Port Executive Committee (See Organization Chart) introduced Colonel DOSWELL GULLATT as the American Port Commander and appointed him as chairman of the committee on Quay Clearance (Committee A 2).

Quay clearance at Antwerp actually embraced two major projects: (1) Clearance and rehabilitation of roads, railways, and canals: and (2) clearance and rehabilitation of basins, quays, sheds, and yards. In all the work involved there were wrecked equipment, miscellaneous debris, and damaged or completely destroyed structures,.,to be cleared so that port operations could proceed in an uninterrupted manner as possible.

On 2 Noverber 1944, port clearance in the U.S. Sector of the port was delegated to the Superintendent of Piers and Facilities. This officer was instructed to organize a Section to carry out the requirements stipulated by the U.S. Port Commander. It was necessary to organize an operating Section and to prepare the port for the arrival of the first ships--scheduled at that time for 15 November but later changed to 25 November because of the need for mine clearing in certain basins and waterways. In keeping with the Memorandum of Agreement on the operation and clearance of the port of Antwerp, the major portion of the rehabilitation work for opening and inital operations at Antwerp was done by the British; the Piers and Facilities Section acted as a means of liaison and coordination and surveyed needs and obtained information on work to be done. The duty of making improvements within the port area assigned the U.S. Forces was the direct responsibility of the Piers and Facilities Section.

In order to clear quays and basins it was necessary to remove German barges and sea mules as well as to expedite the removal of many tons of steel, salvage material, to be moved from sheds and quaysides using U.S. and British equipment. Every available means such as truck, trailer, horse vehicle, ship, and barge was used. Many tons of salvage material were taken to British areas and salvage dumpes. By 15 February the dock areas proper had been thoroughly cleared and policed under the supervision of the Superintendent of Piers and Facilities.

Approximately 100,000 cubic yards of sand had littered the quays in several areas. It was piled to the water's edge and covered all rail tracks, crane rails, and completely blocked certain berths. It was necessary that this sand be moved. Using British Pioneer Units and American bulldozers the sand was removed from the tracks and then used to ballast outgoing ships until quays had been cleared and could be used for unloading and storage points as required.

Some of the quay walls had been shattered, either by bombs or German demolition charges. Most of these it was necessary to repair. One gate at the Kruisschans Locks, the main entrance to the U.S. Sector of the port from the sea, had been damaged by a German timed-mine and it was necessary to make repairs before the basins could be filled and made navigable to deep-draft vessels. The repair of quay walls and lock gates, quay aprons, and approaches were carried out through Channel Base Section and the British Corps of Royal Engineers.

Railroad tracks and transfer yards in the port area required complete rehabilitation and rails removed by the Germans had to be replaced. This was carried out under the supervision of Channel Base Section Engineers.

All quay aprons and yards in the port area were paved with cobble stones or Belgian blocks (hewn stones). This type of paving proved too rough for the operation of motorized cranes, lift trucks, and small tractors, and trailers. It was therefore decided on 20 November, after a tour of inspection by the Port Engineer, the Director of Operations, the Superintendent of Water Division, the Inspector General, and the Superintendent of Piers and Facilities, to prepare a program for resurfacing the stone areas throughout A and B Operating Areas. The Superintendent of Piers and Facilities prepared a plan for this project, and after approval by the Port Commander and Port Engineer, the work was started under Belgian contract through Channel Base Section. Tar and sand were used for this work and as a result of this new surfacing, cargo handling operations inside the warehouses as well as on the quays were speeded up.

The rehabilitation of sheds and structures was carried out, and badly damaged buildings were repaired where possible. Because of the damage done by German V-1 and V-2 bombs, as well as by jet planes, it was necessary to keep crews at work repairing structures, roofs, doors, windows, and walls. About 90 percent of all glass in port installations was shattered and had to be replaced with plywood blinds of a temporary nature.

Lumber yards -- Dunnage Handling

Among the duties assigned the Piers and Facilities Section was the job of handling and slavaging ships' dunnage. Since the average Liberty ship was discharging between 60,000 and 75,000 board feet of dunnage per trip, large quantities of valuable timber were collecting. This situation required much work in salvaging and sorting in lumber yards which had to be established at convenient locations in the port area.

The Superintendent of Piers and Facilities was instructed to handle this lumber from the quays and yard it. After taking into consideration the slowness of horse drawn transportation in moving this dunnage, it was decided to start six separate lumber yards. Military personnel for the necessary supervision was organized and civilian labor was hired to remove dunnage from the quays, and to clean and stack it in lumber piles. As many as 300 civilian workers per day were used in this undertaking. A total of 40 ships having nearly three million board feet of dunnage aboard were at berth in the port at one time. Lumber was sorted, scaled, and running records were kept. Orders from the Office, Chief of Engineers and Channel Base Section were filled and the yards were operated as a huge lumber business.

After these yards were organized and yard personnel had been assigned for their operation, as of 21 January 1945 they were turned over to the Port Engineer for operation.

Port Repair and Maintenance

The Superintendent of Piers and Facilities was also charged with the responsibility for the repair and maintenance of port facilities and for planning and coordinating activiities in connection with providing office space for the many sections and units operating within the port proper. At the outset, no prepared offices were available in the port area.

On 19 November 1944 the Operations Divisions moved from its "downtown location" at 86 Pelikan Street in the city of Antwerp to the dock area and were established in the rehabilitated CEPA Buildings (two small brick building belonging to a Belgian contracting agency for dock workers and transient labor the name of which corresponded to the initial letters C-E-P-A.) These buildings had been badly damaged by V-bombs and it was necessary to condition them before occupancy. The office space thus provided being entirely insufficient, 22,000 sq. ft. of Nissen hut space were ordered from the British and installed beside the CEPA Buildings. These huts were set up by the 358th Engineers. It was necessary for the Port Utilities Detachment of the Piers and Facilities Section to wire, paint, and prepare the inside of these huts for occupancy. Fourteen large Nissen huts in all were prepared; extra stoves were installed; and rooms and partitions were built so as to accommodate the many sections and services during the winter months.

Following the arrival of 5th Port personnel in Antwerp, and a shifting in personnel assignments, it became necessary to consider other office buildings. These were constructed from dunnage lumber and equipped by the 1592 Engineer Utilities Detachment.

Port Lighting Activities

Upon arrival of the 13th Port at Antwerp, the Superintendent of Piers and Facilities was detailed to represent the U.S. Port as a member of the Allied Port Lighting Committee. As a member of this committee he was charged with the task of providing the necessary lighting along the quays, in sheds and offices, and in the storage areas of the port. The port lighting system in U.S. Area had been in disuse for four years and much of it had been destroyed during the war. Many miles of quays and fully three-quarters of the sheds were without lights. It therefore became necessary to rehabilitate or newly install 75 percent of the port lighting extending throughout the area.

After careful study, and many conferences with the British and Belgian authorities, the Piers and Facilities Section worked out, according to priorities the requirements for the U.S. Sector and submitted to the British complete sketches, lists of materials, and technical requirements to complete the wiring of the port. Lighting intensity had to be computed and checked with the R.A.F. before the final plan could be presented and the work begun.

Housekeeping --Debris and Garbage Disposal

Quay housekeeping and the disposal of rubbish and in the port areas was accomplished by the Piers and Facilities Section. Inspectors from the Section, with Belgian crews, cleared and policed all quays and back areas. Bulldozers and shovel gangs were used to level certain spots and convert them into parking lots. Ships arrived in the port with garbage heaped on decks; also ships remaining in port accumulated such refuse. Receptacles were prepared by the Piers and Facilities Section and arrangements for pick-ups and disposal were made.

Safety and Accident Prevention

The Superintendent of Piers and Facilities was early charged with Port Safety and Accident Prevention and organized an Inspection Branch which checked safeguards and elimination of hazards in the handling and unloading of explosives, inflammables, and dangerous cargoes.

Working with the Operations Divisions and Operational Area officers, certain rules for procedures were developed, through the assistance of Chiefs of Sections and these were used as a simple basis for enforcing safety precautions. Working with the port Surgeon, a plan for accident reports on injuries was developed and put in force. This allowed for the injuries received by military personnel to be classified, the cause of the accident to be ascertained, and the remedy to be applied.

Working closely with the parties responsible for unloading and handling cargo, this Branch of Piers and Facilities was able to keep preventable accidents to a minimum within the dock Area.

Mobile Equipment.

Previous to the opening of the port, the mobile Equipment Branch was assigned to the Superintendent of Piers and Facilities whose responsibility it was to organize and prepare to handle all cargo-handling mobile equipment. One entire shed was assigned for the job of operation, dispatch, and repair and maintenance.

After two months of operation, the Branch was placed under the direct supervision of the Director of Port Services. (See later under separate account of the activities of the Mobile Equipment Branch).

Shore Cranes

There were within the U.S. Port Area approximately 150 shore cranes. These were permanently installed on tracks and most of them were Portal Cranes with rail tracks running between legs. One hundred fifteen of these cranes were in actual operation. The others were deadlined for repairs or were of

a special type used for coal handling.

These cranes were electrically operated. It was the responsibility of the Superintendent of Piers and Facilities to see that they were effectively operated and that the City of Antwerp kept in repair and operation as many as possible.

The Piers and Facilities Section moved or replaced many of the these cranes so as to clear areas of those that were damaged beyond repair. These cranes weighed 75 tons and were being moved intact by water to their required places for repair or service.

During the month of December 1944, Stothert & Pitt, 6-ton Diesel cranes, portable type, began to arrive from England for U.S. account. Tracks were laid and provisions were made to aid the British Engineers in their work in installation. Five of these cranes had been installed as of 25 March at Quay No. 251. F Area (Ammunition Area) and two had been installed to help service the Ford Assembly Plant at Quays Nos. 200 to 204. These cranes were in various degrees of operation. This Section supervised the location of consturction, and the taking-over and operation of these cranes for U.S. account.

Civilian Messing

Early in November 1944, the Superintendent of Piers and Facilities was appointed as the U.S. Army representative to the Port Sub-Committee for "Organization for Workmen's Canteens".

This Committee, originating 23 October 1944, and headed by the (British) Deputy Port Commander, met and discussed the means whereby Belgian dock workmen could be supplied with lunches during their mid-shift break. It was decided to start operating the mid-shift or snack meal immediately upon the opening of the port; the meal was to consist of three sandwiches and a pint of tea prepared in the British Area and picked up there by U.S. transport for delivery to workmen at shipside. This meal was to sell for five Belgian Francs.

The Piers and Facilities Section immediately detailed officers and men to help the British set up their operations and starting 27 November 1944, 3,500 meals per day were served in the U.S. Sector. As the number of ships in the port increased, the number of workmen also increased until this Section was feeding between 14,000 and 15,000 Belgian workers each day. As many as four meals a day were served and as many as 300 men were fed at each of the 40 messing points. Mess money was collected by British personnel to compensate for the British rations. Because of the number of small units amongst the Belgian workers, such as waybillers, electrical workers, crane operators, office help, etc., it was a tremendous job to time deliveries to arrive during the allotted half hour lunch periods. Four daily mid-shift lunch periods were organized at:- 0900 to 0930, 1200 to 1230, 1600 to 1630, and 2 100 to 2130 hours.

The duty of ordering the number of lunches for each ship, gang, and detail, constituted a huge and difficult problem as it was necessary to secure and compile the figures from numerous sources. Many times the British were unable to meet the delivery time requirements. The task of organizing order requirements, time of pick-up and delivery, as well as arranging the feeding

places presented obstacles before the feeding schedules were finally arranged and running smoothly.

This plan continued for several months until it was deemed advisable, due to certain deficiencies in the British mess income, to place the entire responsibility in the hands of the CEPA. After three weeks of working with CEPA and with the British, the Piers and Facilities Section was able to transfer all responsibility for the mess distribution and ration payments to CEPA. This section was officially relieved of further responsibilities in the matter on 11 January 1945.

Mobile Equipment Branch

The following is quoted from an Historical Report prepared by the Mobile Equipment Branch to cover the period 1 November 1944 through 28 February 1945:

"The birth of what is now known as the Mobile Equipment Branch can be traced back to the day late in October 1944 immediately after the 13th Port had arrived in Antwerp when Colonel C. A. Noble, Deputy Port Commander, sent for Capt. Irving Gold and outlined the equipment problem. As a result of that day's conversation, Captain Gold spent twelve days combing through the mud and mire of the Normandy Beach Depots collecting a total of thirty-eight trailer loads of cargo handling gear and equipment. This was the nucleous for the tremendous quantity of equipment required for the operation of the port of Antwerp.

"Immediately after the port was set in operation, many operational problems arose, chief among which was the urgent need for mobile cranes to be used in areas where there were insufficient or no stationary cranes for unloading the ships. Also urgently needed were fork lifts, tractors, and trailors to facilitate storing and moving from ship's side the cargo needed to keep the Armies supplied.

"The need for the equipment and the actual arrival of the thirty-eight trailer loads was conincidental and a Section was set up to handle the problem. On 15 November 1944, the Port Facilities Section was formed with the responsibility of maintaining and operating all Port Mobile Equipment. The primary function of this Section was to dispatch, on short notice, to areas where needed, the equipment necessary to unload speedily the ships and clear the docks.

"Since there was no T/O set up for the Section, the problem of getting personnel arose. Clerks, crane operators, truck drivers, mechanics, machinists, etc., all had to be drawn from units attached to the 13th Port. The units, although more than willing to cooperate, often found it necessary to recall men detailed to this Branch in order to carry out their own mission. Constant changes of this nature necessitated duplication of training efforts in order to have readily available trained men to fill the vacancies created by changes in personnel. Most of the men were detailed from the 267th and 268th Port Companies but every unit attached to the Port supplied a varying number. Another and even greater problem was getting the tools and machines to keep the mobile equipment working. This was partly solved with typical soldier ingenuity.

Men were sent to search among the numerous scrap piles in the dock areas. In short time they came in carrying all sizes and shapes of rusty abandoned German equipment and metal stock. From this emerged forges, work benches, drill presses, lighting fixtures, tools, etc. In addition to this local procurement, Captain Gold made trips to Paris, Cherbourg, Rouen, and other parts of France, and Belgium to get tools, machinery, and parts until this Branch had an excellent machine shop and maintenance department capable of doing anything from cleaning a spark plug to 5th Echelon repairs on heavy equipment.

"Early in December, Captain Gold returned from Paris with the news that the Section was virtually going to operate a "TC Crane Depot". About three hundred (300) crawler and wheeled cranes were scheduled to arrive in the port to be turned over by the Corps of Engineers to TC. The responsibility of the 13th Port Facilities Section was to receive, assemble, and service for operation all cranes falling into this category.

"In January 1945, Colonel L. F. Felio, former DACOT, Supply Division, with years of experience in the supply and procurement field and especially familiar with the TC equipment problem, was appointed Director of Port Services. It was then that the name was changed to Mobile Equipment Branch.

"The result of the work, changes, and organizing described in the foregoing paragraphs is readily visible upon visiting Warehous 184, U.S. Docks which is the shop and offices of the Branch. Functionally, the Organization is set up in four separate sections, each with separate duties and responsibilities.

"The Administrative Section is supervised by Lt. Jerome Fine, 339th Harbor Craft Co. This Section handles the personnel records and problems, keeps files on all equipment received by and issued from this Branch, requisitions material needed by the other Sections and carries on the general office work necessary for the operation of the Mobile Equipment Branch. In addition, this Section is responsible for the coordination of all activities within the Branch. Information is readily available, through the administrative section, regarding all the details concerning equipment handled by the Mobile Equipment Branch.

"The Crane Section is supervised by Lt. Oakley R. Kerber, 339th Harbor Craft Co. In a period of three months, Lt. Kerber has successfully expanded his Crane Section to meet the requirements of the port. The primary objective of the Crane Section is to provide and maintain throughout the entire dock area enough cranes to move the cargo unloaded at the port of Antwerp. This section is not given the task of unloading ships but the equally important one of supplying the lifting equipment for the loading cargo from storage areas for shipment to the Armies. The Section has to be capable of handling any job, from heavy lifts in specified heavy lift areas to any lift in any area. The problem is not only one of providing cranes, but also one of maintaining them. Maintenance, as defined by the Crane Section of the Mobile Equipment Branch is "on the spot coverage of all breakdowns and the speedy repair and return to operation of vitally needed cranes." With this in mind, a group of five men with a total of twenty-two cranes, in November 1944, began to tackle the job of providing the necessary cranes at the right time. These men went ahead under difficult circumstances to fulfill any and all obligations.

With a limited supply of equipment, the Crane Section proceeded to develope into a growing organization. First its personnel had to organize a repair shop for the maintenance of all mobile cranes. They set up for operation a modern shop and are presently capable of handling any repair problem that arises. Along with the task of furnishing cranes for the dock areas, the problem of furnishing operators and supervising their instruction fell to Lt. Kerber and his men. From the very beginning, when only a few operters were available, until now when the operators attached to this section number in the hundreds, accidents have been at a minimum. There is today no crane in the dock area which cannot be operated by a Mobile Equipment man. In addition to the various types of crawler cranes spread over the dock area, the Crane Section operates and maintains a fleet of 25 mobile truck-mounted cranes. These cranes are readily available to move to any point in the port with especially trained operators and give quick and efficient operation. This fleet of cranes is maintained for the sole purpose of keeping the movement of cumbersome crawler cranes to a minimum, and to move cargo from difficult and far removed places with the least possible loss of time. This Section assembles and processes for shipment to the Armies all cranes vitally needed. Unassembled cranes are brought directly from the ships' deck to the crane assembly lot. After they enter the lot the cranes are turned over to a crew of four men whose sole task is to assemble and process them. After the assembly crew finishes these cranes they are then loaded aboard appropriate transport headed for forward duty. By far, this has been the most important mission assigned to the Mobile Equipment Branch. To date, a total of three hundred cranes have been received, processed, and either placed in operation or shipped elsewhere. No crane, however badly damaged upon receipt, has been surveyed as non-repairable. The Crane Section has a total of 251 crane operators, 22 mechanics and riggers and an attached Engineer Maintenance Section. In three months utilizing captured enemy equipment, it comprises a complete welding shop, sheet metal shop, and blacksmith shop. In conjunction with facilities available in the Maintenenance Section, no repairs however great, are beyond the scope of repair.

"The Maintenance Section is supervised by WOJG John S. Noris, 339th Harbor Craft Co. He has successfully directed the operations of this section from the time when it only had a few rusty pieces of captured German equipment to work with, to the tiem when it consisted of eight separate shops as it is today. The Sub-Departments of the Maintenance Section are:

"1. The Welding Shop....

"2. The Motor Shop....

"3. The Machine Shop....

"4. The Parts Room....

"5. The Tire Shop....

"6. The Grease Shop....

"7. The Battery Shop....

"8. The Paint Shop....

"The Operations and Dispatch Section is supervised by Lt. William B. Dennis, 339th Harbor Craft Co. This Section was set up as one of the three original sections of Equipment and Facilities Branch, Piers and Facilities, when 13th Port began operations in Belgium. Its primary purpose was to dispatch mobile dock equipment, including cranes of all types, jumbo tractors, small tractors (Clarktors), and fork-lift trucks, low bed trailers, and warehouse trailers. Along with this, Operations was responsible for determining and following-through on proper allocation to each dock area, assigning operators, providing gasoline, oil, and lubricants, and for supervising maintenance of vehicles. The first piece of equipment to be put into service was a fork-lift truck. This was followed by small tractors and wheeled cranes. Because of the urgency of the situation, vehicles were rushed into service as soon as they could be unloaded and checked over. Dispatchers worked without office space, dispatch formes, or assistants, in order to provide Port Companies and area supervisors with equipment to handle discharged cargo from the first ships. As the number of cranes assigned to the Mobile Equipment Branch increased, it was decided to assign the operation and dispatch of cranes to a separate Crane Section, this was done on 1 December 1944.

"The Operations Section now operates and dispatches to the various dock areas a total of 95 forklift trucks. 77Clark tractors, 37 jumbe tractors, 83 20-ton low-bed trailers, and approximately 300 warehouse trailers. In addition to the operations and dispatches of the above mentioned equipment, it is responsible for the installation and supervision of the sub area pools, set up to facilitate the issuing of equipment to the areas where needed with minimum delay. Also, this section is responsible for the re-fueling and supplying lubricants for all mobile equipment assigned to this Branch. A separate POL department is part of the Operations and Dispatch Section. The department issues an average of 24,000 gallons of gasoline, 700 pounds of grease, and over 2,000 quarts of oil per month."

Activities within this Branch for March are quoted from their Historical Report of 3 April 1945:

"1. Equipment in Port use Daily

Capacity	Item	Amount
5-ton	Crawler Cranes	1
6 "	" "	3
8 "	" "	20
30 "	" "	6
40 "	" "	2
3 "	Rubber Wheeled Cranes	17
5 "	" "	10
8 "	Truck Mounted Cranes	14
10 "	" "	7
3000 lb	Fork Lift Trucks	10
6000 "	" "	28
15000"	" "	10
	Tractors Towing	76
22 ton	Low Bed Trailers	30

23 Ton	Low Bed Trailers	10
	Shovel Crawler	1
	Power Conveyors	2
6-ton	Prime Mover Trucks	6

"2. Additional Equipment in Stock.

6-ton	Crawler Cranes	6
8 "	" "	6
30 "	" "	37
40 "	" "	11
3 "	Rubber Wheeled Cranes	6
5 "	" "	13
10 "	" "	1
3000-lb	Fork Lift Trucks	9
6000 "	" "	40
15000"	" "	5
	Tractors Towing	37
22-ton	Low Bed Trailers	93
23-"	" "	6
	Shovels Crawler	3
	Power Conveyors	5

"The rapid movement of our Armies into Germany had its effect on the Mobile Equipment Branch. In line with the policy of assisting in every possible manner to keep the cargo moving forward, the Crane Section, in conjunction with the Operations Section, loaded and delivered two cranes to a forward 3rd Army depot in France and a 40-ton Lima crane to Ghent, Belgium. This added another duty to those already carried out by the Branch—that of delivering to destination, at short notice, machines vitally needed to move supplies. A crane loading platform was built to facilitate the loading for shipment of cranes. It passed the supreme test when a Lima 802, weighing 79 tons crawled up the ramp and on to a trailer with not a timber moving.

"The machine shop is to be especially commended for its work in turning out, from scrap metal in the dock area, a large number of parts that could not be supplied by depots. A total of fifty-eight 22-ton low bed trailers were placed in operation and these required repairs ranging from replacement of tires to overhaul of air brake systems and replacement of axles.

"The 109th Port Marine Maintenance Company arrived the latter part of the month for assignment to duty with Mobile Equipment Branch."

Technical Services

Under the Technical Staff of the Port Commander at Antwerp were the following (See also Organization Chart):

(1) Port Surgeon
(2) Port Engineer
(3) Port Quartermaster
(4) Port Chemical Officer
(5) Port Signal Officer
(6) Port Air Corps Officer
(7) Port TC Supply Officer
(8) Port Ordnance Officer

Seclected summaries of the activities of some of the various Service units performing the functional duties represented by these Technical Staff heads follow, as quoted from reports prepared by the Port Historian:

(1) Port Surgeon--(Covers the 350th Medical Composite Section only):
"No story in all the events at Antwerp under V-bombs is more dramatic than that of the 350th Medical Composite Section. Consisting of a small group of 3 officers and 17 enlisted men, it did far more than its share in keeping life going in the port during the terror-filled days of the V-bomb raids.

"Hardly had the Section established itself in its new station in late October, than it was requested by the Flemish Red Cross to render assistance in a bombing incident. In that early period civilian First Aid units had no transportation facilities and very small amounts of medical supplies. Hence, the Commanding Officer of the 350th issued orders that one ambulance and two drivers plus all personnel would be on a 24-hour alert basis, prepared to render aid in any bombing incident, civilian or military.

"By 15 January, when PAD authority was established, these Medics had completed 320 unofficial bombing runs. After the establishment of PAD, much of the burden of responding to bombing runs was placed on other agencies and the 350th was supposedly free to pursue the routine duties of a U.S. Army dispensary. However, from 15 January to 31 March, the unit made 30 more unofficial runs. During this period, one officer and ten enlisted men of the Section were awarded the Purple Heart. Two of these men were injured on 29 December when a V-bomb flattened the billets of the unit.

"Cementing friendly relations with the Allies was more than a catch-word phrase as far as the 350th was concerned. Among the 2,800 casualties treated by these men at the bombing scenes, were 2000 Belgian civilians, 400 British men and officers and an undetermined number of Canadians. This was in addition to 400 American soldiers and officer casualties. Many commendations and verbal and written expressions of gratitude were received among which were two comendations from the Flemish Red Cross and one from the Belgian Red Cross.

"Mr. R. Avermaete, Commissioner of Hospitals of the city of Antwerp, Dr. G.van der Voort, and many other civilians sent their thanks and commendations. An RAF officer who had suffered a severe throat injury as the result of a bombing and whose life had been saved through immediate surgical action by Captain Arnold W. Abbott, returned during his convalescence to pay tribute to the treatment he had received. Even more highly prized by the 350th personnal was the joy evident in the faces of so many on finding dear ones believed lost, and the mute thanks expressed in the eyes of children being treated.

"Not only in the field of direct medical aid was the spirit of good will shown. Many of the civilians treated were living on short rations and the Medics shared with them the contents of their Christmas packages. Beds were given up to the seriously wounded. In many other ways, kindnesses were extended to the unfortunate citzens.

"The greatest number of bombing runs made by the S ction was in December. It was a period when the men slept in their clothes (whenever their was opportunity for such a luxury as sleep). The Dental Section was used as a morgue. Ambulance drivers were almost continually on the go. The Rex Theater disaster occured in this month. Scores of soldiers and civilians had to be given immediate treatment for serious injuries within several hours.

(2) Port Engineer

"The Port Engineer Office of Antwerp played a vital part in getting heavier items including bridging material to the combat units. Located in the supply port closest to the U.S. Armies' front, the task of the Port Engineer was to expedite the movement of important Engineer supplies to the using units. All together, over 346,431 tons of such supplies passed through the port of Antwerp on the way to the Armies.

"When operations first began in the port, the greatest problem confronting the port Engineers was a shortage of heavy cranes. Much Engineer material being of a heavy bulky character, items such as bulldozers, trailers, and bridging material could not be handled by the shore cranes then available in the port. In addition, the Engineer depots set up in advance areas were also without equipment to handle such heavy items. Included in one of the earlier shipments into the port, was a heavy crane which was assembled in Antwerp. This was used in assembling more heavy cranes, Within a month, enough of these cranes had been assembled and forwarded to depots, to facilitate the handling of any size loads on the supply lines of the Continent, and Engineer operations could go forward smoothly thereafter.

"Supplies continued to flow through the Port. Then came the German breakthrough during the latter part of December, and plans once again had to be revised. Several small depots near the front were taken by the Germans and the great concentration of supplies at Liege was threatened. All incoming Engineer supplies originally destined for Liege and nearby areas were reconsigned to Antwerp; and the Port Engineer Office was kept busy diverting these materials to other depots which were opened as emergency measures.

"The break-through seriously depleted the stocks of bridging and other Engineer supplies available to the U.S. Armies in the field. At the same time, V-bombs which were falling with increasing frequency on the city had scored several hits in the dock area and caused further losses of equipment. Plans for the coming "Push" were going on apace and it became essential that Engineer supplies be gotten to the front in large amounts and with dispatch. Extra shifts were worked by the Engineer personnel whenever necessary. New procedures were evolved by such units as the 694th Engineer Base Equipment Co which was responsible for assembling and processing "out of gauge" equipment. Utilizing the facilities of a quayside assembly plant, all units too large to be forwarded by rail or truck were prepared for movement under their own power, or loaded on special trailers.

New assembly records were established for such items as low-bed Engineer trailers and bulldozers. Regular shipments by rail were augmented by loading equipment for road movement. This speeded the shipments to their destination since it eliminated time lost at advance depots in transferring materials to vehicles which could go right up to the using units. Trucks were "processed on the run" at the depots and sent right on up to the Army Regulating Stations.

"During these winter months the Port Engineers handled the growing amounts of supplies. In February alone over 120,000 tons of Engineer materiel was handled by these men. Included in this amount were every conceivable type of Engineer item--aviation landing mats in very large quatities, shop trucks, generators, bridge erectors, bailey bridge, trailer, cranes, bulldozers, tactical lumber used for bridge planking and tressel construction, etc. Most of this material remained in the Port only a very short time before being sent through to the Engineer depots on the Continent.

"This was still not enouch. Preparations were underway for the Rhine crossing and many types of Engineer equipment, especially, treadway bridging, and utility storm and assault boats were urgently needed. Reserves of such items had been built up in the U.S. and it was necessary to get these to the front in the shortest time possible. The priority "Rex" signifying "Rapid Express Shipment" was established and automatically assigned to Engineer bridging supplies. Antwerp as the port closest to the using Armies was scheduled to handle the bulk of such shipments. The first week in March the first vessel loaded with REX equipment docked. The pattern of expediting its cargo was one which was to be used in the weeks to come. The Port Engineer Office was notified in advance of the arrival of such a shipment. Trucks from the ABC Express Highway were arranged for and met the ships when they docked. Engineer personnel were assigned to such ships and stayed with them until they had seen to it that all REX engineer equipment had been cleared from the ship and was on its way to the correct destination. Within a few hours after a ship docked, the material was on trucks and on its way. Where ABC shipments were not adequate, the Armies often sent convoys of their own to meet the ships and bring materials right back to the Army Regulating Stations. A total of 4,524 tons of REX cargo was handled in this way, including 349 tons of utility, storm and assault boats, and 3,148 tons of treadway bridging. Some of these shipments were in the hands of the using units within three days after the ship's arrival in port.

"Along with all other units operating on the docks, the Port Engineers were under bombardment by V-bombs during most of their operations. There were some losses of equipment, but none of the men were casualties and Engineer supplies did get through on schedule to the Armies.

"The Port Engineer Utilities Section

"A possibly less glamorous but none the less vital part of the Engineer's function in this Port was that of the Engineer Utilities Section. The latter was responsible for maintenance of the physical facilities of the area, inso far as military installations were concerned. The work itself involved plumbing, inside wiring, painting, carpentering and general upkeep of buildinsgs and grounds.

In normal times, the work of such a unit would involve nothing more than occasional odd jobs of repair. However, under the operating conditions at Antwerp, the properties when taken over by the Army were in a bad state of repair since they had not been well maintained during the years of German occupation. Paints, wood, plumbing fixtures, and other supplies were difficult to obtain. Moreover, plumbing and wiring installations differed from those to which the Engineer personnel had been accustomed in the U.S.

"The greatest difficulty, was in overcoming the tremendous amount of damage caused by V-bombs. Roofs caved in, thousands of windows were blown out, walls collapsed, woodwork and plaster cracked, plumbing lines were broken — and it all spelled trouble for the Utilities. The section was compartively small. As a result, Belgian civilians were hired to do most of the work under the supervision of the trained enlisted men. Most of the civilians were skilled craftsmen, accustomed to the slower pace of the European building industry. They had to be retrained by the Engineers in the methods used in U.S. Oftentimes, the so-called supervisors and foremen pitched in with the workmen to complete a job. During the height of the V-bombing the Utilities men lead a harried life. It was the usual thing to work every day in the week and many evenings as well. Transport was at a minimum and the men had to get to the scenes of destruction as best they could. Work in such places as mess halls and kitchens had of necessity to be done at night.

"Supplies were the great problem. However, stores of paint, metals, etc. which had belonged to the enemy were captured and put to use by the Engineers. A former German woodworking shop was uncovered and quickly converted into a mill where such things as doors and lathing were made to order. Dunnage from incoming ships was used as a source of lumber. Glass substitutes had to be discovered in a hurry to replace the many bombed out windows. Sheets of cardboard were first tried. Thus, the various problems of the Utilities were met and they were able to continue in the performance of their assigned duties."

(3) Port Signal Officer

"The Signal Section in Antwerp had a two-fold task--to provide adequate communications for operation of the various facilities of the port and to see that the Armies were kept supplied with communications equipment. Both of these tasks were carried out under German V-bomb attacks, plane raids, and the threat of the German break-through in December.

"The first Signal detachment arrived with the Advance Party in October to ready the communications of the Port of operations. The Germans had not used the docks and they had either taken with them or destroyed all their Signal equipment. There were approximately 30 miles of underground cable in the dock area, but it had been much damaged by Allied and German bombings and had to be repaired before it could be used. No signal supplies were available nearby; they had to come from Cherbourg or the beaches, and in some instances, from the U.K. By 15 November, 150 miles of overhead field wire had been installed in the dock area; two 2-position switchboards with 350 extensions were ready for operation, one on the docks, and the other at Port Headquarters. Because of the danger from enemy action and the great number of telephones needed, it was essential that the field wire installations be changed over to cable as soon as possible.

The Germans had rerouted the cable without informing the authorities, but with the aid of a captured diagram and a Belgian who had worked with the Germans, the cable was located and repaired. As fast as possible the overhead installations were changed to underground cable. By January, 90 percent of all dock circuits were in underground cable. The time required for the installation of the necessary Signal facilities during this early period was estimated by a Signal Corps Official to be four weeks. But the job was not finished by the men in a little over seven days. All available men including switchboard operators were pressed into service to complete the work, and it was done under adverse weather conditions and without adequate equipment.

"The opening of the port for operations in November placed a great load on the communications system. A 6-position board had to be installed at headquarters and a 4-position board at the docks. Traffic increased tremendously. During the winter there were approximately 7000,000 telephone calls per month -- the normal traffic for an American city of 30,000 population. On a peak day, 15,000 calls were handled on the headquarters switchboard and 6,000 at the docks. V-bombs presented continual problems. The morning after the new switchboard was installed at the docks, a V-bomb hit within 150 feet of the switchboard room, causing considerable damage to the frames. Window glass and wall fragments fell on the relay racks, but communications were not interrupted. In addition, V-bombs were continually removing cable pairs. On one occasion the main 300-pair cable was hit at two places. However, cable crews had some of the more important circiuts in operation within 24 hours.

"A complete emergency communications setup was also installed in the port area to minimize interruptions in case of enemy action. A large switchboard and teletype apparatus was ready for use at any time. The important long lines coming into the port were routed through the emergency board so that communications with outside points would not be interrupted if the main switchboard room were destroyed. A similar complete emergency installation was arranged in the dock area.

"The telephone repair section was often called upon to repair switchboards and Belgian telephones--types of equipment with which the men had had no experience in the U. S. After repair, however, communications equipment which might otherwise have been discarded was thus made available for the use of the port communications net work.

"When Port operations stated, six teletypewriters were installed at headquarters in addition to connection with five local stations and six teletype switching centrals. Through this large setup the business of the port was greatly expedited and higher headquarters was kept in contact at all times with the day-to-day movements of materials on the docks. Traffic steadily increased as operations of the port picked up. A peak load was reached at the end of January prior to the "push", when 610 messages with a total work-group count of 46,000 were handled in one day. In the first three months of 1945 approximately 60,000 messages were handled by this Section. A teletype repair section was on hand at all times to "shoot trouble". As a result, except for a break in the lines to Liege during the "break-through", teletype communications were never out for more than a few hours at the most. The carrier equipment used in carrying teletype lines was an extremely critical supply item.

It was almost impossible to replace and had therefore to be located in the safest position possible. The diamond vaults, far below the city streets, where the treasure of the city's diamond industry had been stored in peacetime, were finally chosen and it was here that this valuable material was in operation.

"Closely associated with the use of the teletype were the Message Center and Code Sections. Much teletype traffic came through in coded form and it was necessary to decode such messages before sending them on. The Message Center handled teletype messages and all other types of messages transmitted to other headquarters and units. It was the nerve center of the ~~nerve center of the~~ communications system. At its peak of operation, approximately 60,000 messages per month were dispatched by this section through courier and messengers.

"A radio net was in operation, ready to take over immediately if teletype or telephone should be disabled. The radio team kept in contact with anti-aircraft headquarters and with CBS headquarters at Lille. During the break-through, a special task was assigned this group. A walkie-talkie net was set up in critical sections of the port, as the Germans were expected to drop paratroopers at such critical spots for sabotage. The walkie-talkie net operated every night during the break-through period. Fortunately the net never had to be used, although Signal personnel were required to walk the areas nightly. A radio net was also installed in the dock area. It enabled the Director of Port Operations to contact each Area Headquarters if telephone communications were out. Working in conjunction with the radio section, a radio repair section kept the radio equipment of the port in repair, and assisted some of the anti-aircraft units in work on their precision instruments.

"A little known activity of the Signal Section in the Port, somewhat removed from communications work was the Photographic Laboratory. Operating with a minimum of equipment and supplies it performed important liaison work with such sections as the CIC, Port intelligence, WSA and other units having need of photographic facilities. It developed captured German films and confiscated films. Some of its efforts aided in the apprehension of enemy agents in the port.

"Over 90 per cent of all Signal equipment shipped to the Continent came through Antwerp. Up to 31 March, 100,000 tons of Signal equipment came into the port and 93,613 tons of it were shipped out in the same period; 479 special Signal Supply trains or truck convoys were used to carry the materials to twelve depots in France, Belgium, and Luxembourg, and to the U.S. Armies directly.

"During the break-through, there was a very ciritcal need for Signal equipment to maintain communications. Wire was especially in demand but there was also need for large quantities of radios, field switchboards, antennae, mine dectectors, batteries and numerous other items. Much of the Signal cargo had come in mixed lots on the ships. It was spread over all the areas. This posed a problem to the small Signal cargo crew. With no sorting facilities in the dock areas at the time, the men had to go through the ships' manifests and the mountains of Signal equipment on the quays selecting critical items.

Telephoned orders from Adsec for rush orders came through every day. Day after day three special truck convoys were sent to Adsec, and convoys of wire were routed directly up to the Armies. At one time, the men were loading equipment for the depots faster than some of the newly set up depots could handle it. Long shifts of 12 hours were the usual thing. Personnel were on the alert 24 hours, and slept in their clothes in readiness for special night jobs. Even the special convoys sent from the dock were not enough. The 12th Army Group one day sent its own convoy of 26 2½-ton trucks to pick up Signal supplies. All these trucks were loaded with selected critical items (much of it directly from ships) and were on their way back to the Armies within several hours.

"With the threat of the break-through safely past, the latter part of January, the Cargo Section settled down to the job of preparing the continental Armies for the coming "push". The lengthened lines incident to a concentrated drive would use enormous amounts of field wire. Representatives of the 1st, 3rd, 7th, and 9th Armies went to Antwerp to arrange for special shipments of wire directly to the Armies. In addition, the 15th Army and the First French Army were supplied through Adsec depots. Monthly continental requirements for field wire increased from 35,000 to 90,000 miles during the winter. For the latter requirements, 75,000 miles came through Antwerp. During the entire period of operations up to 31 March, 16309 tons of wire (203,862 miles) left the docks --more than enough to encircle the globe at the Equator eight times. Every other type of equipment was shipped east, from complete high power radio stations to minute fused. During February, 33,293 tons were shipped out with a peak of over 2,000 tons on 24 February.

"Along with all the other sections in the dock area, the Cargo Section was in one of the principal target areas for V-bombs, and Signal Cargo men had many narrow escapes. One of its men lost an eye. The whole section was bombed out of its offices in January. Yet, so far as its own efforts were concerned, the Cargo Section never failed to get out its required daily tonnage.

"To care for Signal supplies within the Port Area, a Signal Warehouse Section was established, which supplied all units within the ports as well as many emergency needs of AA units. The building used as a ware-house and as telephone and radio repair shop was only a hollow shell with 4 walls when the Signal Section took over. It had been used by the Germans for much of their secret Signal equipment and they had done a thorough job of destruction before leaving. The Signal personnel built up the warehouse and workshops using dunnage and crates for materials."

(4) Port Ordnance Officer

"The Ordnance Section played a major role replacing the burned out armor of four American Armies, before, during, and after the break-through and in continuing this task after crossing the Rhine. Nearly one-fifth, (360,000 tons) of the total tonnage of the port was dispatched to depots or directly to the Armies at the front. At the dockside were coordinated the operations of Ordnance Evacuation Units, special heavy-duty trucking outfits, and the regular Port Transportation facilities, in the movement of all Ordnance material. Crated vehicles of all kinds were unloaded and hauled by barges, rail, and road to assembly depots such as the rehabilitated Ford Assembly Plant, situated right on the dockside.

"One of the main needs in the early organization of the port, was sufficient transportation for all personnel. In order to supplement what was available , civilian vehicles had to be requisitioned. After clearing through British Military and Belgian Civil Authorities, Ordnance Section began carrying out negotiations with civilian automobile owners. They were assisted in this work by former members of the White Brigade who would point out former collaborators who had managed to keep their cars quite openly. Other Belgians, not nearly so receptive to the German Occupation, had gone to great lengths to hide the family jalopy. In many cases, cars had been buried in the ground or sealed up behind the false wall. Another method was to strip the automobile right down to the chassis and scatter the parts in the homes of relatives. Some car owners were unwilling to turn over their long-hidden auto to Army Authorities. White Brigade liaison men would help convince them of the military necessity. Altogether over 50 civilian-owned vehicles were pressed into service.

"The dock office operated under the shadow of ships' hulls. Here the various ships' manifest and Cargo Destination Invoices were checked. Each depot or Army Headquarters was notified of any shipments of material 24 hours in advance of its scheduled arrival time. By forwarding such information as the class, tonnage, and type of transportation and other details such as the type of trucks in convoy, the names of barges, the amount of rail cars and car numbers, to the point of arrival the Planning Section at the consigned depot was in position to have the necessary unloading facilities lined up. This procedure hastened the turn-around of rolling stock or other equipment so urgently needed for other shipments.

"Because of the proximity of Antwerp to the Armies, the Ordnance Section of each Army or Army Group quite often made their needs known by establishind direct liaison in the Dock Area Ordnance Office. Liason officers were often on the scene to observe the unloading of tanks or other heavy vehicles destined for the front and to be placed in actual combat in a matter of days. One rush order was for Ordnance going away from the fighting--a Replacement Training Center in England, messaged that they had run short of Garands. A check was made of all nearby depots and ships' cargoes. The amount requested was sent back on a coaster within 24 hours. The Dock Ordnance Section, inspected the "King Tiger" tank, examined all its features, and approved its shipment to Aberdeen Proving Ground. The Dock Section, at Antwerp because of its previous experience in other ports, handled the most difficult types of cargo with a saving of time and manpower.

"Ordnance Evacuation Companies moved every type of vehicle away form ships' side. The 946th Ordance Equipment Co. handled all wheeled vehicles up to 2½ tons. The 487th Ordnance Equipment Co. hauled away all larger vehicles including the "Pershing" tank. As winter set in, their large 10-ton prime mover did not hold too well on the ice covered quays. A rush order to a depot in the U.S. brought over 6 "T-2's" which type was the old "General Grant" tank, rigged out with a boom, towing winch and rubber tank treads for greater traction. In February, the first "Pershing" tanks were "snaked" out of a ship's hold by a giant U.S. Army floating crane, lifted over the side and cradled right onto the giant heavy-duty trailers of the 3885 Truck Company. Hauled away to Ordnance depots to be serviced, the tanks saw action within ten days.

"The Ordnance Section and Ordnance Evaction Companies in particular were often called upon to move special vehicles of the other technical Services. Ordnance Evacuation Companies and nearby Ordnance depots serviced Mobile Decontaminators and Chemical Service Trucks for Chemical Warfare Service, large cranes for the Engineers and TC, and Refrigerator "Reefer" Trailers for the QM.

"Because the danger from constant bombardment by V-bombs forbade it, not many shiploads of ammunition came through the port. However, on several occasions a total of 3,000 tons of ammunition cargo consigned to other depots were diverted to the AAA Batteries defending the Antwerp area. Trucks were rushed to the ship's, loaded with the needed ammunition, and driven to the gun emplacements directly for distribution.

"Rush orders came in constantly for special items urgently needed. One such request was for Bangalore Torpedoes. Ships in the harbor and warehouses were combed to fill the requisition and transportation was quickly arranged for; within twenty-four hours the Bangalore Torpedoes were dispatched and forward headquarters were notified. The highly mechanized Third Army ran short of anti-freeze and sent down an urgent requisition; 100,000 gallons were located in the Port and immediately shipped out."

(5) Port Air Corps Officer

"An Air Corps Office as an integral part of a Port Set-up, seems somewhat an anomaly at first glance. However, it more than proved its worth at Antwerp. Earlier in the war, much damage and delay resulted from improper unloading, packing, and transhipping of Air Corps equipment. As the result of the work of the Port Air Office, not only was damage enroute reduced practically to the level of non-existence at this port, but the movement of Air Force cargo to operational units in Belgium, France, and Germany was greatly expedited. The Port Air Officer acted in an advisory and supervisory capacity in matters of Air Force supplies being off-loaded and transshipped at the port. His office, for instance checked identification of Air Force cargo, saw to it that the cargo moved promptly to its correct destination, and maintained accurate records of all AAF equipment going through the port.

"The Air Corps Office, during the period up to 31 March, handled 5,989 tons of Air Force equipment. All of it was "hot", much of it on emergency requisition, some of it of highest priority. The equipment included such items as 113 tons of Piper Cubs (approximately 50 planes)--badly needed on the front for artillery observation--232 plane engines, 5,150 tons of essential hangar equipment, belly tanks, wing panels, and vital Signal and radar materials. In addition, over 30 million gallons (68,456 tons of 100 octane aviation fuel came through the port, a major part of the total Air Force gas which came to the Continent. This gas moved via rail directly to operational units.

"All was not routine work with the Port Air Office. One day an order came in for an emergency shipment of AAF chaff (used for interference with German radar equipment). The chaff was located on the quay by the Air Corps Office; trucks were rushed down from the air field, and that same night the chaff was used in operations over enemy territory.

On another occasion, a rush order was received in the evening from USSTAF for plane engines. The men located a ship with the proper engines in its cargo, worked all night supervising the loading of the engines directly from ship to rail cars, and the next morning the engines were on their way to the assembly plant. Many similar incidents involving rush shipments occurred.

"Theoratically set up as an administrative unit, the personnel of the Air Corps Office nevertheless provided operational service and experienced exciting times, during the entire period, work was carried on despite continual V-bomb bombardments. Since it had the only Air Force personnel in the port, the group handled the refueling of bombers, transports, and fighters landing at a local emergency landing strip, forced down by flak damage or loss of fuel. In addition, some of the personnel of the office were at one time assigned to a nearby base engaged in repairing planes returning from missions over Germany. These men will not soon forget their 1945 New Years Day celebration. It was during the period of the breakthrough" and it was essential that every available plane be set in action. The Germans discovered the repair work being done on the field and all through the day, there were continual low-level strafing attacks as the men attempted to ready the planes for leaving the field. The noise, and narrow escapes furnished more than enough excitement for the holiday celebration.

"Disappointed though many of the personnel of this Section were at not having been assigned to the more usual Air Corps activities, they had good reason to be proud of the job they did in making it possible for their flying comrades to carry out effectively the aerial war on the Continent."

Operations Under Director of Safety and Internal Security

As indicated on the Organization Chart for the U.S. Port of Antwerp, under the Director of Safety and Internal Security the three main functions performed were Plans and Liaison, Internal Security, and Intelligence. Activities under these branches from 28 November through 31 March 1945 are summarized below:

Plans and Liaison Section

The personnel of this section arrived in Antwerp on 26 October and made their first contact with G-3, Forward Echelon, Channel Base Section, on the same day. Due to the fact that the area was under V-1 and V-2 bombing from the Germans, their first efforts were directed toward appropriate PAD (Passive Air Defense) measures. The following day discussions on this subject were held with the British who already had a PAD Control Center in their Headquarters 7th Base Sub Area. Belgian Civil Defense, and British and Canadian PAD services were operating; two Heavy Rescue Parties were on call in the 358th Engineer G.S. Regiment, constituting the only American PAD service available at that time. However, normal unit PAD, as presented in PAD Pre-Occupation Order Hq. 13th Port dated 9 October 1944. (See Appendix No. 3, Part VI, for copy), was considered sufficient for the time being, although considerable development would have to be made to meet the expected scale of the enemy's attacks. On 29 October 1944, PAD Memorandum No. 1 was issued by Hq. 13th Port (See Appendix No. 3, Part VI, for copy), in lieu of the usual Appendix to the Pre-Occupation Order, due to the fact that some of the information usually included in such an Interim Order was

not available, some services not being established in the American Sector of the port. It was also considered that part of the information usually included in the Interim Order was not essential, inasmuch as all services were dispatched or coordianted through the British PAD Control Center.

As units arrived in the area for duty, officers responsible for unit PAD were instructed and acquainted with pertinent directives. Stress was laid on unit PAD measures and on the necessity for unit commanders outside Greater Antwerp to establish liaison with their nearest military PAD (British or American) or Belgian Civil Affairs Officer where available) for coodination of plans for mutual assistance. It was found upon checking various units upon arrival that some were well prepared for their own defense, while others were woefully unprepared for unit defense against long range missiles or air raids. As of 9 December 1944 the Plans and Liaison Section reported that "not much has been accomplished with units in outlying locations, primary emphasis having been placed on units in the Antwerp area and development of PAD Control in Antwerp, especially for the Port Area Sector."

PAD plans for the port and city of Antwerp included all-British operation of the PAD Control Center and the establishment of eight Sector Control Centers of which Sector No. 1 was the port area. Port Sector Control was joint British-American operated for the entire Port Area, both British and American port operational areas.

In December 1944 classes were started in PAD Instruction, Incident Control, and Rescue Control which were attended by a total of 131 officers and 192 enlisted men. SOP Port Lighting Control was also set up during this month according to recommendations mady by the Plans and Liaison Section. Likewise, a Tire Conservation Program was set up by the Section, in compliance with instructions from Hq. Channel Base Section on 17 December 1944.

In January courses of instruction continued. Defense Plans, for the city and port, against possible enemy attack by airborne or ground forces were further developed by many conferences with U.S. Unit Commanders and local British Military authorities. Plans for defense of the American Sector of the port were incorporated in the British plan for defense against attack from any direction.

In March an Evacuation and Demolition plan was prepared by the Plans and Liaison Section for the purpose of making the facilities and supplies of the port useless to the enemy. However, large scale demolition were not contemplated as it was felt that any capture of the port by the Germans would be only temporary. During February, also, a graphic analysis of the V-1 and V-2 attacks on Antwerp was made. Graphs and maps were constructed and coded to show the location of the incident, type and number of missiles, and casualties. The month showed a substantial increase.

In March the graphic analysis previously begun, was continued and a consolidated defense plan was drawn up embodying all previous plans. It included:

a. Defense Against Airborne and/or Ground Attack
b. Defense Against Civil Disturbances
c. Passive Air Defense
d. Denial of Port Resources to the Enemy

Throughout the first three months of 1945 as Infomation and Education Program was also conducted under this Section for the dissemination of current information to American troops in the port area.

Appendix No. 3, Part VI, contains copies of other PAD instructions issued during this period. This Appendix also contains an extract from a Report on the V-1--V-2 attack on Antwerp.

Internal Security Section

Working with the Port Provost Marshal Section was the 6th Criminal Investigation Detachment and Company Co of the 707th Military Police Battalion.

During the German counter-offensive period and continuing on through the V-bomb raids 24-hour extra guard posts were set up at six important installations in the dock area. Special precaution was taken at Kruisschans sluice, at which location the water level in the dock area was controlled. Unbroken watch was also maintained in the POL dump area where millions of gallons of gasoline, oil, and lubricants were stored and from which point priority deliveries were steadily made to forward dumps. Many searches were made for reported parachutists and saboteurs but not a single act of sabotage was ever completed. Complete interior guard was maintained through-out all buildings and installations.

In the process of routine activity involving town patrol, approximately 100 enlisted men AWOL were picked up, among which were "G.I. Black Marketeers," the most outstanding of which was one soldier caught negotiating with a civilian for the sale of a 10-ton truck load of Army rations. Included in their regular tasks was the gathering of evidence to complete cases against accused awaiting courts martial, and also the issue of civilian work badges. Approximately 5,000 of the latter were issued and 15,000 dock passes (up to 15 February 1945.)

Intelligence Section

Souvenir hunting by American soldiers added to the difficulties faced by Military Intelligence in their search for information for use in offsetting or counteracting the efforts of enemy agents and saboteurs. Despite the mauling and discarding of enemy records, spies and collaborators did not cause any serious effect or damage to any American installation in the port.

Approximately 90 percent of the information obtained as "tip-offs" proved to be groundless. Some tips prevented damage by enemy agents and led to the arrest of many collaborators. Among those apprehended were two notorious Gestapo agents. Included in the "hauls" were members of the crews of midget submarines and personnel, taken along with their remote control "explosive motor torpedo speed boats" and the control craft that directed them by radio to selected targets. These boats each carried four 120-pound cases of TNT.

Among the matters probed were reports and rumors of E-boat and aircraft mine laying, and submarine activity. In conjunction with Naval Intelligence, ships, barges, and all water craft sunk or damaged by enemy action and reports of sabotage attempts aboard ships were investigated. On 17 March nine midget submarines were sunk, one captured intact, and seven prisoners were taken. Three submarines were destroyed by aircraft and three each by surface craft and coastal batteries. (Tests of a captured submarine disclosed that the full speed of the Beiber type midge was about eight knots on its gas motor and but four knots under electric power with operation on the latter limited to three hours and the former twenty-four hours). All prisoners queried showed an amazing lack of training in regard to operation of the underwater craft, having received only brief schooling and only short practice runs prior to initial missions.

Military Intelligence constantly looked over the effect of bombings and fires to determine if the enemy had made use of any new type of incendiary or otherwise destructive missile. Their tasks also involved investigation of civilians seeking employment with the American Forces. The average handled was approximately 1000 persons screened weekly. They were further checked through other American agencies and by the Belgium Secret police, Belgium underground, and Belgium civil police authorities. Final clearance was completed by the C.I.C. who traced tips submitted by informers.

Incidents regarding strafingand bombing by enemy planes were covered, with the taking of reports of anti-aircraft personnel and other observers; these were carefully studied and made the basis of protective measures suggested. In one case, it was requested that considerably more fighter planes be added for coverage in the vulnerable rail and oil depot areas. In some cases parachutists had to be hunted and were picked up, or evidence of their presence gathered. On one search the discovery of a parachute, pay book, very pistol and flares led to the ultimate arrest of a German flyer whose JU 88 was shot down days earlier. Through him the location of a saboteur nest was obtained and the members were "rounded-up".

By tireless surveillance and pursuit of clues, and from tips and rumors pouring in from all sources, information obtained on a water mine camouflaged to resemble a floating log and used to drift with tides into cargo ships and barges. All naval and military personnel was alerted to this menace to aid in neutralizing its effectiveness. Questioning of prisoners taken as the result of finding German-made rubber swimming apparel, led to information on the plan to mine bridges, dams and locks. The defensive tactics most feared by the Nazi swimmers was the use of depth charges or hand grenades dropped at irregular intervals in the water and liberal use of heavy-duty barbed wire strung underwater. The latter ripped their tight-fitting rubber suits making distance swimming impossible, or creating the danger of freezing in icy waters. Woolen garments were donned before the body-encasing rubber attire was slipped over the head and attached to the shoe tops. Fin-attachments to the shoes increased the speed of the swimmers and breathing apparatus permitted underwater swimming for one hour at a time. Special goggles for underwater sighting and a water-tight pistol for land use were also carried. The swimmers were selected on the basis of ability and age, which averaged twenty-three years. No special training in explosives, demolition, or mine towing was given but the men were briefed regarding bridges, pillar dimensions, type of span, current, and possible defense; this was done by several officers two days before actual missions were begun.

To the enemy the chief danger of detection was by guards watching from positions on a level with the water; head and face veils completely obscured sighting by sentries patrolling over head.

A danger confronted and warned against during V-1 raids was the habit of military personnel exposing themselves as observers of these bombs and low-flying Nazi planes, the pilots of which usually resorted to strafing.

In the daily rounds of "intelligence", routine reports of damage caused by bombs on trolley, rail, and motor roads and on power and communications lines had to be made covering the extent of destruction and time utilized in restoring normal conditions.

Exposure of information to enemy agents and collaborators through carelessness by military and civilian personnel and the methods and contacts of German underground were constantly checked as well as enemy equipment or explosives captured and left behind by the enemy. On one occasion, upon receiving warning from military authorities in the United States, matches completely covered with igniting compound, especially dangerous during shipment because of vibration, had to be intercepted. All Commanding Officers and Post Exchange Officers were contacted and through them all military personnel were notified and subsequently about one hundred thousand boxes of these matches were recovered and placed in an isolated fireproof warehouse under guard.

The Military Intelligence responsiblity of protecting the port of Antwerp required full twenty-four hour duty seven days a week and was accomplished by six officers, eight CIC agents, two MI enlisted men, five Port enlisted men and one civilian. Of this group one officer and two of the enlisted men were injured.

Operations Under Director of Supply

Under the Director of Supply, records of units and sections were coordinated. In instances where units or sections could not obtain supplies or equipment through regular channels, the Director of Supply was called upon and through him a solution was reached and bottlenecks were eliminated.

A substantial source for many items was captured enemy equipment, controlled by 21st Army Group. Weeks of waiting and hundreds of miles of travel were eliminated through access to such stocks. This equipment ranged from sheets of aluminum to captured 30-passengers busses; included, also, was telephone cable.

One of the biggest tasks performed by the Director of Supply was that of maintaining liaison with the Belgian Office of Mutual Aid, an agency of reverse lend-lease through which civilian labor, union contracts, and pay difficulties were settled. Through them, urgently needed vehicles were obtained from civilians.

The Office of the Director of Supply was often spoken of as the "supply court of last resort" because of the manner in which it helped supply needed materiel when other sources failed.

Activities Under Director of Administration

While the two major Port Organizations at Antwerp functioned operationally as a "welded" organization, administratively they were separate organizations and required the maintaining of separate records by the Adjutant General. A third division in the records had to be maintained in connection with records effecting both Ports, simultaneously.

The Organization Chart for operation of the port of Antwerp shows under the Director of Administration the following branches:

Finance Branch
Historical Records Branch
Miscellaneous Branch
Military Personnel Branch
Civilian Personnel Branch
Army Transport Service and other Personnel Branch
Morale Branch

As explained in an interview with Major M. N. ZWITZER, Asst. Adjutant General (Misc.) on 20 May 1945, the Administrative Organization at Antwerp, as it functioned under the Direc tor of Administration through the Adjutant General, was from the latter directly to each of the following Branches respectively:

Personnel
Judge Advocate General
Fiscal and Procurement
Claims, Duties, and Imports
Special Service
Chaplain
Port Historian
Headquarters Company
Port Area Attached Troops

Unit reports from each of these branches are available in file in the Historical Section, OCOT.

Port Area Transportation Officer

Functioning directly under the Deputy Port Commander, the Port Transportation Officer planned and supervised the movement of all road, rail, and barge shipments from the American sector of the port of Antwerp. Decisions made in the Port Transportation Office were based upon monthly schedules handed down from OCOT in Paris. Because of the fact that operations of the entire port of Antwerp was a joint British-American enterprise, supplemented by the use of Belgian rail, barge, and labor facilities, representatives of the Belgian Government, and the British and American Armies met daily. Under an organization referred to as "BELMOT" (Belgian Movements Organization for Transport they reviewed the transportation situation and assigned quipment based on the preplanned program of the American and British Armies. The Port Area Transportation Officer accepted the allocations decided upon. The available transportation facilities were broken down in order to furnish the sub-areas of the port as nearly as possible with all their transportation requirements. The sub-areas then made their shipments accordingly. In this way, movement of all shipments out of the port were controlled to a point where

orders could not be placed for rolling stock that was not available. Loadings were thus systematized.

Destinations were likewise contolled through the Port Area Transportation Officer. No dump or depot was called upon to handle over its daily working capacity. This reduced the time lost in turn-around. This office also forwareded to all depots or dumps, a Traffic Dispatch Advice which listed the type of shipment, the number of carloads, the type of car, the total tonnage, the car numbers, the time of dispatch and the expected time of arrival.

Unit Reports

The Station List in Appendix No. 3, Part VI shows the various units attached or assigned to 13th Major Port in Port Area No. 3 as of 30 March 1945. Unit Historical Reports from the various TC units at Antwerp are available in the files of the Historical Section, OCOT.

Statistics

Appendix No. 3, Part VI contains copies of Port Operations Monthly Reports for January, February, and March 1945 showing tonnages actually handled and tonnages prearranged as targets.

O U T L I N E

16th MAJOR PORT

and

52nd MEDUIM PORT

CHAPTER III

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THE 16TH MAJOR PORT and 52ND MEDIUM PORT

AT LE HAVRE

The Port of Le Havre continued its rapid growth through the middle of the first quarters of the year 1945, when it reached its peak in operations and leveled off. It was a quarter of expansion, readjustment and settling-down, with operations instead of rehabilitation assuming primary importance.

Headquarters--Changes in Organization and Operation

Addition of the 52nd Medium Port

The 16th Major Port was joined on 15 January 1945 by the 52nd Medium Port with its complement of 75 officers and 235 enlisted men. The latter came to the Continent from the U.S. on 16 December 1944, by way of Wales in the U.K., where the unit was stationed for a few days before departure for France. The personnel of the 52nd Medium Port, commanded by Colonel WILLIAM J. DEYO, Jr., worked into the 16th Major Port Headquarters in the sections in which the various individuals were familiar with the work involved, and in this way each section was given the benefit of the experienced men of both Port organizations. On 1 February 1945 the combined Ports were relieved from assignment to Channel Base Section and assigned to Normandy Base Section whose Northern District, as of that date, included the Le Havre area.

Reorganization of Operating Procedure

Near the middle of the quarter the operating procedure of the port was changed insofar as port area jurisdiction and responsibility were concerned. Previously, the various port areas had been under the responsibility of 16th Port officers who drew upon the Port Battalions according to their needs; under the new system, the individual Port Battalion Commander was assigned an area and became responsible for its proper functioning under the supervision and guidance of the Director of Port Operations. The various operating areas into which LeHavre was divided are shown on the map in the Historical Report of the TC in the ETO, Volume V, Chapter III. After over a month of practical application the new system was considered successful.

The 494th Port Battalion took over supervisory operations of Port Area 4A and 4B (Basins Bellot, East and West), as of 1 February. With the movement of the 647th Ammunition Company, on 3 March, the 494th Port Battalion assumed the full operational responsibility of the area. This involved the checking and documentation of incoming and outgoing ammunition. One company was retained for checking and documentation and in addition cared for all area details, including guards and police.

In line with this reorganization and with the operation of Areas 4A and 4B being considered successful, the 485th Port Battalion was assigned the ammunition transfer point (Area 7, effective 5 March 1945), and where two such battalions had worked previously. This reorganization made it possible for a single battalion to carry the load at that point.

On 5 March 1945 the 512th Port Battalion took over Port Area 8. This area included the "Pontoon Pier" and a troopship berth at the Quai d'Escale and was the principal direct ship-to-shore troop-handling area. This unit also handled the cargo movement in the area which involved the unloading of DUKWs into rail cars and trucks.

Two of the Port Battalions were assigned special missions at that time. The 502nd Port Battalion was given Prisoner of War Guard training so that they could handle the increasing number of prisoners coming into the port and the 279th Port Battalion conducted a stevedore school for that technical training of untrained men, who were being received as reinforcements. In this training, stress was placed on ship documentation, crane operation and maintenance, as well as on maintenance of vehicles and the use of cargo handling gear.

Headquarters Divisions--Variations from SOP

With its increased importance in the supply picture and as the leading port of entry for reinforcements coming to the Continent, it was inevitable that the 16th Port would require increased personnel in the operation of LeHavre.

The solution to this problem was the addition of the 52nd Medium Port as mentioned above. Since the Medium Port was organized along identical lines as a Major Port, the corresponding sections of each unit joined forces initially and continued in the operation of the port on that basis.

However, as demands on the Port changed and various sections assumed greater importance than had originally been planned, changes in the original combined structure were effected in order to streamline the Port organization. These changes are discussed below.

The functional chart of Headquarters, Port of LeHavre, on the opposite page, gives the relative position in the command network of the various new directorates as well as the old established divisions. Also indicated on this chart are the units, by type, that came under the Port Commander's direct control and over which he exercised command.

The most notable growth, and consequently the greatest change was in the handling of troop movements. LeHavre was, at that time, the largest port of debarkation in the Theater; the "Troop Movement and Passenger Section" called for under the Port Transportation Division (Cf. Transportation Corps Manual, the Major Port (Overseas) Hq. ETOUSA, dated 6 June 1944) was totally inadequate in number of personnel to handle the volume of work involved. Consequently, a separate Troop Movement Division was set up under the Director of Troop Movements. Colonel WILLIAM J. DEYO, Commanding Officer of the 52nd Medium Port, and who was assigned this duty by Colonel THOMAS J. WEED, the Port Commander, proceeded to set up five main sections for the purpose of accomplishing his mission; those organized were the: Passonger, Planning, and Operations Branches, and the Boarding and Troop Clearance Sections.

The second major change in organization was the change in function of five other port fields of activity necessitating the setting-up of offices which were given the title "Director". These were:



1. A GREAT FRENCH PORT



2. FILLED WITH SUNKEN SHIPS



3. WRECKED CRANES

THE PORT OF LE HAVRE

The great port of Le Havre was demolished by the Germans and bombed by the Allies. In spite of the almost hopeless destruction the port facilities were repaired and in a few months the Transportation Corps was clearing thousands of tons of supplies each day.



4. BLASTED QUAYS



5. AND SHATTERED HOMES



6. AWAITED THE ALLIES



7. SOON REPAIRS



8. AND OPERATIONS BEGAN AGAIN

(1) A Director of Administration and Personnel was appointed because of the volume of shifts in domestic personnel and, closely tied-in with this, was the need for performing the administrative details for a much larger number of troops than the Port was originally designed to handle.

(2) A Director of Control was set up as a separate section to perform trouble-shooting functions. This office kept a finger on troop status in port areas and maintained the overall statistics for the port, but mainly was used to smooth-out problems of almost any nature arising from port operations.

(3) Since the problem of providing plans and training became more preponderant about this time, and since the administering of a commensurate program presented a tremendous task, a Director of Plans and Training was established.

(4) Problems arising from the diversity of elements involved in the security situation resulted in the establishment of a Director of Internal Security, who coordinated the Provost Marshal, Military Intelligence, Press Relations and Fire Marshal Sections with local agencies insofar as security was concerned.

(5) A Director of Supplies and Facilities was also established in order to coordinate activities in the overall picture concerning such matters. "Supply and Facilities" in this case referred chiefly to all areas under the jurisdiction of 16th Port but outside the port area proper. Coordination of these with the port Quartermaster, Fiscal and Procurement, Army Exchange Service, and the other sections concerned with elements of supply were the responsibility of this office.

Several specialized fields emerged into prominence in the Port organization at LeHavre. For example, a marine casualty investigating officer was appointed and made directly responsible to the Port Commander. A mail and cable officer was appointed as such in the AG section. With the increased need for transient billets, the Headquarters Commandant Section added officers sufficient in number to meet current requirements. To handle the equipment of transient troops, a separate TAT and T/E Sorting Section was instituted under the Director of Troop Movements.

The Operations Section of the Water Division (under the Director of Operations) enlarged, as other areas of the port were rehabilitated for use, and eventually the port was operating on the basis of eleven separate areas. The operation, as a whole, was necessarily one of extreme flexibility; as a new area was developed, one formerly in use was either reduced in personnel or, if feasible, cut out entirely. The areas where cargo discharge was most advantageous were utilized insofar as possible, and those less advantageous, only so much as was required for efficient operation. Water Division personnel assigned to various areas were therefore shifted rather often.

The developments noted above were on-the-spot solutions to problems which arose for immediate attention. In many cases temporary changes were made prior to adoption of the above organization, but adjustments continued until the final rather complex organization was evolved to meet the situation.

Rehabilitation

Port Area

During the first quarter of 1945 port facilities at LeHavre gradually improved; however, progress was notably slow and discharge methods did not change radically during the period. In January construction was started on the installation of 30 portal cranes, five of which were in operation by the end of the month with another added by the end of the quarter. Special facilities for the handling of the great quantities of TAT equipment, which came to the port, were set up in a 70,000 square foot railroad shed where it was sorted, loaded into trucks, and forwarded to the staging areas. In January a new loading point known as "Point Quai de Bresel" was added to the eight points formerly used for loading rail wagons for port clearance. In February canal barges were used for the first time to transport Civil Affairs tonnage to inland destinations. DUKWs continued to contribute approximately a third of the movement from ship-to-shore with only 24 percent of the total port discharge taking place at quayside.

Tancarville Canal

In March the Tancarville Canal was opened to traffic. French Importation Exportation (IMPEX) barges, and American self-propelled barges and Landing Craft Tanks (LCT's) were used on the canal. The LCT's had to be modified to the extent of having their superstructure lowered in order to clear the Seine River bridges. In March additional quayage was provided by opening the Bassin Vetillart, the opening of which had been delayed considerably by difficulties experienced in the repair of the lock gates. It was anticipated that this basin would give six additional berths at the outset; however, upon opening, it was found only a 24-foot draft vessel could be accomodated because of silt accumulated after four years of disuse. Therefore, the first ship into the lock had to be lightened. At the end of the period, plans were being made to dredge the basin to a depth of 27 or 28 feet after which it was to be turned over to the French for their exclusive use.

Labor

The total number of personnel under the command of the 16th Port varied during this quarter from a total of 19,509 in January to 17,901 in March. (For a list of U.S. Army units, see Station List, at the end of this Section; also Volume V, Historical Report of the TC in the ETOo October through December 1944). A decrease in military personnel was the primary cause for the drop as approximately 5,000 men were transferred from the Port's jurisdiction during that period. An increase in civilian labor plus 1,223 POW workers offset this drop to some degree.

In February and March the French Military furnished 746 men mainly for guard. This served to relieve the TC Port Companies for the performance of their primary duties or for transfer to another unit.

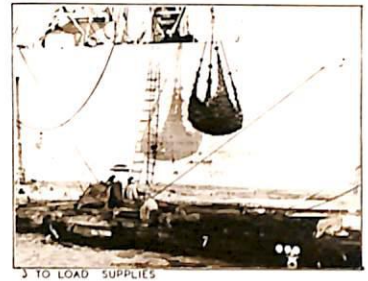
Civilian labor showed a peak in February with 5,536 on the pay roll. In January only 3,983 were working and in March the civilian labor dropped to 4,964.



1. OUT TO THE SHIPS



2. TO WAIT THEIR TURN



3. TO LOAD SUPPLIES

DUKWS IN ACTION IN FRANCE

At the beaches where the supply ships anchored far off shore, and at ports where the demolition of quays prevented the ships from berthing. The Transportation Corps DUKWS played a prominent part in unloading the vital material needed by the fighting armies. Over 1,000 T.C. operated DUKWS are now in the E.T.O.



4. AND PERSONNEL



5. THEN BACK TO SHORE



6. UP ON THE BEACH



7. TO WAITING TRAINS



8. AND WAREHOUSES

Operations

As stated in the introduction, operations became of major importance during the first quarter of the year. The dead weight (DW) tonnage discharged during the three months period was almost double that of the previous quarter with a jump from 439,888 tons in the last quarter of 1944 to 818,236 tons in the first quarter of 1945. Calculated by measurement tons, the growth was even more marked: from 675,023 in the first three months of port operations to 1,500,967 tons during the first quarter of 1945. Likewise, excellent results were accomplished in port clearance; for, out of a total of 1,253,124 DW tons discharged, up through 31 March 1945, 1,213,448 DW tons had been cleared from the port leaving a backlog of less than 40,000 DW tons in port warehouses. (Detailed statistics for this quarter follow later in this Section)

Port Areas

Area 1

Area 1 consisted of a beach and a jetty. LCT's and LST's were unloaded there. Six cranes were operated from the quayside. Three caterpillar tractors were always available to prepare the beach for vessels. The beach had a capacity of nine LST's and fourteen LCT's. The quayside was approximately 200 yards long.

Area 1 was used for the loading and unloading of vehicles, cargo, personnel and guns. The vehicle cargo consisted principally of trucks, tanks, and trailers. Nearly all the French, Belgian, and Netherland Liberated Manpower vehicles, and the French Civil Affairs vehicles came in over the beach. In addition, mail, general cargo, TAT equipment, and baggage were all handled there.

The vehicle cargo handled on the beach was almost entirely self-propelled; however, the three caterpillar tractors were always available to unload vehicles unable to move under their own power. From the quayside BK barges, coasters, LCT's, and LST's were loaded and unloaded by using cranes. In general, the cargo discharged from these ships came from vessels unable to berth inside the basins and therefore was not dependent on the tide.

The administration for Area 1 was handled originally from an office in the Hotel Frascatti, but the headquarters was later moved to a one-story building constructed above the beach.

Area 1 supervised the salvage operations on two vessels, the mined Overman and the Marina. The Overman lay on her bottom one-half mile West of the port gate; 5,726 DW tons of her total tonnage of 7,298 DW tons were discharged by the use of French labor and unloaded on the quayside. This work could be done only with the tide, and for the greater period of the time the cargo was under water. The last part of the ship's cargo was discharged by the use of divers.

Area 2

Area 2 was a beach which was used for the parking of vehicles loaded and unloaded at Area 1.

Vehicles stored in that area consisted of all general type trucks, tanks, cranes, alligators, weasels, and artillery pieces. Normally, the vehicles were driven in and out under their own power, thus requiring no special equipment for their handling. Operations were coordinated with Port Ordnance, and it consisted of the clearing of vehicles with their units and the Ordnance Depots.

Area 3

This area had four berths for coasters, one deep-sea vessel berth, and quays for ten barges. There were six Gantry cranes in the area.

The cargo discharged consisted of Engineer equipment, ammunition, mail, troops, general cargo, and POL. Outgoing cargo was comprised of mail, airplane engines, and gliders. These airplane engines and gliders were sent to the U.K. for repairs.

The six Gantry cranes were used for unloading. In addition to these, ship's gear was also used. All cargo was unloaded on the quayside.

During March there was a bomb explosion in this area causing injury to two men of the 550th Port Company employed in the discharging of cargo. This defective bomb made it necessary to remove thirty barge loads of bombs from the cargo and take them out to sea to be destroyed.

Area 4

Area 4 had eight berths. The north and south parts of the area were in rather bad condition in January. The quay area had to be cleared with bulldozers. A bridge leading into the area needed considerable work before it could be used. The railroad tracks needed repairs and a storage shed had to be jacked up by the Engineers before it was usable.

Cargo discharged, in order of priority, was troops, gasoline, ammunition and food. Outgoing cargo consisted of vehicles, Ordnance equipment, mail, perfume, cognac, champagne, rabbitskins, and Field Marshall Goering's $4\frac{1}{2}$-ton bullet-proof car.

Ship's gear was used in unloading cargo, but additional equipment was made available by various means; however, in all, discharge equipment was seldom sufficient. The cargo was discharged mostly on the quayside, but some was unloaded directly into trucks and barges. Labor was mostly French. Because of the relatively bad condition of the area, there were several accidents in which French civilians were killed.

The best discharge record of the area was made when 2,480 tons were unloaded from the Marine Eagle in one 24-hour period.

Area 5

This area was sub-divided into three parts (1) Mole Central which was the strip of land extending into the Bassin Maree, (2) the two Phoenixes which were made of large concrete blocks on which were mounted pontoons so that ocean-going vessels could be tied alongside of them, and (3) Bassin Maree itself.

Bassin Maree was the largest basin in the port of LeHavre and unlike the others which were lock enclosed, this one was tidal. This was an average twenty-foot rise and fall of the tide in the basin. In Bassin Maree were anchored moorings for eight ships, one berth at a finger pier and four berths at the Phoenixes. In all, the capacity of the area was thirteen ocean-going vessels. An interesting but sad sight in the area was the former luxury liner City of Paris, a blackened hulk over on its side, half out of water at a low tide. In 1939 it had met the same fate that was later to befall the Normandie. On Mole Central were located the German E-Boat pens as well as several huge blockhouses. Projecting from them were some of the much heard of German 88's.

Along the north side of Mole Central were moored several wooden barges and these were used to tie up some 50 small craft consisting of tugs, sea mules, J-Boats, etc. Toward the west end of Bassin Maree was the Barge anchorage. Moored at that anchorage were BK barges that had to be unloaded at quayside, and were waiting for high tide to move into the inner basins to be discharged. Empty barges were also kept there to be moved to shipside as they were needed.

The principal cargo handled was ammunition, as all ammunition ships came to the Bassin Maree. Other cargo handled during the period was QM Class I and II, Engineer, Signal and general cargo.

The exact tonnage handled in Area 5, while not known since records of discharge by areas was not kept, was estimated to be one-half of all tonnage for the port of Le Havre.

The method of operation during the months of January, February and March was principally by DUKW and barge. Nearly all ships coming in had a deck cargo of vehicles and weights above ship's boom capacities. This necessitated the use of floating cranes. The vehicles were lifted onto barges and the barges were towed over to the east end of the basin and unloaded. After all heavy cargo or vehicles had been moved out of the way, DUKW operations began. (See illustration in Chapter II, Section VII: DUKWs in Action in France) Approximately thirty DUKWs were assigned to each ship. DUKW operation consisted of loading cargo into rope nets and lifting these nets over the side by ship's gear and lowering net and load into the waiting DUKWs. The contents of two nets constituted a load for one DUKW.

Area 6

Area 6 had four deep-sea vessel berths. Five floating cranes were used for discharging heavy equipment.

It was the main unloading point for troops at the port of Le Havre. Also heavy equipment, tanks, POL, ammunition, food, and PX stores were discharged there. At first the area serviced only LCT's and barges, but later Liberty ships were also unloaded there.

French labor and Port Battalion military personnel were both used. Most of the tanks coming to the port to be unloaded were serviced at Le Havre by Ordnance.

Area 7

Area 7 consisted principally of a storage area and railhead. The railhead. The railhead had a capacity for 150 cars.

The cargo stored and dispatched consisted mostly of ground force ammunition. DUKWs brought cargo from the anchorage to the area where it was stored until it was loaded into gondolas and boxcars for shipment to ASP's.

Area 8

Area 8 had a floating quay, which varied as much as 25 feet with the tide, and accomodated two ships. The cargo discharged was mostly troops and Air Force ammunition. Ship's gear was used for discharging cargo into DUKWs.

Port Clearance

Rail

Loading Zones

AREAS	TRACKS	CAR CAPACITY
1	0	0
2	0	0
3	3	125
4 South	0	0
4 North	4	150
5	2	100
6	5	200
7	2	150
8	2	80
9	1	50
10 South	3	150
10 North	3	200
11	1	30
ENG Cargo Area	1	40
TC Cargo Area	1	10
CWS Cargo Area	1	15
POL Area	1	20

Tonnages Outloaded:	January	123,633
	February	139,554
	March	128,933
	Total for Quarter	392,120

During this period the port was continually confronted with the problems of shortages of crews, wagons, and locomotives. In addition, slow switching decreased the operating efficiency of the yards. The sum of these problems created a port clearance hurdle even more difficult than than normally experienced by the average wartime port where clearance is usally the most difficult problem to solve.

Motor

The motor transport assigned to Le Havre during this period was composed

of an average of eight 2½-ton equivalents companies on port clearance and one company on housekeeping duties. These trucks were used primarily to haul cargo to and from the port areas and moved on an average of from 4,000 to 5,000 tons a day. Some twenty companies were assigned to the Red Horse Staging Area but served to clear personnel from the port and in some cases in the form of TAT equipment was also cleared by these companies. The tonnages hauled were:

January	113,864 long tons
February	162,252 long tons
March	161,429 long tons

Troop Movements

The transportation of troops from their billets and from the train stations to the dock areas, or from the dock areas out, was accomplished by using trucks. In a few cases the troops were marched if their billets were not too far away from the docks.

Camp Herbert Tareyton, which was known at the time of it's activation as the 15th Reinforcement Depot, housed and fed a major part of the personnel who passed through the port of Le Havre. Camp Herbert Tareyton was activated during the month of December 1944, and was located at Foret de Montgeon. During the first five months of 1945 that camp handled over 500,000 troops.

The need for a mess hall to feed the men arriving and departing from the port of Le Havre was felt. During February 1945 a Consolidated Mess Hall was put into operation. This mess hall was opened and operated primarily to give the troops passing through the port of Le Havre a hot meal, which otherwise would have been unobtainable.

During the months of January, February and March 1945 the port of Le Havre handled 715,619 troops. Of this figure there were 43,926 troops who embarked from this port for the U.K. 17, 053 troops who left for the U.S., and 654,640 troops who arrived in the port.

The month of January 1945, saw 204,923 troops arrive in the port of Le Havre. The departures for that month were: 3,411 enlisted men and 177 officers to the U.K., and 2,565 enlisted men and 173 officers departed for the U.S.

The next month there was slight decrease in the number of arrivals in the port of Le Havre, but an increase in the number of troops departing was shown. There were, during February 1945, 199,106 troops who arrived in the port of Le Havre. The departure figures showed that 14,814 enlisted men and 1,131 officers left for the U.K. and 3,685 enlisted men and 176 officers departed for the U.S.

March 1945, showed a marked increase in the handling of troops in this port. There was an increase of approximately 20 percent, over either of the two previous months , in the number of troops debarking at the port; a total of 250,511 troops debarked. There was a larger increase in the number of troops embarking for both the U.K. and the U.S.; 22,531 enlisted men and 1,862 officers left for the U.K., and 10,109 enlisted men and 345 officers departed for the U.S.

Marine Maintenance Section

Port Construction and Repair

Despite the fact that emphasis was placed on operations, there was a considerable amount of expansion, repair, and completion of work accomplished in the port of Le Havre during this period. Bassin Vetillart was finished and opened. This provided seven additional quayside berths. Many bombed buildings were improved, affording a larger covered space for storage. Many of the dock roads and bridges were improved, which accelerated turn-around time of ship to shed transport. Portal cranes were installed on the dock side of both Hanger 13 and the Cotton Warehouse. (See map in Volume V, referred to above in connection with the location of operating areas). The water, sewerage system, and the electrical systems were slowly being restored.

Vessel Repair

The bulk of the work orders on vessels included electrical, mechanical, plumbing, welding, refrigerator, carpenter, and machine shop repairs, and diving and rigging work done on the following types of harbor craft and equipment: AT's, MTL's, BD's, Rhino ferries, Liberty's, J-Boats, T-Boats, Y-Boats, GT's, MT's, CT's, LT's, DUKWs, BK Barges, BD Cranes, crawler cranes, tractors, and gangways. Approximately 10 percent of the work orders were for work on the various types of port installations.

One of the highlights of this section's accomplishments during this quarter was the raising of the remains of a German E-Boat from deep mud. Its engines, shaft, and propeller were cleaned-up, crated, and shipped to the U.S. for observation.

Port Services

Quartermaster Section

During the period from 1 January to 31 March 1945 the following QM supplies were outloaded by the Port Quartermaster:

Class I	Supplies (Non-perishable)	Tons	55,361
Class I	" (Perishable)	"	29,355
Class II, IV & PX	"	"	45,344
Class III	"	"	30,671
	TOTAL	Tons	160,731

Due to the lack of rail and truck transport, arrangements had to be made with the French Government for barges. Because of this arrangement it was expected that the outloading of QM Supplies would be increased during the quarterly period to follow.

Medical Section

The primary mission of the Port Surgeon was that of inspection of the troop ships, and the evacuation of the sick, or casualties, from the ships.

Another mission of the Medical Section was that of unloading perishable and non-perishable subsistence, and the unloading and dispensing of medical equipment and supplies. During this quarter 65,929 tons of perishable and non-perishable subsistence was unloaded under the supervision of the Veterinary Section. Also, unloaded under the supervision of the Medical Section,

were 2,545 tons of medical cargo, the bulk of this cargo being hospital assembly units. Six 1,000-bed general hospitals, six 400-bed evacuation hospitals, one 400-bed field hospital, and two 500-bed expansion units. All the assembly units excepting the expansion units were shipped direct to sites on the Continent.

Transportation Section

Tonnages shipped from the port of Le Havre by the Transportation Division were: for January 237,519.6 tons, for February 301,806.1 tons, and for March 294,787.2 tons; for the entire quarter, a total of 834,112.9 tons. The breakdown for tonnage shipped during this quarter is as follows: by rail, 392,121.3; by road 437,546.1; by water 4,445.5. During this period 28,029 wagons and 18,048 trucks were used.

Fiscal and Procurement Section

During the first quarter of 1945 this department organized several French Bureaus. These bureaus eliminated many of the difficulties previously experienced. One problem encountered was in relation to the wage rates for French personnel employed in the Le Havre area. Several wage rate revisions were necessary before the problem was solved. The office of the Fiscal and Procurement Section had the task of regularizing accounts incurred by officers and units that had left the area.

A partial payment of 50,000 francs was obtained for the cinema owners for those cinemas used by the US forces.

During this period this section functioned as an agency through which the supply of labor needed for the discharge, storage, and transhipment of cargo as required by the Port, was filled.

Signal Section

Due to the increase of activities in the port area it was necessary to install another eight-position switchboard at the 16th Port Headquarters. Another activity of this section during this period was in connection with the rehabilitating of a German Defense Cable which ran from Le Havre to Etretat. Another cable installed was that of a 202 pair cable through a French sewerage system, a distance of about 8,500 feet.

The Signal Center activities through the Message Center for this quarter were as follows: Message Center 101,909 messages; teletype 11,607 messages; radio 295 messages. The Supply Section handled approximately 9,132 tons of Signal cargo.

Ordnance Section

The following is quoted from a report from the Office of the Port Ordnance Officer dated 6 April 1945:

"Operations of the Ordnance Section of the 16th Major Port for the first quarter of 1945 can best be illustrated by a comparative analysis with the last quarter of 1944. Statistical tables indicate that cargo clearance for the first quarter was 180,889 tons (or 116.19 percent) more than the previous quarter. This increase was attributable to increased overall committments,

the largest of which was Ground Force Ammunition. Next in importance was vehicles of all types. Lastly, Class II General Supplies. In order to gain a complete picture of how this increase was successfully dealt with by the Ordnance Section it was necessary to observe each phase of the operation as outlined below.

"Ammunition. There were 106,311 tons more Ground Force Ammunition cleared through the port the first quarter of 1945 than during the last quarter of 1944. A total of 13,073 wagons were loaded and sent forward on 462 trains to five different depots. In the same period 53 ammunition ships were either lightened or completely discharged. Close coordination was maintained with the depots through the Chief Ordnance Officer, Hq Com. Zone, to prevent the shipping of more wagons to any depot than they could reasonably handle under their operational schedule.

"During the shortest month of the year, February, 79,423 tons of ammunition were cleared compared to the longer months of January and March during which 71,601 and 52,324 tons, respectively, were cleared. During all of the last quarter of 1944 and up until 1 February 1945, the ammunition function was handled by one company, the 600th Ordnance Ammunition Co. The problem involved segregation by ship, type and lot number or zone weight and difficulties were enhanced by the number and widespread character of the ammunition loading points. Block stowage of ammunition aboard ship was a material factor in the performance of sending forward 90 percent of the ammunition cars loaded with one type and one lot number from one ship.

"In response to increased demand, 8,357 tons more Air Force Ammunition were cleared during the first quarter than previously. The ratio of Ground Force and Air Force Ammunition cleared from the Port was 6.6 tons of Ground Force Ammunition to every ton of Air Force Ammuntion.

"Vehicles. The total number of vehicles of all types cleared through the port the first quarter of 1945 was 6,763 (or 138 percent) more than the previous three-month period. The average number of vehicles cleared each day was 129. These vehicles had to be driven or towed from the shipside under adverse weather and road conditions and frequently during the hours of darkness. A total tonnage of the 11,930 vehicles cleared was 61,589 tons more than was cleared in the previous quarter; 44,115 tons of the increase was for Task Force Vehicles and Liberated Manpower Vehicles.

"The handling of Task Force Units through this port began in January and reached its peak in February, during which month 2,715 Task Force Vehicles were deprocessed at this Port. To handle this additional operation it was necessary to bring a complete Ordnance Heavy Automotive Maintenance Company to the port. As the volume of Task Force vehicles decreased the personnel of the company were gradually reassigned elsewhere until only one platoon remained at the end of the quarter.

"Without any additional Ordnance personnel, 707 more combat and tracked vehicles and 1,318 more general purpose vehicles were handled in the first quarter than previously. This represented a combined increase of 16,895 tons over the last quarter. Boxed and crated vehicles remained at about the same volume as before.

"Class II General Supplies. This class of supplies increased 4,632 tons over the previous quarter. At the beginning of the quarter the sorting and

loading site for Class II General Supplies was changed to a smaller warehouse to make room for the handling of TAT equipment in its previous building. Despite the small quarters allotted for the handling of this type of cargo, the increased tonnage was successfully sorted and forwarded. The last month of the quarter saw the inauguration of REX Class II General Supplies, which was very ably expedited by a small group of enlisted personnel sent from Headquarters, Com. Zone for that purpose."

Engineer Section

The following report concerning work done under the Port Engineer to facilitate operations and rehabilitation at the port was submitted on 3 April 1945:

"a. A 4000-man tent camp was constructed in the Port Area.

"b. Wooden barracks were erected sufficient to house 700 men in the port area.

"c. This Section assumed control of the Engineer Intransit Cargo Area from Engineer Depot E-512.

"d. Seventeen pieces of property were secured for the port.

"e. 986 work orders were processed.

"f. The section supervised the handling of all Engineer Cargo passing through the port; 50,080 tons were handled.

"g. 750 German Prisoners of War were received by the Engineer Section for construction work.

"h. Construction of Prisoner of War Enclosures to house 6900 men, 25 percent complete at the close of March 1945.

"i. Bassin Vetillart was opened to provide seven additional quayside berths.

"j. The backlog of Engineer Cargo was reduced from 24,460.3 to 11,329.6 tons."

Selected Extracts from Unit Historical Reports

The following extracts from unit reports are not intended to give a complete historical coverage of all the organizations attached to the 16th and 52nd Ports; however, a general picture of the operation of typical units, and their problems may be gained from the extracts which follow:

494th Port Battalion

The 494th Port Battalion, in an historical report dated 1 April 1945 gives the following information with regard to the reorganization of the port and reassignment of port areas:

"In February, as an experiment, the 494th Port Battalion began active supervision over Dock Area 4 which consisted of various warehouses handling strictly Ordnance Supply and four berths for Liberty and Victory ships. Military crews handled the Ordnance coming from various Areas of the Port. French civilian stevedores were used almost exclusively on the ships.

"The Battalion originally hand-picked various key men and officers from all companies to assume the duties of Ordnance checkers, documentation teams, and spotters. This effected all companies in a disadvantageous manner. Correction was made by calling only one company for Area duty with Ordnance which left three companies at full effective strength.

"The efficiency of the unit in the Area reached it's peak during February. There had been a steady decline in demand for Ordnance, consequently, the total outloading of Ammunition dropped about twenty percent. The double handling of Ammunition ceased entirely, as it was removed from ships directly to cars, instead of being temporarily stored on the ground.

"The success of the battalion in Area 4 resulted in the assignment of other battalions to similar areas. This success was due to better organization and greater supervision over the Area than could be attained by the limited personnel formerly in command."

1596th Engineer Utilities Detachment

The following excerpt is from the Historical Report of the 1596th Engineer Utilities Detachment dated 1 April 1945:

"The structure of this unit was originally set up on the basis of the T/O; however, it soon became apparent that a team organization had to be organized in order to employ civilian help to an advantage. This meant that one or two key specialists would direct the work of a team including enlisted men and civilians. The language and technique difficulty made it necessary to work as teams.

"The policy developed in performing the mission of this unit was based on actual needs of various sections within the Port and attached units, as well as the expressed desires of the Port Commander. The relationship between this organization and the Port Engineer has been one of helpful cooperation.

"Operational History. The organization has been confronted at various times on the Continent with setting up shop under a diverse conditions. On various occasions shop work was performed with little, or no shelter from the weather. Our present location at Fort de Tourneville in Le Havre has proven to be ideal for our operations. Motor pool, carpenter, electric, plumbing, welding and paint shops all operate as separate units and each occupies a building of its own.

"This unit was reorganized per Organization Order No. 31, Hq. Com Z. European T of Opns, dated 11 January 1945. Through the resulting change in the T/O and E, a road grader, bulldozer, and an air compressor unit were acquired. It was necessary to train additional personnel for the continued daily operations of this equipment.

"Improvement in the technique was brought about by increased interest by the enlisted man and praise for work well done. Personnel of all sections were instructed as to the technique of other types of work with the idea of

having a group of well informed mechanics. Men who drive trucks were trained to operate mobile cranes, bulldozers, and other heavy equipment.

"The problems confronted by this command were principally a case of supply. The Port Engineer, upon whom this organization depends for supply of basic material, was unable to procure material necessary for the expeditious execution of work demanded by the Port Commander. The inclement weather was a definite detriment in operations. German captured material was improvised to meet the demands on the organization for services and all work went on in spite of the weather.

"Eight partially destroyed buildings were rehabilitated by this organization. Three dock areas were cleared of steel, rock, and rubble and made presentable. Electrification of the dock area was incomplete and this organization, through its operation of generators, supplied lighting for important unloading operations. Heating units for the sterilization of eating utensils were constructed. Twenty-four hour service was maintained for emergency repair of electricity and plumbing facilities in the various port installations. Restoration was made day-by-day of water, sewage, and electricity and at the same time all emergency work was handled as it was reported.

"The attitude of military officials in this region was one of mild cooperation and firm demands for immediate action in the restoration of facilities. Civil officials were graciously helpful at all times. The population appeared slightly dazed during the first month of our occupation but shortly thereafter they volunteered for employment and were very helpful in the execution of our projects.

"Material obtained from German dumps and abandoned equipment was utilized to the fullest extent. Items such as nails, screws, tools, and partition materials were obtained. Highgrade plywood was purchased on the local market as well as various plumbing, hardware, and electrical fixtures."

Office of Port Judge Advocate

In a report dated 3 April 1945 the Port Judge Advocate described his duties and activities as follows:

"The Port Judge Advocate handled all summary and special court-martial records of the 16th Major Port and attached units. General Court-Martial charges were reviewed and processed and sent to the Base Section with appropriate recommendations. Legal advice and assistance was rendered personnel of the Port and attached units and necessary powers of attorney or other legal documents were prepared. Trial judge advocates of the general courts in this locality as well as trial judge advocates of the 16th Port and attached units special courts were assisted by this office in problems of procedure and other court matters."

279th Port Battalion

The problem presented by this extract from the Historical Report of the 279th Port Battalion dated 3 April 1945, was typical within the port:

"The transfer of skilled men for Conversion Training and the replacement by untrained men from combat and Zone of the Interior has placed a heavy load

on all members of the organization because on-the-job training was the only effective program to follow.

"Future transfers of men will exceed those of the past and a training program will be set up with the specific subject: Stevedoring to Combat the Situation."

380th Military Police Battalion

From the Historical Report of the 380th Military Police Battalion dated 1 April 1945 the following paragraphs are quoted:

"During this quarter the more normal aspects of Military Police work - protective guard duty, town patrol, and traffic control - were expanded to include many other services. One phase of battalion operations which increased in importance and the amount of attention devoted to it was in the efforts put forth to check and ultimately to dispel altogether black market activities involving United States Military personnel and United States Army property. "D" Company of the 380th Military Police Battalion was most active in this work but all companies cooperated and battalion Military Police, working with CID men and civilian police, were instrumental in recovering much materiel and many persons both civil and military, were restrained and discouraged from further participation in this racket.

"The operational policy was, and had to be, extremely fluid. Developments occurred with such frequency and were of such diverse nature that (and in accordance with higher headquarters instructions and desires) changes and requirements were transmitted whenever possible by telephone or direct verbal order. An accurate and careful check was kept on daily performance and assignment of personnel so that it was always apparent where men could be found when needed for additional duty. The details to train guards and convoy escort for shipment of valuable materiel to Paris and Brussels and the patrol details in the port were divided as equally as possible among the three companies on duty in Le Havre and its immediate environs.

"Having assumed all Military Police operations in the port - with emphasis on protective guard duty in the dock area of supplies and vital installations, regulation of traffic and the movement of troops and materiel, and town patrol - the battalion proceeded with these duties through December 1944 and January and February of 1945. With the end of February and through the first few weeks of March several changes of operation occurred.

"On 28 February "C" Company was relieved of its duties in Le Havre and assigned to Military Police operations in the nearby towns of Fecamp, where the Company headquarters was established, and Etretat and Bolbec. On 15 March "B" Company received assignment to a detail which turned six men of the company into sea-going Military Police. Working in three twelve-hour shifts two men at a time were placed on a harbor patrol boat checking the legitimacy and activity of all boats circulating in the harbor. On 18 March at 1200 hours "B" Company was relieved of duty in the warehouses and on 20 March assumed a wide variety of Military Police functions elsewhere in the port. Foot patrols and radio-equipped jeep patrols emanating from Military Police sub-stations established in the port suburbs of Sanvic, Harfleur, and Sainte Adresse and a substation in the dock area near Naval Headquarters patrolled the streets. Men were placed on traffic control points where and when occasion demanded. Guards

were posted on gangplanks and on ships until and during the discharge of cargo guards were placed over Prisoners-of-War working in the battalion area; Military Police were placed on guard duty at the Finance Office and outside the Northern District Headquarters; and guards were assigned to shipments going to Paris and Brussels by train.

"D" Company continued town patrol operations and "A" Company pursued its assignments to traffic control, escort duty, and patrols and provided train guards and Military Police for guard and traffic control duty at 16th Major Port Headquarters in Fort de Tourneville".

Summary of Port Operations — Statistics

PART I:

	JANUARY	FEBRUARY	MARCH
DWT DISCHARGED	261,121	275,395	281,720
DWT TARGET	218,300	170,800	143,375
MT DISCHARGED	464,602	503,233	533,132
VEH DISCHARGED	12,197	16,746	17,507
TONS LOADED			
Rail	123,633.4	139,554.0	128,933.9
Road	42,247.2	57,631.9	54,716.7
Own Power	71,617.9	104,620.2	106,713.1
Water	22.0		4,423.5
TOTAL	237,519.6	301,806.1	294,787.2
PERSONNEL			
Debarked	203,309	199,748	247,607
Embarked	5,569	18,117	27,273
WAGONS USED	8,907	9,663	9,458
TRUCKS USED	5,751	6,330	5,967
TRAINS DISPATCHED	262	355	336
AMMO TRAINS	152	183	127
AMMO DISCHARGED	71,601	78,925	72,641
CIV PERSONNEL	4,580	5,020	4,390
PRISONERS EVACUATED		1,950	6,075

RECAPITULATION OF SHIPS COMPLETED

PART II

TYPE	JANUARY	FEBRUARY	MARCH
LST	156	204	224
LCT	71	113	253
LIB	29	23	29
CRANE & COASTER	3	3	4
GAS & OIL	14	8	8
REEFERS	3		3
FRTRS**	14	36	18
COLLIERS		1	1
TROOPS (LSI)	46	53	74
MT'S	11	7	9
BARGES			
LSAT'S	21	21	25

RR EQUIPMENT DISCHARGED

PART III

JANUARY	-2- RR MOTOR CARS
	-7- RR PUSH CARS
	-8- LOCOMOTIVES
	-6- TENDERS
FEBRUARY	NOINE
MARCH	-15- LOCOMOTIVES
	- 9- TENDERS

STATION LIST

16th MAJOR and 52d MEDIUM PORTS
Northern District, Normandy Base Section
APO 562, U. S. Army

S T A T I O N L I S T # 5
1 April 1945

No.	COLOR	ORGANIZATION	LOCATION	STRENGTH OFF	WO	EM
1	W	16th Major Port, Hq & Hq Co	Fort de Tourneville	114	1	406
2	W	52d Medium Port, Hq & Hq Co	Fort de Tourneville	76		230
3	W	1724th Engineer Service Det.	Fort de Tourneville	1		40
4	W	353d Medical Service Det.	Fort de Tourneville	3		17
5	W	3298th Signal Service Det.	Fort de Tourneville	1		15
6	W	65th Army Postal Unit	Fort de Tourneville	1		9
7	W	328th Army Postal Unit	Fort de Tourneville	1		11
8	W	17th Postal Regulating Sect.	Fort de Tourneville	3		25
9	W	13th Army Postal Unit	Fort de Tourneville	1		11
10	W	504th Army Postal Unit	Fort de Tourneville	1		11
11	W	Claims Team #16(Sub-Station "A")	130 Blvd Strasbourg	3		4
12	W	714th Engineer Depot Co, 3d Platoon	Rue Generauz Chanzy	1		29
13	C	392d Engineer GS Reg, Co. "C"	Montivilliers	5		151
14	W	1596th Engineer Utilities Det.	Fort de Tourneville	2		55
15	W	1657th Engineer Utilities Det.	32 Rue de Fleurus	2		52
16	C	2793d Engineer Fire Fighting Platoon	36 Blvd Albert I	1		29
17	W	141st Finance Disbursing Sect.	Fort de Tourneville	2	1	17
18	W	332d Habor Craft Company	Workshop, French Navy Building	4	11	183
19	W	351st Harbor Craft Company	Workshop, French Navy Building	43	14	251
20	W	358th Harbor Craft Company	Workshop, French Navy Building	31	11	188
21	W	Harbor Entrance Control Post # 6	114 Blvd Albert I	3		35
22	W	346th Medical Composite Section (Disp)	Rue Lord Kitchener	3		17
23	W	32d Ordnance Bomb Disposal Sq	Fort de Tourneville	1		6
24	C	676th Ordnance Ammunition Co	Quai Lombardie	6		164
25	W	3080th Ordnance M V D Co	45 Rue Feliz Faure	4		160
26	W	103d Port Marine Maintenance Co	Workshop,French Navy Bldg.	5		187
27	W	279th Port Company	28 Rue Champlain	6		210
28	W	557th QM Railhead Company	13 Rue de Valmy	3		155
29	W	301st Signal Radar Maint. Unit	114 Blvd Albert I	1		3
30	W	3122d Signal Service Co (Port) (Less Det.)	66 Blvd Albert I	5		154
31	W	380th Military Police Bn, Hq & Hq Det	48 Route D'Octeville	8		32
32	W	Medical Det., 380th MP Bn	48 Route D'Octeville	2		11
33	W	Company "A", 380th MP Bn	58 Rue Octeville	4		140
34	W	Company "B", 380th MP Bn	8 Rue De Vacquerie	4		142
35	W	Company "D", 380th MP Bn	12 Rue Marie Talbot	5		144

36	W	55th Infantry Reg. (French), 1st Bn, Hq Co	3 Rue Vacquerie	4		119
37	W	1st Company	Rue Pressense	3		117
38	W	2d Company	Rue Pressense	3		109
39	W	3d Company	Rue Pressense	2		120
40	W	4th Company	Rue Piasceki	3		113
41	W	5th Company	Rue Piasceki	2		120
42	C	485th Port Bn, Hq & Hq Det	4 Blvd Francois I	6	1	15
43	C	Medical Det., 485th Port Bn	4 Blvd Francois I	2		8
44	C	222d Port Company	12 Jean D'Arc	7		215
45	C	223d Port Company	57 Rue Gustave Nicolle	6		210
46	C	224th Port Company	5 Rue des Etoupiers	6		209
47	C	225th Port Company	57 Rue Gustave Nicolle	6		210
48	C	580th Port Company	Blvd de Graville	5		209
49	C	583d Port Company	Blvd de Graville	6		213
50	C	494th Port Bn, Hq & Hq Det	Magazine Generauz, Rue Marceau	4	2	15
51	C	Medical Det., 494th Port Bn	Magazine Generaux, Rue Marceau	2		7
52	C	238th Port Company	5 Rue Marceau	6		212
53	C	239th Port Company	5 Rue Marceau	6		208
54	C	240th Port Company	6 Rue Marceau	6		212
55	C	241st Port Company	6 Rue Marceau	5		212
56	C	502d Port Bn, Hq & Hq Det	219 Blvd Amiral Mouchet	6	1	17
57	C	Medical Det., 502d Port Bn	219 Blvd Amiral Mouchet	2		9
58	C	270th Port Company	219 Blvd Amiral Mouchet	6		205
59	C	271st Port Company	219 Blvd Amiral Mouchet	6		207
60	C	272d Port Company	219 Blvd Amiral Mouchet	6		204
61	C	273 Port Company	219 Blvd Amiral Mouchet	7		202
62	W	505th Port Bn, Hq & Hq Det	4 Rue Joseph Morlent	2	2	21
63	W	Medical Det, 505th Port Bn	4 Rue Joseph Morlent	1		10
64	C	547th Port Company	Cours de la Republique	5		207
65	C	550th Port Company	Cours de la Republique	6		208
66	C	551st Port Company	Cours de la Republique	7		204
67	C	602d Port Company	Cours de la Republique	4		204
68	C	649th Port Company	42 Rue de Champlain	5		208
69	C	512th Port Bn, Hq & Hq Det	Basin Darse Nord	7	2	17
70	W	300th Medical Section	Cie Gle Transtlantique	2		8
71	C	319th Port Company	Basin Darse Nord	6		212
72	C	556th Port Company	Basin Darse Nord	6		208
73	C	560th Port Company	Basin Darse Nord	6		206
74	C	561st Port Company	Basin Darse Nord	7		212
75	C	1237th Engineer Fire Fighting Platoon	Basin Darse Nord	1		27
76	W	131st QM Battalion (Mobile), Hq & Hq Det	6 Rue Garvelot	4	2	14
77	W	Medical Det., 131st QM Bn	6 Rue Garvelot	1		7
78	C	463d Amphibian Truck Co	Rue Marceau	7		173
79	C	467th Amphibian Truck Co	Rue Marceau	7		161
80	C	468th Amphibian Truck Co	Rue Marceau	7		169
81	C	470th Amphibian Truck Co	Rue Marceau	7		172
82	C	815th Amphibian Truck Co	Rue Marceau	7		169
83	C	816th Amphibian Truck Co	Rue Marceau	7		170
84	C	817th Amphibian Truck Co	Rue Marceau	7		169
85	C	818th Amphibian Tuck Co	Rue Marceau	7		168

17th MAJOR PORT

AT GHENT

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17th MAJOR PORT

AT GHENT

CHAPTER III

SECTION VIII

1. Brief History of Ghent

The history of Ghent is a long one and full of strife. For over 1000 years it was an active port. Charlemagne reviewed the fleet at Ghent in the year 811 which he fitted for use against the Normans. Several times during the next ten centuries Ghent was open to the sea for varying periods of time but always a war closed the canal and extensive reconstruction was necessary. During the reign of William the First of Holland the Terneuzen Canal was dug. This was the beginning of the port of Ghent as it is today. However, before the port could really come back to life as a deep-sea port, the entire Sas of Ghent Canal had to be re-dug. This work was begun in 1825 and was finished in November 1827. From that date to the present time this same canal has been, on several occasions, deepened and widened to accomodate larger vessels. During the first World War the portion of the canal which ran through Belgium was almost totally destroyed, with four ships sunk in the canal and 65 sunk in the basins of Ghent proper. It was 1921 before Ghent really recovered from the first German devastation. During the years of peace Ghent rose in importance to become the second port of Belgium and to exceed in freight movements many world famous continental ports such as Bremen, Marseille, and Le Havre.

2. Extent of Damage to Port of Ghent During World War II

The second World War was not nearly as destructive to the port of Ghent as the first great war. The primary damage was the destruction of bridges across the canal and the sinking of small craft within the canals. A great quantity of sand and gravel was left on the quay by the Germans who were using this material in the construction of the Atlantic Wall. In addition to these rather minor troubles at the port proper, the gates at the western sluice of the Terneuzen locks were destroyed but there was an extra set available so repairs were quickly made. Further, at Terneuzen a dredge was sunk near the mouth of the canal; this, however, did not effect movement through the lock in normal weather. Natural deterioration caused as much trouble as any destruction, for the Germans used the port only for barge and no deep-sea vessels used the canal. Numerous cranes had been dismantled, others removed, and the remainder had been given practically no maintenance. All quaysides were filled with sand, gravel, and rubbish (450,00 D/W tons), and sheds were utilized for nitrate or British stores. No dredging had been accomplished in five years. Consequently, many high silted spots existed in the harbor and the canal had to be dredged before it was navigable for Liberty ships.

3. Rehabilitation of the Port of Ghent

The port and approaches to Ghent were in Allied hands by the last of September 1944 but, due to the fact that Terneuzen was under observation by the enemy on the other side of the estuary and the fact that this estuary was closed by the enemy strongpoint at its mouth, the port did not get into operation until the last of January 1945.

In the early part of December, when it became possible that the U.S. would have a portion of the port, the Marine Operations Division, OCOT, sent a representative to the area to make a reconnaissance of facilities and destruction. The reports as submitted by Lt. Colonel (then Major) William R. Strong, are quoted here. The first report is on the Tereuzen lock gates, entrance, and canal and the second is a report on the port of Ghent itself.

a. Reconnaissance Report on Western Loch Gates at Terneuzen

"SUBJECT: Western Lock Gates at Ter Neuzen.

"1 Major Strong. MOD
DACOT. MOD.

"1. A reconnaissance of the Lock Gates Tereuzen was made by the undersigned officer on 4 December 1944. This officer reported to Lt.Col. Murrell, Director Marine Operations, CBS, on morning of 4 December at Lille. The Colonel suggested that the writer contact Asst. Chief of Staff, G-4, Lt. Col. Irvin, and go over the report made by CBS to Com Z. This report was forwarded to Com Z. the night of 3 December. Lt. Col. Murrell suggested that this report might be of some service on the reconnaissance of Terneuzen canal and lock. This report is a very thorough study of the port of Ghent and was made from 25 Nov. through 30 November.

"2. The following Dutch officials were contacted at Terneuzen on the limitations that are placed on vessels which pass through the West Lock of the Terneuzen Canal:

Mr. Lambrechtsen	Port Harbor Master
Lt. Com Vander Eyk	King's Harbor Master
Capt. Lootsma	Chief Pilot of Port
Capt. A.R. Molema	Civilian Pilot

The docks are being repaired and replaced by the British and the reported target date of 14 December is set for the completion of this job.

"3. The above mentioned officials agreed that the length of West lock is 140 meters (459 ft) and width 18 meters (58'11"). In peace time operation vessels of 459 ft. length and 56 ft. beam were permitted to enter locks without question. Vessels in excess of these measurements had to receive special permission before being permitted to pass into the locks.

"4. Mr. Lembrechtsen and Lt. Commander Vander Eyk agreed that Liberty type vessels, with beam of 57 ft. could be cleared through these locks at present if vessel did not draw more than 23 ft. draft.

"5. The limitation of 23 ft. draft at present is due to silting on bar at entrance to outer harbor. Mr. Lambrechtsen states that this dredging is to start on Thursday. When dredging has been completed the draft allowance will be raised to 24 ft. The largest vessel that has ever been brought through these locks was 435 ft in length, 57'6" beam and drawing 22 ft of water. Capt. Molema piloted the vessel on this passage through the West Lock.

"6. The pilots report that no mines were placed in the Terneuzen/Ghent canal. The canal is being used by small fishing craft and barge traffic at present. The writer saw part of a fleet of 63 fishing vessels using the canal, heading out to sea. There have been no reports of mines damaging craft while using the canal.

"7. There is a wrecked dredge in the outer harbor that may cause vessels to be delayed from entering the locks when the weather is extremely heavy; however, the pilots state that the wreck will not hinder entrance to lock during normal weather period.

"8. Lt. Commander Vander Eyk is familiar with Liberty vessels as he has experienced loading this type vessel in the U.K. pre D-day.

/s/ William R. Strong,
/t/ WILLIAM R. STRONG,
Major, T.C.
MOD
6 Dec. 1944."

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b. Reconnaissance Report on Port of Ghent

"SUBJECT: Port of Ghent.

"1	Major Strong MOD	DACOT MOD	"1. The Port of Ghent has had very little war damage. Most of this damage was the destroying of bridges across the canals. The city water and electrical systems are now operating. The town has received a great number of evacuees from Antwerp and Brussels along with British and Canadian troops and this has created a shortage of accommodation for any additional military personnel.

"2. The canal from Terneuzen to Ghent has been cleared of all damaged bridges and is accessible to sea traffic. There are two Bailey Bridges across the canal at Sas van Gent that will need to be removed before vessels can enter Ghent.

"3. Grand Bassin. The quay to Grand Bassin is 7,037 ft. in length; the west bank has 6,592 ft. of quay space and the east bank has 3,609 ft. of quay space. Of the 3,609 ft. of quay space on the east bank, 1,500 ft is not rail serviced; however, three cranes have been placed on quay head between Darse Nord and Darse Centrale for the handling of sand. The west bank of this Bassin has nine quay-side sheds and one large open dock area. These quays are served by three alongside standard guage rails. Rail facilities are available in rear of each warehouse. At present there are 18 operational electric cranes of 2½ ton capacity and 8 operational cranes 3-ton capacity. There are 3 cranes on this quay that have been damaged.

"Berth No.34 has been damaged and is being repaired at present. This will not interfere with operations of balance of quay as there are several cross-overs allowing wagons to be placed along quay.

"The east quay has 7 2½-ton cranes available, and 3 cranes that have been damaged. Berths 52 and 53 have no rail facilities nor any cranes.

"Berths No. 64 and 65 are not rail served but have three 5-ton cranes available. The area behind the berths on the east bank has large piles of sand and gravel stacked on them. This does not interfere with rail movement that might be used from berths 37 through 41 but will not permit discharge of cargo from berths 52, 53, 64 and 65. All of the sheds on the west bank are being used by the British and Canadian Forces. 26 ft. draft is available.

"4. Darse Sud. In this basin two quays of 1,500 ft. are available. These quays are seved by 3 standard guage rail lines. The quay space adjacent to the rails is stacked with sand and gravel. This would not interfere with discharge of cargo that is handled direct to rail. There are no roads that could be used for handling of freight from ship to trucks.

"The south side of Bassin Sud is served by 7 operation electric cranes of 3-ton capacity; one crane has been damaged.

"The north side of this quay has 6 cranes of 3-ton capacity and three cranes of 5-ton capacity; one 5-ton crane is being assembled.

"The east quay has two cranes (capacity not known). Draft available is 26 ft.

"5. Darse Centrale. The south quay of this basin is approximately 1500 ft. in length and is served with 3 standard guage rail lines. Six cranes of 2½-ton capacity, one crane of 3-ton capacity and one crane, capacity not known, are available on the quay.

"The east quay has two large travelling cranes available, reported capacity is 15 tons. The north quay has two 3-ton and two 5-ton capacity cranes available. One 5-ton crane is being assembled on this quay. Draft available 26 ft.

"6. Darse Nord. The south quay has 8 cranes that are of 3 and 5-ton capacity. This quay is approximately 1200 ft. in length. The north quay has 5 cranes, capacity not known. The north quay is approximately 1500 ft. in length. The east quay has two berths of approximately 420 ft. The north berth is served with 2 large cranes reported to be 15-ton capacity. Draft available is 26 ft.

"7. Avant Port. On the west side of the Avant Port is quay space 3,600 ft. in length. There are six transit sheds along quay and it is served by two standard guage rails. 16 2½-ton cranes are available on quay. The sheds are at present being used by British and Canadians. There are several barges sunk in the Avant Port but these do not hinder the movement of barges and other small craft. The Belgians are rapidly clearing these wrecks and the removal should be completed shortly. Draft available is 23 ft.

"8. Bassin Du Talhuis. The central Pivot Bridge at entrance to this basin has been damaged and this would prevent any but barge traffic to pass into Bassin de Commerce or Bassin au Bois. No rail facilities are available at this Basin.

"9. Bassin au Bois. Three small coaster berths are available. Each berth has quayside shed. Rail facilities are at the rear of sheds. No cranes are available at this dock. Draft available is 18 ft.

"10. Bassin de Commerce. The west side of this basin is served by transit sheds. Rail facilities are in rear of sheds. The east side of the basin has two transit sheds and open storage areas. Quayside double-track rail facilities are available. There are six 2½-ton and two 5-ton capacity cranes available at this quay. Draft available is 18 ft.

"11. Rail clearance. Maritime marshalling yard has had some bomb damage, but it is estimated as capable of handling 5000 tons a day.

"12. Canals. Ghent has an extensive canal system that connects Ghent with Brugge - Ostende - Antwerp- Liege and the North of France. There are at present approximately 200,000 tons of barge available for use. The canals to Ostende and Antwerp are now operating but no complete report has been received on condition of canal to Liege and the north of France.

"13. Summary. With present crane facilities available, this officer feels that Liberty type vessels can be berthed and worked as follows:-

"Grand Bassin. The East side has 26 cranes operational, allowing 4 cranes to each vessel would give 6 Liberty berths that could be discharged to rail, barge, and storage shed. This small number would allow quickest possible dispatch to vessel and would not congest rail facilities.

"The west side of this basin has 7 cranes availalbe and placing all cranes on one ship would permit rapid discharge and also eliminate any possibility of rail congestion. All discharge will be to rail and barge.

"Darse Sud. As discharge at this quay is either to rail or barge it is suggested that two vessels be berthed at the south quay and two vessels on the north quay.

"Darse Centrale. The south quay has 6 cranes available and the north quay has 5 cranes available. Two vessels could be efficiently handled at the south quay and one vessel at the north quay. Discharge would be direct to rail and barge.

"Darse Nord. 8 cranes are available at south quay and 5 cranes on the north quay. Two vessels can be worked at south quay and one on north quay. The discharge will be direct to rail and barge.

"The above allocation of vessels would permit 17 vessels to be worked to a maximun. The above would allow at a minimum 8,500 tons of cargo discharge per day, if 3,500 tons is discharged to barge and shed the other 5,000 tons could be handled adequately by rail. Cargo that had been discharged to barge and need be transferred to rail could be easily handled by using the six cranes that are on the west quays of Darse Sud.

Centrale and Nord. There would be an immediate need for heavy-lift floating cranes at Ghent as only one 8-ton capacity crane is now available.

/s/William R. Strong
/t/ WILLIAM R. STRONG
Major, T.C.
MOD.
7 Dec. 1944."

4. Plans for Joint British-American Operation

After a study was made of these reports and it became reasonably certain that Liberty ships could clear the Locks at Terneuzen, an agreement was entered into with the British with regard to the joint operation of the port. This agreement between Communications Zone, ETO and Administration of the 21st Army Group, of 14 January 1945, is quoted below:

British and U.S. Policy on the Use of the Port of Ghent.

21 A Gp/R/18663/Q(M)
14 Jan 45

"1. The Port of GHENT will be operated as a joint British/US port under British control and with a British Port Commandant. It will be operated primarily by Belgian labor. The composition and responsibilities of the Port Executive Committee and the responsibilities for making arrangements for opening the port will be generally the same as those jointly agreed for ANTWERP.

"2. The port will be regarded as a stand-by to ANTWERP in the event of the later port being wholly or partially denied to us. The Port of GHENT must therefore be operated in such a way as to permit free and unrestricted transit of British and US maintenance tonnage to the respective forces.

"3. To enable the above principles to be observed, the planning and operation of the port facilities will be based on the following factors:

(a) The total tonnage which can be accepted through the port will be limited by the number and draught of ships which can be passed daily through the canal.

(b) The most rigid safeguards are essential to insure that there shall be no congestion and that the port shall be kept cleared. To achieve this, the total tonnage on either British or US account in the port (exclusive of tonnage in ships in the port and in barges in transit to the port) shall be restricted to an agreed amount in railway wagons to be based on clearance capacity plus an agreed amount on the quays and in in-transit storage to be based on clearance capacity. The amounts to be agreed upon should be determined initially by technical representatives of the British and US organizations involved and should be revised from time to time as demonstrated clearance capacity changes. There may, in addition, be one day's acceptance of shipping in the canal.

(c) The Port Executive Committee will only call forward to the port that number of ships which can be accepted under the conditions in para 3(b) above.

(d) The port will be divided into separate British and US areas, selected to handle all types of military dry cargo and to receive ocean-going ships and coasters on both British and US account.

"4. The interim use, by either British or US, of their respective areas of the Port of GHENT, within the provisions of the above principles, is approved, up to the following daily tonnages.

British 5,000 tons cleared by road, rail and IWT

US 7,500 tons cleared by rail, IWT and road.*

Total 12,500 tons per day (including Civil Affairs)

* Road clearance subject to agreement with British on routes and amount.

"If the capacity of the locks at TERNEUZEN reduces the port capacity of GHENT below 12,500 tons per day, the allocation as between British and US will be in the proportion of 2 to 3.

"CG Communications Zone E.T.O. MGA, HQ 21 Army Group, BLA

"/s/ John C.H. Lee
Lieut. General, U. S. Army

c/s/ Mulluahan
Maj-Gen IC
Administration"

b. Memorandum of Agreement on the Operation of the Port and Clearance Therefrom

On the following day a Memorandum of Agreement on operations was published by the Allies, designed to implement the basic plan. This memorandum is quoted below:

"1. PURPOSE

"(a) To implement the basic plan for the operation of the Port of Ghent as expressed in 21 A Gp/R/18663/Q(M) dated 14 January, 1945, title: BRITISH AND U.S. POLICY ON TH USE OF THE PORT OF GHENT.

"2. REQUIREMENTS

" a. British 5000 tons per day of dry stores to be cleared by road, rail and IWT.

" b. U.S. 7500 tons per day of dry stores to be cleared primarily by IWT and rail . Operational considerations may dictate that stores will have to be moved by road, but normal clearance will be rail and IWT.

"c. Belgian Civil Traffic. Provision for essential Belgian civil traffic will be made to meet tonnages as may be specified by SHAEF from time to time.

"3. PORT ORGANIZATION

Implementing paragraph "1" of BRITISH AND US. POLICY ON THE USE OF THE PORT OF GHENT".

(a) Port Executive Committee will consist of, the Resident Naval Officer, the British Port Commandant, the U.S. Port Commander and the British Sub-Area Commander. The British Sub-Area Commander will be Chairman of the PEC.

"(b) The Port Executive Committee may appoint sub-committees as required to deal with specific problems, such as berthing, clearance and the control of transportation facilities.

"(c) Port Commandant. There will be a British Army Officer as the Port Commandant who will be responsible for the part of the port not allocated specifically to U.S. Forces. There will be a U.S. Army Officer as Port Commander for that part of the port specifically allocated to U.S. Forces. In matters of common concern, or where facilities are jointly used, the British Port Commandant will co-ordinate British and U.S. activities in consultation with the U.S. Port Commander. The detailed organization within the British and U.S. Port Areas will be responsibility of each of the Port Commanders concerned.

"(d) Civil Labour and Port Facilities. All demands for civil labour and civil port facilities will be placed on the appropriate Port Authorities through the Port Executive Committee.

"4. DIVISION OF FACILITIES.

"a. Allocation of berths (U.S.)

(a) East Side. The U.S. Forces to have that portion of the east side of the port in the Darse Central and Darse North, north of a line drawn between berths 52 and 52A.

(b) West Side. The U.S. Forces to have the west side of the Grand Bassin, extending from the turning basin down the west quay to include berths 27 through 34 and the sheds in back of these berths.

"b. Allocation of berths (British)

(a) East Side. British Forces to have the Darse Sud , south of a line drawn between berths 52 and 52A.

(b) West Side. British Forces to have that portion of the west side of Grand Bassin, south of a line drawn between berths 34 and 34A and the sheds in back of these berths.

(c) British Forces to have all of Bassin Avant Port.

"c. Common Use of Installations. Joint use as determined by the Port Executive Committee will be made of:

(a) Arrier Bassin
(b) Bassin Du Commerce
(c) Bassin Au Bois

"d. Marshalling Yards. This Marshalling Yards of Ghent will be operated as "Common User Installations" under the direction of the Port Executive Committee. Operations in this yard will be performed through a joint traffic office, to be set up by British and American interest operating the port.

"e. Occasions may arise where there may be a surplus of berths required by U.S. or British. In such a case temporary variations may be arranged by the Port Executive Committe.

"5. PORT EQUIPMENT

"a. The Resident Naval Officer and the Port Executive Committe will determine the requirements for tugs, fire-fighting equipment, and other common use items and will initiate action to secure the necessary equipment from the respective forces.

"b. This equipment will operate for joint use under the direction of the PEC.

"c. Each Force will be responsible for the provision and maintenance of all mechanical handling equipment, cranes, port lighters etc., desired for use within its own area.

"6. CONTROL OF MOVEMENTS.

"a. The planning and coordination of the clearance of both British and U.S. tonnage from GHENT will be accomplished by the Joint British/U.S. Movements and Transportation Committee (BELMOT).

The clearance from GHENT within the policy laid down by BELMOT will be the responsibility of the Port Executive Committee through such agencies as may be established.

"b. All dealings with Belgian rail, road and inland waterways organization on matters of policy and principle and all major demands on these organizations will be co-ordinated and submitted to the appropriate authorities through the Joint Movements and Transportation Committee.

"7. MOVEMENT PLAN

"a. Highways. British Forces are to have primary interest in and control of the highways network inasmuch as U.S. tonnage will normally be cleared by rail and IWT. Such motor movements as are required by the U.S. Forces will be arranged locally.

"b. Inland Water Transport. A joint IWT office will be established to control barge traffic. Request for the placement of empty barges will be placed with this office by both forces.

"c. Railways. Railways in this area are now being operated in Stage "2" and it is recommended that such operation be continued. Due to limited facilities, available rail traffic will be controlled by a joint traffic office.

"8. REHABILITATION OF PORT AND L OF C FACILITIES.

"a. Priority on the removal of ballast now in the port area will be:
(1) U.S. Area
(2) British Area.

"b. Minor improvements within the respective port areas will be the responsibility of the appropriate Port Commander. Proposal for major works in this area will be the subject of prior agreement and will be submitted to 21 Army Group and Com Z through the Port Executive Committee.

"9. Appendix "A", concerning matters of local administration will be prepared and agreed between Commander British 16th L of C Sub-Area and Commander U.S. 17th Port. This will be completed by Midday 25 January 1945.

"For the C.G. Communication Zone, E.T.O.

.....
Brigadier General USA
"Commanding Channel Base Section.

For Major General i/c Adm.

.....
L.I. WANSBROUGH-JONES
Brigadier, DQMG (Mov & Tn)
21 Army Group"

5. The 17th Major Port Assigned to Ghent.

The 17th Port was assigned the mission of operating the port of Ghent on 7 January 1945, when it was relieved of its assignment to the operation of the Bristol Channel Ports in the U.K. by the 51st Medium Port, newly arrived from the U.S.

An advance party consisting of Colonel de Lesseps S. Morrison, Lt. Colonel John S. Major, Major Ragnvald Hannevig, and Major Gilbert B. Sexton left the U.K. for the Continent and Ghent on 7 January 1945. The main body of the Port organization embarked from Southampton on 14 January and arrived the following day at the newly assigned station.

Meanwhile in Paris, Colonel Edward H. Conner and Colonel Morrison, in conference with the Chief of Transportation worked out the details of the 17th Port's task.

6. Preparation of the Port of Ghent for use by the U.S. Forces

The capacity of Ghent for modern ocean-going ships was problematical. The port had gained its rank as the tenth largest port in Europe on the basis of its barge, coaster and small freighter traffic. There was no record of any ship with the beam and draft of the mordern Liberty having negotiated the locks at Terneuzen. Due to the uncertain capacity of the port for handling ocean-going vessels, and in consideration of the fact that the facilities of the port had partially deteriorated during the German occupation through disuse and demolition, and further were blocked-up by approximately 450,000 tons of sand and gravel, the target of the port for the first month of operation was purposely kept low.

At first only temporary accommodations were available until the Engineers could requisition and repair suitable buildings for the use of the port personnel.

In time, the Seminary was put into operation as quarters for company grade officers were billeted in private homes. Messing arrangements for enlisted men were set up at the Seminary; for the officers, at the Fritz Cafe. Port headquarters was located in the Laboratory building of Ghent University. Operations offices were established in the Port Commandant's building and in the CBM building.

The layout of the docks of Ghent and joint arrangements with the British who preceded the US Forces in the use of the port of Ghent, dictated the operational set-up of the 17th Port. The Port Services in the main followed the usual Table of Organization pattern. The Operations Division, so far as actual ship discharge was concerned, was broken down into three sections handling respectively the Great Dock, the North Dock, and the Middle Dock. Statistical and documentary activities, however, were centralized as was the directing supervision of operational functions.

Much rehabilitation and improvement of port facilities had to be accomplished before the 17th Port could meet its target. On the initiative of the 17th Port, sand, gravel, and rubbish were cleared from most of the quaysides (principly as ballast for outgoing vessels); roads were built, waste areas levelled and gravelled; some cranes were repaired, wrecks lifted, quayside offices constructed, lights and communications installed; and much new dock and cargo handling equipment put into operation.

Labor problems also had to be solved. During the depression of the port under the German occupation, most skilled dock workers had changed to other employment. The stevedoring companies likewise had in many cases closed their doors. The problem of supervising workers speaking a foreign language is always a difficult one. So before beginning operations it was necessary for the 17th Port to make arrangements with local stevedoring firms to assemble a pool of dock workers and to agree upon wages and conditions of work.

7. Operations: February - March 1945.

The SS "Hannis Taylor", a Liberty, was the first U. S. vessel to pass the Terneuzen locks and enter the port of Ghent. She berthed on 23 January 1945. The passage of the locks was considered quite an experiment since the Belgium and Dutch naval authoritiies had only agreed to ships of 56-foot beam for this entrance. The experiment was entirely successful and after that Liberties of 57-foot beam (with 1-foot clearance on either side) went through regularly. During the seven operational days of January 1945 the 17th Port handled 14,000 D/W tons of cargo (or 1 coaster and 3 deep sea vessel completions). For the month of February the Port handled 71,500 D/W tons or 33 completions (13 deep sea vessels and 20 coasters). Despite the shortage of rail and barge transport, as well as three depot embargoes, as of 28 February only 2212 D/W tons of cargo remained on the quays, in sheds, or in storage barges. This was in keeping with the policy of the Chief of Transportation to hold the port of Ghent uncluttered by cargo on hand, available in case Antwerp should become unusable.

March was the first full operational month for Ghent. A total of 228,017 D/W tons were handled; of this amount 172,259 tons were discharged, and 55,758 tons were outloaded. The latter was composed primarily of sand and gravel outloaded as ballast on deep-sea ships and for unloading at Antwerp for repairs to the roads and facilities in that area. This tonnage was made by the turn-around of 35 deep-sea ships in an average of 513 days. In spite of this considerable tonnage discharged, at the end of the quarter, the backlog was only 7128 tons.

Assisting the 17th Port in the operation of Ghent were the following attached units:

Unit	OFF	W.O.'S	E.M.
Hq & Hq 17th Port	107	1	401
1597th Engr Utilities Det	2		47
349th Medical Dispensary	3		20
142d Finance Disbursing Sec	1	1	17
330th Harbor Craft Company	12	5	272
336th Harbor Craft Company	9	13	196
355th Harbor Craft Company	34	17	219
155th Port Company	7		213
156th Port Company	5		205
186th Port Company	5		209
Co "D", 796th MP Bn	4		152
3124th Signal Service Co	6		146
1074th Engr Port Repair Ship	4	4	65
4269th QM Service Bn	4		17
1220th Engr Fire Fighting Pltn	1		27
433d Medical Collecting Co	5		96
1080th Engr Dredge Cew	9	4	51
TOTALS...	218	45	2353

The Port headquarters and headquarters company, as well as the Port company personnel, were utilized mainly in supervisory activities such as clerical duties, checking of cargo, and documentation of cargo. The actual work of handling the cargo was performed by civilian labor; no POW's were used in this connection. The number of civilian dockers employed varied in accordance with the number of ships in port discharging. For the month of February approximately 1100 to 1200 civilian dockers were employed each day. Much of the success of the 17th Port at Ghent was attributed to the hard work, the perseverance, and skill of these Belgian workers.

Fortunately, most of the dock cranes at the port were in usable condition, though in many cases badly in need of repair. There were approximately 125 electric cranes of 2½-3-5, and 10-ton lifting power available for operation; these cranes were movable along at quayside rail lines, so they could be shunted from berth to berth as required. In addition to the permanent dock cranes, the 17th Port brought from the United Kingdom a limited number of crawler cranes. Additional crawlers were later acquired and also a Whirley and stiff-leg floating crane of 30-ton capacity.

The unusual turn-around record for ships that the 17th Port established for March was due to the dollowing factors:

1. Discharge of vessels was begun promptly, often within one hour after berthing at Ghent (hatches having been cleared on the four-hour trip from Terneuzen to Ghent)
2. A well-trained and experienced group of ships' officers expedited discharge.
3. Belgium dock workers quickly adapted themselves to the methods and pace of American stevedoring.
4. At least while the war lasted the emphasis was on the discharge of cargo and the turn around of vessels, Port clearance being a secondary consideration.

The Sub-Ports of Ghent

In order to facilitate the operation of the port of Ghent, two sub-ports were opened up, one of these was at Terneuzen Holland and the other at Boulogne, France.

Terneuzen

The Function of the officer stationed at Terneuzen was to notify the Port Headquarters at Ghent of the arrival of vessels and of their starting time through the Terneuzen Canal; he also had charge of lightening the vessels drawing too much water to be cleared through the locks. This lightening was accomplished in the anchorage at Terneuzen. Barges were brought alongside the Liberty ships and using ships' gear cargo was discharged into them until the draft of the vessel was shallow enough to clear the bottom of the locks. After this was done, both the ship and barges proceeded up the canal for Ghent and final discharge. Only in one instance did the cargo discharged into the barges go to a destination other than Ghent. This was during the period which the Rhine crossings were imminent. Four ships, with 60 -foot pilings as deck load, discharged into barges which then proceeded to Antwerp and up the Albert Canal to Leige where the cargo was turned over to the Armies for construction of the Rhine bridges. The entire operation , that is lightening and locking-through of the vessels, was handled by one officer directing civilian labor.

Boulogne

The port of Boulogne began operations as an evacuation port for hospital trains on 22 March 1945. The port was equipped to handle two hospital ships a day, one departing each tide. A third ship was anchored in the basin, adjacent to the quayside, to handle patients in excess of the number that could be handled by the other ships. Mail service from the United Kingdom to Boulogne was expected to be inaugurated on or about 15 April 1945. Incoming mail was to be dispatched either by rail or truck.

OUTLINE

MILITARY RAILWAY SERVICE

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MILITARY RAILWAY SERVICE

Chapter IV

General

The earlier Military Railway Service (MRS) units landed on the Continent over the Normandy beaches in Northern France and in Southern France over the beaches at St. Tropez. In Northern France, railroads were reconstructed and rehabilitated by the Corps of Engineers with the assistance and technical Railroad Engineering advice of the engineering staffs of the "A" Companies of the various Railway Operating Battalions. The 2nd MRS followed the troops of General BRADLEY, providing rail transportation service across North and Central France to the Rhine River and later through Belgium, Holland, and finally Germany. In general, 2nd MRS supplied rail transportation for the 12th Army Group, consisting of the First, Third, Ninth and Fifteenth U.S. Armies. The 1st MRS moved North from Southern France following the Seventh U.S. and First French Armies up the Rhone River valley and, after reaching the general vicinity of Dijon, followed those Armies Northeast to the Rhine, and across. The major port from which 1st MRS supplied rail transportation was Marseilles, while for 2nd MRS there were five major ports, namely, Cherbourg, Le Havre, Rouen,, Antwerp, and Ghent.

Essential Differences in Operations as Carried out by 1st and 2nd MRS

An explanation of the three operational phases for the utilization and control of the railways on the Continent by U.S. Army personnel is given in Chapter IV, Volume V, of the Historical Report on the Transportation Corps in the ETO during the last three months of 1944. A copy of SHAEF Administrative Memorandum No. 24, on "Cooperation of French Military and Civil Transportation Authorities in France" is also contained therein.

The 1st MRS used exclusively Phase II operations, as described in SHAEF Administrative Memorandum No. 24. Under this procedure, manpower and equipment of the SNCF were used to the greatest extent possible. The 2nd MRS used Phase I and II operations as they moved forward and ultimately considerable portions of the mileages behind them were changed over into Phase III operation as specified by the same memorandum. (See Appendix No. 4, this volume for SITREPS and pertinent statistics).

A second difference in method of operation, as carried out individually by the 1st and 2nd MRS, was in regard to reconstruction and rehabilitation of existing railroads. Throughout the North African, Sicilian, Italian, and Southern France Campaigns, the Director General, 1st MRS, was charged with the responsibility for advanced planning, development, reconstruction, and operation of all railways necessary for the military operations in the Theater of Operations and in the area supported by Southern Line of Communication. This was not true of the 2nd MRS in ETOUSA where the reconstruction and rehabilitation of the railroads was the responsibility of the Theater Engineer. (See Chapter IV, Volume V, Historical Report of the TC in the ETO, October through December 1944). The Director General, 1st MRS utilized the "A" Companies (Maintenance of Way) of his Railway Operating Battalions as a nucleus for reconstruction and rehabilitation work and, in this, he was assisted by U.S. Army Engineers who were given certain work, while additional Engineer troops augmented the Maintenance of Way Companies of his Railway Operating Battalions.

The third basic difference between the operations of the 1st and 2nd MRS was in regard to the procuring of railway equipment. Thus, from the beginning of operations by 1st MRS, all railway equipment and material, including tracks and bridges was planned for and requisitioned on the Commanding General, Servic of Supply, by the Director General, 1st MRS and the latter stocked and issued all railroad track material for both heavy construction and ordinary maintenance. In addition, all railway materials such as repair parts for locomotive and cars was planned for, requisitioned, stocked, and issued by Store Companies of the MRS. On the otherhand, under 2nd MRS, all track and bridge material was handled by the Corps of Engineers; and the repair parts for locomotives and cars, and other store items, were handled by the Supply Division, OCOT.

Still another basic difference was that at all times in 1st MRS operations until 20 December 1944, the Director General, 1st MRS, reported to the Supreme Commander in the Theater and was in command of operations, and the administration of all personnel and units assigned or attached to 1st MRS. In the case of 2nd MRS, however, the various railway operating units for which that headquarters was responsible were under the Base Section Commander, in whose area they were located, for administration and supply. Because of the fact that they were required to move frequently, and there were also many changes in Base Section boundary lines, their administration was more difficult. (See Chapter IV, Volume V, Historical Report on the TC in the ETO, October through December 1944, for a copy of ETOUSA, SOP No. 32 of July 1944 which prescribes the procedure for construction, maintenance, and operation of all military railroads on the Continent. For a copy of the superceding SOP issued by ETOUSA on 3 April 1945, in which the responsibility of Com Z Section Commanders was redesignated, see Appendix No. 4, this volume).

Another major difference in responsibility assigned to the 1st and 2nd MRS was that, effective in August 1943, the Director General, 1st MRS, was charged with the protection and guarding of military stores in transit and an adequate number of Military Police Battalions were assigned to 1st MRS for that work. These Battalions were assigned by Companies to the Railway Operating Battalions and the train guard crews were called in exactly the same manner as were the train crews. On the otherhand, under the 2nd MRS, the protection of military goods in transit was the responsibility of the various Base Section Commanders until 1 April 1945 when the responsibility for maintaining train guards was given to the Director General, General Headquarters, Military Railway Service. (The organization of the latter as a new headquarter is discussed in the paragraphs immediately following).

Changes in Organization of Military Railway Service Headquarters

Establishment of General Headquarters, MRS

On 12 February 1945, General Headquarters, Military Railway Service, was established in Paris, under the command of Brigadier CARL R. GRAY, Jr. formerly Commanding General of 1st MRS. The purpose of this new command was to bring under one supervisory head, the 1st and 2nd Military Railway Service operating on the Continent and to coordinate their efforts to the best advantage. Indicating the duties and responsibilities assigned to the Director General, Military Railway Service, the following is quoted from GO 16, Hq. Com Z, ETO, 6 February 1945, Subject: Director General, Military Railway Service, U.S.:



1. T.C. RAILROADERS



2. BUILDING



3. CLEARING

G.I. RAILROADERS IN EUROPE

Since the capture of the Cherbourg peninsular the T.C. railroaders have aided in the reconstruction and have operated more than 10,000 miles of rail network in Europe. The Military Railways have hauled more than 18,500,000 net tons in less than a year.



4. REPAIRING



5. CONSTRUCTING



6. AND RECONSTRUCTING



7. MOVED THE FIRST TRAIN



8. AND A THOUSAND OTHERS

beginning of the first quarter of the year 1945 is indicated by the dotted line (D/210). The recession or "bulge" in this line, in Belgium and Luxembourg, was due to the German counter-offensive which began during mid-December.

At the beginning of the New Year, 2nd MRS units, especially in the vicinity of the "bulge", were called upon for redoubled work in order to perform their part in the tremendous efforts that were being made by Allied forces to stop the forward movement of the Germans and to cut off and destroy their offensive elements. Although no 2nd MRS units were actually involved in direct contact with the enemy, they made substantial contributions in helping forward combat units overcome the German counter-offensive by maintaining the necessary flow of vital supplies. Some damage, however, was inflicted upon railway equipment and trackage and complete loss of equipment was sustained in some instances, but the overall effect was not critically adverse to the movement of trains to vital areas. After the bulge had been reduced and railway operations returned to "normal", 2nd MRS units began to prepare for passage of the Armies across the Rhine into Germany. This necessitated the shifting of many units and required careful planning for future operations relating to bridge building, rehabilitation of destroyed lines, and numerous other problems attendant upon an Allied break-through into the heart of Germany.

In general, during the first quarter of 1945, the rail lines in France and Belgium, including bridges and communications lines, were in good operating condition. Large numbers of French and Belgian workers were employed to assist in correcting bad track surface which was due to inclement weather conditions excessively prevalent during the winter months. Although a considerable amount of minor rehabilitation work on roadbeds was necessary, that which was required did not interfere with operations. Bridges which had footings under water suffered from settling but this condition was kept under constant surveillance by the "A" or Maintenance of Way Companies of the Railway Operating Battalions. Wherever minor settling was noticed, corrective action was taken by inserting shims at necessary points. During this period, failures occurred to only two bridges, and both instances were of a minor nature. The first difficulty was encountered at the Maastricht Bridge over the Muese River and second, at the Maisons-Lafitte Bridge over the Seine. Both bridges were strengthened by the use of arc-welding and were not out of service for an appreciable length of time.

Changes in Railway Unit Area-Assignments

It became increasingly evident after the first of the year, and particularly after the threat of the German counter-offensive had been removed, that the majority of the operations during the next three to six months would be in Belgium, Holland, and Germany. With this in mind, Brigadier General CLARENCE L. BURPEE and his staff of railway operating experts, including Colonel GEORGE J. MULICK, Colonel WILLIAM T. ELMES, Lt. Colonel O. H. OSBORNE, and Major EVERETT W. HARGRAVE began laying plans for the movement of railway units into the forward areas. On 1 January 1945, the railway units under 2nd MRS were located as follows:

2nd Military Railway Service	Paris, France
706th Railway Grand Division	Nancy, France
707th Railway Grand Division	Antwerp, Belgium
708th Railway Grand Division	Liege, Belgium
709th Railway Grand Division	Brussels, Belgium

710th Railway Grand Division	Paris, France
712th Railway Operating Battalion	Verdun, France
716th Railway Operating Battalion	Aulnoye, France
718th Railway Operating Battalion	Longwy, France
720th Railway Operating Battalion	Caen, France
722nd Railway Operating Battalion	Jeumont, France
723rd Railway Operating Battalion	Dreux, France
724th Railway Operating Battalion	Compiegne, France
728th Railway Operating Battalion	Cherbourg, France
729th Railway Operating Battalion	Antwerp, Belgium
732rd Railway Operating Battalion	Thionville, France
733rd Railway Operating Battalion	Nancy, France
734th Railway Operating Battalion	Maastricht, Holland
735th Railway Operating Battalion	Malines, Belgium
740th Railway Operating Battalion	Liege, Belgium
743rd Railway Operating Battalion	Antwerp, Belgium
744th Railway Operating Battalion	Charleroi, Belgium
755th Railway Shop Battalion	Namur, Belgium
757th Railway Shop Battalion	Cherbourg, France
763rd Railway Shop Battalion	Louvain, Belgium
764th Railway Shop Battalion	Paris, France

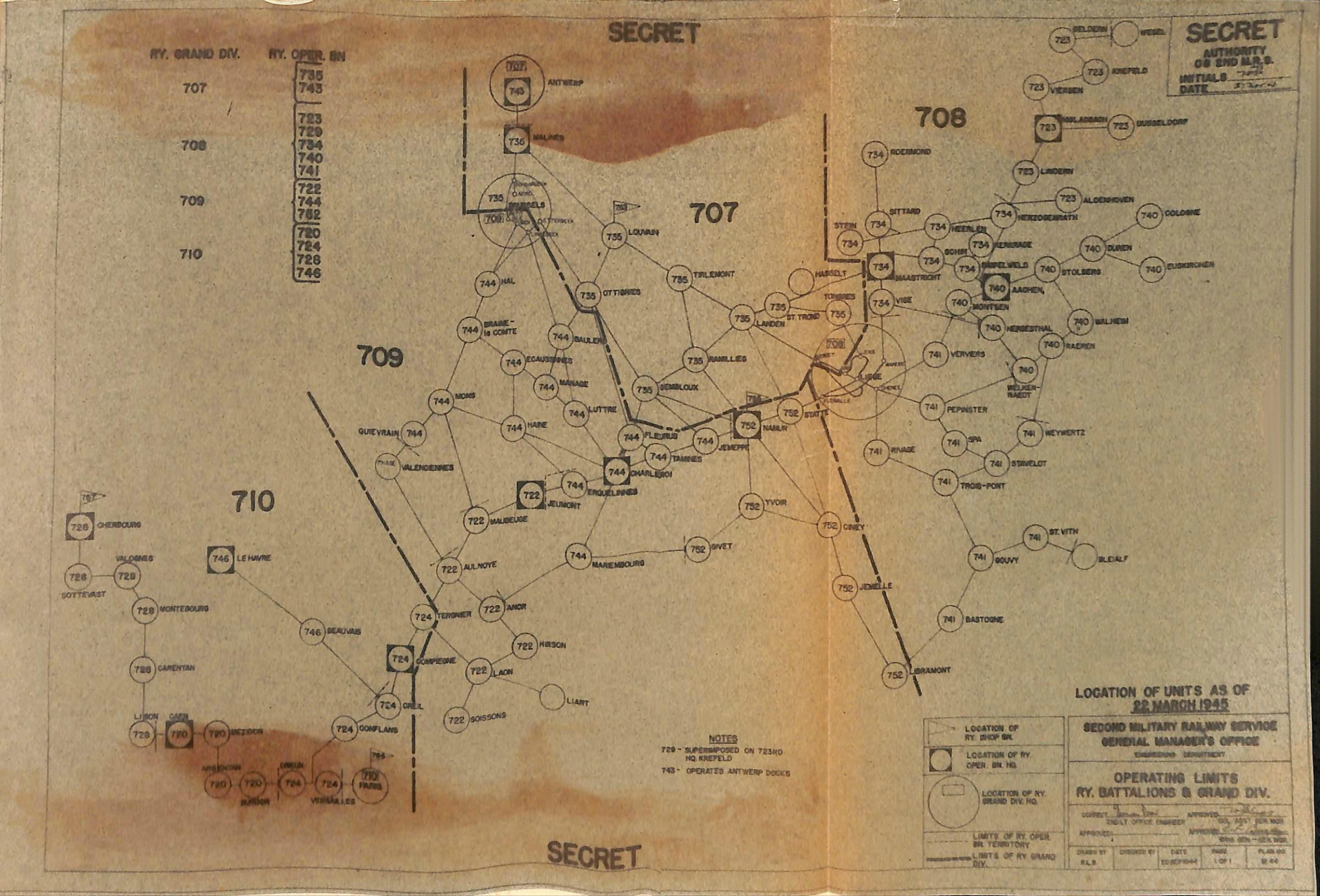
A copy of Assignment Order No. 1, dated 1 January 1945 is given in Chapter IV, Volume V, Historical Report of TC activities in the ETO during the last three months of 1944. Copies of Assignment Orders Nos. 2, 2A, 3, 3A, 4, 5, and 6, showing the various changes made through the end of March 1945 are given in Appendix No. 4, this Volume. Also, a copy of GO No. 6, General Headquarters, Military Railway Service, dated 12 March and copies of GO's Nos. 8, 9, and 10 of 24, 28, and 28 March, respectively, regarding changes in railway units assigned to 2nd MRS are all given in Appendix No. 4.

The new Railway Operating Battalion, the 752nd, arrived on the Continent and was placed at Soissons. The 746th Railway Operating Battalion, another new arrival, was located at Le Havre. This battalion was the largest of its type ever activated and had, in addition to the usual complement of personnel, an extra track platoon and bridge and building platoon in Company "A" as well as a "D" Company which was an Electric Power Transmission Company. There was also a Diesel-Electric platoon in the unit. The total strength of the battalion was slightly more than 1,200 men.

On 24 February 1945, one more Railway Shop Battalion was added to the roster of railway units active under the 2nd MRS, namely, the 765th Railway Shop Battalion. This unit was placed at Thionville where one of the largest Continental Diesel Shops was located. The 752nd Railway Operating Battalion was moved from Soissons to Namur and the 746th Railway Operating Battalion from Le Havre to Rouen, subsequently.

During March it was decided to change over to Phase III operation, the lines west of Paris in order to release the railway units then operating in that area for movement to forward areas. In keeping with this decision, the 723rd Railway Operating Battalion was moved from Dreux, France, to Munchen-Gladbach, Germany, and the 729th Railway Operating Battalion, from Antwerp, Belgium, to Krefeld, Germany. The 728th Railway Operating Battalion was left in Cherbourg to supervise operations from there to Paris. The 740th Railway Operating Battalion was moved from Liege to Aachen. On 30 March 1945, the

SECRET



NOTES

729 - SUPERIMPOSED ON 723RD HQ KREFELD

743 - OPERATES ANTWERP DOCKS

SECRET
AUTHORITY
OS END M.R.S.
INITIALS
DATE

LOCATION OF UNITS AS OF
22 MARCH 1945

LOCATION OF RY. SHOP BN.
LOCATION OF RY. OPER. BN. HQ.
LOCATION OF RY. GRAND DIV. HQ.
LIMITS OF RY. OPER. BN. TERRITORY
LIMITS OF RY GRAND DIV.

SECOND MILITARY RAILWAY SERVICE
GENERAL MANAGER'S OFFICE
ENGINEERING DEPARTMENT

OPERATING LIMITS
RY. BATTALIONS & GRAND DIV.

CORRECT
2ND LT OFFICE ENGINEER
APPROVED
APPROVED

DRAWN BY	CHECKED BY	DATE	PAGE	PLAN NO
R.L.B.		20/3/1945	1 OF 1	B 44

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128th Railway Workshop (Mobile) was relieved of assignment to 2nd MRS and reassigned to 1st MRS under the 710th Railway Grnd Division.

At the end of the first quarter of the year, the locations of the various units under 2nd MRS were as follows:

2nd Military Railway Service	Brussels, Belgium
707th Railway Grand Division	Antwerp, Belgium
708th Railway Grand Division	Liege, Belgium
709th Railway Grand Division	Brussels, Belgium
710th Railway Grand Division	Paris, France
720th Railway Operating Battalion	Caen, France
722nd Railway Operating Battalion	Jeumont, France
723rd Railway Operating Battalion	Munchen-Gladbach, Germany
724th Railway Operating Battalion	Compiegne, France
728th Railway Operating Battalion	Cherbourg, France
729th Railway Operating Battalion	Krefeld, Germany
734th Railway Operating Battalion	Maastricht, Germany
735th Railway Operating Battalion	Malines, Belgium
740th Railway Operating Battalion	Aachen, Germany
741st Railway Operating Battalion	Liege, Belgium
743rd Railway Operating Battalion	Antwerp, Belgium
744th Railway Operating Battalion	Charleroi, Belgium
746th Railway Operating Battalion	Le Havre, France
752nd Railway Operating Battalion	Namur, France
755th Railway Shop Battalion	Namur, France
757th Railway Shop Battalion	Cherbourg, France
763rd Railway Shop Battalion	Louvain, Belgium
764th Railway Shop Battalion	Paris, France

Chart No. II, this Chapter, shows graphically the various movements of the Railway Grand Divisions and Railway Operating Battalions under 2nd MRS during the period August 1944 through March 1945. Chart III shows the Operating limits of these railway units and Grand Divisions as of 22 March 1945.

The principal problem encountered in moving units from rear areas into Germany was in connection with establishing and maintaining communication between Headquarters, 2nd MRS, and its field units. Furthermore, extra security precautions had to be taken in sending messages by telephone and telegraph into and out of Germany. When units first set up for operations on German soil it was necessary to inaugurate motor courier service between the various railway units, Grand Divisions, and Headquarters, 2nd MRS, in order to maintain daily contact. Other problems encountered, particularly in Germany, were caused by the insufficiency of billeting space, inadequate sanitary facilities, inadequate lighting and heating facilities, the establishment of new messes, the use of German civilians for housekeeping duties, and the necessary security and precautionary measures against sabotage. In addition, there were many other problems that had to be coped with by individual units.

Move of Headquarters, 2nd MRS, to Brussels

Following the establishment of General Headquarters, Military Railway Service, in Paris on 12 February 1945, the Headquarters of 2nd MRS moved from Paris to Brussels, Belgium, on 25 February. At their new location, this headquarters occupied space in a building adjoining the Gare Midi. In addition to the usual problems accompanying the moving of a headquarters, telephone and teletype communications had to be established, and contacts with the various Services in Channel Base Section had to be made, clearances obtained, and many minor details and problems in connection with becoming accutomed to a new city had to be handled.

After the move had been completed, the greatest problem encountered, and the one which caused greatest concern, was the lack of adequate communications with Railway Grand Divisions and field units. To solve this problem Major EDWIN J. SCHAEFER was charged with the responsibility for setting up long communication lines. The important mission this assigned this officer was accomplished by his covering many miles in a jeep in order to contact Signal officers and secure the necessary materials for setting up the vitally needed communications system. The responsibility for establishing local communications lines was assigned to Captain EDMUND J. PHILLIPS, Jr. In the accomplishment of this task, local telephone circuits were set up in an extremely short time and these were tied-in with the long lines extending forward to field units as erected under the direction of Major SCHAEFER. The entire telephone and teletype circuits thus began under the direction of these two officers were gradually extended until by the close of the first quarter of the year it was possible to contact all Grand Divisions and a majority of the operating and shop battalions. The Brussels Trunk became a well-known communications facility.

Probably the greatest advantage of the new location for Headquarters, 2nd MRS, was its central location within its area of railway operation jurisdiction. Thus, it became practical for officers making reconnaissance trips to reach any Grand Division or operating unit within six to eight hours traveling by jeep. A disadvantage in the location was brought about by the fact that being located in Brussels it was in an area almost entirely under British control; Brussels was also the location of Headquarters, 21st Army Group. On this account, it was necessary that a great many details be handled through the British, which resulted in frequent delays. However, the advantage of being centrally situated outweighed the latter circumstance.

Operations

Extent of Phase Operations

In anticipation of the impending advance across the Rhine, 2nd MRS Railway Operating Battalions and Railway Grand Divisions were moved from rear areas--principally in Normandy--to forward positions which were in some instances very near the Armies. This made it necessary to turn over much territory to civilian control of the railroads in the areas evacuated by the railway units moving forward.

An indication of the extent to which by the Phase System, the railways in France, Belgium, and Luxembourg, under 2nd MRS jurisdiction, were operating as of 31 December, is given in Chapter IV, Volume V, Historical Report on the TC in the ETO, for the last three months of 1944. Charts IV and V, this Chapter, show the railroads under Phase I, II, and III operation in the same three countries, and Germany as well, as of 1 April 1945. Appendix No. 4, this Volume shows the mileage by Phase Operation as of 10 January and 28 March 1945, and as of 7 April 1945.

At the beginning of the year 1945, only four Railway Operating Battalions remained to handle traffic from Cherbourg through Paris to Tergnier; these were the 720th, 723rd, 724th and 728th Railway Operating Battalions and the 710th Railway Grand Division. However, all other rail lines in the area were under French control and operation, and were considered in Phase III territories.

The principal difficulty in turning the French Railways back to them for civilian control was the lack of cooperation extended by the French after they had assumed the responsibility for operating the lines returned. The most prevalent cause for friction was the failure on the part of the French to live up to promises for the delivery of engines and equipment at specified times and places as requested by U.S. military authorities. Little was found in the way of counter-measures to this situation although corrective action was taken by suggesting a withholding of wages; this done, however, was only temporarily effective and offered no real solution to the problem. In Belgium and Germany during the first quarter of the year there were no actual operations under Phase III. However, most of the railroads were under Phase II operation, maximum use being made in the employment of whatever Belgian and German railway personnel were available. The extent to which civilian labor was used was governed principally by local requirements and by the necessity for operating certain lines. The best and most spontaneous cooperation in the operation of the railroads was received in Germany. The most logical explanation for the existence of this situation was found to be in the fact that the German foremen exercised a greater degree of control over their subordinates and, further, that fewer politics were involved there, in view of the unsettled conditions in occupied Germany. In Belgium, cooperation in railway operations on the part of the civilians was not as good as that in Germany but it surpassed that received from the French. However, despite these unforseen difficulties, U.S. military authorities--through constant and consistent attention and follow-up--were able to coordinate Phase III operations by civilians with Phase I and II operations by U.S. military personnel to the end that supplies and trains were kept moving to forward destinations.

"Toot Sweet Express"

Shortly after the first of the year, General ROSS and General BURPEE conceived the idea of a freight train express to operate from Cherbourg to the front lines on a very fast schedule. The main purpose of this train was to carry high priority freight. A contest was subsequently held to determine a name for the new train. The contest was open to all members of the TC in the ETO and the name "Toot Sweet Express" was finally decided upon as an appropriate name. The directive from Headquarters, Communications Zone ETOUSA, issued on 26 January describes the type of freight to which this freight train express service was to be limited as "items of supply urgently needed to support operations".

The schedule of operation for the "Toot Sweet Express" called for a run of 18 hours from Cherbourg to Paris; then 18 hours from Paris to Namur and 18 hours from Paris to Verdun, the train being split into two sections prior to departure from Paris. From Cherbourg, the train was to have no more than 20 cars and 350 net tons. Eighty cars at Cherbourg and 80 at Paris were selected to be stencilled and used exclusively for this service. At Paris, on the break-up of the train, each section was augmented by the addition of sufficient cars so that each could leave Paris with a total of twenty. Originally, the Toot Sweet Express was scheduled to leave the passenger station at Cherbourg at 1800 hours on 14 January 1945. However, since the Services at Cherbourg, Paris, Verdun, and Namur were not well enough organized on that date to take full advantage of the new fast service, it was decided to postpone the operation of the first train until sufficient tonnage could be assembled to fill the desired quota for the train which had been set at 350 tons.

On 21 January 1945 the first Toot Sweet Express train left Cherbourg with 13 loads and 107 tons. It passed Argentan 2 hours and 28 minutes ahead of schedule in spite of a delay at Caen due to a bad order hose on the caboose and on car 229454. It arrived at Acheres, the split-up point, 4 hours and 24 minutes ahead of schedule. The Verdun connection departed one hour and 45 minutes late and arrived at its destination 51 minutes ahead of time. The Namur connection departed Paris 1 hour and 30 minutes late and arrived at its destination 1 hour and 12 minutes ahead of time. On 30 January 1945, the destination of the northern leg out of Paris was changed from Namur to Liege. The break-up point was also changed from Acheres to Battignolles Yard, Paris. On 6 March 1945, it was decided to fill this train out with U.S. Mail, and that from Creil to Liege and Paris to Verdun the limit on the number of cars in the train would be increased to thirty. Thus, the Toot Sweet Express moved what was needed where it was needed in sufficient quantity and in the shortest possible time.

Train Cargo Security

After the great amount of adverse publicity which was brought to bear upon one of the Railroad Operating Battalions on the Continent during December, January, and February 1944-1945, due to the pilfering of railroad trains, the situation was brought under very strict control, and the main difficulty of that type encountered from then on was from civilian pilfering. To meet and combat this situation and reduce action of this nature to an absolute minimum, four Military Police Battalions were assigned to Headquarte



HIGHBALLING THE WAR SUPPLIES

EXEMPLIFYING THE SPEEDY AND CONSTANT DELIVERY OF WAR MATERIAL BY THE MILITARY RAILWAY SERVICE OF THE TRANSPORTATION CORPS, THE TOOT-SWEET EXPRESS WAS INAUGURATED AS A SPECIAL EXPRESS RUN FROM CHERBOURG TO FRONT LINE RAILHEADS.

OPERATING ON A 37 HOUR SCHEDULE THE TOOT-SWEET CARRIES ONLY HIGH PRIORITY SHIPMENTS OF PACKAGE SIZE REQUESTED BY THE OTHER SERVICES OF SUPPLY.

ALREADY THE TOOT-SWEET HAS CARRIED THOUSANDS OF TONS OF WAR SUPPLIES TO THE RAILHEADS NEAR THE COMBAT LINES. ON A RUN DURING ITS EARLY DAYS SHE HAULED MORE THAN 75,000 LBS OF BADLY NEEDED TIRES AND TUBES.

THE RIGHT THING AT THE RIGHT TIME.

2nd MRS, on 28 March 1945, to be used both as static installation and mobile guards. As indicated in Appendix No. 4, GO No. 9, General Headquarters, Military Railway Service, the units assigned were the 382nd, 383rd, 390th, and 397th Military Police Battalions. As stated earlier in this Chapter, a Railway Security Dept (Prov), under the supervision of Lt. Colonel FRED L. OLIPHANT, was added to Headquarters, 2nd MRS, to supervise the activities of these MP units. After a considerable amount of shifting and assigning of personnel, the MP Battalions took over the work of guarding trains and static installations. As a result of the efforts of these units, mis-appropriation of rations, clothing, and other items by civilians were materially reduced.

Coordination with OCOT

It was necessary that all movements of personnel, equipment, and supplies be coordinated with the Movements Division, OCOT. The type of cooperation received from this Division made possible a very smooth functioning transportation system after the need for this type of integration of activities was recognized and followed. Such matters as regulation of loading, maintenance of a balanced supply of fighting materials, and other problems which constantly arose, were settled quickly by the 2nd MRS and OCOT working in close conjunction with each other.

Coordination with Base Section Commanders

The issuing of SOP No. 32 by Headquarters, European Theater of Operations, on the subject of CONTINENTAL RAILWAYS and dated 3 April 1945 (See Appendix No. 4), revised the SOP of July 1944 heretofore in effect and gave 2nd MRS control of the Administration of the units over which they previously had only technical supervision. In this way, split responsibilities were eliminated. Thus, instead of units being assigned to the Base Sections for Administrative control, they were assigned to 2nd MRS and attached to the Base Sections for supply and for other specific Administrative items as stipulated under par. 4 of the revised SOP. Although since February 1945 the changes made official by the revised SOP were being applied insofar as was practical, they were not recognized as official by the Base Section Commanders until 3 April 1945.

This change was a major accomplishment because of the extent to which it simplified Administrative operations and control of 2nd MRS units. It eliminated the split authority which previously caused confusion among its units and, at the same time, it left 2nd MRS free of certain Administrative details for which the headquarters was not sufficiently equipped with personnel and the other essential facilities.

Personnel

When the Ground Forces announced that personnel in Communication Zone units would be subject to calls for Infantry replacements, an attempt was made by 2nd MRS to have all railway units exempt from such calls. However, it was not possible to do this and therefore, beginning with the first call for men in January, railway units began to furnish replacements. In the beginning, Base Sections began to call upon the railway units within their jurisdiction for a share of men necessary to fill quotas. As a result there was considerable confusion as to how many men each unit could reasonably furnish and

how replacements for reinforcements would be handled. In the early part of February a blanket quota was finally established for 2nd MRS units. Thus, Headquarters 2nd MRS was able to apportion its quota over all units in direct proportion to the ability of each unit to furnish the necessary men. After the second or third quota through Base Sections was furnished, it was necessary for Railway Operating Battalions to dig into technically trained personnel to meet quota demands. This resulted in the loss of some highly valuable men, replacements for which could not be hoped for unless requisitioned from the Zone of the Interior. The first direct quota for the 2nd MRS, consisting of 350 men, reported on 5 March 1945 and the second quota of 550 men were first ordered to report on 4 April 1945 but this was later set back to 22 April 1945. These two figures are the only two accurate ones Headquarters, 2nd MRS, had on the number of men furnished to the reinforcement training program due to the fact that Base Sections pulled out a large number of men prior to the time when quotas were established for the 2nd MRS as a whole. It was estimated however, that 2nd MRS furnished approximately 2,000 men for Infantry training.

Damage Due to Enemy Activity

Up to the time of the "buzz" bombing of Liege and Antwerp, and vicinity, loss of personnel and equipment due to enemy action was comparatively low. The 763rd Railway Shop Battalion lost one officer and one enlisted man in the buzz bomb attacks on Antwerp one week after the unit's arrival on the Continent. Another unit lost its Chaplain when a buzz bomb demolished the Red Cross Building in Antwerp. The 740th and 741st also lost personnel in Liege due to enemy activity. Other isolated casualties occurred, some of which were due to strafing of military trains and some due to contact with booby traps and land mines. In considering the full number of men in railway units on the Continent, however, the percentage of personnel lost through enemy action was small. Perhaps the largest single loss of equipment occurred at Soissons, 29 December 1944, when a single German aircraft bombed the rail yard and destroyed more than 400 cars, many of which were loaded with ammunition.

Reconnaissance and Rehabilitation

Reconnaissance of newly captured territory was made as soon as possible by members of Headquarters, 2nd MRS, and members of the railway operating units and Grand Divisions. Reports made by these parties were the basis for selecting routes to be used as supply lines. Reconstruction of these lines was the responsibility of the Corps of Engineers and their cooperation in expediting the laying of track, filling of bomb craters, removal of wreckage, and the construction of bridges was an important factor in the development of all captured lines.

Communications

When emphasis on operations was placed on German rail lines in the campaign directed towards the Rhine, communications with this area presented the greatest single problem. That the problem was met and solved effectively was due in no small measure to the Signal Corps network, the SNCB telephone networks, and the SNCF network. All of these were tied-in to the 2nd MRS



1. CAPTURED YARDS



2. ARE CHECKED



3. EQUIPMENT AND

CAPTURED RAIL EQUIPMENT

Since the days of the Normandy campaign the Military Railway Operating and Shop Battalions have received repaired and put back into operation thousands of captured equipment and rolling stock. The equipment found on the continent was of numerous origins of varying ages and in every state of repair.



4. LOADS ARE LISTED



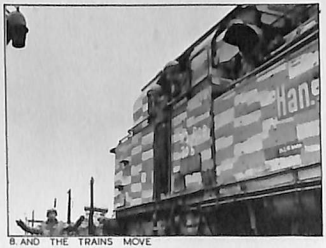
5. DAMAGED EQUIPMENT



6. AND RAILS



7. ARE EXAMINED AND REPAIRED



8. AND THE TRAINS MOVE

switchboard and by these several systems, communications were maintained. The greatest difficulties occurred after the passage of our troops over the Rhine and with the movement of the Advance Section to Namur. However, the circumstances which arose were of short duration and once again, the value of the then established network was proven.

Activities of 1st MRS

Brief Review of History Prior to 1945

The advance of Allied troops through Southern France, which began with assault landings over three beaches between Toulon and Nice, was so rapid that the retreating enemy did not have time to wreck completely all the rail lines but nearly all the principal bridges were destroyed. There were two main supply routes to the north, one up the Rhone Valley to Lyon and Dijon and the other to the east through Grenoble and on up to Dijon (See Chart IV, this Chapter). There were double-track lines on both banks of the Rhone River but all the bridges had been so completely demolished that it was impossible to use the lines on the west bank of the Rhone. However, the line on the east bank of the river was rapidly rehabilitated and used as the main supply route. Also, a single-track line to Grenoble was developed but its use became extremely limited during the winter months.

The first units under MRS in Southern France included: (1) the Forward Echelon of Headquarters, followed later by the remainder of that organization; (2) the 703rd Railway Grand Division, the 713th Railway Operating Battalion and 794th Military Police Battalion; (3) the 727th and 759th Railway Operating Battalions, the 704th Railway Grand Division, the 788th Base Depot Company and the 761st Railway Transportation Company. (Remaining in Italy to continue supplying the Allied Armies, were the 701st Railway Grand Division, the 715th and 719th Railway Operating Battalions, the 753rd Railway Shop Battalion, the 760th Railway Diesel Battalion, and the newly arrived 744th Railway Grand Division). Three new units were added to MRS for duty in Southern France during November 1944. These were the 750th Railway Operating Battalion, the 756th Railway Shop Battalion, and the 783rd Base Depot Company.

On 16 August 1944, one day after D-Day for the invasion of Southern France, General GRAY's Executive Officer landed on the Riviera beach and began a survey of railroad conditions. The next day an Engineer Battalion placed empty cars for loading at St. Tropez. The day following, six carloads of supplies were moved from St. Tropez to Cogolin, about 15 miles from the beach and the day after that, eight carloads. And so the flow of traffic by rail began, eventually reaching 14,000 net tons daily.

The following information on 1st MRS activities in Southern France during 1944 is quoted from a SOLOC Historical Booklet, published and distributed by the Special and Information Section, Headquarters, SOLOC:

"A great number of bridges had been destroyed. In the valley of the Rhone, from Marseilles to Lyon, there were no connections between the right and left banks of the river. In one viaduct, commanding almost all the traffic of Western France, 22 out of 32 arches had been blown. To the north of Lyon the situation was no better. Bridges, tunnels, stations, engine sheds, blockcabins, and freight sheds had been turned into rubble either by Allied bombing or German demolition.

"Terrific damage had been inflicted on the marshalling yards all the way from the Mediterranean coast to the heart of France. Only chaotic heaps of burnt cars, smashed engines and twisted rail remained. Cleaning them up was slow work, with most of the necessary materials on the critical list.

"In both the repair and operation of rail lines in Southern France, the MRS received help of the 7th Army Engineers and unqualified cooperation of the French railroad employees, members of the Societe Nationale des Chemins de Fer (SNCF).

"Original plans had called for establishment of three phases for the operation of railroads in France, subject always to U.S. control: (1) Operation by American military; (2) French civilian operation, with U.S. supervision; and (3) Complete operation by French civilians.

" 'From the very first' ", commented General GRAY, "' the desire of the SNCF to cooperate was so wholehearted that it was possible for us to skip the first phase altogether. So we started right in on the second step, with the French civilians doing the operating and our GI's just supervision--double--crewing on the runs. This supervision has naturally varied a lot, depending on the amount of traffic and proximity of trains to the front lines. Sometimes none or all is necessary. '

"Mutual assistance from all sides was an outstanding factor from the very beginning in getting the rail supply lines into action. With vital bridges out of commission, American 7th Army Engineers and the Civil Engineering Department of the SNCF worked right alongside MRS construction troops in order to open a route to the front with the least possible delay. By the first of the year, 42 bridges had been rebuilt; 800 miles of track and 4 tunnels repaired; 4,000 miles of track were in operation by 1st MRS.

"Often a bit of improvision became necessary in order to link severed bits of rail line together pending repair of the crossings. For instance, on the first line to operate after D-Day, from the Riviera north to Grenoble, a blown-out bridge made it necessary to bring supplies by train up to the banks of the Durance River, ferry them across, and reload on a train on the other side. From there they proceeded as far as Sisteron where they had to be unloaded again and truck around a demolished trestle."

More specific information on the opening of the railway lines in Southern France under 1st MRS is indicated by the following extract from SOLOC's Historical Report:

"The rehabilitation and operation of the railways for military purposes are under the Director General, 1st Military Railway Service, who is directly responsible to the Commanding General SOLOC. The 1st Military Railway Service has been established as a separate command in much the same manner as a Base Section is organized and units assigned and attached to the MRS in the same manner as to a Base Section.

"Within two days after the landings in Southern France the 7th Army was using the narrow gauge rail line from Frejus to St. Maxime to haul ammunition from DELTA Beach. At first this was only a small Diesel powered car but by D/5 three trains a day were being moved from Frejus to St. Maxime.

"The first standard gauge line put in operation was from St. Raphael to Carnoules to Aix en Provence which had a capacity of 3500 tons per day. The line from Aix north to Grenoble was open except for the bridges across the Durence River at Meyrargues and the Buech River at Sisteron. Supplies were hauled by rail to Meyrargues then trucked to Sisteron and then by rail to Grenoble. On 9 September a bridge was completed at Meyrargues which was strong enough for loaded railroad cars to be pushed across even though it could not carry an engine and on 15 September a similar bridge was completed to Sisteron. The capacity of this line was 1500 tons. By 25 September the line along the east bank of the Rhone was opened as far north as Lyon with a capacity of 3000 tons per day and the line from Valence to Grenoble was open with a capacity of 3000 TPD.

"The demands for rail tonnage exceeded the capacity of the lines and the first POM (Port of Marseilles) meeting was held on 26 September at SOS Advance Hq at Lyon. The total bids were 8433 TPD while the bids accepted totalled only 4928 TPD. As the lines were rehabilitated and additional rolling stock and motive power added the capacities increased rapidly. By 4 October the bids accepted totalled 8350 TPD; by 12 October 12,000 TPD; by 16 November 14,000 TPD; by 26 December 15,000 TPD.

"Attached Exhibit "O" is a letter* published by Hq Comzone NATOUSA Advance giving the general policies for the allocation of rail tonnages in Southern France."
*(See Appendix No. 4 for copy of this letter)

After the establishment of Southern Line of Communications on 20 November 1944, the duties of the Transportation Officer were announced as of the same date as follows:
(It will be noted that sub-paragraphs "d" and "f" refer specifically to MRS):

"2. Duties.

"a. Act as advisor to the Commanding General and staff on Transportation matters.

"b. Prepare and submit to the General Staff directives and orders on Transportation matters recommended for publication.

"c. Represent the Commanding General for Transportation matters on planning and executive staffs, committees, boards and at meetings involving Transportation interests.

"d. Exercise technical supervision over Transportation Corps facilities, activities, installations, and troops, except Military Railway Service and Military Railway Service troops.

"e. Coordinate Transportation Corps activities between the Advance and Base Sections of SOLOC to the extent necessary to insure the efficient use of facilities employed for the through movement of personnel, supplies, and equipment.

"f. Exercise control over requests placed on the Military Railway Service to insure that the capacity of the Military Railway Service is not exceeded."

The organization of the Office of the Transportation Officer under SOLOC was along the same lines as those at Allied Forces Headquarters Mediterranean Theater of Operations. The following is a copy of the statement of policy followed as it pertained to railway operations:

"Terrific damage had been inflicted on the marshalling yards all the way from the Mediterranean coast to the heart of France. Only chaotic heaps of burnt cars, smashed engines and twisted rail remained. Cleaning them up was slow work, with most of the necessary materials on the critical list.

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"d. Exercise technical supervision over Transportation Corps facilities, activities, installations, and troops, except Military Railway Service and Military Railway Service troops.
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"f. Exercise control over requests placed on the Military Railway Service to insure that the capacity of the Military Railway Service is not exceeded."

The organization of the Office of the Transportation Officer under SOLOC was along the same lines as those at Allied Forces Headquarters Mediterranean Theater of Operations. The following is a copy of the statement of policy followed as it pertained to railway operations:

"a. Operation: Operation of Railways for military purposes will be under Director General, 1st Military Railway Service, who is directly responsible to the Commanding General, SOLOC. This Headquarters will make allocations of tonnage to the various users, and will exercise supervisory control over loading, discharge and determination of delivery points to the extent considered necessary to insure orderly and efficient use of available rail capacity.

"b. USE:

"(1) Rail Transportation will normally be utilized in lieu of motor transport for all hauls in excess of 50 miles. Rail transportation will be used for shorter hauls when such use is practicable and operationally sound.

"(2) Prompt loading and discharge of railway cars being essential to the efficient use of available rail capacity, Section Commanders will insure that no undue delay of empty or loaded cars results from failure by agencies under their command to load promptly and discharge."

On 20 November 1944 SOLOC published an Office Memorandum on the "Duties and Responsibilities of the Heads of Branches and Functions of Groups, Office of the Transportation Officer, Effective 0001 Hours 20 November 1944." The following extract therefrom gives the duties assigned to the Rail Division:

"(a) Maintains liaison with Director General of Military Railways on railway operating matters and is advisor to the Transportation Officer on such matters.

"(b) Receives rail bids from Movements Group. Prepares such bids in proper form to be acted on at POM meetings. Schedules and holds POM meetings and disseminates the information to all concerned.

"(c) Arranges for all rail moves of passengers, vehicles and freight with proper operating agencies within SOLOC and coordinates all railway movements between SOLOC and other parts of the theater with proper headquarters.

"(d) Maintains records of all railway movements in SOLOC."

On 4 December 1944 in a memorandum to G-4, Subject: Estimate of Supply Situation-Report No. 1, the following was given on Rail:

"The major supply channel for 6th Army Group, attached Air Forces and for build-up of stocks in CONAD is by rail north from Marseilles. The total capacity of this rail connection is about 14,000 DWLT per day. Distribution to 7th Army and 1st French Army is from the vicinity of Dijon to railheads in the Epinal, Luneville and Besancon areas, respectively. Average daily deliveries by rail to 7th Army and 1st French Army during the period 20 November to 30 November inclusive were 3,600 DWLT per day and 2,000 DWLT per day, respectively."

On 19 December, Report No. 2 in the same series stated:

"a. The capacity of the Rhone Valley lines remains the same, 14,000 DWLT per day through to 31 December 1944. Full tonnage still not utilized.

"b. POM Conference allocated full commitments for the coming period 21-31 December, inclusive, being necessary to cut 675 tons from total bids.

"c. Tonnage capacity from Luneville to Sarrebourg now 3,300 net tons per day, to be increased to 4,500 TPD when double track into Embermenil completed about 20 December, and adequate dispatching circuits are established, also about same date. Estimate for line from Sarrebourg to Strasbourg is two weeks, when tunnel between these two points is completed. Within three days after opening of tunnel now estimated on 25 December, MRS will be able to handle 4,500 TPD through Epinal to Strasbourg or any portion of it to distances short of Strasbourg.

"d. Cars under load remained a problem, particularly in 7th Army Area, averaging considerably above daily established average of 500 cars. Further, a backlog of over 1,000 cars awaiting movement into 7th Army Railheads. Cable issued to 6th Army Group and 7th Army directing action to be taken."

Statistics on the amount of cargo cleared by rail as compared to highway and water during the period 8 September through 31 December 1944 are given in Appendix No. 4.

Changes in Organization and Unit Assignments

The status of MRS units, as of 1 January 1945 is given in Appendix No. 4. On 16 January 1945 GO No. 3, Headquarters , , , , , SOLOC, announced the organization of 1st Military Railway Service and assignment to SOLOC, ETOUSA, effective as of 20 December 1944 (See Appendix No. 4 for copy of letter dated 28 December 1944, Headquarters, 1st MRS, Subject: Assignment of Units 1st Military Railway Service). Following these orders, Brigadier General CARL R. GRAY, Jr. was appointed Director General, 1st Military Railway Service, and made responsible for the advance planning, development, reconstruction, and operation of all railways necessary for military operations in the area supported by SOLOC. By the same orders all personnel and units assigned to 1st MRS were placed under the command of the Director General for operations and administration.

In order to implement the supervision, and expedite railway rehabilitation, the following two Engineering Districts were created within Headquarters, 1st MRS, by authority of GO No. 1, Headquarters, 1st MRS, dated 6 January 1945, for the purpose of supervising technical railway engineering work:

"a. District Number One comprises all rail lines in 1st Military Railway Service territory south of Dijon and Dole but not including those locations. Lt. Colonel Robert J. Crane, 0144599, TC, is appointed Engineer for District No. 1, reporting to and receiving technical instructions from Colonel Benjamin H. Crosland, Asst. General Manager Engineering, this Headquarters.

"b. District Number Two comprises all rail lines in 1st Military Railway Service territory north of and including Dijon and Dole. Lt. Colonel Herbert G. Dennis, 0481953, TC, is appointed Engineer for District No. 2, reporting to and receiving instructions from Colonel Benjamin H. Crosland, Asst. General Manager Engineering, this Headquarters."

Charts VI and VII, this Chapter, show the Organization of 1st MRS and the Headquarters of that organization, as of 9 January 1945.

As indicated earlier in this Chapter, Brigadier General CARL R. GRAY, Jr. was designated Director General, Military Railway Service, U.S., effective 12 February 1945. Subsequently, on 19 February 1945, by authority of GO No. 2, General Headquarters, MRS, Colonel ARTHUR E. STODDARD was announced as General Manager, Headquarters, 1st MRS.

Effective 10 February 1945 a Railway Security Department of Headquarters, 1st MRS was activated, to consist of six officers and twelve enlisted men. The duties of the Ass't. General Manager Railway Security were to direct all activities in connection with the protection and security of war materials,

supplies, and equipment being transported by rail, or set out under load awaiting shipment or delivery to consignee. All MP units assigned or attached to 1st MRS were under the jurisdiction of this headquarters and the command channel was through the Director General, 1st MRS.

In accordance with the provisions of GO No. 6, General Headquarters, Military Railway Service, dated 12 March 1945, the following units were transferred from the jurisdiction of 2nd MRS and assigned to 1st MRS (See Appendix No. 4 for a copy of GO No. 6):

706th Railway Grand Division
712th Railway Operating Battalion
716th Railway Operating Battalion
718th Railway Operating Battalion
732nd Railway Operating Battalion
765th Railway Shop Battalion
142nd Hospital Train Maintenance Platoon
121st Hospital Train Maintenance Section

The 733rd Railway Operating Battalion was assigned to Headquarters 1st MRS by GO No. 8, General Headquarters, Military Railway Service, dated 24 March 1945, effective as of 4 February 1945 (See Appendix No. 4 for a copy of this GO). This unit was placed under the jurisdiction of the 704th Railway Grand Division with headquarters located in Nancy. The following Military Police units were assigned to 1st MRS by GO No. 9, General Headquarters, Military Railway Service, dated 28 March 1945 (See Appendix No. 4 for a copy of this GO):

385th Military Police Battalion
182nd Military Police Company
189th Military Police Company

On 28 March, 1st MRS designated the locations of these units as Soissons, Luxembourg, and Marseilles, respectively. The 182nd MP Company was attached to the 385th MP Battalion for duty, administration, and supply, with the command channel through the Commanding Officer of this unit; the 189th MP Company was attached to the 400th MP Battalion.

Effective 30 March 1945, GO No. 10, General Headquarters, Military Railway Service, assigned the 128th Railway Workshop (Mobile) to 1st MRS. (See Appendix No. 4 for a copy of this GO). Organizational equipment of the 109th Railway Workshop (Mobile) was assigned to this unit. The unit was placed under the jurisdiction of the 704th Railway Grand Division by SO No. 35, General Headquarters, Military Railway Service, dated 30 March 1945.

The territorial boundary between the 1st and 2nd MRS was defined by GO No. 5, General Headquarters, Military Railway Service, dated 5 March (See above, under Activities of General Headquarters, Military Railway Service). The following operating territories for 1st MRS units were assigned by that headquarters, effective 29 March 1945:

706th Railway Grand Division--Supervision of lines: Lumes-Givet-Hirson and having jurisdiction over the following:

(1) 712th Railway Operating Battalion, headquarters at Longuyon, France. Longuyon to Verdun, inclusive, via Conflans; Longuyon to Bertrix via Longwy; Bertrix to Libramont, inclusive; Longwy to Libramont, exclusive, via Arlon.

ORGANIZATION CHART - FIRST MILITARY RAILWAY SERVICE

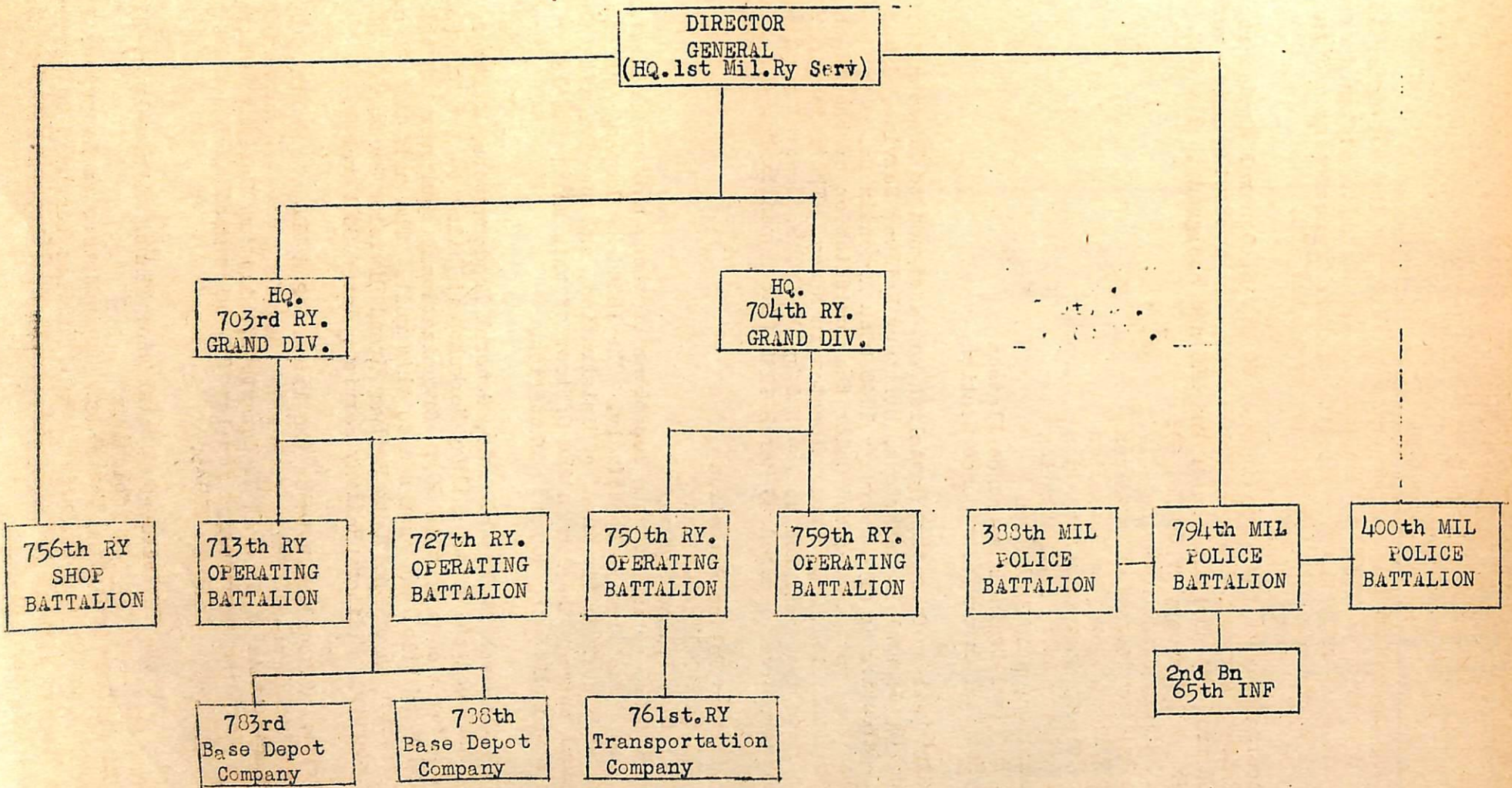

CHART VI

9 JANUARY 1945

HEADQUARTERS, FIRST MILITARY RAILWAY SERVICE

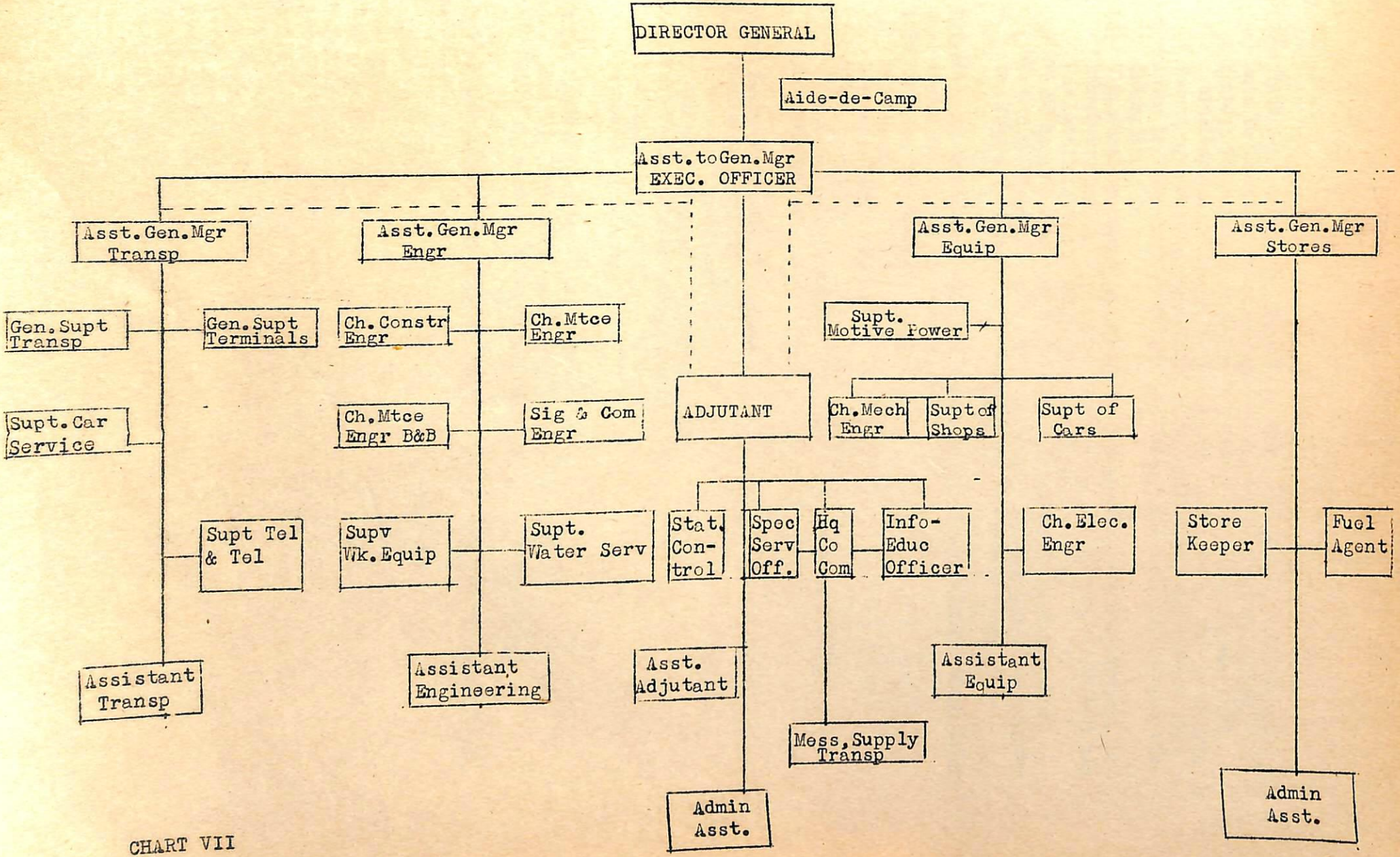

CHART VII

(2) 716th Railway Operating Battalion, headquarters at Metz, France. Metz to Arnaville; Metz to Audun le Tiche via Thionville and Fontoy; Thionville to Longuyon via Fontoy; Metz to Baron-Court, exclusive, via Audun la Roman; Conflans exclusive, via Valleroy, Hagendange, Metz to Courcelles; Esch, exclusive, to Saulnes via Audun La Roman to Bettembourg, exclusive, and to Wincheringen via Thionville.

(3) 718th Railway Operating Battalion, headquarters at Luxembourg. Luxembourg inclusive, to Aron, exclusive, Luxembourg to Ehrang via Wasserbillig; Gouvy, exclusive, via Trois Verges.

(4) 732nd Railway Operating Battalion, headquarters at Thionville, France. Thionville, inclusive, to Mainz via Bougzonville, Hargarten Falck, Saarbrucken, Wemmetsweiller, Hombourg and Bingen.

Effective 28 March units under jurisdiction of 704th Railway Grand Division were reassigned territories as follows:

759th Railway Operating Battalion
Dijon-Dole
Besancon-Montbeliard
Besancon-Vesoul
Villers Les Pots-Mulhouse
Merry-Toul

733rd Railway Operating Battalion
Dongermain, Line 23
Commercy-Nancy-Blainville
Neufchateau-Pagny-St. Vincent-Jarville
Frouard-Sarrable-Sarreguemines-Homburg
Courcelles Benestroff
Frouard-Pont A Mousson

750th Railway Operating Battalion
Line 24, Blainville Yard and Blainville to Strasbourg
Line 28, Blainville to Epinal, but not including Epinal

The organization of 1st Military Railway Service, as of 31 March 1945, was as follows:

	Unit	Station
HQ,	1st Mil. Ry. Serv.	LYON, France
	756th Ry Shop Bn	Marseilles, France
	765th Ry Shop Bn	Thionville, France
	142nd Hosp Tr Mtn Plt	Thionville, France
	*121st Hosp Tr Mtn Sec	Thionville, France
703rd Ry Grand Div		Marseilles, France
	713th Ry Opn Bn	Marseilles, France
	727th Ry Opn Bn	Lyon, France
	783rd Base Depot Co	Marseilles, France
	788th Base Depot Co	Marseilles, France

Unit	Station
704th Ry Grand Div	Nancy, France
733rd Ry Opn Bn	Nancy, France
750th Ry Opn Bn	Blainville, France
759th Ry Opn Bn	Dijon, France
761st Trans Co	Sarrebourg, France
706th Ry Grand Div	Luxembourg, Luxembourg
712th Ry Opn Bn	Longuyon, France
716th Ry Opn Bn	Metz, France
718th Ry Opn Bn	Luxembourg, Luxembourg
732nd Ry Opn Bn	Thionville, France
794th Mil. Police Bn	Lyon, France
385th MP Bn	Soissons, France
388th MP Bn	Nancy, France
400th MP Bn	Marseilles, France
182nd MP Co	Luxembourg, Luxembourg
189th MP Co	Marseilles, France

*No officer authorized or assigned to this unit: attached to 142nd Hospital Train Maintenance Platoon for duty and administration.

Operations

January

The MRS radio network, operated by the 794th MP Bn, had been inaugurated in France on 14 September 1944 when stations were opened at the St. Raphael beachhead and Marseilles. These were used for dispatching trains and the handling of other railway business when the first trains began moving supplies to the front. A station was opened at Lyon on 19 September when the Director General established his headquarters in that city. At that time radio was the only means of communication between the Director General and his units at Marseilles. On 22 September a station was opened at Dijon to provide communication between the Director General and his Executive Deputy at 7th Army Headquarters.

By the end of January 1945, stations were located at Lyon, Marseilles, Dijon, Blainville, Langres, Sarrebourg, Epinal, Luneville, and Nancy and by that time a total of 11,047 messages had been handled. During the first part of October 1944 a teletype machine had been installed at Headquarters, 1st MRS; by the end of January 1945 there were two of these machines in operation within the 1st MRS command, the other being in the forward area at Headquarters, 704th Railway Grand Division. By the means of these teletype machines, contact was maintained with 7th Army, 6th Army Group, and Delta Base Section.

With the movement of 757 Allied civilians plus 339 Allied ex-Prisoners of War, from Geneva to Marseilles, and 314 repatriated personnel from Marseilles to Geneva, the entire program covering the exchange of such personnel was completed. The first train being used for this purpose departed from

Marseilles on 16 January and the last train on 3 February. The total number of civilians and ex-Prisoners of War exchanged were as follows:

GENEVA-MARSEILLES (Allied)

Ex-Prisoners		Civilians
Litter	Sitting	
813	1690	758

MARSEILLES-GENEVA (German)

Ex-Prisoners		Civilians
Litter	Sitting	
2386	2553	917

Ambulance train operation during the period 1 to 28 January 1945 inclusive, was as follows:

	Patients	Mileage
American	14,652	15,994
French	12,249	17,134

Difficult operating conditions prevailed in the railhead area during the period 15 - 31 January 1945. Among the contributing causes were: extreme cold weather causing water and subsequent power difficulties; a heavy accumulation of empty cars and a large number of loads awaiting forward movement; and at Langres, sickness removed 35 French civilian railway crews from service. At the close of the month, however, there was a general improvement in power, train operation, and yard conditions. Arrangements were made to place a number of MRS crews in service between Langres and Epinal to offset the shortage of French crews. The MRS crews aided in clearing the situation generally.

On 16 January instructions were received from SOLOC to move on first priority all available rations to the Seventh Army at Luneville. A total of 135 cars were found available at Is-Sur-Tille and Dijon, which made up three trains; these were given first priority movement. On 17 January CONAD requested that first priority be given 64 cars of gasoline from Langres to Seventh Army. The first of two trains carrying this gasoline was forwarded within three hours after request was made and was closely followed by the second train. At this time there were seven priority trains on the line north of Langres, all destined to Seventh Army.

The organization of 1st Military Railway Service as of 31 January 1945 was as follows:

Unit	Station
HQ 1ST MIL RY SERV	LYON, France
756th Ry Shop Bn	Marseilles, France

Unit	Station
703rd Ry Grand Div	Marseilles, France
713th Ry Opn Bn	Marseilles, France
727th Ry Opn Bn	Lyon, France
783rd Base Depot Co	Marseilles, France
788th Base Depot Co	Marseilles, France
704th Ry Grand Div	Nancy, France
759th Ry Opn Bn	Dijon, France
750th Ry Opn Bn	Blainville, France
761st Ry Trans Co	Sarrebourg, France
794th Mil Police Bn	Lyon, France
388th MP Bn	Luneville, France
400th MP Bn	Besancon, France
65th Inf Regmt (2nd Bn)	Marseilles, France

Following is a resume of the activities of Headquarters, 1st MRS, by departments:

a. Transportation: During the period 1 to 4 January an especially important movement consisting of four trains of tanks originating at Marseilles and destined for the Third Army occurred. These trains were given the highest priority and with excellent cooperation from French forces and the trains arrived at Lerouville with a 30-hour performance. The embargo of Red Cross shipments to Switzerland which remained in effect for approximately 30 days, was lifted on 2 January. As of 4 January, authorization for the daily movements of 600 tons of such loading was given. The following tabulation shows net tons and trains handled between the points as indicated for the period 1 to 28 January 1945:

District	Military Freight Trains	Net Tons	Troop	POW	Hospital	Civilian Passenger	Trains Freight
Antibes-Toulon	22	1,994	-	-	-	54	4
Toulon-Antibes	14	5,408	3	-	-	54	13
Marseilles-Grenoble	2	803	-	-	-	21	4
Grenoble-Marseilles	-	-	-	-	-	23	-
Marseilles-Gardanne	2	-	1	-	-	50	1
Gardanne-Marseilles	-	-	2	-	1	56	-
Marseilles-Valence	447	246,951	16	-	29	91	27
Valence-Marseilles	292	21,502	5	-	23	100	68
Valence-Lyon	330	181,450	18	-	22	88	70
Lyon-Valence	198	8,750	6	-	24	88	127
Lyon-Macon	275	155,071	19	-	28	102	49
Macon-Lyon	229	13,656	6	-	29	104	50
Lyon-Paray	2	390	-	-	-	109	54
Paray-Lyon	35	2,841	2	-	-	113	54
Paray-Dijon	24	6,535	9	-	3	91	88
Dijon-Paray	10	245	-	-	4	106	93
Valence-Grenoble	133	67,280	1	-	16	31	10
Grenoble-Valence	73	6,013	-	-	14	39	28
Lyon-Grenoble	4	2,837	1	-	-	67	96

District	Military Freight Trains	Net Tons	Troop	POW	Hospital	Civilian Trains Passenger	Freight
Grenoble-Lyon	18	515	-	-	-	78	53
Grenoble-Bourg	159	74,206	1	-	16	210	67
Bourg-Grenoble	50	1,233	3	-	16	209	40
Bourg-Dole	170	56,953	1	-	2	129	-
Dole-Bourg	51	1,940	2	-	3	124	8
Dijon-Is-Sur-?Tille	336	164,099	18	-	28	4	5
Is-Sur-Tille-Dijon	209	14,152	3	-	27	13	12
Dijon-Dole	98	37,335	40	-	71	105	63
Dole-Dijon	155	36,993	34	-	62	89	28
Dole-Besancon	160	76,537	31	-	45	100	9
Besancon-Dole	107	9,436	44	-	44	106	8
Langres-Merry	327	147,426	21	-	23	5	2
Merry-Langres	229	28,686	4	-	29	9	11
Hymont-Epinal	203	78,954	19	-	44	6	6
Epinal-Hymont	177	18,663	1	-	41	8	6
Epinal-Luneville	110	50,387	12	-	26	5	2
Luneville-Epinal	140	33,442	17	-	27	11	9
Luneville-Sarrebourg	192	95,881	23	-	28	2	2
Sarrebourg-Luneville	173	26,740	3	-	25	3	13
Merry-Barisy-LeCote	119	61,657	8	-	11	1	1
Barisey-LeCote-Merry	67	11,489	9	-	13	1	5

(Note) In Addition, 1,246 cars were handled during the month transporting POW's.

b. Engineering: This department was primarily engaged in the rehabilitation of rail lines, and the supervision of French maintenance problem during this period. Owing to the rapidly changing tactical situation it was necessary to change the priority on various lines which resulted in an unusual "Rush" construction problem on railway bridges. The entire 94th Engineer General Service Regiment was engaged on rehabilitation of rail lines and bridges under technical supervision of Headquarters, 1st MRS. The 1051st Engineer Regiment (Docks), with one battalion of General Service Regiment attached, assisted in the construction of a bridge across the Rhone, under the supervision of Headquarters, 1st MRS. Heavy snow and ice increased the difficulty of maintaining communications, but through the cooperation of the Signal Corps it was possible to keep them open as well as to continue with the opening of lines destroyed. On account of extremely cold weather and the failure of local engines it was necessary to extend the sphere of American oil burning locomotives. The Water Service section was heavily engaged in providing fuel oil stations to support this operation.

c. Equipment: On 13 January the shortage of motive power in Dijon and vicinity was investigated by the AGM (Assistant General Manager) Equipment. The Superintendent of Motive Power remained at Marseilles throughout the month, directing and assisting in the car erection and the assembly program being carried on by the 756th Railway Shop Battalion. The Drafting Section was engaged in making data sheet drawings of American Hospital trains and French motive power. The following shows the number of locomotives and cars received during the month and the number of cars assembled and placed in service:

LOCOMOTIVES AND CARS RECEIVED

	USA	NA
Locomotives	28	8
Gondolas (20-ton)	-	25
Tank Cars	40	-

*CARS ASSEMBLED

2-ton Gondolas	281
20-ton Box-Cars	240
Tank-cars	20

*All cars assembled received from the USA.

d. Stores: Instructions were issued to units concerning the rendering of the "Inventory of Engineer Equipment Report" and the "Procurement of Tires and Maintenance Parts for Vehicles Report". The Port Liaison Officer continued the checking of ports to locate Military Railway Service equipment and material discharged from ships. Necessary reports on fuel and oil were submitted as required.

Chart IV, this Chapter, shows the railway lines in operation under 1st MRS during the first quarter of 1945. The location of the various railway operating units and boundary line between Railway Grand Divisions are also shown. As indicated previously in this Chapter, the 1st MRS railroads in Southern France were under Phase II operation exclusively.

February

Ambulance train operation during the period 29 January to 25 February 1945, inclusive, was as follows:

	Patients	Mileage
American	13,989	24,100
French	8,449	12,040

Inclement weather hampered the service at Langres and Merry the early part of the month. The accumulation at these points, however, towards the middle of the month, was materially reduced by a favorable change in weather conditions, together with additional power transferred to this area. Trains carrying basic commodities of rations, POL, and ammunition were moved to the most forward points and held available for immediate movement, or priority, if and as required. This accumulation reacted upon the empty car situation in the Marseilles area, resulting in a shortage of cars at that point. At the close of the month the accumulation was completely cleared up in the Is-Sur-Tille-Langres-Merrey area; movement of southbound empty cars was back to normal and adequate empties were moving into Marseilles.

The organization of 1st Military Railway Service, as of 28 February 1945, was as follows:

Unit	Station
HQ 1ST MIL RY SERV	LYON, France
756th Ry Shop Bn	Marseilles, France

Unit	Station
703rd Ry Grand Div	Marseilles, France
713th Ry Opn Bn	Marseilles, France
727th Ry Opn Bn	Lyon, France
783rd Base Depot	Marseilles, France
788th Base Depot	Marseilles, France
704th Ry Grand Div	Nancy, France
759th Ry Opn Bn	Dijon, France
750th Ry Opn Bn	Blainville, France
761st Ry Trans Co	Sarrebourg, France
794th Mil Police Bn	Lyon, France
388th MP Bn	Luneville, France
400th MP Bn	Marseilles, France
65th Inf Regmt (2d Bn)	Marseilles, France

The following is a resume of functions of Headquarters, 1st MRS by departments:

a. Transportation: Is-Sur-Tille was opened as a Regulating Station 1 February and cars were classified by commodities at that point. CONAD issued their first program (30 January 1945) covering 7th Army supply movement from Is-Sur-Tille, which program called for eleven trains daily. Special movement of troops out of Marseilles got under way with two trains on 17 February and 17 trains the 18th through the 24th, or a total of 19 trains out of an estimated 92 trains, an average schedule of 30 hours being maintained from Marseilles to Troyes. Movement of a French Infantry Division, consisting of eight trains, from Remiremont to Pontier commenced 23 February and was completed on 25 February. The following figures show net tons and trains handled between points as indicated for the period 29 January to 25 February 1945:

District	Military Freight Trains	Net Tons	Troop	POW	Hospital	Civ Trains Psgr	Civ Trains Frt
Antibes-Roulon	11	780	2	-	-	56	22
Toulon-Antibes	23	8,672	2	-	-	44	31
Marseille-Gardanne	-	-	-	-	1	55	-
Gardanne-Marseille	-	-	-	-	1	54	-
Marseille-Valence	467	259,381	9	-	22	94	25
Valence-Marseille	379	27,401	5	-	24	102	122
Valence-Lyon	341	184,329	7	-	30	86	106
Lyon-Valence	225	15,013	9	-	32	81	195
Lyon-Macon	402	214,981	7	-	42	130	57
Macon-Lyon	321	21,302	9	-	38	125	82
Lyon-Paray	-	-	0	-	-	84	68
Paray-Lyon	60	4,531	-	-	-	79	67
Paray-Dijon	1	646	2	-	6	121	143
Dijon-Paray	46	1,497	-	-	4	127	121
Valence-Grenoble	150	69,908	3	-	2	40	52
Grenoble-Valence	108	11,350	2	-	4	41	48
Lyon-Grenoble	1	480	1	-	2	71	106
Grenoble-Lyon	21	980	-	-	1	87	104

Bourg-Grenoble	122	18,326	2	-	4	221	73
Bourg-Dole	183	79,214	4	-	4	170	-
Dole-Bourg	106	3,986	-	-	2	169	3
Dijon-Is-Sur-Tille	424	188,488	16	-	22	5	29
Is-Sur-Tille-Dijon	337	25,822	3	-	17	15	24
Dijon-Dole	135	44,964	34	-	48	113	72
Dole-Dijon	185	57,492	38	-	48	123	45
Dole-Besancon	183	81,433	31	-	42	89	8
Besancon-Dole	123	11,726	40	-	36	99	1
Andilly-Langres	353	153,986	11	-	15	7	4
Merrey-Epinal	127	46,259	16	-	20	18	8
Epinal-Merrey	141	21,681	1	-	41	17	1
Epinal-Luneville	77	30,096	15	-	17	11	10
Luneville-Epinal	131	33,763	13	-	17	23	9
Luneville-Sarrebourg	272	115,359	15	-	35	33	7
Sarrebourg-Luneville	144	16,849	10	-	37	44	7
Merrey-Neufchateau	393	176,925	-	-	26	3	29
Neufchateau-Merrey	203	33,853	7	-	9	4	7
Blainville-Epinal	34	10,312	4	-	2	7	1
Epinal-Blainville	31	13,744	3	-	-	8	1
Blainville-Sarrebourg	65	38,380	1	-	7	23	2
Sarrebourg-Blainville	54	9,262	2	-	7	26	3

b. Engineering: Owing to the fact that railheads were established as far forward as tactical conditions would permit, during February, most of the rehabilitation was undertaken in areas further to the rear in order to strengthen the supply lines for future operations. Progress on the Rhone River trestle and bridge at Avignon was slowed by high water and shortage of long piles. Arrangements were made to secure longer piles from Luneville and Dijon. High water and interference already experienced from river boats fouling the timber abutments caused some changes in plans. On 2 and 3 February, Lt Colonel Crane made a field trip with Lt Colonel Sanderson to Line 16, Chalon to Viller-Les-Pots, in connection with the possible opening of this line. The principle work involved the restoration of the Saone River crossings at Chevres and St. Jean, together with a smaller bridge job south of St. Jean. Arrangements for materials and equipment were through SOLOC. During the month the bridge across the Durance at Orgon was restored to service; the line from Miramas to Avignon was then open. The short connection in the vicinity of Chalindrey-Chaudeny was restored to service, thus eliminating the long detour through Langres. The line was opened up between Aillevillers and Epinal, permitting direct movement of tonnage from Dijon-Vesoul-Epinal-Blainville. The line was opened from Bruyeres to St. Die and from Lure to Mulhouse, thus providing the much needed supply route to the First French Army. Signal communications were strengthened and improved throughout the entire area. Fuel oil stations were placed in service in forward areas permitting wider use of oil-burning engines.

c. Equipment: On account of heavy snow and inclement weather during the first part of the month in the northern territory, the AGM was in Langres supervising the movement of supply and correcting power shortages. The following shows the number of locomotives and cars received during the month and placed in service:

LOCOMOTIVES AND CARS RECEIVED

	USA	NA	ISR(Italian)
Locomotives	20	6	
Gondolas (20-ton)		4	
Tank cars	86		
Refrigerators			4

*CARS ASSEMBLED	
20-ton Gondolas	258
40-ton Gondolas	37
20-ton Box Cars	802
Warflats	80

*All cars assembled received from USA.

d. Stores: The stores detachment at Chaligny continued to stockpile bridging material. Detachment "A" of the 788th loaded, classified, and shipped material from Lyon, with the expectancy of closing out the St. Priest depot at an early date. Purchases were made and vouchers were prepared for material necessary for the continued operation of Headquarters, 1st MRS. The Port Laision Officer continued the checking of ports and locating MRS material discharged from ships.

March

As of 28 March 1945, the railway mileage under the jurisdiction of 1st MRS and by Phase Operation was as follows:

	Single	Double
Phase I -	265	130
Phase II -	139	472
Phase III -	521	2,727
TOTAL	925	3,329

(See Appendix No. 4 for MRS Sitreps

Hospital trains operated during the period 26 February 1945 to 1 April 1945, inclusive, were as follows:

	Patients	Mileage
American	39,886	46,766
French	7,669	10,205

The following is a resume of activities of this headquarters by departments:

a. Transportation: All during the month traffic was maintained with excellent schedules and encountered few operating difficulties. Arrangements were completed with the Swiss government for lease of five hundred rail tank cars for use in France. These cars were received by shipments and forwarded to the Calais and Chalon-sur-Marne areas to relieve an acute tank car shortage created by vast tonnages of gasoline being shipped to forward areas. Further request for five hundred rail tank cars from Switzerland was rejected but they later con-

sented to lease 250 cars. This shipment commenced 29 March and was planned for completion in early April. Cars were to be forwarded to Antwerp for service disposition. In a further effort to ease this shortage, 150 rail tank cars were transferred from DBS Car Pool to the Chalon sur Marne area. 1st Military Railway Service Rear Echelon Headquarters was established in Paris to act as a liaison office on all transportation matters, between GHQ, 1st MRS, and 2nd MRS Rear. This echelon was established effective 16 March 1945 per General Orders 9, Headquarters 1st MRS, dated 16 March 1945. Tri-weekly service, on a 41-hour 50-minute schedule, from Aachen to Nice and a 44-hour 30-minute schedule from Nice to Aachen, to accommodate First, Third, Seventh and Ninth U.S. Army personnel on leave to the Riviera, was inaugerated 26 March southbound and 29 March northbound. The following tabulations show net tons and trains handled between points as indicated for the period 26 February to 31 March 1945:

District	Military Trains	Freight Net Tons	Troop Trains	Hospital Trains
Antibes-Toulon	6	-	10	-
Toulon-Antibes	20	7,747	13	-
Marseille-Valence	700	406,989	34	18
Valence-Marseille	447	23,554	15	17
Valence-Lyon	629	345,325	40	17
Lyon-Valence	281	17,052	35	15
Lyon-Macon	596	329,862	41	17
Macon-Lyon	498	23,835	27	17
Paray-Lyon	53	1,235	1	-
Paray-Dijon	-	-	-	3
Dijon-Paray	64	169	-	3
Valence-Grenoble	102	53,715	4	1
Grenoble-Valence	101	3,817	0	-
Grenoble-Lyon	37	1,851	-	-
Grenoble-Bourg	110	52,214	4	2
Bourg-Grenoble	102	1,746	1	1
Bourg-Dole	102	38,301	4	3
Dole-Bourg	55	1,501	1	6
Dijon-Is-Sur-Tille	680	299,912	30	20
Is-Sur-Tille-Dijon	386	29,427	7	15
Dijon-Dole	149	56,492	37	31
Dole-Dijon	189	49,683	54	31
Dole-Besancon	117	48,513	13	21
Besancon-Dole	115	11,783	19	23
Andilly-Merrey	617	284,638	26	15
Merrey-Andilly	372	39,825	5	17
Merrey-Epinal	103	34,226	18	17
Epinal-Merrey	78	11,977	3	25
Epinal-Blainville	271	120,840	24	24
Blainville-Epinal	150	52,281	28	34
Blainville-Sarrebourg	383	208,729	33	40
Sarrebourg-Blainville	244	32,191	25	47
Merrey-Neufchateau	537	244,883	6	21
Neufchateau-Merrey	307	26,546	2	12
Neufchateau-Toul	273	122,304	17	9
Commercy-Toul	52	20,501	14	9
Toul-Nancy	275	119,144	27	18
Nancy-Blainville	201	90,811	24	24
Blainville-Nancy	149	46,592	3	25

District	Military Trains	Freight Net Tons	Troop Trains	Hospital Trains
Frouard-Benestroff	159	31,818	3	9
Benestroff-Frouard	46	3,209	-	-
St. Hiliare-Chalons	48	35,295	18	1
Chalons-St. Hiliare	78	15,223	29	1
St. Hiliare-Reims	59	18,249	32	5
Reims-St. Hiliare	73	30,482	29	3
St. Hiliare-Verdun	27	10,064	10	-
Verdun-St. Hiliare	31	11,866	16	6
Reims-Charleville	42	21,365	3	4
Charleville-Reims	62	36,972	-	2
Laon-Reims	54	27,224	14	1
Reims-Laon	33	10,402	20	1
Hirson-Charleville	144	56,513	10	-
Charleville-Hirson	74	7,037	1	-
Givet-Charleville	113	51,680	2	1
Charleville-Givet	51	26,742	2	1
Lerouville-Onville	136	55,753	1	1
Onville-Lerouville	30	5,714	-	-
Lerouville-Verdun	18	10,022	1	1
Verdun-Lerouville	34	16,468	1	-
Verdun-Pont Nangis	14	2,573	-	-
Pont Nangis-Verdun	74	36,629	4	-
Paris-Meaux	88	35,989	37	24
Meaux-Paris	39	14,809	28	17
Paris-Flamboyen	44	19,777	-	-
Meaux-Mezy	63	26,767	20	9
Mezy-Meaux	19	5,740	17	13
Valentigny-Vitry	58	25,944	11	-
Vitry-Valentigny	14	4,606	1	-
Vitry-Lerouville	227	90,192	34	23
Lerouville-Vitry	69	5,830	21	23
Mezy-Chalons	61	24,230	15	11
Chalons-Mezy	28	9,827	21	11
Chalons-Vitry	154	76,860	34	15
Vitry-Chalons	74	10,292	36	20
Luxembourg-Gouvy	31	7,936	-	-
Gouvy-Luxembourg	49	9,238	1	-
Luxembourg-Arlon	46	3,885	5	-
Arlon-Luxembourg	37	14,778	1	-
Luxembourg-Ehrange	206	62,836	6	14
Ehrange-Luxembourg	107	2,998	1	13
Luxembourg-Mt St Martin	123	37,447	2	11
Mt St Martin-Luxembourg	298	101,649	13	21
Conflans-Hagondange	124	46,465	6	5
Hagondange-Conflans	64	6,057	4	7
Metz-Hagondange	61	14,399	10	7
Hagondange-Metz	67	13,242	7	12
Hagondange-Thionville	108	33,747	14	11
Thionville-Hagondange	60	12,515	8	14
Longuyon-Thionville	224	80,142	18	1
Thionville-Longuyon	192	37,901	2	-
Onville-Metz	78	20,230	11	6
Metz-Onville	38	5,454	6	9

District	Military Trains	Freight Net Tons	Troop Trains	Hospital Trains
Thionville-Winceringer	22	5,941	3	-
Wingeringer-Thionville	36	12,842	3	-
Verdun-Conflans	77	32,576	19	2
Conflans-Verdun	32	9,083	13	3
Conflans-Longuyon	153	50,592	9	1
Longuyon-Conflans	181	64,835	9	3
Longuyon-Mt St Martin	114	40,456	10	3
Mt St Martin-Lonyuyon	93	25,041	2	-
Mt St Martin-Arlon	47	13,435	8	-
Arlon-Mt St Martin	69	27,369	-	-
Arlon-Libramont	84	24,548	8	-
Libramont-Arlon	125	57,932	3	-

(A total of 344 POW trains were run during this period.)

b. Engineering: The rapidly changing tactical situation with the swift forward thrusts of all the Armies supplied by 1st Military Railway Service required the reconstruction of extensively damaged railroad lines and bridges deep into Germany and across the Rhine, Main, and Neckar Rivers. Additional Corps of Engineer units consisting of components of eight G.S. Regiments, two Engineer Combat Battalions as well as French First Army Engineer troops were executing projects in areas under jurisdiction of 1st MRS, reopening railway lines of communication directly in support of the Armies. "A" Companies of five Railway Operating Battalions and a detachment of a sixth were engaged in constructing passing-tracks and double-tracking reopened single-track lines in the forward area. Signals and communications, temporary water service, together with yard installations were restored to service. Maintenance was continued on lines previously opened.

c. Equipment: The AGM made several trips in the Northern territory of 1st Military Railway Service, having conferred with the Superintendents of the 704th and 706th Railway Grand Divisions and the Commanding Officer of the 765th Railway Shop Battalion. Inspection was also made of mechanical facilities at Nancy, Metz, Luxembourg, Lumes, Thionville, and Reims. The Superintendent of Shops departed for Strasbourg and vicinity to act as liaison officer between the French and First Military Railway Service in connection with operation of the Bischheim Shops at that point. In addition to normal activities of the department, the Superintendent of Car Department supervised the reconditioning of defective car journals to be used in the car erection program at Marseille. The Superintendent of Motive Power remained in Marseilles the whole month directing and assisting the 756th Railway Shop Battalion in the car erection program. The following tabulation shows the number of locomotives and cars received during the month and placed in service:

LOCOMOTIVES AND CARS RECEIVED

	USA	NA
Locomotives	16	3
20-ton Gondolas, HS		56

CARS ASSEMBLED*

Tank cars, 9900 gal capacity	108
20-ton Box cars class AA	1,280
50-ton War flats	93
35-ton Refrigerators	129
20-ton Box cars, class EE	5
20-ton Gondolas, LS	144
20-ton Gondolas, HS	870

(*All cars assembled received from the USA.)

d. Stores: The Acting Assistant General Manager-Stores, spent a week with the 706th Railway Grand Division shortly after their assignment to 1st MRS, making necessary arrangements for rendering of reports and records and advising them of the policies under which to operate. Lt Colonel Clyde L. Wakeman, assigned as Assistant General Manager-Stores on 24 March, went to Marseilles on temporary duty for three days in connection with operation of the Stores Department. The Port Liaison Officer continued check of ports, locate Military Railway Service equipment and material discharged from ships.

* * *

On 1 January 1945, in a Memorandum to G-4, Subject: Estimate of Supply Situation-Report No.3, Headquarters SOLOC, Office of the Transportation Officer, the latter reported as follows regarding RAIL:

". Rail line capacities in net tons per day are revised as shown for period 1-10 January 1945 and bids were accepted on the revised basis:

Marseille-Valence	15,000 DWLT
Valence - Cijon	12,000 "
Dijon - Langres	9,000 "
Langres - Barisey La Cote	3,000* "
Barisey La Cote-Toul-Nancy-Blainville	2,000* "
Langres - Epinal	6,000 "
Epinal - Blainville	6,000 "
Blainville-Strasbourg	4,500# "
St Raphael-Aix	2,000 "
Aix-Grenoble	@
Valence-Grenoble	3,000 "
Grenoble-Dole	3,000 "
Dole-Besancon	7,500 "
Dijon-Dole (Either Direction)	4,500 "
Besancon-Vesoul	3,000 "
Vesoul-Lure (via Aillervillers)	3,000 "

Note:-* The commitment of 2,000 net tons per day Neufchateau-Toul-Nancy-Blainville is contingent upon confirmation of tentative understanding with Hq 2nd MRS that they can handle this tonnage. The rail distance Langres-Blainville by way of Toul-Nancy is only 2 Kms, greater than by way of Epinal and on account of operating conditions and grades the S.N.C.F. state they can handle 1200 gross tons per train Neufchateau-Toul-Nancy as compared to 800 gross tons per train by way of Epinal.

Referring to second paragraph letter 17 December. Opening of line through tunnels between Sarrebourg and Saverne 22 December permits the handling of 4,500 tons

Sarrebourg to Strasbourg area. With completion of double-track and improvement in communications and other facilities will increase this to 6,000 tons when necessary.

@ At request of S.N.C.F. account grades and power conditions, the 2,000 ton commitment for military tonnage Aix to Grenoble is withdrawn and this tonnage added to the Rhone River tonnage Marseilles to Dijon will continue handling, however, by way of Aix-Grenoble, a train of Red Cross supplies and such other military movements as may be necessary via that route.

"2. A considerable backlog of unloaded cars occurred during last portion of December. At 1200 hours 24 December a 48-hour embargo was put on all loadings for CONAD, 7th Army and First French Army from Marseilles Area. At regulating stations and forward railheads more than 8 days supplies were in railway cars awaiting unloading or movement into railheads for unloading. At this writing, no substantial reduction has been effected.

"3. At the close of the period, loaded cars at railheads in the forward area were as follows:

CAS	360
7th Army	762
Air Corps	248
1st French Army	630
Total	2,000 "

In regard to the SUPPLY of motive power, railroad bridging, and a car assembly plant, this same report indicates the following:

"1. Motive Power

"a - The locomotive situation in Southern France is steadily being relieved with an increase in the number of locomotive loaded on each convoy. Twenty-four (24) 2-8-0 locomotives have been received up to and including UGS-62 convoy, with ten (10) more on UGS-63 against requisition A-194, covering Southern France requirements. PEMBARK advises that four (4) locomotives have been set up for floating on UGS-64 convoy and six (6) for UGS-65 convoy against this requisition. The remaining 2-8-0 locomotives on requisition A-194 will be floated on the SEATRAIN LAKEHURST and TEXAS along with other locomotives for ETOUSA. SEATRAIN LAKEHURST and TEXAS will discharge at Cherbourg with the LAKEHURST scheduled to arrive 13 January 1945 and the TEXAS 21 January 1945.

"b - In addition to the 2-8-0 locomotives requested on this requisition the remaining thirty-five (35) 2-8-0 locomotives in North Africa are being shipped here, of which sixteen (16) already have been received. Shipping Order MRS-70 covers the remaining nineteen (19) which will be floated as fast as shipping space becomes available. In case each convoy out of Oran is lifting locomotives for Southern France.

"c - Thirty (30) 2-8-0 locomotives are being diverted to Southern France from locomotives destined for Italy in Italy-bound convoys against requistion A-180 covering Italy requirements. Sixteen (16) locomotives in connection with this diversion have been received, with four (4) more in UGS-63. It is expected that diversion of the remaining ten (10) can be accom-

plished by UGS-65 or 66 convoy to complete the total of thirty (30) to be diverted.

"c. - Locomotive requirements for Southern France were estimated at ten (10) 65-ton Diesel electric and eighty-seven (87) 2-8-0 Steam Locomotives covered by requisition A-194. Due to other Army cargo having priority for deck loading over locomotives, PEMBARK was unable to meet original phased schedule on locomotives for this Theater. Therefore, thirty (30) 2-8-0 locomotives are being diverted from shipments to Italy and thirty-five (35) brought in from North Africa to relieve the motive power shortage here.

"d - There will be a total of 162 Diesel and Steam locomotives brought into Southern France as against the ninpty-seven (97) originally requested. In view of this and at the rate they are being floated, unless the unforeseen happens, it is reasonably certain that there will be no shortage of motive power in this area by the end of January.

"e - ETOUSA has advised that upon discharge of SOLOC locomotives from the SEATRAIN LAKEHURST and TEXAS, locomotives can be assembled at the rate of six (6) per day and forwarding to SOLOC will be expedited.

"f - A request was placed on ETOUSA for fifteen (15) 650 H.P. Diesel locomotives to handle personnel and hospital trains through the tunnel between Sarrebourg and Saverne. The ventilating system was completely demolished and MRS advised they could not handle this type trains through lengthy tunnels with Diesel power. Eight (8) of these Diesels were made available immediately with the additional seven (7) to be furnished as needed. 1st Military Railway Service is to deliver to 2nd Military Railway Service (1) Steam locomotive in exchange for each Diesel locomotive received.

"g - On hand in Southern France are the following Diesel and Steam locomotives:

65-ton Diesel-Electric	18
2-8-0 Steam Locomotives	56

Locomotives due:

	ITEM	QUANTITY
Req'n A-194	2-8-0 Steam	53
	*2-8-0 Steam	10
	**2-8-0 Steam	19

Note: * To be diverted from Italy requirements.
** To be shipped from North Africa.

"2. Bridging Railroad

"a - All shipments of railroad bridging up to and including December requirements for Southern France have been received.

"b - Military Railway Service requisitions TRANS-IV-D-157 has been approved by PEMBARK and Washington for 2000 lineal feet of bridging and 700 tons

of trestling to be delivered monthly beginning in January until the end of hostilities.

"c - Shipments of this bridging are already set for January, February, and March delivery, with subsequent shipments to be set up for following months if required.

"3. Car Assembly Plant

"a - A car assembly plant is now under construction on Pier "R" at Marseilles for the purpose of assembling approximately 18,000 various types of railway cars.

"b - This program to be carried out by the 756th Railway Shop Battalion under the direction of the Director General, 1st Military Railway Service. The present program calls for the assembling of 100 cars per day.

"c - These KD cars were requisitioned by ETOUSA for requirements in Northern France and it is not known whether any of this equipment will remain in this area.

"d - Latest information from PEMBARK indicates that the initial shipment of these KD cars is expected to come forward in two (2) vessels in UGS-64, followed by two (2) vessels in UGS-65. Additional ships will be assigned to handle full cargoes of Railway cars on a 2,2,1, basis commencing with UGS-67 convoy and continuing until all cars are shipped. It is expected that this process will require over a period of six months for completion.

"e - Cargoes set up currently for the first four railway car shops are identical and are as follows:

TYPE	QUANTITY
Cisterns	20
Refrigerators	20
Gondolas, LS, 40-ton	10
War Flats, 56-ton	20
Brake Vans, 80-ton	10
Gondolas, HS, 20-ton	100

Plus the required numbers of Box Cars, 20 tons, to fill ship to capacity. It is estimated that each ship will carry between 150 and 200 Box Cars."

On 15 January 1945, in Report No. 4, in this same series, the following was reported to G-4 on Rail and Supply:

"RAIL:

"1. Rail capacity to north still remains at 15,000 TPD. Bids for POM on 16 January total over 18,000 TPD.

"2. The loaded car situation has improved in the CONAD area but there is still an excessive number of cars under load at 7th Army railheads and in CONAD area for forwarding to 7th Army. The loaded car situation at 1800 hours 14 January is as follows:

7th Army Railheads	884 Cars
7th Army Yards for forwarding	756 "
CONAD Yards for 7th Army	2,226 "
CONAD Railheads	73 "
CONAD Yards for CONAD	54 "
1st French Army Railheads	590 "
1st French Army Yards for forwarding	283 "
Total:	4,866 "

"3. It is expected that the bridge across the Rhone River at Avignon will be completed early in February.

SUPPLY:

* * *

"4. Railway Equipment (Motive Power)

"a. The locomotive situation in SOLOC is very much improved as additional locomotives continue to arrive in this area.

"b. On hand in Southern France are the following Diesel and Steam Locomotives:

65-ton Diesel-Electric	18
2-8-0- Steam Locomotives	72

Locomotives due:

Req'n No. A-194	Item	Quantity
	2-8-0 Steam	43
	* 2-8-0 Steam	10
	**2-8-0 Steam	17

Note: * To be diverted from Italy requirements.
** To be shipped from North Africa.

"c - The most critical item of railway supply is copper ferrules for boiler tubes on 2-8-0 locomotives. Action taken to get immediate shipment with the result that these ferrules are being supplied from ETOUSA stocks.

"d - The need for coal loaders for coaling locomotives is critical. Locomotives are now being coaled by hand and this procedure is causing a three to four hour delay in getting locomotives ready for service. In order to help correct this situation, two (2) shovels, crawler mounted with clam shell, are being obtained from the Engineers until the necessary equipment can be secured.

"e - A requisition is in the process of preparation for five (5) coalers for immediate shipment to this area. Effort is being made to secure these loaders, if available, from ETOUSA.

"f - The first two complete ship loads of KD cars arrived with UGS-64 Convoy. These two ships are carrying a total of 670 KD cars. The next shipment of two ship loads is expected with UGS-66 Convoy. SOLOC has been allocated the 40 tank cars on the two vessels in UGS 64 Convoy."

On 29 January 1945, in Report No.5 of this same series to G-4, the following was reported on:

"RAIL:

"1. The bridge at Otterswiller between Saverne and Molshein was completed on 16 January. On this line there will be a single track operation Otterswiller to Marmoutier; all original sidings are in service.

"2. The bridge over the Var River near Nice is now good for the passage of locomotives of the 140-B Class and loads not to exceed 75 tons.

"3. The road leading northeast from Nice is operatable between Nice and L'Escarens, a distance of 24 Kms, and the line Aubagne, Toulon, St. Raphael, Nice has been opened through Nice to Cap Martin.

"4. The following line capacities were established by MRS:"

Dijon-Is-Sur-Tille - Merrey	9,000 tons"
Merrey-Toul-Nancy-Blainville	3,000 "
Merrey-Epinal	6,000 "
Epinal-Blainville	6,000 "
Blainville-Sarrebourg	6,000 "
Sarrebourg-Strasbourg	6,000 "

"5. Rail operation in the forward area has been hindered by snow and freezing weather which has immobilized many French engines and caused numerous engines failures on the road. Also, sickness of the men in the French crews has handicapped rail operations. American locomotives are being shifted into this area and a definite improvement in the rail situation should result. The coal supply for the railroads is also below normal, having decreased to almost 5000 tons in the SOLOC area on 24 January.

"6. The loaded car situation has improved in the forward area although the total number of loaded cars in SOLOC has slightly increased. Loaded car situation as of 1800 hours 28 January is as follows:

7th Army Railheads	478 Cars
7th Army Yards for forwarding	517 "
CONAD Yards for 7th Army	2,113 "
CONAD railheads	401 "
CONAD Yards for CONAD	140 "
1st French Army Railheads	713 "
1st French Army Yards for forwarding	712 "
Total:	5,074 "

"SUPPLY:

* * *

"3. Motive Power

"a. The locomotive situation in SOLOC is very much improved as additional locomotives continue to arrive in this area. Present motive



1. BUILDING OF CARS



2. AND THE REPAIR



3. OF DAMAGED EQUIPMENT

RAILWAY SHOP BATTALIONS AT WORK.

In England, France, Belgium and Germany, Transportation Corps shop men... worked day and night assembling.. cars, conditioning locomotives, repairing equipment, and getting rolling stock and engines on the tracks. It was a tough job, colorful only in the sweat involved, but it.. put back into operation the greatest rail system in history..



5. OR TURNING A WHEEL



4. OVERHAULING A BOILER



6. IN THE SHOPS



7. MINOR ADJUSTMENTS



8. AND RUNNING REPAIRS.

wer is still not sufficient to meet tonnage demands. On hand in Southern ance are the following Diesel and steam locomotives:

65-ton Diesel-Electric	18
2-8-0 Steam Locomotives	87

Locomotives Due

Req'n A-194	Item	Quantity
	2-8-0 Steam	43
*	2-8-0 Steam	10
**	2-8-0 Steam	13

te: * To be diverted from Italy requirements.
** To be shipped from North Africa.

"b - Copper ferrules for boiler tubes needed for engines received om North Africa are being supplied from COMZONE ETOUSA stock. To remove the lay in getting locomotives ready for service two (2) shovels, crawler mount- with clam shell, are being obtained from the Engineers until necessary equip- nt can be secured. At present coaling of locomotives is being done by hand d is necessarily a much slower process than locomotives being coaled by ma- ine. In addition to the two (2) ship loads of KD cars arriving with convoy S-64, the following ships have arrived with KD railway cars as cargo:

Ship	Convoy	Total Cars on Board
HR-11	UGS-66	330
HR-10	UGS-67	330
PH-413	UGS-68	330

-68, in Convoy 69 is carrying KD cars exact quantity is not known at present. location of any of these cars to SOLOC has not been made known.

Statistics

Appendix No.4 contains a 1st MRS Sitrep dated 28 March 1945, which dicates track mileages under jurisdiction of 1st MRS, motive power, rolling ock, shop equipment, hospital trains, net tons originated, net ton miles, el report, and a list of MRS units.

Statistics

In addition to the statistics contained in Appendix No. 4, un- r MRS SITREPS, Appendix No. 7 contains composite and comparative figures for l movements of supplies on the Continent by rail, motor, and water. These e given on the charts and in the tables as follows:

Chart 11 and Tables 11, 11(1), and 11(2)Army Cargo Cleared from continental ports by Rail, Motor, and Water.
Chart 21 - E.T.O. Rolling Stock on Continent.
Chart 26 and Tables 26, 26 (1), and 26 (2) - Rail, Motor, and Barge Movement - East of Seine River and North of Rhone River.

Unit Histories

Time and space limitations preclude the practicability of including i this report the various unit histories and their accounts of their activi ies and problems. The files of the Historical Section, OCOT, contain cop of military unit histories for special reference if desired.

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(See also Appendix No.5)

CHAPTER V

MOTOR TRANSPORT SERVICE

1. Trends in MTS Operations:

The activities of the Motor Transport Service (MTS) during the first quarter of 1945 were divided into four phases, as explained by Colonel ROSS B. WARREN, Chief, MTS. The first phase was recovery from the Ardennes German counter-offensive. Difficulties were encountered in getting the truck companies back to their former locations and when they did return, casualties in both men and vehicles were considerable. Immediate action was necessary in order to re-staff and re-equip these companies. The second phase was the constant work done by everyone "in the trucking business" to get the vehicle availability up above 38 vehicles per company per day with 40 as the target. The January availability was very low except on the ABC Route and drastic action was mandatory even to the extent of curtailing the operations of the POL fleet so that tankers could be repaired, in some cases by French concerns. With constant supervision and cooperation from top to bottom, 30 March arrived with only one Com Z section having less than the desired 39 and they averaged 38 trucks available. The third stage, which actually was progressing all the quarter, was the planning phase. The plans were worked out for the support of the armies in the event of a break-through on the Rhine crossing. And the final phase was the, almost overnight, change from static port and depot operations to the most spectacular Line of Communication haul of the war; the XYZ Operation which supported the armies to the successful conclusion of their operations. (1).

2. Operational Control and Technical Supervision:

The phrase "operational control and technical supervision", had, by that time been cleared up, with the result that there was very little friction between Headquarters, Com Z and the sections. Administration of the truck units was at all times handled by the sections. Operational control was handled by the sections when the haul was within their boundary. If the movement was intersectional, however, the MTS continued operational control along with the technical supervision which they maintained under all circumstances. On the XYZ movement the operational control was assumed by the two Advance Sections, CONAD and ADSEC. This was done to centralize control and assure the most rapid handling of paper possible as well as to get command and operational control from the same headquarters. (1).

3. Regular MTS Operations:

During Ardennes Campaign

The Ardennes Campaign opened for the TC at 2230 hours on 17 December 1944 when Major General FRANK S. ROSS ordered 600 2½-ton equivalents to report to Reims by not later than noon of the next day to start the, now famous, move of the 101st Airborne Division to the contested area. This moving of the 101st Airborne Division to Bastogne was the first of a series of moves that culminated, by 6 January 1945, in the dispatching of 2157 2½-ton equivalents, 1627 of which went to meet the demand for troop transports. During this period motor transport trucks hauled troops, supplies, and ammunition, and in addition

(1) Interview with Colonel ROSS B. WARREN, Chief Motor Transport Service, OCOT 11 May 1945.

some units, trapped at Bastogne, fought with the infantry or shuttled troops within the city to out-maneuver the German Panzers. On one occasion a company hauling supplies to the Ardennes had to change bivouac areas four times in one night to avoid a Panzer Division.

In personnel over 90,000 men were moved, these consisted of the 101st, 82nd 17th Airborne Divisions, the 87th Infantry Division and the 302nd and 517th Regimental Combat Teams. During the same period over one million tons of supplies were moved by TC trucks. The cost in equipment was 50 trucks and 28 men killed, wounded or missing; but the job was done. The manner in which it was accomplished is expressed in a letter from Major General M. B. RIDGEWAY, Commanding General XVIII Airborne Corps, to Brigadier General C. O. THRASHER, Commanding General, Oise Section, in which he stated:

"I should like you to know that all feel that the manner in which you picked up and delivered our two divisions into the battle area was just about the finest job of its kind we have ever seen. You should all in the Oise Base Section take deep satisfaction in a contribution of our military effort which was very real, and which time may show was of far greater scope than any of us now realize.

"Hoping to serve with you again, and with warm best wishes, in which all the staff and command join, and which I should be grateful to have you convey to your associates.

Sincerely,

S/T/ M. B. Ridgeway
Major General, U.S. Army
Commanding".

Plans and Operations under Branches at Headquarters, MTS, OCOT

The duties of each of the branches organized within the MTS at OCOT are given in Volume V of the History of the Transportation Corps in the ETO during the last quarter of the year 1944. The following summarizes their activities during the period covered by this report:

Equipment Branch

The Equipment Branch served the field forces in a very direct and important manner. They assisted in the procurement of parts and equipment when other lower level units had failed. The dispatch of technicians to the field to diagnose troubles was one of the important services rendered by this Branch. As an example, at Antwerp when trucks were breaking a great many high priority radiators, Lt. Colonel L. F. GORDON, Chief, Equipment Branch, was called upon to assist in securing more new parts; instead he sent a representative from his office to the field who promptly found the part was jarring loose on the rough roads causing severe damage. This representative instituted the use of a rubber washer pad, secured the necessary new radiators for already deadlined equipment and, with the vibration taken up by the rubber and all equipment back in shape to operate, the problem was solved. (2).

In a directive to all Section Commanders on the maintenance of motor transport, Lt. General JOHN C. H. LEE stated, "It is desired that all concerned

(2) Interview with Lt. Colonel L. F. GORDON, Chief, Equipment Branch, MTS, 1100 Hrs. 27 April 1945 at OCOT in Paris.



1. CRATED SKID TANKS AND.....



2. TRAILERS ARE MARSHALLED.....



3. ARRANGED.....



4. WELDED.....



5. BOLTED AND.....



6. MADE INTO TANKERS.

10 TON SEMI-TRAILERS CONVERTED TO TANK TRUCKS

10 TON SEMI-TRAILERS WERE CONVERTED INTO TANK TRUCKS BY WELDING & BOLTING FOUR 750 GALLON SKID TANKS TO THE TRAILER BEDS, WITH AN ADDITIONAL LIFT OF 120,000 GALLONS PER COMPANY. THUS CONVERTED, TRUCK COMPANIES WERE ABLE TO BRING GAS TO THE ARMIES FOR THE NEW OFFENSIVE.



1. TANK CARRIERS MOVE



2. TO QUAYSIDE



3. WHERE TANKS

TRANSPORTATION OF TANKS TO THE FRONT

Among the heaviest and most important single items handled by the Transportation Corps were TANKS! These monsters of modern warfare required not only special and efficient handling, but quick delivery.

Thousands of tanks were moved forward by a combination of water rail and highway transportation.



4. ARE UNLOADED



5. TANKS ON TRAILERS



6. ARE TRANSPORTED



7. TO FORWARD POINTS



8. WHERE THE CREW TAKE OVER.



1. AT A QUAYSIDE ....



2. DIESEL ENGINE SWINGS OVER....



3. LANDS ON TANK TRANSPORTER.



4. FLATCAR ON TRAILER.

TRUCKS CARRY RAILROADS ON LCT's.

BEFORE THE CAPTURE OF CHERBOURG, RAIL ROLLING STOCK NEEDED TO SUPPLEMENT CAPTURED EQUIPMENT HAD TO BE LANDED OVER THE NORMANDY BEACHES. U.S. ARMY TRANSPORTATION CORPS EXPERTS DEVISED THIS PLAN BY WHICH FLATCARS WERE PLACED ON M9, 40-TON TANK TRANSPORTERS & THE COMBINATION LOADED ON AN LCT. FROM THE BEACH, THEY WERE PULLED TO THE NEAREST RAILHEAD BY D8 CATERPILLAR TRACTORS.

* * *

IN THIS INGENIOUS FASHION, SIX 25-TON G.E. 150 HP. DIESEL ENGINES AND TWENTY-FIVE 20-TON CAPACITY FLATCARS WERE DELIVERED TO RAILWAY UNITS IN THREE CROSS-CHANNEL TRIPS BETWEEN JULY 7TH. AND JULY 11TH 1944.



5. ANGLED FOR QUICK UNLOADING....



6. D8 TRACTOR LOADED LAST.



7. LCT FULLY LOADED



8. READY TO SHOVE OFF.

with the operation and maintenance of motor vehicles of all types take necessary action to insure maximum uniformity in the prescribed procedures so that the highest possible efficiency in the use of all types of motor transport may be attained." This simple statement with the "follow through" of MTS inspection teams, aided by four teams farmed out from Com Z to MTS, did a great deal during this quarter to increase the availability and efficiency of operation within the QM Truck Companies (TC) on the Continent. In line with the inspection policy of General LEE, the Equipment Branch, which was responsible for maintenance, kept 90 percent of their personnel in the field during this period making inspections, helping to solve problems, and assisting the field forces in the procurement of repair and maintenance equipment. (2). (Directives on maintenance and motor vehicle operation will be found in Appendix No.5).

For some time it had been the policy of MTS to require all Truck Companies to maintain service parks where first and second echelon maintenance could be performed. During this period this program was intensified with closer supervision and even greater equipment assistance from the headquarters. Prisoners of War were used very successfully in the service parks for such things as changing tires, rotating wheels, greasing and in some cases, mechanical work; all their work, however, was supervised by enlisted men and officers of the U.S. Army. (2).

During this quarter motor transport on the Continent was increased by 50 new 10-ton tractor-trailers companies from the UK and the US, and 14 Diesel companies from the Persian Gulf. These companies were equipped, primarily at Marseilles, with new 4-5 ton tractors with 10-ton trailers or new 10-ton Diesels. The latter companies needed no additional training having used their equipment for some time; however, the 10-ton tractor-trailer companies were composed primarily of men from the Zone of the Interior who were very inadequately trained. In this group neither officers nor men were properly familiar with first and second echelon maintenance. (2)

The Ordnance Department throughout, gave the trucking outfits excellent service during this period. Most of the trucking operations were static, considerably helping this situation. However, during the last few days of the quarter the XYZ Plan was going into effect and the considerable movement involved slowed down the Ordnance support to some degree. (2).

Equipment to arrive during this quarter consisted mainly of 4-5 ton tractors, 10-ton semi-trailers and 10-ton Diesels. About 75 percent of this equipment landed at Marseilles. The primary reason was that at that port Com Z allowed the Transportation Corps to have their own vehicle depots without going through Ordnance. This assured the units, being converted from 2½-ton trucks to the 10-ton equipment, new vehicles. This conversion was accomplished, in the past, by drawing from Ordnance depots where repaired vehicles made up a large part of the inventory. The new system helped morale as it gave the drivers new equipment that no one had operated previously and therefore the vehicles received better first echelon maintenance. Tests were started during the latter days of the quarter to ascertain the feasibility of the use of a 10-ton trailer on a dolly with a 10-ton Diesel as the prime mover. This would give a total lift of twenty tons and make it possible for one company to support two divisions on a one-day turn-around. The tests appeared to be successful and operations would probably start during the quarter. (2).

(2) Interview with Lt. Colonel L. F. GORDON, Chief, Equipment Branch, MTS, 1100 Hrs. 27 April 1945 at OCOT in Paris.

The major problem of any extended vehicle operation seemed to be parts, and operations during the first quarter of 1945 were no exception. Heavy parts, axles, springs, and transfer cases are examples of the most difficult items to be obtained. Many trucks were deadlined because of lack of parts and the only source of supply was canabalization of vehicles which were wrecked past the point where it was economical to repair them. At the end of the quarter there was a considerable quantity of parts on the ocean heading for the Theater but few had arrived and the situation was considered very serious even though relief was in sight. (2).

Operations Branch

The primary duty of the Operations Branch, as always, remained the operational control of field units. In line with this duty operational difficulties as indicated by reports from Status Branch and field representatives, were corrected promptly. In addition, directives were issued to the companies, battalions and groups giving them the benefit of higher level intelligence with regard to anticipated enemy activity and the most feasible methods of preventting these expected activities from interfering with operations of the truck units.

The Red Horse Staging Area received the support of the Motor Transport Service on 19 January 1945 when the first truck units were marshalled to move troops. These trucks were assigned to this work directly from the White Ball Express Route. Redistribution, assignment, and allocation of truck units to this area and many others constituted much of the work of the Operations Branch during this period.

The Civil Affairs Section, organized during this period under Major (then Captain) J. B. FRANKLIN, is treated in a separate portion of this report.

Considerable work was done in the selection of companies that were to have their TO & E changed from QM Truck Company, Light, to QM Truck Company, Heavy. The former was equipped with 2½-ton trucks while the heavy companies had 4-5 ton tractors with either 10-ton cargo trailers or 2,000-gallon gasoline trailers.

Finally, this Branch maintained operational control of the express routes which were inter-sectional. These routes included the ABC and the XYZ, and during the early part of the year, the White Ball and Little Red Ball.

Status Branch

During this quarter the Status Branch analyzed static operations weekly in all sections, Com Z and established their deficiencies and operating efficiencies. These studies were used as a basis for corrective action and for computing basic section requirements. From them was devised a rating system of operational efficiency to measure all types of truck company operations. Requirements of the Com Z sections were worked out monthly to meet Transportation Corps Movement Programs based on requirements as established by operating records and studies.

(2) Interview with Lt. Colonel L. F. GORDON, Chief, Equipment Branch, MTS, 1100 Hrs. 27 April 1945 at OCOT in Paris.



1. AT SERVICE STATION



2. FLATS ARE COLLECTED



3. AND SPARES MOUNTED.



4 TEAMS OF G.I.'s



5. WITH PROPER FACILITIES



6. DISPENSE NECESSITIES



7. AND SERVICE TRUCKS.



8. RECORDS ARE KEPT AND



9. TRUCKS KEEP ROLLING.

U.S. STYLE SERVICE STATION in EUROPE

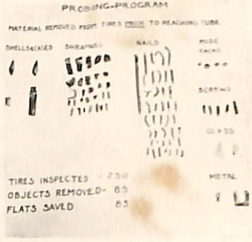
BEHIND THE FRONT LINES AND OFTEN SET UP UNDER DIFFICULT CONDITIONS ARE SERVICE POINTS LIKE THIS WHICH PROVIDE PROPER FACILITIES TO KEEP ARMY VEHICLES ROLLING. TEAMS OF G.I.'s PERFORM THE SIMPLE, TIMELY FIRST & SECOND ECHELON FUNCTIONS THAT HELP TO INSURE THE FULLEST MILEAGE OUT OF ALL VEHICLES WHEN DONE PROPERLY AND AT THE RIGHT TIME.

TRANSPORTATION CORPS E.T.O.

MOTOR TRANSPORT SERVICE



1. REPLACEMENTS .....



2. PROBINGS .....



3. INSPECTIONS .....



4. MAGNETIC PICKUPS.....



5. REMINDERS .....



6. REGULAR CHECK UPS.....



7. PROPER AIR PRESSURE....



8. SERVICE HALTS.....



9. & TIMELY CHANGES .....

G.I.s



May Gen Frank S. Ross

OF THE TRANSPORTATION CORPS' MOTOR TRANSPORT SERVICE E.T.O. CONSERVE TIRES TO STRETCH MILEAGE. "THE GERMAN RAIL SYSTEM," SAYS MAJOR GENERAL FRANK S. ROSS CHIEF OF TRANSPORTATION, "IS BEING DESTROYED SYSTEMATICALLY BY CONSTANT AIR ATTACK. IT CAN'T BE REBUILT OVERNIGHT. WHEN THE ARMIES ADVANCE INTO GERMANY, GASOLINE, RATIONS & AMMUNITION WILL ONCE MORE BE DEMANDED IN HUGE QUANTITIES. ONLY MOTOR TRANSPORT CAN FULFILL THAT DEMAND AND TRUCKS

MOVE ONLY ON TIRES!"



10. PREVENT CASUALTIES.....

Status Branch coordinated the development of the XYZ Plan for Colonel WARREN and worked out the designations of all units to be used, the readjustment of companies to meet minimum section, Com Z requirements, and the phasing of all necessary deployments. They studied and devised the requirements of the armies for the XYZ Operation and the requirements to carry out minimum necessary section operation; they prepared in advance, teletype reassignments of all units in order that their movement to the predetermined locations for the XYZ Operation would not be delayed. The Branch also devised and prepared the final XYZ Plan and supplied copies to all agencies concerned. It further carried out the preliminary implementation of the XYZ Operation in Advance Section and established the advance parties of the HTD's to make necessary reconnaissances and to take the initial action necessary for the start of the operation.

This Branch coordinated with the Operation Branch, which made assignments of the seventy-five new TC 10-ton truck companies in order to replace XYZ withdrawals to the maximum extent possible and to meet necessary Com Z motor requirements.

Staff Branch

Probably the outstanding accomplishment of the Staff Branch of MTS during the quarter was the initiation and operation of a driver's school. The drivers both experienced continental and green drivers from the states, were put through the course to acquaint them with the coupling, brakes, and maintenance and operation of the new 10-ton equipment being furnished instead of the former 2½-ton standard trucks. There were 31 QM (TC) Truck Companies trained and supplied with new equipment at the Marseilles school during this period.

Annex "A" (See Appendix No. 5), the administrative set-up for the proposed Highway Transport Divisions, was drawn up by the Staff Branch to go with Administrative Order No. 1 of the 6955th Hq & Hq Co Motor Transport Service (Prov). As well as doing this planning the Staff Branch also assisted in implementing the activation of these units.

An officers' refresher course was planned to be held in Paris but due to the press of war circumstances it was necessary for groups and battalions to carry on this training by the "on the scene" method.

Research on the motor transport part in occupation and redeployment was started during the period.

Communications were sent to the Armies to request that they give consideration to motor transport in the selection of depot sites and to the Communications Zone sections requesting more efficient use of truck units.

In addition to the above mentioned accomplishments, the Staff Branch maintained the historical records of the Motor Transport Service and took and assembled many operational photographs.

Executive Branch

The Executive Branch is responsible for coordination of all administrative

matters", states Operational Memorandum No. 1 of MTS. During this quarter the most difficult problem faced by this Branch was the coordination of directives on personnel issued by the various headquarters. (3).

The problem was presented in a study made by the Branch, dated 13 February entitled "Analysis of QM (TC) Personnel Situation", a true copy of which will be found in Appendix No. 5. In this report it was stated: "Preliminary reports reaching this office indicate that an average of 77 EM per white company are eligible for retraining as infantry riflemen". Considering the fact that the companies had a TO of only 105 EM plus a driver "cell" of 24 EM, this situation was most serious. The conclusions reached by this study were:

"1. Unless reinforcements are received from the Zone of Interior in the very near future, Transportation Corps Truck Units will be forced to curtail 24-hour operation for lack of competent driver personnel.

"2. The geographical sphere of activity of TC Truck Units will be limited to rear areas because of the infeasibility of sending psychoneurotics and combat exhausted drivers into forward dumps.

"3. Equipment to TC Truck Units will be wrecked at a higher than normal rate because of the necessity of training heavy equipment drivers during actual operations under the most difficult conditions.

"4. In the light of the three conclusions above, TC Units will not be in a position to support the Armies in the breakthrough and will not fulfill current ton-mile expectations."

The problem the Executive Branch had, however, was one of misinterpretation of the directives by the truck companies as well as the severity of the directives themselves. Some to the units allowed so many men to go for retraining that their operations were curtailed to a serious extent. On 9 March in a letter, Subject: Key Specialists, General LEE stated that "Those Key Specialists who possess highly specialized skills, who are not in excess of minimum requirements, and who can be suitably replaced, are initially exempt from conversion training. In that letter General LEE listed as key specialists, heavy truck drivers.

In the early stages of the reconversion program the manpower reports were made out hastily and in many cases, incorrectly. With this report the only record upon which to act, excessive transfers resulted in crippled companies. Further, there were insufficient limited assignment men to replace the "to be" combat soldiers withdrawn, with the result that a great additional strain was placed on the remaining men of the companies as they kept up 'round the clock operations.

The entire situation was being relieved at the last of the quarter in two ways: First, the Executive Branch was making sure that all units understood the provisions of all directives, whom they were required to submit for infantry training and whom they could exempt; and secondly, the casualties were lighter on the front than expected causing a cut back in the demand for reinforcements. (3)

(3) Interview with Captain R.J. BRIDGE, Executive Branch, MTS, 1400 hrs. 25 April 1945 at OCOT in Paris.



TONS OF FRESH MEAT



& PACKAGED PERISHABLES



ARE LOADED INTO



REFRIGERATED TRUCKS



WHICH CROSS BELGIUM



AND HOLLAND TO



ENTER THE REICH

FRESH FOOD FOR ARMIES

REFRIGERATED FLEETS OF THE ARMY TRANSPORTATION CORPS' MOTOR TRANSPORT SERVICE DELIVER FRESH MEAT AND PERISHABLE FOOD FROM THE U.S. TO THE ARMIES EIGHT HOURS AFTER THE SHIPS DOCK AT ANTWERP



AND DELIVER AT FRONT

U.S. Army TRANSPORTATION CORPS

Personnel Movements

The Motor Transport Service, during this period, rendered service to the Ground Force Reinforcement Command (GFRC), the Red Horse Staging Area, and the Armies in the movement of personnel. (4)

The Red Horse Staging Area near Rouen, where units were staged, or married to their equipment, was served by from 10 to 32 2½-ton equivalent companies during this period. The duties of these companies were threefold: First, to move the debarking troops from Le Havre or Rouen to the staging area, a distance averaging 50 miles; secondly, to move from the ports the TBA equipment for the units in the staging area, to prepare them for their mission: and the third, while less spectacular, still just as important, was the task of correct supply for the entire Red Horse Area. The truck companies used for these movements were a part of the 27th QM Truck Group (TC) which came directly from the operation of White Ball Route to serve the staging area and at the height of their operations moved over 20,000 troops daily.(4).

During January the companies from the various sections were hauling troops forward to the "Bulge" and finally to their rest areas after the battle was over. In March when the battle of the Rhine and central Germany was started, the Highway Transport Divisions moved many troops forward before the railroad moved into Germany. (4).

Line of Communication Hauls:

(Early history of these routes is covered in Volume V, Historical Report of the TC in the ETO, October - December 1944).

White Ball Express

The White Ball Operation was started on 6 October 1944 and continued to operate until 10 January 1945. The purpose of this truck route was to clear the ports of Le Havre and Rouen by transferring their tonnage to depots at Paris, Soissons and Reims. Part of the tonnage was transferred to rail at Beauvais and Compeigne.

The largest number of truck companies assigned to the haul was 48 and the daily average was 29. During the 97 days that this route operated it hauled 143,067 tons for a daily average of 1,475 tons an average distance of 113 miles forward.

Little Red Ball

The purpose of the Little Red Ball was to provide a fast delivery service for high priority hauls and it was not intended that it should haul any great tonnage.

The normal rail operations for freight movements from Cherbourg to Paris at that time required three days while trucks could make the haul in one day. These railroad difficulties were later overcome and they were able to take over the priority hauls with Little Red Ball passing out of existence.

(4) Interview with Major W. A. BAUER, Chief, Status Branch, MTS 1000 hrs. 7 May 1945 at OCOT in Paris.

During the life of this Express Route, from 15 December 1944 to 18 January 1945, their tonnage target was constantly met as an average of over 100 tons per day was hauled with a total tonnage of 3,507. This was performed entirely by one QM Truck Company (TC).

ABC Route

The ABC Route was organized to transport priority supplies from Antwerp, Belgium, to dumps for the armies which were pressing hard against the German frontier. This operation featured the exclusive use of heavy equipment, 4-5 ton tractors with 10-ton semi-trailers and a shuttling method for obtaining loads for semi-trailers at docks and dispatching convoys from a marshalling yard. Operations on the ABC Route started 30 November 1944 and ended the 24 March 1945 when trucks were reassigned to the XYZ hauls (to be covered later) to support the armies in the final blows against the enemy for victory. During this period of operation, the ABC Route supplied 244,924 tons of supplies in 117 days with an average of 14 and never more than 16 truck companies assigned to the route.

POL Routes

POL routes differed from other Line of Communication routes because pipehead locations where trucks obtained cargo constantly shifted with the construction and extension of pipelines. Thus, truck operations were never centered very long at one point of origin and likewise the ultimate points of destination were scattered with hauls being made to locations at which the commodity was in demand.

The POL Truck Fleet grew until in the last month of the quarter it was composed of 17 truck companies of which five were equipped with 750-gallon tankers, nine with 2,000-gallon tankers and three with 3,000-gallon POL carriers. The latter three were constructed by mounting four 750-gallon skid tanks on a 10-ton semi-trailer flat bed. These were not in operation until the last month of the quarter. On the opposite page photographs of progress in the construction of these tankers may be noted.

In addition to the POL hauled by these 17 bulk tank truck companies, much was hauled on the regular Line of Communication routes in 5-gallon cans. This, however, was mainly in the forward areas after the POL had been moved from the ports or the pipeheads to the forward decanting points.

Relations with the Sections, Com Z.

A number of truck units were assigned to the Base, Intermediate, and Advance Sections of Com Z for port and static operations. The sections operated these companies and were responsible for the maintenance of the units but Hq & Hq Company, MTS maintained technical supervision over the units, with liaison personnel. The liaison personnel was assigned in sufficient strength; to handle adequately the allocation of MT units within the sections; to maintain required records of operations; to supervise the operation of MT units assigned to the sections; and to render whatever further assistance was required by MTS.

Static Hauls and Port Clearance

January through March 1945 was one of the periods when motor transport units were concentrated on static and port operations. Battle lines for the winter were comparatively stable and operations on railways and inland water-



1. DEPARTURE.....



2. TO DOCKS.....



3. LOADING .....



4. SHUTTLE MOVEMENT....



5. UNHOOKING.....



6. AT MARSHALLING YARD.....



7. CONVOY REFORMED.....



8. "OVER THE ROAD"...



9. TO FORWARD DUMPS.....

A.B.C. SUPPLY ROUTE to RHINELAND

MOTOR TRANSPORT SERVICE 4-5 TON TRACTORS WITH 10 TON SEMI-TRAILERS WERE LOADED AT SHIP'S SIDE, SHUTTLED TO MARSHALLING YARD, ARRANGED ACCORDING TO COMMODITY AND CONVOYED TO FORWARD AREAS FOR THE BUILD-UP TO CROSS THE RHINE.

APPROXIMATELY 300.000 TONS OF SUPPLIES WERE HAULED BY 16 TRUCK COMPANIES UNDER HAZARDOUS CONDITIONS IN A PERIOD OF 117 DAYS, 30 NOV. 1944 TO 26 MARCH 1945. THIS ROUTE LED FROM ANTWERP TO GERMANY, THROUGH TERRITORY CONTROLLED BY THE AMERICANS, BRITISH & CANADIANS.

U.S. ARMY TRANSPORTATION CORPS

ways became well developed. From the middle of January until the start of the XYZ Operation on 26 March, the ABC Route was the only MTS Line of Communication haul in service. TC trucking units were mainly assigned to duty in static operations, port clearance, rail transfer, and inter-depot hauls. In addition quite a few truck companies were assigned to the Red Horse Staging Area to transfer troops entering the port of Le Havre to bivouac areas or reinforcement depots.

According to estimates of the Status Branch, figures show that during the 1st quarter of 1945: approximately 75 percent of motor transport units were engaged in static operations; 13 percent were assigned to port clearance hauls mainly in Cherbourg, Antwerp, Le Havre, Rouen and Marseilles; and 12 percent were on Line of Communication movements with the ABC Route and, of course, the principal POL runs. The tonnage hauled during the quarter for the two operations was 5,255,419 tons on static and 2,185,865 tons port clearance.

4. MTS Plans for Allied Offensive into Germany:

Realizing that any rapid movement into Germany would place great demands on trucking, General ROSS, during the first part of this period, requested that MTS make immediate plans. Accordingly, organizations were planned which were designated as Highway Transport Divfsions. Using all of the multitude of experience gained by the operation of the Red Ball Express, the White Ball, and ABC Routes, a plan was drawn up to assure the invading armies adequate supplies.

The plan, as finally submitted by MTS Administrative Order No. 1, established the HTD with the primary function of operational control and technical supervision of the trucking operation in Germany. The Highway Transport Divisions had three branches; these were: first, the Operations Branch which in turn was divided into an Over the Road Section, a Point of Origin and Destination Section and a POL Section; secondly, the Equipment Branch which was divided into a Supply Section and a Maintenance Section; and third, the Status Branch which operated without further division. An Adjutant and an Assistant took care of the administrative work supervised by the executive officer.

The Operations Branch had as its duties the actual operation of the truck battalions. They received commitments from the armies and forwarded them to the truck battalions. Designation of routes, establishment of SOP's and the supervision of all activities in regard to movement of supplies was their responsibility.

The Equipment Branch, Supply Section, had the problem of seeing that all of the units had the necessary supplies, from complete 10-ton trucks with trailers to spring shackle bolts. The Maintenance Section started operations under rather severe difficulties. They had as their responsibility the supervision of 1st and 2nd echelon maintenance and the coordination with the Ordnance, Heavy and Medium Automotive Maintenance Companies. There were few of these Ordnance units available in the operating areas in the early stages, thus putting additional work on this Branch.

The Status Branch was responsible for the great mass of documentation coming to the headquarters from battalions and companies. This material had to be assembled, compiled, evaluated and sent forward to the Motor Transport Service, Status Branch, with the least possible delay.

The Administrative Order setting up the several HTD's follows:

ADMINISTRATIVE ORDER NO. 1

6955 HQ. & HQ., MOTOR TRANSPORT SERVICE (PROV.)

ORGANIZATION, OPERATION AND CONTROL OF MOTOR TRANSPORT SERVICE

FOR FORWARD MOVEMENT OF SUPPLIES TO FIELD ARMIES
(See Appendix No. 5 for Annexes "A" through "F")

3 March 1945

1. SCOPE: To describe and outline the organization control channels, essential operational procedures, functional responsibilities of agencies concerned and the designation of motor transport units and personnel necessary to establish a motor transport service for the movement of supplies to field armies. The plans are set up to meet any one of three requirements; to move 8,000 tons on a two-day turn-around (x); 10,000 tons on a two-day turn-around (y); 12,000 tons on a two-day turn-around (z). The movements to be handled cover either one or two "L of C"s, from Advance Section or other Sections, Communications Zone. In addition to above tonnages, the bulk POL tanker fleet (See Appendix No. 5, Annex "F") will have a daily capacity to move 4,100 tons on a one-day turn-around from the pipeheads or railheads.

2. REFERENCES:

a. ETO SOP No. 7 "Supply Procedures on the Continent" (Revised), 7 January 1944.

b. ETO SOP No. 31 "Motor Transportation in the Communications Zone", 2 December 1944.

c. ETO SOP No. 53, "Red Ball Motor Transport Operations".

d. Transportation Corps Technical Manual "MOTRAN", 21 June 1944.

e. Operational Memorandums No. 1 & 2, Hq. & Hq. Co., Motor Transport Service.

3. FIELD ORGANIZATION: (See Appendix No. 5, Annex "A")

a. Hqs. Highway Transport Divisions (HTD) will be organized as described and with personnel as designated in Annex "A". One such unit will control the operations of the QM (TC) Groups, Battalions and Companies assigned to a distinct "L of C" haul and the Hqs. HTD will be under the operational control of Hq. & Hq. Co., M.T.S. Prior to the time when the L of C haul becomes intersectional, the H.T.D. will be under the control of the appropriate Advance Section of the Communications Zone. The Hq., HTD will carry out the functions listed in Operational Memorandum, No. 1, Hq. & Hq. Co., M.T.S. for a sub-Hqs., M.T.S. Also see Annex "A".

b. A QM (TC) Group, or Groups, will command the QM (TC) Bns and truck companies assigned to the "L of C" haul. The group will be responsible for the carrying out of necessary administrative, supply, supervision and control of the units under its command.

c. The QM (TC) Groups, Battalions and Companies will operated according to Hq. & Hq. Co., M.T.S. Operational Memorandum No.2.

4. ASSIGNMENT OF DUTIES: (See Appendix No. 5, Annex "B")

a. Operations Branch, Hq. & Hq., M.T.S. will recommend to G-4, Hq., Com Z, the units to be assigned to Advance Section, or Section, Com Z, concerned, under MTS Operational Control. Also, Operations Branch will designate units to be assigned and re-assigned as needed to each Hqs., H.T.D.

5. OPERATIONAL AND MOVEMENT CONTROL SYSTEM: (see Appendix No.5 Diagram and Annex "C")

a. The operations will be carried out in accordance with ETO SOP No. 53 and Operational Memorandum No. 1, Hq. & Hq. Co., M.T.S. Annex "C" covers the general description and special procedures to be followed. Whenever possible, marshalling yards will be utilized at origins for semi-trailer operations and will control and record outgoing movements for semi-trailer and standard general purpose truck convoys. Personnel for the marshalling yards and dispatch points will be provided from QM (TC) Bns. and augmented as needed by personnel of the Hqs. HTD, other MT units under its control, and from Sectional personnel as required.

b. Movement Control: Based on daily telegrams, requisitions and priorities established by G-4, field armies, Movements Branch, Transportation Section, Advance or other Section, Com Z (through Services and G-4, Section) will issue movement instructions to the Hqs. HTD concerned. The latter will assign the movements to the marshalling yards or dispatch points in accordance to their capacities and the movement specifications. The Marshalling Yards and Dispatch Poinst will dispatch vehicles and convoys to the railheads or advance depots as described in Annex "C" and will carry out the documentation called for in Paragraph 11, this order.

6. HIGHWAY ROUTES AND SITUATION MAP: (See Appendix No.5, Annex "D")

a. Tentative highway routes, bivouac areas and M.T. agency locations will be as shown as a schematic diagram in Annex "D" and will be coordinated with Control & Planning Branch, OCOT, Transportation Officer, Advance Section, or other Section, Com Z, and Transportation Officers, field armies.

b. In accordance with ETO SOP No. 31, the following functions will be carried out by C.G., Advance Section, Com Z, or other Sections, Com Z, concerned, through the Section, Services concerned.

(1) Road maintenance and signs - Engineer Service
(2) Necessary Maps - Engineer Service

c. Strip Maps for distribution to all drivers and other personnel will be provided by the Hqs, H.T.D.

7. ADMINISTRATIVE SUPPORT:

a. In accordance with ETO SOP 31, the CO, of each Hq, HTD will make necessary arrangements for administrative support (administration, court martials, supply, adequate bivouac areas and billets, hot messes and POL supply) through the Transportation Officer, Advance or Sections, Com Z concerned, with the proper authorities.

8. MAINTENANCE SUPPORT AND EQUIPMENT RESPONSIBILITY:

a. See Annex "E" for plan for maintenance support and special features to be observed.

b. All units concerned will act in accordance to maintenance procedures listed in Operational Memorandums No. 1 & 2, Hq. & Hq. Co., MTS.

c. Equipment Responsibility - Semi-trailers:

1) QM (TC) truck companies designated for semi-trailer operation will draw, when possible, the full 96 semi-trailers authorized.
2) The cargo semi-trailers, when marshalling yards are utilized, will be turned over to the supply officer of controlling HTD groups on MR's.
3) The semi-trailers will be placed in operation by the units as directed. The individual who is in possession of the semi-trailer will be charged with the responsibility at that time.

9. COMMUNICATIONS:

a. In accordance with ETO SOP No. 53, the Hqs, HTD will make arrangements for necessary communications with the Advance Section, Com Z, or other Section, Com Z authorities concerned.

b. If possible, the following communication connections will be established:

1) From HTDs to Transportation Officer, Advance, or other Section, Com Z, and to Hq. & Hqs. Co., MTS.
2) From Hqs. HTD to Marshalling Yards and Dispatch Points.
3) From Hqs. HTD to TC bivouac areas and to the Regulating Stations of Field Armies concerned or TC Control Points.
4) From the Marshalling Yards to railheads of advance depots served.

10. BULK POL MOVEMENT: (See Appendix No. 5, Annex "F" for Plan)

a. The bulk POL tanker companies will be under the command of separate QM (TC) Battalions which in turn will be under the operational control of Hq. HTD.

b. A POL Section in the Operations Branch of each Hq, HTD will con-

trol and coordinate the operations of the Tanker fleet assigned to the Hqs, and will carry out operations as outlined in Annex "F", from the tentative locations given.

11. DOCUMENTATION:

a. All QM (TC) Group, Bns. and Truck Companies will turn in daily "M.T. Daily Operating Reports" and weekly "Supply and Personnel Reports" as called for in Operational Memorandum No. 1, Hq & Hq Co., M.T.S.

b. M.T. Control Forms 2 and 3-4, will be turned in by units concerned as instructed on the forms.

c. Marshalling yards will turn in daily reports as instructed on ABC Form No. 9.

d. The Status Branch of each Hqs HTD will carry out the same functions for the Hq. as listed for the same Branch of Hq. & Hq. Co., MTS in Operational Memorandum No. 1 of the Hq. & Hq. Co., M.T.S.

12. IMPLEMENTATION:

a. Until such time as the respective Hqs. HTD are formed, the following will make necessary arrangements and provisions for the functions given:

1) Par. 3 and Annex "A" - Staff Branch, Hq & Hq Co., MTS.
2) Pars. 4,5,6,7 & 10 & Annexes "C", "D" & "F" - Operations Branch, Hq & Hq Co., M.T.S.
3) Pars. 4 & 11 & Annexes "B" & G" - Status Branch, Hq & Hq Co., M.T.S.
4) Pars. 8 & 9 & Annex "E" - Equipment Branch, Hq & Hq Co., M.T.S. Equipment Branch will also coordinate with Sections, Com Z concerned that the companies designated in X, Y, & Z (Annex B) have adequate equipment for forward operations.

b. Hqs, HTD, when formed, will carry out the further necessary implementation of this Order, excepting as noted in the following paragraphs.

c. Equipment Branch, Hq & Hq Co., M.T.S., will make necessary arrangements so that the equipment of the units listed in Annex "B" is in the best condition possible for operations.

d. Operations Branch, Hq & Hq Co., M.T.S., as soon as this Order is approved by G-4, Hq, Com Z, will make immediate arrangements to alert and move the units concerned to the proper locations shown in Annex "D".

e. Initial locations for HTD's, TC Groups & Bns. and Companies have already been selected by representatives of Hq & Hq Co., M.T.S. in conjunction with Transportation Officer, Advance Section.

Proposed MTS Operation -- Plans "X", "Y", and "Z"

This was the last and greatest Motor Transport Service Line of Communication haul on the Continent before the cessation of hostilities with Germany.

It was planned and organized to give the necessary motor transport support to the U.S. Armies in their rapid advance east of the Rhine. Previous operation of such long-haul routes as the Red Ball, the White Ball, and the ABC provided valuable experience tables for the XYZ Motor Transport Operation.

A three-phase system was set up to meet three stages of tonnage requirements. Demands of the Armies were to determine which phase would be used. Under Plan "X" 8000 tons per day would be moved on a two-day turn-around or 16,000 tons on a one-day turn-around; Plan "Y" was for 10,000 tons and 20,000 tons, respectively, and Plan "Z" was for 12,000 and 24,000 tons respectively, on the same basis. Associated with these plans, the undertaking became known as the XYZ Operation. As of 30 March 1945, 9,000 tons on a one-day turn-around basis were hauled daily to the four U.S. Armies in Germany, with an additional 3,000 tons of bulk POL. This figure was above the daily average of the Red Ball operation and also exceeded the daily average for the ABC Route; the latter was discontinued on 26 March 1945 and many units were transferred over the XYZ Operation.

Personnel for HTD's

Personnel for the HTD's was secured by using a Group headquarters as the basic unit and supplementing the officer personnel by officers from the MTS Headquarters. The enlisted men were furnished mainly by Section Transportation Offices, and on the same basis as the officers, that is, by using them to supplement the Group personnel. (3).

Although there was never any formal training of HTD personnel as such, all were either experts in their field or had had long experience with trucking operations on the Continent and in many cases, both. During the early stages of the operation numerous experts visited the field units from the OCOT to assist them with problems on the ground. These visitors included Brigadier General GEORGE C. STEWART, Deputy Chief of Transportation, and Colonel ROSS B. WARREN, Chief of the Motor Transport Service, as well as numerous technical specialists. (3)

Maintenance Problems

In view of the lessons learned from the Red Ball Operation and the other express routes, service parks were established to perform 1st and 2nd echelon maintenance. Companies were required to keep one sixth of their vehicles in the park each day for servicing. This portion of the plan was most satisfactory; however, another problem presented itself in that Ordnance had established their vehicle reserve pools well back in Com Zone, at Antwerp, Paris, and at Cherbourg. When a vehicle required sufficient maintenance to warrant the issue of a replacement it took a total of from 14 to 16 days to go to one of the pools secure a vehicle, and get back to duty with it; this difficulty caused a ten percent cut in the capacity of the several Highway Transport Divisions according to reports from the Status Branch of the MTS. In the other processes usually handled by the Ordnance Department the Motor Transport Service Staffs were highly complimentary, because there was excellent service on repairs and a very thorough Ordnance Road Patrol. (5). During this period several directives were dispatched from both Headquarters, Com Zone and the Motor Transport Service on maintenance in the field. A copy of the more important directives will be found in Appendix No. 5.

(5) Interview with Major W. A. BAUER, Chief Status Branch, MTS, 1500 hrs, 16 May 1945 at OCOT in Paris.

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XYZ MOTOR TRANSPORT HAULS
30 MARCH 1945



5. Discipline and personnel administration is wholly under French personnel. Operation, maintenance, and supply and evacuation come under the 89th Bn. POL is furnished through regular Army channels. All maintenance parts are requisitioned from and supplied by the British. Practically all echelon maintenance is performed by French personnel of the Truck Cos. and Base Cos. Authorization has been obtained for use to be made of Army Ordnance facilities in all sections. Practically all uniforms have been furnished and are maintained by the British. Recently, Class B American uniforms have been issued to some units, Vehicles that are worn out are surveyed and parts cannibalized. 1100 Sten guns represent the total amount of weapons issued to these units. Messing equipment consists of both American and captured equipment.

6. The officer in charge of all French personnel assigned to these truck units is Lt. Col. Henri Dunat, French Transportation Hqs. 50 Ave. Victor Hugo.

III Present situation:

1. At present, there are 38 cos, comprising 5200 French personnel and 2250 vehicles. Units and location are as follows:

Hqs. & Hqs. Det. 89th QM Bn (M) (TC)	-
First Base Co.	-
First Co. Police Militaire	-
First Automobile Regt.	- La Fere
2nd, 3rd, 4th, 5th, 6th, 7th, 8th,	- Oise Section.
10th, 11th, Automobile Cos.	-
1st and 12th Automobile Cos.	Attached 3rd Army.
9th Automobile Co.	Attached 1st Army.
10th Automobile Co.	Attached 9th Army.
2nd Automobile Regt.	
2nd, 6th, 8th, 9th, 10th, 11th, 12th Automobile Co.	La Fere.
1st, 3rd, 4th, Automobile Cos.	Attached 1st French Army.
5th Automobile Co.	Attached Brittany Base Section.
7th Automobile Co.	Attached Oise Section
3rd Automobile Regt.	
1st, 2nd, 3rd, 6th, 7th, Automobile Co.	Located at Cerisy NBS
5th Automobile Co.	Located at Rouen

5th Automobile Regt. now being activated in Paris
All 12 cos. are almost completely equipped with 6-ton semi-trailers recently brought over from the U.K. 8 cos. are in operation.

2. Of the original 17 Civil Affairs officers, 14 still remain attached to the battalion. These officers, plus the assigned officers of the Bn. have been broken up into detachments. These detachments are located at each of the towns in which the Civil Affairs truck cos. are billeted.

3. Prior to the recent German break-through, the majority of the Civil Affairs supplies being transported went from Rouen to Liege and Rouen to Paris. Tonnage for Liege is now being diverted to Charleroi. The overall tonnage going out of Rouen has been reduced to a great extent.

4. Due to the present situation, many of the vehicles in Oise Section are being used for tactical purposes in conjunction with our own Motor Transport units. Those cos. operating in NBS operate from dumps to railheads in the northern part of NBS, and to railheads in the Dol-Pont area.

5. It is possible that in the near future, 570 Civil Affairs vehicles in Southern France will be mobilized into truck units similar to those operating in Northern France.

6. Changes of locations of truck units from one area to another are authorized by Allocation Orders issued by Hqs. Com Z.

7. G-5 of various Base Sections make request for tonnage and transportation to G-5, Hq. Com Z. The latter then makes request of G-4, who thru its Civil Affairs Br., lays on the movement.

8. Recently, the Civil Affairs Br. of G-4 has conferred with Troops Br. G-4 relative to the advisability of having the MTS take over the operations of all the Civil Affairs truck cos.

IV. Recommendations:

In the event that the MTS is charged with the responsibility of operating these CA truck units, the following is submitted as a workable solution.

1. Set up a new branch of MTS to be known as the Civil Affairs Branch. Suggested personnel is 5 officers and 8 EM. Two of the officers to be furnished by Civil Affairs, one by the French Military Govt., and two MTS.

2. All matters concerning planning, equipment, and operations will be coordinated with corresponding branches of MTS.

3. Operation of the CA units will continue as at present, except that MTS, in coordination with Motor Movements, will issue the Movement Instructions. The 89th Bn. will continue as the staff agency directly in charge of the field operations.

4. Close coordination between this office and Civil Affairs is essential.

5. Return loads would be determined by TC SOP except that Civil Affairs would have 1st priority. Much of our own transportation can be saved if return loads are effectively utilized.

6. In cases of emergency these CA units can immediately be placed on tactical moves.

7. Recommendations to G-4 for reallocation of units will be based on request from G-5 of the various Sections and coordinated with G-5, Hq. Com Z.

/s/ JBF.
JOSEPH B. FRANKLIN
Captain, TC
Operations Branch

Brief History of Civil Affairs Trucking in France during 1944

The French Truck Group was originally organized on a 30-day basis with the primary mission of the emergency relief of Paris. The method by which it was organized in the letter order dated 28 August 1944 and directed from Lt. General LEE to Commanding Officer, Normandy Base Section is quoted:

COMMUNICATIONS ZONE (FORWARD)
EUROPEAN THEATER OF OPERATIONS

AG 322 OpGD 28 August 1944

SUBJECT : Organization of QM Truck Companies for Emergency Relief of Paris.

TO : Commanding Officer, Normandy Base Section

1. It is planned to organize thirty (30) truck companies in accordance with the standard T/O & E for a QM Truck Company. The personnel for these truck companies will consist of recently recruited French soldiers together with officers and non-commissioned officers furnished by the French Army. Transportation to be assigned to each unit will consist of one (1) three-ton lorry, fifty (50) CWT trucks, and fifty (50) 1-ton 2-wheel trailers. The standard Q M T/E will be approximated as nearly as possible from captured and Class "B" supplies and equipment. These companies will be organized by your headquarters. The purpose of organizing these units is to provide transportation for Civil Affairs supplies for the relief of Paris.

2. As indicated in letter AG 201.62 OpGD, this headquarters, subject; "Administration of French Personnel", dated 27 August 1944, this personnel will be used to assist in the unloading of the vehicles which are being shipped from the UK for the purpose. The assignment of vehicles to individual companies will be effected by you. You will employ each company just as any QM Truck Company except that these companies will be utilized solely for transporting supplies to Paris. You will schedule the operations of these companies, including the arrangement of clearances, traffic priorities, and operational schedules coordinating this closely with the CG, Advance Section, The Red Ball route will not be used.

3. By TWX of 26 August 1944, this headquarters authorized the issue of

5000 gallons of gasoline and balanced quantities of lubricants daily until further notice for this operation. The CG, Advance Section was authorized to issue a similar amount.

4. To assist this housekeeping and administrative detail, a headquarters company of five (5) officers and one hundred seventy-nine (179) enlisted men will be organized. This unit may also be used to furnish labor to help load the vehicles.

5. The initial loads to be carried to Paris will consist entirely of flour and then meat until the supply of such Civil Affairs stocks is exhausted.

By Command of Lieutenant General Lee:

s/ S. H. Gamble
t/ S. H. GAMBLE
Lt. Colonel
Assistant Adjutant General

The developments of the French Truck Group from the beginning of the operation until 16 February 1945, when the Civil Affairs Section, Operations Branch, MTS, assumed operational control, is well depicted in a letter from Lt. Colonel FLEISCHER, Commanding Officer, 89th QM Truck Battalion (Mobile) TC, to Commanding General, Com. Z, dated 16 February 1945, quoted as follows:

HEADQUARTERS
FRENCH TRUCK GROUP (PROV)
89th QUARTERMASTER BATTALION MOBILE (TC)
APO 887 US. ARMY.

16 February 1945

SUBJECT: Aid Rendered the French Government through Operations of the French Truck Companies.

TO : Commanding General, Com Z, ETOUSA, APO 887, US ARMY.
(Attn: G-4 Civil Affairs Operations)

1. On 28 August 1944, pursuant to verbal orders of the Commanding Officer, Omaha Beach Command (Prov), later confirmed by bulletin No. 43, same Headquarters, 31 August 1944, the 89th Quartermaster Battalion Mobile (TC) was assigned the mission of complying with instructions contained in letter, Hq. Com Z (Fwd), 28 August 1944, AG 322 ApGD, subject: Organization of QM Truck Companies for Emergency Relief of Paris, to organize, equip, train, and operate thirty (30) truck Companies of recently recruited French soldiers. The 5th Engineer Special Brigade was detailed to support this activity and the entire staff of Omaha Beach Command was made available for assistance as required.

2. Immediate steps were taken to organize a staff, prepare for the reception of French personnel, initiate a flow of supplies and establish a bivouac for approximately 3,000 officers and enlisted men.

a. The U.S. Army staff was composed by Hq. 89th QM Bn Mobile (TC) and Civil Affairs Officers placed on duty with this organization by Hq. Normandy Base Section, Com Z, ETOUSA.

b. Bivouac was established in Transit Area No. 3, located in area assigned to 5th Engineer Special Brigade, Omaha Beach. Since the Truck Companies were organized into three (3) Regiments, the area was divided into three (3) Regimental areas, which were in turn organized into three (3) Battalion areas per Regiment, and four (4) Company areas per Battalion. In each field a Company Headquarters was established, and the enlisted men lived in shelter tents. Arrival of French Personnel commenced 25 August 1944, and was completed 1 September 1944.

c For immediate use, certain supplies and equipment, such as tents typewriters and office supplies, were obtained on Memorandum receipt from organizations under Omaha Beach Command, pending arrival of requisitioned supplies and equipment.

d. Equipment for the French Truck Companies was secured from both British and U.S. Army sources. Vehicles, clothes and individual equipment were largely British; rations and housekeeping equipment, U.S. Army. Trucks were British specification Bedfords, Chevrolets and Dodges, (with right hand drive) which arrived on the beach 29 August 1944 to 15 September 1944, at which time a total of 1,517 trucks and 1,398 trailers were on hand.

e. Rations for the French Companies, at first "C" Rations, later "B" and "Modified B" when U.S. Army ranges were made available, were furnished from U.S. Army sources. Authority for purchase by French Troops of U.S. Army exchange rations was secured and first distribution made on 7 October 1944.

f. Under difficult field conditions, arrangements were made for health, sanitation and general welfare of the French troops through the combined efforts of the U.S. Army and French staffs.

3. On 1 September 1944, three (3) days after receipt of orders to form the unit, the first French Truck Company departed bivouac with food for Paris and thereafter two (2) additional Companies per day were organized, trained and placed in operation so that by 17 September 1944, the initial phase of organization and training thirty (30) Companies was completed. This was made possible by introducing a continuous chain system of instruction in driving, servicing and maintenance, convoy operation and procedure, wherein teams of U.S. Army personnel assisted by French Army Officers and non-commissioned officers proceeded from Company to Company carrying on instruction. By utilizing French Army personnel to the fullest extent, organization and instruction was accomplished with a minimum of U.S. Army personnel. Flow of supplies was expedited and issue of vehicles, organizational equipment and individual clothing and equipment was coordinate with instruction so that training proceeded without interruption.

a. Efficient operation of the French Truck Companies was assured by utilization of U.S. Army convoy procedure and U.S. Army liaison officers with each convoy to Paris. The rapid movement of the companies and small

Brittany Base Section 24 October 1944; one (1) Company to Ninth U.S. Army 24 October 1944; and one (1) Company to 1st U.S. Army 25 October 1944. These French Truck Companies were employed by G-5 Sections of the above named units for transportation of Civil Affairs supplies for the relief of the Civilian population. Reports received indicated that these units have operated efficiently in the performance of their Civil Affairs mission.

7. On completion of emergency relief of Paris, the French Truck Group (Prov) was retained on Civil Affairs transportation missions. During the month of November 1944, deliveries amounted to 3,687 tons for a total of 553,050 ton miles traveled; during the month of December, 12,356 tons for a total of 1,759,845 ton miles traveled; and during the month of January, 12,943 tons for a total of 852,703 ton miles traveled. Deliveries included food of various types, clothing, gasoline, and lubricants. Movements of displaced persons were also accomplished by the French Truck Companies, as well as frequent small missions of transporting for emergency use in various sections of France, coal, mine timbers, indigenous food stuffs, and numerous miscellaneous items. Activation of the 5th Automobile Regiment in Paris has increased the total number of Truck Companies in the French Truck Group (Prov) to forth-two (42) and conversion of Companies equipped with 3/4 ton trucks to 3-ton truck companies is in process. Equipping the twelve (12) Companies of the 5th Regiment with 3-ton trucks has greatly increased the tonnage capacity of equipment assigned to this organization.

JOSEPH FLEISCHER
Lt. Colonel, QMC,
Commanding.

Problems

Shortly after MTS took these units under its control an increasing string of knotty problems presented themselves. First, all MTS directives and forms had to be translated into French to be of any use to the new charges. This was done quickly, and entirely, by the Civil Affairs Section of MTS. (6). Investigation showed that because of the channels that all requests had to go through it would take, for example, eleven days to get 5000 tons of wheat moved 200 miles.(7). All requests for hauls, except locally, had to go through SHAEF Mission. It was suggested by CA, MTS, at that time, 19 February 1945 that indigenous supplies be moved by request of sections thereby saving much delay. Another problem was Ordnance maintenance which was not performed by U.S. Army Ordnance because they had no parts for the British and Canadian vehicles. Instead, the French base companies operated under MTS supervision, the warehouses and repair shops that performed the Ordnance function. Four of these companies were operating during the quarter, two in Paris and two in La Fere; in both cases one company was a Heavy Automotive Maintenance Company and the other a Service Company. (7).

Initially there was very little cooperation with CA, MTS, insofar as the

(6) Inter. with Captain J.B. FRANKLIN, Chief, Civil Affairs Section, Operations Br. MTS, 0900 hrs.12 April 1945. (7) Series of Communications between MTS, G-4 and French Truck Group available in Historical Section OCOT File, Subject: MTS, 1945.

size of the U.S. Army staff with the French Truck Companies required the temporary detailing of officers from other organizations within Omaha Beach Command for temporary convoy duty. An SOP for Liaison Officers, published by the 89th Battalion Mobile (TC) facilitated the work of these detailed officers.

b. Civil Affairs supplies were drawn from U.S. Quartermaster Dumps located in Normandy for transportation to Paris. Initial loads consisted entirely of flour, and then meat until the supply of such Civil Affairs stocks was exhausted. Subsequent loads consisted of oleomargarine, meats, coffee, fish, lard, beans, biscuits, sugar, salt and chocolate. Transport of gasoline as of 16 September 1945, was commenced to Paris, for authorized civilian use. During the month of September deliveries to Paris by the French Truck Companies amounted to 9,849 tons for a total of 2,068,290 ton miles traveled by unit vehicles; and during the month of October, deliveries amounted to 5,297 tons for a total of 1,112,370 ton miles traveled.

c. Efficient operation of the French Truck Companies was accomplished despite the following factors:

(1) Muddy and congested military highways.

(2) Health, welfare and morale of the French troops by bivouacing in shelter tents in muddy fields with no change of shoes or outer clothing, as provision had been made for issue of only one (1) British uniform per individual.

(3) Delay in obtaining sufficient gasoline for operational purposes from U.S. Army sources during the month of October due to other military requirements and priorities.

(4) Problems of language difficulties and differences in standard of military discipline.

(5) Difficulties of drawing supplies from both British and U.S. Army sources.

d. Control over deliveries was at first effected through a system of Tally-outs (individual trucks and total convoy) at the dumps, signed for by the French Convoy Commander, and Tally-Ins at the Paris terminals signed for by a Civil Affairs representative, U.S. Army. Available statistics indicated that shortage through 31 October 1944 were approximately one per cent. In October a consolidated manifest listing deliveries by trucks was instituted.

5. Completion of primary mission in all phases for the French Truck Companies was accomplished 15 October 1944, two (2) weeks ahead of schedule. Entire satisfaction with the result obtained by their operations was officially expressed by General KOENIG, Military Governor of Paris. (See inclosure No. 1)

6. Usefulness of the Truck Companies of the French Truck Group was early recognized by calls for their services on other than the Paris Mission. Two (2) Companies were placed on duty with the Third Army 18 September 1944; one (1) Company with Oise Section 17 October 1944, and one (1) Company with Hq.

various agencies for controlling transportation were concerned, by the commander of the Transports Militaires, Automobiles pour les Populations Civiles (TMAPC) who controlled the discipline and administration of the French units. (6). In the last few days of the quarter, however, this was being ironed out to a large degree as French and U.S. Army commanders were instructed as to the extent of their authority and responsibility. (7). A large portion of that which was apparently lack of cooperation may possibly be considered a difference in standards of discipline and methods of operating between the newly reorganized French Army and the highly integrated American system.

The original directives from Com Z to the OCOT gave the movement priorities of the French Truck Group as: 1. Civil Affairs supplies, 2. French Indigenous supplies, and 3. Army cargo when orders for movements of 1 or 2 were not outstanding. This directive was amended on 22 March to include the movement of displaced persons and refugees. This amendment was assigned second priority with Civil Affairs supplies the only cargo to be considered more important. (7).

In addition to the general solution to problems already mentioned there were many other easily recognized advantages to having the French trucks under OCOT. Prior to the time MTS took charge of these units there was an average of 300 vehicles idle daily. One month later that average had dropped to five, an astounding increase in efficiency. The units were allocated to the sections and armies where they were needed most at that time and continued operational control of the transportation office of the sections assured efficiency. An average unloading time of three days at Q-177 depot in Paris was typical when MTS assumed control; 30 days later this waiting period had been reduced to five hours, a saving of 2740 truck hours on just one 40-truck convoy. A system of return loads was worked out that materially cut down the waste of the back-to-port-run. (7) Many maintenance problems received the help of the Equipment Branch of the MTS which helped to decrease the number of trucks deadlined. Finally the so important yet so frequently neglected (by field forces) problem of documentation was continually stressed with all MTS standard forms printed in both French and English for the benefit of both operators and those controlling operation. This served to determine quickly the weak points in the truck system and allow them to be corrected immediately. (6).

6. MTS. Movement of Equipment for the Rhine Crossing

After the Ardennes break-through of the Germans had been thoroughly squelched, and our armies had recovered their stability, preparations were begun for the crossing of the last great water barrier to the heart of Germany, the Rhine.

Much equipment of a most unusual type was needed for this crossing. It was necessary to move a small Navy from the seaports to the forward areas so that when the first crossing was made the equipment would be instantly available. In order to accomplish this, M-19 and M-25 tank transporters were used by the TC to move Landing Craft Vehicle-Personnel (LCVP's), Landing Vehicles Tracked (LVT's) and Landing Craft Mechanized (LCM's). Each of these types of equipment demanded special preparations, with the latter which was 77 feet long, 14 feet wide, 18 feet high, and with a weight of 46 tons, constituting the most difficult movement problem. Route reconnaisance was necessary both for overhead clearance and bridge strength but in spite of the limitations the movement was successfully accomplished in a minimum amount of time.

During the height of a rush period in preparation for the crossing, motor transport hauled tremendous tonnage. From 11 to 23 February a total of 1,059, 145 tons or a daily average of 81,472 tons was hauled by truck and in addition 377,349 persons were moved. From 24 February to 11 March this rate was increased with a total of 1,737,601 giving an average of 108,600 tons per day with a total of 634,425 personnel moved for the period. These figures include all operations but at that time a considerable portion of the movement was designated to expedite the crossing.

C H A P T E R VI

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THE TRANSPORTATION SECTION

NORMANDY BASE SECTION

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NORMANDY BASE SECTION

JANUARY-1945

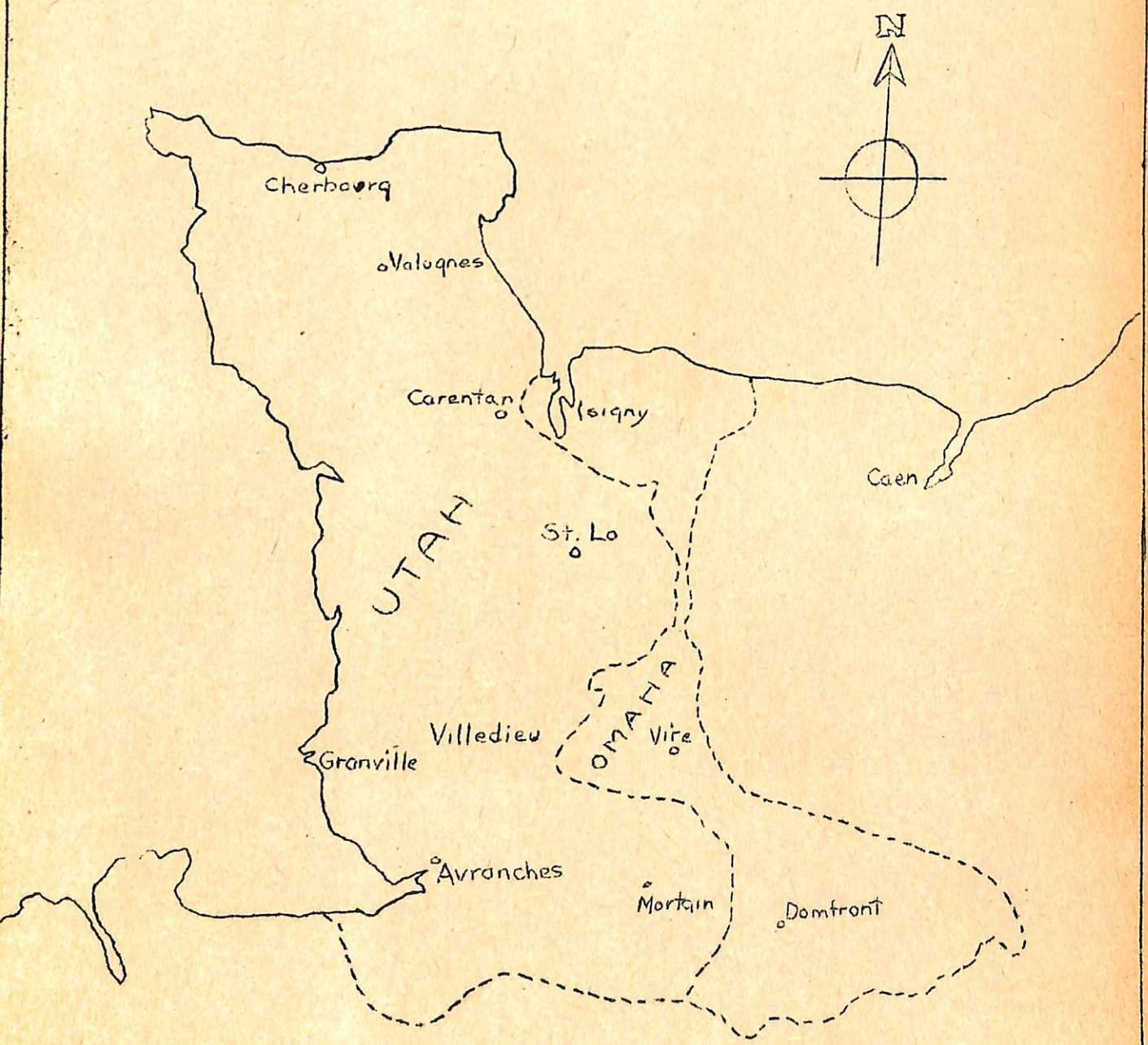


Chart No. 1

NORMANDY BASE SECTION

FEBRUARY-1945

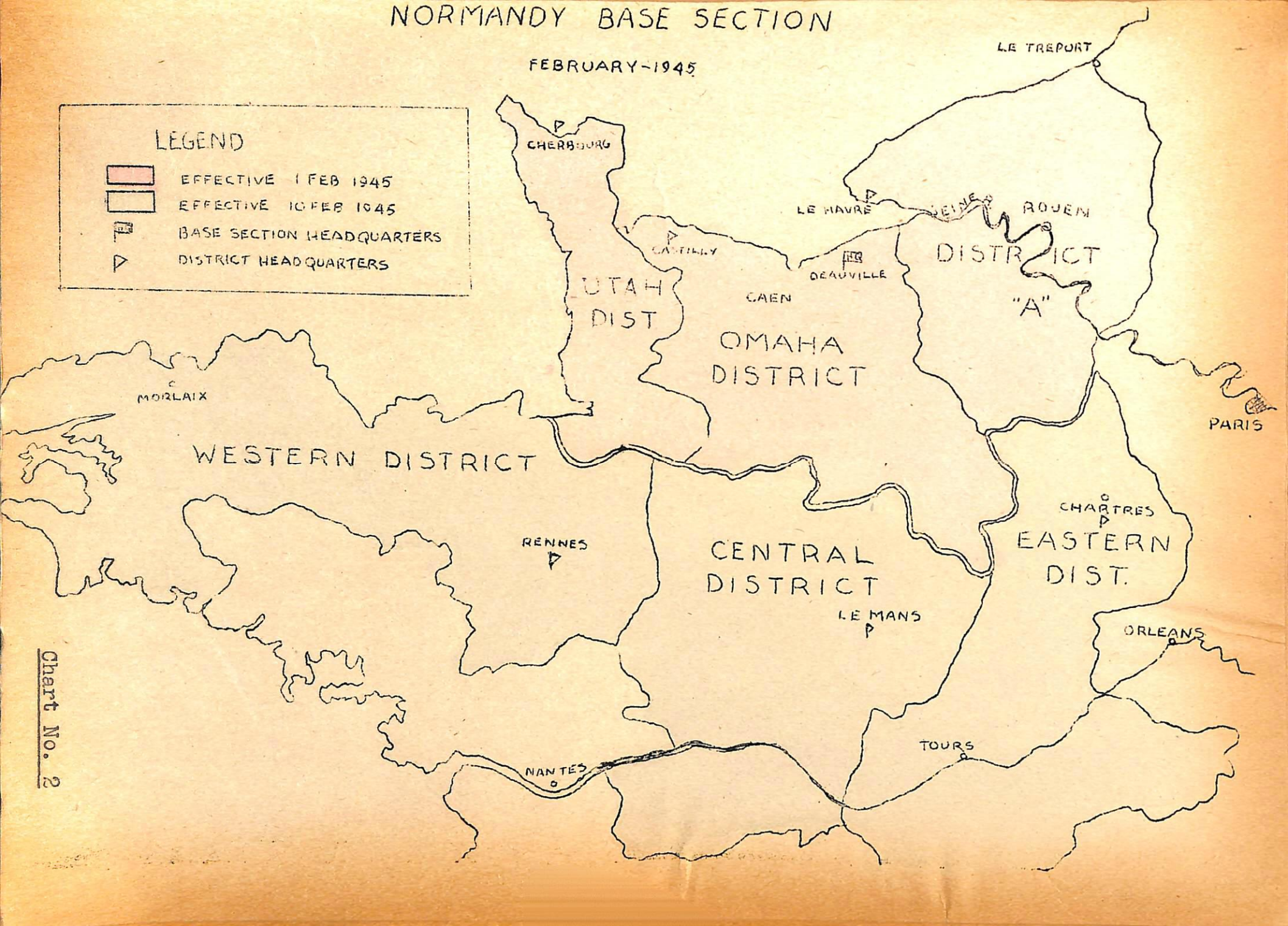
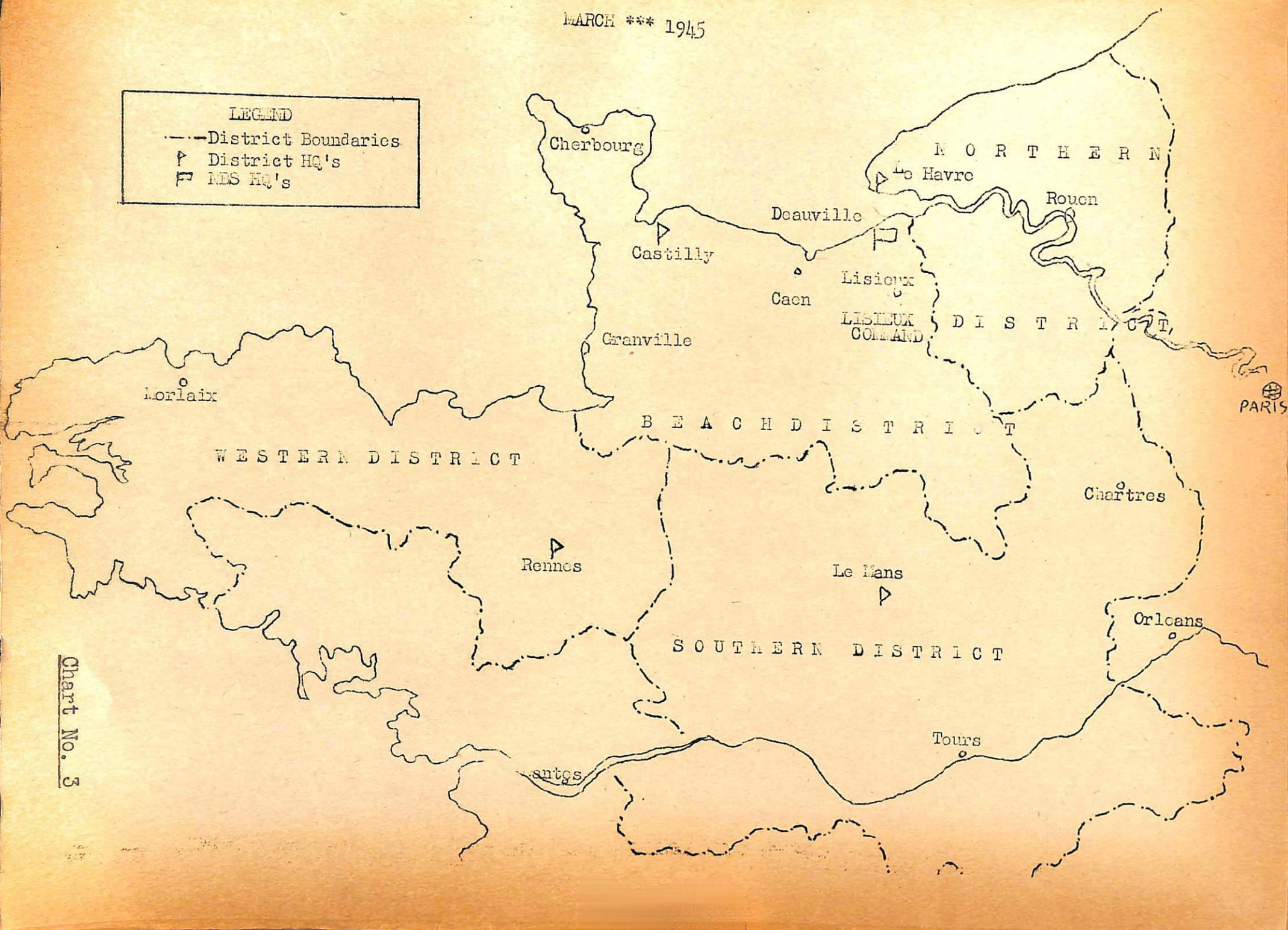


Chart No. 2

MARCH *** 1945


LEGEND
District Boundaries
District HQ's
NDS HQ's
Cherbourg
Le Havre
NORTHERN
Rouen
Deauville
Castilly
Caen
Lisieux
LISIEUX COMMAND
DISTRICT
Granville
Lorlaix
PARIS
BEACH DISTRICT
WESTERN DISTRICT
Chartres
Rennes
Le Mans
Orleans
SOUTHERN DISTRICT
Tours
Chart No. 3

TRANSPORTATION SECTION

NORMANDY BASE SECTION

CHAPTER VI

SECTION I

Reorganization and Changes in NBS Boundaries

The first quarter of the year 1945 was a period of rapid expansion and increased activity within the Normandy Base Section (NBS). Charts Nos. 1, 2, and 3, at the beginning of this section, show the boundaries and districts within the area embraced by NBS, effective during the major portion of the months indicated.

Effective 1 January 1945, the district boundaries within NBS were redesignated as shown in Chart No. 1. This administrative change little affected the Transportation Section beyond changing the district headquarters of units in the field. The actual TC operations within the area under NBS control were not changed. Appendix No. 6, Part I, contains a copy of General Order No. 33, Headquarters, Normandy Base Section, dated 30 December 1944, which officially reorganized the districts of NBS, effective 1 January. This General Order was subsequently rescinded and replaced with General Order No. 2 dated 7 January 1945; a copy of this General Order is given in the same Appendix. During January plans were made for more extensive changes but they were not to become effective until February.

Planning and reconnaissance occupied much of the time of the headquarters personnel during the latter part of January. The expansion of NBS to include Brittany Base Section, as well as the area between Omaha District and the Seine River, and District "A" of Channel Base Section was scheduled for 1 February 1945. District "A" was in itself a huge Transportation Corps installation with the two major ports of Le Havre and Rouen, and the Red Horse Staging Area. Thus, staff planning consumed much of the time of the personnel at the TC headquarters in NBS during the latter part of January. The Planning and Control Division made personnel and equipment studies to discover how to maintain the maximum use of the personnel and equipment in all field installations. Additional plans for moving the Transportation Section Headquarters were started.

On 28 January, Major General HENRY S. AURAND, NBS Commanding General, placed the control of all depots in and near the port of Cherbourg with the Service Section Chiefs in the 4th Port organization. This placed the responsibility for port clearance directly upon the Port Commander, whereas formerly it rested in undefined degrees upon the Supply Service Chiefs and the Port Commander. In addition, sufficient rolling stock was allotted the port to maintain a freight shuttle service between the port and the depots. These cars were assigned to the port and had signs on them indicating "Cherbourg Terminal Railroad — Switching Service Only".

The month of February began a "new chapter" in the history of NBS. Before half of the month had passed, the area of NBS control had been increased nearly six times its original size by taking over the former 21st Army Group area east of Omaha District and west of the Seine River, as well as District Area "A" of Channel Base Section, and the entire area formerly under Brittany

Base Section. Thus, Major General AURAND, as Commanding General of NBS, announced his assumption of command of the sector of Channel Base Section designated District "A". This was done by authority of General Order No. 11, NBS, dated 1 February 1945. Under General Order No. 14, dated 10 February 1945, Headquarters, NBS, Major General AURAND assumed command of the Brittany Base Section area. Both of these General Orders were effective as of 0001 hours on the day of publication. (The history of TC in District "A", for the entire first quarter of 1945 is covered separately in Appendix No. 6 Part I. An account of the activities of TC in Brittany Base Section before its control passed to NBS is covered separately in Chapter VI, Section VIII).

General Order No. 15, published by Headquarters, NBS, dated 11 February 1945 organized the districts in NBS as follows:

"a. District "A" includes the Department of Seine Inferieure. Port Headquarters and installations at Le Havre and Rouen are assigned to District "A".

"b. Omaha District includes the Departments of Calvados and Eure. Boundary between Omaha and Utah Districts remains unchanged.

"c. Utah District includes the Department of Manche.

"d. Eastern District includes the Departments of Eure et Loire and Loire et Cher.

"e. Chetral District includes the Department of Orne, Mayenne, Sarth, Maine et Loire, and Indre et Loire.

"f. Western District includes the Departments of Ille et Vilaine, Cotes du Nord, and Finistere, exclusive of the area bounded by the Army Rear Boundary."

The above made no real changes in boundaries of the newly acquired areas, with the exception of Omaha District which expanded. This was in keeping with a policy announced by Major General AURAND at a meeting before the end of January when he said that there would be no real re-organization until 1 March; two exception were the ports of Le Havre and Rouen which formerly had the status of exempted stations.

This expansion meant a great increase in work for Transportation Corps personnel because of the fact that nearly all installations in the new areas were basically of the Transportation Corps. District "A" contained two major ports and a staging area. Western District's mission involved the movement of supplies to the 66th Division holding enemy troops in Lorient and St. Nazaire. The exempted station status at Le Havre and Rouen had resulted in a confused situation and a great amount of staff work was necessary to coordinate the three big activities in the area.

Headquarters, NBS, moved during February from Cherbourg to the more central location of Deauville, Calvados. The Advance Party departed from Cherbourg on 12 February and the main body of the Transportation Section moved on 16 February.

Chart No. 2 shows NBS boundary lines, the locations of district headquarters and the district boundaries of 1 February and 10 February.

The month of March was characterized by a continuation of the normal work of NBS and detailed planning in anticipation of problems confronting the Base Section for action in the future. After taking over the territory provided in General Order No. 15, Headquarters, NBS, dated 11 February 1945, NBS became next to the largest Base Section on the Continent (Delta Base Section embraced a larger area). On 25 February 1945 General Order No. 19, Headquarters, NBS, was published rescininding General Order No. 15, same headquarters, and reorganizing NBS into districts, as of 1 March 1945, as follows:

"3. a. District "A" is redesignated NORTHERN District and comprises the Department of Seine Inferieure and Eure. Port Headquarters and Installations at Le Havre and Rouen are assigned to Northern District.

" b. WESTERN district comprises the Departments of Finistere, Cotes du Nord and Ille et Villaine exclusive of the combat area retained by 12th Army Group.

" c. Central District is redesignated SOUTHERN District and comprises the Departments of Mayenne, Sarthe, Eure et Loir, Loire at Cher, Indre et Loir and Maine et Loire.

" d. Utah District is redesignated BEACH District and comprises the Departments of Manche, Calvados (less British responsibilities in the Bayeux-Caen enclave), and Orne. Port Headquarters and installations at Cherbourg are assigned to Beach District.

"4. a. Eastern District Headquarters is disbanded. Its personnel are reassigned and will report to the Commanding Officer, Southern District for duty. Personnel on DS or TD will return to their proper unit for duty. Its records and equipment are transferred to Southern District Headquarters.

"b. Omaha District Headquarters is disbanded. Its personnel are reassigned and will report to the Commanding General, Normandy Base Section for duty. Personnel on DS or TD will report to their proper unit for duty. Its records and equipment are transferred to Headquarters, Normandy Base Section.

"c. Commanding Officer, Beach District, will safeguard the headquarters installation at Castilly.

"d. Headquarters and Headquarters Company, Normandy Base Section, and units assigned thereto, are exempted from District control.

"5. Location of Headquarters and Commanders:

"Headquarters	Location	Commanders
"Normandy Base Section	Deauville (L-4514)	Major General HENRY S. AURAND
Northern District	Le Havre (VL-4629)	Brig. Gen JOSEPH L. PHILIPS
Western District	Rennes (Y-0055)	Col. G. S. ANDREWS
Southern District	Le Mans (Z-4036)	Colonel W. HAYFORD, III
Beach District	Chastilly (VO-5581).	Colonel E. M. CAFFEY"

Chart No. 3 shows the location of Headquarters, NBS, and district headquarters and district boundaries as of 31 March 1945.

In a conference with Northern District Staff and major Service Unit Commanders on 17 March 1945, the Commanding General of NBS discussed the missions at that time and anticipated functions of the Base Section. A considerable part of the discussion concerned the Transportation Corps activities in NBS; the parts pertaining to TC are quoted below:

"The first mission of Normandy Base Section is that of Port Clearance. It is also the first mission of Northern District. By Port Clearance, I mean that we must move through the ports such supplies and personnel as may be directed by higher authority. For the present, personnel and equipment within Northern District will be maintained to handle 11,--- tons of supplies daily from ships to railroad cars or to hard standings along railroad spurs. Supply of our

forces at the front is obviously the main reason for the existence of Normandy Base Section. Consequently, the expeditious discharge and dispatch of supplies from the port is vital. Northern District must also handle 8,800 incoming personnel daily. What this part of the job represents in terms of static personnel becomes obvious when we realize that 44 percent of all personnel utilized by Northern District is concerned with the primary mission of clearing the ports.

* * *

"The third mission of Normady Base Section and Northern District is the evacuation of personnel through the ports. For Northern District this means the operation of U.S. and U.K. Leave Centers.

* * *

"The fifth of our missions has to do with troops--the providing of staging accomodations, station complement and supplies for staging troops. Northern District's mission is to assist the Ground Force Reinforcement Command in the operation of its establishments and to operate the staging area. For the present, personnel and facilities will be maintained to stage troops through Northern District as stated in the first mission" (It was further mentioned in this conference that, except for the Transportation Officer whose staff duties alone were great, all District Technical Service Chiefs, in addition to their duties on the staff of the Base Section Commanding General, were to act as Commanding Officers of the troops of their respective branch of the Service).

Changes within the Transportation Section

A Functional Chart showing the various divisions and branches within the Transportation Section, NBS, as of the end of March 1945, is shown on the opposite page. Essentially, the changes as compared to the set-up at the end of 1944 (See Volume V, Historical Report of the Transportation Corps in the ETO) were few. The Planning and Control Divisions were separated, in compliance with the wishes of Major General AURAND. Following is a summary of the duties assigned to the various offices shown on the Functional Chart:

"I. TRANSPORTATION OFFICER

Responsible to the Commanding General to insure that all problems affecting transportation within Normandy Base Section are executed efficiently and expeditiously and in accordance with existing directives and policies.

Informs Chief of Staff, Normandy Base Section, and the Assistant Chiefs of Staff regarding transportation matters within the Base Section.

Maintains liaison with the Chiefs of other Services in reference to their transportation needs.

"II DEPUTY TRANSPORTATION OFFICER

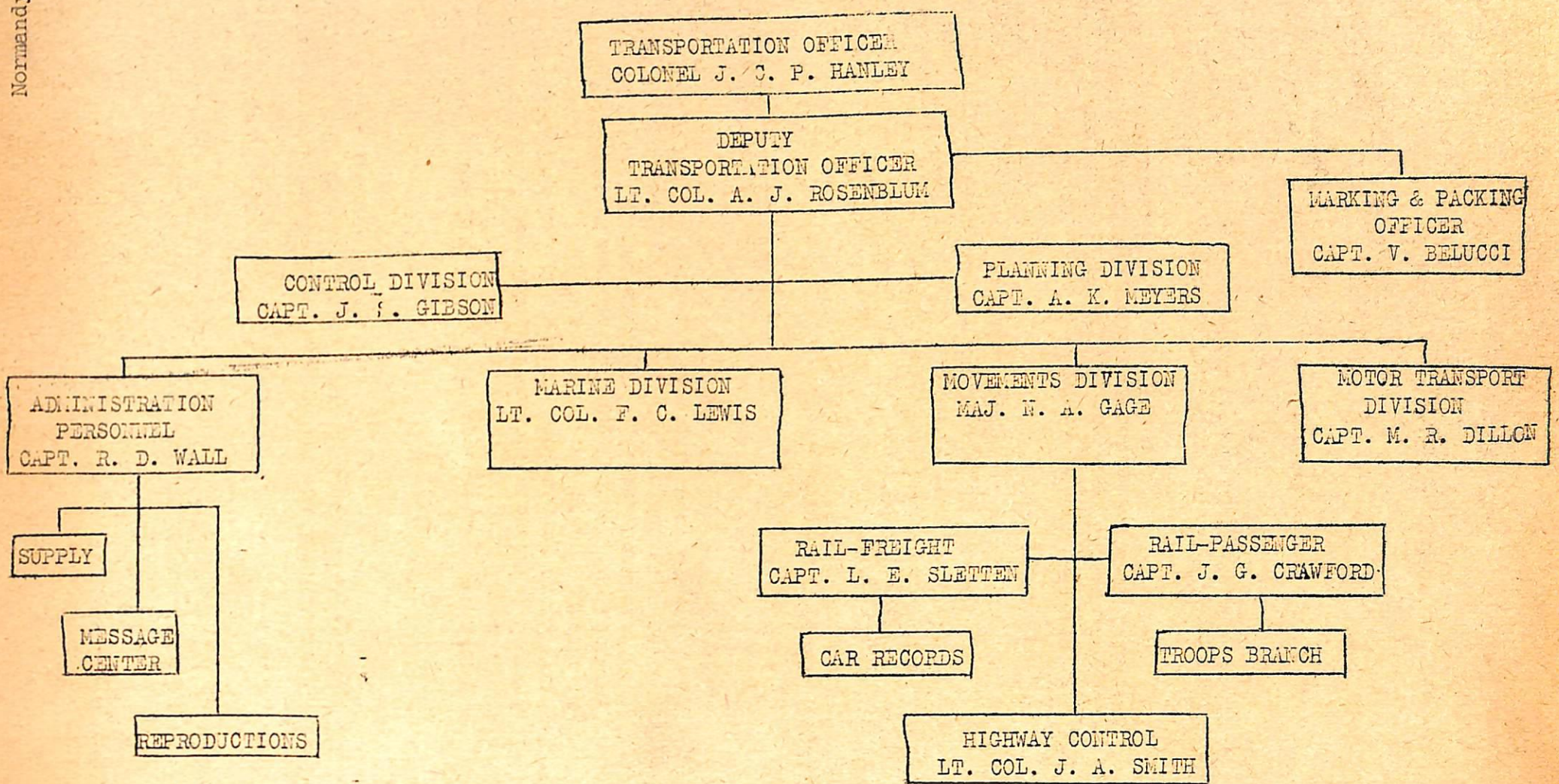
Assists Transportation Officer in all matters and in his absence acts for the Transportation Officer.

"III CONTROL DIVISION

Provides the Transportation Officer with current pertinent information on the progress of his command. Such information is disseminated to other

Normandy Base Section

FUNCTIONAL CHART
TRANSPORTATION SECTION
NORMANDY BASE SECTION
APO 562 US ARMY



Staff Sections, NBS, and comprises the analysis and charting, evaluation of data concerned.

"IV. PLANNING DIVISION

At present, prepares staff planning for the Transportation Officer.

"V. TROOPS BRANCH

Maintains records on all TC Units in NBS and prepares the requests for movement orders to move out of the Base Section. Maintains records on all units coming into NBS for redeployment, units due to arrive, arrivals, estimated departures by water and departures by water. Prepares troop assignments for all TC Units within the Base Section.

"VI. MOVEMENTS DIVISION

Receives and coordinates all requests for the movement of personnel and supplies within and out of NBS.
Ascertains from higher headquarters priority of movements and allocates available transportation in accordance therewith.
Assures the efficient and economical use of all transportation facilities
Supervises the operation of the Rail Branch and Road Traffic Branch.

"VII. RAIL BRANCH

The Rail Branch is divided into two sections, Freight and Passenter.

Freight Section
In general, handles all matters pertaining to the movement of suppli including T/BA and T/E equipment other than that carried in organic vehicles.

Passenger Section
Handles all matters pertaining to the movement of personnel by rail hospital trains, and baggage.

Since the railroads in this section are largely operated by the French, the French Army liaison officer in the Rail Branch insures that freight and personnel movements are expeditiously handled.

"VIII. ROAD TRAFFIC BRANCH

Regulates and controls all Highway Convoy movements originating in Section, both Inter and Intra Section scope.
Coordinates with other Com Z Sections on all convoys departing Normandy Base Section or incoming moves from other Sections or Armies.
Operates all traffic Control Points in Normandy Base Section.
Only one at present time is TCP No. 2 located at Gournay.
Provides TCP's with all available information on expected moves both incoming and outgoing - if routed through TCP.
Keeps accurate information at this office on all known highway movement

"IX. MOTOR TRANSPORT DIVISION

Insures the efficient operation of motor transportation in this Section for the Transportation Officer. Present motor transportation activitie primarily concern redeployment. In addition to transporting personnel to assembly and staging areas and embarkation points, truck companies are engaged in evacuating depots, port clearance, and line of communica tions hauls.

"X. MARINE OPERATIONS DIVISION

The Marine Division receives, coordinates and disseminates all information pertaining to:

1. Assignment and diversion and movement of cargo and passenger vessels, including ocean-going, coasters, Dutch Schuts, and Naval landing and ferrying craft used in Army Service.
2. Freight and cargo movement (by water) to Continental Europe, through the United Kingdom and direct from the United States.
3. Allocation, use, and diversion of all floating plant (tugs, barges, harbor-craft) together with shoreside equipment (cranes, tractors, fork lifts and other material handling devices) at ports under Base Section.
4. Utilization of personnel employed in Marine Operations, particularly Harbor Craft Companies and Port Marine Maintenance Units.

The Marine Division undertakes special missions, as directed by higher authority, such as collaborating with port Commanders on definite projects, planning for the increased or decreased use of port facilities, re-allocation of specified cargo vessels, port clearance, maintenance and repair."

The Base Section Transportation Officer, Colonel JOHN C. P. HANLEY, was a Special Staff Officer on the staff of the Base Section Commander and executed all duties in connection with Transportation in NBS, in compliance with existing policies and directives. Colonel HANLEY coordinated TC activities in NBS through the following District Transportation Officers:

Beach District --- Major D. B. BERRIGAN
Northern District --- Colonel J.C. FRITSCHLER
Southern District --- Lt. Colonel G. C. SULLIVAN
Western District -- Major L. E. MITCHELL

The District Transportation Officer occupied a similar position as a Special Staff Officer on the staff of the District Commander and executed all duties of a transportation nature, in coordination with the Base Section Transportation Officer.

Personnel

During January instructions were received from higher headquarters to furnish 12 percent of the white enlisted personnel in Communications Zone units to the Reinforcement Depots for re-training as Infantrymen. (Letter, Hq., ETOUSA, dated 17 January 1945, File AG 322, Op GA, Manpower). This quota was to be filled optionally by Service either at once or in weekly or semi-monthly groups, providing the full number was dispatched by 15 February 1945. Originally, the instructions stated that 12 percent of all units be transferred but later they were modified to state merely 12 percent of the troops of each supply Service. This made it possible to retain many of the skilled technicians in the TC units by establishing higher quotas for units with unskilled labor and lower quotas for those with specialized skills. TC units in NBS provided 2,015 enlisted men to Reinforcement Depots for retraining as Infantrymen during January.

Prisoner of War companies were formed with U.S. military personnel as cadres serving the key company positions as guards while prisoners made up the bulk of the troops. Under this system one port company divided into four groups was able to furnish cadres for four POW companies. By utilizing this system the Transportation Corps organized 43 POW Port Base Depot and Truck Companies using as cells or cadres only 11 normal TC Port Battalion Companies. In Le Havre and Rouen

the use of POW's did not reach the proportion existing in Cherbourg. They were seldom used by TC and not at all for discharging ships.

During this quarter the TC troops in NBS increased in number from 17,140 at the end of January to 40,599 on 15 February. In January TC provided 29 percent of all the troops in NBS. In February including the new areas, added to NBS, the percentage was 34.

For several months all TC field installations (DTO's and RTO's) were manned by 3rd Group Regulating Station personnel. With NBS taking over control of a much larger area, containing many more TC installations, the task became too big for one Group Regulating Station. From 30 TC installations the number jumbed to 50. This was exclusive of the RTO's in District "A". To assist in meeting RTO requirements, detachments from the 6th and 12th Traffic Regulating Groups were left in District "A" by Channel Base Section, while in the area originally assigned to Brittany Base Section, a detachment from the 8th Traffic Regulation Group Remained. However, these men were needed by their parent units so that the number of 3rd Group Regulating Group personnel was "stretched" as far as possible in order to relieve those on Detached Service from other units.

By the end of March, the number of TC troops in NBS had increased approximately 4,000 since 15 February, bringing the total up to 36 percent of the entire NBS personnel; the latter contained 19.39 percent of all Com Z personnel. Regarding percentages of colored personnel, 27½ percent of all Com Z personnel and 40 percent of the NBS strength was composed of negro troop

During the first quarter of 1945 the TC units in NBS provided 348 enlisted personnel to reinforcement Depots for retraining as Infantrymen. The 3rd Group Regulating Station provided the Ground Forces Reinforcement Command with 47 members of its eligible strength of 176 by the end of March. The personnel of the 3rd Group were all employed within the limits of NBS, in the Transportatio Section headquarters, in the District Transportation Offices, and as RTO's in the four districts. Colonel JOHN C. P. HANLEY was Commanding Officer of the 3rd Group Regulating Station, as well as NBS Transportation Officer. Appendix No. 6 Part I, contains a copy of the station list of TC units in NBS as of 31 March 1945.

Activities under Transportation Section Control

Marine Division

January

Cargo discharged in NBS increased slightly during January as compared to the previous month; the tonnage handled was 312,780 long tons, compared to 301,647 long tons. Of this total, 267,407 tons were brought ashore at Cherbourg and the remainder was unloaded at Granville. (The December total had been 301,647 tons).

The tonnage discharge commitment for Cherbourg was originally 6,600 tons per day but it was later increased to 10,000 tons. Because of the necessity for more detailed scheduling and coordination of work in port clearance, a special Movements Division for Cherbourg was established at OCOT; accordingly, a similar office was set up at 4th Port Headquarters. These two offices handled the routing of empty cars, loaded trains, and diversions, and thus relieved the Port Director of Operations from much of the burden normally involved.

During January Port T-410 at Cherbourg unloaded the first two Victory ships arriving for discharge on the Continent. These two vessels, the "Montclair Victory" and the "Poland Victory" arrived with cargoes of ammunition the night of 7 January. Ten days later, unloading of the latter was finished and the ship was out of the harbor. It required an additionad three days for the Montclair to be unloaded, because of the fact that her cargo required extra sorting. The total tonnage for the two ships was 14,500 long tons.

Major General HENRY S. AURAND stated during January that the primary mission of NBS was port clearance. With this in mind, he decided that ships should be unloaded directly to rail cars. That was to be the general rule. The main line railway explosion which practically embargoed outbound and inbound shipments for a few days, resulted in an acute shortage of rail cars and hindered this policy.

Repeated communications from OCOT emphasized the necessity for completing the quota of 47 ships for the month. One letter from the ACOT, Marine Operations, states: "It is not maintained that your rate of discharge should be restricted to the daily rates of movement specified." However, one of the chief reasons for the completion of only 41 ships during the month was the lack of vessels in the port during the first 13 days of the month.

The Liberty ship "Schoarie" took on 3,322 tons of port reconstruction materials destined for Le Havre and sailed 18 January. Total cargo outloading during the month amounted to 8,570 tons. The port evacuated 38,184 casualties including 3,013 POW's. Port clearance amounted to 304,576 tons of which 199,866 tons were moved by rail. Rolling stock discharged during the month consisted of 67 locomotives (steam) and 59 tenders; 53 hospital ships outloaded at Cherbourg and departed during the month.

February

Rail car shortages affected ship discharge. Early in the month three ammunition vessels in Cherbourg had to stop working because rail cars were not available to receive their cargo. Port programs called for a reduction of stockpiles within the port area but the lack of rail cars caused the opposite effect.

When NBS took over the port of Le Havre, two shortages were found to be hindering port operations (besides shortages in rail cars). The port needed floating cranes for off-shore work and too many DUKW's were deadlined, with the result that DUKW operations were not meeting their commitments. The first of these problems was solved in part by bringing 30-ton cranes from Cherbourg where the need was no longer pressing. To meet the DUKW deadline situation, it was arranged to have the vehicles serviced by an Ordnance Heavy Automotive Maintenance outfit located in Le Havre; 75 DUKWs were turned over to that unit for servicing.

With the elimination of the exempted station status of Le Havre and Rouen, by placing them under a single district headquarters it was possible to establish closer liaison in the vessel lightening program. The latter was a procedure followed in connection with making it practical to utilize the facilities of Le Havre and Rouen, since the channel of the Seine to Rouen was too shallow to accomodate certain fully loaded vessels. Thus, such ships were lightened at Le Havre and then sent to Rouen to complete discharge. The process of lightening vessels also expedited turnaround time. As a result of the new administrative set-up, improvement was noted almost immediately as

vessels began arriving in Rouen with cargo still stowed well and leveled off. Previously, on occasion, some ships which had been lightened would arrive with "the cream skimmed"; the difficult cargo had not been touched. Also, prior to this establishment of closer cooperation, number two hatches on Liberty ships were often ignored while lightening had been concentrated on the more accessible hatches.

Port operations were considerably increased for NBS with the acquiring of the ports of Le Havre and Rouen. The total tonnages discharged during February for all NBS ports amounted to 774,412 tons. This total was distributed among all ports in NBS as follows: Cherbourg, 284,748; LeHavre, 275,131 Rouen, 173,016; and Granville, 41,517. Personnel debarked amounted to 201,982 of which total 193,360 came through LeHavre. Although the latter's primary mission was personnel movement its tonnage discharges almost equaled Cherbourg's. Rolling stock discharges dropped considerably as captured equipment became more available. During February, 63 steam locomotives, 279 flat cars, 57 tenders, 46 gondolas, and 10 box cars were brought to the Continent through NBS during February. Casualty evacuations through Cherbourg totaled 21,359.

On 8 February the two millionth ton was discharged at Cherbourg. That total was for a period of nearly eight months — from 10 July 1944.

March

During March, in port operations the tonnages discharged continued to increase. Total ship unloadings for all ports in NBS amounted to 869,134 tons. This was distributed among the ports as follows:

Cherbourg	256,689
Le Havre	303,460
Rouen	269,294
*Granville	39,691

*(See Chapter III, Part I, under 4th Major Port for an account of the Granville rail and its effect on operations at that sub-port).

The amount of rolling stock discharged continued to decline. However, in addition to discharges of this type of equipment at Cherbourg, LeHavre was added, having discharged 15 locomotives and 9 tenders during March. The overall discharge of rolling stock in NBS ports was 66 locomotives, 43 flat cars, 12 cabooses, 56 tenders, and 873 (French) mineral wagons. Personnel debarked amounted to 258,585, of which 250,441 came through LeHavre. Casualties evacuated from NBS ports showed a marked decrease of 75 percent over the February figure.

See Appendix No. 6, Part I, for additional statistics.

Movements Division

Railroads

The rail movement schedule set-up for January provided for 25 trains daily with one extra on alternate days. The total daily tonnage was established as 10,050 tons. Of that total, 4,000 tons were to be of Ordnance ammunition. The supplies forwarded by rail from NBS during January 1945 were as follows:

QM I	44,923	Eng. II & IV	27,871
QM II & IV	10,763	Med. II & IV	2,433
QM III	3,408	TC II & IV	1,258
Ord. II & IV	18,305	CWS II, IV & V	7,954
Ord V	110,890	Misc	337
Sig. II & IV	11,147	Total-Januray	239,289

(Note: December 1944 Total — 326,075)

Advance Section received 74,000 tons of this total and Seine Section, 57,000 tons. The total tonnage shipped, despite the drop from December's total, was 24,845 tons above the actual committed tonnage.

Early in January a rear-end collision occurred between a train of Medical Class II and IV supplies and a train of Ordnance Class V supplies on the main line just North of Lison, resulting in a explosion which made a crater of approximately 700 feet of roadbed. As a result, all east and west bound trains had to be diverted from the area for four days while repairs were being made. It was reported that the Medical train had insufficient braking power to stop in time to avoid the collision. Casualties were light, despite the violence of three separate explosions which occurred following the collision. One enlisted man was killed and 63 others were hospitalized. There were three hospital trains on the line nearby and the blast shattered their windows and caused injury to some of the patients. It was reported that 21 cars of ammunition were lost along with 7 cars of Medical supplies.

In February, the expansion in territory assigned to NBS brought within its bounds more miles of rail trackage with the various problems that accompanied rail movement. Certain sections were in Phase II operation and others in Phase III. This caused confusion and certain difficulties were bound to arise, despite the best intentions of the French and U.S. military railroad operators. There were two main sectors where Phase II operations were in effect: one from Lison to Cherbourg, including the entire port area; the other from Le Havre to Creil. To operate with these sectors under Phase II with the remainder of the Base Section under Phase III operation, required a great amount of liaison between SNCF and the U.S. Army authorities.

Emergency programs, either military or civilian, resulted in the question of wagon priorities. With a great number of loaded cars held at the front, critical shortages in carriers developed. To meet the situation, in February arrangements were made to set up check points for inbound and outbound cars. These points were established late in February at Amiens, Beauvais, Evereux, Dreux, and Chartres. The purpose of the system was to make it possible to determine how many empty cars were within the Base Section boundaries, and how how long on the average it required for a car to receive a load and move out, and whether or not the daily car orders were being met by the Military Railway Service. However, the system did not become fully operational due to the lack of sufficient personnel.

In order to eliminate delays in the movement of personnel from Le Havre to the Red Horse Staging Area, a "40 and 8" freight shuttle service was initiated in February. Approximately 100 cars were used to effect this service and their use saved trucks and expedited troop movements through the port. In the other shuttle service in NBS, 125 cars operated between Cherbourg and the Normandy dumps as an aid in port clearance. At the time, two main passenger services between Paris and NBS ports continued their operations during the month.

With the need of trucks for forward operations and the continued servicing of the large Base Section, rail transportation continued its important position in the transporting of supplies inland during March. Dispatches from ports consigned to destinations outside NBS amounted to 377,553 tons and from depots, 107,882 tons.

Motor Transport Division

During January motor transportation was assigned to primary missions: port and depot clearance. This meant that the Base Section trucks operated from port to depot and from depot to railhead. There were few occasions when the Base Section trucks were assigned commitments that required operation outside their district boundaries. These missions assigned to motor transportation remained the same throughout the first quarter of the year 1945.

The number of deadlined vehicles averaged 22 percent during January. The number of truck companies was decreased still further, from 35 to 31. During February the percentage of deadlined vehicles dropped to slightly more than 6 percent average. This represented a remarkable decrease as compared to January. In March the percentage of deadlined vehicles averaged slightly more than 5 percent, which was the best in the history of NBS.

The decrease in number of deadlined vehicles that occured in February was attributed to a change in policy by Ordnance rather than from spectacular maintenance work by the truck units. Previously, when a truck company turned in a vehicle for replacement, a credit slip was issued known as a Form 221. Copies of these forms were filed by Ordnance and as vehicles became available they were given to those units which had held Form 221's for the longest period of time. Under the new policy, Ordnance furnished vehicles immediately in most instances, and thus eliminated the use of the Form 221. Since vehicle were turned in for replacement because they were unreparably deadlined, they were included in the deadlined figures. These were eliminated by the new system. Another policy inaugurated by Ordnance contributed to the lowered percentage of deadlined vehicles. Any vehicles which were deadlined for lack of spare parts or for repair necessitating more than 72 hours work, were turned into Ordnance and no longer carried by the company.

In January the truck companies reported that their biggest problem was preventative maintenance. To help in the situation, several of them started non-commissioned officer classes to discuss both old and new methods and to pass along useful information to all personnel of the units responsible for preventative maintenance. Great difficulties also existed in the procurement of replacement parts for all types of vehicles. In one instance two cab-over-engine (COE) truck companies were converted to standard 6 x 6 truck companies because of the greater difficulty in obtaining replacement parts for the COE type vehicles. Frequently, vehicles turned in for repairs were retained by Ordnance due to the lack of spare parts and it was necessary to go through OCOT to the Chief Ordnance Officer, Com Z, and obtain replacement vehicles rather than replacement parts.

The Chief of Transportation, ETO, during a visit to NBS Headquarters the latter part of February, requested that certain truck companies be alerted for probable transfer to the Armies in the event of a major break-through. General AURAND asked that General ROSS make his request only for a number of companies of a certain type and not for specific ones in order that those alerted would be the least likely to hinder operations by their departure. During March NBS released a total of 36 truck companies to the Armies east of the Rhine for L of C hauls.

Statistics - Motor Transport

January: The total tonnage lifted amounted to 266,550 tons. The total number of personnel moved by road administrativily and in troop movements amounted to 271,182. The total number of vehicles available amounted to 26,989, for a daily average of 868. This made an average tonnage lift of 9.8 tons per truck per day. Teh comperative average unloading and loading time per vehicbe as against December 1944 is indicated below:

	December	January
Average Loading Time	2 hrs 07 min.	1 hr 50 min.
Average Unloading Time	2 hrs 55 min.	2 hrs 10 min.

February: The total tonnage moved by truck from NBS amounted to 444,609 long tons. During the month trucks moved 330,528 persons. An average of 1,806 trucks were available daily. The average tonnage lift per truck per day was 9.12 tons.

March : During March the total tonnage handled by truck was 616,735 tons. The total number of personnel moved amounted to 522,072. The average load per truck per day (supplies and personnel) was 12.7 tons.

Statistics

See Appendix No. 6 Part I, for additional statistics.

THE TRANSPORTATION SECTION OF CHANNEL BASE SECTION

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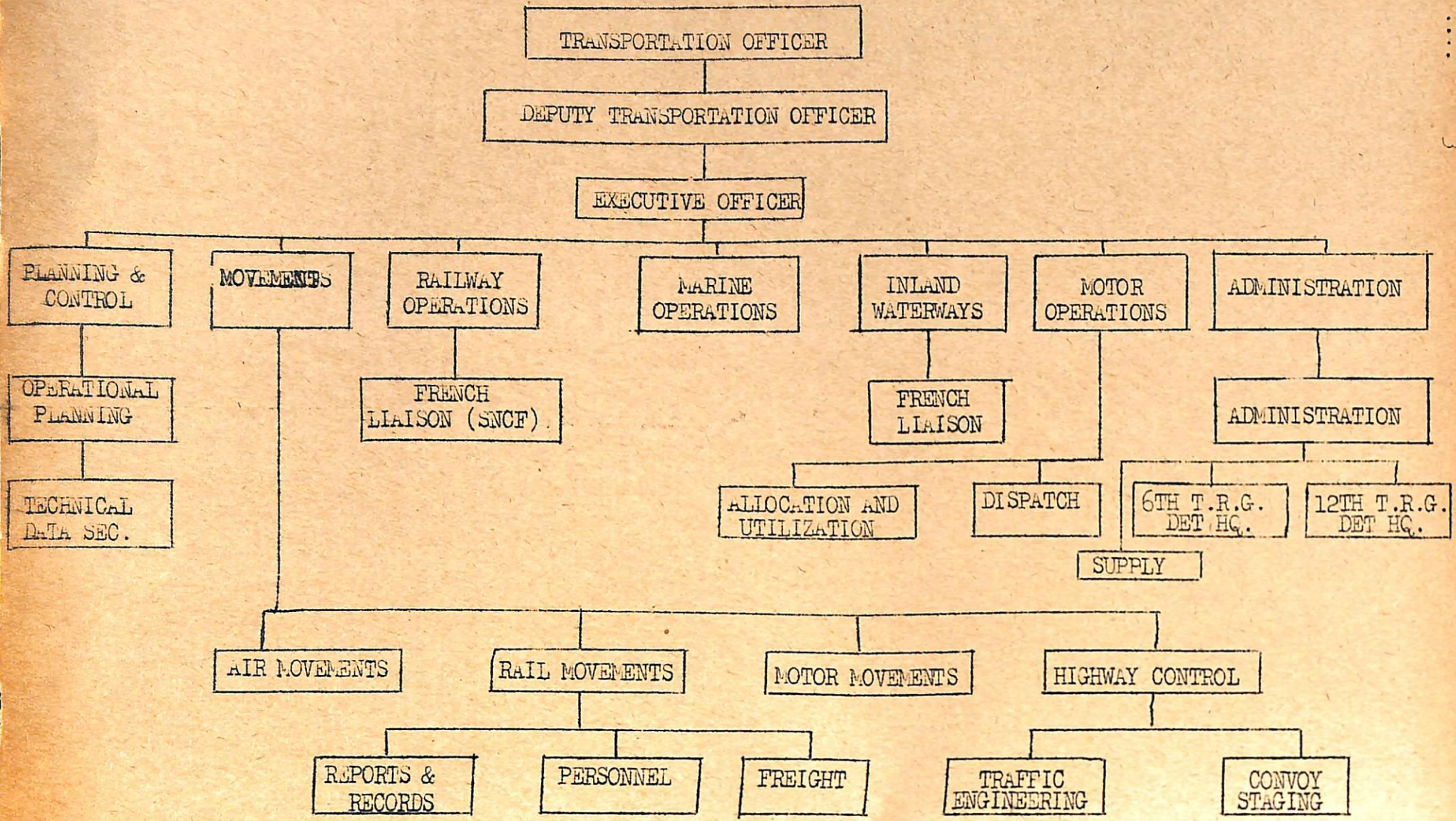
ORGANIZATION CHART
TRANSPORTATION SECTION, CHANNEL BASE SECTION

(As of 31 March 1945)



THE TRANSPORTATION SECTION
OF
CHANNEL BASE SECTION

(Section II--Chapter VI)

Changes in Boundaries and Areas of Control

During the first quarter of the year 1945, extensive changes were made in the boundaries and areas under the control of Channel Base Section (CBS), and the period became characterized as one with vastly expanding transportation facilities and operations. The changes which were made in territory assignments provided for more efficient performance of the duties assigned to the TC in CBS. Chart No. 1, at the beginning of this Chapter, shows the extent of the area under Channel Base Section control as of 25 March 1945. Appendix No. 6 gives the boundaries of Districts and Port Areas in Channel Base Section effective as of 1 January 1945 and subsequent changes through the end of March 1945 are covered in the same Appendix. There were a few minor changes in the headquarters organization of the Section Transportation Office. These are incorporated in the Organization Chart is shown on the opposite page: The Supply Section, to function through Administration, and French Liaison, were added to function through Inland Waterways, as indicated. In January 1945, the territory controlled by CBS (France, Belgium, and Holland) remained unchanged with the boundaries established as follows: Southern boundary of the Department of Seine Inferiure from the sea to Mantes Gassicourt, thence to Beauvias, Breteuil, Albert, Bapaume, Douai (all inclusive) to the Belgian border; along the Belgian border south and east to Fumay, from Fumay approximately due north to Wavre, thence northeast through Tirlemont, Hasselt, and Sittard to the German border.

On 1 February 1945, the first steps were taken in CBS, as part of a broad-scale expansion program, to meet developments in the tactical situation and to permit smoother operating control by the Sections and Base Sections of the Communications Zone (Com Z), as the result of more evenly divided territorial assignments. Anticipating a major forward movemant of Advance Section (Adsec) and the releasing of territory which it operated, CBS relinquished to Normandy Base Section, (NBS) jurisdiction over the area which it controlled west of the Somme River. CBS was thus relieved of one of its rapidly expanding operations districts--District "A". The TC operations in this area were performed by the 16th Major Port and 52nd Medium Port operating at Le Havre, by the 11th Major Port operating the Port of Rouen, and by a number of RTO installations under the jurisdiction of the Rouen District Transportation Office, including the huge Red Horse Staging Area, with camp locations at "Twenty Grand", (near Duclair) "Lucky Strike", near St Valery, at Etretat, and Motteville. (See Chapter II, Section V, Movements Division, also Chapter III Section V). Much credit is due to personnel of the 6th and 12th Traffic Regulation Groups who worked diligently during these months to organize operations and to maintain an increasing flow of traffic from this area. This personnel was not withdrawn until late in March, in order to familiarize properly the new personnel assigned to NBS with operations in the area.

District "D"

The District Transportation Office, District "D", was activated on 8 January 1945 when Colonel H. M. TAYLOR, later Chief of Movements, Transporta-

tion Section, CBS, was appointed DTO and arrived "to set the wheels in motion." Charleroi previously was under the Brussels District until need for the new District became apparant. On 7 February, Lieutenant Colonel McLESTER, of the 12th Traffic Regulation Group was appointed DTO, relieving Colonel TAYLOR who departed to take up his new post with the Base Transportation Office.

On 24 March 1945, simultaneously with a scheduled eastward movement of the rear boundary of Adsec, CBS moved its forward boundary to include territorial jurisdiction over an area in Belgium, embracing RTO installations at Gembloux, Ciney, and Jemelle. This area was placed under the jurisdiction of the District Transportation Officer, District "D", at Charleroi. One officer and six enlisted men of the 6th Traffic Regulation Group were assigned to each of the installations for immediate operation.

So nearly complete were plans for inevitable acquisition of Adsec territory, that Transportation Corps personnel of the 6th and 12th Traffic Regulation Groups withdrawn from Detached Service in NBS on 31 March 1945, were relocated throughout Channel Base Section, as defined at that time, and within the area to be acquired, in order to permit smooth change-over from Adsec to CBS control.

Somme Department

Plans for taking over jurisdiction of the Somme Department Area from British control, effective 31 March 1945, were consumated by CBS Transportation Office, due to a northward movement of the British 12th Line of Communication (L of C) from Amiens to Arras. Increased activity at the RTO installation at Amiens followed the departure of the British, embodying the setting-up of facilities to cope with the influx of troops through the Amiens area and the supplying of 100 Octane gas at nearby airstrips.

Base Installations

More than thirty RTO installations, approximately sixty depots, sub-depots and railheads, and two Major Ports--at Antwerp and Ghent--were under operation in CBS. The two principal depots were Q-183 at Charleroi and Q-185 at Lille.

At the end of the first quarter of the year 1945, CBS was divided into five main operational areas, namely: District "B" at Lille, District "C" at Brussels, District "D" at Charleroi, the Antwerp Port Area and Ghent Port Area. A sixth area was expected to be added in a territorial allocation by Adsec, to be known as District "A".

Operational Problems

Included among the major problems encountered by TC personnel during this period of operation was a shortage of locomotive power and rolling stock--a situation initially aggravated by the German "Break-through" in December, by frozen canals and waterways, by barge operations remaining practically at a standstill, and by a critical shortage of trucks which were greatly needed for both static operations and for forward movements.

When the German "Break-through" came, CBS activated on 15 September 1944, was in the midst of further organizing operations, and surveying and expand-

ing the capabilities of depots and installations in order to meet the ever-increasing flow of traffic from port areas in accordance with movement programs. Thus, in addition to the usual difficulties involving personnel and transport facilities, the "Break-through" presented the new and different two-fold problem of: "What to do with the tremendous back-log of loaded cars returned from Adsec which were congesting needed trackage and temporarily paralyzing operations?" and "How, in view of this situation, and limited car supply, could critically needed equipment and supplies be shipped expediously to the fighting forces to turn back the "bulge"?"

Typical of the serious situation that existed throughout CBS following the "Break-through" was that at the port of Antwerp. There, on 2 January 1945, almost solid congestion existed as to port area and railway marshalling yards, brought about by the fact that port clearance ability was in excess of total depot receiving capacity, and the situation became worse because of the Charleroi area where there was a "back-up" of cars from Adsec. A total of 2,632 loaded cars were reported awaiting dispatch or on hand, including 1,795 carloads of Class I and a substantial number of cars containing Engineer Class IV Supplies. This was caused generally by the "shutting-off" of receiving at the depots. For QM Class I Supplies, a daily target of approximately 1,500 tons was set for the forwarding of supplies to Q-178, but this daily tonnage could not be met consistently because the necessary Class I supplies were not always available at the port to load this tonnage to Q-178. The port was completely embargoed to the loading of QM Class II and IV Supplies. For QM Class III Supplies, loading at that time was via barge. Engineer Class IV Supplies were embargoed. Signal items were going forward but those of the Medical Corps and Ordnance did not measure up to the target set, because of the inability of receiving points to handle them. Loaded cars on hand increased to 2,812 on 3 January 1945 and reached 3,453 on 4 January 1945.

The problems that were thus encountered were of magnitude and required untiring efforts in order to overcome the difficulties that arose. Reconnaissance parties were constantly on the alert, surveying the situation, quickly "uncovering" storage tracks for "returned" cargo; they successfully expanded existing depots and activated new sites, and, finally, coordinated a smooth flow of traffic by rail, motor and barge. This work relieved congestion at the existing depots and enabled port areas, within a comparatively short time, to continue normal movement of traffic. The situation at Antwerp was relieved by increasing depot capacities and activating "over-flow" depot facilities in the Lille area. At Q-183, Charleroi, "backed-up" cars from Adsec were disposed of by reconsignment to Lille, Cambrai, etc., enabling normal unloading and switching operations. As of 19 January 1945, the 13th Port at Antwerp advised that the car supply situation had become more favorable, that all car orders had been filled to date, and that cars on hand awaiting dispatch had been reduced to 1480.

Generally speaking, after the "bulge" had been turned back, a smooth flow of traffic continued throughout CBS, but with the continued advance of the armies into Germany and the expanding projects and port movement programs that followed, heavy demands were made on rail, motor, and barge equipment, with the result that difficult conditions existed in some of the areas. These were short-lived, however, as efforts were made to step-up the turn-around time for movement of equipment to allocate it on the basis of proper demands,

and to coordinate the movement of all available forms of transport.

Inland Waterways Operations

Perhaps the most widely developed project during this period was that involving barge operations--of major importance in the movement of thousands of tons of cargo, principally from the ports of Antwerp and Ghent.

The Inland Waterways Section of CBS was not organized until the latter part of December 1944 but by 1 January 1945, many inquiries and requests for information concerning barge operations had been received. A reconnaissance of canals was accomplished so that first hand knowledge would be available at all times.

On 3 January 1945, the first barge containing QM Class III (POL) sailed from the port of Antwerp to Lille. This was the first of eighteen barges forwarded to Lille containing POL. Due to ice in the canals, the first barge did not arrive at Lille until 17 January 1945, but by 7 February 1945 all eighteen barges had been unloaded and released to return to port of origin.

Conferences were held in January 1945 with QM and G-4, CBS, concerning a proposed new depot for Q-185 in the Lille area. It was learned that a large portion of the cargo would move by barge. Arrangements were made with the Office of the Chief of Transportation (OCOT), Inland Waterways Division (IWD), Paris, to obtain a Port Company to handle the discharging of cargo. Unloading facilities were requisitioned and cranes were laid-on. Two quaysides were to be used as discharge sites, one at Roubaix and one at Tourcoing. On 21 January 1945, barges containing QM Class II supplies were dispatched from 13th Port at Antwerp. A week later, the first barge containing QM Class II supplies was dispatched from the 17th Port at Ghent.

In February 1945, the Inland Waterways Section, CBS, was advised that approximately 14,000 bales of cotton would be moved to Lille via barge. Cotton would be stored in Lille and the French were to be responsible for its discharge. The Inland Waterways Section, CBS, made certain that barges were promptly unloaded and returned to their point of origin.

At the same time that discussions were in progress concerning a proposed QM Depot in the Lille area, an Engineer depot at E-519, Petite Isles, Brussels, was contemplated. This depot was to have a daily tonnage of 2,000 tons and the British were to furnish the labor and operate the cranes. On 10 January 1945, the first ship, consisting of thirteen barges, of approximately 1,600 tons, with Class II and IV Engineer supplies, left Antwerp for depot E-519.

Because of the formation of ice in the canals and rivers, practically all movements of loaded and empty barges ceased between 20 January and 1 February 1945. Channel Base Engineers were called upon to open the canals because it was necessary that the route from Charleroi to Brussels be opened so that coal barges could reach Brussels in order to alleviate the critical coal shortage in that city. This mission was accomplished.

For the month of January 1945, a total of 566 barges, aggregating 113,674-17 tons, were dispatched from the three ports of Antwerp (13th

Port), Rouen (11th Port), and Ghent (17th Port). This total tonnage was handled as follows:

11th Port - (All Classes of Supplies)	: 323 barges	53,709-09 tons	
13th Port - " " " "	: 231 "	58,551-05 "	
17th Port - " " " "	: 12 "	1,414-03 "	
TOTAL	566	113,674-17 "	

The first barges were dispatched to depot O-656, at LaLouviere, by the 17th Port on 13 January 1945, although that depot was not prepared to accept barges at that time. However, by 27 February 1945, seventy-eight barges were waiting to be unloaded. Lack of cranes and experienced labor impeded progress in unloading. CBS, through IWD, OCOT, assigned the 434th Port Company to District "D" for the purpose of discharging barges. Eight mobile cranes and seven stiff-leg cranes were requisitioned for barge unloading.

During the month of February, there was a marked change in weather conditions. Practically all canals and rivers were opened and barges were again moving freely to their points of destination.

The 645th Port Company, which was assigned to operate the inland port of Lille for Q-185, began operations on 13 February 1945, Only four cranes were available initially but cargo was discharged.

Melting ice and snow created high water conditions on the canals serving the 13th and 17th Ports, stopping completely the movement of barges into those ports. This caused a critical barge shortage. Information was received from OCOT that seventy-five to eighty barges were being held on the Brugge-Ghent Canal.

On 20 February 1945 information was received from OCOT, Belgium Branch, that the high water in the Brugge-Ghent Canal had receded and barges were again on the move toward the ports. A shortage of barges, however, continued at 13th Port and attempts were made to tow in empty barges.

On 5 March 1945 the 533rd Port Company arrived at Lille to assist the 645th Port Company in the discharging of cargo from barges for Q-185. The 533rd Port Company was assigned to operate the port of Lille, and the 645th Port Company was to operate the Roubaix and Tourcoing sites.

A record movement of high priority Engineer equipment was made by barge from the port of Ghent and Antwerp to Liege over the Albert Canal during the second week of March 1945. Six BK barges towed by an MTL arrived at #-514 in Liege, two days ahead of schedule. The total amount of time involved was fifty hours for movement over a distance of approximately 125 miles, on a 24 hour day basis. Only US equipment was used in this movement.

Great progress in expanding barge operations in CBS was made during this period, thereby tremendously relieving the burden placed on other forms of transport. Results of the efforts expended are reflected in the following figures:

For the month of January 1945, 243 barges carrying a total of 59.975 tons, were dispatched from the 13th and 17th Ports. For the month of March 1945, from these two ports, the total number of barges increased to 740 and the tonnage advanced to 113,681 tons.

Statistics showing the trend in barge movements and situations at the receiving depots for periods throughout the first quarter of 1945 are given in Appendix No. 6 .

Highway Activities

New experiences were encountered in traffic regulation on the Continent, due to the thaw period which reached a critical stage in northern France on 7 February 1945.

The Highway Branch of the Movements Division, Transportation Office, CBS, reported that from that date until 24 February 1945, usable roads were "constantly in a state of flux". Diversions were set up and changed almost hourly. Speed limits and weight classifications were varied, increased, and decreased frequently. These measures, however, were preventative rather than corrective and at the end of the thaw period, main military routes were as a result in good condition.

During the period from 1 January 1945 to 31 March 1945, the Highways Branch participated in the movement of 1,057 convoys, representing the movement of 157,202 personnel and 59,646 vehicles--an average of 150 personnel and 56 vehicles per convoy, or an average of 11.7 convoys daily, consisting of 1,755 personnel and 655.2 vehicles. Following are figures showing a breakdown of these totals:

	Number of Convoys	Number of Personnel	Number of Vehicles
CBS Inter-Section Movements	584	62,603	27,161
CBS Inter-District Movements	34	1,894	1,601
CBS Intra-District Movements	6	1,120	428
Movements originating in other Base Sections or Army areas but moving through or terminating in CBS	433	91,585	30.456

During this period and included in the above totals was the movement of the following Divisions: 8th Armored, 76th Infantry, 69th Infantry, 20th Armored.

In collaboration with the Provost Marshal, the Engineers, and the Quartermaster in Channel Base Section, the intra-depot routes, barge to depot routes, and local by-passes for the depots designated as Q-185 were planned, assigned, and coordinated with British L of C Headquarters.

Motor Operations

During the first quarter of 1945 there was much activity in connection

with Motor Transportation in CBS as a result of the great expansion of depots and sub-depots, port clearance operations, and need for volume movements of cargo to forward areas.

The heavy burden placed on truck operations, combined with the releasing of many truck units to the Armies and limited motor transport facilities in CBS, necessitated strict adherence to programs for conservation and efficient use of this equipment. Since it was expected that a definite shortage of truck transport for static operations would continue to exist, preparations were made to carry on with the limited transport available, supplemented by pool T/O equipment and horsedrawn vehicles.

The truck shortage was keenly felt throughout the entire CBS, particularly at the rapidly expanding ports of Antwerp and Ghent and, prior to the expansion of NBS on 1 February, in the Le Havre-Rouen District, where great demands were made for the transportation of supplies and materials, and the movement of thousands of personnel through the Red Horse Staging Area.

To add to the existing critical truck situation, on 26 March 1945, the 513th QM Truck Group and attached units which operated the ABC truck line from 13th Port (Antwerp), was withdrawn leaving a deficiency of approximately 3,000 tons daily in L of C haul transport facilities. Where CBS trucks could be spared from static operations, arrangements were made for them to operate to CBS depots which had truck targets for the balance of the month of March.

As of 31 March 1945, there were three truck battaltions operating in CBS, under the supervision of the 520th QM Group, namely: 152nd QM Bn TC (M), 188th QM Bn TC (M), and 239th QM Bn H/H Det. Included also was the 1st (French) Automobile Regt. (5th and 6th Companies). Many of these companies were recent arrivals on the Continent, undertaking their first assigned missions. Approximately 40 percent of these companies were equipped with 4-5 ton tractors and 10-ton semi-trailers; a small percentage had varying or larger equipment, and the remaining was equipped with 2½-ton standard cargo trucks. The 520th QM Group was located at Marcq-en-Baroeul, Nord, France; the battalions and companies assigned to the Group were located throughout CBS.

The operational problems of this Group during the first quarter of 1945 were complicated because of the diversity of missions assigned and the geographical separation of attached subordinate units, as well as because of their frequent turn-over and the necessity for alerting and moving a number of units to Army assignments. Illustrative of the fluctuation in status of units attached to this Group by reason of arrival and departure in this area, is the following:

1 January 1945	2 Battalions	21 Companies
15 "	4 "	29 "
31 "	2 "	13 "
15 February 1945	3 "	15 "
28 "	3 "	20 "
15 March 1945	3 "	19 "
31 "	3 "	21

The units attached to the 520th QM Group maintained a high average rate of vehicle operating efficiency during the first quarter of 1945, and in

missions as diverse as port clearance, inter and intra-depot transfer, Line of Communications hauling, and personnel delivery service, they succeeded in maintaining high standards of "per vehicle" tonnage efficiency.

Close operational supervision was maintained over these truck units and among the specific problems overcome were the following:

The time-lag in loading and unloading due to lack of personnel (Overcome by a more efficiently coordinated program); reducing the working day to approximately ten hours at many of the installations served (Minimized insofaras possible by maximum vehicle usage during these hours with emphasis on maintenance and repair between shifts in order to put the maximum number of vehicles on the road during the working period); request for excess transportation over and above that actually required or utilized (Remedied by maintaining a record of abuse of transportation facilities and reporting all such instances for corrective action); improper use of vehicles, such as overloading and underloading or using cargo vehicles for taxi service (overcome by prompt corrective action against all abuses as recorded in a regular record maintained by each battalion); inadequate supervision in order to prevent theft and pilferage (Overcome by a system of checkers established by the Group and composed of personnel assigned to the Group subordinate units); improper cargo loading, resulting in failure to utilize transportation to its maximum potentiality, such as use of 2½-ton standard vehicles for light weight, bulky cargo (Remedied by use of supervision from personnel assigned to the Group and by conference with using agencies).

For operational accomplishments, the 239th QM Bn (M) TC and attached units were commended on 5 March 1945 by Colonel JOSEPH W. PALMER, Base Transportation Officer. In a letter to the 520th QM Group and 239th QM Bn and attached units, Colonel PALMER wrote:

"1. The daily operations report of the 239th QM Bn for 3 March 1945, covering the truck companies listed shows all of these companies as having 40 trucks available for dispatch.

"2. Comparing this report which shows an average availability of 41 trucks per company, with the daily operations report of 23 January 1945, which shows an average availability of 30¼ trucks per company, it is obvious that much has been accomplished on maintenance and 22l's to accomplish this remarkable improvement by all concerned, with the result that 54 more vehicles are available now to accomplish vital missions.

"3. We realize in this office the problems that must be met and solved to teach and maintain available for dispatch, the objective of 40 vehicles per truck company, but we also realize the absolute necessity of this being done, if T.C. in Channel Base is to accomplish its mission, 'T.C. will provide the necessary transportation.'

"4. I want to express my personal commendation for the excellent job that has been accomplished to date. Continuation of this record will be a material assistance to successful prosecution of the war."

Two French Companies were assigned to CBS for operation of the following priorities:

(1) Movement of Civil Affairs supplies.
(2) Movement of French indigenous supplies.
(3) Movement of other Army cargo when orders for movement under (1) and (2) are not outstanding.

Many of the truck companies assigned to CBS lost personnel by transfer to the Infantry, and for this reason it was necessary for units receiving replacements to establish driver training programs. Although operations were not seriously impaired during this period by such transfers, many problems arose for company commanders to solve in order to maintain operating efficiency.

As specific operational accomplishments by the CBS truck units, the following are considered worthy of noting: The 239th QM Truck Battalion, began operations 19 January 1945, and due to close liaison of personnel with depot and barge operations, successfully built a reserve of Class III supplies in the Lille area. During the period 1 January - 31 March 1945, the truck lift at 13th Port (Antwerp) amounted to approximately 376,293 tons, for which the 152nd QM Truck Battalion was responsible for the success of static port clearance operations.

Rail Freight Operations

Notwithstanding periodical shortages of rail equipment and locomotive power, diversion of a large amount of "intended" rail cargo to other forms of transport, and minor damage inflicted on rail trackage areas by enemy bombs, a tremendous amount of tonnage was handled at the depots and ports of Antwerp and Ghent in the first quarter of 1945.

For this period, a total of 80,052 cars, aggregating 1,086,478 tons were dispatched from the port of Antwerp. From the Port of Ghent a total of 10,048 cars aggregating 123,887 tons, were dispatched. CBS depots and sub-depots received a total 47,057 cars, unloaded 414,778 tons, and dispatched 45,938 loaded cars with tonnage totaling 421,014 tons. Following are breakdowns for these totals:

Port of Antwerp

Month		Cars Dispatched	Tonnage
January		20,957	325,[illegible]51
February		28,700	374,[illegible]46
March		30,395	386,281
	Totals	80,052	1,086,478

Port of Ghent

Month		Cars Dispatched	Tonnage
January		416	1,061
February		2,685	28,400
March		6,947	94,426
	Totals	10,048	123,887

Depots & Sub-Depots

Month	Cars Rec'd	Tons Unloaded	Cars Loaded-Dispatched	Tons Dispatched
January	12,560	120,311	13,002	117,018
February	18,472	142,180	15,144	143,868
March	16,025	152,287	17,792	160,128
Totals	47,057	414,778	45,938	421,014

Troop Movements

The following is a report on troop movements by rail for the period 1 January - 31 March 1945:

215,788 Personnel moved on main trains through CBS.
53,130 Personnel moved into CBS from other Base Sections.
185,237 Personnel moved out of CBS on main numbers.

The foregoing figures indicate movements from and to the port of Le Havre through the Red Horse Staging Area, prior to the time all troop movements in the area west of the Somme River were taken over by NBS, effective 10 February 1945.

Marine Operations

The Marine Operations Section, CBS, maintained direct contact with operations of CBS ports in order to provide current data to the Base Section and OCOT. It was the mission of this section to make frequent visits to the port installations, to study their requirements and make recommendations, to provide up-to-date information on all activities, including expected and actual arrival and departure of vessels, rate of discharge and dispatch of cargo by class and service, and to make recommendations and periodic checks on supervision and maintenance of port equipment.

At least twice, within the space of slightly more than two weeks, civilian labor strikes were reported at the 13th Port (Antwerp).

On the morning of 16 January 1945, it was reported by the Marine Operations Section that 1,500 civilian workers had "walked off the job" at 13th Port. This "threatened" strike was held up, however, pending discussions. On 1 February , it was reported that a strike of all stevedores and 50 percent of "inboard" labor at this port took effect at 1300 hours that date. The cause was stated to be dissatisfaction about wage pay, including extra pay for hazardous work. Immediately, steps were taken to place a military Port Battalion in the area, but this was later considered unnecessary as it was felt that a decision on the matter would be forthcoming shortly. On 3 February, at 1400 hours, the port reported "practical resumption" of operations following the 48-hour strike.

Port Operations

Port of Ghent

The port of Ghent, in the area under the control of the British 21st Army Group, was jointly operated by British and American interests. Follow-

ing agreement reached between British and American authorities on operation of the port, the 17th Port and attached units arrived 15 January 1945 to take over operation on the American side. Arrival of the TC units necessitated removal of Canadians from certain accommodations in the Ghent area. On 23 January, the first ship (NY-903) was berthed in the harbor and on the third day of operation the port off-loaded 1,541 tons of cargo and dispatched 475 tons. Operations steadily increased and in the second month of operation (March) the port "hit its stride" and handled 228,017 deadweight tons of cargo. Of this, 172, 259 tons were discharged and 55,758 tons were outloaded. Outloading consisted of miscellaneous shipments to the United Kingdom and was comprised principally of full shiploads of sand and gravel to be transported to Antwerp.

The port was also able to clear and dispatch all the cargo it discharged. At the end of the month of March there was a backlog of only 7,128 deadweight tons in sheds, on quays and in storage barges awaiting clearance. In all, the unloading of 35 deep-sea vessels and 24 coasters was completed. The ship turn-around during March was 5.13 days on deep-sea vessels and 1.3 days on coasters (coasters averaged 879 deadweight tons). The average daily discharge per vessel for the last half of March was 902 deadweight tons per deep sea carrier and 676 deadweight tons per coaster. A record for the Theater was set in unloading the SS Robert Lowry which discharged 3,311 deadweight tons of QM Class I supplies on a single day, and in removing cargo from the coaster "Ocean Coast" which discharged 1,242 deadweight tons of QM Class I in 16 hours. This task was accomplished with a minimum of port troops, consisting of 17th Port under Colonel E.H. CONNER, with 3 Port Companies, 3 Harbor Craft Companies and one truck platoon.

The port of Ghent was under the jurisdiction of the DTO at Brussels. An RTO was established in Ghent to regulate the flow of traffic from the port.

Port of Antwerp

Operations at the 13th Port (Antwerp) were greatly expanded by the end of the first quarter of 1945. Having successfully emerged from the period of congestion that gripped its operations following the German "Break-through" and despite constant enemy air activity, the port, during the month of March, surpassed all existing records for cargo discharged and forwarded. The daily tonnage discharged reached a new "high" of 30,129 tons on 25 March, and on 1 March a total of 29.259 deadweight tons were dispatched from the port by rail, road, and barge.

Embargoes imposed during the period of congestion were lifted and following expansion and activation of depots for receipt of motor, rail, and barge cargo there was a steady flow of traffic from the port. This was attained in spite of shortages in transportation facilities.

Inauguration of barge runs to the various depots—Q-185 at Lille, O-656 at La Louviere, E-519 at Petite Isles, etc.—was an important factor in port clearance. So tremendous was the barge operation to E-519, that it was necessary on 14 January to "slow-up" the barge program to allow for an increased rail program to this depot. The first barge shipment to E-519 went forward on 10 January, and consisted of 13 barges with approximately 1,600 tons

of Engineer Class II and IV supplies. In the 24-hour period ending 1800 hours 11 January, the barge tonnage to depot E-519 totaled 5,217.

Port of Boulogne - Hospital Cases

The Port of Boulogne, under the jurisdiction of the DTO at Lille, began operations as an evacuation port for hospital trains on 22 March 1945, when the first hospital train departing from Reims arrived at 0550 hours on that date, and transfer of patients to an awaiting hospital ship was completed at 0730 hours. An "afternoon" Paris train arrived at the port at 1312 hours the same date and was completely detrained and embarked on a second U.S. hospital ship at 1420 hours, awaiting its arrival.

The port was equipped to handle two hospital ships a day, one departing each tide. A third ship was anchored in the basin, adjacent to the quayside, to handle patients in excess of the number that could be handled by the other two ships. The port was operated by a detachment of the 17th Port. (Activities of the 17th Port are given in Chapter III, Section VII). A detachment of the 12th Traffic Regulation Group moved on 9 March 1945 from Calais to Boulogne and took over RTO duties at both Calais and the port of Boulogne. The port was planned to function as a Continental terminus for short cross-channel medical evacuation service and mail or express cargo coaster service. Mail coaster service from the United Kingdom to Boulogne was expected to be inaugurated on or about 15 April 1945. Incoming mail was to be dispatched either by rail or truck.

Operations were also carried on by French and British interests at the port of Boulogne. On 30 March 1945, the first Liberty ship assigned to the French by the U.S. arrived at the port carrying civilian cargo. Under a program announced by the French Chamber of Commerce (Boulogne), 30,000 tons of civilian cargo were to be discharged from Liberty ships at this port during the month of April. The discharging and dispatching of this cargo was to be under French control. Under the proposed plan, the ships were to be unloaded "in the sheltered roadstead (La Manche)" into LCT's and barges, and these vessels were to discharge on the "south side of Bassin Loubet and also Bassin A Flot." The only British activity in the port was in carrying out an LCT program. LCT's arrived at Boulogne from Dover every two or three days, beaching on the hards south of Bassin Loubet which were capable of accomodating 21 of these ves els. The cargo consisted of vehicles, tank transporters, tanks, and some personnel.

Miscellaneous

Coal Situation

A critical shortage of coal both for Army use and civilian consumption existed throughout the month of January, having begun during the previous quarter. France had been supplied with coal drawn from the Douai coal mine center while the chief source of supply in Belgium was in the Mons-Charleroi area. This coal shortage, brought about pricipally by inadequacy of transportation facilities, the impossibility of moving it by barge due to frozen canals, shrinkage by reason of theft, and because of tonnage commitments. By the close of the quarter, however, the coal shortage for Army use had been

lessened by proper control, and increased commitments and mine deliveries. However, civilian deliveries remained inadequate for normal consumption due to heavy demands made on transportation facilities. After an investigation into the French coal situation by both the Quartermaster Corps and the Transportation Corps, U.S. Army personnel were supplied to the Douai mines and close liaison was established between the two services. Following this, the tonnage commitment from the Douai mines for military use was increased from 7,000 to 13,000 tons weekly and the coal movement was checked closely. The result was a more adequate supply of coal to the services and Armies.

The following statistics indicate tonnages handled by rail car forwardings for Army use from the Douai and Mons-Charleroi areas:

Douai

Month	Cars	Tonnage	Trains
January	1,647	30,618	41
February	2,546	46,989	64
March	2,026	38,443	49
Totals	6,219	116,050	154

Mons-Charleroi

Month	Cars	Tonnage	Trains
February	187	3,307	12
March	322	5,981	20
Total	509	9,288	32

Train Guards

In an effort to curb the ever present and growing problem of pilferage of supplies, particuarly from supply trains moving from the ports and depots to the front, Headquarters Com Z advised all Base Sections that responsibility for security of supplies in transit by rail would be assumed by the Director General, Military Railway Service, thus relieving Com Z commanders of such responsibility, effective 1 April 1945. In the case of Channel Base Section, the MRS advised that the 390th MP Battalion, with headquarters at Antwerp, would be assigned for train gurad duties in the entire CBS area. It was felt, however, that the personnel furnished by this battalion would be insufficient to meet the train guard requirements.

Coal, a critically needed commodity both for use of the Armies as well as the Civilian populace, appeared to be the chief supply item pilfered. It was reported that 50 percent of the coal in railway yards in Brussels, Antwerp, and at other points was being lost. A shortage of box cars necessitated the shipment of pilferable commodities in open cars with proper dunnage. On 9 March 1945, OCT authorized the loading of pilferable supplies on open top gondolas, when no box cars were available, provided that dunnage was criss-crossed and nailed over the top of the loads in such a manner as to prevent the ready removal of the car contents. The guards accompanying the shipment were instructed to inspect periodically the dunnage in order to insure that the load was at all times properly secured.

Crushed Stone Program

For construction purposes, approximately 54,000 tons of crushed stone per month, for Army use were allocated and shipped from Channel Base Section to various installations, utilizing approximately 2,700 cars to transport.

O U T L I N E

THE TRANSPORTATION SECTION

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SECTION III

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CHAPTER VI

SECTION III

Background Information: Brief Review of SOLOC's History

Delta Base Section (DBS) was originally under Southern Line of Communications (SOLOC) until the latter was dissolved on 12 February 1945. Under General Order No. 10, Headquarters, Communications Zone, European Theater of Operations, dated 29 January 1945, it was directed that on the former date the functions of Headquarters, Southern Line of Communications would be assume by Headquarters, Communications Zone. Following, is a brief review of SOLOC's history as background information for the monthly reports from the Office of the Transportation Officer, Headquarters, Delta Base Section which are given later in this section:

Southern Line of Communications was established by General Order No. 61, Headquarters Communications Zone, European Theater of Operations, dated 3 November 1944 and Major General THOMAS B. LARKIN, formerly Commanding General Communications Zone, Mediterranean Theater of Operations was assigned as Commanding General. General Order No. 2, dated 20 November 1944, Headquarter Southern Line of Communications assigned Brigadier General GEORGE C. STEWART as Transportation Officer, SOLOC. The duties of the Transportation Officer, SOLOC, were announced in a letter dated 20 November 1944.

The organizational chart of Headquarters, Southern Line of Communications indicates command channel control over Continental Advance Section (CONAD), Delta Base Section (DBS), Military Railway Service (MRS), and Assigned and Attached Troops. The general policy of the Transportation Section, SOLOC was to decentralize as much control as possible to the Base and Advance Sections and to control only such movements and matters as required coordination between the Bases and/or Advance Sections.

The General Policy of SOLOC was as follows: Transportation facilities, installations, and agencies whose operation were confined to one Section were under command and control of the respective Section Commander. Transportation facilities, agencies and installations whose operations extended beyond the boundaries of a single Section were controlled and coordinated by Headquarters, SOLOC. Control and coordination exercised by the latter was accomplished by action through the Staff and Command Agencies of the Sections and other Commands.

The Historical Record of the Transportation Officer, Headquarters, SOLOC covering the period from 15 August 1944 when the first Transportation Corps elements landed and began operations in Southern France, through 31 January 1945 is given in Volume V, Historical Report of the Transportation Corps in the European Theater of Operations, Chapter VII.

On 6 February 1945 Headquarters, Communications Zone, European Theater o Operations published a Memorandum for: Chief of General and Special Staff Sections, Headquarters Commandant, Headquarters, Communications Zone, Subject

Disposition of SOLOC Headquarters Personnel. A copy of this memorandum follows:

1. Under the provisions of Section I of General Order No. 10, dated 29 January 1945, Headquarters, Southern Line of Communications is dissolved effective 12 February 1945. These instructions will be followed by all concerned in the disposition of personnel who become available for assignment as a result of such dissolution.

2. a. All personnel of the General and Special Staff Sections and Headquarters Command of Headquarters, SOLOC, who are not required for the reinforcement of SOLOC Sections (Delta and CONAD) and who are not specifically assigned to other duties by order of this Headquarters, will be transferred to and absorbed by the corresponding General and Special Staff Sections and Headquarters Command, this Headquarters. Personnel so transferred will be carried as overstrength. Accordingly, each General and Special Staff Section and Headquarters Command, this Headquarters, is hereby authorized overstrength to the extent necessary, exclusively for the purpose of carrying into effect those instructions. The authorization for the purpose of carrying into effect these instructions. The authorization for such overstrength will be effective until further notice.

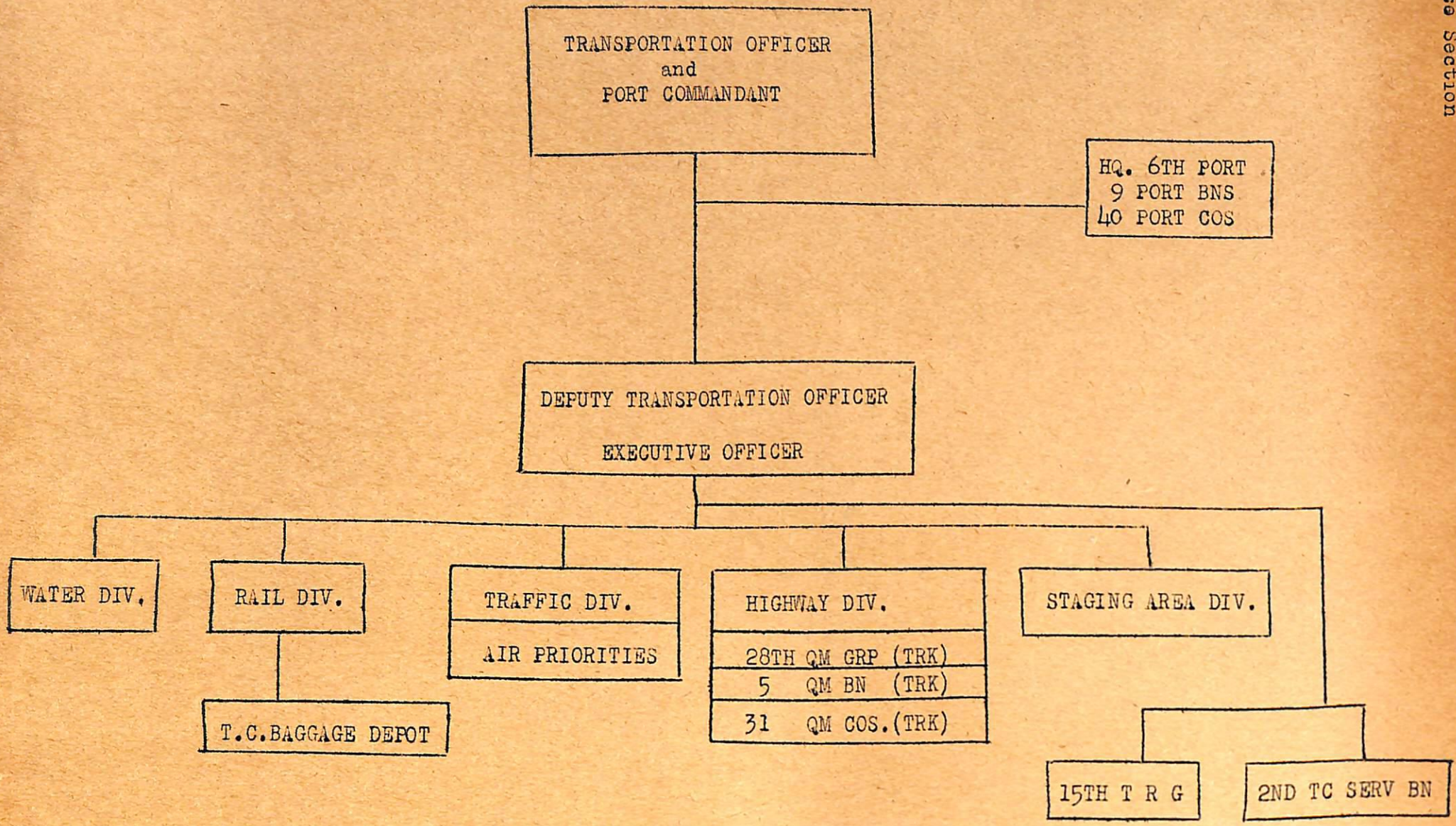
b. It is desired that each addressee assign personnel joining his organization to positions which in each case are commensurate with the position held at Headquarters, SOLOC. Personnel who occupied positions as section or branch chiefs there will be assigned here as deputies. Exceptions will be made only upon specific approval by the Commanding General, Communications Zone.

c. Chiefs of General and Special Staff Sections and Headquarters Command, this Headquarters, will, during the period of authorized overstrength, carefully observe all personnel assigned to them, i.e., those assigned here prior to the dissolution of SOLOC plus those joining this Headquarters from SOLOC. The best qualified personnel, in numbers not to exceed authorized strength, will be retained and the balance assigned to the field or made available for suitable assignments if no field vacancies exist. The maximum impartiality will be exercised in making selections. At the end of the overstrength period, addressees will report to the Chief of Staff by name, grade and serial number all personnel released. The report will also show the permanent assignment of the personnel from SOLOC.

d. It is emphasized that in carrying out those instructions both the letter and the spirit will be observed as it is the desire of the Commanding General that the most highly qualified personnel from the two Headquarters be selected to comprise the permanent staff of this Headquarters.

3. a. Non T/O allotments of grades and ratings arising from the dissolution of Headquarters, SOLOC will <u>not</u> be transferred or accrue to the corresponding staff sections and Headquarters Command here. Such vacancies will be retained under the control of the Assistant Chief of Staff, G-1, this Headquarters, pending further instructions. At the appropriate time he will make recommendations for disposition.

FUNCTIONAL CHART
TRANSPORTATION SECTION
DELTA BASE SECTION



b. The Assistant Chief of Staff, G-1, will take necessary action to effect the transfer of Headquarters, SOLOC personnel concerned to the appropriate staff sections and Headquarters Command here as overstrength.

By command of Lieutenant General LEE:

/s/ R.B. Lord
/t/ R.B. LORD,
Major General, GSC
Chief of Staff.

When Delta Base Section passed under the direct control of Communcations Zone, ETOUSA, on 12 February 1945, the boundaries of DBS were the same as those shown on the beginning of this chapter to have been in effect as of 25 March 1945. Headquarters, Delta Base Section was at Marseille; likewise, the Transportation Section, until 29 January when the latter moved to Nice.

Duties of Transportation Section, DBS

The Functional Chart on the opposite page indicates the organizational setup within the Transportation Section of DBS. It will be noted that the Transportation Officer and the Commanding Officer of the Port were a combined responsibility; of this, the following is given in explanation:

The Commanding Officer of 6th Port was appointed Transportation Officer of Delta Base Section on 3 October 1944. This order joined two groups which had heretofore been separated. For the first time, ships were unloaded and convoys of trucks were directed to the Army dumps from the same headquarters. Even though there was a shortage of vehicles, the movement of supplies unloaded was expedited. This consolidation meant the abandoning of much paper work and undue delay in re-routing trucks.

Immediately following the Port Commandant's appointment as Transportation Officer, he called a meeting of the port and transportation officer and enlisted personnel, at which he pointed out the importance of the port of Marseilles to the fighting front in France and Germany: "Until recently the bulk of the supplies has been coming off the beaches, and from Cherbourg and Le Havre, but this is not true today. The Port of Marseille and its personnel will unload and transport a substantial percentage of all supplies to the Allied troops in France and Germany. I want the Transportation Section and the 6th Port to be one; work together, live together, and share the same hardships. You men of the 6th Port have made a name for yourselves overseas and your greatest task lies ahead."

The Transportation Section was moved from Caserne Beauvau in the northwes section of the city to the 6th Port Headquarters building at Place Sadi-Carnot on Rue de la Republique. The Transportation Section was short of personnel and port sections were given additional duties. The functions of the Transportation Section, DBS, and the units under the operational control of Transportation Officer were summarized in a report from 6th Port Headquarters to the War Department Manpower Board at Marseille on 29 March 1945 as follows:

"1. TRANSPORTATION SECTION, DBS. - This is the Special Staff Section of DBS charged with the staff responsibility for all transportation activities which are controlled by Delta Base Section. Its major divisions are: Traffic, Rail, Highway, Water, Control, and Staging Areas.

"a. Traffic is responsible for coordinating the various demands for transportation, determining the time and method of movement, etc. It does not supervise any operating units.

"b. Highway is responsible for the staff supervision of the operations of all the truck units (including civilian truck pool, miscellaneous truck pool, and horse drawn wagons) and of the highway regulating personnel.

"c. Rail is responsible for the staff supervision of the operations of rail regulating personnel and for handling all rail matters with the Military Railway Service which in turn supervises the operations of the French railroad operating agency, SNCF.

"d. Water is responsible for the staff supervision of the operations of the 6th Port Headquarters and its attached units.

"e. Control is responsible for the preparation of statistical information and reports required by the Transportation Officer or by higher headquarters.

"f. Staging Areas is responsible for the staff supervision of the operations of the Staging Areas.

"2. OPERATING UNITS:

"a. Highway. Highway Regulating Personnel (part of 40th TC Traffic Regulating Bn, part of 6831 Movement Control Company, 357 Harbor Craft Company, less detachments, and certain attached personnel) who handle traffic regulation throughout the Delta Base area. The 28th QM Group (Trk) which has assigned to it certain Battalion Headquarters and Truck Companies, and which operates the Civilian Truck Pool consisting of about 300 trucks driven by civilian drivers, the miscellaneous truck pool consisting of rented civilian trucks, and about 100 horse drawn wagons. These units handle all general truck transportation in the Delta Base Section including transportation by truck in the Port Area and port clearance.

"b. Rail. Rail regulating personnel (part of 40th TC Traffic Regulating Bn and certain attached personnel) who are employed as RTO's throughout the Base Section, and who perform certain miscellaneous functions, such as the operation of the mess for recreational area trains and halts.

"c. Water. Port personnel (6th Port Headquarters), the Port Battalions, Harbor Craft Companies, less detachments, ISU units, POW units and civilian stevedores) who operate the Port (Marseille, de Bouc and Nice) and its equipment. This includes the discharge and loading of ships; the operations and repair of harbor craft; and the loading of trucks and railroad cars in the Port. These responsibilities do not include the transportation of cargo from the Port to depots nor the operation of depots (except the TC Depot). A TC Depot Company is attached to 6th Port Head-

quarters which operates the TC Depot for TC supplies. Certain MP units are attached to 6th Port Headquarters which are responsible for guarding the Port Area.

"d. Staging areas. Staging Area Companies which furnish the permanent housekeeping staff for the Staging Areas.

"3. COMMAND. The Transportation Officer, as such, does not exercise command over any of the operating units. Command channels for the truck units is through 28th QM Group direct to the Commanding General, DBS. Command channel for Port Battalions is through 6th Port Headquarters to the Commanding General, DBS. The command channel for the Highway and Rail Regulating Groups, and for the Staging Area Companies is direct to the Commanding General, DBS.

"4. CONSOLIDATION OF FUNCTIONS: Certain officers of the 6th Port Headquarters have additional duties as staff officers of the Transportation Section DBS. For example, the Commanding Officer, 6th Port Headquarters and Port Commandant (Colonel Clarkson) has additional duties as Transportation Officer, DBS. The Deputy Port Commandant and Executive Officer, 6th Port, has additional duties as Executive Officer, Transportation Section, DBS, and various other officers and enlisted men of 6th Port Headquarters also have additional duties in the Transportation Section. This does not in any change the functions and responsibilities set forth in the preceding paragraphs. It does, however, simplify operations and result in a saving of personnel."

Activities of Divisions under Transportation Officer, DBS

The activities of the various divisions under the DBS Transportation Officer for the months of December 1944 through March 1945 were as follows:

DECEMBER 1944

Water Division

During the month of December the backlog of cargo awaiting discharge in DBS was reduced to the point that all vessels were berthed upon arrival. Convoy UGS-61 was discharged in seven days and seventeen hours, and all vessels excepting two under repair were returned to the United States in convoy. The number of ships being discharged at Marseille was lower during this month than at any time since the opening of the port.

An agreement was reached with French authorities to allow the importation of certain French supplies into the ports of Southern France.

A marked decline in packaged POL tonnage being handled at Port De Bouc was offset by an increase in ammunition vessels diverted to that port, resulting in a shortened haul of ammunition to the dump.

Rail Division

December opened with RTO stations in use at St. Louis and Port De Bouc; a new ten-car ambulance train (4-A) was in service; and the rail line was operating east out of St. Raphael through Cannes, Antibes, and Cannes-sur-Mer. Trackage facilities at Cannes-sur-Mer included team tracks to handle 80 cars and a classification yard for 100 cars. The first three of ten new American-built locomotives were put into service.

Traffic moved over the repaired railroad bridge at Bandol, between Marseille and Toulon on 30 November.

Sleeping car service both ways between Marseille and Dijon was inaugurated 6 December when 11 compartment and 22 berth cars assigned for the exclusive use of U.S. and French military personnel were included in a new passenger train known as Number 103 and 104 departing both terminals at 1930 hours on a 12-hour schedule. Similar service was placed in effect between Lyon and Paris and between Besancon-Dijon and Paris. The RTO station at Antibes was opened for operation on 7 December.

Traffic Division

In December approximately 240 Transportation Requests for personnel and freight movement were approved for forwarding by the Transportation section. Notable among large units moving were Detachments of: 42nd Inf Div, 70th Inf Div, 63rd Inf Div, 1st Airborne Task Force, Canadian Special Service Force. Four shipments of Poles to Italy were also completed.

Slow discharge of I.R.C. (Inter-Allied Railway Commission) cars in Switzerland caused a large backlog of rail equipment and forced an embargo on all I.R.C. loadings until these cars could be unloaded. About 16,000 tons of I.R.C. cargo in warehouses and on ships at Marseille and Toulon remained at the end of December to be forwarded when the embargo was lifted.

Civil Affairs, working under new allocation developed by the Transportation Section with the G-5 Section and MRS, forwarded on northbound lines a total of 1000 DWLT (D/W long tons) daily, and were allocated for movements southbound and lateral, a total of 13 daily trains or 6,200 tons per day.

Because of the continuing flood stage of the Rhone River, shipments during December were curtailed. Some Civil Cargo was forwarded and three barges of POL were sent north by the Army.

Rail tonnage allocations for all Services, civil supplies, and movements of ambulance and personnel trains remained at 14,000 DWLT daily throughout the month. It was contemplated that during the next month the tonnage could be increased to 15,000 tons on the Rhone Line alone, with Line des Alpes being used only for Red Cross, Civil Affairs, and occasional Army lifts.

For the first time, U.S. Replacements were sent from Delta Base Section north by Military Aircraft; 2,443 men departed from Istres Field for the forward area in a mass flight of 107 planes, the entire group clearing in less than three hours.

Representatives of Impex and the Transportation Section discussed some of the transportation problems connected with the then forthcoming Civil Supplies shipments into France. It was decided that Impex officials would keep the Traffic Division posted on all developments of their import plan then under way.

Air Traffic

Passenger Traffic.-An SOP was established whereby travel by air other than intra-theater would be granted only to those having an authorization by cable from ETOUSA, MTOUSA, SHAEF, or SOLOC. However, when personnel entered the ETO from another theater, they were sent back to their point of origin on the orders issued by their headquarters.

French personnel screened by this agency were required to have cable authorization to leave the theater and the same rule applied to them.

A few days of inclement weather produced a large backlog of personnel destined for Dijon and Paris. Otherwise flights were operated and all passengers were accomodated.

Freight Traffic.-Air freight increased some in comparison to the month of November. However, a slight backlog was to be expected toward the end of the month due to bad flying conditions. Gradually, this was eliminated as the weather broke. Flights going north were especially hard hit by bad weather.

Highway Division

A new SOP covering all phases of the Highway Division was published. This SOP was tentative and as refinements in operations were made it was planned that it be changed.

The arrival of a detachment of men and officers of the 15th Traffic Regulation Group augmented the number of personnel on Port Clearance and depot checking. This resulted in increased efficiency in trucking operations.

Additional trucks were drawn on M/R from Ordnance for issue to the 515th and 517th Groupes de Transport, resulting in added vehicular availability for Port Clearance. The 515th Groupe de Transport was set aside for miscellaneous dispatch needs of French Base 901.

The six Infantry Regiments which arrived during December were moved by truck from the port to the Staging Area.

Eight Quartermaster Truck Companies were equipped with ten-ton tractor semi-trailers. This materially increased truck lift in DBS. One company was placed for duty with Area "D" Headquarters, DBS, and another was moved to St Raphael Area. Two additional companies were placed on duty with the Miramas Area, making a total of five trucking companies on duty there.

All but 74 of the trucks hired by the Miscellaneous Truck Pool were released to civilian authorities for use in supplying the civilian population.

A maintenance check station was established on "E" Route. It contained tire repair and lubrication equipment, and was staffed by men of the trucking company units in the area. It performed preventive maintenance checks on a 24-hour basis with the end in view of tire conservation and reducing vehicle deadline totals among assigned and attached truck units.

A system was established to assure 24-hour truck coverage at shipside on all Red Ball priority ships.

The original route signing, installed by Highway Division during the fall months, was revised to produce wider coverage and a more uniform appearance.

During December ten Quartermaster Trucking Companies arrived and were assigned to Delta Base Section.

Staging Area

The Regiments of three Infantry Divisions arrived and were completely processed in December. A Tank Destroyer Battalion was processed and cleared the area on 10 December. Thirty-seven Quartermaster Truck Companies passed through the area and three General Hospitals were staged.

Red Cross Buildings at CP No. 2 were opened. The Staging Area Post Exchange, Finance Office, and Post Office were all opened during December.

Work was started on a small arms range containing 75 targets up to 300 yards range. An obstacle course was nearly completed. An open-air theater to seat about 20,000 persons was in process of construction.

During December the Staging Area in Delta Base Section serviced the following troops: Total arrived, 36,842; total departed, 38,001; average daily attendance, 13,697; of the total arrived 34,664 were Americans and 2,178 Italians.

Three German Prisoner of War Companies were assigned in the Staging Area to be used for labor as soon as their stockade could be completed.

Area "D" Report

Transportation Corps activities in Area "D", DBS, were increased during the month of December. The arrival of the Area Transportation Officer on 10 December saw the activation of a Transportation Section for the purpose of coordinating and operating transportation facilities within the Area. This section was made up of D.B.S. Headquarters and 15th Traffic Regulating Group personnel, and operated directly under the Transportation Officer, DBS.

On 12 December 1944 the 7483rd Truck Driving Company (I.S.U.) was temporarily moved to Antibes, France from St. Raphael for the purpose of assisting in clearing cargo from the Atibes Railhead. This unit was replaced by 3634th QM Trucking Company on 16 December 1944.

During the last week of the month, shipments of coal by rail from Marseille were received at Cannes and Antibes. In order to clear the cars, and at the same time not to tie up trucks of the Quartermaster Truck Companies, a contract was made with a civilian coal company to unload the rail cars and deliver the cargo to destinations. This was done in keeping with the policy of utilization of civilian transportation facilities within the area.

The work of repairing the railroad and highway bridge across the Var River west of Nice was underway during December, and it was estimated that work would be completed by the middle of January 1945. This would give rail service from Marseille directly to Nice, and speed the opening of Nice as a Rest Center.

JANUARY 1945

Water Division

The cycle of convoys arriving from and returning to the U.S. and U.K. was changed from 10-day to 5-day periods. The LEGS section of UGS convoys were detached from the main convoy at Gibraltar and routed direct to Kale, thus gaining 24 to 48 hours over previous schedules. Under the new schedules the waiting time for vessels that just missed convoy sailings was materially reduced.

Development of French civilian passenger and freight traffic between Southern France and North African ports continued. A number of passenger and freight vessels were turned over to the French authorities for this purpose.

The inner harbor at Sete was opened to ocean-going vessels. During January the port of St. Louis de Rhone awaited its first vessel, the PLM No. 13, with sulphus from Sicily.

Rail Division

The Transportation Corps Baggage Depot started operating on 1 January. At Aix, the RTO was operating Cardannce Station. The RTO stations at Arlas, Sisteron, and Petuis were closed 5 January. Seventh Army recalled the 6833rd Regulating Detachment. Inspection of car detention between Marseille and St. Maximim were made by the Inspector of Rail Operations. Savings in motor transportation were made since 11 January when a truck was put in operation as a bus to haul RTO personnel from and to work in the Marseille district.

Space was reserved on the Auto Rail Car between Marseille and Nice for Allied Military Personnel with proper travel orders. Five officers of anti-aircraft units were assigned to the Rail Division. The Blancarde RTO station was opened 24 January. Double-tracking of the bridges at Arles and Livron was completed, thus finishing this work between Marseille and Lyons. The rail line between St. Raphale and Toulon was opened as far as St. Laurent.

Traffic Division

A total of 225 Transportation Requests were issued for freight and personnel moves in January. Units moved north were the 1185th Engineer Combat Regiment, 515th Port Battalion, 342nd FA Battalion, and elements of the 63rd Infantry Division. Large groups of reinforcements also went forward.

Pole shipments to Italy were continued and as the month ended more than 17,000 of the original 20,000 had been sent to Italy.

Rail tonnage allocations for January were set at 15,000 DWLT daily for northbound shipments. Average tonnage shipped was approximately 12,000 tons per day. Tank trains for the 3rd and 7th Armies were completed. Space for U.S. personnel was allotted on trains from Marseille to Dijon, from Marseille to Paris, and from Marseille to Nice.

A general shortage of rail equipment of all types continued to affect civil loadings adversely throughout the month. Movement of major items such as food and fuel were protected to the maximum extent possible, but reduction to some degree of all civil supplies was felt. With improvement in car discharge rate in forward areas, making more empties available for loading, it was expected that Civil Affairs would be able to load and move all allocated shipping.

Red Cross supplies forwarded to Switzerland totaled 6,750 long tons. A backlog of all Red Cross cargo at Marseille and Toulon continued to increase to a total of 21,000 long tons on ships and in warehouses.

Tentative plans were formed in a SOLOC conference at Dijon to dispatch German Prisoners of War through the port of Marseille and for the reception of Allied personnel. Train schedules were prepared between the port and the Swiss-German border for exchange of Prisoners of War and Repartiation of Civilians. Repatriation liaison headquarters was established at Annemasse on the Franco-Swiss border where Transportation Officers were posted for liaison with Swiss Officers and US Legation Berne, and for Control of rail schedules and train consists. These were coordinated with Traffic Officers at Marseille in accordance with availability and capacity of incoming and outgoing vessels. Groups were set up at various points along the line to regulate the entire program.

The first empty Swiss Hospital Train for transportation of northbound German POW ex-US and British Hospital Ships arrived from Geneva on 15 January and was loaded to capacity in 3½ hours, departing for Switzerland on 16 January.

Air Traffic

Due to inclement weather in the north, passenger traffic in that direction was brought almost to a standstill. A MATS ship flight between Naples and Dijon with stop-over at Marseille was cancelled. All southern flights operated normally with the exception of a few bad days due to the weather conditions in Africa.

A large backlog of air freight existed at the end of the month due to bad weather. It was expected ATC would run special flights to clear up the backlog when the weather improved. An SOP was established whereby all freight being shipped by air would be required to cable authority before priority could established. Because of the bad weather conditions it was faster to ship by rail.

Highway Division

In January the 504th and 510th Groupes de Transport departed to aid the 1st French Army, and in order to bring them up to full strength, all

operable trucks of two other similar groups and 55 operable trucks of another group were turned over to the departing units.

The 334th AAA Battalion was relieved of its duties and reactivated into six Quartermaster Truck Companies. Five of these were assigned to 7th Army and departed north. The sixth was assigned to DBS and attached to the Transportation Section for operations. The 450th AAA Battalion was reactivate into three Quartermaster Truck Companies and one signal heavy construction company. The first three were assigned to DBS

A special convoy system was in operation all month, employing tractors and semi-trailers on a shuttle basis to haul lumber direct from shipside to E-250.

The 2nd Platoon of the 3425th Quartermaster Truck Company was placed on D/S with the Lyons District Headquarters. This company less two platoons was placed with the Cannes District Headquarters Area, as was the 1st Platoon of the 3516 QM Truck Company. The 3634th QM Truck Company was relieved of duty on the Rivera and returned to work in Marseille.

Headquarters, 77th QM Battalion with two of five attached truck companies left Miramas area and returned to Marseille to work on Port Clearance, and one company moved temporarily to Port de Bouc. Two companies remained in the Miramas Area and were attached to the 59th QM Battalion. Ten other QM Truck Companies were alerted and departed north on temporary duty with Continental Advance Section.

Staging Areas

The Artillery and Special Troops elements of three Infantry Divisions arrived in the Area in January, one on the 15th and the other two on the 18th. Units were trucked from the port. The 238th General Hospital departed 1 January. The 1185th Engineer Combat Group departed 6 January, and the 342nd Armd Fa Bn, on 16 January. Newly-arrived units were served a hot meal.

German POW Stockade 416 was completed and occupied, and the Germans were used on many labor details in the Staging Areas. Plans were approved for a Red Cross building in the CP. Plans were made for 33 buildings per battalion area, some to be built of stone.

A total 13,592 troops arrived and 4,221 departed in January.

Riviera District - (formerly Area "D", DBS)

Transportation Corps work in the Riviera District (formerly Area "D", DBS) increased considerably in January. A program was fully developed to receive and dispatch large numbers of "rest" personnel at Cannes and Nice. Transportation Corps personnel and units were carefully placed in the district to assure prompt and efficient service for arriving and departing troops as well as to guarantee the best possible results from arrangements for the entertainment of visiting personnel.

Because it was anticipated that Nice would be the main import and export point for the district, the Transportation Section moved there 29 January 194

Offices were temporarily established in the Negresco Hotel pending the opening of an office building by the Director of the Recreational Area. A sub-office was maintained at Hotel Carlton, Cannes.

Highway activities in the district also increased in January. With the opening of the War River bridge early in the month, Quartermaster supply installations were moved from Antibes to Nice. At that time two railheads were added to Nice and truck unit work increased accordingly. At month-end plans were made to establish a civilian truck pool at Nice and another at St. Raphael.

A significant event for the rail branch was the Var River bridge opening for a limited amount of traffic. This necessitated operating an RTO office at the Nice Ville Station where it was planned that rest personnel would be received and dispatched. St. Roch Station in Nice handled merchandise and it was planned to set up an RTO there when rest personnel began to arrive in the district.

No water traffic had been received in the district in January, although pipelines were completed at Antibes harbor for the discharge of small coastal tankers. Tankers could not berth due to lack of a mooring buoy. When this buoy had been placed it was planned that bulk POL deliveries could be made and a large amount of tonnage taken off the rail system.

Appendix No. 6, Part III, contains a statistical summary of rail and highway operations in Riviera District during January.

FEBRUARY 1945

Water Division

Facilities for handling bulk grain products in the port of Marseille were restored to working order and bulk loaded grain vessels were received at the port in February. A record discharge for one 24-hour period of approximately 4,500 tons was set during the month of February.

French civil passenger and freight services from and to Southern France ports continued to improve. These vessels carried all French civil mails.

Repairing of mechanical equipment for coal discharge at Port de Bouc was completed during the month. Stockpiles of MAS coal were established at Port de Bouc and Pier 26 Marseille. The use of mechanical equipment at Port de Bouc and establishment of stockpiles at both ports increased the coal handling capacity.

The practice of reproducing manifests of US-loaded vessels in DBS was discontinued and manifests formerly produced were received from Com Z, ETOUSA, OCOT.

Rail Division

The Inter-Allied Railway Commission obtained from SNCF in Paris, an allotment of thirty seats for U.S. military personnel on the Marseille-Nice autorail. Also, 300 railcars were expected from North Africa.

The first solid refrigerator train of meat departed from Marseille on 16 February with thirty-eight cars and a gross weight of 1,190 tons. Up to 28 February, 66 USA refrigerator cars were assembled and turned over to MRS. An RTO was opened at Arles 23 February, and one at Bourg on 11 February.

Daily shipments of blood plasma to Dijon continued through the month.

The rail line between Lyon-Macon-Chagny-Dijon was open for double track operation except for one bridge north of Sennecey. The rail line from Avignon through Cheval-Blanc-Oron-Miramas to Port de Bouc was open for operation except for the bridge across the Durance River at Oron. Fairly good progress was made on the bridge across the Rhone River at Avignon.

Traffic Division

Approximately 300 transportation requests, freight and personnel, were issued in February. Among the units moved were the headquarters and Special Troops of the 63rd, 70th and 42nd Infantry Divisions.

Rail allocations for movement of personnel and supplies over lines terminating in the Dijon Area remained at 15,000 DWLT daily. The car shortage situation was somewhat alleviated in early February with the result that an average of 14,000 DWLT was moved daily. DBS shipments were completed to CONAD, where the greater proportion of the cars were reconsigned to Army areas.

Procedure for allocation of tonnage and priority of movement was altered during February and POM meetings held formerly at SOLOC were discontinued. Progress was made in the practice of hauling increased tonnage in solid trains with the expectation that this could be improved later. Three complete trains for refrigerated meat were set up between Marseille and Dijon and run on express schedules, and were kept intact both northbound and southbound.

The repatriation program of military and civilian personnel was completed with embarkation of 75 medical repatriates to the United States. An additional train for special repatriation of 511 American and British airmen was operated directly from Geneva to Pas-des-Lanciers on 17-18 February. Men were transported by trucks directly from the train to planes at Marignane airport and all were evacuated by mass flights to the UK and Italy.

Air Traffic

Fields were opened at Brussels, Cherbourg and Pisa, so that passengers and freight could be flown to those places. Southbound passenger and freight traffic both decreased. In fact, ATC accepted all military freight southbound without cable authority. Bad weather halted only a few flights.

Highway Division

February brought continued improvements in respect to the traffic control problem within DBS. Re-routing of traffic in conjunction with the establishment of additional 'one-way' and 'stop' streets materially benefitted the traffic circulation of Marseille. Pocket route guides were printed and distributed to TC truck drivers and MP's in an effort to reduce the number of drivers who on occasions lost their way enroute to the depot. The Riviera

District made a road-signing reconnaissance and it was found necessary to post many signs in that area.

An extensive signing project was effected prior to the heavy convoy movements north-ward. Special signs for 260 miles of highway were built, painted, and posted in three days. Added accommodations, gasoline and water facilities were provided at the overnight bivouac area at St. Lambert for the increased northbound road movements. A new traffic control point and bivouac area were established at Montelimar.

A vehicle assembly area at Salon, allowed for the grouping of large convoys of cargo trucks in an area separate from the DBS Staging Area, prior to movement north. It was necessary to schedule and control convoys using this route the same as trains on a railroad line.

Ten DBS truck companies were called north in February for temporary duty. All were released and returned by the end of February. The miscellaneous truck pool was expanded from seventy vehicles on 1 February, to about 550 vehicles. This was done to relieve the critical shortage of transport when the ten foregoing-mentioned companies were in CONAD.

Staging Area Division

In February the DBS Staging Areas processed 11,145 arriving American Troops and 16,372 departing troops. The average daily strength was 3,350 men. Construction work and repairs in the areas continued throughout the month. On February 15 the Staging area Infirmary was opened. Roads in the Area became very dusty and required frequent oil treatment or macadam covering.

Riviera District

Transportation Corps activities in this district increased steadily for the month of February. Additional Transportation Corps personnel reported for duty and plans were formulated to supplement the Transportation Corps personnel with civilian employees.

The Civilian Truck Pool at Nice began operations on 1 February. At the end of the month, plans were being made to open a CTP at Cannes with the opening of rest camps for officers there. Plans were also being prepared to contract with the Nice Autobus Society for the use of passenger busses for rest personnel tours.

Rail traffic showed a considerable increase for the month of February. The RTO was placed assigned personnel on permanent duty in St. Roch station. This facilitated the control of rail traffic in the Nice area. The volume of traffic increased in the Nice area and decreased at the Antibes railhead.

The month of February saw the start of water traffic in the eastern section of the Riviera District. Three coastal tankers arrived in Antibes harbor and discharged approximately 1,100 tons of V-80 by pipeline. The first cargo vessel departed from Marseille for the Port of Nice.

Appendix No. 6, Part III, contains a statistical summary of rail and highway operations in Riviera District during February.

Lyon District

Early in February an officer and an enlisted man went to St. Etienne, the source of military coal, to show the French how to bill cars and to expedite movement of coal from the mines. An RTO was opened at Bourg to furnish information to CONAD. A special train was arranged for 75 U.S. soldiers bound from Annemasse to Marseille. The DBS Transportation Officer at Marseille was notified of the facts concerning a fire in an ammunition car at Saulee. North of Lyon a train carrying 850 passengers struck a truck at a crossing, killing five civilians and injuring about 50 other civilians.

A special train from Geneva brought some 500 Air Corps personnel to Marseille for repatriation in February 17.

In several instances during the month, action was taken throughout the district to give special attention to various trains for reasons peculiar in each case. In one instance 172 horses were transferred from Valence to Marseille on 18 February and the transfer was satisfactorily completed in time for the animals to be put on a boat leaving 20 February. In another case, five cars of British personnel were cut from a train arriving in Lyon, on request, without delaying the train schedule.

The Transportation Section aided civilian and military personnel in obtaining information of train schedules, in the procurement of reservations on civilian trains, and securing billets and inter-city transportation.

Appendix No. 6, Part III, contains a statistical summary of operations in Lyon District during February.

MARCH 1945

Water Division

The movement of large numbers of POW's to the U.S. was established on a semi-permanent basis in March. It was decided that all North Atlantic Conversions returning to the U.S. from Mediterranean waters would be routed through the port of Marseille in order to furnish as many lifts as possible. These ships were to be equipped with the necessary rations and supplies previous to their departure from the U.S.

The following records were set during the month of March for discharge of cargo in a 24-hour period:

a. A record single discharge was set on 21 March by the 382nd Port Battalion by discharging 2,008 long tons of POL from the S. S. FAIRCHILD.

b. A new record was set by the port of Marseille for vehicles and general cargo on 10 March by discharging 24,575 long tons. The previous record (17 February) was 23,305 long tons.

c. The previous record for total discharge of cargo at the port of Marseille and its sub-ports (26,060 long tons) was broken on 15 March by discharging 28,668 long tons.

d. Port de Bouc established a new mark by discharging 4,634 long tons of ammunition and coal from 5 vessels.

Traffic Division

For the month of March the Traffic Division issued 192 Freight Requests and 159 Personnel Requests covering moves exclusive of GOLDFLAKE moved. (The latter was a special movement of British personnel from Italy to the north). Included in the units moved were:

65th Infantry Regiment	601st and 602nd FA Battalion
522nd FA Battalion	524th and 525th Port Bn
937th FA Battalion	679th TD Battalion
1269th Engr Combat Bn	68th AA Gun Battalion

1051st Engr Port Constr & Repair Gp

a. The 442nd Infantry Regiment and attached troops moved by water to Italy.

b. Approximately 5,000 U.S. Reinforcements were moved.

c. A total of 64 trains of personnel and tracked vehicles of GOLDFLAKE were forwarded north.

Rail allocations for movements of supplies were contained in a program published monthly by Com Z, ETOUSA, and supplemented by daily movement supply instructions prepared by OCOT. This program provided for the supply of Com Z depots as well as those supported by DBS. DBS Services continued to furnish the Transportation Section with information as to actual requisitions or shipping directives on hand for movement of supplies to all depots. Detailed tonnage allocations obtained by consolidation of all shipping information was published by DBS Transportation Section three times each month --every ten days.

The movement of truck companies north continued on a large scale through March. The cargo consisted of ammunition, gasoline, and rations.

Air Traffic

During the month of March the number of passengers traveling to Paris increased to such a degree that an additional flight was added to the schedule which, prior to that time, contained 5 daily flights to the French Capital.

Passenger traffic southbound increased; however, most of the personnel was French Military. A new flight was scheduled to Pisa Flor, Folari, Ancona, and Bari, thus communicating by air transport with the 5th and 8th Army fronts. A total of 122,041 pounds of freight was screened; of this amount 101,514 pounds were shipped south and 20,527 pounds, north.

Highway Division

The loss of operational truck units of this Division due to the X Y Z Operation was excessive during the month of March. In order to minimize to the fullest extent possible the overall effect due to losses incurred and to enable the Highway Division to meet unexpected contingencies as well as normal commitments, reorganization and reallocation of the remaining units, supplemented by a detailed program for securing additional lift, became necessary.

The proposed program for producing additional lift as compensation for losses incurred included: an increase in size of both Marseille and Port de Bouc MTP's; engaging additional horse drays for intra-port shuttle service; increasing the CTP to a strength of 1000 trucks; inauguration of a Driver Training Program designed to produce approximately 600 competent drivers from the 484th and 523rd Port Battalions. This number would render possible the augmentation of two drivers per truck of the fourteen QM (TC) Truck Companies which were to remain available to the Highway Division when removals for the Y and Z operations were effected.

In an effort to provide ready identification of drivers in connection with the Cargo Security Plan, each driver assigned to cargo vehicles hauling from the port of Marseille was given an identification number, stamped on a small metal tag which was to be visibly worn at all times by the driver. The number was noted on all TC Dispatching Orders.

It was anticipated that a "whitewash" plan for spraying with whitewash, all cargo after it had been loaded on TC vehicles, prior to departure from the Port Area, and in such a manner as to prevent removal of any part of the cargo without disruption of the spray pattern. The plan was adopted during March, to be put into effect in the immediate future.

Every effort was expended to establish and maintain a comprehensive Preventative Maintenance Program designed to reduce deadlining to a minimum and to effect the maximum possible utilization of all available cargo vehicles

a. Current directives giving the policies of DBS and higher headquarters and detailing procedure to all Unit Commanders were issued Periodic follow-ups were subsequently made to insure compliance.

b. Transfer of deadlined vehicles from 28th QM Truck Group units with less than 25 percent deadlined vehicles, to units having a deadline percentage in excess of 25 percent was accomplished in accordance with current Com Z instructions.

c. The Preventative Maintenance Shop on "U" Pier was scheduled to begin operations on 1 April 1945. This installation featured twin maintenance lines operated by skilled POW personnel under strict U.S. supervision, capable of processing 20 vehicles each day per day.

Control Division

Existing traffic problems including congestion within the City of Marseille were subjected to exhaustive studies and intensive survey, which resulted in certain tangible improvements as well as an accumulation of in-

formation which it was thought may prove invaluable in future planning. This included: Traffic counts of military and civilian vehicles at various important locations on principal thoroughfares of the City of Marseille; a reconnaissance of the Northern District between the Rhone River, Clairmont, and Loire River for routes and areas that might be utilized in the near future; clearing the tunnel on Star Route to Gignac to N-521 and General Depot at Renne Mirabeau; and opening of a tunnel on N-538 for military traffic.

The redesignation of DBS Depots necessitated construction and installation of approximately 600 new depot route signs and the publication of corrected dispatch and pocket route guides. An estimated 800 additional signs were installed in the Cannes-Nice area and on MSR's. Revised and improved strip maps of MSR's and adjacent routes were published.

Changes in TCP's included: Elimination of the TCP at Avignon; installation of a new TCP at the Staging Area for the purpose of marshalling convoys prior to departure. It was planned to establish a TCP at Sisteron in order that the Alps route could be utilized for certain northbound convoys and southbound Riviera traffic, thereby reducing the load on the Rhone Valley route. A new TCP was to be established at Moulins and POL was requested in order to provide a refueling station at this point.

Staging Area Division

During the month of March, the DBS Staging Areas processed 25,495 troops. This number did not include GOLDFLAKE personnel.

All staged units were moved from CP No. 2 to CP No. 3 and No. 3A to make way for construction of 5,000-man permanent areas. The first of the scheduled ten areas was 65 percent completed by the end of March.

A total of 3,080 Russian Repatriates arrived during March and were staged in CP No. 3A. The staging Area outdoor theater began operating on 1 April.

Following is a breakdown of Personnel Arriving at the Staging Area:

American Troops	9,601
Italian Troops	755
Russian Troops	3,080
Total	13,436

Riviera District

The Riviera District Recreational Area opened during March on a large scale, and as a result Transportation Corps activity in the area expanded considerably. Just prior to the arrival of the first trains of restees, the personnel of the 15th Traffic Regulating Group were withdrawn which placed a burden on the newly arrived officers and men of the 40th Traffic Regulating Battalion. However, the officers and men handled all problems in an excellent manner.

Highway....The addition of two trucks to the Civilian Truck Pool of Nice brought the number of vehicles to a total of 49 and this was sufficient for

the first half of the month. The last half of the month there was an urgent necessity for additional vehicles. In accordance with the policy prescribed by the Transportation Officer, that of providing vehicles for USRRA housekeeping functions, it was necessary to dispatch vehicles on a priority basis. As a further means of obtaining efficient operation every effort was made to divert to night duty, a good portion of the trucks operating.

Rail....In keeping with the expansion of the USRRA program, rail activity also showed a marked increase. As with the other divisions of the Transportation Section, the change of enlisted personnel placed an additional burden on the ATO officers.

A new passenger steam train running between Paris and Nice was inaugurated on 12 March 1945 and the schedule of the Autorail was changed to afternoon.

On 2 March the departure of U.S. combat troops from this area commenced. At the same time, French troops arrived to replace the departing U.S. troops. A bivouac area was established in the vicinity of Antibes and the troops were staged there for train departure from Antibes. A considerable amount of field artillery equipment was moved by rail, and the loading took place in Nice-Villa station. In spite of this increased activity none of the normal services were interrupted.

March marked the initial operation of trains bearing rest personnel from Aachen Germany to the Riviera Recreational Area.

Water....During March three cargo coasters were discharged at Nice and two coastal tankers at Antibes. The discharge of cargo coasters at Nice was accomplished by civilian labor. Two shore cranes were in use at Nice. The Sub-Port Commandant was relieved and temporary commandants were assigned from Marseille on a weekly basis. This did not prove satisfactory. It was hoped in March that a permanent officer would be assigned to the port of Nice.

Appendix No. 6, Part III, contains a statistical summary of rail and highway operations in Riviera District during March.

Lyon District

Shipments of bombs and bomb parts progressed satisfactorily after arrangements were made with the 1st Tactical Air Force for the shipment of these supplies to their northern dump. Trucks of the 3425th QM Truck Company hauled these supplies from the ammunition dump at Lyon-Bron to the loading point at Montagny Yard. Beginning 24 March a total of eight trains departed during that month, consisting of a grand total of 313 cars of bombs, 3 cars of fuses, and 12 cars of fins, and a total tonnage of 4,032.

Leave trains for the U.S. Riviera Recreational Area went into service as scheduled. The first train passed through Lyon on 28 March at 1508 hours. An SOP was set up providing for the ATO's at Perrache Passenger Station, Guilletiere Freight Yard, and Valence to be on the alert for these trains and upon their departure, to inform the Livron Eating Station in order that sufficient food could be prepared in advance of arrival. This proved an

excellent means of giving the men making the trip an on-the-job program.

See Appendix No. 6, Part III, for statistics on operations in Lyon District.

Statistics

For additional statistics see Appendix No. 3, Part III, under the 6th Major Port at Marseille.

TRANSPORTATION SECTION

SEINE SECTION

CHAPTER VI

SECTION IV

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TRANSPORTATION SECTION

SEINE SECTION

CHAPTER VI

SECTION IV

1. General

Transportation Corps activities in Seine Section during the period 1 January through 31 March 1945 were characterized by the reorganization of rail movements under Phase III operation, the expansion of Inland Waterways facilities and traffic, the inception of leave trains to Paris for combat personnel, and by an overall increase in movements to keep pace with developments in the tactical situation. This period was also marked by the transition from reorganization to modified completion of installations and activities.

Although many individual problems arose in connection with relations between US Army MRS personnel and the French, there was an appreciable improvement over the situation which existed during the latter part of 1944. A large portion of this improvement was attributed to the courtesies of individual RTO's in their dealings with French railway workers on the scene.

2. Reorganization and Changes in Boundaries

On 6 January 1945, the two District Transportation Offices in Seine Section were merged into one, with headquarters located at Gare de l'Est. The purpose of this reorganization was to effect a closer coordination between the RTO's and the respective branches in the Transportation Office of Seine Section to which they were responsible for the submitting of reports. In February the southern boundary of Seine Section was extended to include all of the Department of Loiret. (See Chart at the beginning of this chapter for the extent of the boundaries of Seine Section as of 25 March 1945).

3. Personnel

The need for additional English-speaking French civilian personnel continued during this period and efforts were made to meet the requirements insofar as was practical. The existing shortage of personnel was added to, by losses of personnel to the Infantry and small detachments transferred to other Sections or Base Sections. Among the job assignments held by civilians, in addition to secretaries, stenographers, chauffeurs and interpreters, were: yard clerks, way-bill and consist clerks, passenger RTO platform guides, inland waterway foremen, and motor vehicle dispatchers. On 3 March 1945, personnel under the administrative or operational control of the Transportation Officer totaled 3980, consisting of 210 officers, 5 Warrant Officers, 2221 enlisted men and 1538 civilian employees. As of 31 December 1944 this composite figure was 3976.

Units under the administrative or operational control of Seine Section Transportation Office at the close of this period were as follows:

11th Traffic Regulation Group
13th Traffic Regulation Group
710th Railway Grand Division
764th Railway Shop Battalion
786th Base Depot Company
Motor Pool Detachment (Prov)
117th TC Hospital Train Medical Detachemnt
120th TC Hospital Train Medical Detachment
89th QM Battalion
380th, 3618th, 3619th, 3626th, 3737th, 4003rd, 4009th, and 4011th QM Truck Companies.

The 11th and 13th Traffic Regulation Groups provided the necessary military personnel for the Section Transportation Office, 44 RTO's, 8 inland waterways off-loading points, 1 Freight Transfer Point, 2 motor pools, and 1 bivouac area.

A summary of the activities of the various sections and branches within the Seine Transportation Section organization follows in subsequent paragraphs.

4. Motor Transport Section

In the highway network of France, Paris is the "hub of the wheel" of highways in much the same manner as it is the French railway center. This is not due to the geographical location of Paris but because in the city and suburbs there is a concentration of supply depots, hospitals, air strips and air ports, railway stations, marshalling yards, and inland waterways off-loading points. In order to serve them all, highly efficient use of all available motor transport was essential.

The German counter-offensive during the middle of December 1944, placed a great strain on motor transport in Seine Section, that was carried over into the first quarter of 1945 since some supply depots had to be destroyed at a time when the Armies were requiring tremendous stores of supplies. The subsequent increase in tonnages called forward resulted in unusually heavy demands on the truck companies which were then feeling strongly the effect of shortages in personnel and equipment, due to battle casualties. Truck companies were engaged in meeting daily needs of the Armies and at the same time building up reserve supplies for the forward elements. In the period following the crossing of the Rhine, the truck companies in Seine Section went through extensive changes in personnel. Experienced drivers were reassigned to the Infantry and in consequence, operations of the truck companies assigned to Seine Section were hampered. Replacements consisted of Limited Assignment men, few of whom were accustomed to convoy driving. Training for these replacements was difficult under the strain of operations.

During this period Paris became a major leave center and as the need for more motor transport facilities increased, additional civilian vehicles were pressed into service. Civilian taxis or hired cars filled the need for servicing newly established installations. Organizations and units attached or

assigned to Seine Section lacking in vehicles, had their shortages replaced or had the equipment in their possession supplemented by the assignment of taxis from Seine Section.

Civilian trucks became very useful in the "house-keeping" operations of Seine Section as well as in the transfer of cargo to and from depots and freight yards. Some were used exclusively in improving hospital grounds and in the building of airports. Civilian busses were used to handle the tremendous movement of personnel through the city of Paris and in order to provide a means of transportation to the airports. These busses were made available 24 hours of the day to transport "walking patients" from hospital trains to hospitals and to airports for evacuation. Although antiquated in appearance, these vehicles served a good purpose.

In order to keep pace with the advance of the Armies beyond the Rhine, it became necessary to transport gasoline by air. This brought on heavy demands for transportation of gasoline to airfields in enormous quantities. At that time the Motor Transport Section was occupied in moving Airborne troops from camps to take-off points. To meet the situation, truck companies passing through Seine Section were pressed into service.

The following statistics indicate the tonnage and personnel moved in Seine Section under the Motor Transport Section:

	FREIGHT TONNAGE			PERSONNEL MOVEMENT		
	ARMY VEHICLES	CIVILIAN VEHICLES	TOTAL	ARMY VEHICLES	CIVILIAN VEHICLES	TOTAL
January	36,379	17,771	54,050	15,675	82,626	98,301
February	64,386	16,046	80,432	28,928	70,069	98,997
March	85,809	21,639	107,448	42,826	164,931	164,931

5. Movements Section

The Movements Section, under the Section Transportation Officer, continued its control mission during the first three months of 1945. This period was marked by the opening of new RTO's and the acquisition of other installations. On 20 March 1945, the Operations and Movements Sections were combined. This consolidation placed the following former operation units under the control of the Movements Section:

Inland Waterways, Coubert
St. Michel POL Railheads
Batignolles Freight Transfer Point
(Toot Sweet Express).

In addition, new installations were opened, as follows:

a. Orly Air Field - RTO - 20 February 1945.
b. Pantin - Bobigny - RTO - 7 February 1945.
c. Joinville-le-Pont - RTO 15 March 1945.
d. Sucy-le-Sac - RTO - 26 March 1945.
e. Sucy-Bonneuil - RTO - 15 March 1945.
f. Vaires-Torcy - RTO - 23 March 1945.

g. Orleans - RTO - 1 March 1945.
h. "George Fix" - Bivouac Area - 21 February 1945.
i. "North Side" - Bivouac Area - 29 March 1945.

The establishemnt of the installations listed above became necessary because of SNCF operational changes and expansion of Seine Section activities. An RTO at George Fox (Project A) was set up to assist in handling a special British troop movement and North Side Bivouac Area was established as a stop-over for passing convoys.

In the period from 1 January to 31 March 1945 the operational duties and chief concern of the Movements Section were:

a. The coordination of activities of the various field installations and the headquarters branches.

b. Maintenance of close liaison with SNCF, OCOT, and other sections to insure effective operation of branches and field installations.

c. Interpretation and dissemination of directives from higher headquarters and establishment of procedures.

d. The proper distribution and placement of personnel to meet changing conditions.

The activities of the Movements Section proceeded with little interference and difficulties, and were handicapped only by the fact that trained RTO personnel was transferred to the Infantry, which necessitated additional training of replacements. This problem was somewhat alleviated by the employment of English-speaking French civilians.

Freight Branch

The month of January was a particularly difficult period as far as rail transportation was concerned. Difficulties arose from several rather severe snowstorms that blanketed the rails, froze switches and generally disrupted movement. No sooner had one snowstorm passed, than another and even heavier snow would fall. During this period the lack of engine power was very acute. Repairs to engines fell behind because of lack of spare parts and skilled workmen. These adverse factors resulted in rail congestion in the Paris area. The month of February saw this situation gradually alleviated. Several important bridges were repaired on the Paris outer belt, and several large marshalling yards, badly bombed, were partially restored. These repairs helped materially in preventing congestion and served to expedite the movement of rail traffic out of, and around Paris.

During January there was a gradual transition to Phase III railroad operations, that is, complete operation by the French with a minimum of US Army supervision. By 31 March 1945 the change was complete in Seine Section with the exception of one marshalling yard which was still operated by US Army military personnel at the close of this quarter.

The change-over to Phase III was not without its problems. Language difficulties, personalities, and differences in operational procedure were the principal reasons for the misunderstandings. Through meetings with the French, the help of Liaison Officers and instructions to the RTO's, the majority of the differences were rectified.

During the first three months of 1945 there was a decrease in the number of cars and tonnage passing through Paris to the front. In the main, the principal reason for this decrease was the opening up of the ports of Antwerp and Ghent. The differences in tonnage is most noticeable when comparing figures for the month of December 1944 with figures for the month of March 1945:

	Cars	Tons
December	26,582	267,007
March	20,002	262,270

During this period, the Transportation Section spread out its personnel in order to give additional protection to the large marshalling yards in the Eastern suburbs of Paris. By the end of March, there were RTO's at the six principal Paris marshalling yards and at several minor marshalling yards. RTO's were responsible for maintaining a complete record of every car containing U.S. Army supplies which arrived at and departed from their yards. A uniform system of record-keeping including a car-number-locator-record was established.

Shipments of bulk POL to the front from the pipehead at Coubert were discontinued during March. On 7 March 1945 the pipeline was extended to Chalons, Oise Section. The magnitude of the bulk POL operation is indicated by the fact that from 7 January 1945 to 7 March 1945 a total of 6,738 cars, 125,534 tons or approximately 33,149,370 gallons of MT 80 and aviation gasoline were shipped from the one small country station at Chalons. This tremendous program was made possible through the effort of a small group of QM, Engineer and TC men and through the cooperation of the French railway. On more than one occasion eight trains were loaded and forwarded from this country station in a 24-hour period. Bulk POL was finished in Seine Section but packaged POL shipments were still received and dispatched from the large POL depot at Linas at the close of the quarter.

Depot traffic, both in and out movement, increased during this three month period. The figures for each month as compared with the total for the previous three months are given below:

	RECEIVED		DISPATCHED			RECEIVED		DISPATCHED	
	Cars	Tons	Cars	Tons		Cars	Tons	Cars	Tons
Oct	5,929	85,436	799	11,300	Jan	13,677	152,335	7,615	108,419
Nov	4,588	61,299	3,899	49,446	Feb	14,214	158,631	12,639	162,965
Dec	7,926	97,827	4,360	50,270	Mar	19,202	210,359	11,269	124,547
TOTALS	18,443	244,562	9,038	111,036		47,093	521,325	31,523	395,931

Several new depots and sub-depots were activated during this period for which RTO coverage was required. As of 31 March 1945, RTO coverage was being given to 78 depots and sub-depots.

On 1 January 1945, the Transportation Corps was assigned by the CG, Com Z, the responsibility of regulating and controlling the movement of supplies from the US and UK to ultimate continental destinations. This placed a considerable responsibility on each Base Section Transportation Officer to see that depot traffic flowed in and out as nearly as possible in accordance with the monthly program figures. However, experience showed that in almost every case inbound tonnage received was in excess of the programmed tonnage.

Documentation improved during this quarter, but even so, it was far from perfect. Documentation on shipments arriving in Paris depots from Le Havre, Rouen, Antwerp and forward Army areas were found to be particularly inadequate. Corrective measures were taken by writing the Base Section involved and enclosing billings. Cars billed merely RTO, Paris, or QM, Paris, were not uncommon. Such billings caused considerable delay in obtaining disposition and decreased turn-around time of cars. Cars were often billed just E-508 Paris, but since E-508 had 7 sub-depots in various sections of Paris, there was especial need for full and correct documentation. Warrants frequently noted more than one consignee on a single warrant; this prevented a proper receipt from being given upon arrival and increased the RTO's work as well as that of the French Railways. This situation also resulted in delays enroute and needless reconsigning.

It was necessary to examine each Cargo Disposal Instruction (CDI) so that errors could be immediately amended and Port Commanders could be given correct consigning instructions. It was attempted, through the medium of meetings, letters and inspections, to perfect the operation insofaras depot RTO and marshalling yard RTO duties were concerned. An increasingly difficult problem, still remaining unsolved at the close of the quarter, was the matter of obtaining empty rail equipment for French civilian concerns shipping to other French civilian concerns performing work for the U.S. Army. The French Railway insisted that such shipments deserved a <u>civilian</u> priority, only, while the Transportation Officer contended that a military priority should be given. This matter was in the hands of OCOT at the close of the quarter and it was anticipated that it would be referred to the Inter-Allied Railway Commission for decision.

<u>Passenger Branch</u>

The laying on of leave and passenger trains for front-line troops and the numerous tactical troop moves originating in, passing through, or destined for Paris, marked the three month period between 1 January 1945 and 31 March 1945 as one of "Big Business" for the Passenger Branch. In addition to the exclusively military trains, numerous regular SNCF passenger trains with reserved space for allied military personnel were returned to operation.

Field control was exercised by Passenger RTO staffs at Gare du Nord, Gare de l'Est, Gare d'Austerlitz, Gare Montparnasse, Gare de Lyon, Gare St. Lazare, RTO Etampes, and RTO Fontainebleau.

In addition to the Paris Leave Trains, the regular SNCF civilian trains carrying military personnel, the numerous main moves in Seine Section, the Passenger Branch helped to coordinate the moves of all Hospital Trains arriving and departing from Paris. These latter were stabled at Gare de l'Est and Gare St. Lazare.

At the close of the first quarter, an average of two Hospital Army Trains (HAT's) were handled per day as compared to 14 HAT's per day in the December Breakthrough. For a breakdown of the amount of passenger traffic handled through the Paris area for the months of January, February and March 1945, the following figures are shown:

JANUARY 1945

ARRIVED IN PARIS	SENT OUT FROM PARIS	TOTAL	CASUAL PERSONNEL
98,880	111,389	210,269	3,752

Total Personnel passing through Paris area for January 1945: 88,972.

FEBRUARY 1945

ARRIVED IN PARIS	SENT OUT FROM PARIS	TOTAL	CASUAL PERSONNEL
96,471	105,448	201,919	5,369

Total Personnel passing through Paris area for February 1945: 120,104

MARCH 1945

ARRIVED IN PARIS	SENT OUT FROM PARIS	TOTAL	CASUAL PERSONNEL
134,338	146,012	280,340	10,605

Total personnel passing through Paris area for March 1945: 283,479.

On the 28th of March 1945, the leave trains to Luneville, Pepinster, and Luxembourg were placed under the operational control of Leave Train Commanders, Field Grade Officers, assigned to Seine Section for duty with the Transportation Office. These Leave Trains carried a Field Grade Commander, who coordinated the activities of the Leave Group Leaders with the RTO's at origin and destination, gave advice and directions to the troops on what to expect in Paris in the nature of billeting, and messing arrangements, reported unusual incidents enroute, and, in general, acted for the Base Section Transportation Officer as his representative aboard the train.

Highway Branch

Convoy movements through the Paris area decreased greatly during the period 1 January 1945 to 31 March 1945 as compared with the preceding months. This was the result of the discontinuance of the Red Ball Route and the expansion of rail facilities toward the front and the opening of the new ports of Antwerp and Ghent. The total activities for this period are outlined below:

Originate Seine Section:

Number of Convoys:	182
Number of Vehicles:	5,991
Number of Personnel:	13,371

Convoy movement instructions were issued for the above convoys, which included routes and timings, bivouac areas, and arrangements were made to provide the required information concerning POL and rations.

Destined Seine Section:

Number of Convoys	205
Number of Vehicles	10,403
Number of Personnel:	15,799

Convoy through Seine Section:

Number of Convoys:	192
Number of Vehicles:	19,220
Number of Personnel:	33,735

The above figures do not include the various supply convoys running on regular schedule over definite routes.

Bivouac Areas Seine Section:

Number of Convoys:	95
Number of Vehicles:	5,656
Number of Personnel:	17,012

The Return Load Section showed a marked increase in its operations during this three months period. Closer liaison with base depots, sub-depots, parking lots and bivouac areas is indicated by the figures given below:

Vehicles offered	4,239
Vehciles loaded	3,756
Personnel loaded	3,261
Tons loaded	17,249
Mileage loaded	536,914
Vehicles empty	483
Mileage empty	66,492
Daily average tons	19,165
Daily average personnel	3,623

The Southern Paris By-Pass was discontinued, East of Highway N. 20.

The ESE Route running from the beachheads in Normandy Base Section to Paris was discontinued.

The Highway Branch was assigned the task of establishing a transient vehicle parking lot in the Paris Area. After many days of reconnaissance, the parking lot was established at Parc des Sports, St. Denis. The camp was

named Camp North and was officially opened 29 March 1945. The purpose of this camp was to provide hot meals during regular hours and hot coffee and sandwiches at all times, for personnel moving by vehicle, in, out, or through the Paris area. The camp had a capacity of 300 vehicles and billeting facilities for over 400 personnel. The camp was comparable to a roadside stand on a main highway in the United States where a driver could get out and stretch awhile and have a hot cup of coffee and a ham sandwich before continuing on to his ultimate destination.

Personnel of the Highway Branch endeavored at all times to be the "Answer Men" to "Information Please". A complete map locator system was set up showing highway routes through France, Belgium, Holland, Luxembourg, and Western and Eastern Germany. Maps were given to drivers so that they could continue on their way without stopping to ask directions along the road. A military road network was also set up to show all routes into, through, and out of Seine Section.

Inland Waterways Branch

The month of January marked the beginning of the movement of appreciable amounts of supplies by barge on the River Seine between Rouen and Paris. Tonnage moved by this means of transportation during this month for each Service was as follows:

Quartermaster	9,698
POL	4,632
Ordnance	3,985
Engineers	3,659
Medical	1,331
Adjutant General	962
Signal Corps	219
American Red Cross	213
Total	23,689

As soon as the volume of traffic commenced to increase, difficulty was experienced in obtaining correct information from loading ports regarding barges loaded and their approximate arrival dates. However, these difficulties were overcome, and gradually proper control over the barge traffic from Rouen was established. During the last two weeks of January, operations were slowed down considerably, due to the fact that the canals and basins serving various depots were frozen or choked-up with ice in such a manner that navigation was impossible. However, efforts were made to break up the ice both with French ice-breaker tugs and with American "sea mules". A record in daily tonnage off-loaded since the beginning of Inland Waterways operations in Seine Section was reached on 23 January, when the total tonnage off-loaded amounted to 2,479 tons.

During the month of February barge traffic on the Seine River came temporarily to a standstill from the 6th to the 23rd February, due to the abnormal height of the Seine River. In the meantime, barges continued to be loaded at Rouen with the result that by the time river traffic was resumed, 131 barges were loaded at Roune for the Paris area, awaiting dispatch. Total tonnage

off-loaded during the month of February by branch of Service was as follows:

Engineers	4,745
Quartermaster	4,271
POL	3,670
Signal	999
Medical	855
Ordnance	381
Adjutant General	148
American Red Cross	107
Total	15,176

The outstanding feature of tonnage moved by barge during the month of March was the tremendous increase in POL shipments and the beginning of military coal traffic from the North. The total tonnages of these two classes of supplies alone accounted for a little more than half of the total tonnage off-loaded for the entire month of March. Total March tonnage by types of Service was as follows:

POL	20,091
Coal	10,422
Engineers	8,546
Quartermaster	8,298
Ordnance	7,131
Signal	2,370
Medical	670
Adjutant General	100
Total	57,628

There was also a considerable increase in the tonnage for Ordnance and Engineers. An all-time record since the beginning of Inland Waterways operations was reached on 31 March, when 4,562 tons were off-loaded from barges in the Paris area.

During the month of March, supplies for French civilian relief began to arrive at Le Havre and Rouen. This traffic was given priority on barges available for loading, leaving available for military traffic only those barges which were left over after the civilian needs had been satisfied. Although this naturally resulted in a smaller number of barges on hand for the movement of military supplies, which condition prevailed through the end of March, it was anticipated that sufficient barges would be available for military traffic to maintain a fair daily average tonnage by April

6. Toot Sweet Express Transfer Point

The Toot Sweet Express Transfer Point (Batignolles Freight Yards) was activated 16 January 1945, the objective of which was to load, check and bill carload and less-than-carload shipments of urgently needed supplies required to support operations. These shipments originated at various depots and Base Post Offices in this area. The cars were moved to railheads in France, Belgium,

and Germany. Office equipment, civilian labor and military personnel were removed from the deactivated Pantin Freight Transfer Point, and buildings for offices and labor pools were requisitioned from the Railway at Batignolles. Three loading tracks were reserved ajacent to an office building, where empty railway equipment was spotted. This transfer point was in readiness for operations at 0800 hours 17 January 1945.

In the development of policy in performing the mission assigned, day-to-day changes had to be made, as the function differed materially in character from that of previous transfer points. These differences were principally:

a. Necessity for more accurate checking and tallying.

b. Necessity for quick billing so that papers could be placed in cars before sealing and handed to RTO, as loading was not completed until 1100 hours while the train was scheduled to depart at 1300 hours daily.

c. Close observation as to markings of LCL shipments so that the freight could be properly distributed at destination.

d. Proper loading of mixed commodities to prevent contamination of other freight in the same car.

e. Correction, by constant telephone contact, of mistakes made by depots in billing and tallying.

f. Assisting depots in eliminating shipment of damaged cases by returning them for replacement.

g. Correction of over and short tallys by having depot fill shortages and returning overages. This (coupled with the provision indicated in sub par f) eliminated O, S & D reports entirely.

h. To prevent delays to trucks waiting for empty railway equipment it was necessary to keep in touch constantly with the RTO and MRS so that empty railway equipment would be spotted immediately after loaded cars switched out, as the interval between time loading completed on one train and the start of loading on next train was one hour.

i. Stowing of cars to fill them to weight or space capacity in order to conserve equipment and load the goods tendered into the space allotted to the services by OCOT (or if possible in less space than allotted). Preventing backlogs and shipments in excess of bids submitted by depots.

Improvements as dictated by experience, included change in forms required in billing and reporting, organization of civilian labor into gangs, and a system of calling them to work in numbers and shifts as required, changes in method of loading and stowing cars of mixed LCL freight, and proper sequenc of loading for different railheads in order to minimize the amount of switching of cars required of railway.

Some difficulty was experienced in marshalling trucks in the yard due to

a large number of civilian trucks and horse drawn vehicles using the railway warehouse ajacent to loading tracks. This was countered by using "No Parking" signs and by posting a French-speaking civilian employee in the yard to direct traffic to proceed in an orderly fashion and not block doorways to cars being loaded. When operations started, pilferage was experienced but lessened by instant dismissal of civilian employees found to have done any pilfering. However, some cars were pilfered, after loading and sealing. Guards were maintained on duty 24 hours per day as a preventive measure.

The number of trucks unloaded from 22 January, when the first truck arrived, to 31 March 1945 were 2515, carrying 8014 tons, which were loaded in 870 cars. This amounted to an average of 37 trucks, 118 tons, and 13 cars handled per day. Starting on 11 March, mail was loaded here and since that time until 31 March 1945 878 trucks arrived carrying 2852 tons which were loaded in 367 cars. The average since 11 March was 44 trucks, 143 tons handled, and 18 cars loaded per day. Indicative of the value and importance of the freight loaded other than mail is the fact that in one day, 14 carload shipments of cigarettes were forwarded, in several instances large shipments of watches and other delicate ordnance instruments were loaded here.

TRANSPORTATION SECTION

OISE INTERMEDIATE SECTION

CHAPTER VI

SECTION V

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THE TRANSPORTATION SECTION

OISE INTERMEDIATE SECTION

Chapter VI

Section V

1. Personnel and Organizational Development

During the first quarter of 1945, the Section Transportation Office (STO) Oise Section, continued to function in accordance with the original plan of operation for performing its mission, and received the cooperation of other Services in increasing the usage of transportation facilities throughout the territory under its jurisdiction.

Personnel

Personnel needs at the beginning of January had still not been completely satisfied, although additional units were arriving in partial fulfillment of the personnel requirements. In order to augment the personnel, the detachment and units listed below were attached or assigned to Oise Section for duty with the Transportation Office and its field installations:

Detachment "B"	1st Group Regulating Station
Detachment "C"	1st Group Regulating Station
Detachment "A"	5th Group Regulating Station
Detachment "C"	8th Traffic Regulation Group
Detachment "F"	8th Traffic Regulating Group
Detachment "C"	10th Traffic Regulating Group
Detachment "D"	11th Traffic Regulating Group
Detachment "E"	11th Traffic Regulating Group
Detachment "A"	13th Traffic Regulating Group
26th Regulating Station	283rd Port Company

The program for utilization of alien manpower, including Prisoners of War and French Civilians, was wholeheartedly carried out during this period. Wherever possible, civilians were hired to replace military personnel in every type of work. Likewise, with the activation of the Prisoner of War Labor Supervision Companies, German prisoners who were formed into Labor Companies were utilized advantageously in loading and unloading port operations and in automotive and railway maintenance.

Changes in Organization

Reports and Statistics Division

On 5 February 1945, the Reports and Statistics Division was activated as a division of the Section Transportation Office with 1st Lt. John F. Clark (later Captain) as Chief. On 6 March 1945, Major Warren G. Duemmel, replaced Captain Clark as Chief of the division. The function of this division was to carry out the instructions of the Section Transportation Officer in the collection, coordination, and dissemination of operational charts, reports, and related statistics.

Training and Inspection Division

Under provision of Memorandum AG 353.02 (C-3), Hq Oise Section, Com. Z, European Theater of Operations, subject: "Training and Training Inspections," dated 6 February 1945, Major Hubert W. Amundsen, (later Lt. Colonel) was designated as Chief of the Training and Inspection Division, Section Transportation Office.

The following is the mission established by the Training and Inspection Division:

a. Establishment and operation of training projects for all TC units under control of STO, Oise Section.

b. Supervision of technical training of units and training inspections

c. Handling such other training matters as were referred to it by higher headquarters or the Section Transportation Office.

The following tabulation indicates the total number of inspections made during this period:

January	8
February	6
March	66
Total	80

Appendix No. 6, Part V, contains extracts from a functional manual prepared by the Section Transportation Office, Oise Section, for use at a training school held for personnel of the 26th Regulating Station who were assigned to Oise Section from 25 January 1945 to 26 February 1945, and who, during that period, worked in various TC installations in Oise Section. Because of changes in methods of operation, certain procedures given in this manual were later superceded by an RTO Handbook issued by the Office of the Chief of Transportation, Communications Zone, European Theater of Operations on 1 April 1945. The manual published by Oise Section shows in part how the Oise STO handled the indoctrination of inexperienced personnel assigned to duty.

. Rail Movements:

Pilferage of Mail and Supplies

Pilferage of mail and freight trains continued to remain a problem during this period. Pilferage of mail packages, supplies of clothing, food, PX rations enroute to depots and front lines was the most noticeable. To maintain a check on this as soon as an act of pilferage was discovered during the course of yard checks made by the RTO's, a report was forwarded to the Section Transportation Officer and submitted to the Provost Marshal, Oise Section, for appropriate action. Car seals were made available to RTO's as a further measure to discourage pilfering.

After the inauguration of the "Toot Sweet" Express, on 21 January 1945, pilferage of mailcars became negligible, delivery expeditious, and train guards were conserved. Before this service became effective, cars arrived in Epernay with pilferage ranging from one sack of mail to a full carload. In most instances the source was traced to marshalling yards. Some yards were provided with static guards, others were not. Train guards did not always

accompany mailcars from origin to destination. In such cases, loaded cars remained at junction points and were subject to pilferage at any time. By the end of the first quarter of 1945, cars were arriving promptly at the 2nd Provisional Regulating Station, Epernay. The "Toot Sweet" reduced delivery time from weeks to one or two days.

Assignment of Diesel Auto-Rail Car at Oise Section

Upon request of Brigadier General CHARLES O. THRASHER, Commanding General, Oise Section, a requisition was sent on 1 February 1945 to the Commanding General, Com Z, European Theater of Operations, for assignment of a Diesel Auto-Rail car to Oise Section. The car was used for emergency trips as required by Oise Section and stationed in Reims. The car was also made available to the Commanding Generals of the Armies, Corps, or Divisions stationed in Oise Section whenever the need for such emergency transportation arose.

Railway Reconstruction Committee

In order to centralize the reconstruction program of the French Railways and assure that reconstruction was expedited where most urgently needed, a Railway Reconstruction Committee was formed with the Section Transportation Officer as Chairman.

Although this committee was not able to grant all the requests of SNCF for reconstruction material which were extravagant in some cases, it was instrumental in obtaining materials and help for the reconstruction of many railway installations throughout Oise Section.

Power Shortage at Depots in Oise Section

During the months of January, February, and March 1945, the problem of congestion again became a threat, particularly at the depots in the Oise Section, because of a critical shortage of motive power at these locations; consequently, railheads were not being cleared of vital supplies awaiting movement to the Armies. Furthermore, in view of poor operations, hospital trains were delayed or mishandled. A meeting was held on 17 January 1945 at Depot O-609 (one of the congested points) with representatives of SNCF and the Section Transportation Office attending, to discuss the Transportation problems and corrective measures were agreed upon.

Statistics

The magnitude of the rail operations in Oise Section are shown by the following statistics on freight cars, tonnage, and personnel movements into, out of, and through Oise Section from 1 January to 31 March 1945:

Depot Rail Movements

Month	Cars Recons'd	Cars Unl'ded	Cars Loaded	Total Cars Handled	Total Tons Handled
January	3,997	17,660	5,413	27,070	365,445
February	4,639	25,715	9,793	40,147	541,984
March	5,966	36,297	22,732	64,995	877,432
Total	14,602	79,672	37,938	132,212	1,784,861

Freight Moving through Oise Section

Month	Tonnage
January	900,000
February	725,000
March	850,000
TOTAL	2,475,000

Movement of Personnel

Month	Personnel	HATs	Total
January	175,309	6,392	181,701
February	168,815	20,668	189,503
March	272,137	25,173	297,310
Total	616,261	~~52,253~~ 52,233	668,514

Motor Transportation

Improper Use of Equipment

During the early part of this period, a large number of vehicles were being called into Oise Section by various headquarters, but the use of this extra equipment was found to be unnecessary. All forward movements of personnel and supplies requiring the assistance of vehicles from other Base Sections were referred to the Motor Transport Office of the Section Transportation Office in order that technical service could be obtained, so that ultimately the number of deadhead miles resulting in connection with these movements could be reduced.

Use of Civilian Transportation

The Motor Transport Division continued to exert all efforts to supplement U.S. Army vehicles with civilian transportation and contracted for civilian vehicles for use in installations throughout Oise Section.

At the end of March, the civilian vehicles contracted for, and used by Motor Transport Divisions, numbered 125 vehicles totaling 550 tons-lift. It was estimated that this ton-lift accomplished the same amount of work as would be accomplished by 2½-ton standard QM Truck Companies.

Intensified Maintenance Program

In view of the urgent need for motor transport equipment and the scarcity of repair parts on the Continent, an intensified maintenance program was established by the Motor Transport Division and controlled through a newly created Equipment and Supply Branch. For proper record control of vehicle maintenance, a "Daily Vehicle Status Report", (STO Form No 33) and a "Company Inspection Report", (STO Form No 36), were developed and put into use. As a result of the intensified maintenance program carried out, together with expediting the release of vehicles turned into Ordnance on QMC Form 221, the availability of military motor vehicles in Oise Section was raised considerably.

Return Loads

A program for return loads was carried on with great success by the Oise STO throughout the three months in this period. The following is an example of how return loads were being accomplished between the Motor Transport Division of the Section Transportation Office: A QM Truck Co of 16 10-ton vehicles was reported to the Road Movements Division for clearance to Liege with information that the vehicles would be empty. This information was given to Motor Transport Division which was able to load completely the 16 trucks, with only a 6-mile deviation from their direct route to Liege.

During two-week period in February, return loads were supplied to the extent of approximately 70,000 tons.

Statistics

Following are statistical data on the availability of motor transport vehicles, mileage, and tonnages moved by truck units of Oise Section from the period 1 January 1945 to 31 March 1945:

Month	No. Vehicles	*Precent Available	Mileage	Tonnage
January	768	77.54	521,323	291,625
February	1,056	85.4	868,872	328,030
March	1,056	96.6	1,076,524	365,472
Total	2,880	*86.51	2,466.719	985,127

*Average percent available.

4. Road Movements

Thaw Period

Stringent restrictions due to the thaw situation became effective at 1200 hrs 2 February 1945. However, they were completely lifted in the Oise Section on 12 February 1945, after a period of 10 days. Damage to certain sections of roads were severe, but due to the good control and enforcement of restrictions, there were sufficient alternate routes available and there was no obstruction to the flow of military traffic.

Selection of Bivouac Sites

An important duty for the performance of which the Road Movements Division was responsible, was the selection of bivouac sites for convoys enroute. While the Engineer Section assisted in electing several permanent bivouac sites, the STO depended to a great extent upon the RTO's for the selection of suitable bivouac sites; and in many instances even where short notice of an approaching convoy was given to the RTO, sites were quickly selected because the RTO had made a reconnaissance of the territory; and advance arrangements were made by the RTO with the Quartermaster for a supply of gasoline and oil, and rations for the troops.

Convoy Procedure

In accordance with the Road Movements Division SOP, all units proposing to move a road convoy of 20 vehicles or more, applied to the STO, or the RTO who advised the STO, where the following action was taken:

(1) The routes were checked for condition of roads and the bridge classification.

(2) Timings were checked with the daily map to make certain that there was no conflict with other convoys. Timings were computed at critical points, entry and departure at the Oise Section boundary, and at destination.

(3) If the convoy was scheduled to move through another section or Army area, clearance was obtained from those areas, and this information was sent forward by telephone or teleprint.

(4) When necessary, arrangements were made for a bivouac site and Class I and III supplies for use of convoys enroute, coordinating with other services.

(5) When the move was cleared satisfactorily, the route of the convoy was plotted on a daily map.

(6) A convoy number was then designated and movement instructions were issued to the convoy commander, which included description of the route and all timings. Whenever possible, strip maps were given.

(7) A copy of the movement was immediately sent to the Traffic Control Provost Marshal with a request for traffic control and MP escorts when necessary. The same procedure was used for convoys originating in other areas and moving into or through Oise Section.

Statistics

Month	Convoys	Vehicles	Personnel
January	386	47,295	107,595
February	400	24,320	84,970
March	1,245	85,948	201,919
Total	2,031	157,563	394,484

During the same period a total of 1,234,755 gallons of gasoline were used to refuel convoys while enroute.

5. Inland Waterways

Surveys

In close cooperation with the French, complete information was accumulated and detailed surveys made of certain sections of the canal system. Surveys were not confined to the existent limits of Oise Section, but were continued into the forward areas, in anticipation of possible extensions of boundaries. A detailed survey was made of the Meuse River from its junction with the Ardennes

Canal to the Belgium border, and later an operative survey was continued to Liege.

Cargoes

In view of the existing extreme demands on rolling stock and motor transport equipment, bulk cargoes, such as gravel, for which there were no immediate or emergency requirements, were shipped by barge during this period.

The Port of Reims

The Inland Waterways Division of the Oise STO was charged with the operation of canals and to facilitate the proposed program, the Port of Reims was created--an inland port, far from the sea. This port not only gave additional transportation facilities to the Armies but relieved traffic congestion on the limited rail services available and permitted making available to the French some rail transportation. Operation of the port began on 2 March 1945 when a back-log of 18 barges had been collected along the canal. However, the port of Reims was officially opened on 12 March 1945 in a brief but colorful ceremony.

529th Port Company.

The 529th Port Co arrived in Reims on 22 February and was assigned to Oise Section on 23 February 1945 under Par 47, Troop assignment Order No. 33, Hq European Theater of Operations, dated 23 February 1945. The mission of the 529th Port Company TC, in Oise Section was to operate the Port of Reims on the Aisne-Marne Canal. Its mission included handling of cargo from barge to motor vehicles, operation of shore equipment, maintenance of the Port Area and shore equipment, dispatch of cargo, and supervision of POW labor used as stevedoring gangs in the discharge of cargo and in general policing-up of the Port Area.

Statistics

The following shows tonnages moved by barges in Oise Section during the first quarter of 1945:

Month	Loaded	Unloaded	Total
January	0	1,935	1,935
February	2,444	8,254	10,698
March	10,207	28,812	39,019
Total	12,651	39,001	51,652

The place of the RTO's in inland waterways operations is shown in "Inland Waterways Division's General Instructions to RTO's" issued 12 February 1945 and a copy of which is given in Appendix No. 6, Part V.

6. RTO Installations

New RTO Installations

The following RTO Installations were organized during the period 1 January through 31 March:

RTO Meru
RTO Mcurmelon
RTO Ste Menehould
RTO Vitry-le-Francois
RTO Bologne
RTO Creil

RTO Ste Menehould

The RTO, Ste Menehould, was activated on 12 January 1945 under the supervision of one officer and six enlisted men. The area designated as being under control of this RTO was approximately 25 miles in radius and in which there were 19 rail stations, four of which were being operated at the end of March.

Railhead Suippes was opened on 12 January 1945 and handled package gasoline, oil, greases, and Diesel oil. Operations ceased 22 March 1945.

Railhead Villers Daucourt and Railhead Vienne La Ville were opened in February. Their functions were decanting of bulk gasoline 80 octane. The manpower was furnished through two QM Composite Companies.

All railheads under the supervision of RTO Ste Menehould were found in good condition, no repairs being necessary to start operations and storage.

Det "B", Oise Section Regulating Station (Provisional) (TC) - Charleville

With a nucleus of personnel from Det "A", Oise Section Regulating Station (Provisional) (TC), on 10 February 1945, with Major DONALD W. HALEY, in command. Det "B" of the Regulating Station was established at Charleville.

The Regulating Station with headquarters in the Permanence Building at the Gare, Charleville, was charged with the supervision of Lumes Triage, the second largest railroad yards in France, stretching for five miles along the Meuse River. The yard was so jammed with cars when the Regulating Station staff arrived that this condition, combined with the fact that two double-track bridges on the main line had been bombed and replaced with single-track temporary structures, created a bottleneck that seriously hampered the supplying of the Armies and Allied installations in Northern France and Belgium. In the final week of Phase III operations, the Regulating Station reduced the backlog by 1400 cars. This outstanding reduction was accomplished by careful planning and cooperation based on the amicable relationship between the SNCF and US Army personnel. This operation was quite an achievement since the backlog was reduced solely with the use of incoming power, allowing no train to go out "light" — French merchandise trains carrying American consignments if not up to capacity and vice versa.

Area Transportation Office

In order to maintain closer coordination and control over field installations, the Section Transportation Office established a Northern Area (TC) in Oise Section and appointed Lt. Col ROBERT P. PORTER as Area Transportation Officer, with headquarters at St Quentin Under Letter Orders, file AG 210.1 (STO), dated 17 January 1945. This office was closed the latter part of March.

RTO Troyes

During this period the territory of the RTO Troyes, was enlarged by the addition of all the Department of Yonne. Two sub-RTO's were established at St Florentin and at Chatres to handle the increased and anticipated business. U.S. military personnel in this area was increased by approximately 15,000 during this period.

Det "A", Oise Section Regulating Station (Provisional) (TC) - Chalons

On 1 March 1945 a conference was held concerning the procedures to be followed at the Ecury Tank Loading Station which went into operation on that date. Subjects covered at this conference and the decisions reached were as follows:

a. Static Guard - It was decided that a static guard was the responsibility of the Section Commanding General and that if a static guard was to be placed at Ecury, it would be through Oise Section CG Orders.

b. Tonnage Restrictions - It was decided, with the approval of the SNCF authorities present, that the net tonnage per train would be approximatel 450 tons, an increase of 50 tons per train over the scheduled tonnage previous determined.

c. Documentation - It was agreed that the EPD Co would prepare the wagon labels, and way-bills in quintuplicate for the train, and the Regulating Station would prepare the consist and freight warrants.

d. Schedules of Shipments - It was found that shipment schedules were issued four or five days in advance, from the office of CZ, G-4. The Regulati Station was to be advised on the receipt of these schedules.

3. Allotments of Tank Cars to Oise Section - It was suggested that a certain number of tank cars be allotted to Oise Section for use in supplying i own needs as this would permit better control of such movements.

RTO Compiegne

On 31 January 1945, there was a meeting in the STO concerning the movemen of Russians from this station to a camp for Displaced Persons in the interior France. These persons had been at a camp in Compiegne since October. This move, under the command of an officer of Oise Section, included 753 men, 280 women, 27 children under 5 years of age, 5 sick (litter cases), and 15 sick (ambulatory cases). These people were all brought to that area to be used as slave labor for the Germans. For the benefit of the sick, 2 doctors were assigned to the train.

Aquisition of Burgeundy District

Headquarters, Burgundy District, Continental Advance Section, was redesign ted as Headquarters, Burgundy District, Oise Section, Communications Zone, European Theater of Operations, as of 0001 hours 21 March 1945. Brigadier General Roy W. Grower continued as Commanding General, Burgundy District, Oise Section (GO No. 36, Headquarters, Com Z, European Theater of Operations, dated 21 March 1945). This increased considerably the territory in which the Section Transportation Office worked.

Muizon POL Dump

On 4 March 1945 Muizon was suggested as a location for a POL dump. This was approved by Oise Section, and the work was initiated by the POL Section of the 55th Quartermaster Base Depot Co. To accomodate this dump, 300 meters of track had to be laid and an extension on a retaining wall had to be built. On 18 March 1945 two trains of POL products rolled into Muizon to start the operations. There were track facilities for 50 cars for off-loading, and storage facilities for 200 cars.

GOLDFLAKE Movement

Many movements were made by combined rail and road. GOLDFLAKE was an important movement of Allied personnel and equipment for which the Section Transportation Office, in addition to its usual functions, set up feeding points. Below are figures showing the magnitued of this one move alone:

Road Movements:	Number of Convoys	300
	Number of vehicles	21,389
	Number of personnel	71,307
Rail Movements:	Number of Mains	139
	Number of War flats	917
	Number of Box Cars	1,601
	Number of Gondolas	157
	Number of Coaches	23
	Number of Personnel	28,565

Appendix No. 6, Part V, contains a copy of a letter dated 13 March 1945 from Lt. General JOHN C. H. LEE commending the handling of the above.

17th Airborne Division

All the airborne groups requested the designation of liaison officers to work with them for the purpose of coordinating rail and road movements made during their training periods and as part of their operational movements. During the night of 20-21 March 1945, eight mains left Chalons and vicinity carrying a total of 7,556 personnel from the base camps of the 17th Airborne Division to the marshalling areas from which these troops took off on their airborne crossing of the Rhine and their jump onto German soil. Despite the fact that these trains were loaded at night, the entraining was accomplished so smoothly that the schedule calling for departures an hour apart was maintained. On each train road a Transportation Corps officer who could speak French and these presence helped assure the movement of the train on the carefully prepared schedule; for it was absolutely necessary at this critical point in the war that these troops be at the right place at the right time. The road movement to the airstrips was made by the use of 5 convoys totaling 230 vehicles and carrying 4,500 personnel. Sufficient truck companies not being available for this movement, the Motor Transport Section obtained from various truck companies, depots, etc., sufficient vehicles to transport to trains, the troops moving by rail, and then to carry the remainder of the personnel to their destinations. The landtail move which left for Holland on 21 March consisted of 2 convoys adding up to 816 vehicles and 2,300 men. This being a TOP SECRET operation at the time, all convoy routes were named in code. Appendix No. 6 Part V contains letters from the Commanding General of the 17th Airborne Division (indorsed by the Commanding General, Communications Zone) and the Commanding General, Oise Intermediate Section, commending the Oise Section Service Forces, and the Transportation Corps especially, for their part in the successful airborne crossing of the Rhine.

Fire at POL Dump, Hourmelon

On 14 February 1945, at 1000 hours, a fire broke out in the decanting area of POL dump Q-353, Hourmelon-le-Petit. A survey was made by the Section Transportation Office to determine the extent of the damage. Tank cars and jerricans exploded and burned fiercely and approximately 200 yards of track were destroyed. The yard capacity was reduced to 61 cars as a result of the fire; however, main line traffic was resumed at approximately 1430 hours, 14 February 1945 as the tracks of the main line were not damaged.

RTO Telephone Code

On 15 March 1945, a new telephone code approved by G-2 was put into use by the Section Transportation Office and installation personnel, and was made available to the Oise Section Provost Marshal. This enabled the Provost Marshal to transmit to MP Bn Headquarters and their detachments, information pertaining to road convoy movements and traffic control for relay to STO installations. The Oise Section RTO's were therefore able to use this code when contacting the MP's in their area, and in telephone conversations between the Section Transportation Office and Traffic Control, Provost Marshal.

RTO Florenville

An unusual mission showing the adaptability of RTO installations, was assigned to two officers and eight enlisted men of the 14th Traffic Regulating Group, Oise Section during this period.

The tremendous program for removal of coal from the Belgium mines during the winter covering both military and civilian needs was jeopardized by the lack of sufficient mine props (pit wood) with which to shore the excavations. There was plenty of wood in the Ardennes but it was not arriving in sufficient quantities at the mines. Higher headquarters, recognizing the seriousness of the situation, arranged that lorries operated by companies of the British Army would truck the mine props from the various woods to the nearest railroad station and the labor furnished by the timber merchants would be used to load the lorries in the forest and ride to the station to transfer the load from trucks to wagons. In conjunction with the Brussels OCOT and CRE 176 CRE work the program for the allotment of lorries and delivery of mine props from the many sub-sections of Belgium timberland was set up to transport the wood to the nearest loading point.

The RTO group was assigned the mission of establishing a system for documenting, recording, and reporting these shipments from an area covering approximately 175 kilometres (110 miles), in which about thirty loading point were assigned. These stations were located on two parallel main lines laying in most places about twenty-miles apart. With the limited experienced RTO personnel, augmented by Belgium civilian interpreters and one ¼-ton truck as the sole means of communication, the shipments were expedited. Civilian waybills were issued but, to insure the speed of military traffic, Army freight warrants and wagon labels were applied to each car.

It was the problem of the RTO to maintain daily contact with each station master, as well as to keep in touch frequently with the British Army personnel and sub-inspectors of forests in order to arrange quickly for empty wagons at the rapidly shifting loading points and at the same time to avoid having an excess of equipment at any point. At times, parts of the territory covered

by this special RTO group lay within the area of Advance Section, Channel Base. Section and Oise Intermediate Section and operated without interfering with the functions of the RTO installations it overlapped.

In two months of operation the weather conditions permitted working a total of 52 days, excluding Sundays. Excepting on five days, the daily number of wagons shipped, varied between 40 and 87, with an average of 59, and the daily tonnage varied between 523 and 1,199 tons, with a daily average of 740 tons.

724th Railway Operating Battalion

With the advance of the Armies to and beyond the Rhine, most of the railway operating battalions moved in that direction. The 724th Railway Operating Battalion remained in the Oise Section. The Communications Zone railway lines were operated principally by the French under U.S. Army supervision, and the 724th was engaged chiefly in a supervisory capacity. It was the battalion's responsibility to move over its assigned territory all military traffic as expeditiously as possible.

Operating in conjunction with the French, many obstacles were encountered which were rather difficult to overcome. Probably the principal one of these was the difference in languages. Also, the French railway authorities were inclined to think in terms of peacetime railroad operation, whereas the battalion's personnel as Army railroaders were concerned with but one object: to get the needed supplies and equipment to the men at the front. Probably the most significant result obtained from experiences in the first quarter of 1945 was to gain a better understanding between the U.S. Army Military Railway Service and the French civilian railroad officials and workmen. To reach such an understanding required much patience, but without the cooperation of the two groups, not nearly so much could have been accomplished. A 200-mile stretch of territory for which the battalion was responsible brought added problems to all sections of the organization. For example, the Mess Section of Headquarters Company had to make 18 ration breakdowns daily during the latter part of March.

Because of the establishment of supply depots and the building-up of stocks, the Supply Section's problems were not so complex: But the volume of work increased because of the need for replacements of individual clothing and equipment. It was found that the average life of work clothes in a unit of this type was from four to six months.

The Train Movement Section found a definite increase in total tonnage moving over the line during this quarter. This increase was accomplished largely by increading the tonnage per train. The running time for freight and troops remained approximately the same. In January there was a sharp rise in accidents and derailments due principally to inclement weather which filled switches and crossovers with snow and ice and thereby created many hazards for the battalion. This condition necessitated increased vigilance on the part of the dispatchers and operators in order to keep trains moving. With the improvement of weather conditions in February and March the accident rate dropped markedly.

In the last week of December the Germans bombed the railroad yards at Soissons and hit some ammunition cars. The Track Platoon's major efforts during the first half of January were the clearing of the resultant wreckage. When

the weather broke during February, extensive inspections and surveys of the line were made in order to set up work programs. During the latter half of February and March these work programs were carried out and resulted in a decided improvement of riding conditions by the end of March.

The expansion of the territory assigned to the battalion was accompanied by an extension of communications facilities. A policy of stationing small maintainer groups throughout the operating territory as permanent trouble shooters was established by the Signal Platoon.

The effects of winter weather and spring thaws on the bridges of the territory were minor. Two construction projects by French contractors were begun in March, one on the Seine River Canal bridge at Maisons-Laffitte and the other at Nezel Aulnay. Both were well under way by the end of the quarter The most pressing difficulty was the procuring of cement to complete the projects. Plans and specifications were made available to, and checked by, U.S. Military Railway Engineers.

The primary mission of Company "B" of the battalion was the maintenance and repair of locomotives and cars. The following tables show the major work accomplished by this section of the battalion during the quarter:

Month	Locomotives Handled	Locomotives Dispatched
January	303	307
February	396	388
March	631	627

	Car Loads Transferred or Re-Blocked	Cars Repaired
January	27	26
February	40	49
March	71	70

There was steady improvement in railway operations during the quarter. There were less accidents, less breakdowns, less delays as the year progressed all of which meant shorter running time between points and a large number of loads moved. The increased understanding between the French and Americans played no small part in the increased efficiency of operations. Every accident breakdown, delay, and each case of misunderstanding between French and U.S. Army personnel had to be investigated, the cause or reason for it determined, and steps had to be taken to prevent its recurrence. Singly, none of these things were serious, but collectively they had constituted a major problem.

O U T L I N E

THE TRANSPORTATION SECTION

ADVANCE SECTION

CHAPTER VI

SECTION VI

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THE TRANSPORTATION SECTION

ADVANCE SECTION

CHAPTER VI

SECTION VI

Overall Operations

Early January -- Effect of German Advance

The limited disruption of the extensive supply transport operations of the Transportation Section which was occasioned by the German break-through was of short and temporary duration. By 1 January, hardly two weeks after the initial German attack of 16 December, transportation operations in the Advance Section had been almost completely reestablished--with the sole exception of the "Bulge" area in which only a few rail lines and RTO offices were located. The German break-through, occurring as it did in the scarcely populated and hilly Ardennes section of Belgium and stopping short of the Meuse River, resulted in a minimum of destruction to the Advance Section's depots, supply areas, and main supply lines.

The sudden German advance did result in the loss of several, but relatively minor Army dumps, supply points and railheads. However, these losses were not serious and necessary replacement supplies were immediately forwarded from Advance Section maintenance areas at Liege and Verdun. The disruption of signal communications between the northern and southern districts of the Advance Section severely handicapped the normal inter-office operations of the various field units of the Transportation Section. However, the initiative and sound judgement exercised by the Transportation units in the field were such that no major interruption of transportation services occurred in the Advance Sectio

Fortunately, the German offensive was stopped east of the Meuse River, far from the large and extensive supply maintenance area in the vicinity of Liege. Losses occurring to transportation rolling stock and equipment were minor. A few rail lines and trains were damaged by bombing and strafing planes and a few truck companies lost equipment. A small number of Transportation Corps personnel actually helped engage the enemy with Army combat troops in the Bulge area. Most of the damage to supplies, transport equipment, and Transportation Corps personnel was from V1 and V2 bombs in the vicinity of Liege.

January -- Heavy Snows and Freezing Weather

Additional transportation difficulties arose in January from the unusual severity of the weather. Eastern France and Belgium experienced the heaviest snowfall in many years and the temperature remained below freezing throughout most of the month. At the time of the German advance into the Ardennes, the barge operations from Antwerp were halted because of the threat to the cities of Namur and Liege and to the Meuse River. Attempts were made to re-establish the barge operations early in January but the freezing of the locks, the high water, and the adverse weather conditions prohibited the extensive resumption of barge transportation operations until late in January.

Rail and motor transport operations were only slightly impeded by January abnormal weather. The main highways generally were kept free of snow by active maintenance crews, and the rails experienced only occasional delays due to frozen switches and snow-filled yards. Late in January a new rail service, known as the "Toot Sweet Special" and referred to later in this section of Charter VI, was inaugurated.

February -- Thaw Restrictions

Motor Transport operations received their greatest set-back early in February. The severe weather of January was followed by a week of rain, which not only cleared the ground of all snow but also flooded the rivers. Due to the high water, particularly along the Meuse River, several sections of the main supply routes were temporarily flooded. This condition required the extensive detouring of highway traffic. The sudden and continued thaw caused the rapid deterioration of many of the Belgium and French primary and secondary highways, particularly in the Oise Intermediate Section area. To insure that a minimum of permanent damage should occur to the vital highway network a rigid system of traffic control was established. Heavy vehicles were barred from the main supply routes which passed through that area most severely affected by the thaw; low speeds were enforced on all highways and highway moves of other than emergency nature were cancelled.

Extensive re-routing of motor transport was required, but by the middle of February road conditions had so improved that the highways could again resume their vital part in the moving of supplies, men, and equipment towards the front. Many highways had been extensively and permanently damaged by the thaw. However, by early February the rails had penetrated sufficiently far forward so that they were carrying the major portion of the essential supplies to the Armies.

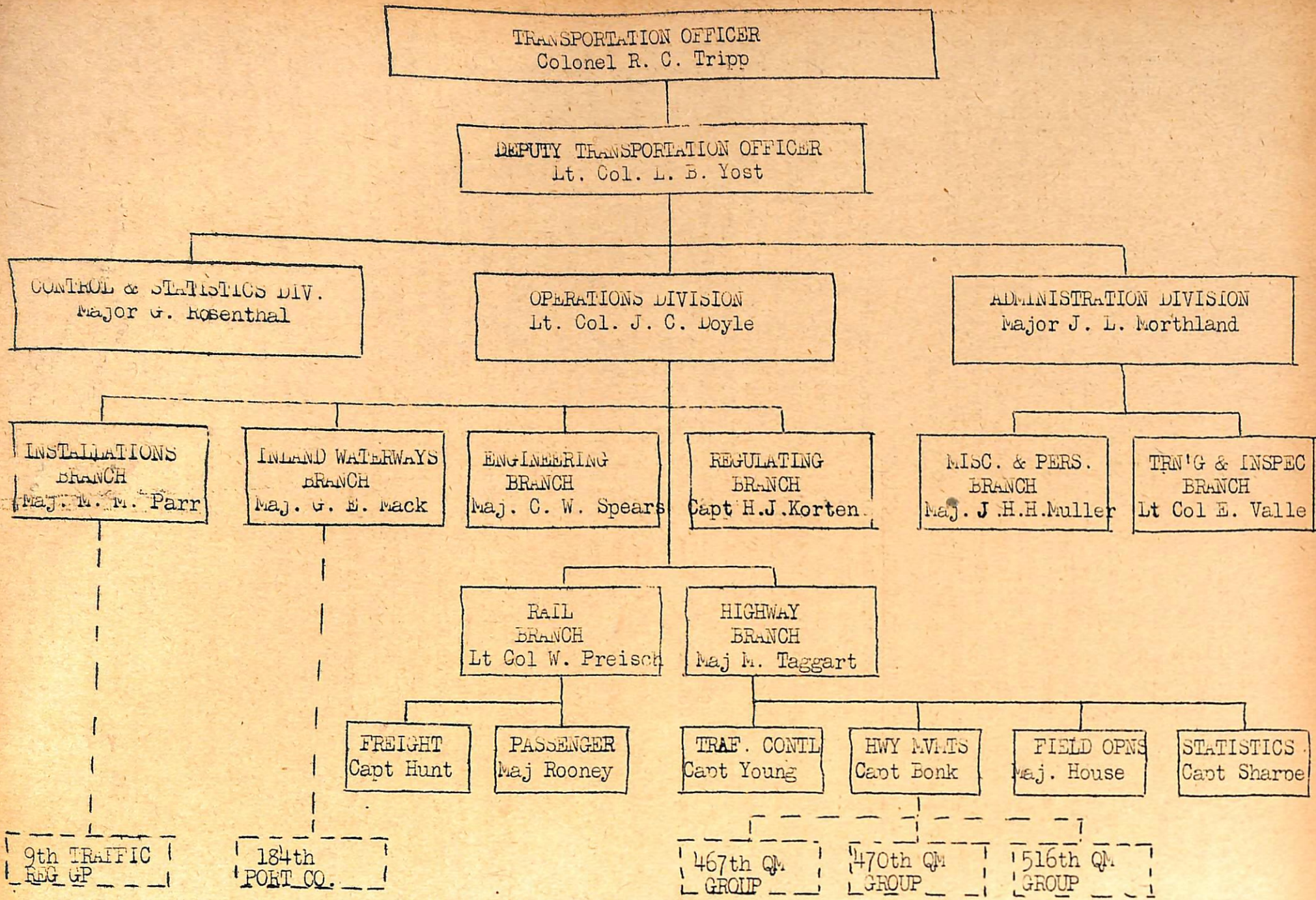
Throughout this period the extensive highway network in the Army areas was teaming with the activity occasioned by the necessary and strategic assembly of supplies, equipment, and men on the west banks of the Roer. On the morning of 23 February the Ninth Army pushed off across the Roer and swept rapidly across the Cologne plain. The First and Third Armies followed suit and by early March the German Armies west of the Rhine had been completely smashed or surrounded.

March -- Truck and Rail Transfer Operations

In early March the Allied Armies were generally along the Rhine. The rail lines in the area from the Roer to the Rhine were not yet in operation, and once again motor transport was called upon to assist in moving supplies forward to the Armies from the railheads back of the Roer. This marked the beginning of the rail-to-truck transfer operations which soon were to play such an important part in assisting the Armies in the accomplishment of their missions.

Since early in November, the staff of the Transportation Section, working under Colonel ROBERT C. TRIPP as Transportation Officer, had developed plans--and repeatedly changed them to meet developments in the tactical situation--for the transporting of supplies forward by truck, in support of the Armies as they crossed the Roer and Rhine into Germany. This gigantic rail-to-truck operation formed the very basis for the successful accomplishment of the "Eclipse" plan. Complete and detailed information on all railheads and a comprehensive knowledge of the forward road net was required and was obtained by Transportation Corps reconnaissance teams. This information was maintained currently and when the Allied offensive started, the Transportation Section was fully equipped to accomplish its mission of supporting the advancing Armies by transporting supplies to their forward supply points.

Following the initial crossing of the Rhine at Remagen on 7 March by the



ORGANIZATION CHART
TRANSPORTATION SECTION - ADVANCE SECTION
As of 9 March 1945

First Army, supplies were carried forward by truck from the railheads to the Armies and then assembled on the west bank of the Rhine. One of the first rail-to-truck transfer operations was begun at Sittard. At that railhead, supplies were transferred to truck and were carried by highway on to Munchen-Gladback and finally, on the 24 March, the Armies crossed the Rhine and moved forward rapidly. For several weeks truck companies had been moved forward from the Base Sections and had been strategically assembled in the forward areas for the all-out effort, which would ensue when the Armies had crossed the Rhine. Two Hishway Transport Divisions, one in the north and one in the south, had been established to control and supervise these truck units. With the Armies across the Rhine, the XYZ Plan immediately went into effect on 24 March. (See also Chapter V, this volume). Supplies flowed forward in an uninterrupted stream and the Armies advanced on to the banks of the Elbe. (Subsequent operations in keeping with the XYZ Plan will be covered in the next quarterly Historical Report on the TC in the ETO).

Organization of Transportation Section

The organization of the Transportation Section Headquarters remained practically intact during the period from 1 January through 31 March 1945. Changes in either personnel or operations were only slight. The Headquarters remained at Namur, Belgium, where it had been located since October 1944. On the opposite page is shown a functional Organization Chart of the Transportatic Section as of 9 March 1945. In Appendix No. 6, Part VI, are two earlier organization charts; one of the latter two charts shows the organization of the Transportation Section in the Advance Section as of 22 November 1944 and the other, as of 12 October 1944.

A comparison of the 9 March 1945 chart with that of 22 November 1944, reveals no material change in the overall functioning of the Transportation Section. The major differences are: (1) the establishment of the additional branch under the Operations Division--Installations Branch, (2) the assignment of two additional QM Groups to the operations of the Highway Movements Section of the Highway Branch--463rd and 516th QM Groups, (3) the assignment of the 184th Port Company to the operations of the Inland Waterways Branch, and (4) the splitting of the Movements Section of the Rail Branch into two operating sections--Freight Section and Passenger Section. Comparison of the 22 November chart with that of 12 October shows that far greater changes occurred to the organization during the fall months: (1) the establishing of two new branches within the Operations Division--Inland Waterways Branch and Regulatin Branch and (2) the transfer of the Installations Branch from the Administratio Division to the Operations Division.

Colonel ROBERT C. TRIPP, who became Transportation Officer on 9 August 1944 continued to guide the diversified transportation activities of the Transportation Section during the first quarter. Throughout this period Lt. Colonel LIGHT B. YOST continued to serve as Colonel TRIPP's assistant and as Deputy Transportation Officer. As shown on the Organization Chart, the Section was composed of three Divisions: Administration, Operations and Control, and Statistics. The only change in personnel on this level occurred in February with Lt. Colonel JOHN McKEAGUE's transfer to the Operations Division as Lt. Colonel JOHN C. DOYLE's assistant. Captain G. ROSENTHAL then took over Lt. Colonel McKEAGUE's duties in the Control and Statistics Division.

During the first quarter of 1945 the strength of the Transportation Section Headquarters did not vary from the T/O allowance of 40 Officers and 91 enlisted men which was established on 27 September 1944. However, the operating

strength of the Section continued to exceed greatly the T/O allotment due to the use of many officers and enlisted men who were on Detached Service with the Transportation Section from their parent organizations. The total personnel assigned or attached to the Transportation Headquarters as of 1 January 1945 consisted of 57 officers and 196 enlisted men, and as of 1 April, 58 officers and 185 enlisted men. Approximately two-fifths of these officers and one-half of the enlisted men were on Detached Service with the Transportation Section.

Seventeen enlisted men assigned or on Detached Service with the Transportation Section Headquarters left for Infantry training during the three months period covered by this report. These men were replaced by others from the Replacement Depots. During the same period, ten officers on duty with the Transportation Section Headquarters were transferred and eleven new officers were acquired. Colonel LOREN A. AYERS, who was detailed for duty with the Transportation Section as of 12 December 1944, was reassigned to CONAD as Transportation Officer on 12 March 1945. The major gain in officer personnel was made by Lt. Colonel EUGENE H. VALLE's Training and Inspection Branch. In Appendix No.6, Part VI, will be found a roster of the officers assigned or on detached duty with the Transportation Section Headquarters as of 26 January 1945.

Throughout this period many additional Transportation Corps units were assigned to the Transportation Section for transportation duties with the Advance Section. On 26 November 1944 there were 39 units assigned to the Transportation Section. However, by 1 January this number had been increased to 69 units with a total personnel of 13,694 and by 1 April 1945 the number reached 122 units and 21,875 personnel. Over one-half of these units were QM Truck Companies (TC) while the others consisted of QM Battalions (TC), QM Groups (TC), Highway Transport Divisions, Railway Operating Battalions, Railway Shop Battalions, Railway Grand Divisions, Traffic Regulation Groups, Traffic Regulation Battalions, Base Depot Companies, Port Companies, and Hospital Train Maintenance Platoons.

A Station List of the units assigned to the Transportation Section as of 26 March 1945 is given in Appendix No.6, Part VI. Appearing below is a list of the types of units and personnel assigned to the Transportation Section as of specific dates throughout the First Quarter of 1945.

TYPES OF UNITS	31 Dec.1944		28 Jan. 1945		25 Feb. 1945		26 Mar. 1945		2 April 1945	
	Units	Pers.	Units	Pers.	Units	Pers.	Units	Pers.	Units	Pers.
Q.M. Truck Cos.	40	6078	38	5686	50	6798	59	9076	74	9826
Q.M. Battalions	6	165	6	166	8	320	11	299	14	353
Q.M. Groups	2	64	2	63	2	61	3	99	4	125
Highway Transport Divs.	-	-	-	-	-	-	2	147	2	147
Railway Operating Bns.	6	4964	8	6715	8	6769	9	7467	10	8280
Railway Shop Bns	2	271	2	668	2	1347	2	1369	2	1345
Railway Grand Divs.	3	251	3	248	2	159	2	161	2	161
Traf. Regulation Gps.	1	391	1	371	1	371	1	371	1	371
Dets. Traf.Reg.Gps.	4	297	5	367	5	354	3	87	3	87
Traf. Regulation Bns.	-	-	-	-	-	-	-	-	2*	542
Base Dept Cos.	1	121	1	121	1	105	1	109	1	105
Port Companies	1	14	1	218	1	197	2	438	2	438
Hosp.Train Maint.Pl.	3	72	3	90	4	88	5	100	5	99
Harbor Craft Companies	-	-	-	-	-	-	2*	542	-	-
TOTAL	69	13694	70	14713	84	16469	102	20265	122	21879

* Harbor Craft Companies disbanded and formed into 2 Traffic Regulation Battalions on 2 April 1945.

Branch Activities -- Operations Division

Highway Branch

During the first quarter of 1945, the Highway Branch of the Operations Division was increasingly active, performing its two main functions of: (1) supporting the advance of the Armies by supplying truck transportation, and (2) expediting all motor transport moves through the area controlled by the Advance Section. As shown on the Organization Chart for this period, the Branch was composed of four sections. Highway Movements, Field Operations, and Statistics handled the truck transportation duties of the Highway Branch, while the Traffic Control Section issued convoy clearances, routed motor traffic, and performed other miscellaneous traffic engineering tasks. The activities of each of these Sections are covered in detail in subsequent paragraphs.

The Highway Movements Section was responsible for the daily commitment of the motor trucks assigned to the Advance Section. As of 1 January 1945 there were two QM Groups consisting of a total of 40 truck companies assigned to the Advance Section. The 470th QM Group was located at Liege and consisted of three QM Battalions with a total of 23 companies with 2½-ton truck equipment. The 467th QM Group was located at Verdun and consisted of three QM Battalions with a total of 17 companies; 9 companies were equipped with 10-ton semi-trailer trucks and 8 companies, with 2½-ton trucks.

These two QM Group headquarters had been strategically placed at Liege and Verdun with their truck companies bivouaced in the immediate vicinity so as to be close to the two large maintenance areas located in the Advance Section. The largest demands for the usage of this motor transport equipment came from the QM, Ordnance, and Engineer Depots located at Liege and Verdun. Although the local allocation of motor transport equipment at Liefe and Verdun was the responsibility of the DMTO, if a decision on the matter of the priority was necessary due to insufficient transportation to meet a specific request, the request was immediately transmitted to the Highway Movements Section. In addition, twice daily at 0900 and 1800 hours the DMTO's submitted by telephone, availability reports of the trucks yet uncommitted and also a status report on those committed. Additional transportation requests coming directly to the Highway Movements Section were either assigned to one of the DMTO's or to one of the five 2½-ton truck companies of the 157th Battalion (470th Group) which had been retained at Namur to handle local transportation requests and to perform the housekeeping functions of the Advance Section Headquarters.

The demands made upon the Transportation Section for Motor Transportation varied widely from day to day. Occasionally, it was necessary to shift the location of truck companies from one area to another in order to balance the demand load at the DMTO Offices or at Namur. Early in January there was a truck shortage in Liege, partly due to the fact that a large amount of equipment was deadlined in maintenance shops awaiting the arrival of replacement parts. On 8 January the release of 81 trucks on Form 221 temporarily helped to relieve the truck shortage in the Liege district. Often, load arrangements were made by G-4 of the Advance Section for the temporary duty of several truck companies with outside organizations, such as, with one of the three Armies of the 12th Army Group. Frequently, acute truck shortages occurred in Advance Section area before the return of this equipment. Frequently, also

the trucks were not returned on the specified dates and complications arose in trying to fulfill previously made commitments.

Throughout January the number of truck companies assigned to Advance Section remained fairly constant. As of 29 January the 38 companies then assigned were located as follows:

Type	Namur	Liege	Verdun	GFRS	SOLOC	Total
2½-ton Cos.	2	13	7	3	0	25
10-ton Semi-trailer Cos.	3	2	6	0	2	13

By the middle of February the demands for trucks made by the QM, Ordnance, and Engineer Depots in Liege had become so great that it was necessary to turn down many requests for transportation. Several truck companies had been semi-permanently assigned to other organizations by G-4. Repeated requests were made to Com Z for the assignment of additional truck companies to Advance Section. On 12 February it was learned that several 10-ton Diesel truck companies were enroute from the Persian Gulf Command and would be driven up from Marseilles and assigned to Advance Section upon arrival. These Diesel truck companies did not arrive until March. As of 25 February there were 36 truck companies assigned for duty with Advance Section, 22 companies of 2½-ton trucks and 14 companies of 10-ton capacity. An additional 14 companies had been assigned to Advance Section but were then detailed for supply operations with the 12th Army Group.

On 5 March the first two 10-ton Diesel truck companies arrived at Liege. Soon thereafter 12 additional Diesel companies arrived. These 14 10-ton Diesel QM Truck Companies formed three QM Battalions under the 516th QM Group. Early in March the Advance Section also acquired 17 10-ton semi-trailer QM Truck Companies from the ABC Antwerp-to-Liege run. These formed the 513th QM Group. Practically all of this newly acquired motor transport equipment was detailed with the Armies to assist them in bringing up supplies from their railheads to new positions along the west bank of the Rhine. Due to the heavy demands made by the Armies for truck equipment, there was an acute shortage of trucks in the Liege and Verdun districts. This affected the normal inter-depot truck operations and an urgent request was made to OCOT for seven additional 2½-ton companies.

On 11 March, six 10-ton semi-trailer companies were detailed to the railhead at Sittard, Holland, to engage in vital train-to-truck transfer operations. In order to support the Ninth Army which was then pressing the Germans back across the Rhine, three train loads of Class I supplies were daily shipped to Sittard and there directly loaded on 10-ton semi-trailer trucks for the overland haul to Munchen-Gladbach, Germany. This operation continued for several days until the rehabilitation of the rail lines had been carried forward to Munchen-Gladbach and Krefeld. This overland transfer operation was a prelude to the huge motor transport operations which were to ensue late in March and far into April to support the armies as they pushed on beyond the Rhine. To provide equipment for the XYZ Plan of Operations, late in March many additional truck companies were acquired. These units rolled into the Advance Section from the Base Sections and were assigned to one or the other of the two Highway Transport Divisions whose headquarters were at Blenheim and Rheinbach. On 24 March the X phase of the XYZ Plan, which called for the movement by truck of 5,000 tons per day with a two-day turn-around, was placed in operation.

The Field Operations Section, which was activated during October 1944 to supervise and assist with the field operations of the QM Truck Battalions and Companies, continued their surveys of Field Operations throughout this period. Detailed studies of motor transport operations at the depots were made. Surveys were also made of the efficiency of general operations and recommendation were submitted upon the basis of the findings. Due to the limited personnel assigned to this work a complete coverage of the operations of all truck companies was impossible. As far as possible standardized procedures were adopted and the benefit of individual company's experiences were passed on to the other companies.

In the Maintenance and Equipment unit of the Field Operations Section, throughout January, frequent meetings were held with battalion officers and motor officers discussing maintenance problems. During January a large number of trucks were tied up in Ordnance shops awaiting the arrival of replacement parts. All possible measures were taken to remedy this situation and return the equipment to active duty. As a competitive incentive to higher overall operations early in February an Honor Roll system was inaugurated among the truck companies. To be placed on the Honor Roll it was necessary for a truck company to have 40 or more out of its 48 trucks available daily for the entire week. The effects of this program were immediate. During the first week only five companies made the Honor Roll, but for the week ending 26 February, 19 companies had attained the goal. General truck operations greatly improved in the Liege area and 50 percent more tonnage was moved daily than was moved in January. The truck availability for each truck company continued to increase steadily and by early March over three-quarters of the truck companies were appearing weekly on the Honor Roll. The average daily availability for all truck companies exceeded 39.5 trucks for the second and third weeks of March.

The Statistics Section of the Highway Branch continued to compile and analyze the daily operations reports of each truck company. Commencing on 6 January the Statistics Section published a "Daily Transportation Statement" containing a consolidation of the daily information submitted by the QM Group Headquarters on the tonnages hauled for each Service broken down by the class of supply. The "Daily Transportation Statement" was then submitted to the Transportation Officer, the Chief of Operations Division, the two District Transportation Officers and to the QM Groups and QM Battalions headquarters. This permitted a direct comparison of the performance of each Group and Battalion and assisted in stimulating higher operating efficiency.

The basis for much of the statistical work was the M.T. Daily Operations Report, a form prepared by the Motor Transport Service Division of OCOT. When properly accomplished, this report provided complete and pertinent information on each hauling task performed by a group of one or more trucks assigned to a particular job. Late in January it became increasingly evident that difficulty was being experienced in the correct preparation of this form. As steps to remedy the situation, detailed and specific instructions on exactly how the form should be made out were sent to each Group and Battalion. A decided improvement was immediately noted and as a further aid, detailed instructions were printed on the back of each sheet.

As a measure of the work accomplished by the motor transport equipment assigned to the Advance Section the following statistics are submitted for the month of March:

Total Truck Miles	3,386,750
Total Tons Hauled	663,670
Total Ton-Miles	9,402,106

The Traffic Control Section of the Highway Branch was one of the most continuously busy sections of the whole Operations Division. Initially established to route and coordinate convoy and motor transport movements over the highways falling within the area controlled by the Advance Section, this section frequently acquired other additional and diversified traffic control duties. To assist in charge of this work since the early days at Carentan, an officer was procured from G-4, Transportation Section, Headquarters of the Third Army and was assigned to the Highway Branch.

The six-week period from 15 December to 1 February was the heaviest on record for the movement and clearance of convoys through Advance Section area. During that period convoys consisting of a total of 77,464 vehicles were cleared by the Traffic Control Section. The German breakthrough on 16 December necessitated the immediate shifting of the locations of several Infantry, Armored, and Airborne Divisions. Working in close coordination with the Traffic Headquarters of the First, Third, and Seventh Armies these moves were completed with a minimum of delay. At the time of the German threat, numerous divisions of the British 30th Corps were rushed South from the Tirlemont-Hasselt area to positions along the west bank of the Meuse River between Huy and Sedan to back up the U.S. troops, then battling the German spearheads which had thrust forward to Marsh and Ciney.

During that time practically all of the highways in the Army areas were reserved for tactical moves. It was necessary, therefore, to use the main north-south highways in Advance Section for the movements of the Army divisions from one sector to another. Additional large moves resulted from units moving forward over the west-east highways from the Base Sections. Although the main highways were called upon to carry an exceptionally heavy volume of traffic, few cases of actual traffic congestion occurred due to the careful coordination of all major moves. Nearly every type of major unit was transported over the highways, including Tank Destroyers, AAA units, Combat Engineers, Field Artillery, and Combat Groups. Some of the larger units moved at that time were: British 30th Corps, and the 17th, 82nd, and 101st U.S. Airborne Divisions; the 21st, 28th, 74th, 87th, 94th and 96th U.S. Infantry Divisions; and the 8th, 9th and 11th U.S. Armored Divisions.

By late January the German Bulge had been completely dissolved and the front was again back at the Belgium-Luxembourg-German border. However, there was little respite in the activities of the Traffic Control Section. Again a reshuffling of the divisions was in progress between the Armies in the north and those in the south, and additional Divisions were being assigned to the Ninth Army in preparation for the offensive which was to carry it over the Roer on 23 February. To facilitate in the movement of these large units from north to south and vice versa, an officer was temporarily stationed at 12th Army Group Headquarters at Verdun.

During the latter part of January, the Traffic Control Section established four separate TCP's to assist in coordinating the numerous heavy movements into Advance Section from the Base Sections and from the Red-Horse Staging Area. These TCP offices were located at Tongrinne, Namur, Rosee, and Regret, along the main west-east highways. At these posts all supply, equipment and personnel convoys headed for an Army area were stopped and given final des-

tination instructions. Nearby bivouac areas were available for those units which the Armies were not yet ready to receive. Rations and gasoline were available from nearby depots, or, if desired, were delivered to the units at the bivouac areas. The Traffic Control Section was in constant telephone communication with all Base Section and Army Traffic Headquarters. Pertinent information on all moves was immediately telephoned to the TCP affected, and information on the arrival of any non-scheduled units at the TCP's was relayed back to the Traffic Control Section. In this way a close control was maintained on all highway movements throughout the Advance Section area. At a later date, as our Armies moved eastward, the TCP's were moved forward to Maastricht, Liege, and Longuyon.

During the "peak week" of highway movements through Advance Section area, the Traffic Control Section handled convoy movements totaling over 19,000 vehicles. From 1 January to 1 April 1945 the section cleared convoy movements averaging over 1,100 vehicles per day. Frequently the Traffic Control Section was called upon to assist in advance planning work and in the designation of the highway network to be used for various contingencies. Detailed plans were developed for the control and movement of traffic, the use of check points, and the highways to be used for supply purposes when the Armies made a major break-through.

Engineering Branch

The steady retreat of the Germans in the Bulge area required that new and immediate surveys be made of the rail yards and facilities in that area to determine if they could again be put in operation. This reconnaissance was performed by teams from the Engineering Branch, as part of their regular duties of providing and maintaining current information on all rail yards, rail lines and rail facilities in forward areas. Since early October the Engineering Branch had maintained a rail digest entitled "Alphbetic List of Stations with Line Numbers", in which was assembled complete information on all of the rail facilities which had been surveyed by the reconnaissance teams.

This rail digest contained factual information on storage-track, team-track and marshalling capacities, as well as other pertinent information. Information on the open and closed storage space available in the immediate vicinity of the rail stations was also obtained by the field teams. In order to maintain this information currently and to make new surveys as the Armies advanced, required reconnaissance teams to be in the field almost constantly. During the three month period from 1 January to 1 April, over 450 surveys were made of rail yards; approximately 125 were made in January, 185 in February, and 160 in March.

Immediately following the Armies' advances, these teams made surveys prior to the rehabilitation of the railheads. This information was of invaluabl aid to the various Services as a basis for decisions as the use which would be made of each rail facility as soon as it had been repaired. In addition, this information was requested by and distributed to G-4 of Advance Section and OCOT. Frequently, it was requested by the Armies and by the Regulating Stations. Much of this work was necessarily performed close to the front lines and under hazardous conditions. The reconnaissance team which made a survey of the Coblenz railhead was pinned down for four hours by enemy artillery fire from across the Rhine.

Reconnaissances made by the Engineering Branch were not limited to rail surveys. Frequently field surveys were made for the location of depot areas. Upon the request of G-4, the Branch made a detailed study in the Bad Kreusnack-Mainz area for the establishment of a maintenance area for the Third Army. The Branch made frequent surveys of highways and roadnets in the forward areas. In this connection, during this period surveys were made of the Bulge area and also of all main highways in Germany west of the Rhine.

The office staff and drafting personnel of the Branch were occupied in maintaining maps of current highway and rail conditions and in preparing various maps and charts as required by the other branches of the Transportation Section. Every ten days the Branch issued a map showing all rail lines and railheads in operation by Advance Section, the Ninth Air Force, and by the three Armies. Many maps were prepared and revised for use in developing the Transportation portion of the "Eclipse" plan. These maps showed the highway network, the rail lines, the railheads and the transfer points that were recommended for use in the forward movement of supplies in accordance with the "Eclipse" plan. A detailed map was also prepared showing all supply points and depots in the area west of the Rhine, for the use of the Fifteenth Army in selecting suitable POW enclosure sites.

The sign shop and sign crew, working under the direct supervision of the Engineering Branch, manufactured and erected a large number of signs during this period. In addition to their routine work, they made and erected signs for bivouac areas and RTO and TCP locations. They also set up special highway route markers for truck transfer operations and resigned a large portion of the ABC Truck Route.

Inland Waterways Branch

The operations of the Inland Waterways Branch became extensive by early February. At the time of the German Advance in the Ardennes, barge operations were halted because of the threat to Namur, Liege, and the Meuse River. Following this delay, adverse weather conditions of mid-January resulted in the freezing of locks and critical high water stages. Barge traffic was prevented from flowing from Antwerp to Liege via Charleroi due to ice. On the Albert Canal, Antwerp to Liege, ice breakers allowed only limited traffic. (See also Chapter II, Section VIII, under Inland Waterways Division, OCOT).

Due to these conditions, barges had been held up at various locations, loaded almost entirely with Engineer II and IV supplies. There were 13,165 tons of Class II and IV supplies enroute to E-514 at Liege. On 12 January 1945 movement of barges was resumed to provide E-514 with 3 barges per day. From 12 January until February, 4,457 tons were dispatched from Antwerp; 1,998 tons were diverted to Depot E-519 at Charleroi; 2,924 tons were discharged at E-514 at Liege; and 12,838 tons were enroute to E-514. For the entire month of January only 40 barges were dispatched from Antwerp and for the same period 5,949 tons were discharged at Liege.

The Meuse River thawed in February, but navigation was still prohibited due to the flood stage. Flood conditions continued throughout most of February on nearly all waterways of France, Belgium, and Holland, with the exception of the Albert Canal.

The 184th Port Company under the direction of the Inland Waterways Branch, Transportation Section, Advance Section, was given the whole responsibility for

discharging barges. Sufficient gear plus 30 mobile cranes were made available for the unloading operation. The unloading program commenced on 1 February at E-514, Liege, and called for the unloading of 2,000 tons per day. The 184th Port Company chartered 4 tugs for use in expediting shifting within Depot E-514.

By 22 February the backlog of barges, which had built up since the opening of the port of Antwerp, was decreased to the extent of having no barges at E-514 at Liege awaiting discharge, and with only 7,303 tons enroute to the depot. The total discharged at E-514 for the month of February amounted to 23,253 tons. This tonnage was not capacity and was held to this figure by: (1) inability of E-514 to accept quantities of similar items and (2) inability of the port to maintain regulated shipments.

The first barges arrived at Liege via the Charleroi Canal, Sambre and Meuse Rivers during the first week of March 1945. These barges, together with those arriving from Antwerp via the Albert Canal, provided a sufficient number of barges and tonnage so that an increase in unloading was obtained. The large docks of the Albert Canal were opened to navigation 13 March 1945. This made it possible to navigate 2000 ton barges from Antwerp to Liege. The first barges to pass through carried QM Class I supplies, which arrived at Liege on 15 March.

The month of March was the largest month for tonnage discharged. March was also the last month that this area was controlled by Advance Section. Tonnage handled during March amounted to 54,000 tons. This was broken down into Eng. Class II and IV, QM Class I and III, and Misc. The tonnage by Class is as follows:

Engr.	Class II and IV	35,832
QM	Class I	8,989
QM	Class III	1,759
Misc.		7,378

On 31 March 1945 the activities of the Inland Waterways Branch, Advance Section, were turned over to representatives of Channel Base Section. Channel Base was to provide a Port Company to replace the 184th Port Company since this company was scheduled to move to the Rhine River to perform new duties.

The initial surveys of the Rhine River were made as soon as hostile action ceased in the various areas along the Rhine. Surveys were made to record navigational obstructions, and an inventory was made of the craft afloat.

Rail Branch

During the first two weeks of January 1945 steps were taken to improve and correct a number of the problems of supply and damages to supply lines caused by enemy action of the previous month and of early January. During the period of the German offensive, air activity had increased, especially at night. For the first time, Advance Section rail lines and trains enroute were subjected to strafing. Trains were set on fire, and casualties were suffered. Belgian crews deserted their trains and the bridge over the Meuse River at Namur was put out of operation. Some RTO teams joined the Army troops in their vicinity to engage the enemy; truck companies lost equipment and the railways lost locomotives and cars.

During the month of February the Armies began to move rapidly from their positions along the Belgian and German borders, penetrating deep into the Rhineland. Advances such as were achieved by the Third Army in surging from the Moselle River to the Rhine River in less than three days resulted in a temporary lag in rail support. It became the responsibility of the Rail Branch to assist in formulating plans for the restoration of this support at the earliest possible date. The need for action and planning along these lines was pressing. The long truck hauls from depots in the vicinity of the Belgian and German border were overextending the truck facilities available. It was apparent that unless rail reduced the tonnage commitments and hauling distances for Advance Section and Army trucks, the advance of the Armies would be seriously impeded.

Immediate steps were taken to rehabilitate the heavily damaged rail lines leading to the front. In this connection, the Rail Branch was constantly called upon to review rail reconnaissance, choose terminal facilities, develop line and bridge capacities, and recommend rehabilitation and priorities therefor. Close coordination with the Military Railway Service and the Regulating Stations was maintained. The task was made difficult through the paucity of accurate, up-to-the-minute ground reconnaissance and intelligence data on the German railways. The many years of railroading to the credit of the executives of this Branch were invaluable at this stage.

Further steps were taken by the Rail Branch to coordinate rail and truck traffic, through the establishment of transfer points. The problem of reducing the length of truck hauls to the Armies was to a great extent solved by the operation of rail and truck transfer points. Careful reconnaissance in cooperation with Advance Section Engineers and the Regulating Stations indicated that rail rehabilitation was immediately practicable only as far as points of major destruction. First priority was given to reconstruction of these lines and their terminal facilities, since truck hauls would thereby be reduced by the length of the rebuilt airlines. For the purpose of planning and developing this operation, work in the field and related reconnaissance activity close to the front was necessary.

The Rail Branch was divided into two operating sections, the Passenger Section and the Freight Section.

The Passenger Section of the Rail Branch was occupied with many problems during this period. Due to the "Battle of the Bulge" the Passenger Section was confronted with the problem of moving reinforcements and units up to the front during the first three weeks of January. It was necessary for this section to keep in constant contact with the Reinforcement Depots, namely, the 3rd at Verviers, the 11th at Givet and the 18th at Tongres, and with the combat forces in order to make rail diversions from original destinations to other destinations, where reinforcements were urgently needed.

A total of sixteen troop trains and ten POW trains originated in Advance Section during the week of 22 January. Included in these movements was one divisional move from the 3rd Army to the 7th Army, a movement of a Combat Engineer Group and three battalions from the 9th Army to Le Havre for return to the United States. During the month of January there was an average of 50 troop trains per day originating in Advance Section. During the months of February and March an average of approximately 35 trains originated in Advance Section.

A new high record was reached in the running of hospital trains through Advance Section during the month of January; approximately 350 trains were operated for this period. This increase was primarily due to bad weather conditions which made evacuation by air practically impossible and the huge increase of casualties on the front. The Office of the Chief of Transportation placed a very high priority on hospital trains at that time. The Passenger Section along with the Railway Operating Battalions and the Grand Divisions immediately took measures to expedite the movement of these trains. The number of trains for the month of February dropped to approximately 250.

On 10 January the Passenger Section was called upon to evacuate all patients from the 130th General Hospital at Ciney, which was in the path of the advancing Germans. In order to carry on this operation it was necessary for the RTO at Stenay to obtain bulldozers to clear the station platforms of Ordnance salvage, which consisted chiefly of tank parts being loaded at this poir The evacuation of patients was completed in 24 hours, utilizing 4 passenger trains. The RTO at Namur at the time, acted as pilot for the U.S. Army engine crews since no American crews had operated previously from Namur to Stenay.

During March a number of special trains were dispatched. On 17 March three trains originated in Advance Section to move 2,622 liberated Russians from Liege and Verdun to Marseilles. During the week of 25 March four trains moved a total of 4,000 refugees to Cuperly, Rennes, Toul, and Longuyon, respectively. Late in March two scheduled trains were inaugurated. On the 26 March a tri-weekly leave train commenced the run from Aachen, Germany to Nice, France for the US Riviera Recreational Area. The train was scheduled to leave Aachen at 1536 hours and to arrive at Nice at 0830 hours on the second day after departure. A daily train was put in operation between the 818th Medical Center at Liege and the 11th Reinforcement at Verviers during the last week of March to move between 150 and 200 personnel discharged in the Liege area.

During this period the Freight Section of the Rail Branch experienced hig tonnage figures for all classes of supply and the running of special freight trains commenced.

The inclement weather and extreme cold of the winter months produced a serious coal shortage throughout France and Belgium. The railways of Advance Section helped to alleviate this acute condition and, for the three month period, an average of 12,000 tons of coal per day were shipped. As the mines of Belgium were being put back into operation, the need for mine props became most urgent. Again the railways helped to solve the problem. Over the three months period a daily average of 50 tons of mine props were sent by rail to the mines The Hadir Steel Mills at Differdange, France, received 42,000 tons of coke monthly through rail shipment and towards the latter part of March this lift was increased to 2,000 tons daily. Nearly the entire output of these mills was moved forward and utilized in constructing the much needed bridges for the advancement of the Armies. Rail shipments during this period also included crushed rock of which 100,000 tons were shipped to airstrips and roads in France, Holland, Belgium, and Germany and to depots for use as ballast.

The success of the Transportation Corps with high priority fast freight service in previous stages of the advance led to a fast rail freight service from the rear areas to the front. During the week of 15 January 1945 plans we considered for a railway Red Ball service from Normandy Base Section to Namur and Verdun. A 20-car train of high priority freight was to leave Normandy

daily for Paris. At Paris it was to be made into two 20-car trains by the addition of 20 more cars loaded in Paris. One of these trains would be dispatched to Namur for the northern area of Advance Section and the other, to Verdun for the southern area of Advance Section. Bids for space by the Armies, the Air Force, and the Advance Section were to be received at Headquarters, Communications Zone at Paris daily by 1600 hours for freight to be dispatched from Cherbourg the following day and by 1000 hours for freight to leave Paris that night.

The running time from Normandy to terminals was to be scheduled at 36 hours with arrival time at the terminals set at 0700 hours daily. Unloading was to be accomplished within 6 hours and the train was to be ready to depart on the return trip within 12 hours. The rolling stock was to be used on the Red Ball only and could not be reconsigned at the terminals. The express freight train service was announced to depart on the 15th of January from Paris to Verdun and Namur, to provide expeditious movement of supplies of a high priority nature only. Due to insuffieient offerings of tonnage, the rail Red Ball Express was postponed until 20 January when it was announced that the special train would be inaugurated by the actual operation of trains to Verdun and Namur. Civilians were hired at both terminal points with the objective in view of making the rail-truck transfer a civilian operation to the highest possible degree.

Toward the end of the month of January a prize contest was held by the Chief of Transportation, and the Commanding General, Military Railway Service for the renaming of these express trains and the name "TOOT SWEET EXPRESS" was chosen. On the 1st of February 1945, the northern terminal of the "Toot Sweet" was changed from Namur to Liege; this change made the arrival time at Liege 1000 hours daily.

During the first week of February numerous trains were cancelled for the lack of bids. Thereafter bids were accepted for filler cargo of depot supplies, and that type of cargo constituted the bulk shipped. These supplies consisted of RAC kits, doughnut flour, PX matches, and Chaplain supplies. However, these supplies filled out the consist for only a short period since the shipment of high priority Army supplies increased immediately.

From 12 to 18 February the "Toot Sweet Express" moved 3099 tons on 240 cars; 1555 tons on 124 cars went to Verdun and 1544 tons on 116 cars went to Liege. The average tonnage to Verdun was 222 tons per train with an average of 17.75 cars per train and the average tonnage to Liege was 221 tons with an average of 16.50 cars per train. The division of tonnage by Service for the period was as follows: QM 79 percent, Engineer 5 percent, Mail 3 percent; 3 percent of the tonnage was divided among Signal, Medical and Special Services.

On 3 March 1945 another special train was instituted by Advance Section, later called the "MEAT BALL EXPRESS". This train hauled all types of perishables, chiefly meat, to the First and Ninth Armies. The train originated in Namur, and was dispatched one day to the 1st Army and the next day to the 9th Army, averaging between 150 and 200 tons daily.

Regulating Branch

The Regulating Branch of the Operations Division continued throughout January, February, and March to assist in regulating the flow of supplies and personnel into and through the Advance Section's area. This was accomplished by the Branch serving as a central clearing house for all Traffic Dispatch

Advice information on movements by rail, inland waterways, and highway from point of origin to ultimate destination. Upon receipt, the information was immediately relayed to the RTO's and the Army Regulating Stations affected. In this way 24 to 48 hours advance notice was maintained on the arrival of all shipments.

By maintaining constant contact with the 42nd, 25th, and 24th Regulating Stations, which served the Ninth, First and Third Armies, respectively, and by keeping them advised of all movements into their areas, the Regulating Branch materially assisted the Armies during this critical period.

The Regulating Branch maintained current records of all rail movements. These were compiled and consolidated in two main operations reports, "Car Departure Report" and "Depot Carloading and Unloading Report", which were of valuable assistance to the various Staff, Services and field operating agencies in planning their future operations.

Consolidated "Car Departure Reports" for January, February, and March provided the following information on rail movements enroute:

	January		February		March	
DESTINATION	Cars	Tons	Cars	Tons	Cars	Tons
ASCZ - QM	11,435	168,186	16,332	242,333	18,102	256,735
ASCZ - ORD	6,602	98,237	6,115	92,928	7,030	108,651
ASCZ - Misc	6,048	63,969	6,939	79,189	9,818	116,237
9th A.F.	1,368	20,275	2,178	27,965	4,825	71,183
First Army	7,189	103,262	8,603	121,772	11,129	155,139
Third Army	11,527	169,842	10,733	154,940	14,136	194,458
Ninth Army	5,038	63,462	8,689	110,509	9,597	122,916
TOTAL	49,207	687,233	59,589	829,636	74,637	1,025,319

Notable is the steady rise in tonnage enroute throughout the period. The total tonnage hauled into or through the Advance Section by the Transportation Corps was 687,233 tons in January, 829,636 tons in February, and 1,025,319 tons in March.

Consolidated "Daily Depot Car loading and unloading Reports" for January indicated a 65 percent increase in such activities over those during December. A breakdown of January's figures for the northern area are as follows:

Destination	Cars Loaded	Cars Forwarded	Cars Received	Cars Unloaded	Cars Reconsigned
ASCZ	17,832	24,542	28,961	24,443	7,260
9th A.F.	561	1,327	4,492	2,512	941
First Army	3,908	5,160	14,424	13,500	1,263

Destination	Cars Loaded	Cars Forwarded	Cars Received	Cars Unloaded	Cars Reconsigned
Third Army	109	8,187	23,961	16,271	8,451
Ninth Army	1,954	9,339	14,152	7,362	6,641
TOTAL	24,364	48,555	85,990	64,088	24,556

February and March both showed a continued increase in depot car loading and unloading in the northern area:

	Cars Loaded	Cars Forwarded	Cars Received	Cars Unloaded	Cars Reconsigned
February	27,732	75,370	121,273	72,109	46,147
March	39,509	95,048	128,492	71,758	57,058

Records of the Regulating Branch show that a sizable movement of POL was received at Advance Section railheads during this period: January-5,870 rail cars, February- 10,649 rail cars, and March- 14,585 rail cars.

During January personnel of the Regulating Branch made a physical yard check of rail yards at Charleroi, Hovian, and at other locations to help determine the ownership of several thousand rail cars set out short of destination. As a direct result of this survey a backlog of approximately 10,000 rail cars was cleared up.

Records maintained by the Regulating Branch indicate that following the resumption of barge movements from Antwerp to Liege, via the Albert Canal, that a total of 31 barges discharged approximately 5,256 tons at Depot Q-179 and E-514 from 19 January through 31 January. The maximum number of barges discharged on any one day in January occurred on the 19th with the discharge of 7 craft for a total of 999 tons. Barge movements for February resulted in the unloading of 86 barges and a total tonnage of 16,940 tons. During March 146 barges unloaded at Liege accounting for 35,496 tons of supplies. The greatest number of craft unloaded on any one day during the three months period was 20 barges on 8 March.

Throughout the three months period ABC Truck Route convoys rolled from Antwerp to Liege transporting QM Class I filler supplies. In January a total of 4,555 trucks delivered 38,827 tons of supplies to Depot Q-179. In February 6,874 trucks arrived at Liege with 63,743 tons of supplies and during March 8,285 trucks carried 47,569 tons to Liege.

Installations Branch

At the time of its organization, the Installations Branch came under the jurisdiction of the Administration Division, as is shown on the Organization Chart of the Transportation Section, dated 12 October 1944 (See Appendix No. 6, Part II). Gradually the duties of this section were increased from the purely administrative functions of selecting and assigning RTO and TCP teams to predetermined locations. These new duties included certain operational functions, such as, decisions on the necessity for and priority of placing teams at various locations, and the overall supervision of the manner in

which the teams actually performed their tasks. It was often the Installations Branch's function to locate RTO teams in accordance with Army needs.

The transition from an Administration Branch to an Operations Branch was gradual. The first step was made by assigning an officer who had been in charge of the Branch's work since its origin, to the Operations Division as Officer-in-Charge of RTO Installations and as Executive Officer to the head of the Operations Division. Soon, increased duties in both fields required the division of work of this dual position. Therefore, early in February the Installations Branch was established as a "full-fledged" branch of the Operations Division. This is shown on the Organization Chart of 9 March 1945. In order that more effective supervision might be given to the technical operations of the RTO installations, the branch was established with personnel consisting of two officers and two enlisted men. One officer was assigned to work in the field as a technical inspector, and the other to the office to handle the administrative work and correspondence incident to the work.

The duties of the Installations Branch were: (1) to handle requests for RTO personnel at new locations; (2) to shift the location of RTO teams as required by changing demands; (3) to supervise the operations of the RTO teams and instruct RTO personnel in new procedures; (4) to answer inquiries of RTO personnel relative to their problems; (5) to investigate any complaints made against the operations of the RTOs; (6) to investigate reports of train guards and (7) to perform other related functions connected with the operation of RTO and TCP installations.

The transportation actigities of RTO and TCP teams were extensive and frequently required the exercise of sound judgement to meet unforeseen complications. Their general duties were; to receive, forward, and classify supplies; to expedite loading and unloading of cargoes and furnish the necessary security; to render the required reports, records, and documentation on the shipments handled through their stations; to assist the staff of depots and installations in their area on transportation matters; to locate missing cars and convoys; to operate train-to-truck transfer operations or special overland truck hauls; and to assist generally in all matters of a transportation nature within their area. These installations were frequently required to act as check-points for the movement of goods from the Base Sections to the Armies

The RTO's general duties were often supplemented by many recurrent operational difficulties. Chief among these were delays in switching and obtaining engines, impairment of operations by civilian train crews, lack of power for pumping water and performing other necessary yard tasks occasioned by frequently broken power lines, poor telephone communications necessitating use of radio and courier service, lack of sufficient personnel to man some installations, lack of qualified clerical personnel and lack of locomotives, rail cars and transportation equipment.

A large number of trained teams were required to perform the miscellaneous transportation tasks throughout the extensive area controlled by Advance Section. On 1 January there were fifty-seven (57) RTO and TCP installations in operation. The majority of these were RTO installations located at railroad stations, depots, classification yards, and coal mines. Throughout January and February the urgent necessity for additional RTO's and TCP's required the formation of new teams, and by 1 March a total of seventy-two (72) teams were in actual operation in the field. The increased activities of the Armies and their rapid advance to and across the Rhine during March required the detailing of even more teams, and as of 1 April a total of sixty-four (64)

stations and thirty-three (33) sub-stations were in operation. Many of the RTO reams used rail coaches or cars as offices and billets. Frequently they messed with nearby Railway Operating Battalions.

The 9th Traffic Regulation Group, commanded by Col. Richard N. Armstrong together with its attached organizations, furnished the entire number of Transportation Corps personnel to man and supervise the detailed work of all RTO and TCP installations under the jurisdiction of Advance Section. Upon its arrival in Normandy in mid-summer of 1944, the 9th Traffic Regulation Group had been detailed with the Transportation Section for the specific purpose of supplying personnel to man the installations in Advance Section area. This original personnel consisted of 46 officers and 312 enlisted men and from it were formed approximately thirty teams, each consisting of eight men and one officer. This number of teams was sufficient for the initial operations, but by early fall, with the Armies well past Paris and pressing the enemy back to the German border, there was an insufficient number of teams to handle the demands for installations at the critical stations, diversion points, and depots. Repeated requests for additional Transportation Corps personnel finally resulted in the assignment of detachments from several Traffic Regulation Groups. By 1 January, detachments from the 6th, 8th, 11th, and 14th Traffic Regulation Groups were on duty. All of these units were attached to the 9th Traffic Regulation Group for administration and assignment.

By 7 January a total of 134 officers and 723 enlisted men were assigned or attached to the 9th Traffic Regulation Group for duty. As new attachments reported for duty they were broken down into teams and after receiving preliminary instructions they were assigned to installations manned by experienced personnel for further instructions. Following their training period these new teams were assigned posts to operate on their own responsibility. By 11 February additional detachments had increased the total personnel assigned or attached to the 9th Traffic Regulation Group, to 134 officers and 794 enlisted men.

In order to afford immediate supervision over the operational activities of the various installations, three District Transportation Offices were established in Advance Section area. These DRTO offices were located at Liege, Arlon, and Verdun. Although the majority of the RTO's and TCP's were located in Advance Section area, a few teams were always located outside, either in a Base Section area or in Army territory.

The number of Transportation Corps personnel attached to the 9th Traffic Regulation Group remained approximately at the 11 February figure throughout the remainder of February and early March. In anticipation of the move Advance Section to Germany and the subsequent loss of the detachments of the 6th, 8th, 11th, and 14th Traffic Regulation Groups, which would continue to man the installations in France and Belgium, plans were made for the formation of two Traffic Regulation Battalions to replace the regulating personnel which would be lost. Late in March the 282nd Port Company and the 341st and 360th Harbor Craft Companies were assigned to the Transportation Section for duty. The Harbor Craft Companies were disbanded and their personnel formed into the 62nd and 63rd Regulating Battalions, each with a strength of 53 officers and 222 enlisted men. The 282nd Port Company remained intact with its 6 officers and 213 enlisted men. Thereupon, including its own assigned personnel the 9th Traffic Regulation Group and its three attached units consisted of 186 officers and 958 enlisted men.

From time to time heavy losses were inflicted upon the teams operating the installations, by men being called into Infantry Training. Replacements were not immediate and in order that the remaining transportation personnel should be used mainly on jobs requiring extensive transportation experience and skill, civilians were hired to perform the more menial tasks. A large number of civilians were hired as clerks, checkers, and laborers and used at unloading platforms or at transfer points such as at the "Toot Sweet Express" railheads. Others were used to perform housekeeping duties. In March some 400 civilians were working with the RTO teams. Losses of installations men to Infantry Training were sufficient to constitute the loss of eight full operating teams. The loss of the attached Regulating Group detachments was keenly felt. Much time had been invested in their training and it would take months for new personnel to reach a comparable standard.

With the establishment of a new Advance Section rear boundary during the latter part of March (See Chart at the beginning of this Chapter for location as of 25 March 1945), the jurisdiction of several installations was released to Oise and Channel Base Sections and the attached personnel of the 6th, 8th, and 14th Traffic Regulation Groups lost thereby. Further piecemeal losses of personnel from those units continued as Advance Section rear installations were progressively turned over to the Base Sections. At many locations in Advance Section territory in France, Belgium and Luxembourg, Oise and Channel Base Sections transportation personnel gradually supplemented 9th Traffic Regulation Group men, preparatory to Advance Sections release of the stations.

For use of its assigned and attached personnel, the 9th Traffic Regulation Group established a Rest Center, called the "Chat Noir", located not far from its Headquarters at Wepion. This facility afforded teams and personnel occasional relaxation from the strenuous duties which they were called upon to perform at their stations. As far as possible, RTO and TCP teams were so rotated that each was given a few days or a week at the Rest Center during the first quarter of the year.

Although the story of Installations is mainly that of RTO operations, ye the important work performed by TCP's should not be overlooked. Not all of the personnel from the 9th Traffic Regulation Group were used for RTO teams. TCP teams were organized from time to time to perform important motor transport expediting duties, often of a critical or emergency nature. TCP's were established at Regret, Rosee, Namur, and Tongrinne to control movements of supplies and equipment from the Base Sections and heavy personnel moves from the Staging Areas. Later, TCP's were established at Maastricht and Liege to assist the Armies in their drive towards the Rhine. The TCP which was located at the Munchen-Gladbach railhead was but a few miles from the front and represented the farthest operational entry into conquered territory up to tha time. The first Advance Section RTO to be located on German soil was at Aachen, early in March. On 24 March two "task force" teams were organized to operate advance rail-to-truck transfer points in Third Army territory. A few days later two more teams were detailed for like duty in First and Ninth Army territory.

The Installations Branch spent considerable time on the actual technical inspection of the operations of RTO installations. Frequently, suggestions were made to improve further and systemize operations. Discrepancies in car loading and car record books were not infrequent. The latest OCOT Circulars

on the handling of movements and on documentation procedures were currently distributed to the RTO's and where necessary were further explained. The RTO's were also furnished with instructions on the use of the new forms CZTC ORB #2 and #3. For a period of several weeks the Chief of the Installations Branch was engaged in writing and developing the "RTO Handbook". He was greatly aided by the suggestions of those familiar with the operating problems in the field. The Handbook was finally completed and distributed to all RTO's early in February. This publication assisted materially in standardizing RTO operational procedures and in answering the numerous questions frequently raised by the RTO teams in the field.

During the first week of March the Installations Branch conducted a school at the Namur Headquarters for all RTO officers. The school was held in two three-day sessions. Half of the RTO officers attended during the first three days and the remainder during the second session. Subjects covered by the school were: the relation of the RTO to the supply program, the specific duties of the RTO, and the current problems confronting the RTO. Helpful suggestions were received on improving the "RTO Handbook", and following the school it was revised preparatory to its republication.

Branch Activities -- Administrative Division

Training and Inspection Branch

The Training and Inspection Branch, directed by Lt. Colonel EUGENE H. VALLE, was assigned three specific duties: (1) to conduct frequent inspections of the operating units attached to the Transportation Section, (2) to perform the necessary housekeeping duties required by the Transportation Section and its attached units, and (3) to interview and screen civilian labor preparatory to the hiring of it and to make use of POW labor as required.

The purpose of the inspection phase of the Training and Inspection Branch's work was to raise each unit under the command of the Transportation Section to the highest possible degree of proficiency. Inspections held during the week of 15 January, placed particular emphasis on acquainting all TC personnel with the General Orders, the phonetic alphabet, the knowledge and use of passwords, and other information pertinent to security and the efficient functioning of TC units in enemy territory.

During the continued German threat of the early part of January the number of units assigned to the Advance Section increased considerably, due to the burden placed on the Transportation Corps. In spite of the increased number of units the Training and Inspection Branch inspected each one at least once during each month. Those units which were rated "unsatisfactory" in the initial inspection were re-inspected during the same 30-day period. At a number of installations inadequate space and personnel, and necessary 24-hour operations created problems. However, these difficulties were overcome without delay.

During January, February, and March a "new peak" was reached in the use of POW's and civilian labor. On 20 January it was necessary for the Branch to procure 40 civilian rail car checkers with some knowledge of English and 300 civilian laborers for employment at the "Toot Sweet" terminals at Namur and Verdun. During January it was also necessary to procure German interpreters for various rail units. All of this civilian personnel was interviewed and screened and then cleared through G-2. At one time approximately 1,000 POW's

and 20,000 civilians were employed directly by or under the supervision of Transportation Corps units. Their duties ranged widely, from administration to unskilled labor. By making use of POW and civilian labor, enlisted personnel was released for more urgent Military and Operational functions. The Training and Inspection Branch facilitated the procurement, administration and supply of these POW's and civilians.

Conditions under which inspections were made during the first quarter were often difficult. Transportation Corps units were located in France, Belgium, Holland, Luxembourg, and Germany and operational functions necessitated frequent and in some instances almost continous moving of various Transportation Corps units. Despite the unfavorable road conditions and weather, daily inspections were maintained. During the three month period, Lt. Colonel VALLE and his staff conducted a total of approximately 650 inspections. Approximately 650 inspections were completed during January. The expanding area controlled by Advance Section and the increased number of Transportation Corps units required the use of additional inspection teams. During February approximately 180 inspections were conducted and in March, 290 inspections were made.

As a direct result of the periodic inspections, the units serving under the Transportation Section remained at a high level of administrative and housekeeping efficiency. This enabled the units to carry on their operational function more efficiently and aided them substantially in accomplishing their respective missions.

Miscellaneous and Personnel

(Note: The information in this sub-section under Administration Division covers also the months spent on the Continent during 1944 as well as during the first quarter of 1945).

Unlike the various operational activities concerned with Rail Highway, Inland Waterways, and Air, Administration's part in enabling the Transportation Section to perform its mission was of a less glamourous but nevertheless highly important nature. The function of the Administrative Division was to handle all correspondence not actually drawn up in an operational branch, to operate a message center, to process all types of communications, to maintain personnel records of all officers and men on duty with the headquarters, and to process such types of correspondence from subordinate units, to maintain records on the large number of units assigned or attached to Advance Section, to operate a file section and a publications section, to maintain a postal section giving complete service to all personnel, and to operate a motor pool. Administration was charged with providing for the means whereby the operational activities and committments were carried on through the medium of communications of various sorts and it was required to safeguard carefully the important personnel records and information on each individual in headquarters and in all field units. In addition, an important element of its mission was to serve in every way possible the needs of its units which actually carried out the decisions and plans made by the headquarters. Aiding the Transportation Corps units in Advance Section in their administrative problems and operating an efficient Headquarters Administrative Division was the true aim of this Division. The normal burden placed on the Division was increased in this organization due to the fact that the Transportation Officer was the Commander of all Transportation Corps troops assigned as well as a Special Staff Officer of the Headquarters, Advance Section.

The first Administrative Officer was instrumental in establishing the procedure used by the division. On 7 April 1944, Major (then Captain) J. H. MULLER, III became Administrative Officer. The activities at that time consisted of handling the large amount of planning material with which the headquarters was concerned, besides training enlisted personnel and building the foundations for a smooth functioning administrative unit. Because of the shortage of personnel and the need for rapid processing of communications, the Administrative Division was constantly on duty after normal working hours. The handling of the large amount of Top Secret material necessitated scrupulous care so that no violation of security regulations resulted.

Shortly before the invasion, an assignment of enlisted men gave the Administrative Division sufficient personnel to operate properly but this entailed training the personnel in correct procedures before an efficient working unit was developed. Movement to the Continent was phased in increments and resulted in the Division carrying on activities in England and on the Continent until the middle of July.

The establishment of an office on the Continent under the adverse conditions existing was not delayed. During these early days on the Continent a rapid expansion of the Publications Branch to handle distribution to the numerous units controlled by Advance Section was necessary. Probably the greatest administrative charge was the operation of the WATCO (Water Transportation Control) Message Center. This branch played a vital role in processing expeditiously the important papers for which the Transportation Section was responsible. Personnel and general correspondence was extremely heavy and with the arrival of the personnel of Forward Echelon, Com Z, a large amount of material was handled. The operations of the Motor Transport Brigade was part of the Transportation Section's responsibility which entailed a large administrative burden.

Upon the successive moves of Advance Section to Le Mans and Etampes, the Administrative Division functioned as before with the short tenure at each location militating against permanency.

With the moving of headquarters to Reims there was a large increase in troop units and personnel accounting. Awards and recommendations for individuals and units became of increasing importance and continued to be so. The Transportation Section was reorganized during the latter part of September 1944. Under this reorganization the office of Executive Officer, held by Major JOSEPH L. MORTHLAND, was dropped and Major MORTHLAND became Assistant Transportation Officer in charge of Administration and was responsible for the activities of the Division.

After the removal of this Headquarters to Namur, Belgium, in the late fall of 1944, the field operations became relatively static, and there was little change in the number of transportation units assigned to Advance Section. During the winter months the Administrative Division completed the thorough training of all its personnel in smooth administrative procedures and became a closely knit, well organized, and efficiently operating team. A tremendous number of communications and publications were handled by the Administrative Division in filling the needs of Transportation Corps field units.

The Division's Message Center was continously operated on a twenty-four basis. Since its inception it handled a total of 200,000 communications. It was a great factor in the smooth operation of the entire Transportation Section.

In Advance Section, dissemination of publications of a command nature, issued by Advance Section, Headquarters and handed down from higher headquarters, was made the responsibility of the services concerned. This necessitated an extensive Publications Branch in the Administrative Division of the Transportation Section. This branch was responsible for the preparation and reproduction of all directives which had to be passed on to the field units. In addition to publication of directives and SOP's this branch published all of the technical forms and reports which were required of the Transportation Section.

When the Infantry Reinforcement Plan was placed in operation early in 1945, whereby Communications Zone units furnished General Service enlisted men to the Armies and received in return Limited Assignment personnel, the Personnel Branch of the division was faced with the task of breaking down a large lump quota, established for the Transportation Section as a whole, to a fair and equitable quota for all eligible units. This was a tremendous task of personnel accounting for during this time field personnel of Transportation Section numbered nearly 20,000. This personnel was contained in roughly 8 Railway Operating Battalions, 1 Railway Shop Battalion, 125 Truck Companies, a Traffic Regulating Group with 4 detachments from other groups, a Port Company and a Harbor Craft Company. Not only was it necessary to make a fair and just allocation of quotas to these units, but it was also necessary to perform a great amount of follow-through work to insure that candidates for Infantry retained reached the Reinforcement Centers by the deadline dates and that the best possible replacements be secured for the units fast enough to prevent a breakdown in internal operations. Replacements for the personnel furnished for Infantry training were slow in coming in and were not always of the best type. In March 1945 the situation grew critical and the Chief of the Personnel Branch went to Etampes to catalog replacements and secure speedy movement to the units, which were at that time greatly in need of men.

At about this time, leaves, furloughs and passes to recreational centers were begun. The system followed by Advance Section was to allocate a bulk quoto to the respective services which in turn had to distribute the openings equitably among their field units. Thus another great burden was assumed by the Personnel Branch in handling these matters. It was the Division's constant effort to insure fair distribution of recreational opportunities to units on the basis of proportionate troop strength. Close supervision of this was necessary as oftentimes a unit's operational duties precluded its making use of its allocation at some period. In order to leave no vacanies in quotas, the Personnel Branch quickly redistributed unfilled portions of quotas to other units thereby securing maximum use of all opportunities offered Often it had to be done at the very last moment, but was always successful in filling recreational quotas to the maximum.

During the late Spring of 1945, with the final build-up for the Rhine crossing and the follow-up of the final campaign in Germany, additional truck units were assigned or attached to this Section until a total of 171 units were operating under Transportation Section's direction.

This consisted of 2 Highway Transport Divisions (Provisional), 6 Quartermater Groups, 19 Quartermaster Battalions and 144 Truck Companies. This increased the work of the Administrative Divison imeasurably.

The Commanding General of Advance Section, from the beginning, demanded that an extremely high military standard be maintained by all units. A command inspection was required of each field unit at least once each month. With the great number of Transportation Corps units and their widespread locations on the Continent, this was a tremendously difficult task involving a great many hours in the field. The responsiblity for this job was placed upon the Administrative Division and its Chief. He was able to afford invaluable assistance to Transportation Corps units and brought them all to a consistently high standard which was maintained throughout their assignment to Advance Section.

The great number of small detachments of Transportation Corps personnel and large number of enlisted men and officers on detached service and temporary duty status from other units with this Section made it impossible for regular postal channels to provide steady mail service to many of these individuals. To overcome this difficulty a small postal section was established in the Administrative Division.

O U T L I N E

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THE TRANSPORTATION SECTION
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CHAPTER VI
SECTION VII

Introduction - Brief Review of History Prior to January 1945.

Continental Advance Section, Com Z. ETO, commonly referred to as COMAD, was originally a part of the Communications Zone, Mediterranean Theater of Operations(MTOUSA), before the establishment of Southern Line of Communications, (SOLOC) which took place on 20 November 1944 on authority of GO 61, Headquarters, Com Z, ETO, dated 3 November 1944. Under the plans placed in effect at that time, the Commanding General of Com Z, MTO, and his staff, continued to furnish the necessary support for the Armies in Southern France. It was not until 12 February 1945 that Hq. SOLOC, was consolidated with Hq. Com Z. ETO, thus bringing into "a single entity the administration of the entire Communications Zone of the European Theater of Operations" (Letter, Hq Com Z, ETO, Office of the Commanding General, to Commanding General, Southern Line of Communications, dated 6 February, Subject: Commendation).

In further review of COMAD's history prior to the first quarter of 1945, the following is quoted from the Historical Record of Southern Line of Communications.

"The invasion of Southern France progressed rapidly and it was only a matter of days until General ALEXANDER PATCH's Armored Forces had penetrated hundreds of miles from their initial landing beaches and the ports of Toulon, Marseilles, and Port de Bouc. In order to carry out properly its functions of supporting the Armies, it was necessary for Com Z, MTOUSA, to establish an Advance Section in France. The initial contingent departed from Caserta, Italy, on 12 September and established headquarters at Lyon. On September 15, five officers and four enlisted men from the Transportation Section departed from Caserta, Italy, and formed the initial detachment of Transportation Section fo Headquarters, Advance Com Z, MTOUSA....As the Armies pushed rapidly forward, it was necessary for the Advance Com Z Headquarters to move on to Dijon, 5 October, to keep in contact properly with the forces which they were supporting. On 1 November, control of the Armies and supporting forces passed to the ETOUS but the supply responsibility continued to remain under the Mediterranean Theater until 20 November. To staff the headquarters for Southern Line of Communications, personnel was selected from Com Z, ETOUSA. Transportation being an integrated section between Headquarters AFHQ (Allied Force Headquarters) and Com Z, MTOUSA, its personnel was drawn from both of these headquarters....

"Coastal Base Section (Changed on 10 September to Continental Base Sectio was activated at Naples, Italy, for the purpose of carrying out the Communications Zone supply responsibility for the invading Armies. This headquarters was established at Marseilles immediately after the capture of that city (on 28 August 1944). With the rapid advance of the Armies and the lengthening of the supply routes, it soon became necessary to establish an Advance Section. Continental Base Section became Continental Advance Section and transferred it headquarters to Dijon and Delta Base Section was activated to take over the duties previously performed by Continental Base Section. The 6th Port (Mobile which had been at the Port of Naples, Italy, for the past ten months and prior to that at Casablanca, Morocco, was assigned the task of operating the ports

in Southern France and the 1st Military Railway Service, also from the Mediterranean Theater, took over the rehabilitation and operation of the rail lines.."

A copy of Memorandum dated 1 December 1944 regarding SOLOC organization is contained in Appendix No. 6, Part VII. In this memorandum, the responsibilities of the subordinate major commands are given.

As "backround" material for this section on CONAD, the following is a condensation of information obtained from CONAD's Historical Report for the period July through December 1944:

In Italy, prior to operation in Southern France, transportation activities of Continental Base Section (CBS) were mainly concerned with the usual difficulties attending activation. Of these, it was felt that the most difficult was the procurement of adequate trained personnel to spread over the many operations which would become a responsibility of this Section.

Upon arrival in Southern France in September 1944, Colonel THOMAS FULLER was appointed Transportation Officer. Under his supervision, a complete survey of the railroads in Southern France was made, with particular attention to obtaining counts on the amount of rolling stock and the locomotive power available and to make estimates as to when the various lines would be ready for operations. This report was completed on 24 September 1944.

With the rapid forward movement of the Armies, the 7th U.S. Army needed its own railroad and truck personnel in the forward areas. It became necessary for them to call forward their truck companies, and personnel from beach operations and from the RTO's. This worked a hardship upon the small number of rail and highway personnel available to the Transportation Officer at that time. It became necessary for the Rail Section to station men in the main rail yards to supervise the loading and unloading of railroad cars and to function as RTO's. In order to meet this situation insofar as highway activities were concerned, every effort was made to clear the beaches of cargo at the earliest practicable date and to cease unloading supplies at the beaches as soon as the ports of Marseilles and De Bouc had been opened for operations.

The Transportation Officer was requested by SOS NATOUSA to call the First Movement Priority Meeting for 1400 hours on 26 September 1944, for the purpose of allocating rail tonnage for the period 1 to 7 October. Accordingly, for tonnage bids, invitations were sent out to the various services in CBS, and to 12th Air Force Service Command, 1st Military Railway Service, 901 Base (French) and SOS NATOUSA Advance, while invitations to attend the meeting were sent to Delta Base Section and 6th Army Group. The meeting was attended by 25 officers, representing all the organizations invited with the exception of 1st MRS. It was decided that such meetings in the future would be called by, and held at, SOS Advance.

In September, operations at the beaches for the Base Section were hampered by the lack of adequate trucks to haul cargo unloaded at the beaches, to railheads and rear dumps.

The Rail Division commenced operations in Southern France on 2 September 1944. The initial task of inventorying operable trackage, locomotive power, and rolling stock was expeditiously handled and reports were submitted to the Transportation Officer. Despite the grave difficulties encountered, such as,

lackadaisical French labor, inadequate personnel, inability of dumps to fill Army requisitions which later necessitated additional truck hauls from the beaches which delayed many trains, the demands of the Armies were handled. With a few exceptions, the commitment to the Air Corps, amounting to one full train daily, was met and, without fail, seven full trains went forward daily to the Armies.

Early in September 1944 while the Transportation Section was operating in the Marseilles Area, two officers were detailed by the Transportation Officer to represent the Transportation Section at the Advance CP of Continental Advance Section. These officers handled the selection and setting up of offices for the Section in Dijon. In the movement of the headquarters to Dijon on 1 October, the Transportation Section remained behind with Delta Base Section f the purpose of assisting the Transportation Section of the Delta Base to begi operations. It was not until 7 October that the Transportation Section of CONAD cleared Marseilles, reporting to Dijon on 8 October. On 12 October, Lt. Colonel H. T. LOWE was appointed Acting Transportation Officer, vice Colonel THOMAS FULLER, who was reassigned to Com Z, NATOUSA.

In October, all newly selected CONAD depots and those previously selected but not in operation were inspected to establish specific means of servicing by rail and highway. Traffic circulation routes were determined and markings were laid out. Railheads and depot routes were designated and marking procedures were furnished the Highway Division for execution. Forward routes were reconnoitered prior to establishment of new supply lines in order to serve the Armies better and avoid certain congested "Off Limit" areas.

From 1 October to 12 October there was only one QM Truck Company availab for duty in the entire CONAD area. During the period 7 to 10 October, all available vehicles were dispatched to Marseille for emergency movement of gasoline and rations to Army railheads. On 12 October another QM Truck Company reported and was assigned operations at the railheads in Dijon. Daily supply of rations and gasoline to 6th Army Group by truck was inaugurated 10 October Due to heavy north-bound traffic a survey was made to locate usable alternate roads which would insure clear circulation of traffic so as not to interfere with or delay Army supply convoys while in CONAD area. This revealed that a more direct route from Lons-le-Saunier to Dole would be in the use of Route N-475 from the junction of N-83, thus eliminating approximately 15 miles. An area was selected by the Highway Section, at Bois de Paro in Dijon, suitable for the accommodation of approximately 600 vehicles. As a bivouac this area was opened to use as of 30 October, and equipped with POL refueling facilities water point, and latrines. The 46th QM Group Headquarters reported on 28 October. The five officers and eighteen enlisted men of this unit were assigned to the operation of the Dijon bivouac area and traffic control points at Macon, Dijon, Langres, and Montigny, due to the fact that there was no regulating personnel available to handle this work. The Highway Section had requested additional personnel so as to operate truck movements from the different railheads— three in Dijon, one at Langres, and one at Dole.

During October, a survey of all railheads within the area surrounding Dijon was made and it was decided that the two most important points were the classification yard at Perrigny and the railhead at Reno. All mixed trains o Army material had to pass through the Dole yard to be grouped properly and as a means of control. It was through the French Railway Officials that hospita and personnel trains containing only American personnel and their equipment

for 7th Army could be short-routed through Villers-les-Pots to Vesoul without passing Dole yard. On 20 October the 7th Army started moving supplies to Epinal via the Dijon-Langres line. Langres was a regulating point and railhead.

There were five hospital trains in operation during October. Three of these were being used to evacuate patients from the 1st French Army area to hospitals and two were being used for U.S. 7th Army.

The Air Division of The Transportation Section, CONAD began operations at Dijon Airport (Longvic) on 9 October, although Air Liaison had been maintained by this section since 1 October through their Air Liaison Officer at the Airport. At that time there were two daily flights of the ATC, leaving Dijon to the North and South. In October, connections from Dijon for personnel and air cargo the following points were possible: Paris, London, Edinburgh, Lyon, Marseilles, Naples, Bastia, and Algiers.

A reconnaissance of inland waterways in CONAD area was made during October in order to ascertain when and in what degree they could be opened to traffic and used to lessen the burden on the railroads and highways. The Rhone River and canal were navigable from Port St. Louis in the Marseille area to the vicinity of Lyon where there were nine destroyed bridges. A short distance north of Lyon, at Collonges, there were two bridges destroyed. Other obstructions were at Uchizy and Tournus. During November development progressed, however. Negoiations were underway to complete the service between Macon and Besancon using ten tank barges which were available.

On the authority of GO No. 28, Continental Advance Section, dated 28 October 1944, (See Appendix No. 6, Part VII for copy) the Transportation Section was superceded by and integrated within the Transport and Movement Section, under Colonel TONY J. ALBORD, French Army, as Director of Transport and Movement. The integration of French and U.S. Highway Section personnel which followed, resulted in closer coordination and better understanding of mutual problems and operating systems. The combining of French and U.S. Truck availability and requirements resulted in a definite increase in maximum utilization of available transportation. A Movement and Control office was set up on 3 November, to handle the movement of all supply and organizational convoys originating in or passing through CONAD area.

During November there was a lack of locomotive power. As many as eleven trains at times were made up and ready to leave, but no power was available to move them.

In December, all RTO's were notified to take special precautions in the handling of cars loaded with items such as PX supplies, rations, clothing, and any other items subject to pilferage. RTO's inspected each empty car before the Service was allowed to load, in order to make certain that they contained no holes that would permit pilferage or damage due to inclement weather. After cars were loaded and inspected by RTO personnel, billed and carded, train guards were notified regarding the approximate time they would go forward. RTO's then furnished Receipt Certificate forms on which the train guards certified that the cars were received in proper condition for movement. At destination railheads, RTO's inspected all such cars received, before unloading began.

Following is a list of the Transportation Depots and Installations operated under CONAD as of the end of December 1944:

TRANSPORTATION DEPOTS AND INSTALLATIONS

DEPOT OR INSTALLATION	LOCATION	OPERATED BY	CAPACITY
Baggage Warehouse	Dijon	807th Base Depot Co.	1400 sq ft (close
R.T.O. Dijon	Perrigny Yards	27th Regulating Sta.	
R.T.O. Dole	Dole	27th Regulating Sta.	
R.T.O. Langres	Langres	27th Regulating Sta.	
R.T.O. Is-sur-Tille	Is-sur-Tille	27th Regulating Sta.	
R.T.O. St.Jean de Losne	St.Jean de Losne	27th Regulating Sta.	
R.T.O. Macon	Macon	27th Regulating Sta.	
R.T.O. Epinal	Epinal	27th Regulating Sta.	
R.T.O. Luneville	Luneville	27th Regulating Sta.	
TCP "H" & Bivouac Area	N-6, Macon	27th Regulating Sta.	150 vehs-200 pers
CONAD Bivouac Area	Dijon	27th Regulating Sta.	700 vehs-350 on paved surface
TCP "K"	N-74, Langres	46th QM Group	
TCP "J"	N-74, Dijon	27th Regulating Sta.	
TCP "P" & Bivouac Area	Martigny-les-Bains	46th QM Group	200 vehs-3000 per
TCP "R" & Bivouac Area	Epinal	46th QM Group	40 vehs-300 pers. In emergency could handle 300 vehs-1000 pers.

* * * * * * * *

January 1945

Problems and Solutions

The switching and movement of cars did not improve appreciably during January as there was still a considerable amount of delay being experienced. On occasions, these delays were due to operational difficulties, such as lack of locomotive power, and cold weather.

The movement of hospital trains was also retarded, so much so, that severe burdens were placed on the Medical Corps and it became impossible to maintain continuous uninterrupted evacuation of Army patients from the forward areas. To remedy this situation, higher headquarters was requested to take the necessary steps to insure the movement of hospital trains in keeping with their schedules.

Several instances where railway cars were not properly closed and sealed by the loading agencies were reported. Action was taken by CONAD to secure a heavier car seal. The SNCF had used a 5/8 in. diameter rod, 14 in. long as a seal in civilian practice and efforts were made to obtain a supply for military railway operations.

Continued bad weather and snow, rain, and ice on the main roads caused considerable delay in convoy movements. To relieve the resulting congestion on these supply roads, it was necessary to route some convoys by way of N-460 to Bourbonne and GC-6 to N-66 to Epinal. The 10-ton semi-trailer vehicles were continually being delayed as they were unable to pull even slight grades that were covered with snow and ice. To improve these conditions and to expidite the movement of supplies, snow plows and wreckers were placed along the

roads. In the northern areas, the road conditions were even worse and Convoy Commanders were instructed to place chains on all vehicles and to have cinders available on their trucks. With the exception of the road north to Vesoul, the roads within the French area were cleared by the end of January.

Barge movements practically ceased during the month due to ice conditions on the inland waterways (See also Chapter II, Section VIII on Inland Waterways Division, COTT). All the sluice gates on the Saone River between St. Jean de Losne and Macon were opened and this in turn lowered the water in the river to such an extent that navigation was impossible. This curtailed the delivery of both gasoline and coal. On the three canals in CONAD area, severe ice conditions were encountered but efforts were made to overcome them by using ice breakers. This was a slow and tedious process as the equipment available was just able to overcome the six to eight inches of ice on the canals but it was also necessary to use dynamite locally to facilitate the work. However, as of 31 January, barge movements on inland waterways in CONAD territory were completely halted due to the ice.

Depots and Installations

During the month of January, the Transportation Depots and Installations in CONAD were as follows:

Depot or Installations	Locations	Operated by	Capacity
Baggage Warehouse	Dijon	807 Base Depot Co.	
RTO Dijon	Dijon	27 Regulating Sta.	
RTO Dole	Dole	"	
RTO Langres	Langres	"	
RTO Is-sur-Tille	Is-sur-Tille	"	
RTO St.Jean de Losne	St.Jean de Losne	"	
RTO Macon	Macon	"	
RTO Epinal	Epinal	"	
RTO Beaune	Beaune	"	
RTO Vesoul	Vesoul	"	
RTO Vittel	Vittel	"	
RTO Gray	Gray	"	
TCP "R"	Epinal	"	50 Vehs 100 EM
TCP "J"	Dijon	"	
TCP "M"	Dijon	"	400 Vehs 2000 EM
TCP "H"	Macon	"	150 Vehs 150 EM
TCP "K"	Langres	"	
TCP "P"	Marigne-les-Bains	"	450 Vehs 2000 EM

Units Assigned and Attached

A copy of the Station List showing the units under the jurisdiction of the Transportation Section in CONAD as of January 1945 is given in Appendix No. 6, Part VII.

Changes in Organization and Command

(1) GO No. 9, Headquarters, CONAD, dated 19 January 1945 announced the appointment of Lt. Colonel HAROLD T. LOWE as Director of Transportation and Movement, vice Colonel TONY J. ALBORD, Base 901, French Army, relieved.

(2) GO No. 10, Headquarters, CONAD, dated 27 January 1945 announced that the Transport and Movement Section, CONAD, was redesignated the

Transportation Office. The title of the Deputy Director of Transport and Movement was changed to Deputy Transportation Officer.

Rail Division

A gradual change was made in the forwarding points for trains destined fo the 7th Army and other forward depots. Langres was abandoned as a classification and make-up point for trains and Is-sur-Tille was established as the poi from which all trains would be made up for Army and other forward destinations with the exception of certain solid-loaded trains. This change was accomplished completely by 20 January. At the end of the month there was in effect a system of train consists to cover all trains moving north from Is-sur-Tille and east from Dole. Copies of this consist were sent to 7th Army by direct teletype. The first train consist was transmitted over the teletype on 27 January.

Teletype connections between the Dole and Is-sur-Tille RTO's, the CONAD Ordnance Section, the CONAD Quartermaster Section, and the CONAD Transportation Section, were installed. This circuit commenced operation on 24 January Direct teletype communication between the 7th Army Office of the Transportation Officer and the Office of the Transportation Officer of CONAD was also placed in operation during the month.

In January CONAD established RTO's at Vittel, Vesoul, Epinal, and Gray. A tri-weekly train service, with small locomotive and passenger coaches, was scheduled between Besancon, Dijon, and Thaon, in order to provide transportation for U.S. Army troops returning to their units after being released from hospitals in these areas. Double tracking of the line between Hymont, Mattaincourt, and Epinal was completed, thereby establishing double track operation from Dijon through Epinal. A line had been opened from Luneville to Strasbourg on 20 December 1944 giving double track operation over that line excepting between Embermenil and Sarrebourg.

Highway Division

The Highway Division met several emergency requests for trucks during the month. On 4 January the 3337th and the 3338th QM Truck Companies of the 53rd QM Battalion were ordered to Strasbourg; after completing the duties assigned they returned on 11 January. On 2 January an urgent request was received from 7th Army for all available 2½-ton trucks. To fulfill this request, the following truck companies were dispatched to the 7th Army area:

(1) From Luneville - 2 companies of the 28th QM Battalion
(2) From Epinal - 75 2½-ton trucks of the 7408th QM Truck Battalion (Italian).
(3) All available trucks from the 3337th QM Truck Company in Epinal and an additional 65 2½-ton trucks from Dijon.

On 24 January, due to the inability of the railroads to handle the rail traffic north of Is-sur-Tille, it was decided to engage all available trucks on shuttle-service from Is-sur-Tille to Army depots. To carry out this operation effectively, a branch Highway and Movement Control Office was established at Is-sur-Tille and necessary gasoline and rations were made available. To meet these demands, 16 truck companies were sent to CONAD, reporting to Martigny-les-Bains. Of these companies, twelve were equipped with 10-ton semi-trailers and four, with 2½-ton COE's. Due to congestion in bivouac areas at Martigny-les-Bains, it became necessary to find other locations. Those subsequently established included the following:

Contrexville Dijon
Cervey Martigny-les-Bains
Pluvault

Appendix No.6, Part VII, contains a copy of SOLOC's SOP for Supply of Major Commands, dated 5 January 1945.

February

Depots and Installations

During February the Transportation Depots and Installations in CONAD territory were as follows:

Depot or Installation	Locations	Operated by	Capacity
Baggage Warehouse	Dijon	807 Base Depot Co	
RTO Dijon	Dijon	27th Reg. Sta. & 41st TC Tr. Reg. Bn	
RTO Dole	Dole	"	
RTO Langres	Langres	"	
RTO Is-sur-Tille	Is-sur-Tille	"	
RTO St.Jean de Losne	St. Jean deLosne	"	
RTO Macon	Macon	"	
RTO Epinal	Epinal	"	
RTO Beaune	Beaune	"	
RTO Vesoul	Vesoul	"	
RTO Vittel	Vittel	"	
RTO Gray	Gray	"	50 Vehs-100 EM
TCP "R" (Bivouac Area)	Epinal	"	
TCP "J"	Dijon	"	
TCP "M" (Bivouac Area)	Dijon	"	400 Vehs-2000 EM
TCP "H" (Biv.Area)	Macon	"	150 Vehs-150 EM
TCP "K"	Langres	"	
TCP "O"	Nancy	"	
TCP "T"	Nancy	"	
TCP "U"	Nancy	"	

Units Assigned and Attached

A copy of the Station List showing the units under the jurisdiction of the Transportation Section in CONAD as of February 1945 is given in Appendix No. 6, Part VII.

Changes in Organization and Command

(1) GO No. 17, Headquarters, CONAD, dated 31 January 1944 announced the appointment of Colonel LOUIS G. ZINTECKER, Jr., as Acting Transportation Officer, vice Lt. Colonel HAROLD T. LOWE, relived.

(2) GO No. 36, Headquarters, CONAD, announced the closing of that headquarters at Dijon, effective 2400 hours, 17 February 1945. (Movement to Nancy

was accomplished and at the new location the headquarters opened at 0001 hours on 18 February 1945. In the movement of the headquarters to Nancy, many of the Transportation Corps personnel remained temporarily with the Brugundy District, for the purpose of assisting and familiarizing the Transportation Section with functional duties in their district).

Rail Division

On 2 February there were 2,243 rail cars backlogged in the classification yard at Is-sur-Tille, but by 8 February this number had been reduced to 928 cars. The decrease in backlog occurring during that time was attributed to the increased locomotive power available; also, the off-loading to trucks, improvement in weather conditions, and the setting-up of priority train schedules.

Rail congestion, insofar as the movement of supplies to the Armies was concerned, had been adequately corrected by February, and the switching and road service provided by 1st Military Railway Service had improved to an appreciable extent.

Four RTO's were opened in the Nancy area, one each at Nancy, St. George, Champigneulles, and Jarville. Plans were made to establish an RTO at Toul as soon as personnel could be made available for the purpose.

The Autorail service for fast passenger and courier transportation between Sarrebourg and Dijon was discontinued as of 25 February and a similar service between Dijon and Nancy was placed in effect the following day.

Teletype machines were installed in the Transportation Office at Nancy with direct line connections to Marseille, Lyon, Dijon, Dole, and Is-sur-Tille.

Highway Division

In order to help in relieving the rail situation, sixteen truck companies were assigned on 1 February to the movement of supplies to 7th Army. These companies performed their duties on a project referred to as the "Green Diamond Operation" over a "Green Diamond Route" which embraced selected roads from Beaune to Auxonne to Army depots. A strip map was set up, showing one and two way roads, bivouac areas, gas stations, Traffic Control Points, Ordnance and wrecker service, hospitals, and Medical Aid stations. The company commanders were given instructions as to the routes they would follow and an explanation of the different installations shown on the strip map.

On the "peak day" of the Green Diamond Operation, 323 trucks were dispatched with 2,740 tons to the Army area. The success and progress made in operating trucks on the Green Diamond Route made it practical to release four of the sixteen companies assigned the operation and on 10 February they returned to their parent organization. On 16 February the Green Diamond Operation officially closed and the remaining truck companies which were assigned were used on local railhead operations and on long hauls. The six truck companies equipped with semi-trailers and the four COE truck companies were returned to Delta Base Section.

On 20 February the Motor Transport Division started sending personnel from each branch to forward headquarters as they were replaced with personnel from Burgundy District.

Inland Waterways Division

During February the weather changed sufficiently for the removal of ice from the inland waterway system in CONAD territory but during the first part of the month there was a flood condition that brought the water level to the highest point in 100 years. However, during the latter part of the month the water subsided and operations on the rivers were begun. The wickets at the dams on the Saone River were restored and navigation was resumed. The unloading of barges at the gasoline terminal at Macon was discontinued on 26 February; the activities of this station were moved further north to St. Jean de Losne.

Air Division

Air Transport Command personnel made a reconnaissance of the Nancy area for a suitable ATC Terminal. Contact was made with the Tactical Groups operating the area and Essey Field was chosen as the only suitable site for the operation of C-47 transports. The Engineers under CONAD were requested by the Transportation Section to erect a suitable building for the headquarters.

During February the only contact for ATC scheduled flights were from Paris to Dijon. In cases of air travel by the Command Group, Section Heads, and other authorized urgent travel, L-5's were utilized to meet ATC schedules at these two points.

Eight enlisted men, assigned to the Air Division from the 1st Transportation Service Bn (Prov), were trained in air cargo and passenger liaison work at Longvic Airport, Dijon.

March

Depots and Installations

During March the Transportation Depots and installations in CONAD territory were as follows:

Depot or Installations	Locations	Operated by
Baggage Warehouse	Metz	807th Base Depot Co.
RTO Blainville	Blainville	27th Regulating Station
RTO Barisey-la-Cote	Barisey-la-Cote	"
RTO Bayon	Bayon	"
Chambrey	Chambrey	"
RTO Insming	Insming	"
RTO Luneville	Luneville	41st TC Tr Reg Bn
RTO Lerouville	Lerouville	27th Regulating Station
RTO Metz	Metz	41st TC Tr Reg Bn
RTO Champigneulles	Nancy	27th Regulating Station
RTO St. George	Nancy	"

Depot or Installations	Locations	Operated by
RTO Jarville	Nancy	27th Regulating Station
RTO Nancy (Passenger Sta)	Nancy	41st TC Tr Reg Bn
RTO Sarralbe	Sarralbe	"
RTO Sarrobourg	Sarrebourg	"
RTO Toul	Toul	"
TCP Bayon	Bayon	"
TCP Metz	Metz	"
TCP "O" Nancy	Nancy	"
TCP "T" Nancy	Nancy	"
TCP "U" Nancy	Nancy	"
TCP Sarreguemines	Sarreguemines	"
TCP Luneville	Luneville	27th Regulating Station
TCP Chateau-Salins	Chateau-Salins	41st TC Tr Reg Bn
Nancy TCP & Bivouac Area	Nancy	"
Transfer Point-Sarreguemines	Sarreguemines	27th Regulating Station
Highway Sign Shop "	"	41st TC Tr Reg Bn

Units Assigned and Attached

The Station List Showing units under the jurisdiction of the Transportation Section in CONAD as of March 1945 is given in Appendix No. 6, Part VII.

Changes in Organization and Command

(See Chart at beginning of Chapter VI for location of CONAD boundaries as of 25 March 1945).

(1) GO No. 54, Headquarters, CONAD, dated 12 March 1945, announced the appointment of Colonel LOREN A. AYERS, as Transportation Officer, vice Colonel LOUIS G. ZINNECKER, Jr. relieved.

(2) GO No. 46, Section VI, Headquarters, CONAD, dated 2 March 1945, stated that the CONAD Transportation Officer, would assume responsibility for movement of all rail tank cars and inland waterways tank barges, together with the movement of motor transport service tank truck units.

Rail Division

As replacements became available, RTO personnel was withdrawn from Burgundy District, thereby enabling CONAD to establish much needed RTO's in forward areas. Thus, during March, RTO's were established at Toul, Metz, Blainville, Chambrey, Lerouville, Varangeville and Sarrebourg. Jurisdiction over the RTO's at Langres, Merrey, Chaumont, Charmes, Epinal, Vittel, Vesoul, Gray, and Is-sur-Tille passed to Burgundy District, Oise Section. In order that military requirements be met to the fullest extent possible and in order that the available transportation facilities be used most economically, all RTO's were directed to furnish MRS representatives at their respective railheads with a list of empty equipment required for the following day's loadings.

The flow of empty cars to the Marseille area was not adequate for meeting the March program, and in the case of Ordnance ammunition, this necessitated

supplementing shipments forward by drawing on CONAD stocks. The average shortage was approximately 800 tons per day during March. The Transportation Section of CONAD and Delta Base Section did not control the allocation of empty cars. The former brought this matter to the attention of MRS and OCOT, advising that the movement program was not being met, primarily because of insufficient empties in Delta Base Section.

Highway Division

During this period the Highway Division was reorganized to the Motor Transport Division. The latter, acting as the Transportation Officer's Staff Agency on Motor Transport matters, was divided into an Operations Branch and Road Traffic Branch. The Operations Branch was concerned with the efficient employment of CONAD QM (TC) Truck units. The Road Traffic Branch directed convoy traffic on the CONAD road network, and arranged bivouac, POL, and the other roadside facilities needed.

An overall program to improve preventive maintenance within trucking units and to reduce repair delays in 2nd, 3rd, and 4th echelon shops was initiated. Fifty-eight vehicles which had been deadlined for lengthy periods, for 3rd and 4th echelon repairs, were replaced. A service company of POW's was organized to assist in the preventive maintenance problem; 70 POW's were used in maintenance and the balance, 180 in number, were used so as to release military personnel from housekeeping jobs in order that they could in turn work on maintenance and the operation of cargo vehicles.

An extensive reconnaissance was undertaken in the CONAD area to determine road conditions, and select bivouac areas for truck companies. Sites for fourteen truck companies and two Battalion Headquarters were selected and made ready for occupancy upon arrival of the units assigned. The bivouac area for Nancy was located on N-4, three miles west of Nancy, on the road to Toul. It was planned for this area to accomodate 800 personnel under cover, and 1000 vehicles. It was estimated that the approximate time of completion would be 10 April 1945. Without exception, reconnaissance of the roads in CONAD disclosed that they were in need of maintenance. The Engineers were given a priority list for the work involved.

Inland Waterways

A reconnaissance of all canals in CONAD area was completed in March. The rehabilitation of the canals in the Nancy area was accomplished by the Bureau of Ponts et Chaussee and CONAD Engineers. The efforts of these agencies were coordinated so that the canals of importance in the handling of military cargo would be opened as soon as possible.

On 2 March a representative of the Inland Waterways Division, OCOT, and Inland Waterways, Burgundy District attended a meeting in Marseille in connection with barge operations. There, it was decided that as soon as the Marseille-Dijon Canal could be repaired, Delta Base Section would furnish all types of freight to be transported into the Burgundy and CONAD areas by this method. It was estimated that 5,000 tons would be released daily for shipment to the north. OCOT advised Burgundy District that it would be at least two months before operations would begin on this canal as there were two bridges that needed clearing one at Avignon and the other at Lyons.

Air Division

At the Longvic Airport, in Burgundy District, the French military per - sonnel of the 1st French Army continued to present travel orders for transporta tion by air to other Theaters of Operations without the proper approval or concurrence of higher headquarters. The situation was reported on several occasions by CONAD to G-1, 6th Army Group; subsequently, CONAD was notified that all parties concerned had been informed of the proper channels to be used.

On 6 February, SOLOC requested the Air Transport Command Headquarters to initiate the necessary work required to establish a terminal in the Nancy area. As of 17 February, action which had not been forthcoming, was requested in a cable sent to OCOT. Upon receipt of ETOUSA Circular No. 26, dated 6 March 194: subject: Theater Air Priorities Board, it was noted that par 6a delegated to this board the authority to establish or discontinue air transport routes with- in the Theater. Subsequently, a letter was forwarded to this Board requesting that action be taken on an ATC terminal at Nancy.

At the close of the month, the Essey Airport had a pierced steel plank strip capable of accomodateing C-47 transports. After the establishment of this strip, CONAD services were having their air freight delivered directly to the Nancy area.

Statistics

The tonnages of supplies handled by rail, highway, inland waterways, and air in CONAD territory during the first three months of 1945 are given in Appendix No. 6, Section VII.

O U T L I N E

THE TRANSPORTATION SECTION

BRITTANY BASE SECTION

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THE TRANSPORTATION SECTION

BRITTANY BASE SECTION

CHAPTER VI

SECTION VIII

The extent of the territory in Northern France assigned to Brittany Base Section (BBS) at the beginning of the first quarter of 1945 is shown in Volume V, Historical Report of the Transportation Corps in the ETO for the last three months of 1944. On 10 February 1945, under the authority of General Order No. 14, Headquarters, NBS, Major General HENRY S. AURAND assumed command of the BBS This section covers the TC activities within BBS during the weeks of 1945 that preceeded this change over to NBS control. (See Section I, this Chapter on activities in NBS after the expansion in NBS territory to include BBS).

Movements Division

Freight Branch

During January, freight operations in BBS continued at a low level, the only major operation being the movement of the 94th Division to its new station Following is a summary of the tonnage moved.

Priority Freight	15 cars	156 tons
Total Tonnage	48,729 tons, breakdown as follows:	
Ammunition	415 tons	
POL	3,500 tons	
Rations	12,897 tons	
Other	31,917 tons	

LCL express service was inaugurated between Baud, Messac, Rennes, Le Mans, and Chartres.

Passenger Branch

Statistics:

(1) Total personnel moved:

	RAIL	MOTOR	TOTAL
U.S. Troops	11,895	156	12,051
Allied Troops	1,331	-	1,331
POW	1,576	200	1,776
Patients	1,778	-	1,778
TOTAL	16,580		16,936

(2) 11 Hospital trains detrained 3,488 personnel
6 Hospital trains entrained 1,778 personnel

(3) 165 Hospital trains passed through BBS on Paris to Cherbourg run.
(4) 16 Troop trains dispatched carrying 10,974 personnel.

Operations:

(1) Use of travel warrants was placed in effect 1 January 1945 for all personnel travel by rail.

(2) Reduction was effected in the number of hospital trains operating from Paris to Cherbourg on the Le Mans to Rennes route because of the using of the northern route (Evreux to Caen) which began 22 January 1945. All over five trains per day in each direction were routed via Le Mans-Rennes.

(3) Rail elements of the 94th Infantry Division, consisting of seven trains, moved on 2, 4, and 7 January. One train consisted chiefly of artillery material and the remaining six, of Infantry troops and spare parts.

(4) Considerable difficulty was encountered with the movement of hospital trains during sub-freezing weather, because the steam lines would freeze, thus necessitating the delay of trains in order to effect thawing. In addition to the utility car it was sometimes necessary to use an extra engine to supply heat. In many cases electric engines were used on the Paris-Le Mans run and difficulties due to freezing were encountered. It was necessary to use steam engines on all trains operating between Le Mans and Paris.

Motor Transport Branch

During the month of January, the Motor Transport Branch supervised the operation of eight truck companies. The 4012th QM Truck Company (TC) was converted from 2½-ton trucks to 10-ton tractors and semi-trailers. The men in this organization learned to handle this equipment quickly and without accident. Motor Transport truck companies assisted in the movement of the 66th Division to new tactical positions. Although weather conditions were bad throughout the month of January, there was no curtailment of operations.

On or about 9 January the 512th QM Group (M) (TC) was relieved from attachment to BBS and departed for duty at Reims. The 196th QM Bn (M) (TC) departed from temporary duty at Morlaix and assumed control of the truck companies in the Western District BBS vice the 512th QM Group (M) (TC). On or about 8 January, the 3rd Platoon, 3399th QM Truck Company (TC) consisting of 1 officer and 19 enlisted men moved to Le Mans for temporary duty of 30 days to supplement truck transport in the Central District. On or about 29 January, the 3399th QM Truck Company (TC) was moved for temporary duty of an indefinite period to provide truck transport on engineering projects as follows:

Hq and 1st Platoon, 3 Off and 38 EM to Tours
2nd " 1 Off and 34 EM to Angers
3rd " 1 Off and 34 EM to Orleans

On or about 30 January the 4012th QM Truck Company (TC) was placed on DS with CONAD for temporary duty of about 30-60 days to supplement truck transport in that area.

Statistics: (From 28 December to 28 January 1945)

Personnel hauled	12,427
*Tonnage hauled	9,695
Mileage covered	148,545
Vehicles dispatched	3,767

*Figure shown is low due to the fact that 50 percent of available trucks were employed on static operations hauling general construction material for which tonnage figures were not available.

Rail Allocations Branch

Rolling stock available in BBS as of 31 January 1945 was as follows:

Box Cars	61
Gondolas, High Sides	71
Gondolas, Low Sides	38
Flats, Short Wheel Base	457
Flats, Long Wheel Base	1
Passenger Coaches, 1st Cl	-
" " 2nd & 3rd	7
Switch Engines	33
Road Engines	126

Highway Traffic Division

A total of 155 convoys containing a total of 2,804 vehicles were routed and scheduled by this division. The average number of vehicles per convoy was 18.09. Twenty-nine convoys containing 1,448 vehicles were cleared through this division.

Marine Operations Branch

The port of Morlaix under French operation received their first coal on 9 January 1945. The first day's operation was slow because of bad weather. However, on the second day they unloaded 540 tons for U.S. Army account. The arrangement for coal tonnage breakdown gave the French one-third and the U.S. Army two-thirds. On 12 January discharge of the first ship was completed and the vessel sailed.

On 14 January the HMS Empire Forest arrived from the United Kingdom loaded with African Coffee. This ship had been expected on the Continent since August; however, due to bad weather and slow loading it was delayed but finally arrived at Morlaix with 7,776 tons aboard. Discharging started at 1000 hours on 14 January and was finished at 0400 hours on 27 January. The unloading was delayed considerably due to bad weather.

The French found that their maintenance of equipment was very difficult as the facilities at the port were very poor. However, the Port Commander, through the Marine Operations Branch of the Transportation Section, secured most of the materials needed, thus helping them carry on with the operations involved.

On 19 January the Collier PLM-17 loaded with 4,292 tons of coal arrived at Morlaix but could not start discharging until the coffee ship, Empire Forest, completed as the weather would not permit the discharge of two ships at one time. On 27 January the PLM-17 commenced discharging and was completed by midnight 31 January. The daily target set for coal at Morlaix was 700 tons per day; however, this ship averaged 858 tons per day and finished in five days.

On 21 January OCOT authorized the release of an additional four BK 104 steel barges for the use of the French at Morlaix. This raised their total to ten steel barges and helped increase their tonnage considerably.

On 31 January the Port of St. Malo was officially re-opened and a representative from BBS Headquarters was assigned to act as Port Commander. It was decided that this port would operate as a coal port and all coal coming in would be for French account. The American representatives were to assist the French in their operations as much as possible.

Personnel

The following is quoted from the Historical Report of the 8th Traffic Regulating Group dated 3 February 1945, covering the changes in assignment of its personnel during January:

"During the month there was further movement of personnel of the unit to stations outside this Base Section. Detachment "C", consisting of 5 Officers and 23 EM, under the command of Major William S. Davidson, was placed on Detached Service with the Transportation Section, Oise Section, by authority of SO# 20, Hq Brittany Base Section, dated 20 January 1945. A vehicle party of 2 Officers and 5 EM in 5 vehicles left this Hq at 0900 hours, 20 January 1945. The balance of the detachment left Rennes by rail at 0029 hours 21 January 1945.

"Detachment "D", consisting of 5 Officers and 29 EM, under the command of Major Raymond E. Reid, was placed on Detached Service with the Transportation Section, Channel Base Section, by authority of SO# 18, Hq Brittany Section, dated 18 January 1945. 2 Officers and 8 EM in 8 vehicles left this Hq at 1100 hours, 18 January 1945. The balance of the detachment left Rennes by train at 0025 hours 19 January 1945.

"At this time a total of 20 Officers and 152 EM are on Detached Service with the Transportation sections of other base sections. The records of these personnel are retained in the Hq. EM pay rolls are prepared here for each detachment and forwarded to the respective Base Sections for payment.

"The forming of these two new detachments has made it necessary to reduce personnel of the Brittany Base installations to the barest minimum. The situation is further aggravated by the loss of 14 men through transfer to reinforcement depots for retraining as infantrymen. Additional personnel are being called in to the Hq to meet new quotas for transfer. To date only four replacements have been received. These EM are former infantrymen who have been reclassified Limited Assignment. Officer personnel has increased to 79 or 4 over strength. EM strength is 295, or 15 under T/O.

"The operations of RTO Dreux was turned over to the 3rd Group Regulating Station on 2 January 1945."