HISTORICAL REPORT

OF THE

TRANSPORTATION CORPS

IN THE

EUROPEAN THEATER OF OPERATIONS

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PART 3

(OF 3 PARTS)

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A.P.P.E.N.D.I.C.E.S.

V.O.L.U.M.E. VI.

HISTORICAL REPORT

ON THE

TRANSPORTATION CORPS

IN THE

EUROPEAN THEATER OF OPERATIONS.

U.S. Office, Chief of Transportation

NOTE- These Appendices are numbered to correspond to the Chapter and Section of the Text. Where no Appendix was necessary for a section of a Chapter, there is a gap in the sequence of numbering. For convenience in referring to these Appendices, Parts for which no Appendix was prepared are so indicated below:

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APPENDIX NO. 1

TROOP LIST

TRANSPORTATION CORPS UNITS

IN THE ETO

AS OF 30 MARCH 1945

APPENDIX No. 1
Chapter I

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION

TRANSPORTATION CORPS UNITS IN
ETO AS OF 30 MARCH 1945

	A	B	C	D	E	F	G
	UNIT	ASSGD OR ATT	LOCATION	OFF	WO	EM	TOTAL
1.	Transportation Service (Hq)	Seine	Paris	102	5	79	186
2.	Transportation Service	U.K.	London	4	0	0	4
3.			Total	106	5	79	190
4.	1st Group Reg. Station (Hq)	Seine	Paris	2	0	11	13
5.	OCQT	Seine	Paris	47	0	169	216
6.	U.K. Base	U.K.	London	2	0	0	2
7.	RTO	Normandy		0	0	20	20
8.	RTO	Oise		1	0	23	24
9.	RTO	Channel		2	0	16	18
10.	RTO	Advance	25 Reg Sta	3	0	7	10
11.	RTO	Normandy	11 Port	0	0	6	6
12.	MTS	Seine	Paris	10	0	13	23
13.	TD & Misc	Seine	Paris	9	0	27	36
14.			Total	76	0	292	368
15.	3rd Group Reg Station (Hq)	Normandy	Deauville	74	0	275	349
16.	4th Group Reg Station (Hq)	U.K.	London	1	0	7	8
17.	OCOT	Seine	Paris	2	0	0	2
18.	U.K. Base	U.K.	London	18	0	42	60
19.	RTO	U.K.	Wilton	18	0	93	111
20.	RTO	U.K.	Luton Hoo	14	0	50	64
21.	RTO	U.K.	Chester	10	0	60	70
22.	RTO	U.K.	Edinburgh	2	0	13	15
23.	RTO	U.K.	Belfast	2	0	13	15
24.	RTO	Oise	Reims	3	0	0	3
25.	RTO	Channel	Lille	4	0	0	4
26.			Total	74	0	278	352
27.	5th Group Reg. Station (Hq)	U.K.	London	2	0	19	21
28.	U.K. Base	U.K.	London	23	0	51	74
29.	OCOT	Seine	Paris	42	0	219	261
30.	RTO	U.K.	Chester	1	0	4	5
31.	RTO	U.K.	Wilton	4	0	31	35
32.	OS; H.C. Radio Oprs.	U.K.	Southampton	0	0	12	12
33.			Total	72	0	336	408
34.	6th Traffic Reg. Group (Hq)	Channel	Lille	1	0	8	9
35.	OCOT	Seine	Paris	5	0	0	5
36.	U.K. Base	U.K.	London	4	1	13	18
37.	RTO	Oise		3	0	15	18
38.	RTO	Channel		46	0	139	185
39.	RTO	Advance		21	0	106	127
40.			Total	80	1	281	362

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
41.	7th Traffic Reg. Group (Hq)	U.K.	London	1	0	5	6
42.	U.K. Base	U.K.	London	20	0	25	45
43.	OCOT	Seine	Paris	9	0	0	9
44.	RTO	U.K.	London	8	0	37	45
45.	RTO	U.K.	Wilton	9	0	74	83
46.	RTO	U.K.	Luton Hoo	8	0	52	60
47.	RTO	U.K.	Chester	17	0	86	103
48.			Total	72	0	279	351
1.	8th Traffic Reg. Group (Hq)	Oise	Dijon	69	0	270	339
2.	Det E	Normandy		1	0	13	14
3.	DS: 104th QM Bn	U.K.		7	0	0	7
4.			Total	77	0	283	360
5.	9th Traffic Reg. Group (Hq)	Advance	Weipon	78	0	302	380
6.	10th Traffic Reg. Group (hq)	Seine	Paris	1	0	13	14
7.	OCOT	Seine	Paris	25	0	125	150
8.	MTS	Seine	Paris	28	0	73	101
9.	2nd MRS	Channel	Brussels	7	0	2	9
10.	DS	Advance		3	0	30	33
11.	DS	Channel		0	0	15	15
12.	TD & Misc	Seine		12	0	22	34
13.	DS: 42nd Reg. Sta	Advance		0	0	12	12
14.			Total	76	0	292	368
15.	11th Traffic Reg. Group (Hq)	Seine	Paris	1	0	8	9
16.	Det. A	Delta	Marseilles	0	0	37	37
17.	Det B	Oise	Reims	2	0	11	13
18.	Det C	Channel	Antwerp	5	0	42	47
19.	Det D	Advance	Namur	10	0	49	59
20.	Det E	Oise	Reims	4	0	23	27
21.	RTO	Seine		47	0	163	210
22.			Total	69	0	333	402
23.	12th Traffic Reg. Group (Hq)	Channel	Lille	1	0	8	9
24.	DS	Seine	Paris	1	0	1	2
25.	RTO	Channel		73	1	283	357
26.	DS	Oise	Reims	2	0	0	2
27.			Total	77	1	292	370
28.	13th Traffic Reg. Group (Hq)	Seine	Paris	70	0	291	361
29.	14th Traffic Reg. Group (Hq)	Oise	Reims	64	0	158	222
30.	Det A	Advance	Weipon	14	0	112	126
31.			Total	78	0	270	348
32.	15th Traffic Reg. Group (Hq)	Conad	Nancy	65	0	290	355
33.	Det B	Channel	Antwerp	10	0	34	44
34.			Total	75	0	324	399
35.	29th Traffic Reg. Group (Hq)	Seine	Paris	12	0	158	170
36.	Attached Unassigned	Seine	Paris	0	0	29	29
37.			Total	12	0	187	199

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOT
38.	24th Regulating Station	Advance	Differdange	43	0	173	21
39.	25th Regulating Station	Advance	Spa	42	1	190	23
40.	26th Regulating Station	Advance	Namur	42	1	137	18
41.	27th Regulating Station	Conad	Nancy	46	1	145	19
42.	42nd Regulating Station	Advance		41	1	141	18
43.	40th T.C. Traffic Reg. Bn	Delta		53	0	222	27
44.	41st T.C. Traffic Reg. Bn	Conad	Dijon	52	0	223	27
45.	36th Traffic Reg. Group	12th A.G.	Tonges	33	0	133	16
1.	37th Traffic Reg Group	12th A.G.		33	0	133	16
2.	38th Traffic Reg. Group	12th A.G.	Maastricht	33	0	133	16
3.	6826th Mov't Control(Gp)(Prov)	6th A.G.	Luneville	10	0	66	7
4.	6831st Regulating Co(Prov)	Delta	Marseilles	11	1	109	12
5.	6833rd Regulating Co(Prov)	6th A.G.	Sarrebourg	30	0	192	22
6.	Co A 1st Staging Area Bn	Delta	Marseilles	3	0	81	8
7.	Co B 1st Staging Area Bn	Delta	Marseilles	3	0	80	8
8.	3rd Port (Hq)	Delta	Lyon	85	0	445	53
9.	4th Port (Hq)	Normandy	Cherbourg	101	2	364	46
10.	5th Port (Hq)	Channel	Antwerp	101	2	404	50
11.	6th Port (Hq)	Delta	Marseilles	84	5	454	54
12.	7th Port(Hq)	U.K.	Glasgow	61	0	196	25
13.	Det A	-do-	Liverpool	36	1	135	17
14.	Det B	-do-	Hull	16	0	50	6
15.			Total	113	1	381	49
16.	11th Port (Hq)	Normandy	Rouen	111	2	481	59
17.	12th Port (Hq)	Normandy	Le Havre	113	1	367	48
18.	Det N	Normandy	Cherbourg	5	0	27	3
19.	Det K	Normandy	Granville	4	0	9	1
20.			Total	122	1	403	52
21.	13th Port (Hq)	Channel	Antwerp	106	1	396	50

	A	B	C	D	E	F	T
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOT
22.	14th Port (Hq)	U.K.	Southampton	93	1	337	431
23.	Det P	-do-	Poole	3	0	10	13
24.	Det B	-do-	Plymouth	8	1	13	22
25.	Det C	-do-	Weymouth	5	0	41	46
26.			Total	109	2	401	512
27.	15th Port (Hq)	Normandy	Duclair	103	2	383	488
28.	16th Port (Hq)	Normandy	Le Havre	112	1	406	519
29.	17th Port (Hq)	Channel	Ghent	107	1	400	508
30.	51st Port (Hq)	U.K.	Newport	110	2	400	512
31.	52nd Medium Port (Hq)	Normandy	Le Havre	76	0	230	306
32.	260th Port Battalion	U.K.	Newport	5	2	24	31
33.	*362nd Port Battalion	Normandy	Le Havre	6	2	34	42
34.	*580th Port Co	-do-	Le Havre	5	0	209	214
35.	*581st Port Co	-do-	Le Havre	4	0	212	216
36.	*583rd Port Co	-do-	Le Havre	6	0	213	219
37.			Total	21	2	668	691
38.	*365th Port Battalion	Normandy	Rouen	6	2	25	33
39.	*531st Port Co	-do-	Rouen	4	0	206	210
40.	*625th Port Co	-do-	Rouen	5	0	206	211
41.	*628th Port Co	-do-	Rouen	5	0	206	211
42.	*631st Port Co	-do-	Rouen	5	0	211	216
43.			Total	25	2	854	881
1.	*366th Port Battalion	Normandy	Cherbourg	5	2	25	32
2.	*379th Port Battalion	Delta	Marseilles	6	2	13	21
3.	*175th Port Co	-do-	Marseilles	4	0	209	213
4.	*176th Port Co	-do-	Marseilles	4	0	204	208
5.	*177th Port Co	-do-	Marseilles	6	0	209	215
6.	*178th Port Co	-do-	Marseilles	5	0	209	214
7.	*559th Port Co	-do-	Marseilles	5	0	198	203
8.	*629th Port Co	-do-	Marseilles	5	0	207	212
9.			Total	35	2	1249	1286
10.	*381st Port Battalion	Delta	Marseilles	7	1	16	24
11.	*192nd Port Co	-do-	Marseilles	5	0	209	214
12.	*193rd Port Co	-do-	Marseilles	6	0	209	215
13.	*212th Port Co	-do-	Marseilles	6	0	211	217
14.	*213th Port Co	-do-	Marseilles	6	0	209	215
15.			Total	30	1	854	885

16.	382nd Port Battalion	Delta	Marseilles	4	1	15	20
17.	676th Port Co	-do-	Marseilles	6	0	204	210
18.	677th Port Co	-do-	Marseilles	6	0	204	210
19.	678th Port Co	-do-	Marseilles	6	0	204	209
20.	679th Port Co	-do-	Marseilles	6	0	204	210
21.			Total	27	1	831	859
28.	385th Port Battalion	Delta	Marseilles	6	2	25	33
23.	671st Port Co	-do-	Marseilles	6	0	213	219
24.			Total	12	2	238	252
25.	*386th Port Battalion	Normandy	Rouen	6	2	26	34
26.	*214th Port Co	-do-	Rouen	6	0	202	208
27.	*215th Port Co	-do-	Rouen	4	0	212	216
28.	*216th Port Co	-do-	Rouen	5	0	205	210
29.	*217th Port Co	-do-	Rouen	6	0	193	199
30.			Total	27	2	838	867
31.	392nd Port Battalion	Normandy	Rouen	7	1	25	33
32.	171st Port Co	-do-	Rouen	6	0	182	188
33.	172nd Port Co	-do-	Rouen	6	0	174	180
34.			Total	19	1	381	401
35.	396th Port Battalion	Delta	Marseilles	6	2	16	24
36.	692nd Port Co	-do-	Marseilles	6	0	195	201
37.	693rd Port Co	-do-	Marseilles	5	0	191	196
38.	694th Port Co	-do-	Marseilles	6	0	193	199
39.	695th Port Co	-do-	Marseilles	5	0	193	198
40.			Total	28	2	788	818
41.	*397th Port Battalion	Delta	Marseilles	6	2	15	23
42.	*562nd Port Co	-do-	Marseilles	5	0	210	215
43.	*563rd Port Co	-do-	Marseilles	5	0	208	213
44.	*564th Port Co	-do-	Marseilles	5	0	207	212
45.	*565th Port Co	-do-	Marseilles	6	0	209	215
46.	*840th Port Co	-do-	Marseilles	6	0	204	210
47.			Total	33	2	1053	1088
48.	*399th Port Battalion	Delta	Marseilles	7	2	23	32
49.	*566th Port Co	-do-	Marseilles	4	0	205	209
50.	*567th Port Co	-do-	Marseilles	5	0	206	211
51.	*568th Port Co	-do-	Marseilles	5	0	203	208
52.	*569th Port Co	-do-	Marseilles	3	0	206	209
53.			Total	24	2	843	869
1.	*477th Port Battalion	U.K.		6	2	25	33
2.	*483rd Port Battalion	Normandy	Cherbourg	5	2	26	33
3.	*656th Port Co	-do-	Cherbourg	6	0	207	213
4.	*657th Port Co	-do-	Cherbourg	5	0	207	212
5.	*658th Port Co	-do-	Cherbourg	6	0	206	212
6.	*659th Port Co	-do-	Cherbourg	6	0	209	215
7.	*574th Port Co	-do-	Cherbourg	6	0	211	217
8.			Total	34	2	1066	1102

	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
9.	*484th Port Battalion	Delta	Marseilles	6	2	20	28
10.	*570th Port Co	-do-	Marseilles	5	0	209	214
11.	*571st Port Co	-do-	Marseilles	5	0	207	212
12.	*572nd Port Co	-do-	Marseilles	4	0	205	209
13.	*573rd Port Co	-do-	Marseilles	4	0	208	212
14.			Total	24	2	849	875
15.	*489th Port Battalion	Normandy	Le Havre	8	1	23	32
16.	*222nd Port Co	-do-	Le Havre	7	0	215	222
17.	*223rd Port Co	-do-	Le Havre	6	0	210	216
18.	*224th Port Co	-do-	Le Havre	6	0	209	215
19.	*225th Port Co	-do-	Le Havre	6	0	210	216
20.			Total	33	1	867	901
21.	487th Port Battalion	Channel	Antwerp	6	1	23	30
22.	185th Port Co	-do-	Antwerp	5	0	212	217
23.	187th Port Co	-do-	Antwerp	5	0	211	216
24.			Total	16	1	446	463
25.	*490th Port Battalion	Normandy	Rouen	7	2	22	31
26.	*226th Port Co	-do-	Rouen	6	0	206	212
27.	*227th Port Co	-do-	Rouen	6	0	208	214
28.	*228th Port Co	-do-	Rouen	6	0	212	218
29.	*229th Port Co	-do-	Rouen	5	0	206	211
30.			Total	30	3	854	886
31.	*494th Port Battalion	Normandy	Le Havre	6	2	22	30
32.	*238th Port Co	-do-	Le Havre	6	0	212	218
33.	*329th Port Co	-do-	Le Havre	6	0	208	214
34.	*240th Port Co	-do-	Le Havre	6	0	212	218
35.	*241st Port Co	-do-	Le Havre	5	0	212	217
36.			Total	29	2	866	897
37.	*498th Port Battalion	Normandy	Cherbourg	7	2	22	30
38.	*254th Port Co	-do-	Querqueville	6	0	210	216
39.	*255th Port Co	-do-	Cherbourg	6	0	208	214
40.	*256th Port Co	-do-	Cherbourg	7	0	212	218
41.	*257th Port Co	-do-	Cherbourg	5	0	212	217
42.			Total	28	2	866	896
43.	*499th Port Battalion	Normandy	Cherbourg	6	2	22	30
44.	*258th Port Co	-do-	Cherbourg	6	0	192	198
45.	*259th Port Co	-do-	Cherbourg	6	0	197	203
46.	*260th Port Co	-do-	Foucarville	6	0	208	214
47.	*261st Port Co	-do-	Cherbourg	6	0	188	194
48.	*646th Port Co	-do-	Cherbourg	4	0	197	201
49.	*647th Port Co	-do-	Cherbourg	6	0	205	211
50.			Total	40	2	1209	1251

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTHD	LOCATION	OFF	WO	EM	TOTAL
1.	*500th Port Battalion	Normandy	Cherbourg	6	2	25	33
2.	*262nd Port Co	-do-	Cherbourg	4	0	204	208
3.	*263rd Port Co	-do-	Cherbourg	4	0	202	206
4.	*264th Port Co	-do-	Cherbourg	6	0	208	214
5.	*265th Port Co	-do-	Cherbourg	6	0	203	209
6.	*553rd Port Co	-do-	Carentan	5	0	215	220
7.	*555th Port Co	-do-	Cherbourg	4	0	194	198
8.			Total	35	2	1251	1288
9.	*501st Port Battalion	Normandy	Rouen	6	2	23	31
10.	*435th Port Co	-do-	Rouen	4	0	209	213
11.	*436th Port Co	-do-	Rouen	5	0	211	216
12.	*437th Port Co	-do-	Rouen	7	0	211	218
13.			Total	22	2	654	678
14.	*502nd Port Battalion	Normandy	Le Havre	8	1	25	34
15.	*270th Port Co	-do-	Le Havre	6	0	205	211
16.	*271st Port Co	-do-	Le Havre	6	0	207	213
17.	*272nd Port Co	-do-	Le Havre	6	0	204	210
18.	*273rd Port Co	-do-	Le Havre	7	0	199	206
19.			Total	33	1	840	874
20.	*505th Port Battalion	Normandy	Le Havre	3	2	31	36
21.	*574th Port Co	-do-	Le Havre	5	0	207	212
22.	*550th Port Co	-do-	Le Havre	6	0	207	213
23.	*551st Port Co	-do-	Le Havre	7	0	204	211
24.	*602nd Port Co	-do-	Le Havre	5	0	204	209
25.	*649th Port Co	-do-	Le Havre	5	0	208	213
26.			Total	31	2	1061	1094
27.	507th Port Co	Delta	Marseilles	6	1	25	32
28.	*542nd Port Co	-do-	Marseilles	6	0	208	214
29.	*543rd Port Co	-do-	Marseilles	5	0	206	211
30.	*644th Port Co	-do-	Marseilles	5	0	208	213
31.	*545th Port Co	-do-	Marseilles	6	0	200	206
32.	*546th Port Co	-do-	Marseilles	5	0	210	215
33.			Total	33	1	1057	1091
34.	*509th Port Battalion	Normandy	Rouen	6	2	25	33
35.	*306th Port Co	-do-	Rouen	4	0	208	212
36.	*307th Port Co	-do-	Rouen	5	0	209	214
37.	*308th Port Co	-do-	Rouen	5	0	201	206
38.	*309th Port Co	-do-	Rouen	4	0	208	212
39.			Total	24	2	851	877
40.	*511th Port Battalion	Normandy	Cherbourg	4	2	14	20
41.	*548th Port Co	-do-	Escausseville	6	0	201	207
42.	*549th Port Co	-do-	Hau Quevillon	6	0	195	201
43.	*557th Port Co	-do-	Rauville la Bigot	5	0	201	206
44.	*558th Port Co	-do-	Cherbourg	5	0	198	203
45.	*594th Port Co	-do-	Terre Rouge	6	0	208	214
46.			Total	32	2	1017	1051

	A	B	C	D	E	F	G
	UNIT	ATTCHD	LOCATION	OFF	WO	EM	TOTAL
47.	*512th Port Battalion	Normandy	Le Havre	7	2	17	26
48.	*319th Port Co	-do-	Le Havre	6	0	212	218
49.	*556th Port Co	-do-	Le Havre	6	0	208	214
50.	*560th Port Co	-do-	Le Havre	7	0	206	219
51.	*561st Port Co	-do-	Le Havre	7	0	212	219
52.			Total	32	2	855	889
1.	*513th Port Battalion	Normandy	Cherbourg	6	2	24	32
2.	*322nd Port Co	-do-	Cherbourg	6	0	208	214
3.	*323rd Port Co	-do-	Cherbourg	5	0	204	209
4.	*324th Port Co	-do-	Cherbourg	6	0	205	211
5.	*325th Port Co	-do-	Cherbourg	5	0	203	208
6.			Total	28	2	844	874
7.	*514th Port Battalion	Normandy	Granville	7	2	23	32
8.	*526th Port Co	-do-	Granville	5	0	212	217
9.	*527th Port Co	-do-	Terre Plein	5	0	212	217
10.	*528th Port Co	-do-	Saint Lo	6	0	209	215
11.	*630th Port Co	-do-	Granville	6	0	196	202
12.			Total	29	2	852	883
13.	*515th Port Battalion	Delta	Marseilles	6	2	22	30
14.	*530th Port Co	-do-	Lyon	5	0	216	221
15.	*532nd Port Co	-do-	Marseilles	5	0	218	223
16.	*586th Port Co	-do-	Marseilles	5	0	214	219
17.	*587th Port Co	-do-	Lyon	6	0	218	224
18.			Total	27	2	888	917
19.	*516th Port Battalion	Normandy	Cherbourg	6	2	24	32
20.	*534th Port Co	-do-	Cherbourg	6	0	211	217
21.	*535th Port Co	-do-	Cherbourg	6	0	211	217
22.	*536th Port Co	-do-	Cherbourg	6	0	214	220
23.	*537th Port Co	-do-	Cherbourg	6	0	208	214
24.			Total	30	2	868	900
25.	517th Port Battalion	Channel	Antwerp	6	2	26	34
26.	797th Port Co	-do-	Antwerp	6	0	206	212
27.	798th Port Co	-do-	Antwerp	6	0	206	212
28.	799th Port Co	-do-	Antwerp	6	0	208	214
29.	800th Port Co	-do-	Antwerp	6	0	205	211
30.	284th Port Co	-do-	Antwerp	6	0	206	212
31.	285th Port Co	-do-	Antwerp	6	0	207	213
32.			Total	42	2	1264	1308
33.	518th Port Battalion	Normandy	Cherbourg	6	2	25	33
34.	299th Port Co	-do-	St. Colombe	4	0	192	196
35.	300th Port Co	-do-	Cherbourg	6	0	203	209
36.	301st Port Co	-do-	Cherbourg	6	0	211	217
37.	278th Port Co	-do-	Sauveur	6	0	186	192
38.			Total	28	2	817	847

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
39.	519th Port Battalion	Channel	Antwerp	6	2	25	33
40.	302nd Port Co	-do-	Antwerp	6	0	207	213
41.	303rd Port Co	-do-	Antwerp	5	0	206	211
42.	304th Port Co	-do-	Antwerp	5	0	207	212
43.	305th Port Co	-do-	Antwerp	6	0	206	212
44.	280th Port Co	-do-	Antwerp	5	0	205	210
45.	281st Port Co	-do-	Antwerp	6	0	206	212
46.			Total	39	2	1262	1303
47.	*520th Port Battalion	Normandy	Le Havre	5	2	21	28
48.	*577th Port Co	-do-	Le Havre	6	0	207	213
49.	*624th Port Co	-do-	Le Havre	6	0	205	211
50.	*626th Port Co	-do-	Le Havre	6	0	204	210
51.	*627th Port Co	-do-	Le Havre	6	0	212	218
52.			Total	29	2	849	880
1.	*521st Port Battalion	Normandy	Duclair	6	2	23	31
2.	*582nd Port Co	-do-	Duclair	5	0	204	209
3.	*585th Port Co	-do-	Duclair	6	0	209	215
4.	*588th Port Co	-do-	Duclair	6	0	205	211
5.	*589th Port Co	-do-	Duclair	6	0	208	214
6.	*595th Port Co	-do-	Duclair	5	0	209	214
7.	*597th Port Co	-do-	Duclair	6	0	210	216
8.			Total	40	2	1268	1310
9.	*523rd Port Battalion	Delta	Marseilles	7	2	24	33
10.	*407th Port Co	-do-	Marseilles	4	0	205	209
11.	*408th Port Co	-do-	Marseilles	3	0	185	188
12.	*409th Port Co	-do-	Marseilles	5	0	207	212
13.	*410th Port Co	-do-	Marseilles	6	0	200	206
14.			Total	25	2	821	848
15.	*524th Port Battalion	Normandy	Le Havre	6	2	22	30
16.	*411th Port Co	-do-	Rouen	6	0	207	213
17.	*412th Port Co	-do-	Rouen	6	0	194	200
18.	*413th Port Co	-do-	Cherbourg	4	0	197	201
19.	*414th Port Co	-do-	Cherbourg	4	0	202	206
20.			Total	26	2	822	850
21.	*525th Port Battalion	Conad	Nancy	5	2	24	31
22.	*415th Port Co	-do-	Nancy	4	0	193	197
23.	*416th Port Co	-do-	Nancy	5	0	186	191
24.	*417th Port Co	-do-	Nancy	6	0	188	194
25.	*418th Port Co	-do-	Nancy	3	0	188	191
26.			Total	23	2	779	804
27.	155th Port Co	Channel	Ghent	7	0	213	220
28.	156th Port Co	Channel	Ghent	5	0	200	205
29.	174th Port Co	Normandy	Le Havre	4	0	206	210
30.	184th Port Co	Advance	Liege	5	0	214	219
31.	267th Port Co	Chanel	Antwerp	5	0	191	196
32.	268th Port Co	Channel	Antwerp	5	0	202	207
33.	279th Port Co	Normandy	Le Havre	6	0	210	216
34.	282nd Port Co	Advance	Jemeppe	6	0	207	213

	A UNIT	B ASGD OR ATTCHD	C LOCATION	D OFF	E WO	F EM	G TOTAL
35.	283rd Port Co	Oise	Reims	6	0	201	207
36.	298th Port Co	Conad	Dijon	6	0	201	207
37.	186th Port Co	Channel	Ghent	5	0	209	214
38.	*320th Port Co	U.K.	Southampton	6	0	214	220
39.	*321st Port Co	U.K.	Poole	6	0	203	209
40.	*433rd Port Co	U.K.	Cardiff	6	0	210	216
41.	*552nd Port Co	U.K.	Southampton	6	0	204	210
42.	*554th Port Co	U.K.	Southampton	6	0	198	204
43.	*575th Port Co	U.K.	Southampton	6	0	205	211
44.	*596th Port Co	U.K.	Barry	6	0	197	203
45.	*598th Port Co	U.K.	Cottingham	5	0	212	217
46.	*599th Port Co	U.K.	Maghull	6	0	207	213
47.	*584th Port Co	Advance	Liege	6	0	213	219
48.	*600th Port Co	Normandy	Duclair	6	0	217	223
49.	*529th Port Co	Oise	Reims	6	0	213	219
50.	*434th Port Co	Channel	La Louviere	4	0	208	212
51.	*601st Port Co	Normandy	Duclair	5	0	212	217
52.	*641st Port Co	U.K.	Hull	6	0	198	204
53.	*642nd Port Co	U.K.	Cottingham	5	0	200	205
54.	*643rd Port Co	U.K.	Newport	5	0	211	216
55.	*644th Port Co	U.K.	Swansea	4	0	198	212
56.	*645th Port Co	Channel	Lille	5	0	204	209
57.	*648th Port Co	U.K.	Avonmouth	4	0	198	202
58.	*533rd Port Co	Channel	Haubourdin	6	0	211	217
59.	*672nd Port Co	Normandy	Rouen	6	0	212	218
60.	*675th Port Co	Normandy	Rouen	6	0	212	218
61.	328 Harbor Crft Co	Normandy	Cherbourg	11	6	272	289
62.	329 Harbor Crft Co	Advance	Liege	14	4	296	314
1.	330 Harbor Crft Co	Channel	Ghent	12	4	229	245
2.	Det A	U.K.	Plymouth	0	0	7	7
3.	Det B	Normandy	Cherbourg	1	1	35	37
4.			Total	13	5	271	289
5.	332 Harbor Crft Co	Normandy	Le Havre	4	11	183	198
6.	333 Harbor Crft Co	Normandy	Petite Couronne	8	11	179	198
7.	334 Harbor Crft Co	Normandy	Rouen	8	12	188	208
8.	335 Harbor Crft Co	Normandy	Cherbourg	8	9	187	204
9.	336 Harbor Crft Co	Channel	Ghent	9	19	193	220
10.	337 Harbor Crft Co	Normandy	Cherbourg	9	19	184	212
11.	338 Harbor Crft Co	Normandy	Rouen	7	18	166	191
12.	339 Harbor Crft Co	Channel	Antwerp	34	16	260	310
13.	340 Harbor Crft Co	U.K.	Southampton	39	17	275	331

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOT
14.	341st Harbor Craft Co	Advance	Namur	42	17	287	346
15.	342nd Harbor Craft Co	U.K.	Southampton	41	16	270	327
16.	343rd Harbor Craft Co	U.K.	Plymouth	40	13	264	317
17.	344th Harbor Craft Co	Channel	Antwerp	38	13	256	307
18.	345th Harbor Craft Co	Channel	Antwerp	43	14	258	315
19.	351st Harbor Craft Co	Normandy	Le Havre	43	14	251	308
20.	352nd Harbor Craft Co	Channel	Antwerp	38	10	235	283
21.	353rd Harbor Craft Co	U.K.	Southampton	34	12	242	288
22.	354th Harbor Craft Co	Normandy	Tourlarville	40	11	255	306
23.	355th Harbor Craft Co	Channel	Ghent	35	11	220	266
24.	356th Harbor Craft Co	Normandy	Rouen	35	12	224	271
25.	357th Harbor Craft Co	Delta	Marseilles	32	12	139	183
26.	Det A	Conad	Nancy	6	0	80	86
27.			Total	38	12	219	269
28.	358th Harbor Craft Co	Normandy	Le Havre	31	11	188	230
29.	360th Harbor Craft Co	Advance	Namur	35	11	208	254
30.	372nd Harbor Craft Co	Delta	Marseilles	9	1	193	203
31.	101st Port Marine Maint Co	Normandy	Cherbourg	6	0	166	172
32.	102nd Port Marine Maint Co	Normandy	Cherbourg	6	0	164	170
33.	103rd Port Marine Maint Co	Normandy	Le Havre	5	0	187	192
34.	104th Port Marine Maint Co	Normandy	Petite Courenne	5	0	210	215
35.	105th Port Marine Maint Co	Channel	Antwerp	6	6	188	194
36.	106th Port Marine Maint Co	Normandy	Rouen	6	0	186	192
37.	107th Port Marine Maint Co	Delta	Marseilles	6	0	177	183
38.	108th Port Marine Maint Co	U.K.	Cardiff	6	0	203	209
1.	109th Port Marine Maint Co	Channel	Antwerp	6	0	204	210
2.	110th Port Marine Maint Co	U.K.	Southampton	6	0	182	188
3.	Gen Hq Military Rww Ser	Seine	Paris	21	1	79	101
4.	1st Military Rwy Ser	Conad	Lyon	39	3	170	212

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
5.	2nd Military Rwy Ser	Channel	Brussels	39	2	156	197
6.	703rd Rwy Grand Div	Delta	Marseilles	28	0	59	87
7.	704th Rwy Grand Div	Conad	Luneville	22	0	77	99
8.	706th Rwy Grand Div	Advance	Luxembourg	28	0	53	81
9.	707th Rwy Grand Div	Advance	Wesel	25	0	56	81
10.	708th Rwy Grand Div	Advance	Liege	24	0	56	80
11.	709th Rwy Grand Div	Channel	Brussels	27	0	60	87
12.	710th Rwy Grand Div	Seine	Paris	26	0	57	83
13.	712th Rwy Opn Bn	Advance	Luxembourg	29	1	810	840
14.	713th Rwy Opn Bn	Delta	Marseilles	27	1	863	891
15.	716th Rwy Opn Bn	Advance	Metz	31	1	842	874
16.	717th Rwy Opn Bn (Hq)	U.K.	Tauton	4	1	30	35
17.	Det A	-do-	Thatcham	3	0	95	98
18.	Det C	-do-	Sudbury	2	0	84	86
19.	Det D	-do-	Ashchurch	3	0	49	52
20.	Det E	-do-	Highbridge	0	0	12	12
21.	Det J	-do-	Newport	1	0	36	37
22.	Det N	-do-	Bassingbourne	1	0	25	26
23.	Det O	-do-	Wilton	1	0	34	35
24.	Det P	-do-	Blandford	0	0	12	12
25.	Det Q	-do-	Tidworth	0	0	12	12
26.	Det R	-do-	Burtonwood	0	0	19	19
27.	Det V	-do-	Ashchurch	1	0	37	38
28.	Det X	-do-	Taunton	1	0	19	20
29.	Hosp Amb Train	-do-	Portsmouth	0	0	13	13
30.	Det France	Advance		9	0	288	297
31.	Det			0	0	0	0
32.	Det			0	0	0	0
33.	Det			0	0	0	0
34.			Total	26	1	765	792
35.	718th Rwy Opn Bn	Advance	Luxembourg	20	1	574	595
36.	Do A	-do-	Kruchten	6	0	210	216
37.			Total	26	1	784	811
38.	720th Rwy Opn Bn	Normandy	Caen	24	1	775	800
39.	722nd Rwy Opn Bn	Channel	Jeaumont	27	1	762	790
40.	723rd Rwy Opn Bn	Advance	Munchon Gladbach	28	1	822	851
41.	724th Rwy Opn Bn	Oise	Compeigne	29	1	748	778

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
42.	727th Rwy Opn Bn	Delta	Lyon	28	1	869	898
43.	728th Rwy Opn Bn	Normandy	Cherbourg	33	1	819	853
44.	729th Rwy Opn Bn	Advance	Wesel	26	1	766	793
45.	732nd Rwy Opn Bn	Advance	Thionville	30	1	872	903
1.	733rd Rwy Opn Bn	Conad	Nancy	23	1	569	593
2.	Co A	-do-	Landoff	6	0	209	215
3.			Total	29	1	778	808
4.	734th Rwy Opn Bn	Advance	Maastricht	29	1	784	814
5.	735th Rwy Opn Bn	Channel	Malines	10	1	159	170
6.	Co A	Advance	Wesel	5	0	325	330
7.	Co B & C	Channel	Landon	11	0	422	433
8.			Total	26	1	906	933
9.	740th Rwy Opn Bn	Advance	Aachen	28	1	898	927
10.	741st Rwy Opn Bn	Advance	Liege	28	1	790	817
11.	743rd Rwy Opn Bn	Channel	Antwerp	27	1	908	936
12.	744th Rwy Opn Bn	Channel	Charleroi	28	1	784	813
13.	746th Rwy Opn Bn	Normandy	Rouen	20	0	940	960
14.	B & B Pl. Co. A	Advance	Luxembourg	1	0	43	44
15.	Maint of Way Pl CoA	-do-	Longuyon	2	0	152	154
16.	Diesel Pl Co E	-do-	Thionville	1	0	49	50
17.			Total	24	0	1184	1208
18.	750th Rwy Opn Bn	Conad	Blainville	16	1	439	456
19.	Co A	-do-	Sarrebourg	6	0	218	224
20.	Co B	Delta	Marseilles	6	0	140	146
21.			Total	28	1	797	826
22.	752nd Rwy Opn Bn	Advance	Namur	28	1	898	927
23.	759th Rwy Opn Bn	Conad	Dijon	31	1	881	913
24.	761st Rwy Trans Co	Conad	Luneville	4	1	285	290
25.	755th Rwy Shop Bn	Advance	Namur	19	2	421	442
26.	Det B	-do-	Herbestal	2	0	80	82
27.	Co C	-do-	Loncin	4	0	102	106
28.			TOTAL	29	2	603	630
29.	756th Rwy Shop Bn	Delta	Marseilles	25	2	636	663
30.	757th Rwy Shop Bn	Normandy	Cherbourg	27	2	589	618

A	B	C	D	E	F	G
UNIT	ASGD OR ATTCHD	LOCATION	OFF'	WO	EM	TOTAL
31.						
763rd Rwy Shop Bn	Channel	Louvain	19	1	488	508
32. Co C	-do-	Antwerp	4	0	114	118
33.		Total	23	1	602	626
34. 764th Rwy Shop Bn	Seine	Paris	23	2	603	628
35. 765th Rwy Shop Bn	Advance	Thionville	29	2	700	731
36. 766th Rwy Shop Bn	Conad	Strasbourg	34	2	686	722
37. 126th Rwy Wrkshop	Advance	Krefeld	1	0	29	30
38. 127th Rwy Wrkshop	Channel	St. Martins	1	0	30	31
39. 128th Rwy Wrkshop	Conad	Nancy	1	0	30	31
40. 129th Rwy Wrkshop	Channel	Antwerp	1	0	30	31
41. 130th Rwy Wrkshop	Normandy	Cherbourg	1	0	30	31
42. 117 Hosp Train Maint Sec	Seine	Paris	0	0	11	11
43. 118 Hosp Train Maint Sec	Normandy	Cherbourg	0	0	12	12
1. 119 Hosp Train Maint Sec	Normandy	Cherbourg	0	0	12	12
2. 120 Hosp Train	Seine	Paris	0	0	9	9
3. 121 Hosp Train Maint Sec	Advance	Thionville	0	0	9	9
4. 138 Hosp Train Maint Pl	Advance	Aachen	1	0	27	28
5. 139 Hosp Train Maint Pl	Advance	Munchen Gladbachl	1	0	27	28
6. 140 Hosp Train Maint Pl	Normandy	Cherbourg	1	0	27	28
7. 141 Hosp Train	Advance	Namur	1	0	26	27
8. 142 Hosp Train Maint Pl	Advance	Thionville	1	0	25	26
9. 780 Base Depot Co	Normandy	Cherbourg	4	0	64	68
10. Det A	-do-	Vierville	1	0	37	38
11.		Total	5	0	101	106
12. 781 Base Depot Co	Advance	Liege	5	0	104	109

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATCHD	LOCATION	OFF	WO	EM	TOT
13.	782nd Base Depot Co	U.K.	Burton-on-Trent	3	0	72	75
14.	Det A	-do-	Sudbury	2	0	41	43
15.			Total	5	0	113	118
16.	783rd Base Depot Co	Delta	Marseilles	5	0	109	114
17.	784th Base Depot Co	Normandy	Briequebec	5	0	110	115
18.	785th Base Depot Co	Normandy	Briequebec	4	0	86	90
19.	786th Base Depot Co	Seine	Paris	4	0	94	98
20.	788th Base Depot Co	Delta	Marseilles	5	0	111	116
21.	807th Base Depot Co	Delta	Marseilles	5	0	102	107
22.	453rd Amphibious Trk Co	12th A.G.	Maidieres	6	0	184	190
23.	458th Amphibious Trk Co	12th A.G.	Maastricht	6	0	170	176
24.	459th Amphibious Trk Co	12th A.G.	Vise	5	0	170	175
25.	460th Amphibious Trk Co	12th A.G.	Selters	7	0	170	177
26.	461st Amphibious Trk Co	12th A.G.	Rheydt	7	0	175	182
27.	463rd Amphibious Trk Co	Normandy	Le Havre	7	0	173	180
28.	*467th Amphibious Trk Co	Normandy	Le Havre	7	0	161	168
29.	*468th Amphibious Trk Co	Normandy	Le Havre	7	0	169	176
30.	*469th Amphibious Trk Co	12th A.G.	Maastricht	7	0	170	177
31.	*470th Amphibious Trk Co	Normandy	Le Havre	7	0	172	179
32.	*815th Amphibious Trk Co	Normandy	Le Havre	7	0	169	176
33.	*816th Amphibious Trk Co	Normandy	Le Havre	7	0	170	177
34.	*817th Amphibious Trk Co	Normandy	Le Havre	7	0	169	176
35.	*818th Amphibious Trk Co	Normandy	Le Havre	7	0	168	175
36.	*819th Amphibious Trk Co	12th A.G.		7	0	174	181
37.	*821st Amphibious Trk Co	Normandy	Cherbourg	7	0	161	168
38.	*822nd Amphibious Trk Co	Normandy	Cherbourg	6	0	162	168
39.	829th Amphibious Trk Co	6th A.G.	Schaffhausen	6	0	169	175
40.	830th Amphibious Trk Co	6th A.G.	Epinal	7	0	166	173
41.	831st Amphibious Trk Co	6th A.G.	Epinal	5	0	165	170
42.	832nd Amphibious Trk Co	6th A.G.	Luneville	6	0	170	176
43.	2nd QM Group	6th A.G.	Luneville	10	0	21	31
44.	*27th QM Group	Normandy	Bolbec	9	0	22	31
45.	*28th QM Group	Delta	Marseilles	9	0	21	30
1.	*46th QM Group	Conad	Dijon	10	0	21	31
2.	*47th QM Group	12th A.G.		10	0	21	31
3.	467th QM Group	Advance	Trier	9	1	21	31
4.	*469th QM Group	Conad	Nancy	10	0	22	32
5.	*470th QM Group	Advance	Liege	12	0	21	33
6.	471st QM Group	12th A.G.		10	0	21	31
7.	*474th QM Group	Advance	Thionville	10	0	20	30
8.	475th QM Group	Delta	Marseilles	10	0	21	31
9.	476th QM Group	12th A.G.		10	0	21	31
10.	*512th QM Group	Oise	Soissons	10	0	21	31
11.	513th QM Group	Advance	Munchen-Gladback	17	0	45	62
12.	*514th QM Group	12th A.G.		10	0	21	31
13.	516th QM Group	Advance	Rheinback	10	0	18	28

	A	B	C	D	E	F	G
	UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
14.	518th QM Group	Oise	Reims	10	0	21	31
15.	*520th QM Group	Channel	Maroren-Barseul	11	0	21	32
16.	522nd QM Group	6th A.G.	Thionville	10	0	21	31
17.	1st QM Battalion	12th A.G.		4	2	21	27
18.	2nd QM Battalion	12th A.G.		4	2	21	27
19.	3rd QM Battalion	12th A.G.		4	2	21	27
20.	4th QM Battalion	12th A.G.		4	2	21	27
21.	6th QM Battalion	12th A.G.	Diedirch	4	2	20	26
22.	8th QM Battalion	Advance	Ehrang	4	2	20	26
23.	*24th QM Battalion	12th A.G.	12th A.G.	4	2	21	27
24.	26th QM Battalion	12th A.G.		4	2	21	27
25.	*28th QM Battalion	Conad	Nancy	4	2	21	27
26.	*49th QM Battalion	Normandy		4	2	21	27
27.	53rd QM Battalion	Conad	Luneville	5	2	24	32
28.	54th QM Battalion	6th A.G.		4	2	21	27
29.	55th QM Battalion	6th A.G.		4	2	21	27
30.	59th QM Battalion	6th A.G.	Fos	4	2	20	26
31.	*69th QM Battalion	Conad	Nancy	4	2	19	25
32.	77th QM Battalion	Advance	Munchen Gladback	4	2	18	24
33.	*80th QM Battalion	12th A.G.		4	2	21	27
34.	81st QM Battalion	12th A.G.		4	2	21	27
35.	86th QM Battalion	Conad	Saargemund	4	1	21	26
36.	*89th QM Battalion	Seine	Paris	5	1	20	26
37.	*91st QM Battalion	12th A.G.		4	2	21	27
38.	*102nd QM Battalion	12th A.G.		4	2	21	27
39.	*103rd QM Battalion	Advance	Fleron	4	2	21	27
40.	*104th QM Battalion	Normandy	St. Aubin	4	2	23	29
41.	*105th QM Battalion	6th A.G.		4	2	21	27
42.	*106th QM Battalion	12th A.G.		4	2	21	27
43.	111th QM Battalion	U.K.	London	3	2	14	19
44.	*114th QM Battalion	Advance	Vettuecciss	2	0	21	23
45.	122nd QM Battalion	12th A.G.		4	2	21	27
46.	131st QM Battalion	Normandy	Le Havre	4	2	21	27
47.	135th QM Battalion	Oise	Soissons	5	2	21	28
48.	136th QM Battalion	Normandy	Dangu	4	2	20	26
49.	137th QM Battalion	Normandy	Lierville	4	2	21	27
50.	138th QM Battalion	Normandy		4	2	21	27
51.	139th QM Battalion	Normandy	Gisors	4	2	21	27
52.	140th QM Battalion	Conad	Nancy	4	2	21	27
53.	142nd QM Battalion	Oise	Reiues	4	2	21	27
54.	144th QM Battalion	6th A.G.	Luneville	4	2	21	27
55.	146th QM Battalion	Normandy	Gisors	4	2	21	27
56.	147th QM Battalion	6th A.G.		4	2	21	27
57.	151st QM Battalion	Normandy	Cherbourg	3	2	21	26
58.	152nd QM Battalion	Channel	Antwerp	4	2	21	27
59.	*157th QM Battalion	Advance	Namur	4	2	15	21
60.	162nd QM Battalion	12th A.G.		4	2	21	27
61.	163rd QM Battalion	Advance	Verdun	4	2	21	27
62.	*165th QM Battalion	Delta	Marseilles	4	2	21	27
	166th QM Battalion	12th A.G.		4	2	21	27
	171st QM Battalion	Advance	Verdun	4	2	22	28

A	B	C	D	E	F	G
UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
147 QM Truck Co	Oise	Jouchery	5	0	147	152
168 QM Truck Co	Advance	Munchen Gladback	6	0	131	137
378 QM Truck Co	Conad	Nancy	5	0	149	153
*380 QM Truck Co	Seine	Frileuse	5	0	131	136
*381 QM Truck Co	12th A.G.		5	0	105	110
*382 QM Truck Co	12th A.G.		5	0	105	110
*385 QM Truck Co	12th A.G.		5	0	105	110
*388 QM Truck Co	Oise	Les Mesneux	5	0	122	127
*391 QM Truck Co	Oise	Brianon	5	0	105	110
*394 QM Truck Co	6th A.G.		5	0	105	110
*395 QM Truck Co	6th A.G.		5	0	105	110
*396 QM Truck Co	12th A.G.		5	0	105	110
*397 QM Truck Co	6th A.G.		5	0	105	110
*398 QM Truck Co	12th A.G.		5	0	105	110
*399 QM Truck Co	12th A.G.		5	0	148	153
*400 QM Truck Co	Channel	Wasquelhal	5	0	145	150
*401 QM Truck Co	6th A.G.	Moussey	5	0	132	137
*402 QM Truck Co	12th A.G.		5	0	105	110
*403 QM Truck Co	6th A.G.	Luneville	5	0	105	110
*427 QM Truck Co	12th A.G.		5	0	105	110
*428 QM Truck Co	12th A.G.		5	0	105	110
*429 QM Truck Co	12th A.G.		5	0	105	110
*430 QM Truck Co	12th A.G.		5	0	105	110
*431 QM Truck Co	12th A.G.		5	0	105	110
*432 QM Truck Co	12th A.G.		5	0	105	110
*439 QM Truck Co	12th A.G.		5	0	105	110
*440 QM Truck Co	12th A.G.		5	0	105	110
*441 QM Truck Co	12th A.G.		5	0	105	110
*442 QM Truck Co	12th A.G.		5	0	105	110
*443 QM Truck Co	12th A.G.		5	0	105	110
*444 QM Truck Co	12th A.G.		5	0	105	110
*445 QM Truck Co	12th A.G.		5	0	105	110
*446 QM Truck Co	12th A.G.		5	0	105	110
*447 QM Truck Co	12th A.G.		5	0	105	110
*448 QM Truck Co	12th A.G.		5	0	105	110
*641 QM Truck Co	12th A.G.	Dudelange	5	0	144	149
*642 QM Truck Co	12th A.G.		5	0	105	110
*643 QM Truck Co	Advnace	Verdun	4	0	138	142
*644 QM Truck Co	Advance	Trier	5	0	145	150
*645 QM Truck Co	Advance	Briey	5	0	133	138
*646 QM Truck Co	12th A.G.		5	0	105	110
*647 QM Truck Co	12th A.G.		5	0	105	110
*648 QM Truck Co	1ath A.G.		5	0	105	110
*649 QM Truck Co	12th A.G.		5	0	105	110
650 QM Truck Co	12th A.G.		5	0	105	110
*651 QM Truck Co	12th A.G.		5	0	105	110
*652 QM Truck Co	12th A.G.		5	0	105	110
*653 QM Truck Co	12th A.G.	Dudelange	5	0	120	125
658 QM Truck Co	12th A.G.		5	0	105	110
*659 QM Truck Co	12th A.G.		5	0	105	110
*660 QM Truck Co	12th A.G.		5	0	144	149
*661 QM Truck Co	12th A.G.		5	0	133	138

A	B	C	D	E	F	G
UNIT	ASGD OR ATCHD	LOCATION	OFF	WO	EM	TOTAL
*174 QM Battalion	Advance	Thionville	4	2	22	28
175 QM Battalion	Advance	Munchen Gladbach	4	2	19	25
*176 QM Battalion	12th A.G.		4	2	21	27
177 QM Battalion	Advance	Rheinbach	4	2	21	27
180 QM Battalion	6th A.G.	Bad Durkheim	5	2	20	27
181 QM Battalion	Advance	Trier	4	2	22	28
*182 QM Battalion	12th A.G.		4	2	21	27
184 QM Battalion	6th A.G.	Luneville	4	2	21	27
185 QM Battalion	12th A.G.	Bad Godesberg	4	2	21	27
186 QM Battalion	12th A.G.	Dudelange	4	2	21	27
188 QM Battalion	Advance	Bergheim	4	2	21	27
190 QM Battalion	Channel	Tancarville	4	2	21	27
196 QM Battalion	Conad	Saargemund	4	1	20	25
197 QM Battalion	Delta	Marseilles	4	2	20	26
201 QM Battalion	12th A.G.		4	2	21	27
202 QM Battalion	12th A.G.		4	2	21	27
205 QM Battalion	6th A.G.		4	2	21	27
*206 QM Battalion	12th A.G.		4	2	21	27
*209 QM Battalion	Delta	Istres	4	2	21	27
211 QM Battalion	12th A.G.		4	2	21	27
*212 QM Battalion	Normandy	Le Havre	4	2	21	27
*238 QM Battalion	Normandy	Gainneville	5	2	21	28
*239 QM Battalion	Channel	Lille	5	2	22	29
*284 QM Battalion	6th A.G.		4	2	21	27
*285 QM Battalion	6th A.G.		4	2	21	27
286 QM Battalion	6th A.G.		4	2	21	27
315 QM Battalion	6th A.G.	Luneville	4	2	21	27
466 QM Battalion	Advance	Munchen Gladback	4	2	19	25
467 QM Battalion	Advance	Maastricht	4	2	23	29
*470 QM Battalion	Advance	Mors	3	2	14	19
471 QM Battalion	12th A.G.		4	2	21	27
475 QM Battalion	Normandy	Dangu	4	2	21	27
476 QM Battalion	12th A.G.		4	2	22	28
*512 QM Battalion	12th A.G.		4	2	21	27
513 QM Battalion	Advance	Ebrang	3	2	21	26
516 QM Battalion	Advance	Zulpich	4	2	20	26
517 QM Battalion	Conad	Nancy	4	2	21	27
*519 QM Battalion	Advance	Trier	6	1	22	29
*520 QM Battalion	12th A.G.		5	1	21	27
*521 QM Battalion	Normandy	Formigny	4	2	22	28
*522 QM Battalion	12th A.G.		4	2	21	27
587 QM Battalion	12th A.G.		4	2	21	27
131 QM Truck Co	12th A.G.		5	0	105	110
133 QM Truck Co	Normandy	Cherbourg	5	0	151	156
134 QM Truck Co	Advance	Lutterade	6	0	147	153
135 QM Truck Co	12th A.G.		5	0	105	110
136 QM Truck Co	12th A.G.		5	0	105	110
138 QM Truck Co	6th A.G.		5	0	105	110
141 QM Truck Co	Advance	Munchen Gladback	4	0	149	153
144 QM Truck Co	6th A.G.		5	0	105	110
146 QM Truck Co	Advance	Bergheim	5	0	143	148

A	B	C	D	E	F	G
UNIT	ATTCHD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
*662nd QM Truck Co	12th A.G.		5	0	105	110
*663rd QM Truck Co	12th A.G.		5	0	105	110
*664th QM Truck Co	12th A.G.		5	0	105	110
*665th QM Truck Co	12th A.G.		5	0	105	110
*666th QM Truck Co	12th A.G.		5	0	105	110
*667th QM Truck Co	12th A.G.		5	0	105	110
*668th QM Truck Co	12th A.G.		5	0	105	110
*669th QM Truck Co	12th A.G.	Alsdorf	4	0	141	145
*670th QM Truck Co	12th A.G.	Giessen	5	0	114	119
694th QM Truck Co	U.K.	Tildworth	5	0	156	161
*751st QM Truck Co	Advance	Briey	5	0	139	144
3313th QM Truck Co	U.K.	Aintree	5	0	143	148
3314th QM Truck Co	U.K.	Sudberry	5	0	144	149
*3325th QM Truck Co	12th A.G.		5	0	105	110
*3326th QM Truck Co	12th A.G.		5	0	105	110
*3327th QM Truck Co	12th A.G.		5	0	105	110
3337th QM Truck Co	6th A.G.	Luneville	5	0	125	130
3338th QM Truck Co	Conad	Luneville	5	0	121	126
3339th QM Truck Co	Conad	Luneville	5	0	144	149
3340th QM Truck Co	Conad	Luneville	4	0	129	133
3342nd QM Truck Co	Oise	Naubeuge	3	0	152	155
3343rd QM Truck Co	Conad	Nancy	5	0	151	156
3345th QM Truck Co	12th A.G.		5	0	105	110
3353rd QM Truck Co	6th A.G.		5	0	105	110
3354th QM Truck Co	6th A.G.		5	0	105	110
3355th QM Truck Co	6th A.G.		5	0	105	110
3356th QM Truck Co	6th A.G.		5	0	105	110
3357th QM Truck Co	6th A.G.		5	0	105	110
3358th QM Truck Co	6th A.G.		5	0	105	110
3360th QM Truck Co	6th A.G.		5	0	105	110
*3383rd QM Truck Co	Advance	Thionville	5	0	135	140
*3384th QM Truck Co	Advance	Eschweiter	5	0	134	139
*3389th QM Truck Co	Advance	Vettweiss	5	0	142	147
*3390th QM Truck Co	Advance	Rheinbach	5	0	105	110
*3391st QM Truck Co	Advance	Vettweiss	5	0	105	110
*3392nd QM Truck Co	Advance	Vettweiss	5	0	105	110
*3393rd QM Truck Co	12th A.G.	Dudelange	5	0	146	151
*3394th QM Truck Co	Oise	Milvage	5	0	144	149
*3395th QM Truck Co	Normandy	St Auhin	5	0	152	157
*3396th QM Truck Co	Advance	Trier	5	0	143	148
*3397th QM Truck Co	Advance	Bergheim	5	0	172	177
*3398th QM Truck Co	Advance	Lorentzweiler	5	0	142	147
*3399th QM Truck Co	12th A.G.	Dudelange	5	0	137	142
*3400th QM Truck Co	12th A.G.	Dudelange	5	0	134	139
*3403rd QM Truck Co	12th A.G.		5	0	105	110
*3409th QM Truck Co	12th A.G.	Hirson	5	0	139	144
*3410th QM Truck Co	Conad	Nancy	5	0	125	130
*3412th QM Truck Co	Advance	Trier	5	0	131	136
*3413th QM Truck Co	Normandy	Le Mans	5	0	138	143
3414th QM Truck Co	12th A.G.		5	0	105	110
*3415th QM Truck Co	12th A.G.		5	0	105	110
*3416th QM Truck Co	12th A.G.		5	0	105	110

A UNIT	B ASGD OR ATTCHD	C LOCATION	D OFF	E WO	F EM	G TOTAL
*3417 QM Truck Co	Advance	Brds	5	0	143	148
*3418 QM Truck Co	Advance	Bergilers	4	0	133	137
*3419 QM Truck Co	Oise	Marginal	4	0	128	132
*3420 QM Truck Co	12th A.G.	Alsdorf	5	0	145	150
*3421 QM Truck Co	Conad	Nancy	5	0	119	124
*3423 QM Truck Co	Conad	Luneville	5	0	101	106
*3424 QM Truck Co	Conad	Nancy	5	0	105	110
*3425 QM Truck Co	Delta	Cannes	4	0	121	125
*3426 QM Truck Co	6th A.G.		5	0	105	110
*3427 QM Truck Co	Delta	Fos	5	0	81	86
*3428 QM Truck Co	Delta	Fos	5	0	78	83
*3433 QM Truck Co	12th A.G.	Dudelange	5	0	149	154
*3434 QM Truck Co	12th A.G.		5	0	105	110
*3435 QM Truck Co	XVIII Corps		5	0	105	110
*3436 QM Truck Co	12th A.G.		5	0	105	110
*3437 QM Truck Co	12th A.G.	Alsdorf	4	0	112	116
*3438 QM Truck Co	12th A.G.	Giessen	5	0	119	124
*3439 QM Truck Co	12th A.G.		5	0	105	110
*3440 QM Truck Co	12th A.G.		5	0	105	110
*3453 QM Truck Co	Advance	Spincourt	5	0	146	151
*3454 QM Truck Co	12th A.G.		5	0	105	110
*3455 QM Truck Co	12th A.G.		5	0	105	110
*3456 QM Truck Co	12th A.G.		5	0	105	110
*3457 QM Truck Co	6th A.G.	Moussey	5	0	131	136
*3458 QM Truck Co	12th A.G		5	0	105	110
*3459 QM Truck Co	12th A.G.	Dudelange	4	0	105	109
*3478 QM Truck Co	6th A.G.	Epinal	5	0	123	128
*3479 QM Truck Co	6th A.G.	Luneville	5	0	105	110
*3480 QM Truck Co	Advance	Trior	4	0	142	146
*3485 QM Truck Co	Conad	Nancy	4	0	126	130
*3486 QM Truck Co	Conad	Nancy	4	0	127	131
*3487 QM Truck Co	Conad	Nancy	5	0	134	139
*3488 QM Truck Co	Advance	Thionville	5	0	136	141
*3493 QM Truck Co	Normandy	Grisors	5	0	105	110
*3494 QM Truck Co	Advance	Trier	5	0	141	146
*3495 QM Truck Co	Delta	Marseilles	5	0	34	39
*3496 QM Truck Co	12th A.G.		5	0	105	110
*3497 QM Truck Co	6th A.G.	Luneville	6	0	96	102
*3498 QM Truck Co	Conad	Nancy	4	0	102	106
*3499 QM Truck Co	Oise	Reims	5	0	105	110
*3500 QM Truck Co	Conad	Nancy	5	0	101	106
*3501 QM Truck Co	12th A.G.		5	0	105	110
*3511 QM Truck Co	12th A.G.		5	0	105	110
*3512 QM Truck Co	6th A.G.	Moussey	5	0	130	135
*3513 QM Truck Co	6th A.G.		5	0	105	110
*3514 QM Truck Co	6th A.G.	Sarrebourg	5	0	106	111
*3515 QM Truck Co	Conad	Sarreguemines	5	0	105	110
*3516 QM Truck Co	Delta	Marseilles	5	0	88	93
*3517 QM Truck Co	Conad	Nancy	5	0	101	106
*3518 QM Truck Co	Delta	Miramas	5	0	116	121
*3519 QM Truck Co	Advance	Trier	5	0	136	141
*3520 QM Truck Co	Conad	Nancy	5	0	105	110

A	B	C	D	E	F	G
UNIT	ASST OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
*3533 QM Truck Co	6th A.G.	Lundville	5	0	100	105
*3534 QM Truck Co	Delta	Marseilles	4	0	61	65
*3535 QM Truck Co	Conad	Nancy	4	0	102	106
*3537 QM Truck Co	6th A.G.	Moussey	5	0	132	137
*3543 QM Truck Co	Advance	Thionville	4	0	141	145
*3544 QM Truck Co	Advance	Namur	5	0	135	140
*3549 QM Truck Co	Advance	Trier	5	0	134	139
*3552 QM Truck Co	Advance	Focher	5	0	132	137
*3555 QM Truck Co	U.K.	Newport	5	0	104	109
*3556 QM Truck Co	U.K.	Newport	5	0	104	109
*3558 QM Truck Co	Delta	Marseilles	4	0	105	109
*3559 QM Truck Co	Delta	Marseilles	5	0	103	108
*3560 QM Truck Co	12th A.G.	Spa	5	0	107	112
3573 QM Truck Co	Advance	Munchen Gladbach	5	0	156	161
3574 QM Truck Co	Advance	Stolberg	5	0	150	155
3575 QM Truck Co	Advance	Ehrang	5	0	140	145
3576 QM Truck Co	Advance	Munchen Gladbach	5	0	154	159
*3577 QM Truck Co	12th A.G.		5	0	105	110
3578 QM Truck Co	Advance	Belleville	5	0	141	146
3580 QM Truck Co	Advance	Stolberg	5	0	151	156
3582 QM Truck Co	Conad	Saargemund	4	0	122	126
3583 QM Truck Co	Channel	Antwerp	5	0	149	154
3584 QM Truck Co	Advance	Lutterade	5	0	151	156
3593 QM Truck Co	Advance	Hettage Grande	5	0	158	163
3594 QM Truck Co	Advance	Amneville	4	0	128	132
3595 QM Truck Co	Normandy	Cherbourg	5	0	128	133
3596 QM Truck Co	Advance	Bergheim	5	0	139	144
3597 QM Truck Co	12th A.G.		5	0	105	110
3598 QM Truck Co	12th A.G.		5	0	105	110
3599 QM Truck Co	12th A.G.	Alsdorf	5	0	110	115
*3600 QM Truck Co	12th A.G.		5	0	105	110
3601 QM Truck Co	Channel	Antwerp	5	0	100	105
3602 QM Truck Co	Advance	Munchen Gladbach	4	0	137	141
3603 QM Truck Co	Advance	Toul	5	0	146	151
3604 QM Truck Co	12th A.G.		5	0	105	110
3609 QM Truck Co	Advance	Munchen Gladbach	6	0	137	143
3610 QM Truck Co	Advance	Munchen Gladbach	5	0	136	141
3611 QM Truck Co	Advance	Munchen Gladbach	5	0	133	138
3612 QM Truck Co	Channel	Antwerp	5	0	102	107
3613 QM Truck Co	Normandy	St. Etienne	5	0	135	140
3614 QM Truck Co	Advande	Munchen Gladbach	5	0	139	144
3615 QM Truck Co	U.K.	Histon	5	0	144	149
3616 QM Truck CO	6th A.G.	Luneville	5	0	121	126
3617 QM Truck Co	Advance	Wachwendonk	4	0	140	144
3618 QM Truck Co	Seine	Paris	5	0	147	152
3619 QM Truck Co	Seine	Paris	5	0	123	128
3620 QM Truck Co	12th A.G.	Dudelange	4	0	121	125
3621 QM Truck Co	Advance	Munchen Gladbach	5	0	138	143
3622 QM Truck Co	Advance	Trier	5	0	155	160
3623 QM Truck Co	Advance	Boek	6	0	149	155
3624 QM Truck Co	Seine	Shaef	5	0	105	110
3625 QM Truck Co	Advance	Munchen Gladbach	4	0	139	143

A	B	C	D	E	F	G
UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
3626 QM Truck Co	Seine	Paris	5	0	135	140
3627 QM Truck Co	Normandy	St. Etienne	5	0	149	154
3628 QM Truck Co	Advance	Trier	4	0	136	140
3629 QM Truck Co	Conad	Sarrgonmand	4	0	149	153
3630 QM Truck Co	Advance	Munchen Gladbach	5	0	127	132
3631 QM Truck Co	Advance	Lutterade	5	0	152	157
3632 QM Truck Co	Advance	Ehrango	5	0	134	139
3633 QM Truck Co	Delta	Marseilles	5	0	157	162
3634 QM Truck Co	Delta	Marseilles	5	0	156	161
3654 QM Truck Co	6th A.G.		5	0	157	162
*3655 QM Truck Co	Normandy	Rouen	5	0	147	152
*3656 QM Truck Co	12th A.G.	Hirson	5	0	105	110
*3657 QM Truck Co	Advance	Thionville	5	0	142	147
*3658 QM Truck Co	12th A.G.		5	0	105	110
3659 QM Truck Co	6th A.G.	Moussey	5	0	105	110
*3660 QM Truck Co	6th A.G.	Luneville	4	0	104	108
*3668 QM Truck Co	Delta	Marseilles	4	0	105	109
*3683 QM Truck Co	12th A.G.		5	0	105	110
*3674 QM Truck Co	6th A.G.	Luneville	5	0	108	113
*3675 QM Truck Co	12th A.G.		5	0	105	110
*3676 QM Truck Co	Conad	Saargemund	5	0	139	144
*3677 QM Truck Co	Delta	Marseilles	5	0	43	48
*3678 QM Truck Co	Conad	Saargemund	5	0	139	144
*3679 QM Truck Co	Channel	Lille	5	0	112	117
*3680 QM Truck Co	Channel	Courcelles	5	0	113	118
*3681 QM Truck Co	Advance	Namur	5	0	135	140
*3682 QM Truck Co	Oise	Couvtelles	5	0	131	136
*3683 QM Truck Co	Advance	Semmedieue	4	0	125	129
*3684 QM Truck Co	Advance	Branchon	4	0	130	134
*3685 QM Truck Co	12th A.G.		5	0	105	110
*3686 QM Truck Co	12th A.G.		5	0	105	110
*3687 QM Truck Co	12th A.G.		5	0	105	110
*3688 QM Truck Co	12th A.G.		5	0	105	110
*3689 QM Truck Co	Advance	Trier	4	0	133	137
*3690 QM Truck Co	Advance	Thionville	5	0	117	122
*3691 QM Truck Co	Advance	Ehrang	5	0	134	139
*3692 QM Truck Co	Normandy	Carentan	5	0	112	117
*3693 QM Truck Co	Normandy	Rennes	5	0	101	106
*3694 QM Truck Co	12th A.G.		5	0	105	110
*3695 QM Truck Co	12th A.G.		5	0	105	110
*3696 QM Truck Co	12th A.G.		5	0	105	110
*3698 QM Truck Co	12th A.G.		5	0	105	110
*3699 QM Truck Co	12th A.G.		5	0	105	110
*3700 QM Truck Co	12th A.G.	Giessen	6	0	105	111
3701 QM Truck Co	12th A.G.		5	0	105	110
3702 QM Truck Co	12th A.G.		5	0	105	110
3703 QM Truck Co	12th A.G.		5	0	105	110
3704 QM Truck Co	12th A.G.		5	0	105	110
3705 QM Truck Co	12th A.G.		5	0	105	110
3706 QM Truck Co	12th A.G.		5	0	105	110
3707 QM Truck Co	12th A.G.		5	0	105	110
3708 QM Truck Co	12th A.G.		5	0	105	110

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A	B	C	D	E	F	G
UNIT	1-30 OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
3709 QM Truck Co	6th A.G.		5	0	105	110
3710 QM Truck Co	12th A.G.		5	0	105	110
3711 QM Truck Co	12th A.G.		5	0	105	110
*3712 QM Truck Co	12th A.G.		5	0	105	110
*3713 QM Truck Co	Normandy	Loungville	5	0	105	110
*3715 QM Truck Co	Channel	Cuesmes	5	0	105	110
*3717 QM Truck Co	Advance	Liege	5	0	102	107
*3718 QM Truck Co	Normandy		5	0	102	107
*3719 QM Truck Co	Conad	Sarreguenines	5	0	104	109
*3720 QM Truck Co	Normandy	Lierville	5	0	103	108
*3733 QM Truck Co	Advance	Thionville	5	0	104	109
*3734 QM Truck Co	Normandy	Lierville	5	0	104	109
*3735 QM Truck Co	Normandy	Formigny	5	0	100	105
*3736 QM Truck Co	Normandy	Berneuil	5	0	103	108
*3737 QM Truck Co	12th A.G.	Dudelange	4	0	114	118
*3738 QM Truck Co	12th A.G.	Dudelange	5	0	109	114
*3739 QM Truck Co	Normandy	Le Havre	5	0	105	110
*3756 QM Truck Co	U.K.	Newport	5	0	102	107
*3757 QM Truck Co	Channel	Antwerp	5	0	104	109
*3758 QM Truck Co	Advance	Verdun	5	0	103	108
*3759 QM Truck Co	U.K.	Newport	5	0	105	110
*3760 QM Truck Co	Channel	Charleroi	5	0	128	133
*3773 QM Truck Co	Advance	Liege	5	0	103	108
*3774 QM Truck Co	Oise	Reims	5	0	103	108
*3775 QM Truck Co	Oise	Reims	5	0	106	111
*3777 QM Truck Co	Oise	Reims	5	0	102	107
*3780 QM Truck Co	Conad	Saaregmund	5	0	137	142
*3793 QM Truck Co	Oise	Reims	5	0	102	107
*3794 QM Truck Co	Advance	Verdun	5	0	105	110
*3795 QM Truck Co	Channel	Strepy	4	0	104	108
*3796 QM Truck Co	Advance	Liege	5	0	103	108
*3797 QM Truck Co	Advance	Namur	3	0	103	106
*3798 QM Truck Co	Advance	Ehrange	5	0	118	123
*3799 QM Truck Co	Seine	Paris	5	0	105	110
*3800 QM Truck Co	Seine	Paris	5	0	105	110
3801 QM Truck Co	12th A.G.		5	0	105	110
3802 QM Truck Co	12th A.G.		5	0	105	110
3803 QM Truck Co	12th A.G.		5	0	105	110
3804 QM Truck Co	12th A.G.		5	0	105	110
3805 QM Truck Co	12th A.G.		5	0	105	110
3806 QM Truck Co	12th A.G.		5	0	105	110
3807 QM Truck Co	12th A.G.		5	0	105	110
3808 QM Truck Co	12th A.G.		5	0	105	110
3809 QM Truck Co	12th A.G.		5	0	105	110
3810 QM Truck Co	12th A.G.		5	0	105	110
3811 QM Truck Co	12th A.G.		5	0	105	110
3812 QM Truck Co	12th A.G.		5	0	105	110
*3831 QM Truck Co	Delta	Marseilles	5	0	105	110
*3832 QM Truck Co	Delta	Marseilles	5	0	106	111
*3861 QM Truck Co	Advance	Romsee	4	0	153	157
*3862 QM Truck Co	Normandy	Sahurs	5	0	157	162
*3863 QM Truck Co	Conad	Saargemund	4	0	140	144

A	B	C	D	E	F	G
UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
*3864 QM Truck Co	Normandy	Hallium	5	0	107	112
*3865 QM Truck Co	Advance	Ft. Eben Emael	5	0	113	118
*3866 QM Truck Co	Advance	Fleron	4	0	142	146
*3867 QM Truck Co	Advance	Trier	5	0	148	153
*3868 QM Truck Co	Normandy	St. Etienne	5	0	155	160
*3869 QM Truck Co	Normandy	St. Pierre Egliso	5	0	141	146
*3870 QM Truck Co	Advance	Thionville	5	0	112	117
*3871 QM Truck Co	Normandy	Le Havre	5	0	165	170
*3872 QM Truck Co	Advance	Trier	5	0	148	153
3881 QM Truck Co	Normandy	Cherbourg	5	0	148	157
3882 QM Truck Co	Channel	Tirlemont	5	0	150	155
3883 QM Truck Co	Channel	Antwerp	5	0	159	164
3884 QM Truck Co	Advance	Ancemont	5	0	135	140
3885 QM Truck Co	Channel	Antwerp	5	0	158	163
3886 QM Truck Co	Advance	Toul	5	0	164	169
3887 QM Truck Co	Advance	Ehrang	5	0	136	141
3888 QM Truck Co	Advance	Ehrang	4	0	148	152
3889 QM Truck Co	Advance	Thierville	5	0	134	139
3890 QM Truck Co	Conad	Saargemund	6	0	157	163
3891 QM Truck Co	12th A.G.		5	0	105	110
3892 QM Truck Co	12th A.G.		5	0	105	110
*3901 QM Truck Co	Advance	Namur	5	0	136	141
*3902 QM Truck Co	Normandy	Le Mans	5	0	137	142
*3903 QM Truck Co	Advance	Mecheroux	5	0	137	142
*3904 QM Truck Co	Channel	Charleroi	5	0	147	152
*3905 QM Truck Co	12th A.G.		5	0	105	110
*3906 QM Truck Co	12th A.G.		5	0	105	110
*3907 QM Truck Co	12th A.G.		5	0	105	110
*3908 QM Truck Co	12th A.G.		5	0	105	110
*3909 QM Truck Co	12th A.G.		5	0	105	110
*3910 QM Truck Co	12th A.G.		5	0	105	110
*3911 QM Truck Co	12th A.G.		5	0	105	110
*3912 QM Truck Co	12th A.G.		5	0	105	110
3921 QM Truck Co	Advance	Zulpich	4	0	98	102
3923 QM Truck Co	Advance	Zulpich	5	0	99	104
3924 QM Truck Co	Advance	Montzen	5	0	100	105
3929 QM Truck Co	Advance	Montzen	5	0	101	106
3941 QM Truck Co	Advance	Liege	5	0	105	110
3945 QM Truck Co	Advance	Rheinbach	5	0	101	106
3946 QM Truck Co	Advance	Rheinbach	5	0	105	110
3984 QM Truck Co	Advance	Rheinbach	5	0	102	107
3951 QM Truck Co	Advance	Rheinbach	5	0	101	106
3952 QM Truck Co	Advance	Rheinbach	5	0	101	106
*3957 QM Truck Co	Normandy	Lierville	5	0	105	110
*3958 QM Truck Co	Normandy		5	0	100	105
*3959 QM Truck Co	Oise	Reims	5	0	120	125
*3960 QM Truck Co	Normandy	Le Havre	5	0	99	104
*3965 QM Truck Co	12th A.G.		5	0	105	110
*3966 QM Truck Co	12th A.G.		5	0	105	110
*3967 QM Truck Co	12th A.G.		5	0	105	110
*3968 QM Truck Co	12th A.G.		5	0	105	110
*3973 QM Truck Co	U.K.	Newport	5	0	105	109

A	B	C	D	E	F	G
UNIT	A.G. OR ATTCHD	LOCATION	OFF	WO	EM	ATOTAL
*3974 QM Truck Co	Conad	Sarreguemines	4	0	105	109
*3975 QM Truck Co	U.K.		5	0	105	110
*3976 QM Truck Co	Advance	Verdun	5	0	103	108
*3977 QM Truck Co	Normandy		4	0	105	109
*3979 QM Truck Co	U.K.	Newport	5	0	105	110
*3980 QM Truck Co	Normandy		5	0	103	108
*3981 QM Truck Co	Advance	Thierville	5	0	137	142
*3982 QM Truck Co	Oise	Reims	5	0	123	128
*3983 QM Truck Co	Advance	Trier	5	0	142	147
*3984 QM Truck Co	Advance	Trier	5	0	136	141
*3985 QM Truck Co	Normandy	Gainneville	5	0	169	174
*3986 QM Truck Co	Normandy	Hautet-sur-Seine	5	0	153	158
*3987 QM Truck Co	Normandy	Sarralbe	6	0	134	140
*3988 QM Truck Co	12th A.G.	Ellsdare	5	0	148	153
*3989 QM Truck Co	12th A.G.	Dudelange	5	0	144	149
*3990 QM Truck Co	Advance	Grandrange	5	0	134	139
*3991 QM Truck Co	Oise	Crony	4	0	132	136
*3992 QM Truck Co	Channel	Lille	5	0	134	139
*3993 QM Truck Co	Conad	Nancy	5	0	105	110
*3994 QM Truck Co	Normandy	Dangu	5	0	102	107
*4000 QM Truck Co	Conad	Nancy	5	0	105	110
*4001 QM Truck Co	Normandy	Le Havre	5	0	169	174
*4002 QM Truck Co	Advance	Trier	4	0	110	114
*4003 QM Truck Co	Advance	Trier	5	0	132	137
*4004 QM Truck Co	Channel	Marcq-en-Barceul	5	0	105	109
*4005 QM Truck Co	Advance	Trier	5	0	105	110
*4006 QM Truck Co	Advance	Ft. Douaumont	4	0	143	147
*4007 QM Truck Co	Advance	Alleur	5	0	110	115
*4008 QM Truck Co	Advance	Chenee	5	0	129	134
*4009 QM Truck Co	12th A.G.	La Capelle	5	0	136	141
*4010 QM Truck Co	12th A.G.	Dudelange	5	0	150	155
*4011 QM Truck Co	Seine	Courbevoie	5	0	172	177
*4012 QM Truck Co	Oise	Reims	5	0	107	112
*4016 QM Truck Co	Normandy	Grisors	5	0	105	110
*4019 QM Truck Co	Normandy	Grisors	5	0	105	110
*4020 QM Truck Co	Normandy	Grisors	5	0	105	110
*4021 QM Truck Co	Normandy	Merfy	5	0	103	108
*4022 QM Truck Co	Normandy	Grisors	5	0	105	110
*4026 QM Truck Co	Oise	Cormicy	5	0	105	110
*4027 QM Truck Co	12th A.G.	Hirson	5	0	104	109
*4028 QM Truck Co	6th A.G.	Luneville	5	0	105	110
*4029 QM Truck Co	12th A.G.		5	0	105	110
*4030 QM Truck Co	12th A.G.		5	0	105	110
*4031 QM Truck Co	12th A.G.	Giessen	5	0	107	112
*4032 QM Truck Co	12th A.G.	Hirosn	4	0	125	129
*4033 QM Truck Co	Normandy		5	0	105	110
*4034 QM Truck Co	Normandy	Grisors	5	0	105	110
*4035 QM Truck Co	Normandy	Grisors	5	0	105	110
*4036 QM Truck Co	Oise	Reims	5	0	102	107
*4041 QM Truck Co	12th A.G.		5	0	105	110
*4042 QM Truck Co	12th A.G.		5	0	105	110
*4043 QM Truck Co	12th A.G.		5	0	105	110

A	B	C	D	E	F	G
UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
*4044 QM Truck Co	12th A.G.		5	0	105	110
*4045 QM Truck Co	12th A.G.		5	0	105	110
*4046 QM Truck Co	12th A.G.		5	0	105	110
*4047 QM Truck Co	12th A.G.		5	0	105	110
*4049 QM Truck Co	12th A.G.		5	0	105	110
*4050 QM Truck Co	12th A.G.		5	0	105	110
*4051 QM Truck Co	12th A.G.		5	0	105	110
*4114 QM Truck Co	Advance	Verdun	5	0	105	110
*4127 QM Truck Co	Delta	Marseilles	5	0	116	121
*4156 QM Truck Co	6th A.G.		5	0	110	115
*4157 QM Truck Co	6th A.G.	Moussey	5	0	133	138
*4158 QM Truck Co	6th A.G.		5	0	105	110
*4159 QM Truck Co	6th A.G.		5	0	105	110
*4160 QM Truck Co	6th A.G.		5	0	105	110
*4251 QM Truck Co	12th A.G.	Hirson	5	0	127	132
*4252 QM Truck Co	12th A.G.	Munchen Gladbach	5	0	105	110
*4253 QM Truck Co	Normandy	Cailleville	4	0	172	176
*4254 QM Truck Co	Advance	Fromelennes	5	0	131	136
*4255 QM Truck Co	Oise	Crony	5	0	126	131
4256 QM Truck Co	Channel	Charleoi	4	0	187	191
4257 QM Truck Co	Advance	Munchen Gladbach	5	0	130	135
4258 QM Truck Co	Advance	Munchen Gladbach	5	0	135	140
4259 QM Truck Co	Advance	Munchen Gladbach	5	0	144	149
4260 QM Truck Co	Advance	Munchen Gladbach	5	0	147	152
4261 QM Truck Co	Channel	Brussels	5	0	168	173
4262 QM Truck CO	Channel	Antwerp	4	0	148	152
4263 QM Truck Co	Advance	Verdun	5	0	133	138
4264 QM Truck Co	Advance	Ehrang	5	0	140	145
4265 QM Truck Co	Advance	Haudouin	5	0	130	135
4266 QM Truck Co	Channel	Brussels	5	0	154	159
4267 QM Truck Co	Advance	Andenne	5	0	136	141
4268 QM Truck Co	Oise	Bucy-le-Long	4	0	155	159
4269 QM Truck Co	Oise	Merify	5	0	147	152
*4270 QM Truck Co	6th A.G.	Epinal	6	0	147	153
*4271 QM Truck Co	Advance	Ehrang	5	0	138	143
*4377 QM Truck Co	6th A.G.		5	0	105	110
*4378 QM Truck Co	6th A.G.		5	0	105	110
*4379 QM Truck Co	6th A.G.		5	0	105	110
*4380 QM Truck Co	6th A.G.		5	0	105	110
*4381 QM Truck Co	6th A.G.		5	0	105	110
*4382 QM Truck Co	6th A.G.		5	0	105	110
4472 QM Truck Co	6th A.G.		5	0	105	110
4473 QM Truck Co	6th A.G.		5	0	105	110
23 QM Car Co	12th A.G.		5	0	124	129
121 QM Car Co	Conad	5	5	0	129	134
122 QM Car Co	12th A.G.		5	0	124	129
202 QM Car Co	6th A.G.		5	0	124	129
203 QM Car Co	12th A.G.		5	0	124	129
502 QM Car Co	12th A.G.		5	0	124	129
503 QM Car Co	12th A.G.		5	0	124	129
505 QM Car Co	SHAEF		5	0	124	129
506 QM Car Co	12th A.G.		5	0	124	129

A	B	C	D	E	F	G
UNIT	ASGD OR ATTCHD	LOCATION	OFF	WO	EM	TOTAL
507 QM Car Co	12th A.G.		5	0	124	129
514 QM Car Co	U.K. (USTAF)		5	0	124	129
517 QM Car Co	SHAEF		5	0	124	129
*524 QM Car Co	Advance	Namur	5	0	118	123
813 QM Car Co	1st Allied Airborne		5	0	124	129
4222 QM Car Co	12th A.G.		5	0	124	129
4223 QM Car Co	6th A.G.		5	0	124	129
4224 QM Car Co	U.K.		5	0	124	129
4225 QM Car Co	Channel	Lille	5	0	124	129
4227 QM Car Co	Hq. Command		5	0	124	129
6804 QM Car Co (Prov)	12th A.G.		5	0	124	129
*85 Chem Smoke Gen Co	Normandy	Le Molny	4	0	142	146
*86 Chem Smoke Gen Co	Normandy	Cherbourg	4	0	141	145
*165 Chem Smoke Gen Co	Normandy	Longeou	5	0	140	145
*171 Chem Smoke Gen Co	Normandy	Cherbourg	3	0	143	146
		GRAND TOTAL	OFF	WO	EM	TOTAL
*DENOTES COLORED TROOPS:			9472	653	153144	163269

NOTE: Personnel control forms are not available from all units assigned or attached Army Groups: T/O strength has been used on units assigned to Army Groups which did not submit reports.

A P P E N D I X N o. 2

PART I

OFFICE OF THE CHIEF OF TRANSPORTATION

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Assignment Memorandum No. 2, 7 January 1945, Hq. Com Z, ETOUSA, OCOT
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Assignment Memorandum No. 5, 15 January, 1945, Hq. Com Z, ETOUSA, OCOT
Assignment Memorandum No. 8, 28 January 1945, Hq. Com Z, ETOUSA, OCOT
Assignment Memorandum No. 12, 4 February 1945, Hq. Com Z, ETOUSA, OCOT
Assignment Memorandum No. 13, 6 February 1945, Hq. Com Z, ETOUSA, OCOT
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Transportation Corps Memorandum No. 6, 9 February 1945, Hq. Com Z, ETOUSA, OCOT
Assignment Memorandum No. 14, 10 February 1945, Hq. Com Z, ETOUSA, OCOT
Assignment Memorandum No. 19, 20 February 1945, Hq. Com Z, ETOUSA, OCOT
Assignment Memorandum No. 26, 17 March 1945, Hq. Com Z, ETOUSA, OCOT

HEADQUARTERS
COMMUNICATIONS ZONE, ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....2)

7 January 1945

Effective this date the following named officer is assigned to duty as indicated below:

MOVEMENTS DIVISION:

ACOT:

Lt Col. CHARLES Z. CASE, TC - vice

Lt Col. HAROLD L. MACK, TC - relieved

FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....4)

13 January 1945

1. Effective this date the following named officer is relieved from assignment to duty as ACOT, Marine Operations Division:

Brig. General JOHN M. FRANKLIN, 0900873, U. S. Army

2. Effective this date the following named officer is relieved from assignment to duty as DACOT, Marine Operations Division and is assigned to duty as follows:

MARINE OPERATIONS DIVISION

ACOT MARINE OPERATIONS DIVISION

Col. GEOFFREY (NMI) BARTLETT, 0473081, TC

3. Effective this date the following named officer is relieved from assignment to duty as Executive Officer, Marine Operations Division and is assigned to duty as follows:

MARINE OPERATIONS DIVISION

DACOT MARINE OPERATIONS DIVISION

Lt. Col. JOHN M. GAFFNEY, 0885020, TC

4. Effective this date the following named officer is relieved from assignment to duty with Freight Branch, Movements Division and is assigned to duty as follows:

MOVEMENTS DIVISION

PASSENGER BRANCH

Capt. E. J. MILTENBERGER, 0914200, TC

FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....5)

15 January 1945

Effective this date the following named officer is assigned to duty as SPECIAL ASSISTANT TO THE COT:

Lt. Col. HAROLD L. MACK, 0113028, TC

FRANK S. ROSS
Major General U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....8)

28 January 1945

1. Effective this date the following named officer is assigned to duty as indicated below:

CONTROL AND PLANNING

Deputy Chief - Lt. Col. GORDON N. OLSEN, 0244795, T.C.

2. Effective this date the following named officer is assigned to duty as indicated below:

INLAND WATERWAYS DIVISION

DACOT - Major WAYNE (NMI) SMITH, 0483523, T.C.

FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....12)

4 February 1945

1. Effective 1 February 1945 the following named officer having reported to this office for duty is assigned to duty as follows:

ADMINISTRATIVE DIVISION:

HISTORICAL AND TECHNICAL INFORMATION BRANCH:

Chief - Lt. Col. HARRY J. DOOLEY, 0911813, TC

2. The following assignments of officer personnel to Movements Division, OCT, are published for the information of all concerned. Any previous assignments which conflict with those given herein are rescinded.

ACOT:	Lt. Col. CHARLES Z. CASE, TC
DACOT:	Lt. Col. EDWARD J FINNEGAN, TC
ADMIN. ASS'T:	Capt. RICHARD H. STRAIN, JR. TC
FRENCH LIAISON:	Major ALFRED B. HURLEY, TC
FREIGHT BRANCH:	
Actg. Chief	Major JOHN F. SEIBERLING, TC
Ass't Chief	Capt. JOHN T. GOODLEY, TC
PASSENGER BRANCH:	
Chief	Capt. GEORGE A. HUFFER, TC
Ass't Chief	Capt. THOMAS MACINTOSH, TC
PACKING & MARKING BRANCH:	
Chief	Lt. Col. HERBERT L PHYFE, TC
OPERATIONAL RECORDS BRANCH:	
Acting Chief	Lt. Col. HERBERT L. PHYFE, TC

***** ***** *****

FRANK S. ROSS,
Major General, U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....13)

6 February 1945

1. Effective this date the following named officer having reported to this office for duty is appointed Deputy Chief of Transportation:

Brig. Gen. GEORGE C. STEWART, 013349, U. S. Army

2. So much of par 2, Assignment Memorandum No. 12, OCT, as pertains to Lt. Col. W. Eugene Smith, 0328433, is rescinded. Lt. Col. Smith is assigned to duty as Special Assistant to ACOT Movements.

3. Effective this date the following named officer having reported to this office for duty is assigned to duty as indicated below:

ADMINISTRATIVE DIVISION:

PERSONNEL BRANCH:

ASSISTANT PERSONNEL OFFICER:

2nd Lt. FELICE De FILIPPI, 02007827, TC

FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

OFFICE MEMORANDUM)
NO.....19)

4 February 1945

REORGANIZATION OF ADMINISTRATIVE DIVISION...SECTION I
REORGANIZATION OF MOVEMENTS DIVISION.....SECTION II

I. REORGANIZATION OF ADMINISTRATIVE DIVISION - 1. Effective 1 February 1945 the following changes of the organization of the Administrative Division are made:

a. Historical and Technical Information Section, Miscellaneous Branch is inactivated.

b. Historical and Technical Information Branch is activated, consisting of two sections Historical Section and Technical Information Section.

2. For assignment of personnel to Historical and Technical Information Branch, see Assignment Memorandum No. 12, OCT, dated 4 February 1945.

II. REORGANIZATION OF MOVEMENTS DIVISION - 1. Effective this date the following changes in the organization of Movements Division are made:

a. Motor Movements Branch is inactivated.

b. Highway Branch is inactivated.

c. Operational Records Branch is activated.

2. For assignment of personnel to Operational Records Branch, see Assignment Memorandum No. 12, OCT, dated 4 February 1945.

3. Chart showing present organization of Movements Division is attached hereto.

FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

TRANSPORTATION CORPS)
NO.....6)

9 February 1945

DIRECTOR GENERAL, MILITARY RAILWAY SERVICE, US

General Order No. 16, Headquarters, ETOUSA, dated 6 February 1945, subject as above, is quoted for the information of all concerned:

"1. Effective 12 February 1945, Brigadier General CARL R. GRAY, JR, United States Army, is designated Director General Military Railway Service, US, and will report to the Chief of Transportation, this headquarters, for duty.

2. The duties and responsibilities assigned to the Director General, Military Railway Service, US, will include the command of all Military Railway Service units; advance planning, development and operation of all railroads required for US military operation; stocking and issue of all railway stock material for ordinary maintenance; distribution, for operational use, of all US railroad rolling stock and all other railroad property that may come under the control of the US Army; and authority to order and execute the move of Military Railway Service units, together with personnel and units attached thereto, within the theater."

FRANK S. AOSS
Major General, U. S. Army,
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....14)

10 February 1945

1. Effective 12 February 1945 Brigadier General CLARENCE L. BURPEE, 0423085, USA, is relieved from assignment as ACOT-Military Railways Division, OCOT.

2. Effective 12 February 1945 the following named officer having reported to this office for duty is assigned to duty as follows:

DIRECTOR GENERAL, MILITARY RAILWAY SERVICE, US

Brig. Gen. CARL R. GRAY, JR., 0129452, USA

3. Effective 7 February 1945 the following named officers having reported to this office for duty are assigned to duty as follows:

ADMINISTRATIVE DIVISION:

PERSONNEL BRANCH:

ASS'T PERSONNEL OFFICERS:

2nd Lt. HENRY H. OTT, 02007859, TC
2nd Lt. JOSEPH W. RATIGAN, 02007860, TC

FRANK S. ROSS
Major General, U.S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....19)

20 February 1945

Effective 18 February 1945 the following named officer having reported to this office for duty is assigned to duty as follows:

EXECUTIVE OFFICER to COT

Colonel THOMAS FULLER, 0248411, TC, vice

Colonel SAMUEL A. DECKER, 0303278, TC, relieved.

FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

ASSIGNMENT MEMORANDUM)
NO.....26)

17 March 1945

The following assignments of officer personnel, in accordance with the reorganization of the Administrative Division as outlined in Office Memo No. 36, this date are published for the information of all concerned.

ADMINISTRATIVE DIVISION:

MILITARY PERSONNEL BRANCH:

Chief - Major Earl E. WARD, 0488296, TC.
1st Lt. ROBERT E. FLOCKEN, 0515209, TC
2nd Lt. FELICE De FILIPPI, 02007827, TC
2nd Lt. HENRY H. OTT, 02007859, TC

CIVILIAN PERSONNEL BRANCH:

Chief - Lt. Col. ELI SMITH, 01576667, TC
2nd Lt. JOSEPH W. RATIGAN, 02007860, TC

TROOPS & TRAINING BRANCH:

Chief - Major ELISHA P. WILBUR, III, 0307064, TC

PUBLICATIONS BRANCH:

Chief - Captain GEORGE W. GUSTIN, 01590511, TC
2nd Lt. EUGENE H. VAN SLYCKE, 02000880, TC

FISCAL, PURCHASING & CONTRACTING BRANCH:

Chief - Capt. WILLIAM J. COTTER, 01945335, TC
Capt. PAUL A. FULLERTON, 0361659, TC

FRANK S. ROSS
Major General, U. S. Army
Chief of Transportation

APPENDIX NO. 2

PART II

CONTROL AND PLANNING DIVISION

Contents:

No. 1 Coordinating with the Supply Services -- Notes on Shipping Allocation meeting of 12 March 1945

No. 2 Plans for the TC in Germany -- Notes on a SHAEF, G-4-sponsored Conference, at OCOT, 26 February 1945.

No. 3 Extracts: Overall Control of German Transport -- Railways

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No. 6 Extracts: Motor Transport (Germany)

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No. 8 Extracts: Transportation Analysis (Germany)

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No. 10 TWX - January Port Clearance Program

No. 11 Port Discharge and Clearance Program for January

No. 12 Supply Movement Program for February

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No. 16 News Release: Packing and Marking Schools in European War Theater

Charts: Supply Movement Program - February 1945
Supply Movement Program - March 1945

- Coordinating with the Supply Services -

Notes on Shipping Allocation Meeting of 12 March, 1945.

Well in advance of each convoy from the U.S., the representatives of the various Chief of Services met at the OCOT with representatives of the Movements and Marine Operations Division of that office to determine to which port each ship would be sent to discharge. The chairman was Colonel HUGH A. MURRILL, Chief of the Control and Planning Division. The scene was the War Room, where maps emphasized routes and easily-read charts and graphs indicated conditions at each port and inland depot.

The Service bidders were equipped with information covering the breakdown by commodity and type, of the bulk class-of-supply tonnage figures they had previously communicated to the OCOT. They carried also in their folders, the information as to particular depots to which it was desired these goods be consigned. Finally, they were informed as to what port was preferred for each ship carrying their cargo. All their requests were based on the Monthly Supply Movements Program, in which regular channels from ports to depots, depots to railheads, had been established, and average tonnages for these channels outlined.

The officers of the OCOT had studied the Cargo Disposal Instructions (C.D.I's), or briefs of same, considered the capabilities of the ports and depots and their situation with regard to meeting the targets set by the program. They also had ideas as to how many vessels should make what ports and where pparticular cargos should be discharged in order to ensure most efficient land hauls. The Chief, Control and Planning, arbitrated what few disputes arose, requesting, in some cases, that the Services representatives take back to their particular offices considerations for changing cargo dispositions to depots or proposed ports for certain ships. These meetings had also the unofficial, but very desirable, capacity of 'clearing the air' on general questions which rose between the TC and the other Services.

One of these meetings is here described in detail, as it offers a good cross-section of the Supply Movements situation and the work being done on the problem in this early week of March, year of our Lord one-thousand-nine-hundred-and-forty-five.

The first item on the agenda was the consideration of the ship position. Colonel MURRILL pointed to wall graphs which portrayed ships working-in port being discharged-against the number planned from day to day, and to bar graphs which showed the number of ships, by type loading, allocated as compared to total planned, for each port. From these it was clear that a general, acute shortage of QM I ships existed. Antwerp, particularly, had, suffered a slump in discharge figures, as was readily seen from the bar chart comparing actual with planned discharge.

Other ports had also felt the general ship shortage. This shortage was not further discussed at this meeting, but some other discussion of it might be desirable at this time. It was caused partly by the thick freezing of American ports, NY in particularly, and in part by the resumption on a large scale of German submarine activity. New York freezed often and remedial measures should have been forseen, but it does not often freeze to such thickness as in February 1945. From an overall point of view, this shortage of ships was not a serious difficulty, since there was enough backlog at ports and depots fully to employ all land transport agencies and to keep the Armies

well-supplied. But the technical ability of longshoremen was wasted, and eventually the interruption in flow from factories in America ETO ports might make itself felt. (1)

(1) Interview with Captain Bohorfoush, Adm. Asst. to COT, OCOT, Paris, 1000 hours, 14 March 1945.

The Problem of Depots -

To return to the meeting-room, two ships were then quickly and with only routine discussion assigned to Antwerp. The third Liberty to be discussed, however, had a large Quartermaster consignment for Nancy, which caused the Chief, Control and Planning Division, to remind the Quartermaster Officer that the early use of the Luxembourg depot area would mean less handling and, in many cases, more economical hauling by the T.C.

Further depot trouble was uncovered by the assignment of an ammunition ship to LeHavre-Rouen. Transportation Corps officers asked the Ordnance representative why 4 ships there were all discharging for the same depot, 0609. This was a strain on the lines between port and depot and could not but breed congestion. The reply was that that depot was in short supply, while 0611, the depot for which a normal amount of cargo had originally been planned, was in a bad state of overcrowding.

Ordnance officers then confronted the OCOT with a 'fait accompli'. Claiming that the conditions at depot 0657 and others would not support 11 ships at Antwerp, as formerly hoped, they proposed, as dire necessity, a split of vehicle ships thus: 9 for Antwerp, 5 Cherbourg, 3 LeHavre-Rouen. Although this was not what the OCOT desired as the most efficient placement, it was accepted, since the ships, as discussed, fitted fairly into such a pattern.

The next and most important depot discussion was occasioned by the proposed cargo appertained to one service it had been expected of that organization to consign its materials in this manner. That this expectancy was being radically unhonored was indicated by the following proposed disposition of NY 607's cargo:

390	tons	to depot	E 525,	AAchen
457	"	"	E 514,	Liege
882	"	"	E 513,	Libramont
187	"	"	E 511,	Laon
347	"	"	,	Lieres
212	"	"	E 508,	Paris
X	"	"	E 519,	Brussels

The natural question for the TC was: why so many depots and why such scattered destinations as Liege, Laon, Paris? The Engineer Officer explained that he agreed their depot system was poor, but that, being based on a physical distribution of special personnel for handling differend commodities it was "just that way". The service, he said, was already embarrassed and would be more so. They were attempting to arrange for a central dump for pierced-steel planking, one of their sharpest problems. The Chief, Control and Planning, thought it drawing the line to finely to maintain different depots for Engineer Class II and IV supplies. And, to lighten the air which had become embarrassingly heavy for the Engineer Office, asked what action had been taken on Major General ROSS, the COT's, jocular proposition about the Belgian island depot. Wearied with the problem of heavy Class IV goods for which there

didn't seem sometimes to be a demand appropriate to the supply, the General had proposed a large dump be set up on an island, this material be barged to it, the barges sent elsewhere, and no bridge built to the island.

One last Engineer difficulty was their desire to use the Port of Rouen for more of their ships than had been planned. After the third such request, Colonel Murrill exclaimed: "You-all are Rouen-ing our program". To which the officer wearing the castles quickly retorted: "Are you punning, sir?"

After another series of easily-allocated ships, the knottiest problem was aired. Though the last few ships were considered TBA (Table Basic Allowances, meaning they carried organizational equipment for arriving personnel), they had a high proportion of extra tonnage of a different catagory. This, was the beginning of a new War Department policy of ceasing commodity-loading and leaving loading to the Ports of Embarkation (POE's) in an attempt to get fuller use of all ship space. The system in use, commodity-loading, whereby a ship was predominately loaded by a certain class of supply of a certain Service, had never been adhered to exactly but was considered, to the extent that it was followed, the most satisfactory by all on the receiving end, in Europe.

The War Department's premise was that a ship entirely loaded with ammunition was loaded to weight limit before its cubic space was filled; while, conversely, one specializing in vehicles, when crammed full, had still unused much weight capacity. The solution before had been to pack rations in between trucks and tanks, which loaded the ship right up to limits and at the same time assured, by the movement of the vehicles enroute, occasioned by the ship's motion, a good proportion of badly-crushed cases.

The Chief, Control and Planning, stated the Transportation Corps had protested the plan to discontinue commodity loading and urged the Services' representatives to encourage their Chiefs to do likewise. As a "second-best" should the War Department persist, TC was submitting a plan for type-loading. By this method certain types of goods would go together, thus assuring that one ship's cargo would not be entirely mixed-up and still satisfying requirements to fulfill capacity. For example, a cargo might consist of QM Class I (rations), which use up weight more than space, and, on the other hand, Class II and IV, for cubic capacity-fillers. This could not apply to the goods of all services, however, as other logical pairings were Engineer and TC supplies for weight with Signal and Medical for space.

If this plan were not carefully followed, or commodity-loading was thrown out of the window, the TC warned of 3 inevitable results: First, many small packages, stuffed in anywhere, would be damaged or lost; secondly, the problems of unloading and sorting would be vastly increased; and finally, the cost of transportation would go up sharply, since the increase in types and classes of commodities discharged at a port for a number of different depots would mean increasing routes, distances, and even backhauling. If, Colonel Murrill pointed out, a base depot system were in effect, varied movements could be short, from port to such depots; but such was not the case and it would not be possible to develop any such system before the termination of hostilities.

With the plans for increased reception of vehicles at Northern ports, there had been an interesting attempt at convoy-diversion. A convoy for the Mediterranean was shorn of a few ships before they cleared Hampton Roads; seven

more, which had sailed, were turned north after making Gibraltar. The rest were not equipped for sailing in Northern waters.

In closing the meeting, the chairman had some general subjects for the consideration of the Services' officers. Reminding them that all depots were rapidly filling, he admonished that if a large number of ships were forthcoming in April, they would be in a tight spot.

They were warned to make provision for local movements by rail, barge, and horse-drawn vehicles, when, inevitably, the trucks being used for port and depot activities would be diverted to long-haul jobs to supply the Armies in rail-less Germany. It could not be known what rail facilities would exist, but it was best to expect none. How many trucks would be required depended on variables such as General BRADLEY's rate of advance, and how soon rail bridges could span the Rhine.

NO. 2
ATTENDIX NO. 2
PART II

PLANS FOR THE T.C. IN GERMANY.

Notes on a SHAEF G-4-sponsored conference at OCOT, 26 February 1945.

I. General Organization.

Colontl TRAUB, DCOT, sketched the following chart, which will assist in following the discussion of the problem.

SENIOR U. S. COMMANDER

(Military Considerations)	(Overall Policy & Civil Considerations)
Theatre Staff	U.S. Group Control Counsil
C.O.T.	Transport Division
Field Operating Units	

The high-level directive which stated the general division of [illegible] responsibilities was a letter from the SHAEF C. of S. of 9th February to which Colonel BRISBINE, representing the U.S. Group Control Council, referred.[1] This directive gave to the Group Control Council, the responsibility for overall administration and 'executive operations'. These, it was agreed, were all technical operations, the term "executive" being interpreted in the sense that a railroad president, charged with operations, is the executor of the policies determined by the Board of Directors. All transportation facilities except air, ocean, shipping, and local motor hauls would come under the COT, who would provide and train staffs and operating personnel at various levels.

(1) Short Directive, SHAEF C. of S., Subj: U.S. Transport Organization within Germany during Tri-Partite Period, Annex 'A', 9 February 1945.

The position of the C.O.T. was envisaged by the SHAEF representatives as that of a General Staff Officer on the theatre, rather than Com Z level. After the initial period of disarmament and the redistribution of our forces from a battle to occupational positions, it was contemplated that SHAEF would step out of the picture, leaving tactical command to 12th and 6th Army Groups, and their Service needs to the appropriate sections of the theater commander's staff.

The DCOTs present, however, felt that the C.O.T. neither contemplated nor desired becoming a General Staff Officer. The existing set-up of duties and relations as a Special Staff officer were to his satisfaction.

Colonel BRISBINE then pointed out that a joint-chief-of-staff paper, No. 1067, Draft Directive No. 7 of International Advisory Committees, was still the rule for the determination of policy. The U.S. Transportation was to acc-

omplish the following, and in theorder stated:

1. Accommodate the military requirements.
2. Evacuate our prisoners of war.
3. Aid in moving displaced persons of Allied Nations.
4. Absolute minimum rehabilitation of Germany, as required to avoid active unrest. The State Department did not desire that the U.S. shoul rebuild the German transport systen.

In accordance with these aims, the Control Council was charged with establishing priorities for movement under the following schedule:

1. Evacuating prisoners of war.
2. Moving displaced persons.
3. Providing relief for Allied and Liberated Countries.
4. Demobilizing the Riechswehr.
5. Providing for Germany's basic economic needs.

(The OCOT representatives were not satisfied with this control of priority establishment by the Control Council, since it might develop an ascendency of civil over military needs. This question was to be investigated and) The meeting favored the determination of priorities by conference between the Theater Staff and Group Council Officials concerned, with recourse to the Commanding General in the event a compromise should prove impossible. This was the procedure forseen by a British paper, [2]

(2) Draft Directive, Army Division, Movement Control /1881/4, Item 'B'; Machinery for Establishment Movement Priorities in Germany, February 1945.

The general procedure outlined in the British paper was, however, not considered adaptable to our needs nor flexible enough for our tastes. They had, for example, fixed on combined meetings of operating and administrative transport representatives only when a specific problem demanded same. The U.S. officers felt that such meetings should be held at regular intervals.

II THE PROBLEM OF PERSONNEL

It was agreed that the OCOT should have the assistance of the Transport Division, U.S. Group Control Council in selecting and training staff and operating personnel for the planning and execution of its duties. Although the OCOT had not felt it should be dalled upon to provide or train personnel for the Transport Division, Control Council, it was prepared to earmark appropriate officers, whom it felt could be found among skilled transport men at present with SHAEF Mobilization Division, with Army Group, and even with Corps and Divisions. TC personnel for lower echelons of the operating establishment under the OCOT were to come mainly from ADSEC and COMAD.

If the Army Groups were to be charged with staffing the Military Districts Transportation Sections, analagous in operation to those of the present Base, intermediate, and Advance Sections of Com Z, both OCOT and Army Group representatives were agreed that Army Group and Armies would need more T.C. personnel and that transport problems should be handled by an independent special staff section, rather than by a division of the G-4 Section. At the time, the Army Groups staffs had only a small increment of T.C. officers working under the A.C. of S. G-4. Only two Armies, the Third and Seventh, and transport sections, and these had never been officially staffed by War

Department order.

Civil Affairs representative stated that 63 officers would be furnished by European Civil Affairs Division; these men, whith G-5 training and motor transport experience, would be sifted out to various staff levels to advise on local trucking and to act as liaison-directors to the German organizations which would be utilised. The OCOT and Army Group members of the conference, expressed their opinion that these officers should be part of the transportation rather than the G-5 section, in order to insure no preferential influence of civil over military needs.

It was also felt that confusion would result over the line of demarkation between local and long-distance hauling. The SHAEF directive previously referred to gave to teh C.O.T.'s province those agencies controlled by the German Ministry of Transport. (4) Insomuch as various other agencies had some control over trucking, and the Ministry of Posts and Telegraph controlled 1/7 of the Motor busses, the Civil Affairs had been hailed in.

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(4) See Page 1, Ref. (1)

However, the short-distance traffic commission in Germany had charge of all vehicle maintenance, supply of spare parts, tires, and fuels, which were certainly the concern of long-distance trucking as well.

Colonel FULLER, Executive officer of the OCOT, who was the factual head of the planning job for the COT - Colonel MURRILL, Chief, Control and Planning Division, had been given the titular role, - felt strongly that all trucking should be under the C.O.T. (He reminded the meeting that only recently (10 February) higher authority had transferred the 42 truck companies of the 82nd Quartermaster Truck Battalion from G-5 to OCOT control. The Civil Affairs people had, in the 5 months they had supervised and trained the French officers and drivers of this organization, shown marked inefficiency.) Army Group and Control Council officers agreed, and a sub-committee was appointed to study further and make recommendations.

A sub-committee was nominated to set up the necessary Table of Organization and Equipment (T/O & E), earmark, and prepare for the instruction of, the personnel to control and operate Transportation in Germany. This sub-committee was made up as follows to meet with Colonel FULLER:

Colonel WHITTLE - 12th Army Group
Major SNEAD - U.S. Group CC
Major WILBUR - OCOT

plus any specialist personnel whom they deisred. This group started work on the 5th March, equipped with preliminary surveys by OCOT and a draft prepared by Colonel BRISBINE's office, scaled to requirements as far down as provincial level. One plan developed by this office had included special personnel to be placed at all levels and in all spheres of responsibility. This personnel was to have no operating control but to act in the capacity of observers, checking and reporting the manner in which the German authorities complied with U.S. orders. But this plan had been 'wastebasketed'.

The Army Groups took a copy for study, as a guide to the work method in such a study.

One further know remained to be untied or cut. The 6th Army Group representative, Colonel JOHN R. NOYES, was under the impression that 12th Army Group would undertake the planning for all the Military Districts, informing 6th Army Group of same. He desired, however, that his headquarters be consulted on all matters concerning the French, who appeared then, to be more concerned then originally envisaged, and who later became, as political decisions evolved into acutal operations, very much involved.

This whole matter had been discussed at a conference with the A.C. of S., G-4, Com. Z., the previous week, but 12th Army Group felt that no final decision had been reached. Further information would be sought at the next meeting of the U. S. Administrative Planners.

III OPERATIVE PLANS

1. The Control of Merchant Shipping.

The SHAEF directive had excluded the CCOT from the field of ocean shipping, but there was some question in the minds of the committee as to where lines of demarcation would be drawn and whether the CCOT would not eventually be involved. What, for example, was the description of coast-wise shipping? Some German ships sailing to Northern Norway or Scotland made a voyage and were of a size characteristic of trans-oceanic vessels. Would they be considered coastal, and woul coastal not be included under ocean and be assigned eventually to the CCOT as a facility for operation?

At the time of this conference the CCOT had much say in the allocation of vessels to ports. Would a new arrangement stop this necessary control?

Two ship representatives present could not supply the answers to these questions. All that was known was that policy in this respect ould be determined at high political levels and no organization comparable to the Shipping Control Commision, then dictating operations, had yet been established. A pool would be formed of all German and German-controlled ships, upon capture, and distribution made between the 'Big Three'. Purely trans-oceanic shipping would be handled individually by the several nations. It was decided to seek further information on this subject.

2. Motor Transport.

The pool referred to under merchant shipping was not to be a physical congregation of craft, nor were like pools of trucks and railway rolling stock. Colonel BRISBINE, of U.S. Group C.C. was opposed to G-5 control of the vehicle pool, again fearing a preponderance of civil considerations.

The G-5 representative was desirous of compiling and issuing a new technical manual to cover: 1) a description of the German road transport organizations and agencies. The present material was not up-to-date. 2) Explanation of how those agencies required by the Allies were to be reconstituted. 3) Explanation of how orders were to be transmitted to the Germans. 4) Instructions on spot checking results.

The member from G-4 Movements Division, 12th Army Group very positively disagreed, stating that such manuals now cluttered the files and were not even circulated to lower commands because the contradictions in them merely confused. The matter was referred to a sub-committee consisting of representation by all parties.

This sub-committee was to have as a temporary rule of thumb, to divide long and short-distance trucking, the then-existant line between moves within a section and inter-sectional movements. Shipments between one military district and another would certainly be planned and controlled at OCOT level. The background for their work was a late revision of the pertinent handbook.[5]

(5) SHAEF file 3091/9/ Mov., Post Hostilities Handbook, Chapter 8, Movements and Shipping".

3. Air Transport Considerations

This was a field in which the OCOT had never had any responsibilities, but the discussion touched upon the whole picture of transport, in which the COT's part is paramount.

The U.S. Group CC desired that most evacuation fo PW's be accomplished by air, thus relieving trucks and railroads of this high-priority traffic. Air Force representatives were aware of this but were not clearly informed as to what their occupational organization would be or how many planes would be available. They did know, however, that pressure was being applied by the British at an high-level for the allocation of a large number of U.S. planes for their use.

12th Army Group was represented as being very 'air-minded' and attempting to obtain as much air lift as possible for the critical stage of initial troop supply during the tactical operations which would follow surrender by the Riechswehr. The inability of ground transport to keep up with the armies in their unexpectedly rapid march across France might recur in confused, post-hostilities Germany, and the Armies' trust was now in C54's as well as the diety.

Both the U.S. Group CC and the OCOT believed that the main railway lines could be repaired in sufficient time to ensure adequate movement, considering also the extensive plans made by the MTS for emergency personnel moves. The supply of power for the railways (figures appear in section below) was considered more than adequate. The Air Force men stated, however, that bombing and strafing were of a hitherto-unknown scope and were daily tearing up line and putting locomotives out of use to such a degree that movement would soon be improbable.

4. Railway Operations

Colonel BRISBINE expressed suspicion of the sanguine British expectations on locomotives. The status was this:

28,000	in Germany originally
8,000	manufactured during hostilities
4,000	'borrowed' from occupied countries
40,000	Total
- 10,000	depreciation allowances

British authorities were planning to remove 15,000 engines from Germany. The conferee's agreed that this would be dangerous to successful operations even if it were possible, which would be unlikely.

The physical sphere of operations, motor and canal as well as railroad, was described by the SHAEF handbook.[6]

(6) See Ref (5) Above.

Within the boundaries of 1937 Germany, and in Austria, the OCOT was to control the existing transport agencies thru the Germans. In all other territory taken from the Germans, the control would be direct, using of course the Phase development system.

The SHAEF chairman reminded the meeting that the OCOT would have to increase rate-making and other activities of a more commercial nature than the MRS had heretofore included. Colonel TRAUB stated that the OCOT was prepared to expand its activities somewhat in this direction, but that it was hoped SHAEF would, inits policy-making province, set up overall considerations.

5. Miscellaneous Considerations

The SHAEF member expressed concern for the establishment of control machinery. How would the OCOT transmit its demands to the German agencies and ensure that there was no duplication or conflict in its instructions and those emanating from the Transport Division, U.S. Group CC. [2]

Colonel FULLER, for OCOT, felt that there need be little concern on this score. Existing SOP's for the transmission of orders from OCOT to Base Section Transportation Officers would need little modification to apply between OCOT and the Military District operating personnel. The maxim of issuing orders at the lowest possible level would be followed. Matters relating to movements between Allies would be handled at tri-partite level. Finally, if an OCOT problem required special considerations from the German authorities it would be referred to the transport division of the council thru a Liaison Office which would be established in Berlin, and orders by the Transport Division which affected OCOT operations would be passed thru this same channel for information. Armies planned to have liaison officers at the various Military District Headquarters for the same respective purposes.

A commodity which would require special attention was the movement of captured materiel. A proposal to take time at the next conference to listen to specialists on the subject was sensibly dismissed, however, at the suggestion of the OCOT members. Colonel FULLER stated flatly that he was not interested in hearing what he had to move until he knew what he would have with which to move. Certain specialists would be invited to present their needs but they were to be asked to clarify their statistics rather than confuse with more of the same bewildering columns.

The subject of Supply Maintenance was touched upon, then dismissed as not pertinent to the agenda. British plans on this subject were extensive, but the U.S. policy promised such limited rebuilding and maintenance of German plants that our needs would require no special considerations.

The main topic decided for the next conference was the 'Jumping-off' plan in some detail: The machinery to start operations as large portions of Hitler's domain came under Allied control. The OCOT gave notice of a school it would conduct for earmarked personnel of ADSEC and CONAD, in Paris, 20th and 21st March 1945.

OCOT's Colonel FULLER closed the meeting by remarking that there should be no great difficulty in accomplishing the movements program. It would be smaller than present committments, involving 6,000 tons per day at first and setting down to 4,000.

The conference brought the responsible agencies together, clarified the problems and division of duties. There remained the exact delineation of spheres, the details of planning, and the subsequent acid test of actual operations.

NO. 3
APPENDIX NO. 2
PART II

OVERALL CONTROL OF GERMAN TRANSPORT: RAILWAYS

(Extract from Annex "A" to Folder, Control and Planning, OCOT, SUBJECT: "U.S. Transportation Withing Germany". 30 March 1945.)

I. The Reich Ministry of Transport was a highly developed, closely-controlled, and unusually efficient organization.

The normal distribution of traffic was:

Road	3%
Inland Water Transport	17%
Rail	80%

As circumstances permit, German transport should be administered through German transport agencies and operated to the maximum possible extent by German Civilians.

The development of such operations will be gradual and will extend over a considerable period of time, comprising 3 phases:

PHASE I — Complete military operation of essential Ls of C.
PHASE II — Combined Military and civilian operations with a strong infiltration of military supervision.
PHASE III — Civilian operation with diminishing requirements for military operation and supervision.

It is proposed to reconstruct, infiltrate and duplicate control and operating units as necessary.

II. STATE RAILWAYS (Reichsbahn)

The national-owned railways covered about 35,000 route miles of standard-gauge track including 1,500 miles electrically operated.

39% of the system is double tracked.

It employed from 850,000 to over 1,000,000 people.

The total number of locomotives at the outbreak of the War was approximately 28,000. Gains by capture, commandeering, and new construction until recently exceeded destruction, and the latest available estimate indicates a total availability of locomotives for Germany and Protectorate of 38,000.

Rail wagons at the outbreak of the War totaled 700,061. Gains by new construction (47,000), capture and commandeering resulted in a new increase of over 565,000, and the latest estimates of availability were approximately 1,380,000.

The rail net in Germany is denser than in the US and the tonnage carried per mile of trackage is higher.

With approximately 15% of the rail mileage of the U.S., the German railways carried a tonnage equivalent to approximately 1/3 of the total carried by U.S. railways.

III. CONTROL OF RAILWAYS

The principal feature of the administration of the Reichsbahn has been the decentralization of administration to the management of 26 operating divisions (Reichsbahndirektionen - RBD's).

The presidents of these RBD's had a remarkably free hand in the control and operation of traffic within their divisions.

Central coordination was exercised by the Ministry through three area operating offices at ESSEN, BERLIN and MUNICH. These offices, however, had no administrative control over the operating divisions.

Eight of these RBD's are in the U.S. Zone.

In addition thereto, approximately 10% of the lines of the Erfurt RBD in the Russian Zone extend into the U.S. zone. 40% of the Mainz RBD in the British zone (possibley French) extend into the U.S. Zone.

U.S. liaison, therefore, must be maintained at Erfurt and Mainz and U.S. organization must be prepared to receive liaison from the British at the Frankfurt RBD and possibly from the Russians at the Regensburg, or Kassel RBD.

L of C to the U.S. area from ANTWERP and HAMBURG pass through the British area and will require liaison with the British at HANNOVER and COLOGNE The Southern L of C to MARSEILLES and to Le HAVRE, will pass through the SAARBRUCKEN RBD and will require liaison with either the British or the French in that area.

IV. RAILWAY EMPLOYEES.

Technical and skilled employees (850,000 - over 1,000,000) of the German railways were employees of the National Railways Civil Servants Group (Fachschaft Reichbahn Beamte). The extent of increase in railway employees under Nazi control is not known.

PRINCIPAL AGENCIES OF CONTROL OF GERMAN TRANSPORT-
U.S. ZONE

1. RAILWAYS

	Agency	Location	Responsibilities
a.	Central Traffic Offices	Munich - 1 of 3 Regional Offices, Berlin, Essen, and Munich.	The development of the annual transport program to coordinate the distribution of traffic among the railroads, waterways, and highways. It had authority to specify the means of transport as well as the routing of specific consignments.
b.	Divisional Managing Directorates - RBD	Military-District-East Munich, Nuremberg, Augsburg, Regensburg Military-District-West Stuttgart, Karlsruhe, Frankfurt, Kassel	Total 26, 8 in U.S. zone each headed by a President and Reginal Staff and responsible for the control and operation and the control of traffic and maintenance of way within their Divisions.

c.	German Central Car Service which is equivalent to the German Hauptwagenamt	Supervises the Car Bureaus in the RBD's and decides the final allocation of freight cars within the German system.

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LENGTH OF LINES CONTROLLED BY EACH DIVISION (RBD)
Extracts from Folder, Control and Planning Division, OCOT, SUBJ: US Transportation Organization Within Germany, 30 March 1945.

	RBD	MILES
JOINT		
	Berlin	735
	Sub-total	735
U.S. AREA		
	Augsberg	845
	Frankfurt (m)	1310
	Karlsruhe	1160
	Kassel	1320
	Muenchen	1060
	Nurnberg	1480
	Regensburg	1315
	Stuttgart	1390
	Sub-total	9880
BRITISH AREA		
	Essen	780
	Hamburg	1570
	Hannover	1930
	Cologne	1130
	Mainz	1100
	Munster	1300
	Wuppertal	1000
	Sub-total	8810
USSR		
	Breslau	1670
	Dresden	1630
	Erfurt	1235
	Halle	1680
	Koenigsberg	2010
	Oppeln	575
	Frankfurt (O)	1510
	Schwering	730
	Stetten	1870
	*Danzig	1800
	*Posen	2200
	Sub-total	16910
FRENCH		
	Saarbrucken	990
	Sub-total	990
	GRAND TOTAL	37,325

*Mileage estimated by map traverse.

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PART II.

RAILROADS U.S. ZONE

Extracted from: "A" to folder, control and planning division, OCOT, SUBJECT: Transportation Organization, Berlin District, as Recommanded by the Chief of transportation, 2 April 1945.

GENERAL

Though Berlin does not lie within the two densest zones of main rail way routes in Germany, which extend south-eastward from Frankfurt-am-main and Hanover, it is the focal point of all truk lines which radiate outwards to the principal town of Germany, and of which 9 are direct through routes t major cities of Europe.

Within Berlin these truk lines are connected by a ring of lines (the Ringbahn) which is an important element in the urban transport system

In addition to the Ringhann and suburban services operated by the Reichsbahn there is the electrified "U" (Underground and elevated Railway (controlled by the Berlin Transport Company who, in addition, control the tramway and omnibus services within Berlin. There is no physical connection between the U-Bahn and Reichsbahn systems.

Railway facilities provided by the Reichsbahn in Berlin itself consist of a circle following the perimeter of the city, known as the "Ringbahn" and two lines cutting diametrically across the circle from west to east (Stadtbahn) and from North to south (Nordsudbahn).

Suburban lines (Vorortbahn) radiate from the Ringbahn at several points and in most cases run parallel to the main running lines from the terminal stations. There are five main line terminal passenger stations situated within the perimeter of, and connecting with, the suburban network.

Although railway passenger traffic in Germany occupies an inferior place in comparision with freight traffic, Berlin is an exception to the rule. Owing to the size of the city and the distances at which office and factory workers live from their work, considerable use is still made of public transport services. It is interesting to note that during the years 1936-37 the total passenger traffic in the Berlin area averaged approximately four million journeys per day, divided between the various means of transport, as follows:

Tramways: 40 percent
State Railways (Reichsbahn) 35 percent
Underground Railway (U bahn) : 14 percent
Busses: 11 percent

Ring-bahn (circle railway) : This railway was constructed between 1867 and 1877 and forms a complete circle (overall route length c.48 Km). Round the perimeter of the city and is somewhat similar in construction to the petite ceinture of Paris.

The line is quadraple-track throughout, except for certain short stretches of multiple-track line.

Independent freight and passenger working is in operation throughout the entire lenght of the Ringbahn (i,e, two tracks freight work, two tracks suburban-passenger working).

The passenger service is operated by electric multiple-unit trains, and current collection is on the third-rail system.

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MOTOR TRANSPORT.

(Extracts from Annex 'A' to folder, control and planning Division, OCOT, SUBject: U.S. Transportation Organization within Germany

a. Commissionners for Local transport, German equivalent Bevollmachtigle fur den nahverkeht- NBv.	Same as RBD points with The addition of Wiesbaden	Established to coordinate Local hauls for loading, warehousing and forwarding in coordination with long-distance trucking from the RKB organization.
b. National trucking Association, German equivalent Reichs Kraftwagen Betriebsverband - REB.		Coincides in general with the RBD rail centers. A compulsory association of the long distance trucking trade group. Prior to the war it had a membership of I3,000 long distance truckers representing about I6,000 vehicles. Truck haul was less than 2% of total German traffic.

V. ROAD TRANSPORT.

The much publicized Autobahn System was never really used for any volume of truck transport. The entire tonnage transport amounted to only 3,I% of that carried by rail. The U.S. area is well served with autobahn and other good roads, all districts and sub-districts Headquarters are reached by autobahn with the exception of Regensburg.

It is probable, therefore, that a broader use may be made of truck transport in the american area than was normally the case.

VI. CONTROL OR ROAD TRANSPORTS

Long distance trucking in Germany was controlled by a trade group called the National Trucking Association(Reich-kraftwagen Betriebsverband-RKB). Local motor transportation will be controlled by the Military Districts and sub-districts.

APPENDIX NO. 2.

PART II

INLAND WATERWAYS

VII. INLAND WATER TRANSPORT (17 % of the total tonnage)

The tonnage distribution over the several Inland Water systems in Germany is stated to be:

System	Tonnage	Length in miles
Rhine	39%	I,I02
Northwest Waterways including Mitteland Canal	32%	992
Berlin district Network	I6%	562
The Elbe system	7%	958
Oder System	5%	682
East Prussian and Danube	I%	457

The Inland water in Germany is based primarily on the great South-North River systems of the Rhine, Weser, Elbe and the Oder.

The Mitteland Canal crosses the North German plain and connects the canal River nerwork with the brandenburg network centereing on Berlin. The total length of the Germans Inland Waterways is approximately 8,I25 miles, of which 4,687 are of first importance. Of these, only I,562 are canals.

Total estimated employees on the waterways, including Austrian are stated to have been approximately I30,000 of whom 50,000 were shipboard workers.

There is no head office of any canal systen in the american area other than at BREMEN. There was a Regional Waterways Directorate Office at STUTTGART.

Our principal interest in the american area will be the RHINE systen.

In general the Inland ports in the US area received heavier tonnages in coal, cereals, cyramics and ores than that shipped. Principal outshipments consisted of wood products with a relatively small amount of iron and steel products.

Theprincipal waterways connecting with the RHINE River and leading into the american Area are:

a, The MAIN System which reaches FRANKFURT, OFFENBACH, ASCHAFENBURG, WURZBURG, SCHWEINFURT, and BAMBURG.

b, The NECKAR system, reaching HEIDELBERG, HEILBRONN, STUTTGART.

c, The LUDWIG Canal runs through NUREMBERG and connects with the DANUBE at KELHEIM.

REGENSBERG and PASSAU are on the DANUBE.

Inland waterway Control Group will be established at STUTTGART, BREMEN, REGENSBERG And such other points as may be desirable, based upon the degree of industrial activity permitted in the U.S. Zone.

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APPENDIX NO. 2

PART II

2 March 1945
HAM/pf

EXTRACTED FROM: Planning Directive, Series "Series "H", Number 5.

TO: Assistant Chief of Staff, G-4

I. TRANSPORTATION ANALYSES- NORTHERN OPERATIONS

A. ROAD ROUTES.

It has been considered that operations East of the Rhine as far as HANOVER may have to be supported entirely by truck transport as there may be no locomotives, rolling stock or rail East of the Rhine for 6 weeks following a crossing.

It has been considered also that rail transfer points will be successively established as close to the West bank as possible.

The successive movement of ADSEC dumps or rail transfer points and the location of Army pickup points as indicated below appear to be feasible:

TRUCKING DISTANCES ADSEC TO ARMY PICKUP POINTS
ASSUMING ARMY HAUL APPROXIMATELY 50 MILES

PHASE	ADSEC Rail transfer Points or dumps	Army Pickup	Army troops	ADSEC Haul	Army Haul
I	MUNCHEN GLADBACH	WESEL	MUNSTER	50 Miles	38 miles
2	WESEL	MUNSTER	OSNABRUCK	38 Miles	35 miles
3	WESEL	BIELEFELD LUEBECKE	HANOVER	180 Miles	50 miles
3A	MUNSTER	WESER RIVER	HANOVER	65 Miles	45 miles

B. RAIL ROUTES

For planning purposes it is best to assume that no locomotives will be available East of the Rhine for 6 weeks.

If the advance across the river is rapid, without a severely contested bridgehead action, it is probable that a large amount of rolling stock can be trapped in the vicinity of MUNSTER as the large yards at MUNSTER and HAMM are the distribution yards for the entire RUHR area.

On the assumption above indicated, little help can be expected from rail transport until the late phases of the operation when railheads should be available at least as far as MUNSTER.

D. TRANSFER POINTS

Ample facilities for the development of transfer points from rail to truck with a capacity of 200,300 (facilities intact or restored) cars are expected are:

a, MUNCHEN GLADBACH & RHEYDT
b, VIERSEN
c, KREFELD

Smaller transfer points with a capacity of 40 cars are available.

The organization, equipment and the method to be employed at these transfer points should be carefully studied by the advance Section and all necessary means provided.

E. SUPPORT REQUIREMENTS

Based on the experience in breaking out of Normandy, it is assumed that if the advance is rapid and distances more extended that daily tonnage requirements will be reduced from approximately 650 tons per day to a maximum of 400 tons per day per division.

Estimates have been developped for a thrust of both I5 and I8 Divisions.

Truck requirements are estimated on the basis:

a, that Army will come back 50 miles.
b, that a 2½ ton truck Company is capable of delivering I60 tons forward from 50 to 60 miles on a one day turnaround (round trip- I00 to I20 miles).
c, That a 2½ ton truck company is capable of delivering I6o tons forward from I00 to I20 miles on a two day turnaround. (Round trip- 200 to 240 miles).

The total number of companies required varies from a minimum of 38 for I5 Divisions on rapid advance to a maximum of 90 for I8 Divisions on normal advance.

F. REQUIREMENTS FOR RIVER CROSSING

Complete details for bridging contemplated by the Armies are not yet known. They were previously indicated for all crossings as:

a, I Heavy Pontoon Bridge.
b, 2 Bailey Bridges, Class 40.
c, I Bailey Bridge, class 70.
d, 3 Treadway Bridges.

At a maximum of 300 vehicles per hour it is estimated that a one-way bridge will be required for each of the outward bound and inward bound supply routes.

In so much as supply trucks will require the entire capacity of two single lane crossings additional crossings must be established for personnel and materiel.

G. CONCLUSIONS

A. I5 Divisions can be supported as far as MUNSTER with a maximum of 6I truck Companies.

I8 Divisions will require 79 truck Companies.

B. I5 Divisions can be supported beyond OSNABRUCK With a maximum of 6I truck Companies if railheads are pushed forward to the West bank of the Rhine.

I8 Divisions will require 73 Truck Companies.

c, I5 Divisions can be supported to HANOVER with a maximum of 6I Truck Companies if Railheads can be pushed forward to the vicinity of MUNSTER.

I8 Divisions will require 73 Truck Compqnies.

d, If the advance beyond OSNABRUCK to HANOVER is very rapid following the breakout from the bridgehead and time does not permit the completion of the rail bridge and the establishement of railheads at MUNSTER and support must continue from WESEL, it is estimated that 76 Truck Companies can support I5 Divisions at 400 tons per day.

I8 Divisions, on the same basis, would reauire 90 Truck Companies.

2. TRANSPORTATION ANALYSIS - SOUTHERN OPERATIONS.

A. ROAD ROUTES

It will be shown that operations East of the Rhine as far as KASSEL can be supported entirely by truck from railheads pushed up to the West bank of the Rhine

In view of the fact, however, that this support is expected to be concurrent with that of the Northern thrust it is essential that trucking distances for COMAD ant Army trucks be held to a one day turnaround.

B. RAIL ROUTES

Railheads must be pushed forward through the SAAR from SAARbrucken to the line DREUZNACH - KAISERLAUTERN - NEUSTADT - LANDAU and forward from these points to the river as close on the heels of the Army as possible.

Recoomanded rail routes are:

(I) METZ- FORBACH- NEUNKIRCHEN- TURKISMUHLE- KREUZNACH- BINGEN- MAINZ.

(2) METZ- THIONVILLE- SAARBRUCKEN- HOMBURG- KREUZNACH- MAINZ.

(3) SAARBRUCKEN- HOMBURG- KAISERLAUTERN- NEUSTADT- LUDWIGSHAFEN-

(4) NANCY- BENESTROFF- HOMBURG.

(5) LUNEVILLE- SAAREBOURG- SARREGUEMINES- HOMBURG.

(6) EPINAL- STRASBOURG- WORTH- GERMERSHEIM- SPEYER- LUDWIGSHAFEN.

For plaining purposes it has again been assumed that no locomotives will be available on the East bank of the Rhine for 6 weeks.

C. SUPPORT AREAS.

It is assumed that railheads will be pushed forward:

SAARBRUCKEN- KAISERLAUTERN	50 miles
BINGEN- MAINZ- WORMS- LUDWIGSHAFEN	50 miles

TRUCKING DISTANCES - CONAD TO ARMY PICKUP POINTS

PHASE	CONAD Dump or Rail Transfer	Army Pickup Point	Army Troops	Distances Conad Haul	Distances Army Haul
I	METZ- NANCY	SAARBRUCKEN	KAISERLAUTERN	50	50
2	KAISERLAUTEN	MAINZ- WORMS MANNHEIM	GIESSEN	50	50/60
3	KAISERLAUTEN	GIESSEN	ERFURT KASSEL	I00	50/60
(To be replaced by 3A)					
3A	Mainz-WORMS MANNHEIM	GIESSEN	ERFURT	50	50/60

There should be no serious difficulty pushing the railheads forward to the West Bank of the river by the time that a substantial bridgehead is effected on the East Bank.

D. TRANSFER POINTS

Both SAARBRUCKEN and KAISERLAUTEN provide marshalling yard capacity of over 5,000 cars per 24 hours. Extensive yards are also available at SAARGUEMINES, HOMBURG, LANDOW, NEUSTADT, KREUSNACH, BINGEN, MAINZ, WORMS LUDWIGSHAFEN, and SPEYER.
Detailed arrangments must be developed by CONAD providing for the transfer from rail to truck at these points based on the tonnages finally set up for movement.

E. SUPPORT REQUIREMENTS.

Support requirements have been calculated on the basis of both 35 and 40 Divisions, as well as for both a normal and rapid advance.

For the rapid advance tonnages have been reduced to 400 tons per Division. Detailed calculation of trucking requirements are shown in TAB"F", attached. The number required varies from a minimum of 88 for 35 Divisions to a maximum or 200 (rapid advance) for 40 Divisions.

Under anything approximating normal operation, the maximum number of truck Companies for 40 Divisions should not exceed I60.

F. REQUIREMENTS FOR RIVER CROSSING

The support of the army for an advance to KASSEL from dumps west of the river entirely by truck would require a minimum of 3,600 trucks and a maximum of 6,400.

A minimum of two crossings, one for inbound and one for outbound, and a maximum of four crossings would be required.

In so much as Main Supply Routes will require the entire capacity of single lane crossings, additional bridges must be established for personnel and materiel.

G. CONCLUSIONS

a, 35 Divisions can be supported as far as GIESSEN WITH A MAXIMUM requirement of I42 Truck Companies.

40 Divisions will require I60 Truck Companies.

b, 40 Divisions can be supported as far as KASSEL BY I60 Truck Companies provided railhead are pushed forward to the river reducing the forward haul for CONAD trucks to the limits of a one day turnaround. (Round trip I00 to I20 miles).

35 Divisions in the KASSEL area would require I42 Truck Companies.

3, COMBINED OPERATIONS

If both Northern andSouthern operations are carried on concurrently minimum and maximum requirements for support area as indicated:

	Minimum No. Truck Companies Basis of 400 tons	Maximum No. of Truck Companies Basis of 650 Tons
NORTH		
I5 Divisions	83	6i
I8 Divisions	45	72
SOUTH		
35 Divisions	83	I42
40 Divisions	I00	I60

Minimum requirements for both North and South on the basis of I5 and 35 Divisions, respectively, are I26 Truck Companies.

Maximum requirements for the sameforce are 203 Truck Companies.

Minimum requirements for I8 Divisions and 40 Divisions, North and South respectively, are I45 Truck Companies.

Maximum requirements for the same force are 233 Truck Companies.

4. TOTAL AVAILABILITY OF TRUCK COMPANIES

The total availability of Motor Transport Units, exclusive of U.K. Base, present and estimated, is as tabulated below:

TOTAL AVAILABILITY BY TYPES OF EQUIPMENT

Type equipment	As of 28 Feb 45 No. Cos.	2 T Eq.	"Forecast I5 April I945 No. Cos.	2 T Eq.
Truck, cargo, 2-T Std.	I05	I05	5I	5I
Semi-trailer, I0 T Flat Bed	72	I44	I27	254
Total of all types	245	335.3	245	393.3
Less U.K. Base		325		337
TOTAL-$2\frac{1}{2}$ Ton equivalent		30I		365

* Forecast date for completion of equipment Program.

Attention is invited to the heavy proportion of I0 ton truck units and the effectif this on road and bridge requirements.

The present disposition of truck units is as tabulated below:

DISTRIBUTION OF QM TRUCK CO'S (TC) BY FUNCTION, COM Z

As of 28 Feb 45	PORT CLEAR #Cos	$2\frac{1}{2}$T Eq.	STATIC #Cos	$2\frac{1}{2}$T Eq.	Lof C #Cos	$2\frac{1}{2}$T Eq	TOTAL #Cos	$2\frac{1}{2}$T Eq.
TOTAL	54	76	I47	I96,5	44	66	245.	335

The total number of truck Companies remaining after minimum and maximum requirements are met would be:

Total Co,s Available 28 February	Min, Requirements I5 & 35 Divisions 400 tons	Max Requirements I8 & 40 Divisions 650 Tons Basis	Available Com Zone Minimum Basis	Maximum
30I	I26	233	I75	68

In so much maximum requirements are not expected prior to I5 April when the total number of truck companies will be increased to 365- an increase of 64 Units- the complete support of the operation by truck transport may be considered feasible without seriously crippling Communications Zone activities.

Preliminary studies have been made covering all essential withdrawals from the base Sections and will be kept constantly revised.

More detailed information regarding troop basis and tonnage is requested as it becomes available.

5. RECOMMENDATIONS

It is recommended:

a, That in order to coordinate numerous details involved in the organization of transfer points, the movement of Engineer materiels, and other Supply Movements, that essential details of actual Army plans be secured at the earliest possible date and those concerned with detailed planning and operating procedures bebriefed.

b, That the present location and forward destinations of all heavy Engeneer materiels and river crossing equipment be designated forward destinations approximately designated and a movement plan developed.

c, That Base Section Commanders be informed of the movement of truck units to be earmarked for tactical operations and arrangements be effected within each Base Section to carry on essential port clearance and static operations without those units so that they can be released on not to exceed 24 hours notice.

d, That base on experience in breaking out of the Normandy Peninsula, the necessary overstrength to provide two drivers for each vehicle be authorized for earmarked companies and that this personnel be correspondingly earmarked.

For the Chief of Transportation:

HUGH A. MURRILL
Colonel, TC.
Chief, Control and planning Div.

No. 9

APPENDIX NO 2.

PART II

I. BASIC PURPOSES

A. To discharge and move into Com Z depots and to troops, the cargoes of;
1. 195 Liberty Ships ex-UK
2. Coasters ex-UK with a daily lift of 6,000/7,500 tons depending upon availability of supplies and effect of weather on turnaround.

B, To insure the forward movement from depots and dumps of supplies required by troops .

C. To release ships with the least possible delay.

2, As a means of accomplishing this purpose, the plan provides:

A, PORTS

An allocation of shipping within the capabilities of each port for both discharge and clearance.

An allocation of ships to ports on the basis of the destination of cargoes so as to insure the shortest possible land movement.

An operating schedule which permits the Port Commander to plan ahead and make the best use of facilities, equipment and personnel.

B, MOVEMENT

For accomplishing the movement from ports and depots with order and greatest economy of means.

An allocation of tonnage to rail, truck and inland waterways within the capabilities of each.

Schedules of daily movement to depots within their capabilities.

A carefully laid out program with daily targets and fixed responsibilities for performance.

C, RAILWAYS, INLAND WATER AND MOTOR TRANSPORT

A program permitting schedules and allocation of means to carry out daily movements with the greatest economy of man and equipment.

D, DEPOTS

For letting depots know the average daily tonnagw they are expected to handle.

The fewest possible ports shipping to each depot to provide a better basis for teamwork between ports and related depots.

E, ALL SERVICES

For establishing a clear target program both as to time and quantity

For letting all echelons know the job required and setting up specific checks on daily performance.

For gearing up the organization of each Service involved to handle an even greater supply movement required for the increasing troop basis.

3. The basis objective of the plan is to accomplish more, not less, by

.... Letting every one know his daily objective.
.... Maintening a steady pressure from ports forward and from depots forward rather than an intermittent one.
.... Planning ahead to get the job done with the fewest men and the least equipment.
....fixing responsibilities for organization, supervision and daily performance.
.... Establishing in all echelons the same drive and the same sense of urgency expected of the fighting troops.

4. The figures given for tonnages are found figures and we are dealing in tons-NOT PENNIES. It is not expected that the plan will be carried through without change.

Where changes are required they most be tied in with the principles and framwork of the plan.

It is easier to modify segments of a reasonably sound plan than to start every day from scratch on a catch-as-can basis.

/s/ Hugh A. Murrill
Hugh A. MURRILL
Colonel, T.C.
Chief, Control & Planning.

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APPENDIX No2

PART II

23 December 1944

TWX MESSAGE TO: Adv Section, Normandy Base Section, Channel Base Section, Brittany Base Section, Loire Section, Seine Section (by Hand). Oise Section.

INFO TO : SHAEF, CTF 125, ANCXF, WAS London, WAS Paris.

Port discharge and clearance program exclusive of coal and bulk POL, for January is outlined herin. Average daily discharge from ships in long tons will be:

Commodity	Cherbourg	le Havre	Rouen and/or Ghent	Antwerp	Total
Rations	1,500	1,000	1,200	4,800	8,500
QM II	None	1,200	600	2,500	4,300
Pkg POL	None	None	700	1,100	1,800
Ord II &Veh.	2,400	500	None	2,900	5,800
Engr & TC	None	None	1,500	2,090	3,500
Sig & Mad	None	None	500	1,400	1,900
Ammunition	2,700	3,300	100	None	6,100
Bombs	None	400	300	None	700
CWS	None	None	200	None	200
Misc.	None	None	1,500	500	2,000
Total	6,600	6,400	6,600	15,200	34,800

Average daily movement from port areas will be as listed below. Where movement indicated is greater than average daily discharge, the difference represents planned reduction of backlog of intransit storage in port:

Commodity	From Cherbourg	From Le Havre	From Rouen and/or Ghent	From Antwerp
Rations	400 to Cherbg 1,000 to Paris Q I77 500 to Rennes Q I74	600 to le Havre 400 to Paris Q I77	1,200 to Charleroi QI83 500 to Paris QI77	2,400 to Charleroi Q I83 2,000 to Verdun QI78 400 to Oise Sec.
QM II	100 to Rennes QI74	100 to le Havre QI8IT 800 to Paris QI77 400 to Reims QI80	700 to Charleroi QI83 300 to Reims QI80	2,000 to NW of Mons 500 to Reims QI80

PKG POL	100 To Cherbg	None	300 to le Havre 200 to Rouen 200 to Paris	200 to Antwerp 1,000 to Charleroi
Ord II & Veh.	1,500 to Cherbg 0620 500 to Cherbg 0619 700 to Paris 0644	400 to le Havre Ass. Plant 400 to Paris 0644	200 to Reculx 0656	2,000 to Ass. Plant 0657 1,100 to Hofstade 0654
Engr & TC	100 to Paris	300 to Paris	600 to Paris 1,200 to Lumes E518	2,500 to Antwerp-Liege Area 500 to Laon E511 (for 20 days)
Sig & Med	50 to Paris M407 50 to Paris S854	None None	200 to Paris M 407 300 to Paris S854	600 to Noirhat M 413 1,000 to Courcelles S858
Ammunition	2,700 to Verdun 0610	1,500 to Liege 0610 1,800 to Soissons 0609	200 to Soissons 0609	None
Bombs	None	200 to Charleroi 200 to Verdun	300 to Charleroi	None
CWS	None	None	200 to Liege C 947	None
MIsc	None	50 to Verdun	300 to Paris 350 to Charleroi 500 to liege 400 to Verdun	500 to Charleroi

From Normandy dumps an average of 1,200 tons daily ammunition will move in equal proportions to Soissons, Liege and Verdun. Movements of other commodities from Normandy dumps and from other dumps and depots forward will be covered in a later program.

The Chief of Transportation will establish movement schedules so as to approach as nearly as practicable a uniform flow of supplies in qccordance with this program. Com zone section Commanders and Com-zone Chiefs of Services will take appropriate action to insure that depots and dumps are able oto receive the average daily tonnages indicated herein. Port Commanders Railway grand Divisions, and all movement agencies will immediately amend the regular daily reports to include information on the daily tonnage handled, broken down by class of supply and by destination.

Signed LEE.

Table A.

ESTIMATED LIBERTY SHIP DISCHARGE PROGRAM

JANUARY- 1945.

	TO BE DISCHARGED			CHERHOURG			LE HAVRE*ROUEN			ANTWEERP		
	No Ships	Tonnage	Daily Disch. Rate	No Ships	Tonnage	Daily Disch Rate	No Ships	Tonnage	Daily Disch Rate	No Ships	Tonnage	Daily Disch Rate.
QM I	38	228,000	7,350	8	48,000	I,550	5	30,000	965	25	I50,000	4,840
Ord. Veh	60	I80,000	5,805	25	75,000	2,42o	5	I5,000	485	30	90,000	2,900
Ammo.	3I	I86,000	6,000	I4	84,000	2,7I0	I7	I02,000	3290			
Bombs	2	I2,000	385				2	I2,000	385			
CL-IV												
ENG-T.C.	I2	62,400	2,0I0							I2	62,400	2,0I0
Sig med	II	44,000	I,420							II	44,000	I,420
QMI‡I	30	I35,000	4,350							22	99,000	3,I90
QMIII	8	36,000	I,I60				8	36,000	I,I60	8	36,000	I,I60
Misc	3	I5,000	480							3	I5,000	480
	I95	898,400	28,98o	47	207,000	6,680	37	I95,000	6,290	III	496,400	I6,0I0

No. 11

APPENDIX NO 2.

PART II

HEADQUARTERS
COMMUNICATIONA ZONE
EUROPEAN THEATER OF OPERATIONS

AG 400.22 x800 GD

APO I3 Jan I945

SUBJECT: Port discharge and Clearance Program for January.

TO : Commanding Generals:
A dvance Section
Normandy Base Section
Channel Base Section
Brittany Base Section
Seine Section
Oise Section

I. Port Discharge and clearance program exclusive of coal and bulk POL for January stated in pur EX-79636 is rescined and revised program outlined below substituted for implementation without delay.

2. Average Daily Discharge in long tons from ships is outlined below It is essentially unchanged except for Ordnance Class II and ammunition.

Commodity	Cherbourg	Le Havre	Rouen and/or Ghent	Antwerp	Total across
Rations	I,500	I,000	I,200	4,800	8,500
QM CI II	0	I,200	600	2,500	4,300
Pkg POL	0	0	700	I,I00	I,800
Ord CI II & Vehicles	2,200	500	0	3,200	5,900
Engr & TC	0	0	I,500	2,000	3,500
Sig & Med	0	0	500	I,400	I,900
Ammo	3,000	4,000	I00	0	7,I00
Bombs	0	400	300	0	700
CWS	0	0	200	500	700
Misc	0	0	I,500	500	2,000
Total	6,700	7,I00	6,600	I6,000	36,400

S.E.C.R.E.T.

3. Average daily movement in long tons from port areas including planned reduction of backlog of . Intransit storage in ports will be:

Commodity	from Cherbourg	From le Havre	from Rouen and/or Ghent	from Antwerp
Rations	400 to Cherbourg QI7I I000 to Paris QI77 250 to Rennes Q I74 600 to Verdun Q I78	550 to Le Havre QI8I 800 to Paris QI77	300 to Verdun QI78 450 to Liege QI79 325 to Paris QI77 I00 to Reims Q I80 I25 to Rouen	I400 to Liege QI79 3000 to Charleroi QI83 II00 to Verdun QI78 600 to Reims Q I80
QM II	I00 to Paris. QI77	I200 to Reims QI80	700 to Paris QI77 I00 to le Havre QI8IT	600 to Reims QI80 I000 to Mons QI83C. I500 to Lille QI85
Package POL	None	None	250 to Reims Q347 250 to le Havre Q35I 250 to Paris Q3I3	250 to Reims Q347 250 to St Menhould 200 to Mourmelon 200 to Antwerp(Boom) 200 to Lille 200 to Mons
Ordnance II and vehicles (see note below)	700 to Cherbourg 0620 270 to Cherbourg 06i9 600 to Paris 0644 700 to Armies	200 to Paris 0644 300 to Armies	I50 to Rouen 0652	I200 to Antwerp 0657 400 to Hofstade 0654 400 to Roeulx 0656 I200 to Armies
Eng I & IV	I00 to Paris E508	I00 to Paris E508	600 to Paris E508 I200 to Lunes E5I8	2000 to Brussels E5I9 500 to Laon E5II 500 to Liege E5I4
Signal	50 to Cherbourg S85I	None	300 to Paris S854	600 to Courcelles S858 400 to Lille-Mons S856T
Medical	None	None	I50 to Reims M408	300 to Noirhat M4I3 I50 to Liege M409

Commodity	From Cherbourg	From le Havre	From Rouen and/or Ghent	From Antwerp
AMMunition	1100 to Soissons 0609 1000 to Betz 0613 1000 to Verdun 0611	800 to Mons 0612 1000 to Soissons 0609 1500 to Liege 0610	200 to Soissons 0609	700 to Mons 0612 (or from Ghent)
Bombs	None	200 to Charleroi 200 to Verdun	300 to Charleroi	None
CWS	200 to Sommesous C939T 50 to Paris C934	250 to Lowaige C953T	100 to Liege C947 100 to Lowaige C953T	None
Civil affairs and Misc.	None	50 to Verdun	300 to Paris 350 to Charleroi 500 to Liege 400 to Verdun	400 to Charleroi 100 to Verdun. 200 to Paris
TOTALS	8120	7150	7500	19550

NOTE: The movement shown for Ordnance Class II and vehicles includes 2200 tons of tracked vehicles to be moved daily from Cherbourg, le Havre and Antwerp to the Armies under special arrangements being worked out by the Chief of transportation.

3. Average daily movement in long tons from port areas, including planned reduction backlog of intransit port storage will be

Commodity	From Cherbourg	From le Havre	From Rouen	From Ghent	From Antwerp
Rations (II,780 tons)	600 QI74 Rennes I000 QI77 Paris 500 QI7I Cherbourg	880 QI77 Paris 650 QI8I T le Havre	325 QI77 Paris 300 QI78 Verdun 400 QI79 Liege I00 Q I80 Reims I25 Rouen		950 QI78 Verdun 2000 QI79 Liege. 800 QI80 Reims. 3000 QI83 Charleroi. I50 QI8I Antwerp
Reefer (I290 tons)	90 QI7I Cherbourg 80 QI74-5 L'hermitage I50 QI80 Reims I30 QI77 Paris	300 QI78 Verdun I30 QI8I T Le Havre			360 QI79 Liege-(Namur) 50 QI83 Charleroi
QM II-IV (5230 tons)		500 QI80 Reims I50 QI8I Le Havre	850 QI77 Paris 700 QI80 Reims	980 QI85 Lille	I000 QI83C Mons I000 QI85 Lille 50 QI8IT Antwerp
Pkg POL (2255 tons)	340 Q343 Paris I30 Q347 Reims	I30 Q35I Le Havre I30 Q355 Rouen		I35 Q373 Lille 400 Q360 Liege	200 Chalons 330 Compiegne I30 Boom 330 Cambrai
ORD II & VEH* (46I0)	7IC 0620 Cherbourg (a) 200 0644 Paris (b) 540 0653 Bazencourt (c)		7I0 0644 Paris(b)		I350 0654 Hofstade(c) 900 0656 Roeulx(b) 200 0657 Antwerp(a)
ORD V (7500 tons)	I600 0609 Soissons I200 06II Verdun I750 06I3 Betz	I200 06I0 Liege I750 06I2 Mons			
ORD V A (I880) tons)		I080 AF Ord Dep to be designated		800 Charleroi	

Commodity	From Cherbourg	from le Havre	From Rouen	From Ghent	From Antwerp
ENG II & TC (7270 tons)		700 E508 Paris	800 E503 Paris	I750 E519 Brussels	400 E511 Laon 250 E513 Libramont 2000 E514 Liege I070 E519 Brussels 300 E518 Lumes
Signal (I700) tons				250 S86I Conde	400 S857 Fteift 650 S858 Courcelles I50 S86I Conde 250 S856 Gambloux
Medical (550 tons)				250 M4I3 Noirhat	I00 M408 Reims 200 M409 Liege
CWS (8I5 tons)	20 C922 Rennes 30 c933 St Nard 30 C934 Paris 300 C939 Sommesous	I00 C947 Liege 270 C953 Lowaige 30 C957 Reims		35 C953 Lowaige	
Civil Affairs (2000 tons)			370 QI77 Paris 200 QI78 Verdun		240 QI78 Verdun 390 QI79 Liege 400 QI83C Charl. 400 Q355 Petite Couron
Misc. (920) tons			230 Paris 230 Charleroi 230 Liege 230 Verdun		
Sub total (47,800)	9400	3000	5800	4600	2000
Bulk POL * (9650) tons	230 QI74 Rennes 3220 to pipeline or storage	2050 QI77 Paris (via petite couronne) 200 local or storage			2756 to depots & troops I494 to storage or local
Grand Total * (57450 tons)	I2350	I0250	5800	4600	23950

* Excluding wheeled vehicles (I400 ex Cherbourg & I800 ex Antwerp) clearing under own power excluding 250 tons of Bulk POL daily fro Calais excluding all coal ~~which~~ which clears largely under local arrangements..

4. Movement of supplies from depots to troops or to other depots will be as required to meet requests according to established procedures. There is attached a summary of all movements, except coal and local supply issues, arranged by destination and class of supply. This summary includes both the movement from ports outlined above and the movements from Communications Zone depots.

5. Detailed supply movement schedules will be prepared by the Chief of Transportation and distributed through technical channels. Communications Zone Section Commanders and Communications Zone Chiefs of Services will take appropriate action to insure the movement and reception of supplies in accordance with this program and to insure that necessary facilities are available at all establishments. Attention is invited to letter, this Headquarters, 23 January 1945, file AG.400/1 OpGD, Subject; " Procedure for control of supply Movement on the continent "for definition of responsability in carrying out supply movement program.

6. It is emphasized that the average daily tonnages outlined in this program are not rigid allocations of the permissible tonnage movement by class of supply or by destination. Discharge from ships should be carried out at the maximum rates consistent with the program and with orderly port operations. Movement from ports and to and from depots must be programed and carried out of provide an even flow, avoiding extreme peaks and valleys in the demands on transportation and supply handly facilities and installations.

7. Revisions to the program will be issued by this headquarters as required. Changes will not be made by services, ports or depots. Conditions requiring a substantial change in scheduled movement will be brought to the attention of higher authorities as required until appropriate action is taken.

By command of lieutenant General LEE:

/s/ R.B. Lovett
/t/ R.B. Lovett
Brigadier General, USA
Adjutant General.

No. 13

APPENDIX NO 2.

PART II.

AG 400.22 x800 GD

APO 887
26 February 1945

SUBJECT: Supply Movement Program for March.

TO : Commanding Generals;

Advance Section	Seine Section
Continental Advance Section	Oise Section
Normandy Base Section	Delta Base Section
Channel Base Section	UK Base section

I. Supply movement program for March, outlined below, will be implemented without delay.

2. Average daily discharge from ships, ex US, ex UK, and ex North Africa, in long tons: will be:

Commodity	Cherbourg	Le Havre	Rouen	Ghent	Antwerp	Marseille	Total
Rations	775	575	I,I25		6,375	I,550	I0,400
Reefer (I)	375	400			450	250	I,475
QM II& IV		I75	475	750	I,800	350	3,550
Pkg. POL					775	400	I,I75
Ord II-Veh	925		I,450		3,775	4,I25	I0,275
Ord V	3,825	I,675	875	2,025		2,525	I0,925
Bombs		350	350				700
Eng-TC		475	475	2,275	I,I25	I,300	5,650
Sig Med				500	I,025	I50	I,675
CWS		200	50	250			500
Civ Aff.	200	775	I50	650	2,I25	I,225	5,I25
G P A					325		325
KD Wagons						800	800
Fr. Rearm.						800	800
Sub- Total (excl.coal & Bulk POL)	6,I00	4,625	4,950	6,456	I7,775	I3,475	53,375
Coal (2)	650	I25	900			I,000	2,675
Bulk POL (3)	3,700	I,500			4,950		I0,I50
GRAND TOTAL	I0.450	6,250	5,850	6,450	22,725	I4,475	66,200

(I) Reefer ships must be discharged immediately upon the arrival and rates of discharge may materially exceed the averages. Estimated assignments of Reefer ships to ports may be varied to better meet required disposition of cargo at the time of arrival.

(2) Additional coal will be discharged at:

GRANVILLE	I,825 tons daily
CAEN	I,I50 tons daily
MORLAIX	500 tons daily
ST. MALO	925 tons daily
DIEPPE	I,025 tons daily

SECRET.

(3) Additional bulk POL ill be discharged at:

CALAIS	I,000 Tons daily
	3,500 Tons daily

S.E.C.R.E.T.

3. Average daily movement in long tons from port areas, including planned reduction of backlog of intransit port storage will be:

Commodity	From Cherbourg	Le Havre	From Rouen	From Ghent	From Antwerp	From Marseilles
Rations (II,730 tons)	200 QI7I Cherbourg 400 QI74 Rennes 500 QI77 Paris	500 QI8I Le Havre	200 QI7I Cherbg 300 QI77 Paris I50 QI78 Verdun 75 QI79 Liege 75 QI80 Reims I50 QI8I Le Havre I80 QI83 Charleroi		I250 QI78 Verdun 2500 QI79 Liege 750 QI80 Reims I500 QI83 Charleroi I50 QI85 F Antwerp I000 Nancy	I500 Dijon 400 Nancy
Reefer (I,460)	70 Q.I7I Cherbg 60 QI74 l'hermitage II0 QI77 Paris I30 QI80 Reims	90 QI8I le Havre 300 QI78 Verdun			35 QI83 Charleroi 365 QI79 Liege 40 QI85 Antwerp	50 Marseille 2I0 Epinal
QM II & IV (5050 tons)		500 QI80 Reims	50 QI77 Paris 375 QI80 Reims I25 QI8I Le Havre	500 QI85 Lille 300 QI80 Reims	500 QI83 Charleroi I000 QI85 Lille II00 QI85 Mons 50 QI85F Antwerp	200 Nancy. 200 Epinal I50 Dijon
Pkg. Pol (360) tons					220 Mars Latour 220 I83-P-I Charleroi 220 Virton 200 I77-P-Paris (Sheet steel)	
Ord II & Veh (I0,275 tons)	I30 062I Cherbourg 300 0620 Cherbourg 250 0644 Paris 240 0659 Mezieres		9350644 Paris 200 0659 Mezieres I25 0652 Rouen I50 0652 Rouen		800 0654 Hofstade I755 MWA I000 0656 La Louviere Marseilles I043 0657 Antwerp 2370 04540 927 0654 Hofstade Marseilles	

-4- SECRET.

Commodity	From Cherbourg	From le Havre	From Rouen	From Ghent	From Antwerp	From Marseilles
Ord V (II,200 tons)	700 0612 Maubeuge 1000 0611 Verdun 000 0613 Betz	1200 0610 Liege 800 0609 Soissons	400 0609 Soissons 600 0610 Liege	1000 0611 Verdun 1000 0612 Maubeuge		1200 0614 Nancy 1300 0465 Langres
Ord V A (710 tons)		355 Air depots	355 Air Depots			
TC IV 480 tons		150 T703 Paris			330 T705 Tilleur	
Eng II & IV (7,220)		400 E503 Paris 120 E520 Fecamp	500 E 503 Paris 300 E517 Alizay	2000 E519 Brussels 300 Maestricht	200 E511 Laon 300 E514 Liege 400 E513 Lumes 200 E513 Libramont 600 E257 Toul 250 St Jean 150 Thionville	1200 E250 Marignane
Sig (2662) tons			32 S354 Paris	330 S361 Conde	600 S358 Gourcelles 200 S359 Toul 300 S357 Steinfort 250 S356 Gembloux 150 S361 Conde	400 Miramas 400 Auxonne
Md (250 tons)				180 M413 Noirhat		70 M451 Marseilles
CA (4,970 tons)	194 NBS	774 QI77 Paris	160 QI77 Paris	78 QI83 Charleroi 180 QI79 Liege 387 QI78 Verdun	330 QI79 Liege 850 QI78 Verdun 772 QI83 Charleroi	200 Valence 425 Grenoble 500 Lyon 50 Lure 50 Epinal

Commodity	From Cherbourg	from le Havre	From Rouen	From Ghent	from Antwerp	from Marseilles.
CWS (718 tons)	25 C934 Paris 23 Misc.	35 C947T Liege 145 C957T Charleville 30 Nancy Other depots in accordance with CDIs from OCT	20 C939 Sommesous 10 C933 Paris	135 C953 Oreye 75 C957T Charleville 35 C947 T Liege Other depots in accordance with CDI s from OCT		150 (CI5I Berre l' (CI6o
GPA (323 tons)					323 Lille	
Misc. (242)		162 various	32 Various		48 Various	
KD Wagons (800)						800 Marseilles
FR. Roarm. (800 tons)						200 MVA Marseilles 600 Lyon
Sub-total (59,800 tons)	6,382	5,561	5,534	6,500	21,443	14,380
Bulk POL * (9,673 tons)	230 QI74 Rennes 3,100 to Pipeline or storage	2,145 Q I77 Paris (via Petite Couronne			3,880 to depots & Troops	324 to depots. & troops.
GRAND TOTAL * (69,479 tons)	9,712	7,706	5,534	6,500	25,323	14,704

* Excluding 1,000 tons bulk POL daily from Calais and 2,191 tons bulk POL daily from Port du Bouc, and excluding all coal which clears largely under local arrangements.

In addition to other purely local movements not specified in this program, the movement of stone from Quenest Quarry, Belgium is authorized at rates of 600 tons every 3 days to Jodorgin, Belgium, 600 tons daily to Asch, Belgium and 600 tons daily to Weerosen Holland.

S E C R E T

The responsibilities of all concerned were defined in letter, this Headquarters, 23 January 1945, file AG 400/1 OpGD, subject, "Procedure for Control of Supply Movement on the Continent".

Revisions in this program will be issued by this Headquarters as required. Changes will not be made by Base Sections, Services, ports or depots without the concurrence of this Headquarters.

By command of Lieutenant General LEE:

R. B. LOVETT,
Brigadier General, USA
Adjutant General

Incl: Tab "C" - Summary

No 14

APPENDIX No. 2

PART II

SECRET
Auth: CG, CZ, ETOUSA
Init: WES CEC
Date: 6 March 1945

HEADQUARTERS
COMMUNICATIONS ZONE (MAIN), ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION.
APO 887

6 March 1945

SUBJECT: Amended Supply Program for daily movement from Ports amd Depots for period 1-31 March 1945

TO : See Distribution.

1. The attached amended daily movements program has been prepared in accordance with the amended Movements Program for the month of March as established by the Commanding General, Communications Zone. This amended program cancels and supercedes the original program issued 27 February.

For the CHIEF OF TRANSPORTATION

/s/ W. Eugene Smith
/t/ W. EUGENE SMITH
Lt. Colonel, TC

For and in the absence of:

CHARLES Z. CASE
Colonel T.C.
ACOT, Movements.

S.E.C.R.E.T.

SUMMARY OF DAILY MOVEMENT INSTRUCTIONS.

MARCH PROGRAM

		MEANS OF TRANSPORTATION				
		RAIL	ROAD	BARGE	TANKER	TOTAL
1.	PORTS FORWARD	36757	11163	4500	---	52420
2.	NORTHERN DEPOTS FORWARD	27351	100	—	---	27451
3.	SOUTHERN DEPOTS FORWARD	9950	--	—	---	9950
4.	BLK POL FORWARD	8600	1000	2053	717	12370
5.	COAL FORWARD	1757	1123	645	---	3525
	GRAND TOTAL	84415	13386	7198	717	105,716

This does not include 5245 tons allocated to local distribution.

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of

APPENDIX 2 - PART II

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887.

13 January 1945

SHIPPING ALLOCATION PROCEDURE

1. PURPOSE.

a. To allocate shipping to ports to best utilize available port capacity and facilities.

b. To allocate individual ships to ports by Services and by Classes of Supply to move cargoes to destinations designated by the Services with minimum land movement.

c. To save ship's time by earlier designation of ports to avoid waiting in UK waters.

d. To improve efficiency in operations by an early issue of Cargo Disposal Instructions, both to depots and ports.

2. PROCEDURE.

EX convoys arrive from the United States on a five (5) day interval.

CU Convoys arrive from the United States on an approximately eight (8) days convoy interval.

Manifests and Technical Service Breakdowns of Manifests are received approximately ten (10) days prior to the arrival of ships.

STEP 1.

Nine (9) days prior to the arrival of ships, subject to receipt of manifests from US, the Office of the Chief of Transportation will send to Services concerned a tonnage breakdown of the cargo of each ship by Class of Supply in form for each Service to make a notation of the depot destination of the cargo listed and more fully described in the Technical Service Breakdown.

STEP 2.

Seven (7) days prior to the arrival of convoy, the Chief of Transportation will call a SHIPPING ALLOCATIONS MEETING to be attended by Chiefs of Services or their representatives, designated representatives of the Office of the Assistant Chief of Staff, G-4, and conducted by the Chief of Transportation or his designated representative.

A chart will be prepared listing ships by number and giving a tonnage Breakdown of Manifest with proper spaces for depot destinations of cargo and port assignments of ships.

Cargoes for each ship will be briefly analyzed, destination considered, and the port assignment made promptly.

Port assignment will be made on the basis of the principles stated above in Paragraph 1.

Forms will be provided to enable Services to make notes of allocations for ships to ports in order that Cargo Disposal Instructions can be issued immediately.

STEP 3. Immediately following the meeting:

a. The Chief of Transportation will notify the Admiralty of the port allocation of each ship.

b. Chiefs of Services will issue Cargo Disposal Instructions to Chiefs of Transportation, who will then issue the neccessary movement instructions. based thereon.

c. The Chief of Transportation will publish and distribute the minute of the meeting, each morning to be numbered serially and indicating the number of the convoy disposed of.

3. CHIEFS OF SUPPLY SERVICES.

Chiefs of Supply Services are requested to designate the Chiefs of their Supply Division to atend these Shipping Allocations Meetings

They are requested to bring with them any technical personnel required in order that:

a. Full information is available as to the depot situation--including capacity to receive.

b. Full information is available as to the items which make up the tonnages of each particular ship.

c. Possible alternative depot destinations of cargo

Preparation and complete information are essential to the proper conduct of these shipping meetings.

It is believed that by developing full information and the combined judgment of the meeting that Supply Movements can be accomplished within the priorities established by G-4 more expeditiously and efficiently and that a material saving in ship's time can be effected.

For the Chief of Transportation

HUGH A. MURRILL
Colonel TC
Chief, Control and Planning Div.

NO. 16

APPENDIX NO. 2

PART II

PACKING AND MARKING SCHOOLS IN EUROPEAN WAR THEATER

Transportation Corps Prepares For Shipment of
Supplies and Equipment To U. S. & Other Theaters

HEADQUARTERS, ARMY TRANSPORTATION CORPS, EUROPE:--The U.S. Army Transportation Corps is conducting a very thorough course in Packing and Marking in the European Theater of Operations for officers and enlisted men of the Medical Corps, Chemical Warfare Service, Ordnance, Engineer Corps, Quartermaster Corps, Signal Corps, Transportation Corps, and Transportation Supply.

Looking forward to the early termination of hostilities in Europe, the Packing and Marking Section of the Transportation Corps, under the supervision of Lieutenant Colonel Herbert L. Phyfe, 8 Woody Lane, Larchmont, New York, has secured the services of four civilian technicians, led by Doctor G.A. Garrett, of the U.S. Forests Products Laboratory of the University of Wisconsin, to teach the proper methods of marking and packing Army supplies and equipment. Mr. Russell E. Meyer, formerly with the Chicago, Mill & Lumber Company, is acting as the chief assistant to Dr. Garrett. Other civilian technicians acting as instructors are Mr. V. Williamitis, formerly of the Engineering Division of General Motors in Dayton, Ohio and Mr. Robert E. Lee, Ridgewood, New Jersey, of the Shellmar Products Company.

Each branch of the armed services will take a nine day course designed to emphasize the proper packing, marking and documentation of supplies and equipment from this theater to the United States or to other theaters, following cessation of hostilities in Europe. The lessons learned will be applicable to all supplies and equipment of the field and Communications Zone forces and to common-user items of the air forces. Supplies and equipment peculiar to the air forces will be the exclusive responsibilities of the Commanding General, U.S. Strategic Air Forces in Europe.

The control, coordination and general supervision of the Packing and Marking program are the responsibility of the Assistant Chief of Staff, G-4, of Headquarters, European Theater of Operations, but the Transportation Corps has technical supervision over the school. The Chief of Transportation, Major General Frank S. Ross, will furnish technical advice and assistance to the Chiefs of the Supply Service, and supervise the training of key personnel. The Technical Packing Section of the Transportation Corps will review and pass upon changes in standard packing specifications necessitated by the inability to secure specified material, tools or equipment, and determine packing specifications for all items for which standard specifications do not exist, subject to final approval of the Assistant Chief of Staff. This section will cooperate with the General Purchasing Agent of the Theater Headquarters in developing supply sources for required materials, tools, and equipment, and in determining the technical suitability of substitutes. Advice will be given to the Supply Services and the General Purchasing Agent

on the technical aspects of the salvaging, reprocessing and refabricating packing materials. The Assistant Chief of Staff, European Theater, in conjunction with the Chief of Transportation, will keep a continuous check on requirements to insure the qualitative adequacy of the packing materials utilized.

The training of necessary military and civilian personnel to accomplish the packing and marking and documentation of supplies and equipment at Embarkation centers, depots and maintenance installations within their respective sections will be the task of the school instructors. Packing and Marking officers thus trained will be assigned to the Communications Zone Sections to supervise the coordinate packing and marking activities within such Sections and to direct the activities of Mobile Packing Squads assigned to such Sections.

The Training Section of the Packing and Marking Branch of the Transportation Corps will activate, train and equip a minimum of fourteen Mobile Packing Squads, four to be assigned by the Chief of Transportation to Embarkation Centers to assist in packing and marking the minimum essential equipment to accompany units, and the remainder to be assigned to the Communications Zone Sections to train depot and unit personnel and to supervise and assist all units within such Sections in packing and marking and documentation activities. The Mobile Packing Squads were first organized and activated in December, 1942, in the ETO and were equipped by the Transportation Corps.

The squads were trained by TC personnel and more were placed in the field in 1943. Such excellent work was done by the field units in the European Theater that the TC in the United States followed suit and organized many squads for its own use. At the present time every Service Command has at least one Mobile Packing Squad in operation. Each squad has an officer in charge, a technical sergeant, including packing case maker and carpenter; eight technicians, fourth and fifth grades, including packing case maker, carpenter, construction and a truck driver, light. First Lieutenant John Josewitch, 428 Third Street, Brooklyn, New York, is in charge of the Mobile Squad Section, assisted by First Lieutenant W.J. Rankins, Dumont, New Jersey.

The Out-Packing Section of the Packing and Marking branch of the TC will handle the normal responsibilities in connection with items of Transportation Corps supply, assigned to the Chief of Transportation as the Chief of Supply Service. The Chiefs of Supply Services utilizing commercial or industrial facilities for packing and marking supplies and equipment will designate responsible personnel to exercise supervision and control of such activities. Almost 100 percent of the bulk supply will be removed from the European Theater following the surrender of Germany. Men leaving Europe will shed to the maximum extent all equipment except the barest essentials. Organizational equipment will be left and shipped by the Transportation Corps.

A Damage-Prevention Section has been set up to handle packing and marking activities in respect to supplies and equipment inbound to the theater or moving in intra-theater shipment, especially with reporting on the arrival condition of the supplies.

All things sent to the European Theater of Operations are packed on Pacific standards with the exception of ammunition. To the Pacific ammunition is packed into individual steel containers for every round, but to the ETO it is shipped by box steel casing. The weather and corrosion have to be taken into consideration when packing an article for shipping to any theater of war. The conditions in the Far East and the Pacific are almost impossible to overcome. The present standards of preservation and packaging for the tropics seldom stand up under the rigorous conditions. All equipment now being produced by the Allies must be able to withstand any condition on an operational front either in the Pacific or in Europe. It must be packed and marked and treated with a preservative to stand up under the severest conditions in any climate.

In the Far East and the Pacific area in general the rail lines are of an ancient variety and, in most cases, non-existent. Highways are scarce and the majority are badly surfaced. Modern ports and harbor facilities, few of which are available, are not adequate to handle the enormous store of supplies and equipment which will be needed to knock out Japan at the conclusion of the present conflict in Europe. The humidity is very high, in some areas reaching 80 to 98 percent. Temperatures climb from extreme lows of below freezing to extreme highs of 165 degrees Fahrenheit in the sun and sometimes 90 degrees normal temperature in the shade. Rainfall is not measured in inches, but instead in feet or yards. Such torrential rain penetrates into the interior of packages causing damage that can easily prevent the equipment from ever being used.

Equipment must be carefully packed and treated when it is shipped to the Far East and the Pacific due to these climatic conditions and the lack of transportation facilities. Packages must be able to withstand severe shocks. Supplies will be transported overland and through jungles and swamps on the backs of porters. They will be dropped by parachute from cargo planes. The weight of the packages carried by plane must be limited. To expedite unloading where dock facilities are inadequate racks holding parcels are deliberately dumped overboard. The packages are subjected to complete immersion in both fresh and salt water. Stores capable of being floated across streams aid in transport and in all cases they must be completely sealed in water and moisture-vapour proff barriers or envelopes. There are very few exceptions to this rule. But in some rare cases sufficient protection can be afforded by coating the contents with paint, grease or other preservatives, or there are other cases where the nature of the equipment renders preservatives unnecessary.

Labels must receive serious considerations. If paper is used the label will deteriorate rapidly in the tropics. Therefore, metal identification plates which have been etched are preferable, but in cases where paper or other means of identification are used they may be coated with preservative.

Packing and marking authorities of both the United States and Great Britain have established three special types of packs for shipment of stores to the Far East and the Pacific.

The first method is not sealed, and permits water, in liquid or vapour form, and corrosive atmosphere to have more or less free contact with stores

of supplies and equipment which must, however, be given a heavy coating of corrosion preventative.

The second packing method is a water-proof sealed package which permits no more than vapour penetration to the contents. Corrosion preventatives which are easily removed are applied to the contents. The package is sealed in a manner adequate enough to prevent water penetration.

Pack three is employed in the packing of equipment which cannot be coated with preservatives, such as typewriters, radios, etc. This type of equipment should be placed in a pack and the pack in turn placed in a sealed water and moisture-vapour proof barrier. Silica-gel, a dehydrant, is placed within the barrier to absorb any moisture which may have collected in the package. In this type of pack surfaces which are subject to corrosion are given a light oil type preservative coating.

Before the final method of packing and article is decided upon it must first be determined whether or not the equipment can take a preservative coating. This is dependent upon whether the preservative will interfere with the performance of the equipment, whether it is necessary to clean the item before use, and upon the ease which the preservative can be removed.

Four main types of preservatives are used in packing and marking of cargo for the tropics. There is a tough film type that is applicable to parts that can be cleaned thoroughly after unpacking. This type should not be used for the interiors or assemblies of engines. A soft, thick film type, suitable for use in hot climates may be used on all assemblies and parts. This preservative has a high flow point. A lower melting-point type which is also a lubricant, is applicable to small arms during landing operations, its softness assuring free action of the mechanism without cleaning. A solvent-deposited type is another soft thin film preservative having a special use for the interiors of internal combustion engine cylinders. This type does not offer a very high measure of protection. Oil protective types are used also for inaccessible mechanism, or where fine clearances are involved. These types act as lubricants also. Another, functioning as a lubricant and as a preservative, in the corrosion preventive applied to aero engines. There are two types of lubricating oils with rust preventive qualities of the anti-freeze variety. A fluid for the displacement of water, which leaves a protective greasy film with a limited effectiveness, is used for pre-treatment before the application of full preservation.

Before a piece of equipment can be treated it must be thoroughly cleaned and degreased. The finest of preservatives is worthless if applied to a dirty surface. It is necessary to remove all residue left after soldering, brazing, machining, grinding, buffing, lapping, heat treatment and finger print acids, marking inks or etching, and chemical deposits, and factory and atmospheric contamination. After degreasing the item must be dried before applying any preservative.

From lessons learned in the Packing and Marking School will emerge a group of experts in each branch of the Army who will get equipment and supplies to other theaters in usable shape. Lives will be saved because of properly packed and proofed stores.

C H A R T S

SUPPLY MOVEMENT PROGRAM

MARCH

Chart I - Port Operations & Supply Movement Program

Chart II- POL Movement

Chart III-Incoming Personnel Movement

Chart IV- Outgoing Personnel Movement

(NOTE: This page together with letter of 25 February 1945, Subject: Transportation Section Bulletin No. 1, immediately following as Inc 1, were from Movements Division's report to the Chief of Transportation, ETO, on operations in the U.K. and on the Continent from May 1942 through 8 May 1945)

Annex 'I' to Part 1 of Folder: "Movements Div., OCOT, Operations in the ETO June '34 - May '45"

1. Supply over a single "L of C". In February 1945, Hq SOLOC (Southern Line of Communication), Communications Zone, was merged with the main headquarters of Communications Zone.

2. The outstanding feature of the SOLOC operation was that supply was carried over one single line of communications from the port of entry on the continent to the combat zone, and it was, therefore, possible to observe the extent to which the "type" Communication Zone could be placed into actual operation.

3. Outlined below are the three factors which govern this type of operation:

a. Base Depots established near the major port or ports.

(1) All supplies go direct to the base depots and in most cases as physically unloaded and stored. When requisitions are received for supply being offloaded at the port, they may be consigned direct to using Army or Service.

b. Priority of movement meeting (POM).

(1) As bids from Sections and Armies usually exceed line capacity, a POM meeting is held each move. All bidders are represented at this meeting conducted by the Transportation Section. The agreed decision constitutes the movement program for the period concerned.

c. Control of supplies to the Army and Forward Area.

(1) A site or sites are selected for classification and holding yards in rear of Armies or Forward Area. This permits Transportation to finally control the rate of flow to bidders and to prevent congestion and proper balancing of supplies.

4. SOLOC consisted of a Base Section (Delta Base Section) and an Advance Section (CONAD). The operations of these two sections and the armies which they supported were very closely controlled, a fact which was made possible by the single rail line of communications and the existence of large marshalling yards in CONAD, at Is-sur-Tille. As a result, the operation was very successful from a transportation viewpoint. Details of the operation are outlined in enclosure I.

5. After the merger of SOLOC and Communications Zone, the supply of the 6th Army Group was partially met from depots in northern France and Belgium, with the result that the tightly controlled system of supply no longer

obtained. The burden of support was gradually shifted from southern supply bases to northern supply bases, until at the end of the campaign, approximately 50% of the supplies for the 6th Army Group were originating in depots and ports in northern France and Belgium.

Enclosure I

HEADQUARTERS
CONTINENTAL ADVANCE SECTION
Office of Transportation Officer
APO 667 U.S. Army

25 February 1945

SUBJECT: Transportation Section Instruction Bulletin Number 1.

TO : All Concerned (See Distribution).

1. Receipt, classification, and forwarding of supplies at Classification Yards.

A. Is-sur-Tille.

a. All cars loaded with supplies with final destination Seventh Army and Conad Installations North of Is-sur-Tille will insofar as practicable go into the Is-sur-Tille Yards for classification except those cars of V-80 gasoline both bulk and package, which are loaded in Conad and forwarded in train load lots from loading point to destination and except those solid trains which arrive in Is-sur-Tille already billed or can be immediately rebilled to correct destination and which service representatives at Is-Sur-Tille advise can go forward without being switched.

b. Trains for forward movement will be made up by MRS in accordance with tonnage allotments set up by G-4, and daily lists of car numbers submitted by the supply services through the R.T.O. In the case of V-80 gasoline the services will submit only the total number of cars to be run to each destination, rather than lists of cars by car numbers.

c. The M.R.S. will provide the R.T.O. an opportunity to check each northbound train previous to departure to insure a complete record of all cars forwarded.

d. The R.T.O. will maintain a daily record of train movements and will maintain proper liaison with M.R.S. to insure the movement of proper supplies as allocated for movement. Deviations or substitutions in allocated movements and the allocation of supplies for movement by extra trains will be made upon proper authority from the R.T.O., who will be provided with sufficient information by the service representatives at Is-sur-Tille to make these decisions.

e. Supply services will receive a report of all cars by car number entering and leaving the classification yard. POL "through trains" will be reported by train number and number of cars. Symbol numbers of through trains will not be changed.

2. Class I Supplies.

a. Cars loaded with Class I supplies entering the yards are of three general classifications: one, those cars loaded in Deltabase and sent to Is-sur-Tille for reconsignment to the Seventh Army; two, those cars loaded in Conad for specific Army railheads; and three, those cars loaded in Conad for Conad forward depots. Cars of the two latter categories will be immediately classified by destination but those in the first category must necessarily be placed on an Army Class I storage track pending selection by the Quartermaster for forwarding during a 24-hour period within 72 hours after arrival. The Quartermaster representative should have sufficient information to give the disposition on the cars in the receiving yards within an hour after arrival, so that classification can be handled more rapidly and the amount of reclassifying can be reduced to a minimum.

b. The Quartermaster or his representative will advise the ATO daily of the car numbers of the cars, by railhead, containing the supplies which must be forwarded to Army during the next 24 hour period. The net tonnage for each railhead will be shown.

c. The A.T.O. will immediately rebill the cars for the proper consignee and destination and notify M&S of the car numbers as soon as they are ready for movement. Notification to M&S will include the track number on which the car is located. The A.T.O. will maintain a record of movements to insure forwarding of all cars nominated for movement during the 24 hour period.

3. Class III Supplies and POL.

a. Solid fuels will be handled in the same manner as Class II & IV supplies. (See Par 5 below).

b. POL entering yard will be placed on assigned classification tracks. Daily commitments will be filled from these tracks without regard to car numbers or billing, as directed by POL representative in Is-sur-Tille A.T.O. will placard cars for destination as train is made up, and will keep for POL representative a record of car numbers by destination. Cars in excess of daily commitments will be spotted on team tracks for unloading as required

c. The A.T.O. will insure that Army POL tonnage requirements are fulfilled by maintaining a record of Conad loaded through trains of V-80 and instructing M&S to pull a sufficient number of cars, not necessarily by car numbers, from the cars at Is-sur-Tille consigned to the Army to complete the daily tonnage requirements.

d. The M&S will provide the A.T.O. with an opportunity to obtain proper "passing report" of all "through" POL trains.

4. Class V Supplies.

a. CWS and Engineer Class V supplies will be handled in the same manner as Class II & IV supplies (Par 5 below).

b. All cars loaded with Ordnance Class V supplies entering the yards are of three classifications: one, cars to be reconsigned to Seventh Army; two, cars to be reconsigned to First French Army (these cars will contain only certain controlled items and will not involve any appreciable tonnage); and three, cars to be reconsigned to the Conad dump at Langres. Immediately upon arrival of cars containing Ordnance class V supplies a representative of the ordnance Section will tell the A.T.O. the classification of each car, ie., whether for Seventh Army, First French Army, or Conad storage at Langres. The cars will then be classified by intended consignee. Cars intended for First French Army will be immediately consigned to Conad at Dole and placed on a Southbound train.

c. The Ordnance representative will give the A.T.O. daily a list of cars by car number for movement to Seventh Army and Conad dumps, showing the total tonnage to each destination. Cars will be selected so as to keep switching operations to a minimum.

d. The A.T.O. will immediately rebill the cars for the proper consignee and destination and notify MRS of the car numbers as soon as they are ready for movement. Notification to MRS will include track number on which each car is located. A.T.O. will maintain a record of movements to insure forwarding of all cars nominated for movement during the 24 hour period.

5. Class II & IV Supplies.

a. Cars loaded with Class II & IV supplies entering the yards are of two general classifications: one, cars loaded in both Conad and Deltabase for the Seventh Army railheads; and two, cars loaded in both Conad and Deltabase for Conad forward Depots. Cars will be classified by destination immediately upon arrival.

b. A.T.O. will insure that the proper tonnage of Class II & IV supplies move forward in accordance with allocations. In general, these supplies will not move by car number, but, instead, by allocated tonnage. Services desiring movements of any specified car will make their request to the A.T.O. who will arrange with MRS for prompt movement.

B. Dole.

All supplies.

a. All cars loaded with supplies with final destination First French Army or Conad Installations East of Dole will insofar as practicable go into the Dole Yards for classification except those cars of V-80 gasoline both bulk and package, which are loaded in Conad and forwarded in train load lots for loading point to destination and except those solid trains which arrive in Dole already billed or can be rebilled to correct destination and which service representatives at Dole advise can go forward without being switched.

b. Trains for forward movement will be made up by MRS in accordance with tonnage allotments set up by G-4, and daily lists of car numbers submitted by the supply services through the A.T.O. In the case of V-80 gasoline the services will submit only the total number of cars to be run to each destination, rather than lists of cars by car numbers.

c. The MRS will provide the A.T.O. an opportunity to check each Eastbound train previous to departure to insure a complete record of all cars forwarded.

d. The A.T.O. will maintain a daily record of train movements and will maintain proper liaison with MRS to insure the movement of proper supplies as allocated for movement. Deviations of substitutions in allocated movements and the allocation of supplies for movement by extra trains will be made upon proper authority from the A.T.O., who will be provided with sufficient information by the Transportation Officer to make these decisions.

e. Supply services will receive a report of all cars by car number, consignee, contents and destination, entering and leaving the classification yard. POL "through trains" will be reported by train number and number of cars. Symbol numbers of through trains will not be changed.

2. Class I Supplies.

a. Cars loaded with Class I supplies entering the yards are of three general classifications: One, those cars loaded in Deltabase and sent to Dole for reconsignment to the First French Army; two, those cars loaded in Conad for specific Army railheads; and three, those cars loaded in Conad for Conad forward depots. Cars of the two latter categories will be immediately classified by destination but those in first category must necessarily be placed on an Army Class I Storage track pending selection by the Quartermaster for forwarding during a 24 hour period within 72 hours after arrival.

b. The Quartermaster or his representative will advise the A.T.O. daily of the car numbers of the cars, by railhead, containing the supplies which must be forwarded to Army during the next 24 hour period. The net tonnage for each railhead will be shown.

c. The A.T.O. will immediately rebill the cars for the proper consignee and destination and notify MRS of the car numbers as soon as they are ready for movement. Notification to MRS will include the track number on which the car is located. The A.T.O. will maintain a record of movements to insure forwarding of all cars nominated for movement during the 24 hour period.

3. Class III Supplies and POL.

a. Solid fuels will be handled in the same manner as Class II & IV supplies. (See Par 5 below).

c. The A.T.O. will insure that Army POL tonnage requirements are fulfilled by maintaining a record of Conad loaded through trains of V-80

gasoline and instructing MRS to pull a sufficient number of cars, not necessarily by car numbers, from the cars at Dole consigned to the Army to complete the daily tonnage requirements.

d. The MRS will provide the R.T.O. with an opportunity to obtain proper "passing report" of all "through" POL trains.

4. Class V Supplies.

a. CWS and Engineer class V supplies will be handled in the same manner as class II & IV supplies (Par 5 below).

b. All cars loaded with Ordnance Class V supplies entering the yards are of two classifications: One, cars to be reconsigned to First French Army (these cars will contain certain controlled items and will not involve any appreciable tonnage); and two, cars to be reconsigned to the Conad dump at Langres. Immediately upon arrival of cars containing Ordnance Class V supplies a representative of the Ordnance Section will tell the R.T.O. the classification of each car, ie., whether for First French Army, Seventh Army, or Conad storage at Langres. The cars will then be classified by intended consignee. Cars intended for Seventh Army and Conad will be immediately rebilled and consigned to Conad at Is-sur-Tille and placed on a Westbound Train.

c. The Ordnance representative will give the R.T.O. daily a list of cars by car number for movement to First French Army, showing the total tonnage to each destination. Cars will be selected so as to keep switching operations to a minimum.

d. The R.T.O. will immediately rebill the cars for the proper consignee and destination and notify MRS of the car numbers as soon as they are ready for movement. Notification to MRS will include track number on which each car is located. R.T.O. will maintain a record of movements to insure forwarding of all cars nominated for movement during the 24 hour period.

5. Class II & IV Supplies.

a. Cars loaded with Class II & IV supplies entering the yards are of two general classifications: One, cars loaded in both Conad and Delta-base for the First French Army railheads; and two, cars loaded in both Conad and Deltabase for Conad forward depots. Cars will be classified by destination immediately upon arrival.

b. R.T.O. will insure that the proper tonnage of Class II & IV supplies move forward in accordance with allocations. In general, these supplies will not move by car number, but instead, by allocated tonnage. Service desiring movements of any specified car will make their request to the R.T.O. who will arrange with MRS for prompt movement.

s/ L.G. Zennicker, Jr.,
t/ L.G. ZENNECKER, JR.,
Colonel, T.C.,
Act. Transportation Officer.

PART V

RTO

By S/Sgt. Frank McSherry, Technical Information Section, OCOT.

The war had spared the little village in Eastern France which carried on in its sleepy way trying to feed itself and mind its own business. Tomorrow, if little Yvonne was a good girl, Papa would take her to the railway station to see the American soldiers. There were only two Americans in the whole village, and these two worked day and night.

At least it seemed that way. Anytime you passed the station you could see them working over huge books. Or when the trains came through the village, they would go outside to meet them. Sometimes the conductor handed them a box. All American boxes contained chewing gum, and eventually this found its way to little girls like Yvonne.

Now, however, Mr. Reneaux, the town Mayor, was seen running toward the station. He almost bumped his head on the red painted sign at the door that spelled out, "US RTO". He excitedly explained to the Yanks inside that two German soldiers had been seen entering a barn near by. The Yanks, both corporals, grabbed rifles and flashlights and made their way to the barn. They commanded the Germans to come out with their hands raised, and brought them back to the station. They kept them there until next morning when a train from the front chugged in bearing prisoners of war. The two Germans were turned over to guards and the train carried them off.

Another job in line of their various duties had been accomplished by the RTOs of the TC. The initials are for Railway Traffic Officer, although they aren't necessarily commissioned officers. At times, theirs is a lonely job. RTOs were among the first Americans to leave for overseas, and will probably be the last to return. Their mission is to supervise the Army's traffic--freight and personnel--and see that nothing interrupts its flow.

In July, at Saint Lo, the RTOs set up their office before the smoke of battle had cleared. The 2nd Military Railway Service had repaired rails almost up to the combat area and in a short while were operating trains beyond St. Lo. RTOs carried out their jobs with rifles slung over their shoulders. Snipers were active all through the region, and helmets had to be worn at all times.

As the battle front advanced, the RTOs moved up. Still wearing rifles, they took charge of the Paris rail stations. On into Belgium they moved, continuing their job of checking the Army's traveling men and materials. They work at TCRPs (traffic control regulating points), where motor convoys are halted. Here the RTO instructs drivers to check their trucks. They add gas and oil, inspect tires. Windshields are cleaned, and loads are examined for damage.

Some of the RTOs have been in service overseas for almost three years. In November 1942, one of their big jobs was moving the 34th Armored Division

from Northern Ireland across the entire length of England. This move was a fore-runner of the African invasion and, in spite of its vastness, was handled without a hitch.

One of the most important jobs the RTO supervises is arranging hospital train schedules. These trains hold top priority and must not be delayed. At a station in Paris, dozens of hospital trains may come in within a 12-hour period. The RTO helps to unload casualties and does what he can to make them comfortable. Prisoner of war trains also help fill his day. These are scheduled with help from the MPs. The RTO office is set up in the main lobby. Here the traveling soldier receives information, warrants or advice on anything that might concern him.

It isn't every soldier that handles equipment valued in the millions of dollars, but the RTO accepts that as part of his daily routine. In England, through every railway station, countless train-loads of all kinds of supplies passed prior to the invasion and the RTOs labored mightily to keep goods and personnel on the right track.

At Waterloo Station in London, the RTOs are on a 24 hour shift. They wear a distinctive red arm band with "RTO US Transportation Corps", emblazoned on it and traveling soldiers can spot them at a distance. Through this station half a million persons may pass in a single day and the RTO force will number as many as 12 men. They work in harmony with RTOs from all allied services and the same office may hold British, Canadian, and American, Army, Navy, and RAF RTOs.

When large personnel moves involving train to train transfers tax his staff, the RTO enlists the combined aid of all the services, and it isn't unusual to find a buck sergeant from Alabama directing a platoon of Scotch paratroopers to the right train. An English ATS girl may be seen leading American soldiers about the station. The practice works to the mutual advantage of all concerned and troops and their equipment are seldom off schedule.

The RTO is called on to furnish food along the route for members of the forces on long train rides, and these arrangements are made in a matter of minutes, complete with hot tea or coffee.

One night at Waterloo, a trainload of Yanks pulled into the station just as an air-raid alert sounded. As per law, the master light switch was pulled and the giant station was thrown into darkness. The RTO in charge, a staff sergeant who had been at Waterloo for eight months, took immediate command and enlisted the aid of two MPs and personnel of the Allied RTOs. They formed themselves along a line near the train and with shaded flashlights, directed the troops into an air-raid shelter. Overhead the German planes were making it a real show, and shell fragments, flying glass, and debris richocheted throughout the station. After 20 minutes, the planes were driven off then when the all clear sounded a check-up on the soldier personnel found only three men in need of first aid. This was administered on the spot.

In his report the following morning the RTO entered the notation: "Personnel mov, 275 men of 40th Replacement Depot, delayed 40 minutes due to air

raid. No serious casualties."

For weeks before the invasion the RTOs throughout England had the job of transporting vast numbers of troops from every port of England, Scotland and Northern Ireland. Thousands and thousands of soldiers were sent to marshalling areas in the south of England in readiness for the invasion, and the RTOs kept track of both men and their equipment.

During the invasion, RTOs were posted along the beaches and at cross-roads directing incoming convoys. When Cherbourg fell, an RTO station was opened at the main station. After the military train service was put into operation they continued the system in France that had been perfected in England.

Throughout Europe, at even the smallest stations, the RTO sign offers help to the traveler. His office may be only a shabby building used for storing luggage, but he keeps it in good order.

At a small station he is probably the only Yank on duty and in this case is billeted in a private home. The station master must know where to contact him at any time. He is technically on duty 24 hours a day. When Army freight is dispatched from his office, he must weigh it, see that it is securely crated and be sure that it gets off on the right train and on time. He must examine freight cars to see that tarpaulins are tight in place and he must report any pilferage. Its up to him to check all addresses for proper distination. He acts as liaison man for both the railroads and the armed forces.

The RTO is at once a traveler's aid agent, a first aid expert, and a walking book of knowledge of current events. The English have come to respect his judgment. He answers questions usually reserved for the corner bobby. He can tell the lady civilian where to get her pet terrier clipped, and inform her son about the feature picture at the downtown cinema.

Wherever he is he will observe the RTO creed to "assist with the movement of units, parties, or individuals, British, French or American, on duty or on leave, and with the stores movement (freight) of the Royal Navy, RAF, French or US Forces. He gives all service travelers the same help and does not confine his assistance to his own branch of the fighting forces."

NUMBER 3
of
APPENDIX II, PART V

(NOTE: This Appendix was extracted from Movements Division's report to the Chief of Transportation, ETO, on operations in the U.K. and on the Continent, from May 1942 through 8 May 1945).

(ANNEX 'F' to Part I, Folder: "Movements Div., OCOT, Operations in the Field", May, 1945.)

1. The RTO in the Field. A Sectional or Regional Transportation Office represented the Chief of Transportation for all transportation activity which occurred within his territory. This area was usually too large for one office to maintain immediate control over all traffic details, therefore, the section or region was further broken down into districts. The Transportation Office in the District became the Transportation Corps work center; the Sectional Office became mainly the supervising office for the territory. The actual operator in transportation control was an RTO. He was the man on the spot who took care of all the traffic details of freight and passenger moves.

2. Considering the fact that RTO personnel were constantly being shifted during operations on the continent, and that personnel not trained in traffic work were frequently placed on RTO duty, owing to personnel shortage, the performance of TC field Traffic Regulating Personnel was excellent. A serious difficulty frequently arose from the fact that TC traffic regulating personnel were frequently assigned by Section Commanders to non-traffic duties, such as security or traffic police and motor pool drivers.

3. One of the most serious problems was furnishing the RTO with adequate and current instructions as to his duties and functions. Moreover, it was found that the RTO must have a clearly defined area of responsibility. He must be part of a clearly defined district control, with definite instructions as to who is his superior on a district level. The district should correspond to the local railway district, and the district Transportation Officer, alone should be authorized to deal with railway officials on a district (in France, Arronsissement) level. This is especially true when the district is operated by civilian and not a military railway organization.

4. In areas of civilian railway operation, it became necessary, for RTO's to take on certain functions which are normally railway operating functions. In CONAD, for example, RTO personnel supervised the large classification yard at Is-sur-fille, which made up trains for 7th Army. In Oise Section, RTO personnel supervised Regulating Stations at Chalons, Lumas and Metz, which intercepted all traffic for certain depot areas which had limited switching facilities; block trains were made up for each railhead in these areas and then released in accordance with depot conditions.

5. RTO's were furnished from Traffic Regulating Groups, which consisted of 75 officers and 300 EM. The T/O provided for one Colonel, 21 Lt. Colonels and 16 Majors. The rest of the officers being Captains. The idea of having a large number of field grade officers was to give RTO's at depots sufficient rank to assert their authority. However, it is considered that

the number of Lt.Colonels is excessive to provide enough assignments commensurate with that rank. The high non-commissioned ranks provided have been most valuable and appropriate.

6. In the U.K., personnel from all Traffic Regulating Groups had been intermingled at the same installations over the entire island. Personnel from the First Group were supplemented by personnel arriving from the 1st, 3rd, 4th, 5th, etc., as they gradually assembled in the U.K. prior to the invasion of France. Since the area over which this personnel was disbursed was relatively small, this was felt to be the best manner of assigning RTO personnel so that a Group could be withdrawn for the invasion without seriously affecting the operations at the installations where the men had been stationed.

7. The plan for the continent was to assign a complete Group to one Section. This was ideal up to the time when the activity within the various sections expanded to such a point that each Section needed additional RTO personnel. Since RTO personnel was relatively scarce and since the additional demands of each Section did not usually require the assigning of another complete Regulating Group, detachments of Groups were sent to the field sections as needed. Consequently, at a final inventory when all RTO personnel had been assigned, within one field section there might be one Regulating Group and detachments of various sizes of three or four others. Record-keeping and the administrative functions of the various detachments became very complex and difficult.

8. It was also discovered, based upon the requisitions of the various field sections, that while the Regulating Groups provided for an adequate number of Officers, there was a great shortage of EM's. Therefore, it is suggested that for any furt or planning in forming Regulating Groups that the T/O be changed to call for 75 officers and approximately 450 EM. It is also suggested that while Regulating Groups of this size should be provided there should also be Regulating Battalions provided consisting of approximately 30 officers and 150 EM. This would allow the Regulating Groups to be augmented by one of these battalions and would thereby do away with the problem of having small detachments of larger groups operating all over the continent. The following changes were suggested within the set-up of Regulating Groups:

a. The cellular system should be abandoned. Cells are felt to be of no practical value since requirements at each RTO installation vary greatly, depending upon the physical set-up and transportation requirements of their installations.

b. The T/E of a Regulating Group should be changed to:

(1) Provide 5 - 2½ ton, 6 x 6 trucks, and 30 weapons carriers.
(2) Provide 50% more ½-ton, 4 x 4 trucks.
(3) Provide ¼-ton trailers for all ¼-ton, 4 x 4 trucks.
(4) Provide mess equipment for each section.
(5) Provide 5 electric lanterns and Coleman lanterns for each section.
(6) Provide 50% more typewriters.

9. The most valuable characteristic of RTO's is a high intelligence quotient, rather than Rail or Truck experience. A sprinkling of experienced Rail Yard and Motor Freight operators was very valuable but good common sense, a high sense of obligation to get job done, and willingness to work, was more important.

10. It has been proposed to assign all RTO personnel engaged in railroad activity directly to the MRS. In order to evaluate this proposal, the following detailed analysis is made of the effect the change will have on specific RTO activities and problems arising therefrom.

11. Knowledge of other Installations and Units. Present policy is for RTO at each installation to know the location of other installations and units in his area. To accomplish this, he has access to such information through the Transportation Section of his base Section by the latter's contact with the other services. It is believed that attachment to the MRS would compromise to some extent the accessibility of such information. Attachment to the MRS would also narrow the scope of the RTO's viewpoint in this respect. INADVISABLE.

12. Feeling of responsibility for Overall Transportation Problems. Present RTO responsibility is to insure that all transportation problems are solved by any means available whether rail or truck. It is believed that attachment to the MRS would again narrow the viewpoint of the individual RTO to strictly rail problems. INADVISABLE.

13. Arranging of prompt car spotting. Attachment of RTO's would eliminate one channel and would permit operation by the RTO. ADVISABLE.

14. Advance notice of arrivals to Consignee. Present method of operation includes advance notice from the Transportation Section to the consignee as well as immediate advance notice by the RTO at destination to the consignee. Attachment of RTO's to the MRS would in all probability lessen the ability of the Transportation Section to gather complete enroute information, thereby lessening its capability of furnishing complete advance notice. On the other hand, through dispatch circuits, the RTO at destination would probably obtain more positive immediate advance notice. However, congestion of dispatch circuits would preclude any but the most elementary information on same. As a result it is believed that the advance notice to consignee would be of less value with attachment to the MRS than under the present operating procedure. INADVISABLE.

15. Notify operating personnel when empties can move. More direct contact with operating personnel would expedite movement of empties. In many cases direct action could be taken by the RTO. ADVISABLE.

16. Assist Assignor in Preparing Outgoing Documentation. Checking the documentation was a primary function of the present RTO. It is believed that if attached to the MRS, it would be a primary function also. There would, therefore, be no material gain or loss. IMMATERIAL

17. To check loading and unloading operations. It is assumed the RTO would be charged with this responsibility and would then be in a position to deal

directly with the operating agency to insure the necessary operating facilities ADVISABLE.

18. Tenure of Stay: On the assumption that the RTO will be attached to a specific operating unit and will move with that unit, the RTO activities at any given installation will suffer numerous personnel changes since railway operating units change their locations frequently. If on the other hand RTO personnel are fixed in positions and are attached to whatever operating unit was responsible for the particular installation, some of the advantages of the attachment to a specific unit such as knowledge of the personnel of that unit will be lost. INADVISABLE.

19. Communications. Railway communications are restricted primarily to railway operating circuits provided by the Signal Section of the MRS. RTO requirements which are now obtained through the Section signal facilities would receive less consideration than at present. INADVISABLE

20. The Status of Depot RTO's. Depot RTO's now perform both rail and highway functions in their capacity as advisors to the depot commander. The RTO furnished by the MRS would be limited strictly to rail activities. It would therefore require a duplication in that highway RTO's would have to be furnished from other sources. INADVISABLE

21. Ranks of RTO's. Relative rank of the RTO's would be on the average much higher than that of the railway operating personnel with whom they would operate. Absorption of these officers into the railway operating units would create problems of relative rank. INADVISABLE.

22. Avoid terminal congestion. It is believed that the overriding principal of operation would be the avoidance of congestion and the RTO would endeavour to avoid congestion with a more single minded purpose. ADVISABLE.

23. Placing of RTO's in Third Phase Operations. At present in areas of third phase operations, MRS personnel is limited. However, the requirements for RTO personnel would result in MRS' RTO's being located at strategic points and serving a dual purpose. This would result in greater supervision over rail activities throughout. ADVISABLE.

24. Service functions of RTO's not pertinent to rail transportation. The present mission of the RTO's includes the rendering of overall service to military personnel in the form of general information, availability of facilities in the area, guidance, responsibility for transient personnel and their accommodations and other functions which are not normally a responsibility of railway transportation. The mission of MRS does not specifically include any of these functions. It is believed that attaching the RTO's to the MRS would preclude many of these service functions now rendered because the RTO would be charged with more of the responsibility for MRS operations and would not have the time to devote to such services. INADVISABLE.

25. Complete & accurate reports of Yard Situations to Section Transportation Officers. Present yard situation reports as furnished by RTO's contain a mass of information that is more pertinent to the supply and transportation situation than it is to railway operations. Records as presently kept by

MRS includes only the elementary facts required to operate efficiently. These reports vary as one railway unit supercedes another in a given territory and the information required varies from time to time, depending upon operating requirements. It is felt that the MRS would be very reluctant to compile and furnish elaborate reports that are now deemed necessary to control the overall supply program and that if demands were made for such reports, the accuracy would undoubtedly suffer. Likewise the necessary reports of congestion or let downs in the movement of supplies, required very close supervision by personnel well-experienced in statistical procedures. This supervision had to come from the staff of the Transportation Officer and would be more difficult to carry out were the RTO working directly under the MRS. INADVISABLE.

26. Examination of the above analysis indicates that the RTO activities which might be improved by attachment of the RTO's to the MRS deal almost wholly with railway operational procedures and are definitely in the minority. These activities which pertain to the relationship of the RTO's to the using Services and to other base section activities which are more difficult of strict definition but nonetheless important can best be performed with the present organizational set-up.

27. Another factor to be considered is the effect of the proposed change on the ability of the Transportation Officer to perform his mission on the staff of the base section commander. At the present time he has directly under his command and control only certain assigned truck units and the personnel of traffic regulating groups which are used primarily as RTO's. He has no operational control of rail units, and it is only through his RTO personnel, with the reports they render and the control they exercise over rail movements, that he is able to keep in touch with rail operations and perform his mission of expediting the flow of supplies to the front. With RTO personnel assigned to the MRS he would be effectively divorced from all rail activity and would cease to be an effective channel through which the Services could deal with the MRS.

28. This evaluation applies only to those places where MRS is operating the railroads. When railroads are being operated by the country concerned, RTO's must be under the jurisdiction of the section Transportation Officer.

29. Recommendation: No change in present set-up.

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APPENDIX 2, PART V

SCHEDULED DAILY EXPRESS MAIL SERVICE

1. Effective on and after 20 February 1945 a scheduled daily express mail service will be operated in both directions between Le Havre - Rouen, the forward Postal Regulating Stations and Paris, with connecting service to other points. This service is designed to handle all types of mail, including parcel post and printed matter, and in addition to provide expedited service for passenger, baggage, and express shipments of supplies.

2. This service involves movement by both rail and truck, in accordance with schedule attached hereto.

3. Responsibilities:

a. It is the responsibility of the Port Commander or Section Transportation Officer at origin to establish and maintain liaison with AG Postal Division and the Military Railway service to insure that:

(1) Proper equipment is available and spotted as required by AG Postal Division.
(2) The required trucks are assigned to cover movement to rail loading points where schedule calls for same.
(3) The schedule is maintained, and that no delays occur.
(4) Maximum useage be made of rail facilities. For this purpose express freight, passenger and baggage movements should be combined with the mail movement so that trains of 400 tons are dispatched where possible.

b. It is the responsibility of the AG Postal Division to:

(1) Complete loading as necessary for the maintenance of the schedule, details to be arranged with Transportation Officer at point of origin.
(2) Keep Transportation Officer at point of origin fully and promptly informed of their equipment requirements so that, where a lack of mail tonnage exists, the Transportation Corps may arrange for movement of baggage or high priority freight to insure full trains.
(3) Unloading mail at destinations within 12 hours of arrival by rail, and immediately on arrival by truck,

c. Section Transportation Officer at destination is responsible for:

(1) Securing necessary truck transportation to effect continuous moves, where necessary.

4. Guards will be provided for all shipments of mail in accordance with existing procedure, regardless of the size of the movement or the type of train. Port Commanders or Section Transportation Officer at points of origin will endeavor, when adding additional tonnage, as provided in Para. 3a(4), to ship pilferable items on these trains, so as to conserve the guard supply.

1. One train each day from Le Havre to Paris. To carry the following tonnages:

Origin	Tonnage	Destination
Le Havre	15	Paris
Le Havre	30	***Cherbourg
Le Havre	30	***Clarentan
Le Havre	30	*Rennes
Le Havre	30	*Le Mans
Le Havre	30	**Versailles
Truck from Rouer to Le Havre	40	*Le Mans
	205 tons	

*Will move in regular rail freight service beyond Paris
**To be trucked from Paris to Versailles
***Will move from Paris to destination in Toot Sweet Express.

SCHEDULE:

Le Havre - Paris

		Day
Lv Le Havre	1739 hours	0
Ar Creil	0526 "	1
Ar Batignolles (Paris)	1130 "	1

2. One train each day from Le Havre to Creil. To carry to Destination:

Maastricht
Liege
Chantilly
Epernay
Sarrebourg
Verdun

3. One train each day Creil to Paris.

Tonnage	Destination
76.5	Sarrebourg
76.5	Verdun
30.0	Epernay
183.0 Tons	

4. One train each day to Creil to Liege - Maastricht.

5. One train each day from Paris to Verdun - Luneville.

RAIL MOVEMENTS OTHER THAN SOLID MAIL TRAINS

	Tonnage	
1. Le Mans to Maastricht	5.5	Truck ton Paris thence Toot Sweet to Liege, thence truck to Maastricht.
Le Mans to Liege	5.5	Truck to Paris then Toot Sweet
Paris to Maastricht	3.6	Toot Sweet to Liege then truck to Maastricht
Paris to Liege	3.6	Toot Sweet to Liege
	18.2 Tons	

SCHEDULE:

		Day
Lv Achores (Paris)	1300 hours	0
Ar Liege	1000 "	1

	Tonnage	
II. Paris to Le Havre	18	Mixed passenger and Freight
Paris to Le Havre	6.4)*	Mixed Passenger and Freight
Le Mans to Le Havre	69)	

* Every 8 days.

	Tonnage
III. Sarrebourg to Paris	2.8
Verdun to Paris	2.8
Sarrebourg to Le Mans	9.7
Verdun to Le Mans	9.7
	25.0 Tons

Ordinary G.I. Box cars will be used for above move, and will be returned in Toot Sweet in addition to empty Toot Sweet cars.

IV. Maastricht to Paris
Maastricht to Le Mans
Liege to Paris
Liege to Le Mans

V. Le Havre to Cherbourg
Le Havre to Carentan

PASSENGER TRAIN SERVICE

A. PARIS - LE MANS - RENNES

Origin	Tonnage	Destination
Paris	.9	Le Mans
Paris	.7	Rennes
Le Mans	.5	Rennes
*Dijon	.3	Le Mans
*Marseilles	.3	Le Mans

*Passenger from Dijon - Marseilles to Paris

SCHEDULE:

		Day
Lv Paris	2015 hours	0
Ar Le Mans	0011 "	1
Lv Le Mans	0021 "	1
Ar Rennes	0346 "	1

B. RENNES - LE MANS - PARIS

Origin	Tonnage	Destination
**Le Mans	.8	Dijon
**Le Mans	.8	Marseilles
***Le Mans	.5	Cherbourg
***Le Mans	.5	Carentan
Rennes	3.1	Le Mans
Le Mans	.5	Epernay
****Le Mans	.5	Chantilly
****Le Mans	.5	Versailles
Le Mans	1.2	Paris
Rennes	.6	Paris

**Passenger from Paris to Dijon - Marseilles
***Passenger to Paris thence to Cherbourg
****Truck from Paris to destination

C. CHERBOURG - PARIS

Origin
Cherbourg
Carentan
Carentan
Cherbourg

D. PARIS - CHERBOURG

E. MARSEILLES - DIJON - PARIS

F. PARIS - DIJON - MARSEILLES

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APPENDIX NO.2

PART V

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

FILE: CZTCm 18 February 1945

SUBJECT: Rouen, Le Havre, Redhorse Area

TO ; OCOT, APO 887. Attention: ACOT Movements.

1. The city of Rouen is divided into two parts separated by the Seine River and known as follows:

Rive-Droite-Rouen is that portion of the city located on the north bank of the Seine. Rive-Gouche-Rouen is that portion located on the south side of the river. The two sections are connected by one Class 70 Bailey Bridge and one pontoon bridge, the latter used for civilian traffic. There is no rail connection between the north and south portions of the city. Cargo is discharged on both banks of the Seine.

A. Rail facilities at ~~Rive~~ Rive-Droite-Rouen. There is one small marshalling Yard in the Eastern Portion of the city, known as Rouen-Martinville. This yard consists of six tail end tracks and one passing track. The capacity of this Yard is approximately 200 cars. There are also an additional eight tail and tracks in this Yard, part of which are available for us by the U.S. Army. In this Yard cars loaded by the 11th Port in Rive-Droite-Rouen are made up into trains and immediately dispatched or stored until road engines are available. Another marshalling area about three miles east of Martinville has been secured for U.S. military use and is located at Paraetal. This Yard consists of six tracks with a capacity of 240 cars. It will be used for storage of trains waiting dispatch. The use of this Yard will enable the Martinville Yards to be kept more fluid for switching and making up trains. The use of this Yard will also necessistate the establishment of a new RTO installation. The Port Area is connected by one feeder line running directly through and parallel to the busiest street of the city. This street is the main artery for all military truck traffic in and out of the Port Area and also carrys a large portion of civilian traffic. In addition all traffic, both military and civilian between north and south Rouen over the Seine River, must cross this street and the railroad. This causes a great deal of delay to swtiching, pulling loads out and taking empties into the Port Area. Traffic along this street is very, very congested and very little control is in force. The Dock Area has a capacity of approximately 375 cars for loading purposes. Sufficient storage trackage for empties is available. All switching is accomplished by the SECF. There are four 0-6-0 type engines available for switching in the Port and marshalling of trains.

B. Rive-Gouch-Rouen has unlimited facilities for loading, off loading, storage, and marshalling. There are three 0-6-0 (American) engines and three French engines available for switching and marshalling of trains. Practically all of the power available for road engines is the Pacific type engines which is not satisfactory for freight work as this engine is designed to handle Passenger Traffic.

C. Twenty-Grand The troops capacity of this area is 25,000. At present the population is approximately 17,000. This area is 1-1/2 miles Duclair, which is rail served. The rail facilities at Duclair consists of two tail end team tracks and one stub and track, suitable for loading troops, with a capacity of 25 wagons each; one passing track at station platform, capacity 25 wagons and one main line platform track, capacity 25 wagons, total capacity for loading baggage and troops 150 wagons. This railroad extends no farther west then the town of Duclair. Six miles northeast of Duclair this branch line joins the Main Line at Barentain Junction.

D. Lucky-Strike Located three miles from St. Valery, which is rail served. Sixty cars can be spotted at platforms for entraining and detraining troops. In addition there are two other tracks, not platformed served, which can be used for entraining and detraining troops. There is one team track, which can be utilized for the handling of equipment. All of these tracks are stub end. At present only two tracks are serviceable, the balance having been torn up by wreck of a troop train in January. This Yard is under repair and should be completed within a week or ten days.

E. Le Havre In the Le Havre Port Area there are sufficient loading points. The marshalling yard facilities and storage area is at present very limited. Another marshalling area is being rehabilitated which, when completed, will give sufficient marshalling yard capacity. Work on rehabilitating this Yard is being done by the French and is progressing very slowly. Estimated date of completion is the latter part of April or the first of May. Switching is extremely slow in the Port Area. The delay for car spots averages from six to ten hours. In some cases it has been as great as fifteen hours. All switching is done by the SNCF. The only Phase II operation in this Area is Main Line operation between Le Havre and Creil. There are ten U.S.A. 0-6-0s and seven French locomotives available, for switching. These would be sufficient if they were efficiently employed. Requests for switching services are given twenty-four hours in advance. Power for road hauls has consistently been critical in the Le Havre area. In programming the target for the Port of Le Havre seventeen paths have been scheduled. These are all cargo paths. Each troop move uses large quantities of equipment and power and retards the cargo movement program.

2. FINDINGS

A. During this trip the control of District "A" changed from CBS to NBS. The District Transportation Office, less rail section, is in the process of being moved from Rouen to Le Havre. The rail section will temporarily remain in Rouen. Colonel Fritschler arrived 14 February to take over the duties of District Transportation Officer and is now reorganizing the entire setup. The comments which follow are observations and findings of methods of operation which existed prior to the change-over from CBS to NBS control.

The Port Transportation Offices have been doing a great deal of work which in our opinion is the duty of the DTO, that is, he deals directly with the SNCF for securing empties; he dispatches all freight trains and sends all TDAs. With the empty car situation as critical as it is and with the amount of cargo and troops being moved in this area it is believed that one and only one agency should control the allocation of cars to the users and deal with the SNCF. This agency should be the DTO.

A system for securing passing reports at division points has never been established. RTOs at the point of origin do not advise the next RTO of what traffic is enroute. It is believed that such RTO should advise the next RTO of all traffic enroute in order that the progress of all trains can be carefully followed to control the flow of traffic. At each division point engine and crew changes are made. If a smaller engine is used it often happens that cars are cut out in order to lighten the load to the capacity of the engine and unless the RTO has advanced information as to what traffic is enroute he has no way in checking to determine whether the train is intact or whether cars have been cut out. Without these passing reports from all RTOs it is difficult for the RTO to know what is happening to rail traffic within his District. Information received from the SNCF is not believed to be sufficient to give a true picture of the situation.

The Port Transportation Officers are doing a superior job. The coordination of the work between the Port Transportation Officer and the RTO had been lacking and from all indications is due to the lack of initiative and drive on the part of the RTO. There also appears to be a break-down in distribution of directives and information from the Base Section Transportation Officer to the DTO. For example - The former RTO states he had never received or seen a copy of the February Daily Movement progress. The DTO has not had sufficient personnel to properly perform his duties. It is believed that the entire situation will be cleared up with the reorganization now in process.

B. Train loads of Air Corps salvage at the rate of about two per week are being received at Rive-Droite-Rouen (North Rouen). These trains are billed "Grand-C[illegible]ran Warehouse-Rouen". One such train was inspected by the undersigned on 13 February. Point of origin was St. Dezier. Consignor.- 86th ADG 98th Depot Supply, billed on 30 January 1945 routed by SNCF via Buchy. Billing is incorrect. The warehouse is located on the southside of the river and all cargo should be billed "GRANDE-COURONNE-RIVE-GOUCHE-ROUEN". To reconsign this freight to proper destination from Rive-Droite-Rouen means that the train must travel all the way from Rouen to Paris in order to cross the Seine and then back to the south side of Rouen. It is impracticable to truck this amount of salvage from North Rouen to South Rouen due to:

1. Lack of motor transport
2. The traffic in the city of Rouen being so congested that trucking would be an endless task as there is only one bridge connecting the two portions of the town available for military traffic.

C. Very little control of traffic is exercised in the city of Rouen. The congestion existing in the main street parallel to the Seine River and

north Rouen, is bad due to the fact that the railroad in some cases runs through the center of the street and others parallel.

D. Barentain Junction is being used as a railhead for entraining of troops from Twenty-Grand. In order to accomplish this troops are marched from Twenty-Grand to Duclair, a distance of 1-1/2 miles. Here they are entrucked and transported to Barentain Junction, a distance of eight miles. Having only a limited number of trucks available it is necessary to shuttle the troops from Duclair to Barentain Junction. For normal troop moves it requires an average of about ten shuttles. The time involved is approximately seven hours, with an additional four hours to shuttle. The baggage, making an overall of eleven hours for entraining approximately 1,500 troops. The only reason that could be found for not using Duclair as a railhead is because of a difference in level of the Branch Line from Duclair and the Main Line at Barentain Junction. About one mile from the Main Line there is a grade which requires splitting the train into sections of about fifteen to twenty cars and doubling the train over the steep grade. This is not a difficult railroad problem and would require only about 1-1/2 to 2 hours to accomplish. Duclair has excellent loading facilities for troop movements of the size now being made from Twenty-Grand. In addition the Commander of Twenty-Grand has his Class I supplies for stocking troop trains stored in Duclair. Under the present system these also have to be trucked from Duclair to Barentain Junction.

E. Ships originally scheduled for discharge at Le Havre on which CDIs are prepared, are in many cases being lightened at Le Havre and forwarded to Rouen for completion of discharge. Cases are occurring where original CDIs called for cargo to be forwarded to depots in the vicinity of Le Havre. These CDIs are not being changed and as a result train loads of cargo are being backhauled from Rouen to depots in the vicinity of Le Havre. It is believed that it would lessen the burden on rail facilities to change destinations on this type cargo.

3. RECOMMENDATIONS

It is recommended that:

A. The terminal operation at the Port of Rouen and Le Havre be placed under Phase II.

B. The DTO of District A be given sufficient officers and enlisted men to efficiently staff the District Office and all RTO installations. Initial requirements estimated to be twelve (12) Officers and twenty-eight (28) Enlisted Men.

C. The General and allocation of empty rail equipment be placed under the DTO.

D. A memorandum be issued by OCOT giving the correct billing address for the GRAND COURONNE WAREHOUSE, which is "GRANDE-COURNNE-RIVE-GOUCHE-ROUEN".

E. The necessary action be taken to secure the rehabilitation of the railroad bridge at Rouen.

F. Duclair be used as a railhead for entraining and detraining of troops moving to and from Twenty Grands.

G. That two of the four 0-6-0 switch engines in North Rouen be retained within the limits of the Port for switching. This will necessitate making provisions for coaling of these two engines, but will expedite spotting of cars for loading.

H. One additional 0-6-0 engine or equivalent should be secured for switching at Rive-Gouche-Rouen.

I. Necessary changes in CDIs pertaining to ships lightened at Le Havre and final discharge at Rouen be made to eliminate back-haul of cargo.

W.E. Smith,
Lt. Colonel, T.C.

E.M. Trolinger,
Major, T.C.

of

APPENDIX 2, PART V

CZTOmf-164

Deficiencies in civilian railway operation.

1. Freight Br. C.G.
Mov. Div., 2nd
OCOT, MRS
APO 887.

Reports received from respective Base Sections, above subject, 8 March 1945:

CHANNEL -- Negative,

NORMANDY -- Negative, Le Havre short 100 box cars and 115 gondolas

Train delay report for 24-hour period ending 1800, 5 March 1945; Revigny:

TRAIN NO.	ARRIVE	DEPART	CONSIST
141740	0118/5	0440/5	Gasoline, Landres

Train delay report for 24-hour period ending 2400 hours, 6 March 1945 at Laon:

EASTBOUND

TRAIN NO.	ARRIVE	DEPART	CONSIST
360345	0225	0530	Troops, Mersch
312662	1715	2050	Troops, Givet
312669	2000	2235	Meat, Homecourt

For the Chief of Transportation:

JOHN F. SEIBERLING, Jr.
Major, T. C.
Acting Chief, Freight Branch,
Movements Division

INFORMATION COPIES TO:
COT
ACOT, Movements
TC Liaison Officer, St. Lazare Sta.
French Liaison Officer

9 March 1945

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APPENDIX 2, PART V

DAILY EMPTY CAR SITUATION REPORT

Port: ANTWERP 24 Hours Ended 1800 Hrs. 26 March 1945

TYPE OF CAR	NO. OF EMPTY CARS ORDERED FOR PERIOD (A)	NO. OF EMPTY CARS RECEIVED DURING PERIOD (B)	NO. OF EMPTY CARS ON HAND AT END OF PERIOD (C)
BOX CARS	320	239	- 354
50 - TON FLATCARS		15	19
36 - TON FLATCARS	20	86	142
OTHER TYPE FLATCARS			
GONDOLAS (HIGHSIDE)	465	157	365
GONDOLAS (LOWSIDE)		11	109
REEFERS			
TANK CARS			
OTHER TYPE CARS		2	1
TOTALS:	805	510	990

DAILY EMPTY CAR SITUATION REPORT

Port: GHENT 24 Hours Ended 1800 Hrs. 26 Mar 1945

TYPE OF CAR	NO. OF EMPTY CARS ORDERED FOR PERIOD (A)	NO. OF EMPTY CARS RECEIVED DURING PERIOD (B)	NO. OF EMPTY CARS ON HAND AT END OF PERIOD (C)
BOXCARS	35	54	45
50 - TON FLATCARS		21	4
36 - TON FLATCARS			
OTHER TYPE FLATCARS			
GONDOLAS (HIGHSIDE)	450	152	54
GONDOLAS (LOWSIDE)			
REEFERS			
TANK CARS			
OTHER TYPE CARS			
TOTALS:	485	227	103

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APPENDIX 2, PART V

27 MARCH at 0 Hours

Situation at Belgian Frontier

Trains into Belgium : 22

Baisieux	4
Blanc Misseron	1
Jeumont	17
Anor	0

Wagons into Belgium : 1 4 3 9 of which 627 covered
Wagons returned : 1 2 3 3 " 573 "

Short - 2 0 6 - 54 "

Trains waiting : 10

NORTH

Jeumont 3) 6
running 3)

WEST

Versailles	1	)
Pont de l'Arche	1	) 4
Bayeux	2	)

R H E I M S
Trains waiting : 0
Wagons under load : 4 3 2

V E R D U N
Trains waiting : 11
Wagons under load : 5 8 4

S O I S S O N S
Trains waiting : 1
Wagons under load : 5 1 6

L E H A V R E
Trains run : Le Havre 15, Darnetal 8, Rouen 10 = 34
Trains waiting : " 0, " 1, " 1 = 2

Trains awaiting movement : 3 8 4 of which 166 over 24 hours
86 military trains of which 41 over 24 hours
37 trains of emptied " 9 d°
261 commercial trains " 116 d°

Running of coal trains
Arrivals in Paris : 13 trains
From Mining centers of Nord and Pas de Calais : 36 trains
Trains waiting at mines : 2 trains

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Appendix 2, Part V

HEADQUARTERS
COMMUNICATIONS ZONE (MAIN) NEOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
LIAISON OFFICE GARE ST. LAZARE
APO 887

PRIMARY ENTRAINING AND DETRAINING POINTS-RED HORSE AREA

Block "A"	Forges les Eaux
Block "B"	Nolleval
Block "C"	Hargny (lower half)
Block "D"	Nuefchatel
Block "E"	Bosc le Hard
Block "F"	Bosc le Hard
Block "G"	Auffay
Block "H"	St. OUEN Du Brueil
Block "J"	Motteville
Block "K"	Yvetot (upper half)
	Duclair (lower half)
Block "Q"	Morgny

Lucky Stiike Area St. Valery
Twenty Grand Area Duclair.

FORGES - les - EAUX (Primary Station for Block A)

1. Station Facilities.
   a. Three (3) siding tracks
      1 Capacity
      Track No. 3. 23 wagons
      " " 5. 22 "
      " " 7. 45 "
      90 wagons
   b Loading ramp-53 metres (5 wagons)
   c Loading shed- 30 metres (3 wagons)
   d2 End loading ramp on track No. 7
   e Loading Crane-10 ton capacity - on track No. 7.

Remarks:

Forges-les-Eaux is located on the double track line from Paris-Dieppe by Neufchatel line. The station is very suitable for loading and unloading of troops and equipment, and the above described facilities are in good condition and are available for use by 10 January 1945. At this time approximately twenty wagons which are being used as living quarters by a Signal Corps Unit, are spotted on tracks Nos 5 & 7. The Commanding Officer States that he expects to be moved to another location within one week.

In as much as incoming trains from Le Havre are on the main line track opposite the siding tracks a cross-over will be necessary in order to

reach the siding tracks. The Crossing tracks and switches are in good condition and this can be accomplished without difficulty or appreciable delay.

The volume of traffic over this line will permit the entraining or detraining of personnel (only) on the Main line. Baggage cars should be spotted on the siding tracks for loading or unloading.

By utilizing all siding tracks and the Main line, personnel from two trains could be entrained or detrained simultaneously; however, this is not recommended due to the size of the yard.

The Forges-les-Eaux station is easily accesible by road and is located within three miles of the farthest point in Block A, thereby eliminating the necessity for transportation for marching troops from the station to the bivouac area.

NOLLEVAL-LA-FEUILLIE (Primary Station for Block B)

1. Station Facilities.
   a. Passing track - Capacity - 54 wagons
   b. Three (3) Siding tracks

	Capacity
Track No. 3	45 Wagons
" " 5	30 "
" " 7	15 "
Total Capacity	134

   c. Loading ramp - track No. 5
   d. Loading platform on passing track approximately 50 metres.
   e. End loading ramp on track No. 7.

Remarks:
Nolleval-La-Feuillie in Block B on the Charleval-Sergueux line. It is a single track line and is now being used principally by the Canadians. The facilities described above are in usable condition, however there are approximately 25 wagons, part of which have been used as living quarters for troops until recently, that should be moved in order to utilize all existing facilities.

The volume of traffic through this station is light-only two scheduled trains per day, therefore it is recommended that personnel be unloaded on Main line. Baggage may be unloaded from either passing track or siding tracks. Only one train should be loaded or unloaded at this station at the same time due to size and condition of yard.

The Nolleval-La-Feuillie Station is located about 200 yards from highway N-321 and is approximately five miles from the most distant camp in Block B.

MORGNY (PRIMARY Station for Block C and Q)

1. Station Facilities.
   a Four Siding Tracks
   Track No. 3 ....17 "agons
   Track No. 5 .....25 "
   " " 7 .....25 "
   " " 4 .....50 "
   Total Capacity 117
   b Loading Shed - Capacity two wagons tr ck No. 3.
   c Loading rack - " 6 tons - on track No. 7.

Remarks:

Morgny Station is on double track, "Rouen-Amiens" line. Facilities described above as well as crossing track and switches are in good condition. Personnel (only) may be entrained on Main Line. Baggage Cars must be placed on siding for unloading.

It is recommended that only one train at a time be loaded or unloaded at this station.

Morgny is easily accessible by road and is located approximately four (4) miles from the nearest camp in Block C, and approximately one mile from nearest camp in Block Q. Transportation should be provided to Transport Troops between Station and bivouac in Block C, however, it will not be necessary for troops assigned to Block Q.

NEUFCHATEL (Primary Station for Block D)

1. Station Facilities.
   a Six Sidings - total capacity approximately 210 wagons
   b Loading ramp - capacity 10 wagons
   c Loading Shed - " 5 "
   d Crane, Capacity 10 tons.

Remarks:

Neufchatel is located on the "Paris-Dieppe by Neufchatel" line. All of the facilities listed above are in good condition and are available for immediate use. Possible to unload or load two trains simultaneously at this station. Personnel (only) may be detrained from main line track.

The Neufchatel Station is located approximately two (2) miles from nearest camp in Block D. Transportation should be provided to transport troops between lower part of Block and the Station.

BOSC le HARD (Primary Station for Blocks E and F)

1. Station Facilities.
   a Four (4) Sidings
   Track 2 - Capacity 40 Wagons
   " 3 - " 20 "
   " 5 - " 20 "
   " 7 - " 20 "
   Total Capacity 100 Wagons

Remarks:

Bosc le Hard is located on the "Paris-Le Havre" line in Block "F". The above described facilities are in good condition, however, three of these tracks (Tracks Nos. 3,5,7) are partially blocked by carriages and wagons which are being used for living quarters by 392nd Engrs. These cars should be moved before this station can be effectively used.

Bosc le Hard station is located in approximately the center of Block F and is accessible to all camps in Blocks E and F. It is recommended that Transportation be furnished for marching troops for Block E, however, none is required for troops assigned to Block F.

AUFFRAY (Primary Station for Block G)

1. Station facilities.
   a Five (5) Sidings,
   Track No. 2 - Capacity - 20 Wagons
   " " 3 - " - 80 "
   " " 4 - " - 30 "
   " " 5 - " - 60 "
   " " 6 - " - 30 "
   Total Capacity 220 "
   b Loading ramp and platform 70 metres.
   c End loading ramp
   d Ten (10) toncrane.

Remarks:

This station is very suitable for loading or unloading of troops and it is located in the center of Block G. The above described facilities are in good condition and are available for immediate use.

St. Ouen du Breuil (Primary Station for Block H)

1. Station facilities.
   a Three (3) Sidings
   Track No. 3 - 50 Wagons
   " " 5 - 40 "
   Garage Track 20 "
   Total Capacity 110 Wagons
   b Loading ramp 40 metres.

Remarks:

All of the above described facilities are in usable condition, however, it is not recommended that the Garage Track be used for loading or unloading of troops due to inaccessibility.

St Ouen du Breuil is located in Block H and is accessible by road from all camps in the block. Transportation not necessary from Station to Bivouac areas.

MOTTEVILLE (Primary Station for Block J)

1. Station Facilities.
   a Seven side Tracks - total Capacity 243 Wagons
   b Loading ramp - 70 metres
   c Loading Shed.

Remarks:
Two trains could easily be unloaded simultaneously at this station. The above described facilities are in good condition and are available for immediate use.

Motteville is easily accessible by road from Block J and is located approximately two (2) miles from the nearest camp in this block.

YVETOT. (Primary Station for Block K)

1. Station Facilities.
   a Seven (7) Sidings.

Track No.	3 - Capacity	- 25	Wagons
" "	5 - "	- 25	"
" "	7 - "	- 35	"
" "	8 - "	- 35	"
" "	6 - "	- 25	"
" "	4 - "	- 25	"
" "	9 - "	- 40	"
Total Capacity		210	"
b Loading ramp capacity		12	Wagons
c Loading Shed	"	3	"

Remarks:
All of the above described facilities are in good condition and are available for immediate use. This station is well suited for loading or unloading of troops and equipment and two trains could easily load or unload; none simultaneously.

Yvetot is located approximately one mile from the nearest camp in Block K. It is accessible by road to any camp in the Block. Transportation is not necessary for troops bivouaced in upper half of Block K.

ST. VALERY

This is the terminal of the single track line from Motteville. It has a ruling grade of 1.5%, St. Valery to Motteville.

Two running tracks in Station with island platform.
1. Dead end siding
3 Dead end sidings
1 Spur with shunting neck.
Total capacity for troops loading - 100 cars
Team track unloading 40 cars.

DUCLAIR

Freight yard has capacity of about 80 cars and with 2 running lines through station. About 2 troop trains could be loaded simultandously at this station.

A double track line for about 500 metprs serves docks and could be used as storage sidings. Twenty Grand located two miles East of DuClair.

SOURCE OF INFORMATION:

Reconnaissance by:
Captain R. G. DeGUIRE
Lt. AXUM
Lt. H. R. HAMMOND

R. G. DeGUIRE
Captain, TC

Number 10
of
Appendix 2, Part V

PERSONNEL LANDED ON CONTINENT

JANUARY 1945		FEBRUARY 1945	
PORT	NO. ARRIVED	PORT	NO. ARRIVED
MARSEILLES	29,140	MARSEILLES	49,723
GHENT	-	GHENT	-
ROUEN	14,228	ROUEN	8,510
LE HAVRE	203,322	LE HAVRE	199,748
CHERBOURG	1,379	CHERBOURG	243
ANTWERP	36	ANTWERP	9
TOTAL	248,105	TOTAL	258,223

Number 11
of
Appendix 2, Part V
EXTRACT*

CZTCmp 370.5
Movement of Personnel By Rail (19 February thru 4 March, 1945)

*This is one of seven sheets showing personnel moved; it does not show total moves for period.

1. Chief, COT Passenger Branch, Movements Division.

1. As a matter of information, the following report covering the movements of personnel by rail during the period 19 February thru 4 March, 1945 is submitted. This report does not include the movement of hospital trains.

MAIN NO.	UNIT	ORIGIN	DESTINATION	STRENGTH	DEPARTURE DATE
*2063 N	638 QM Lndry Co	Barentin	Reims	224	15 Feb.
*2065 N	POW	Chef Du Pont	Bolbec	500	14 Feb.
*2066 N	Reinforcements	Le Havre	Neufchateau	1600	17 Feb.
*2067 N	Unit "D", 515 Para Inf. Rgt.	St. Vallery	Auxerre	1484	17 Feb.
*2068 N	"	"	"	262	18 Feb.
	Unit "F" 326 Gldr Inf Rgt.	"	Sens	1298	
2069 N	Unit E 88 Gldr Inf Rgt	"	"	1434	19 Feb.
2070 N	Unit G 13 AB Div Arty	"	Joigny	72	20 Feb.
	Unit H 458 Para FA Bn	"	Auxerre	440	
	Unit J 676 Gldr FA Bn	"	Sens	239	
	Unit K 677 " " "	"	Joigny	236	
	Unit L 153 AB AA Bn	"	Auxerre	436	
		"	"	692	21 Feb.
2071 N	13 AB	Ploermel	Sittard	83	18 Feb.
*2072 N	15 Cav Rcn Sq, Trp E	"	"	96	18 Feb
*2073 N	15 Cav Rcn Sq	Rouen	Cherbourg	105	16 Feb
*2074 N	588 Signal Depot Co	Rouen	Guer	83	17 Feb.
*2075 N	Reinforcements	Le Havre	Neufchateau	1130	17 Feb.
*2076 N	Reinforcements	"	Knutange	510	
	"	"	Givet	1000	17 Feb.
*2077 N	"	"	Paris	289	16 Feb.
*2078 N	Hq 70 Reinf Depot	"	"	254	
	AAF Personnel	"	Etampes	812	18 Feb.
*2081 N	Reinforcements	"	Paris	166	17 Feb.
*2082 N	Det 78 Mil Gov (SHAEF)	"	Guer	203	22 Feb.
2083 N	Reinforcements	Rouen	Compiegne	600	21 Feb.
2084 N	Reinforcements	Cherbourg	Mourmelon	126	20 Feb.
2085 N	123 Sta. Hosp.	Rouen	Chalon-Sur-Sonne	1000	21 Feb.
2088 N	POW Guards	Thoree	"	21	

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of
Appendix 2, Part V

EXTRACT*

*This is one of three sheets of trains moved; it does not show total moves for the period.

1. Chief, Passenger Branch, Movements Division — COT

1. As a matter of information, the following hospital trains were moved 12 March thru 18 March, 1945 at the request of the Chief Surgeon.

TRAIN NO.	DATE	FROM	TO	PERSONNEL
1	12 Mar.	Namur	Liege	282
1	14 Mar.	Liege	Namur	Staff
1	14 Mar.	Namur	Soissons	282
1	14 Mar.	Soissons	Paris	Staff
2	12 Mar.	Paris	Cherbourg	274
2	13 Mar.	Cherbourg	Paris	Staff
4	12 Mar.	La Haye du Puits	Paris	Staff
4	18 Mar.	Paris	Thionville	Staff
5	16 Mar.	Bar-le-Duc	Thionville	246
5	17 Mar.	Thionville	Paris	290
5	17 Mar.	Paris	la Haye du Puits	Staff
6	12 Mar.	Lison	Paris	Staff
6	18 Mar.	Paris	Thionville	Staff
8	13 Mar.	Paris	Aachen	308
8	14 Mar.	Aachen	Liege	Staff
8	17 Mar.	Liege	Aachen	328
8	17 Mar.	Aachen	Liege	308
9	13 Mar.	Aachen	Liege	290
9	15 Mar.	Liege	Mourmelon	Staff
9	15 Mar.	Mourmelon	Paris	Staff
9	16 Mar.	Paris	Thionville	341
10	13 Mar.	Aachen	Liege	Staff
10	15 Mar.	Liege	Aachen	331
10	15 Mar.	Aachen	Liege	290
10	16 Mar.	Liege	Mourmel on	Staff
11	13 Mar.	Cherbourg	Paris	Staff
11	18 Mar.	Paris	Namur	Staff
12	12 Mar.	Paris	Reims	313
14	18 Mar.	Verdun	Paris	141
15	12 Mar.	Commercy	Paris	271
15	12 Mar.	Bar-le-Duc	Paris	Staff
15	18 Mar.	Paris	Namur	304
16	14 Mar.	Liege	Reims	196
16	14 Mar.	Reims	Paris	Staff
16	17 Mar.	Paris	Bar-le-Duc	

Number 13
of
Appendix 2, Part V

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

AG 383.6 OpTC

APO 887
26 March 1945

SUBJECT: Movement of Prisoners of War

TO : Commanding Generals:
6th Army Group
12th Army Group
United Kingdom Base, Communications Zone
Section Commanders, Communications Zone

1. Requests for movement of prisoners of war will be made to the Transportation Officer of the base or section concerned by the Provost Marshal of the base or section of origin. The base or section Provost Marshal will furnish:

a. Number of prisoners.

b. Armed guards to insure security of the prisoners of war in transit.

c. Desired entraining point.

d. Desired detraining point.

e. Numbers of shipping and receiving enclosures.

f. Departure date and time.

g. Breakdown of prisoners of war into:

(1) Number of males.
(2) Number of females
(3) Number of commissioned officers.
(4) Number of non-commissioned officers.
(5) Number of other ranks.
(6) Number of separate nationalities included, if it is desired that they be segregated.

2. Base or section transportation officers will complete all arrangements for movements, in accordance with existing directives concerning rail movement of personnel. All box cars type of equipment furnished must be such as to permit adequate ventilation when doors are completely closed and secured. US Army Transportation Corps Box cars will not be utilized for transporting prisoners of war. Not more than 40 prisoners will be loaded per box car. Train schedules will provide for a latrine halt at least once

every five hours, and a water halt every 8 to 12 hours; all halts will coincide with normal operating stops insofar as possible. When the base or section Transportation Officer has completed all details or movement, he will advise the base or section Provost Marshal and all Transportation Corps personnel concerned with the movement.

3. Upon receipt of this information, the RTO at point of origin will contact the commander of the prisoner of war enclosure from which shipment is to be made, furnishing complete details of the movement. The RTO at the entraining point will also arrange to have equipment spotted sufficiently in advance of departure time to permit train inspection before loading, and will furnish the train commander with complete information concerning the movement, including route, schedule and halts. The RTO will comply with all directives concerning personnel movements by rail.

4. The senior officer or non-commissioned officer of the escort guard will be the train commander, and will be responsible for:

a. Inspecting train prior to loading, together with RTO, rejecting any cars that do not meet the requirements of this directive.

b. Arranging that all prisoners are properly loaded, i.e., properly segregated by sex, rank or nationality.

c. Insuring that sufficient water and rations are aboard train, taking into consideration possible delays enroute. Canteens, when in possession of prisoners, will be filled with water prior to entraining.

d. Securing from RTO complete information concerning movements, including schedule, route and halts.

e. Maintaining discipline, security and welfare of prisoners of war throughout the journey in accordance with the provisions of the Geneva Convention.

f. Delivering the prisoners of war in his custody to the commander of the receiving prisoner of war enclosure or his representative, securing receipt therefor.

g. Making written report of the trip to his immediate commander.

5. Intermediate and receiving base or section transportation officers concerned will comply with Transportation Corps technical directives covering personnel movements by rail.

BY COMMAND OF GENERAL EISENHOWER:

s/ R.B. Lovett
t/ R.B. LOVETT
Brigadier General, USA
Adjutant General

REPRODUCED, HQ COM Z
OFFICE OF CHIEF OF TRANSPORTATION
APO 887, US Army, 14 April 1945

G.W.G.
Distribution: "FF"

NUMBER 14
of
APPENDIX: 2

FROM CZTC - ORB No. 4

DAILY DEPOT RAIL MOVEMENT REPORT (DRM)

24 Hours Period Ending 1800 hours:

* During 24 Hr.Period
ℊ At Start of 24 Hr.Period
\# At End of 24 Hr.Period

PART V

Instal-
lation.

Class of Supply	(A) (#)	(B) (*)	(C) #	(D) ℊ	(E) *	(F) *	(G) *	(H) #	(I) #	(J) ℊ	(K) *	(L) *	(M) #	(N) #	Remarks
	INBOUND LOADED CARS								OUTBOUND LOADED CARS					EMPTY CARS	
	Outside of the Depot			Within the Depot											
Class of Supply	Estimated Cars Enroute		Cars Received in Local Area	Cars on Hand in Local Area	Cars on Hand Start of Period	Cars Received in Depot	Cars Reconsigned	Cars Unloaded	Cars on Hand End of Period	Loaded Cars Awaiting Waybilling	Waybilled Cars Awaiting Dispatch Start of Period	Cars Waybilled	Cars Dispatched	Waybilled Cars Awaiting Dispatch End of Period	Empty Cars on Hand in Depot and Local Area	

HOURS

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

INSTRUCTION SHEET

For

DAILY DEPOT RAIL MOVEMENT REPORT (DRM)
(form CZTC - ORB No. 4)

1. GENERAL:

a. Only data applicable to through rail movement, received by the reporting depot or railhead from a port or from another depot or railhead or shipped by the reporting depot or railhead to another depot or railhead or to a port, will be reported in lines 1 thru 18 of the form; breaking the data down by the classes of supply listed in lines 1 thru 18 of Paragraph 3 and making the proper entries in the various columns as defined in detail in Paragraph 2.

b. All other rail movement, not classified as through movement and so reported by class of Supply in lines 1 thru 18, will be reported in line 19 of the form. Line 19 will include all local rail movement received or shipped by the depot or railhead and all other rail movement which cannot properly be reported in lines 1 thru 18.

c. Depot and railhead RTOs will make physical checks or counts of the depot's own sidings and team tracks at 1800 hours daily to obtain the figures to be reported in Column (H) and those portions of the figures to be reported in Columns (M) and (N) not obtained from the local MRS or SNCF personnel, in other words, those cars to be included in Columns (M) and (N) which are actually on the depot's own tracks.

d. Undoubtedly at many depots and railheads, especially those located in Phase II and III railroad operating territory, the RTOs will have to take the initiative in developing the figures to be reported in Columns (B), (C) and (L) and those portions of the figures to be reported in Columns (M) and (N) normally obtained from the local MRS or SNCF personnel, but in all cases will make sure that the figures they report are the same as those being reported, by the local railroad personnel or the local Railway Operating Battalion, through railroad reporting channels.

e. Depot and railhead RTOs will maintain complete records of all Traffic Dispatch Advices received pertaining to their depot, and of all cars delivered to the local area that are destined for their depot, so that they may accurately estimate the number of loaded cars of each class of supply enroute to their depot. Depot RTOs will check their estimate d cars enroute figure each month, by totaling all the Traffic Dispatch Advices, bearing dates in the current month, that have been received up to and including the 15th day of the month, and by keeping separate records of all cars, covered by waybills dated in the current month, that are unloaded or reconsigned at their depots up to and including the 15th of the month, adding the number of cars on hand in the local area at 1800 hours on the 15th of the month, to the latter figure and subtracting the total from the former figure. The figure thus obtained will be reported in Column (A) of the report for the period ending 1800 hours on the 15th day of the month and will be carried forward until the 15th day of the following month, making the necessary daily adjustments to it, as described in detail in Paragraph 2a.

2. COLUMNS: Wherever the word depot is used in the definitions set forth in this paragraph, it will be interpreted as meaning either a depot or a railhead.

(A) Estimated Cars En Route - Enter in this column the estimated number of loaded cars en route to the depot at the end of the 24 hour period but do not include any cars on hand in the local area. Column (C). This figure should be checked daily to insure that it agrees with the previous day's figure, increased by the total number of cars reported on all Traffic Dispatch Advices received during the 24 hour period and decreased by the number of inbound, loaded cars delivered to the local area, Column (B), during the 24 hour period.

(B) Cars Received in Local Area - Enter in this column the total number of inbound, loaded cars delivered to the local area. Adjacent to the depot, from main line movement during the 24 hour period, including all cars delivered directly to the depot and therefore never held in local area yards or sidings. In other words all cars received from main line movement during the 24 hour period. This figure should be obtained from the local MRS or SNCF personnel.

(C) Cars on Hand in Local Area - Enter in this column all the inbound, loaded cars held in local yards or sidings at the end of the 24 hour period awaiting movement onto the depot's own tracks. This figure should be obtained from the local MRS or SNCF personnel, after they have made a physical count of cars held in the local yards and sidings, and should be checked with them daily to insure that it agrees with the previous day's figure increased by the number of inbound, loaded cars reported as delivered to the local area, Column (B), and decreased by the number of inbound, loaded cars reported as received in the depot, Column (B).

(D) Cars on Hand, Start of Period - Enter in this column the figure reported in Column (H) of the preceding day's report.

(E) Cars Received in Depot - Enter in this column the total number of inbound, loaded cars actually moved onto the depot's own tracks during the 24 hour period and all inbound, loaded cars, held in local yards and sidings outside of the depot, which are actually reconsigned and waybilled to their new destinations during the 24 hour period. In other words, the reconsigning of cars held outside of the depot will in itself be considered receipt of the cars in the depot, even if such cars never actually enter the depot. This figure should be checked with the local MRS or SNCF personnel to make sure that their figure agrees.

(F) Cars Reconsigned. Enter in this column the total number of inbound, loaded cars that are reconsigned and actually way-billed to their new destinations during the 24 hour period. Include in this figure, all inbound, loaded cars which are reconsigned and waybilled to their new destinations while still held in local yards and sidings and, are therefore not actually brought into the depot, but report such cars as cars received in the depot, Column (E), during the same 24 hour period, so that the balance between Columns (D) and (H) may be maintained.

(G) Cars Unloaded - Enter in this column the total number of inbound cars unloaded by the depot during the 24 hour period. Do not include any cars that may have been reconsigned.

(H) Cars on Hand, End of Period - Enter in this column the total number of inbound, loaded cars held on the depot's own sidings or team tracks at the end of the 24 hour period, excluding any cars that have been reconsigned and actually waybilled to new destinations. This figure should be checked daily to insure that it agrees

with previous day's figure, Column (D), increased by the number of inbound, loaded cars reported as received in the depot, Column (E), and decreased by the number of inbound cars reported as unloaded, Column (G), and reported as reconsigned, Column (F).

(I) Loaded Cars Awaiting Waybilling - Enter in this column the total number of outbound cars, loaded by the depot, that are on hand but not waybilled at the end of the 24 hour period, obtaining the figure by making a physical check of the depot's own tracks. Do not include any cars, the reconsignment of which may be contemplated.

(J) Waybilled Cars Awaiting Dispatch, Start of Period - Enter in this column the figure reported in column (M) of the preceding day's report.

(K) Cars Waybilled - Enter in this column the total number of outbound cars, loaded or reconsigned by the depot, that have been actually waybilled during the 24 hour period, checking with the local MRS or SNCF personnel to make sure that their figure agrees.

(L) Cars Dispatched - Enter in this column the total number of outbound loaded cars, previously waybilled, which have been made up into trains and dispatched in main line movement during the 24 hour period, including cars that have been reconsigned and waybilled to their new destinations. This figure should be obtained from the local MRS or SNCF personnel.

(M) Waybilled Cars Awaiting Dispatch, End of Period - Enter in this column the total number of outbound, loaded cars that have been waybilled and are on hand awaiting dispatch in main line movement, at the end of the 24 hour period, including cars that have been reconsigned and waybilled to their new destinations. This figure will include outbound, loaded cars made up into trains, which have not been dispatched at the end of the period, as well as waybilled cars held in local yards and sidings and/or on the depot's own tracks. It should be obtained by making a physical check of the depot's own tracks and combining the figure thus obtained with that obtained from the local MRS or SNCF personnel, after they have made a physical count of the cars held awaiting dispatch in local yards and sidings, and should be checked with them daily to insure that it agrees with the previous day's figure, Column (J), increased by the number of outbound, loaded cars reported as waybilled, Column (K) and decreased by the number of outbound, loaded cars reported as dispatched, Column (L).

(N) Empty Cars On Hand in Depot and Local Area - Enter in this column the total number of empty cars on hand at the end of the 24 hour period; including empty cars held on the depot's own tracks, determined by a physical check of the same, and empty cars held in local yards and sidings, obtaining this latter part of the figure from the local MRS or SNCF personnel after they have made a physical count. Where two or more depots are served by the same local yard or sidings care should be taken that the same empty cars are not reported twice by the different RTOs.

3. LINES:

(1) AIR V (ORD V.A) - Air Ammo

(2) AIR II & IV - Air General

(3) AIR III (QM III.A) - Air Petrol

(4) CWS V - CWS Ammo

(5) CWS II & IV - CWS General

(6) ENG II & IV - Engineer General

(7) MED II & IV - Medical General

(8) ORD V - Ordnance Ammo

(9) ORD II & IV - Ordnance General

(10) QM II & IV - QM General

(11) QM II & IV -QM General

(12) QM II - QM Petrol

(13) QM I - QM Subsistence

(14) SIG II & IV -Signal General

(15) TC II & IV -Transportation General

(16) CIV AFF - Civil Affairs General

(17) COAL

(18) MAIL AND MISCELLANEOUS

(19) OTHER

(20) TOTALS

FORM: CZTC - ORB No. 5

DAILY DEPOT TRUCK AND BARGE MOVEMENT REPORT (DTBM)

* During 24 Hr. Period.
ℓ At Start of 24 Hr. Period.
\# At End of 24 Hr, Period.

24 Hour Period Ending 1800 Hours: _____

	TRUCK MOVEMENT							BARGE MOVEMENT								
	INBOUND			OUTBOUND				INBOUND			OUTBOUND					
Installation / Class of Supply	(A) * Tonnage Received	(B) * Tonnage unloaded	(C) # Tonnage Awaiting Unloading End of Period	(D) * Tonnage loaded	(E) * Tonnage Dispatched	(F) # Tonnage Awaiting Dispatch End of Period	(G) # Estimated Tonnage Route	(H) ℓ Tonnage Awaiting Unloading Start of Period	(I) * Tonnage Received	(J) * Tonnage Unloaded	(K) # Tonnage Awaiting Unloading End of Period	(L) ℓ Tonnage Awaiting Dispatch Start of Period	(M) * Tonnage loaded	(N) * Tonnage Dispatched	(C) # Tonnage Awaiting Dispatch End of Period		Remarks

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

INSTRUCTION SHEET

for

DEPOT TRUCK AND BARGE MOVEMENT REPORT (DTBM)

(Form CZTC – ORB No. 5)

1. GENERAL:

a. Only data applicable to through truck and barge movement, received by the reporting depot or railhead from a port or from another depot or railhead or shipped by the reporting depot or railhead to another depot or railhead or to a port, will be reported in lines 1 thru 18 of the form; breaking the data down by the classes of supply listed in lines 1 thru 18 of Paragraph 3 and making the proper entries in the various columns as defined in detail in Paragraph 2.

b. All other truck and barge movement, not classified as through movement and so reported by class of supply in lines 1 thru 18, will be reported in line 19 of the form. Line 19 of the form will include all local truck and barge movement received by the depot or railhead and all other truck and barge movement which cannot properly be reported in lines 1 thru 18.

c. Depot or railhead RTOs will make physical checks or counts at 1800 hours daily of the tonnage awaiting unloading from trucks and barges, to be reported in Columns (C) and (K), and of the tonnages loaded on trucks and barges that are awaiting dispatch, to be reported in Columns (F) and (O).

d. Depot or railhead RTOs will report any truck or barge tonnages that may be reconsigned at their depot without actually being unloaded, together with the new destination or destinations to which such tonnages are reconsigned, using the remarks Column for this purpose and making the proper adjustments in the tonnages awaiting unloading at the end of the period, Columns (C) and/or (K).

e. Depot and rail RTOs will maintain complete records of all Traffic Dispatch Advices received pertaining to barge movement to their depot, and of all tonnage received at their depot via barge, so that they may accurately estimate the tonnage of each class of supply enroute to their depot. Depot RTOs will check their estimated tonnage enroute figure each month, by totaling all the Traffic Dispatch Advices, bearing dates in the current month, that have been received up to and including the 15th day of the month, and by keeping separate records of those tonnages, covered by waybills dated in the current month, that are received at their depot up to and including the 15th of the month. The figure thus obtained will be reported in Column (G) of the report for the period ending 1800 hours on the 15th day of the month and will be carried forward until the 15th day of the following month, making the necessary daily adjustments to it, as described in detail in Paragraph 2(G).

2. COLUMNS: Wherever the word depot is used in the definitions set forth in this paragraph it will be interpreted as meaning either a depot or a railhead.

(A) Tonnage Received (via Truck) - Enter in this column the total tonnage arriving at the depot via motor transport during the 24 hour period from ports or other depots or railheads.

(B) Tonnage Unloaded (From Trucks) - Enter in this column the total tonnage unloaded by the depot from motor transport during the 24 hour period received from ports or other depots or railheads.

(C) Tonnage Awaiting Unloading, End of Period (from Truck) - Enter in this column the total tonnage awaiting unloading from motor transport by the depot at the end of the 24 hour period, making a physical check to determine the figure and making sure it agrees with the previous day's figure increased by the tonnage as received, Column (A) and decreased by the tonnage reported as unloaded, Column (B).

(D) Tonnage Loaded (on Truck) - Enter in this column the total tonnage loaded on to motor transport by the depot during the 24 hour period, for movement to other depots or railhead or for movement to ports.

(E) Tonnage dispatched (via Truck) - Enter in this column the total tonnage leaving the depot via motor transport during 24 hour period, consigned to other depots or railheads or to ports.

(F) Tonnage Awaiting Dispatch, End of Period (Via Truck) - Enter in this column the total tonnage that has been loaded onto motor transport by the depot, and is on hand awaiting dispatch at the end of the 24 hour period making a physical check to determine the figure and making reported as loaded Column (D), and decreased by the tonnage reported as dispatched, Column (E).

(G) Estimated Tonnage En Route (Via Barge) - Enter in this column the estimated tonnage en route to the depot at the end of the 24 hour period This figure should be checked daily to insure that it agrees with the previous day's figure, increased by the total tonnage reported on all Traffic Dispatch Advices received during the 24 hour period and decreased by the tonnage received at the port during the 24 hour period, Column (I).

(H) Tonnage Awaiting Unloading, Start of Period (Via Barge) - Enter in this column the figure reported in column (K) of the preceding day report.

(I) Tonnage Received (via Barges) - Enter in this column the total tonnage arriving at the depot via barge during the 24 hour period, from ports or other depots or railheads.

(J) Tonnage Unloaded (From Barge) - Enter in this column the total tonnage unloaded by the depot during the 24 hour period, from ports or other depots or railheads.

(K) Tonnage Awaiting Unloading, End of Period (From Barge) - Enter in this column the total tonnage awaiting unloading from barges by the depot at the end of the 24 hour period, making a physical check to determine the figure and making sure it agrees with the previous day's figure increased by the tonnage reported as received Column (I), and decreased by the tonnage reported as unloaded, Column (J)

(L) Tonnage Awaiting Dispatch, Start of Period (via Barge) - Enter in this column the figure reported in Column (O) of the preceding day's report.

(M) Tonnage Loaded (on Barge) - Enter in this column the total tonnage loaded onto barges by the depot during the 24 hour period, for movement to other depots or railheads or for movement to ports.

(N) Tonnage Dispatched (Via Barge) - Enter in this column the total leaving the depot via barge during the 24 hour period, consigned to other depots or railheads or to ports.

(O) Tonnage Awaiting Dispatch, End of Period (via Barge) - Enter in this column the total tonnage that has been loaded onto barges by the depot and is on hand awaiting dispatch at the end of the 24 hour period, making a physical check to determine the figure and making sure it agrees with the previous day's figure increased by the tonnage reported as loaded Column (M) and decreased by the tonnage reported as dispatched, Column (N).

3. LINES:

(1) AIR V (ORD V.A.) - Air ammo

(2) AIR II & IV - Air General

(3) AIR III (QM III.A) - Air Patrol

(4) CWS V - CWS Ammo

(5) CWS II & IV - CWS General

(6) ENG II & IV - Engineer General

(7) MED II & IV - Medical General

(8) ORD V - Ordnance Ammo

(9) ORD II & IV - Ordnance General

(10) ORD VEH - Ordnance Vehicles

(11) QM II & IV - QM General

(12) QM III - QM Patrol

(13) QM I - QM Subsistence

(14) SIG II & IV - Signal General

(15) TC II & IV - Transportation General

(16) CIV AFF - Civil Affairs General

(17) COAL

(18) MAIL and MISSELLANEOUS

(19) OTHER

(20) TOTALS

[illegible]

FORM: CZTC - ORB No. 6

Movements Division
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DAILY DEPOT TONNAGE DISPATCH REPORT (DDD)

24 Hour Period Ending 1800 Hours.

(A) Installation	(B) Class of Supply	(C) Means of Transportation	(D) Destination	(E) Cars or tonnage Dispatched	(A) Installation.	(B) Class of Supply	(C) Means of Transportation	(D) Destination	(E) Cars or tonnage Dispatched

R E S T R I C T E D

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

INSTRUCTION SHEET

for

DAILY DEPOT TONNAGE REPORT (DDD)
(Form CZTC - ORB No.6)

1. GENERAL:

a. This report will breakdown by principal destinations the tonnages dispatched from depots or railheads by rail, truck and barge, including both tonnages loaded by the depot and tonnages reconsigned by the depot, using cars in lieu of tonnages for rail movements. Principal destinations will include regulating stations, other depots and ports, but will not include local stations or army railheads, which will all be grouped in a single entry, using "OTHER" to denote the destination.

2. COLUMNS:

(A) Enter in this column the code designations of the reporting depot or railhead.

(B) Enter this column the class of supply dispatched

(C) Enter in this column the method of transportation by which the tonnage is being shipped. that is rail, truck or barge.

(D) Enter in this column the numerical designations of the regulating stations, the code designations of the depots, and the numerical designations of the ports, to which tonnages have been dispatched during the 24 hour period using a separate line for each principal destination and a line for "OTHER" destinations. The above will be repeated for each means of transportation by which tonnages are dispatched.

(E) Enter in this column the tonnages (cars for rail movement) dispatched to each principal destination and to "OTHER" destinations, entering separate tonnage totals for each means of transportation involved. These separate totals should check with the tonnage dispatch entries, made in Column (K) of the Daily Depot Rail Movement Report and in Column (E) and (N) of the Daily Depot Truck and Barge Movement Report for the corresponding day. The information entered in this column should be obtained from the local MRS or SNCF personnel in the case of rail movement, but the depot RTOs should take the initiative in developing the data, especially at depots located in Phase II and III railroad operating territory.

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HEADQUARTERS

COMMUNICATION ZONE ETOUSA

OFFICE OF THE CHIEF OF TRANSPORTATION

APO 887

11 March 1945

Sheet # 1

DEPOT CAR LOADING SUMMARY - For 5 Days Period Ending 1800 Hrs. 10 March 1945

NUMBER 15 of APPENDIX 2 PART V

Class of Supply	Depot	Location	Average Rail Forwardings Plus Reconsignments (Tons)	Daily Rail Target (Tons)	Average Rail Forwardings (Tons)	Average Rails Reconsignments (Tons)	Average No. of Cars Loaded	Average No. of Cars Forwarded	Average NO. of Cars Reconsigned	N*. of Cars Awaiting Forwarding at 1800 hrs. 10 March 194
QM I	Q-177	Paris	462	100	462	-	34	33	-	56
	Q178	Verdun	3780	2520	2618	1162	203	187	83	49
	Q179	Bressoux	2512	2085	2296	216	149	164	14	9
	Q183	Charleroi	490	900	490	-	79	35	-	137
	St POL DE LEON		112	250	112	-	7	8	-	-
	NBS Depots		280	200	280	-	23	20	-	78
QM II & IV (9.5 Tons)	Q177	Paris	171	340	114	57	11	12	6	35
	Q180-	Reims	400	700	352	48	37	37	5	99
	Q185	Lille	495	550	390	105	30	41	11	84
	Q185E	Mons	67	200	67	-	8	7	-	1
	NBS Depots		133	200	133	-	17	14	-	-
ENG II & IV (10.5 Tons)	E508	Paris	389	350	389	-	36	37	-	-
	E511	Laon	399	300	210	189	2	20	18	-
	E513T	Libramont	95	150	74	21	1	7	2	-
	E514	Liege	441	650	357	84	29	34	8	-
	E517	Alizay	74	100	74	-	14	7	-	-
	E518	Mumes	872	557	315	35	53	30	109	70

C O N F I D E N T I A L

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

11 March 1945

INBOUND DEPOT MOVEMENT SUMMARY (IDM) - 5 Day Period Ending 1800 Hrs 10 March 1945

NUMBER 16 of APPENDIX 2 PART V

Class of Supply	Depot	Location	TOTAL MOVEMENT Avg Dly Performance (Tons)	TOTAL MOVEMENT Daily Target (Tons)	Target Origins	RAIL MOVEMENT Avg Dly Performance (Tons)	RAIL MOVEMENT Daily Target (Tons)	TRUCK MOVEMENT Avg Dly Performance (Tons)	TRUCK MOVEMENT Daily Target (Tons)	BARGE MOVEMENT Avg Dly Performance (Tons)	BARGE MOVEMENT Daily Target (Tons)
QM 1	Q-174	Rennes	287	560	Cher. 460 (R) Depots 100 (R)	64	560	223	-	-	-
	Q-177	Paris	1019	1175	Cher. 610 (R) Depots 265 (R) Rouen 300 (B)	966	875	3	-	50	300
	Q-178	Verdun	4861	2300	Rouen 150 (R) Le Havre 300 (R) Antwerp 1250 (R) Depots 600 (R)	2533	2300	28	-	-	-
	Q-179	Bressoux	3409	3340	Rouen 75 (R) Depots 400 (R) Antwerp 1965 (T) Antwerp 900 (B)	1092	475	1826	1965	491	900
	Q-180	Reims	746	1055	Cher. 130 (R) Antwerp 750 (R) Depots 100 (R) Rouen 75 (B)	563	980	183	-	-	75
	Q-181	Le Havre	617	150	Rouen 150 (T)	98	-	519	150	-	-
	Q-183	Charleroi	1091	1745	Rouen 180 (R) Antwerp 1535 (R) Depots 30 (R)	1036	1745	55	-	-	-
QM II & IV	Q-177	Paris	448	150	Depots 100 (R)	358	100	41	-	49	50

(R) Via Rail (T) Via Truck: (B) Via Barge:

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COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
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11 March 1945

OUTBOUND PORT MOVEMENT SUMMARY (0PM) - 5 Day Period Ending 1800 Hrs. 10 March 1945

NUMBER 17 of APPENDIX 2 PART V

PORT	CLASS OF SUPPLY	DESTINATION	TOTAL -- PLANNED -- AND -- AVERAGE -- DAILY -- TONNAGE -- RAIL DAILY	RAIL PLANNED	TRUCK DAILY	TRUCK PLANNED	BARGE DAILY	BARGE PLANNED	TOTAL DAILY	TOTAL PLANNED
ANTWERP	QM I &	Q-178	1521	1250	-	-	-	-	1521	1250
		Q-179	340	-	944	1965	-	900	1280	2865
	REEFER	Q-180	551	750	-	-	-	-	551	750
		Q-183	638	1535	89	-	-	-	727	1535
		Q-185-F	-	-	-	190	-	-	-	190
		Nancy	-	1000	-	-	-	-	-	1000
		Other Destinat.	141	-	113	-	-	-	254	-
		Total	3190	4535	1146	2155	-	900	4336	7590
	QM II & IV	Q-183	501	500	--	-		-	501	500
		Q-185	263	-	70	-	171	1000	504	1000
		Q-185-E	19	400	174	700	-	-	193	1100
		Q-185-F	-	-	-	50	-	-	-	50
		Other Destinat.	886	-	7	-	-	-	893	-
		Total	1670	900	251	750	171	1000	2092	2650
	QM III	Mars Latour	-	220	-	-	-	-	-	220
		183 -P	2	220	-	-	-	-	2	220
		Virton	3	220	-	-	-	-	3	220
		177- P	-	200	-	-	-	-	-	200
		Other Destinat.	2186	-	55	-	-	-	2241	-
		Total	2191	860	55	-	-	-	2246	860

C O N F I D E N T I A L

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

11 March

OUTBOUND DEPOT MOVEMENT SUMMARY (ODM) - For 5 Day Period Ending 1800 Hrs. 10 March 1945

Sheet #1

Class of Supply	Depot	Location	TOTAL MOVEMENT Avg Dly Performance (Tons)	TOTAL MOVEMENT Daily Target (Tons)	RAIL MOVEMENT Avg Dly Performance (Tons)	RAIL MOVEMENT Daily Target (Tons)	TRUCK MOVEMENT Avg Daily Performance (Tons)	TRUCK MOVEMENT Daily Target (Tons)	BARGE MOVEMENT Avg Dly Performance (Tons)	BARGE MOVEMENT Daily Target (Tons)
QM I	Q-177	Paris	555	100	462	100	93	-	-	-
	Q-178	Verdun	2869	2520	2618	2520	251	-	-	-
	Q-179	Bressoux	2635	2085	2296	2085	339	-	-	-
	Q-183	Charleroi	531	900	490	900	61	-	-	-
	St POL DE LeON		112	250	112	250	-	-	-	-
	NBS Depots		532	200	280	200	252	-	-	-
QM II & IV	Q-177	Paris	130	340	114	340	16	-	-	-
	Q-180	Reims	546	700	352	700	194	-	-	-
	Q-185	Lille	614	550	390	550	224	-	-	-
	Q-185-E	Mons	147	200	67	200	80	-	-	-
	NBS Depots		133	200	133	200	-	-	-	-
ENG II & IV	E-508	Paris	459	350	389	350	70	-	-	-
	E-511	Laon	221	300	210	300	11	-	-	-
	E-513	Libramont	74	150	74	150	-	-	-	-
	E-514	Liege	541	650	357	650	184	-	-	-
	E-517	Alizay	74	100	74	100	-	-	-	-
	E-518	Lumes	572	400	557	400	15	-	-	-
	E-519	Brussels	736	525	725	525	11	-	-	-
	NBS Depots		537	1300	389	1300	148	-	-	-

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C O N F I D E N T I A L

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887

11 March 1945

DEPOT CAR UNLOADING SUMMARY - For 5 Day Period Ending 1300 Hours, 10 March

Sheet #1

Class of Supply	Depot	Location	Average Rail Unloadings Plus Reconsignments (Tons)	Daily Rail Traget (Tons)	Average Rail Unloadings (Tons)	Average Rail Reconsignments (Tons)	Average No. of Cars Received	Average No. of Cars Unloaded	Average No. of Cars Reconsigned	No. Cars on Hand at 1800 Hours 10 March 1945	Estima Cars En at 1800 10 Marc
QM I (14,0 Tons)	Q-174	Rennes	64	560	64	-	4	5	-	9	-
	Q-177	Paris	1151	875	966	185	81	69	13	59	275
	Q-178	Verdun	3695	2300	2533	1162	288	181	83	169	475
	Q-179	Bress oux	1288	475	1092	196	82	,78	14	184	85
	Q-180	Reims	563	980	563	-	33	40	-	93	96
	Q-181	Le Havre	98	-	98	-	2	7	-	4	16
	Q-183	Charleroi	1442	1745	1036	406	75	74	29	34	10
QM II & IV (9,5 Tons)	Q-177	Paris	491	100	358	133	53	38	14	129	443
	Q-180	Reims	1589	900	1543	46	209	162	5	540	250
	Q-181	Le Havre	140	-	140	-	9	10	-	8	20
	Q-183	Charleroi	789	500	551	238	62	58	25	6	63
	Q-185	Lille	818	-	713	105	56	75	11	99	47
	Q-185-E	Mons	103	400	103	-	8	10	-	4	14
ENG II & IV (10,5 Tons)	E-508	Paris	508	600	508	-	47	50	-	39	393
	E-511	Laon	871	200	682	189	83	65	18	208	98
	E-513	Libramont	282	350	241	21	23	23	2	25	55
	E-514	Liege	409	825	325	84	16	31	8	57	100
	E-517	Alizzy	31	300	31	53	10				

C O N F I D E N T I A L

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HEADQUARTERS
COMMUNICATIONS ZONE, ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
HIGHWAY BRANCH, MOVEMENTS DIVISION
APO 887

PAL/bms

2 February 1945

SUBJECT: Semi-Monthly Report.

TO : ACOT, Movements Division, OCOT, APO 887

1. In addition to routine functions, including issue of Motor Movements Instructions, constant coordination between Base Sections on all Highway matters, and amintaining records on all Main Routes, this Branch accomplished the following during the period covered by this report:

a. Worked considerably on traffic regulation during thaw periods. Information was obtained on conditions existing and likely to exist on the Continent from French Liaison Officer assigned to this office and from each Base Section. Procedures were adopted whereby certain areas in Communications Zone would become restricted to certain traffic during time of thaw. The Base Section controlling the area would give all Headquarters concerned the alert by teleprint and, should the thaw warrant putting the plan into effect, would confirm the time and date effective. In connection with this subject, secured and distributed to Transportation Officer, each Base Section, SHAEF Adm. Memo No. 41, dated 8 Dec 44, w/annex, list of Dept. Engrs of Ponts et Chaussees of France, and Directive, Hq COM Z, ETOUSA, dated 25 January 45, reference "Thaw Precautions on Roads."

b. Blanket highway clearance was given for movement from CBS of twenty-five (25) IPW Teams urgently needed for duty with operational units.

c. Received details from ADSEC on new TCPs put into operation during this period and took steps to see that all Base Sections utilized these TCPs and had a full understanding of the procedure.

d. Provided Planning and Control Division with route by road to Biarritz for leave troops from Paris.

e. Requested and received of SOLOC information pertinent to Highway Control in Delta and Conad Base Sections, needed because of the contemplated change in the jurisdiction of these Base Sections from SOLOC to Communications Zone.

f. Principle Road Movements coordinated by this Branch during this period were as follows:
28th Infantry Division from Sissone (CBS) to Granges (Army)
65th Infantry Division from St Valery (CBS) to Hofstade (Army)
69th Infantry Division from Forges (CBS) to Sissone (CBS)
76th Infantry Division from Louvetot (CBS) to Nauroy (Army)

2. a. Number of personnel moved during this period:
Approximately - 26,548

b. Number of vehicles moved during this period:
Approximately - 10,909

s/ Paul A Ludolph
t/ PAUL A LUDOLPH
Major, TC
Chief, Hwy Br
Mov Div, OCOT
ELY 1980, x 40

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of
APPENDIX 2, PART V

Lift of Ordnance Class II & IV Materiel - UK to Continent

	TO	FROM	
1	G-4 (attn: Col. Neil	ORD:	16 Jan 1945

1. Ordnance Service was allocated 14,000 D. W. tons for lift from the UK to the Continent in December 1944. As of 1 December, 1944, Ordnance Service, UK Base Section had 61% of this December Class II & Iv tonnage allocation on file with Transportation Corps, UK Base. Based on Transportation Corps, UK Base Report "Tonnage, Personnel & Vehicles - UK to Continent", at the end of December 1944, 1,126 D.W. tons remained unlifted against the Ordnance Class II & Iv allocation for that month and was thereby lost to the Ordnance monthly lift.

2. On January 1, 1945, Ordnance Service, UK Base, had filed 87% against the Class II ' IV monthly tonnage allocation of 19,000 D.W. tons. On 8 January 1945, Ordnance Service, UK Base, had filed over 100% of the month's allocation with Transportation Corps, UK Base.

a. During the first eight (8) days of January, Transportation, Corps, UK Base, loaded 1,552 D.W. tons against the January allocation. Transportation Corps, UK Base, report as of 2400 hours, 8 January 1945, "Tonnage, Personnel & Vehicles - UK to Continent", shows that only 577 D.W. tons of Class II & Iv Ordnance supplies had been covered by OMI's during the first eight (8) days of January against a total of 19,975 D.W. tons on DSSD's.

3. Whereas 1,126 D.W. tons of Ordnance Class II & IV for December was not lifted, apparently due to a shortage of shipping space, attention is invited to the failure of other Services to fill their allocations, tonnage which might have been utilized for movement of Ordnance Class II & IV supplies (reference cable from G-4, to UK Base Section, Ref. No. EX-71977, dated 8 December 1944)

	Engineer	QM	Civil Affairs
Allocated	47,000	47,000	16,000
Loaded	27,222	48,452	620

4. Based on cable from G-4 to UK Base Section, ref. No. EX-78019, dated 23 December 1944, the following January allocations were set up for the three (3) Services cited in paragraph 3 above and are shown here with the percentage of shipment as reported through 8 January 1945, as compared with Ordnance Class II & IV.

	Engineer	QM	Civils Affairs	Ordnance
Allocated	36,000	70,000	16,000	19,000
% of Shipment of allocation	18%	21%	17%	.05%

5. Priority "A" Ordnance Class II & IV long tons still at UK Depots, against requisitions issued by this office since 1 November 1944, which has not yet been called forward by Transportation Corps, total as follows:

Depot	Long Tons
G-25	1,136
G-25-24	317
G-40	478
O-640	2,568
O-642	590
Total	5,089

6. It is apparent from the above figures that Ordnance Service has not been receiving a proportionate share of available lift against their allocation and that the situation will grow increasingly disproportionate unless immediate steps are taken to call forward materiel awaiting movement in UK Depots. The above 5,089 tons in Priority A is urgently needed to fill existing shortages in the Armies, Air Force and Communications Zone on the Continent.

7. It is pointed out that the flow of materiel from the UK must be a regular flow of supplies since the entire supply movements program on the Continent is planned on the regular receipt of this materiel together with the supplies received direct from the US. There is a limitation to depot receiving facilities on the Continent and the entire supply movements program may be materially affected if the flow from the UK is not steady. The backlog of Ordnance tonnage to be moved during January from the UK should therefore be picked up and spread throughout the remainder of the month of January so as not to throw too high a peak-load on Continental depots.

8. Request this office be notified of action taken.

/s/ JOEL G. HOLMES
Colonel, Ord. Dept.
Deputy Chief Ordnance Officer

	TO	FROM	
2	C/Ord	G-4	19 Jan 1945

1. Above memorandum indicates misunderstanding on the part of Ordnance Service of several factors pertaining to both tonnage deficiencies ex UK and also the responsibilities of Chiefs of Supply Services in the accomplishment of an orderly supply movement. It is recommended that the basic Theater directive, subject: "Shipping Program to Continent", file AG 400.22 OpGD, dated 26 October 1944, be reviewed.

2. Ordnance Service had only 61% of allocated tonnage on DSSD 1 December and only 87% on 1 January. The requirement is that 100% be on file with Base Transportation Officer at all times; i.e., DSSD's must be kept projected a minimum of 30 days at all times.

3. The complaint is made that 1,126 LT of Ordnance supplies were not moved from the UK during December out of an allocation of 14,000 LT. Attention is invited to the fact that only 4,267 LT were moved daily in December, against a daily allocation to all Services of 6,452 LT. Therefore, on a strict pro rata basis, Ordnance Service would have moved only 66% (9,240 LT) instead of 92%. The comparison made with other Services in Paragraph 3 of Action 1, and the conclusion drawn, are therefore invalid. The reason Engineer Service and Civil Affairs did not lift tonnage was that several Services, such as Ordnance and Quartermaster, received far more than their pro rata share of available lift. For your information, there was no failure on the part of other Services to fill their allocations.

4. During the first 13 days of January, the average daily outloadings were 4,928 deadweight tons. This is against an allocation of 7500 deadweight tons, which represents a realised lift of approximately 66%. Positive steps have been taken by Asst. Chief of Staff, G-4, to insure that the daily lift ex UK is developed to meet requirements of 7,500 LT. An improvement over December daily lift of 14% has already been made, and it is expected that outloadings will continue to increase until required daily lift is attained.

For the Asst. C. of S., G-4
/s/ Donald R. NIEL
Col., GSC
Asst. for Supply

	TO	FROM		
3	G-4 APO 887 (Attn Col. Neil)	C/Ord APO 887	27 Jan 1945	

1. Reference paragraph 1 of Action 2 above, "Shipping Program to Continent", file: AG 400.22 OpGD, dated 26 October 1944, has been reviewed.

2. Ordnance Service desires to have sufficient tonnage on DSSD at all times in order that materiel may be moved by the Transportation Corps as expeditiously as possible. However, due to the time lag, it is impractical, from an Ordnance viewpoint to set up items on DSSD for a long period of time as these items are not on Stock Control records after they are placed on DSSD. Many Ordnance critical items have been on DSSD since November, therefore these items are not on Ordnance Stock Control records, which is not a healthy condition. Materiel on DSSD should be moved from UK in a minimum of forty-five (45) days in order that the Stock Control records of this office may reflect all items in the Theater stockage. It is realized that the UK Base Transportation Office must have a sufficient backlog of DSSD's for planning purposes. However, past experience has proven that sufficient planning of movement of materiel has not been made by that office for the following reasons:

a. OMI's are issued by Transportation Corps with a very short time to accomplish loadings in UK Ordnance Depots which causes much difficulty in depots. In view of the foregoing, the critical manpower situation in Ordnance Depots in the UK is overtaxed to accomplish the task in a given time.

b. Experience in the past three (3) months indicates that the out-movement of materiel on UK Ordnance Depots is on an uneven flow, thereby causing peak-loads in our depots and poor utilization of manpower. Depots are unable to plan in advance due to this condition. It is recommended that steps be taken to have materiel called forward on a definite schedule during the entire month in order to avoid peak-loads of outward movement of Ordnance materiel from UK depots.

3. Reference paragraph 3 of Action 2 above, it is realized that certain supply services were unable to fill allocations for December lift. However, in order to adequately supply Armies with Ordnance materiel, additional tonnage allocation must be made available to Ordnance Service. During January the outward movement of Ordnance materiel from the UK Base has been very slow and will not meet the allocation of 19,000 tons for Class II Ordnance materiel. An example which will indicate that allocation will not be met by 31 January is as follows:

a. Materiel on DSSD 15 January, 17,234 long tons

b. OMI's received January 1st through January 15th 6,001 long tons.

c. Materiel actually moved from UK as of 23 January, 6,167 long tons.

NOTE: With two (2) days exception Ordnance Service has had 100% of their tonnage allocation on DSSD since January 6th.

Unless a substantial improvement on Ordnance tonnage lift from UK is realized, the supply of critical Ordnance Class II items in UK Depots cannot be made available to the Field Forces. UK Ordnance is filling 85% of requisitions there which reflects a healthy stock condition. At present this is impossible on the Continent.

4. Every effort is being made by Ordnance Service to comply with all directives of this Headquarters and the Transportation Corps so that critical materiel now in UK Depots may be transferred to the Continent without delay, but in order to accomplish this it is imperative that ;

a. Steps be taken to increase the lift of materiel from the UK to the Continent.

b. Materiel be moved from Ordnance Depots in the UK in a steady flow to prevent peak-loads in Ordnance Depots.

c. Materiel be moved in the shortest possible time, in order that adequate records may be maintained and that materiel is not off-records for extended periods.

d. Materiel being received in Continental Depots in an even flow in order that same may be adequately handled in view of large shipments being currently received ex US.

e. Materiel in UK Depots on DSSD be moved as soon as possible as it causes an acute storage problem, due to lack of space in depots. Materiel on DSSD requires storage peculiar to materiel ready for shipment, therefore, it cannot be stored in a normal and economical manner.

5. It will be necessary for Ordnance to requisition the critical items of supply from the US if these items are not lifted from the UK in a reasonable length of time or if they are held in UK on DSSD which does not reflect the items on the stock control system of this headquarters. Ordnance Class II items in UK Depots are considered as part of the Theater Reserve, therefore, these items must be readily available as same are required on the Continent, otherwise it is mandatory steps be taken to requisition these items from the US.

/s/ JOEL G. HOLMES
Colonel, Ord. Dept
Deputy Chief Ordnance Officer

Lift of Ordnance Class I & IV Material - UK to Continent

4	COT	G-4	7 Feb	1. Forwarded for your comments.

For the Assistant Chief of Staff,
G-4:

/s/ JOHN W. MOORE
Lt. Col., G.S.C.
Chief, SR Br.

1st W/Ind.

JTG/js

5 : COMMUNICATIONS ZONE, ETOUSA, Office of the Chief of Transportation, APO 887
TO: CG, UK Base Section, APO 413 (Attn: Transportation Officer) 12 Feb 1945

Information is requested, upon which to base a reply.

For the Chief of Transportation:

/s/ JOHN F. SEIBERLING Jr.
Major, Trans. Corps.,
Acting Chief, Freight Branch
Movements Division

2nd W/Ind.

6 : BASE TRANSPORTATION OFFICE, UK BASE, APO 413
TO : Hq Com Z, ETOUSA, Office of the Chief of Transportation, APO 887

LT. COL. FRECHIE/1364
15 February 1945

1. The complaint made by the Chief Ordnance Officer, APO 887, regarding failure to lift necessary Ordnance supplies from UK to Tontinent is not substantiated by the facts in the matter. Figures seem to indicate that instead of Ordnance having received less than their proportionate share of the available lift, they in fact received <u>considerably more</u> than an equitable proportion.

2. During the month of December 1944 our figures show that a total of 24,654 DWT of Ordnance supplies were loaded aboard ships at UK ports for Continental discharge. This represented 98.6% of the allocation to Ordnance for that month. It is interesting to note that during the month of December 1944, the total lift from the UK to the Continent was only 66% of the total allocation for all Services.

3. During the month of January 1945 records show that a total of 14,811 DWT of Ordnance supplies were actually loaded on vessels in UK ports for Continental discharge, representing 70.5% of the total monthly allocation. During January 1945, the total UK-Continent lift was only 67% of the total allocation to all Services.

4. During the first ten days of February 1945 records show that a total of 10,240 DWT of Ordnance supplies have been actually loaded on vessels at UK ports for Continental discharge. This compares with a total monthly allocation for Ordnance of 21,000 DWT. It is pertinent to note that the total lift from UK to Continent for the first ten days of February 1945 was only 58% of the total allocation for all Services.

5. Pursuant to Directive issued by Headquarters ETOUSA 26 October 1944, the Services were directed to maintain at all times DSSDs projected 30 days in advance of the issuance of OMI's. The 30 day allocation for Ordnance Service is how 21,000 DWT and Ordnance has on file with the BTO, not processed as of 2400 hours, 13 February 45, 20,500 DWT. If this basis can be maintained, it will not be difficult, so far as availability of traffic is concerned, to obtain an orderly movement of supplies from Ordnance depots to UK ports. The fact that the Ordnance tonnage loaded in February is running better than a proportionate share of the available lift appears to be conclusive evidence that supplies are moving from Ordnance depots at a reasonably level rate.

6. From time to time very considerable difficulty has been experienced in connection with outloading of Ordnance supplies, particularly Class II, from the Ordnance Depots at Tidworth, Warminster and Wem. Notwithstanding that ETO-SOP-DOC, 13 April 1944, requires that supplies be segregated and marked at the depot prior to the time the DSSD is submitted to this office, we find when OMIs are issued, the Depot then proceeds to assemble the supplies Frequently the supplies covered by one DSSD, and therefore covered by one SSI number, are located in various parts of the same depot, sometimes considerable distances apart. When the time comes to load this traffic into freight cars, the depot is unable to accumulate traffic at a given location and the result is that when a string of cars are loaded, the traffic covered by one DSSD and one SSI finds its way into several freight cars.

Upon arrival at the UK port it then becomes necessary to segregate the cargo from one or more trains and check it against the OMI to be sure that all of the cargo has been received. The result is a chaotic condition at the port. We have received exemplary co-operation from the Ordnance Officer, UK Base, who has personnaly visited at least two of the depots in question and has taken action to alleviate the situation. It appears therefore, the complaint regarding misuse of labor resulting from unsteady flow of traffic cannot be justified. Apparently the depot labor is not being used to set up the shipments prior to preparation of the DSSD and then upon receipt of the OMI at the depot it is quite conceivable that this situation would result in extremely heavy pressure at the UK depot in order to get the cars

loaded in time. This is entirely the result of failure to properly assemble shipments prior to the time DSSDs are submitted. If these supplies were assembled as required in the AOP, the loading thereof into wagons would be very considerably simplified and expedited.

7. The present goal for outloading, UK to Continent, is 10,000 DWT per day and as soon as the full effect is felt, of the additional deep sea ships allocated to the Cross Channel Service, it is believed that all of the Services will receive substantially 100% of their monthly allocation and that this lift will be equitably distributed, for each Service, throughout the month.

For the Base Transportation Officer:

/s/ M.J. FRECHIE
Lt. Col. TC
Chief, Movements Division

	TO	FROM		
7	G-4 Com Z APO 887	OCOT APO 887	18 Febr.	Attached are comments of Transportation Officer, UK Base, which are concurred in by this office.

For the Chief of Transportation:

CHARLES Z. CASE
Colonel, T.C.
ACOT, Movements

PART V

Hq, 16th Maj & 52d Med Ports
DIRECTOR OF PORT OPERATIONS.
APO 562, US ARMY

TONNAGE CLEARED COMPARED WITH TARGET FOR 24 HOUR PERIOD: 24 March 1945.

MOVEMENT	CLASS	DESTINATION	TONNAGE PLANNED	ACTUAL TONNAGE
	QM I	Q.181 Le Havre	500	129,4
	REEFER	Q 181 Le Havre	90	115,6
		Q 178 Verdun	300	11,0
		Sub-Total	390	126,6
	QM II & IV	Q 180 Reims	500	--
	ORD V	C 609 Soissons	800	--
		610 Liege	1200	1785,0
		Sub-Total	2000	1785.0
	ORD V (A)	A.F. ORD DEP COS TO BE DESIGNATED Tongres	355	41.0
MOVEMENT 5561	ENG II	E 508 Paris	400	407.7
		E 520 Fecamp	120	--
		Sub-Total	520	407,7
	T.C.	T.703 Paris	150	--
	CWS	C 947 T Liege	35	--
		Nancy	30	--
		C 957 T Charleville	145	--
		OTHER (PER CBI FROM OCOT) C-93[illegible]		23.0
		CWS T C-93[illegible]		9.0
		Sub-Total	210	32.0
* C.A.		Q 177 Paris	774	417.0
	MISC.	IN ACCORDANCE WITH CDI'S FROM OCOT	162	1551.6
		TOTAL TARGET	5561	4490.3
		ADDITIONAL TONNAGE		
		QM I (P)	Q 177	570,7
			Q [illegible]3	14,2
			Q 185	31.0
		QM II & IV	Q [illegible]7	177.1
			Q 181	77.1
		ENG IV Map Depot #13		36.7
		QM (VEH) Paris		191.0
		TAT ORG. PICKUP		97.5
		C.A. (CO.I) Le HAVRE		861.0
		ORG. EQPT. RED HORSE		2100,0
				4.156.3
		CLEARED (Total Tonnage)		8,646.6

* Civil Affairs moved by C.A. Trucks.

NOTE: Target based upon Port Summary for March 1945)

DAILY TRAIN SCHEDULE

SNCF LINES

EFFECTIVE 1800 HRS.
23 March 1945

TRAIN DESIGNATIONS
ST STANDARD (400 TONS)
EX EXTRA (400 TONS)
SS SPECIAL

TRAIN, NO.	DEPARTS FROM	NUMBER OF CARS	DEPARTS (X)	REMARKS
LST 1	LE HAVRE	40 QM I (P)	0619/24	
" 2	"	38 QM II	2239/23	
" 3	"	40 QM II	1419/24	
" 4	"	41 Ord IV	0139/24	
" 5	"	39 Ord V	1819/23	
" 6	"	39 Ord V	0239/24	
" 7	"	40 Ord V	1319/24	
" 8	"	40 Ord V	1139/23	
" 9	"	41 Ord V	0819/24	
" 10	"	38 Ord V (A)	1039/24	
" 11	"	40 Eng IV	1739/24	

NOTE: (1) All trains to be ready for departure one hour ahead of scheduled time of departure.
(2) Daily cars schedule for spotting at 1800 hours, 24 hours in advance of spotting.
(3) Changes in STANDARD TRAINS ONLY OF 48 HOURS NOTICE.

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DAILY CAR ORDER

Hq, 16th Maj & 52d Med Ports

CONFIDENTIAL

TO BE FLAGED BY 1800 HRS.
DATE: 21 March 1945
(LOADING TO BE COMPLETE 1 HOUR PRIOR TO DEPARTURE)

TRAIN NO.	STATION	NUMBER OF CARS	TYPE CARS	COMMODITY	NET TONS	DUMP	TIME TO BE PLACED	TRAIN DEPARTURE
LST 1	LE HAVRE	40	Reefers	QM I (P)	400	Hangar 13, Ambaud	0619/23	0619/24
" 2	"	38	Box Cars	QM II	400	Hangar 13, Voie Girronde	2239/22	2239/23
" 3	"	40	Box Cars	QM II	400	Cotton Whse, Voie i em Bas	1419/23	1419/24
" 4	"	41	Hi Side	Eng IV	400	Bassin Deck, Du Mur Voie	0139/23	0139/24
" 5	"	39	Lo Side	Ord V	400	Maritime, Voie 1 en Haut	1819/22	1819/23
" 6	"	39	Hi Side	Ord V	400	Area #4, Quai de Brazil	0239/23	0239/24
" 7	"	40	Lo Side	Ord V	400	Area #9, Mole Central	1319/23	1319/24
" 8	"	40	Hi Side	Ord V	400	Area #10, Quai de la Saone	2139/22	2139/23
" 9	"	41	Hi Side	Ord V	400	Maritime, Voie 4 en bas	0819/23	0819/24
" 10	"	38	Hi Side	Ord V (A)	400	Hangar 17, Voie 1 B	1039/23	1039/24
" 11	"	40	Hi Side	Eng IV	400	Area #6, Voie 1 & 6	1739/23	1739/24

(To be delivered to Military Railway Service at 1800 hours daily, 24 hours in advance of spotting)

	TRAIN NOS.	LOADING POINT	NUMBER CARS	CONTENTS	NET TONS	CARS READY FOR LOADING.	LOADING BEGAN	LOADING COMPLETED	SCHEDULED DEPARTURE	ACTUAL DEPARTURE	NOTE REFERENCE (A)
LST	1/QSN-44	LE HAVRE	17	QM I (P)	371	2200	2200	1005	0619	1319	Q 178 Homecourt
"	2/QGN	"		QM II		Path used by LEX-2			2239		Depot Embargoed
"	3/QGN	"		QM II					1419		" " "
"	4/EGN-42	"	35	Eng IV	407	1000	1000	2250	0139	0050	E 508-A Paris
	EGN-43	"	3	Eng IV	36	Previously loaded					Map depot #13, Paris
	EGN-14	"	3	CWS IV	32	Miscellaneous loading					C-934, Paris
"	5/OAN	"		Ord V		Path used by LEX-1			1819		Insufficient cargo availab
"	6/OAN	"		Ord V		Path used by LEX-3			0239		" " "
"	7/OAN-108	"	35	Ord V	424	0230	0230	2335	1319	0435	O 610 Landen
"	8/OAN-109	"	32	Ord V	439	1500	1500	0905	2139	1412	O 610 Landen
"	9/OAN			Ord V					0819		Loaded wagons Awaiting Mar
"	10/AAN-47	"	32	Ord V (A)	499	0030	0100	1100	1039	1210	US AAF Tongres
"	11/EGN	"		Eng IV		Path used by LEX-4			1739		Insufficient Cargo loaded
LEX	1/QSN-41	"	8	QM I (P)	139	2200	0940	1650	1819	1815	Q 177 R-1 Paris
	QSN-42	"	6	QM II	74	Previously loaded					Q 177 Paris
	SGN-22	"	9	Sig II	112	Miscellaneous loading					S 854 Paris
	MGN-13	"	3	Med II	30	" "					M 407 Paris
	Mail-190	"	2	Mail	19	" "					APO 887, Paris
	Mail-191	"	1	Mail	5	" "					32 PES Versailles
	Mail-192	"	1	Mail	7	" "					17 BPO Paris
"	2/QPN-22	"	32	QM III	351	1000	1000	2145	2239	2320	Q 177 P-3 St Michel Seine
"	3/Mail-192	"	1	Mail	6	Miscellaneous loading			0239	0200	17 BPO Paris
	SGN-23	"	2	Sig II	24	" "					S 854 Paris
	OGN-25	"	1	Ord II	17	" "					O 644 Paris
	QSN-43	"	4	QM I (P)	54	2200	2200	0115			Q 177 R-1 Paris
	QGN-41	"	8	QM II	100	Previously loaded					Q 177 Paris
	MGN-14	"	16	Med II	172						M 407 Paris
"	4/Mail-193	"	2	Mail	22	1800	2100	1410	1739	1742	11 PRS Sarrebourg
	Mail-194	"	5	Mail	30						26 PRS Liege
	Mail-195	"	3	Mail	27						APO 59 Liege
	Mail-196	"	3	Mail	24						13 PRS Verdun
	Mail-197	"	1	Mail	8						2 PRS Epernay
	Mail-198	"	7	Mail	59						20 PRS Rheydt
	Mail-199	"	5	Mail	39						21 PRS Thionville
	OGN-26	"	5	Ord II	40	Miscellaneous loading					O 851 Rheydt
	TAT-4	"	1	TAT	4	" "					4584 PP Namur

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S T A T I O N A G E N T S R E P O R T

Hq, 16th Maj & 52d Med Ports
APO 562, US ARMY

CONFIDENTIAL

DATE: 23 March 1945.
(Ending 1800 hours)

STATION	TRAIN NUMBER.	CAR ORDER NUMBER	TYPE	ACTUALLY PLACED NUMBER	TYPE	TIME	REMARCKS (X)
Hangar 13, Voie Ambaud	LST 1	40	Reefers	Cars not spotted as of 1800.			
Hangar 13, Voie Girrondo	" 2	38	Box cars	20	Box cars	1800	
Cotton Whse, Voie 1 en bas	" 3	40	Box cars	15	Hi Side	1800	
Bassin Deck, Voie du Mur	" 4	41	Hi Side	32	Hi Side	1000	
				30	Hi Side	1000	
Maritime, Voie 1 en haut	" 5	39	Lo Side	Cars not spotted as of 1800			
Area #4, Quai de Brosil	" 6	39	Hi Side	8	Lo Side	0230	
				25	Hi Side	0230	
Area #9, Mole Central	" 7	40	Lo Side	30	Hi Side	1500	
Area #10, Quai de la Soane	" 8	40	Hi Side	Cars not spotted as of 1800			
Maritime, Voie 4 en Bas	" 9	41	Hi Side	18	Hi Side	0300	
Hangar 17, Voie 1 B	" 10	38	Hi Side	35	Hi Side	0030	
Area #6, Voie 1 & 6	" 11	40	Hi Side	Cars not spotted as of 1800			
RR Whse, Voie 52-A, 54-A & 54-D				3	Hi Gons	0130	
				7	Box cars	0130	
				30	Box cars	1800	
RR Whse, Voie #9				5	Box cars	2000	
RR Whse, Voie 30				7	Box cars	1800	
Amiral Mouchez				25	Hi Side	1800	
Hangar 13, Voie Hoche				30	Reefers	2200	
Annex H, Voie 1 & 2				25	Hi Side	0300	
RR Whse, Voie 66				5	Hi Side	0800	
Area #4, Quai de Brosil, Voie 4-3				29	Hi Side	1000	
				12	Hi Side	1000	
				1	Lo Side	1000	
RR Whse, Voie 64				4	Lo Side	1015	
RR Whse, Voie 54 "A"				16	Box Cars	1130	
Docks du Pont Rouge, Voie 1				2	Hi Side	0100	
Magazine, du Paris				7	Box cars	1500	

NUMBER 23
of
APPENDIX 2, PART V

VEHICLES LANDED ON CONTINENT

	JANUARY 1945	FEBRUARY 1945
MARSEILLES	3,316	14,799
GHENT	42	21
ROUEN	8,231	7,574
LE HAVRE	12,167	16,746
CHERBOURG	1,269	5,273
ANTWERP	8,832	3,633
TOTAL	33,857	48,046

NUMBER 24
of
APPENDIX 2, PART V

PROPOSED MOVEMENT FROM NORMANDY IN JANUARY
30 December 1944

TRAIN NO	ORIGIN	TONS	CLASS	DESTINATION	
		MOVEMENT FROM PORT OF CHERBOURG			
1	CHERBOURG	500	QM I	Q-174	RENNES
2,3	"	700	ORD II	O-644	PARIS
4	"	300	ORD V	BBS	RENNES
4	"	100	QM II	Q-174	RENNES
5,6	"	800	QM I	Q-177	PARIS
7-A	"	200	QM I	"	"
7-B	"	100	ENGR	E-508	"
7-B	"	50	MEDICAL	M-407	"
7-B	"	50	SIGNAL	S-854	"
8,9,10,11,12, 13,14	"	2700	ORD V	O-611	VERDUN
SUB-TOTAL, MOVEMENT FROM PORT		5500	14 TRAINS		
		MOVEMENT FROM DUMPS			
4	CHERBOURG O-619	50	ORD II	BBS	RENNES
15	" O-600	400	ORD V	O-609	SOISSONS
16	" O-619	300	ORD II	ARMY RAILHEADS	
17-A	" O-171	200	QM II, IV	" "	
17-B	" Q-334	100	QM III (Pkg)	Q-356	VERDUN
17-C	MONTEBOURG C-913	100	CWS	ARMY RAILHEADS	
18-A	CHERBOURG E-504	200	ENGR	USING AGENCY	
18-B	VALOGNES E-504	200	ENGR	" "	

30 DECEMBER 1944

TRAIN NO	ORIGIN		TONS	CLASS	DESTINATION	
19	CHEF DU PONT	O-602	400	ORD V	O-610	LIEGE
20-A	" " "	Q-172	100	QM I	Q-178	VERDUN
20-B	" " "	Q-172	100	QM II, IV	Q-180	REIMS
20-C	" " "	E-501 T	100	ENGR	USING AGENCY	
20-D	MONTEBOURG	C-913	50	CWS	C-939	SOMMESC
20-D	LE MOLAY	C-915	50	CWS	C-939	"
21-A	" "	Q-173	200	QM I	Q-178	VERDUN
21-B	" "	Q-173	100	QM II, IV	Q-180	REIMS
21-C	" "	C-915	100	CWS	ARMY RAILHEADS	
22,23	" "	E-503 T	800	ENGR	USING AGENCY	
24	" "	O-604	400	ORD V	O-611	VERDUN
24	" "	O-625	50	ORD II	ARMY RAILHEADS	
25-A	" "	S-850	200	SIGNAL	USING AGENCY	
25-B	CARENTAN	M-402	150	MEDICAL	M-407	PARIS
EXTRA	CHERBOURG	S-851	200	SIGNAL	USING AGENCY	

SUB-TOTAL MOVEMENT FROM DUMPS 4550

TOTAL MOVEMENT FROM NORMANDY 10050 - 25 Trains Daily plus 1 Extra on alternate days.

N O T E S: Trains 7-A and 7-B, 15-A and 15-B, 17-A, 18-A, 21-A, 25-A, 25-B, to run on alternate days.

Trains 17-B, 17-C, 20-A, 20-B, 20-C, 20-D, 21-B and 21-C, to run every fourth day.

Medical Supplies on train 7-B from Cherbourg may be switched to train 25-B at Carentan.

NUMBER 25
of
APPENDIX 2, PART V

PROPOSED MOVEMENT FROM LE HAVRE IN JANUARY

30 December 1944

TRAIN NO.	ORIGIN	TONS	CLASS		DESTINATION
		Movement from Port			
1	LE HAVRE	400	QM I	Q-177	PARIS
2,3 Alternate	"	800*	QM II	Q-177	PARIS
4 Alternate	"	300*	ENG IV	E-508	PARIS
5	"	400	QM II	Q-180	REIMS
6,7,8,9	"	1800	ORD V	O-609	SOISSONS
10,11,12,13	"	1500	ORD V	O-610	LIEGE
14.A	"	200	ORD V-A	AF	CHARLEROI
14.B	"	200	ORD V-A	AF	VERDUN
14.B	"	50	MISC		VERDUN
15 Alternate	"	400*	ORD II	O-644	PARIS
	Sub Total Movement from Port				
	Regular	4550	12 Trains		
	Alternate	1500	3 Trains		
		Movement from Dumps			
16-A	Le Havre Q-181T	200	QM I	Q-178	VERDUN
16-B	Le Havre	125	QM II, IV	Q-180	REIMS
Sub Total Movement from Dumps		325			
TOTAL MOVEMENTS		6375	16 Trains		

N O T E : Trains 14.A and 14.B, 16-A and 16-B, to run on alternate days.

* Lightened Ships, to move to Rouen for Barge if total freight by rail from Le Havre exceeds 13 trains per day

PROPOSED MOVEMENT FROM ROUEN IN JANUARY

30 December 1944

TRAIN NO.	ORIGIN	TONS	CLASS	DESTINATION	
BARGE	ROUEN	500	QM I	Q-177	PARIS
BARGE	"	200	QM III	Q-177	PARIS
BARGE	"	300	SIGNAL	S-854	PARIS
BARGE	"	200	MEDICAL	M-407	PARIS
BARGE	"	600	ENG IV	E-508	PARIS
BARGE	"	600	QM III (Bulk)		PARIS
Sub-Total Barge Movement		2400			
1.2	ROUEN	700	QM II	Q-183	CHARLEROI
3	"	300	QM II	Q-180	REIMS
4.A	"	200	ORD V	O-609	SOISSONS
4.B	"	300	ORD V.A	AF	CHARLEROI
5,6,7	"	1200	ENG IV	E-518	LUTTES
8	"	400	QM I	Q-183	CHARLEROI
9.A	"	175	CIVIL AFFAIRS		VERDUN
9.A	"	50	Mail		VERDUN
9.B	"	175	AIR FORCE	AF	NANCY
10	"	350	AIR FORCE	AF	CHARLEROI
11	"	400	CIVIL AFFAIRS		LIEGE
12	"	200	C.W.S.	C-947	LIEGE
12	"	200	ORD II	O-656	ROEULX
12	"	100	MAIL		LIEGE
13	"	300	MISC		PARIS
EXTRA	ROUEN/GHENT	800	QM I	Q-183	CHARLEROI
Sub-Total Rail Movement		5850	13 plus 2 extra trains.		
TOTAL MOVEMENT		8250			

N O T E : Trains 4A and 4-B, 9-A and 9-B, to run on alternate days

NUMBER 26
of
APPENDIX 2, PART V

PROPOSED MOVEMENT FROM ANTWERP IN JANUARY

30 December 1944

TRAIN NO.	ORIGIN	TONS	CLASS	DESTINATION	
BARGE	ANTWERP	800	QM I	Q-183	CHARLEROI
BARGE	ANTWERP	600	QM III (pkg)	Q-183	CHARLEROI
BARGE	ANTWERP	2500	ENG IV	E	Near Antwerp
SUB-TOTAL BARGE MOVEMENT		3900			
TRUCK	ANTWERP	400	QM I	Q-183	CHARLEROI
TRUCK	ANTWERP	600	QM II	Q-183	MONS
TRUCK	ANTWERP	1350	QM III (Bulk)	FIRST ARMY	
TRUCK	ANTWERP	750	QM III (Bulk)	NINTH ARMY	
TRUCK	ANTWERP	200	SIGNAL	S-858	COURCELLES
TRUCK	ANTWERP	300	MEDICAL	M-413	NOIRHAT
TRUCK	ANTWERP	500	MISC		CHARLEROI
SUB-TOTAL MOVEMENT		4100			
1,2,3	ANTWERP	1200	QM I	Q-183	CHARLEROI
4,5,6,7,8	ANTWERP	2000	QM I	Q-178	VERDUN
9	ANTWERP	400	QM I	OBS	MONS
10,11,12	ANTWERP	1400	QM II	Q-183	MONS
13	ANTWERP	500	QM II	Q-180	REIMS
14	ANTWERP	400	QM III (pkg)	Q-183	CHARLEROI
15	ANTWERP	500	QM III (bulk)		ADSEC
16,17	ANTWERP	1000	QM III (bulk)		AIR FORCE
18,19,20	ANTWERP	1100	ORD II	O-654	HOFSTADT
21	ANTWERP	500	ENG IV	E-511	LAON
22,23	ANTWERP	800	SIGNAL	S-858	COURCELLES
24	ANTWERP	300	MEDICAL	M-413	NOIRHAT

Sub-Total Rail Movement 10,100 - 24 trains.

TOTAL MOVEMENT FROM PORT 18,100 TONS

MOVEMENT FROM DUMPS

TRAIN NO.	ORIGIN	TONS	CLASS	DESTINATION
25	ANTWERP E-516	400	ENG II, IV	ARMY RAILHEADS

TOTAL MOVEMENT FROM ANTWERP AREA 18,500 - 25 Trains

NUMBER 27
of
APPENDIX 2, PART V

PROPOSED MOVEMENT FOR JANUARY FROM PARIS AREA DUMPS
30 December 1944

TRAIN NO.	ORIGIN	TONS	CLASS	DESTINATION
1	Q-177 PARIS	300	QM I	OISE BASE SECTION
2	M-407 PARIS	50	MED II, IV	ARMY RAILHEADS
2-A	Q-177 PARIS	200	QM II, IV	ARMY RAILHEADS
2-B	S-854 PARIS	200	SIG II, IV	USING AGENCY
3	Q-348 LINAS	250	QM III, Pkg	Q-356 VERDUN
4	LINAS	550	QM III, Pkg	THIRD ARMY
5	COUBERT	500	QM III, Bulk	ADSEC (South)
6	COUBERT	500	QM III, Bulk	AIR FORCE
7, 8	COUBERT	800	QM III, Bulk	THIRD ARMY
9	O-644 PARIS	300	ORD II	ARMIES & ADSEC
10	E-508 PARIS	300	ENG II, IV	ARMY RAILHEAD
	TOTAL	3950	10 TRAINS	

N O T E : Trains 2-A and 2-B to run on alternate days.

PROPOSED MOVEMENT FOR JANUARY

FROM OISE BASE SECTION DUMPS

30 December 1944

TRAIN NO.	ORIGIN		TONS	CLASS	DESTINATION
1, 2-A	Q-180	REIMS	625	QM II, IV	ARMY RAILHEADS
2-B	Q-180	REIMS	200	QM II, IV	ADSEC
3,4,5,6,7,	Q-609	SOISSONS	2000	ORD V	ARMY RAILHEADS
EXTRA	Q-180	REIMS	100	QM II, IV	CHANNEL BASE SECTION
	M-408T	REIMS	25		THIRD ARMY & ADSEC
			2950		

7 Regular Trains plus one extra train every 4th day.

NOTE: 2-A & 2-B to run on Alternate days.

PROPOSED MOVEMENT FOR JANUARY FROM LIEGE AREA DUMPS

30 December 1944

TRAIN NO.	ORIGIN		TONS	CLASS	DESTINATION
TRUCK	Q-179	LIEGE	1200	QM I	1st &9th ARMIES & ADSEC
"	Q-360	LIEGE	900	QM III (pkg)	" " "
"	O-610	LIEGE	600	ORD V	1st & 9th ARMIES
"	O-610	LIEGE	400	ORD V-A	AIR FORCE
"	E-514	LIEGE	400	ENG II, IV	1st & 9th ARMIES
	SUB-TOTAL TRUCK MOVEMENT - - 3500				
1,2	Q-179	LIEGE	800	QM I	1st & 9th ARMIES & ADSEC
3	Q-360	LIEGE	400	QM III(Pkg)	" " " "
4,5	O-610	LIEGE	900	ORD V	1st & 9th ARMIES
6	E-514	LIEGE	400	ENG II, IV	1st & 9th ARMIES
7-A	S-858	COURCELLES	200	SIG II, IV	1st & 9th ARMIES
7-B	M-409 T	LIEGE	50	MED II, IV	1st & 9th ARMIES & ADSEC
7-B	C-947 T	LIEGE	25	CWS II	ARMY RAILHEADS
7-B	C-953 T	LOWAIGE	50	CWS V	ARMY RAILHEADS
	SUB-TOTAL RAIL MOVEMENT - - - 2825 - 7 Trains				
	TOTAL MOVEMENT - - - 6325				

NOTE: Trains 7-A and 7-B to run on Alternate days.

PROPOSED MOVEMENT FOR JANUARY FROM VERDUN AREA DUMPS

TRAIN NO.	ORIGIN		TONS	CLASS	DESTINATION
TRUCK	Q-178	VERDUN	700	QM I	3rd ARMY & ADSEC (SOUTH
TRUCK	O-611	VERDUN	800	ORD V	ARMY DUMPS
	SUB-TOTAL TRUCK MOVEMENT - - 1500				
1	Q-178	VERDUN	400	QM I	3rd ARMY & ADSEC (SOUTH)
2,3	Q-356	VERDUN	750	QM III(Pkg)	" " " "
4,5,6	O-611	VERDUN	1200	ORD V	ARMY RAILHEADS
7	O-611	VERDUN	250	ORD V-A	AIR FORCE
	SUB-TOTAL RAIL MOVEMENT — 2600 - 7 Trains				
	TOTAL MOVEMENT — 4100				

FROM OTHER DUMPS

	E-516	LUMES	200	ENG II, IV	3rd ARMY RAILHEADS
	C-939	SOMMESOUS	50	CWS	3rd ARMY RAILHEADS
	TOTAL - - - - 250				

1 Train every other day from Lumes.

CWS Supplies to be added to trains passing Sommesous or shipped as extra train.

APPENDIX NO. 3

PART I

PORT T-410

THE 4TH MAJOR PORT

at

CHERBOURG and GRANVILLE

Contents:

Analysis - Changes and Deviations in the "Standing Operating Procedure of a Major Port (Overseas) TC" as Applied to the 4th Major Port at Cherbourg

Standard Operating Procedure - Transportation Division, dated 27 November 1944

Standard Operating Procedure - Control Section

Statistics - Granville Operations for Period 27 October 1944 through April 1945

Statistics - PROGRESS REPORT - Port of Cherbourg for the Period: 27 June 1944 to 31 March 1945 on a Monthly and Quarterly Basis.

General Order No. 19, 25 February, Hq. Normandy Base Section, Subject: Re-organization of Normandy Base Section.

Troop Assignment No. 12

Extracts from Progress Report of 4th Major Port at Cherbourg for the period 27 June 1944 to 15 March 1945.

Field Order - Port T-410 Defense Plan.

Training Memorandum No. 2 - Training Programs and Schedules, 16 March 1944.

APPENDIX NO. 3 (Part I)

CHANGES AND DEVIATIONS
IN THE
"STANDARD OPERATING PROCEDURE OF A MAJOR PORT (OVERSEAS) TC"
AS APPLIED TO THE FOURTH MAJOR PORT IN THE OPERATION OF
THE PORT OF CHERBOURG, MANCHE, FRANCE
FROM - 27 JUNE 1944
TO - 30 JUNE 1945

INTRODUCTION

The Operation and Administration of the Port of Cherbourg by the Fourth Major Port has conformed in general to the Standard Operating Procedure for a Major Port (Overseas) TC as set down before D-Day by Headquarters, European Theater of Operations.

Only those changes or deviations from the SOP were made which were brought about by military necessity, thus changing the scope of the mission of the Fourth Major Port so that the original T/O and T/E were entirely inadequate. The T/O and T/E of a Major Port overseas was based on the handling of from 4000 to 6000 tons of cargo daily.

As the result of an analysis of the discharging facilities of Cherbourg, made prior to the invasion, it was decided to assign the Port a target of 800 tons daily. Some minor changes in the Fourth Major Port were made accordingly prior to the arrival of the organization in France.

The Port was captured on 26 June 1944, but due to the extensive demolition of harbor facilities by the Germans, actual operations didn't get under way until 16 July 1944. By that time it became apparent that the Army's schedule was behind time and that other continental ports could not be counted upon to supplement Cherbourg as had been originally estimated.

Consequently on 20 July, plans were laid on to build up the discharging rate at Cherbourg in successive steps over a period of time until the Port was handling 20,000 tons of cargo daily. This required some re-adjustment in the SOP. The changes were not radical and they came about gradually.

The changes from the original SOP are shown on the following pages. Attached are three Functional Charts covering:

1. Functional Chart for a Major Port (Overseas) TC according to the original SOP.
2. Functional Chart, The Fourth Major Port, 8 November 1944.
3. Functional Chart, The Fourth Major Port, 9 May 1945. (See Chapter III Part I)

DUTIES OF THE PORT COMMANDER

The duties of the Port Commander followed the SOP with one exception.

The SOP states that the Port Commander will be responsible for and will have authority over all activities of the Port (OPERATIONS) and will command all troops assigned to the Port and its component parts (ADMINISTRATION). The Port Commander handles all operational functions through the Director of Operations and administration functions through the Deputy Port Commander.

When the Fourth Major Port first arrived in Cherbourg, all OPERATIONS and ADMINISTRATION of the Port area were its direct responsibility. However, shortly thereafter, the Normandy Base Section, later Utah District Headquarters, (redesignated, Beach District, 25 February 1945) moved into the city, and set up Headquarters in Cherbourg. These two organizations took over the administration of a great many units with missions in the Port. This applied particularly to the Port Depots. It was not until they left Cherbourg in January 1945, that all units operating in the Port area came under Fourth Port for Administration and Operations.

The presence of the two higher echelon and their election to handle part of the Administration and Operations of the Port sometimes made it difficult to distinguish responsibilities.

DUTIES OF THE DEPUTY PORT COMMANDER

As already indicated, there was some deviation from the Administrative duties as layed down by SOP. Even with the units left to the administration of the Fourth Major Port, there were some changes made.

The handling of the enormous tonnage, beyond that for which the original T/O and T/E had been designed, placed an administrative burden upon Headquarters that was relieved only by the assignment to the Fourth Major Port of the Headquarters and Headquarters Company of the Twelfth Major Port.

A Port Troop Command Headquarters (Prov) was established on 27 July 1944. This was not provided for by the T/O. It was commanded by the CO 12th Port, and staffed by the 12th Port personnel. The mission was the command and administration of all units assigned to the Fourth Port. This Headquarters was sub-divided into the usual staff sections which took care of all movements, administration and training of the Port Battalions, Harbor Craft Companies, Port Marine Maintenance Companies, etc. The work assignment of Prisoners of War and Port Battalion personnel was handled by the Labor Control Section, which acted as a central control agency. Port Agencies addressed their requirements for all labor to Labor Control. There was no provision in the SOP for a section with this mission.

The CO of Port Troop Command was responsible to the Deputy Port Commander.

In November 1944, a Director of Administration (Not T/O) was appointed to act for the DPC. In turn the CO of Port Troop Command was responsible to the Director of Administration.

The Port Troop Command continued to function until the 12th Port was reassigned on 1 January 1945. By this time the activity of the Port had fallen off considerably and the supervision of the remaining units was taken over by the 4th Port Hq's staff without loss of efficiency.

The original SOP for a Major Port (Overseas) had three Administration Sections directly under the Deputy Port Commander as follows:

1. Inspector General Section
2. Planning and Liaison Section
3. Provost Marshal Section

The other Administration Sections, i.e., Adjutant General; Special Service and Army Exchange; Intelligence and Public Relations; Claims, Duties and Imports, Finance, and Fiscal and Procurement were under the Director of Port Services.

In the actual operation of Cherbourg, however, with the exception of Fiscal and Procurement, they were taken out of Services and worked directly through Deputy Port Commander.

The changes in mission from SOP of these administrative Sections follows

Inspector General Section

No change

Planning and Liaison Section

Under SOP the P & L Section is responsible for the Passive Air Defense of the entire Port area. Normandy Base Section assumed this duty originally.

The Historical Branch was in the P & L Section until 10 April 1945. On that date the Fourth Port created the Control Section which included the Historical Branch. The reason for the change was to follow the lead of Normandy Base Section in the belief that the source of material for the Historical Reports stemmed mostly from the Statistical, Labor and Projects Branches, which were also in the Control Section.

The Planning and Liaison Section functioned in its SOP capacity in supervising plans and training programs, except for the period when the Port Troop Command (Prov) was functioning.

When the Information and Education Program was first organized, the I&E Section came under the Special Service Section. I & E was changed to the P. & L Section shortly thereafter.

Provost Marshal Section

According to SOP this section is directly responsible to the Port Commander through the DPC. However, from the start of the Operations of the Port until early December 1944, the Provost Marshal worked under the Director of Operations. This was because its activity was concentrated in guarding the Port areas, docks, piers, ships, etc., rather than general military law enforcement and supervision of Military Police Units in and around Cherbourg. The Normandy Base Section Provost Marshal took over the latter responsibilities.

Adjutant General Section

No change in mission but operated under the Director of Administration and DPC, rather than the Director of Port Services.

Special Service and Army Exchange Section

This section had a dual function. The Special Service Officer answered directly to the DPC for recreational activities and to the Director of Port Services for the expediting of Special Service cargo through the Port.

Army Exchange was kept in the Services until Beach District took over that function. After Beach District moved out of Cherbourg, Army Exchange became a part of the Special Service Section under the DPC.

The Chaplain's Section, which is under Special Services according to SOP, has been directly responsible to the Port Commander from the beginning.

Intelligence and Public Relations Section

The mission of this section did not change from SOP, but it was made directly responsible to the DPC rather than the Director of Port Services.

Judge Advocate General Section

The JAG Section functioned under the Deputy Port Commander and not under the Director of Port Services. Its mission remained the same.

Claims, Duties and Imports Section
No changes in mission but was placed under DPC

Finance Section (Attached Unit)
No change in mission but was made responsible directly to the DPC.

DIRECTOR OF PORT SERVICES

Administration Section

The SOP states that the Director of Port Services is to supervise the operations of all Administration and Service Sections of the Headquarters and Headquarters Company under the direction of the Port Commander.

Listed as Administrative Sections under the Director of Port Services are:

a. Adjutant General
b. Special Service and Army Exchange
c. Claims, Duties and Imports
d. Finance
e. Fiscal and Procurement
f. Intelligence and Public Relations
g. Judge Advocate General

As already stated all these administration sections, with the exception of Fiscal and Procurement, were taken from the Director of Port Services and placed under the supervision of the Deputy Port Commander. The Fiscal and Procurement Section remained in the Services because it is primarily a supply function. Its mission did not change.

Service Sections

The Service Sections of the Port remained under the Director of the Port Services as set forth in the SOP. There were gradual changes in the scope of the missions of some of the Services caused by unforeseen problems.

One development was the creation of a Port Supply Officer whose function was to process and forward through channels all requisitions for unit supplies from Fourth Port and associated organizations. This office was not SOP, but was set up out of the necessity for a central clearing control.

A general policy that developed was to shift personnel to more active sections. This was true of the Army Air Force, Chemical Warfare and Medical Administrative Sections, which were rarely busy enough to employ the full services of their T/O's.

Army Air Force Section

No change in original mission. Personnel were used in other sections.

Chemical Warfare Section

No change in mission. Section personnel were sometimes used in other sections because of inactivity.

Engineer Section

In addition to the Maintenance of property and utilities, the Engineer Section eventually took over the maintenance and operation of all cranes used in the Port. Originally crane maintenance and operation came under the Ordnance Section, because they alone had the only tools and shops. The change took place on 1 December 1944, as ordered by the CG Normandy Base Section. It was believed that crane maintenance and operations was an Engineer rather than an Ordnance responsibility.

Originally the Engineer Section did not supervise the large construction projects for rehabilitation of Port facilities as laid down in the SOP. The damage done by the Germans to the quays and other harbor installations was so extensive that Port Reconstruction Units of the Engineer Corps handled the major projects. After the more extensive repairs had been made these units were assigned elsewhere, and the Port Engineer Section took over.

To handle the regular mission of an Engineer Section as set down in SOP and the additional work that developed, the functions of the Port Engineer were divided into five principal branches, namely; Supply, Light Construction and Maintenance, Heavy Construction and Maintenance, Crane Maintenance and Real Estate Requisition.

The Supply Branch was divided into two parts: Dock Liaison and Construction Supply.

The setting up of a Real Estate Office for the acquisition of property was not according to SOP, but this work fell into the Engineer Section with its established responsibility of construction and maintenance of buildings and billets.

The Port Engineer acts in a dual function in that he is also directly under the DPC.

Medical Section

There was no change in the mission of the Medical Section, but the OIC, the Port Surgeon acted in a dual function. He was responsible directly to the DPC for the health of the command and to the Director of Services for such duties as veterinary inspections of meat passing through the Port.

Ordnance Section

The main deviation from SOP was the mission of maintenance and operation of cranes, tow-motors, tractors, belt conveyors, fork-lifts and other TC Equipment. Ordnance also operated the Port Motor Pool, garage and shops. The Engineer Section eventually took over the operation and maintenance of cranes as has been explained.

The SOP charged the Ordnance Section with responsibility of Ordnance Equipment only in Port Troop and Attached Units.

Quartermaster Section

There was no change in mission except for the formation of the Port Supply Office to handle all requisitions on all technical branches, as already explained.

Because of the great increase in tonnage handled by the Port and the proportionate increase of Quartermaster Cargo, this section was forced to operate in excess of T/O and T/E allowances.

Signal Section

When the Port of Cherbourg was captured the mission of the setting up, coordinating and supervising of communications was far beyond the scope intended by SOP for a Major Port Signal Section. Signal Corps Units were used to repair the damage done by the Germans to the communications system and to install new equipment. The Port Signal Section took over the responsibility for the coordination of communications and for the operation of all Port Signal communications agencies after the situation became static.

Transportation Supply Section

No change in mission or operation.

DIRECTOR OF OPERATIONS

There was no change from SOP in the responsibilities of the Director of Operations. However, within the Operational Divisions there were modifications of sub-sections to clarify the exact scope of their duties and to simplify the mechanics of their missions.

Port Transportation Division

Under the original SOP, operations of the Port Transportation Division was divided into:

a. Troop Movement and Passenger Section
b. Freight Section
c. Transit Accounting Section

Changes were made in this sub-division by the Fourth Port in an SOP published 27 November 1944 (Copy also contained in this Appendix), which set up the operations as:

a. Troop movement
b. Freight Section
c. Road Transport Section

The differences in titles of these operations not only served to label their missions more accurately, but also indicated some changes in duties.

Originally the Freight Section was supposed to handle shipment of freigh to and from the Port by both RAIL and ROAD. The Fourth Port found that it was necessary to have two (2) complete and independent Sections, each directly responsible to the Chief of the Port Transportation Division. One handled the shipping, documentation and maintenance records for RAIL Movement and the othe for ROAD.

The Freight Section handled cargo transport by RAIL only. The Road Tra port Section handled ROAD shipments.

The Freight Section was divided into two sub-sections:

1. RTO
2. Documentation

1. RTO personnel were stationed at all loading points and were responsible for ordering empty rolling stock into loading points. After the cars were loaded, RTO inspected them for proper documentation and sealing. It saw that loads were taken out and additional empties placed.

2. Documentation personnel had a dual function. Although documentation was a sub-division of the Freight Section, it insured that all trucks, as well as rail cars, were properly waybilled, placarded, labled, sealed and correctly stowed and not overloaded.

The Road Transport Section supplied road transportation to all loading points in the Port for the purpose of Port Clearance. About 1 June 1945, the Road Transport Section was placed back under the Freight Section, because transportation by road had dropped off to nothing. This move also conserved personnel.

"Troop Movement Section" was the abbreviated name given to the Troop Movement and Passenger Section of the original SOP. Their functions were the same.

The biggest change in operations came with the removal of the Transit Ac counting Section and its functions from the Port Transportation Division. The work of checking, recording and maintaining of records and statistics pertaining to the movement of all freight and passengers through the port by rail, motor transport, etc., was vested in a "Control and Statistical Section" on 31 August 1944. This section was directly responsible to the Director of Oper ations. On 18 February 1945, a Control Officer was appointed to head the Section directly under the Port Commander. The Labor Control Section was transferred to the Control and Statistical Section at this time. These changes came about because the scope and use of statistical data (sources and distribution) went far beyond the Port Transportation Division.

Water Division

According to the original SOP the Superintendent of the Water Division was responsible for proper operation and maintenance of all Water Transportation controlled by the U.S. Army, docks, piers and equipment, the loading and unloading of all freight and maintaining and executing necessary documentation and records. The operations were divided as follows:

a. Planning Section - Responsible for all planning problems relating to movement of cargo and personnel.

b. Operations Section - Responsible for all cargo operations in docks and piers within the Port Area.

c. Maintenance Section - Responsible for maintenance and repair of Army transports, tugs, small boats and craft and first and second echelon repairs to automotive cargo gear and cranes.

In the actual operation of the Port, the responsibility of proper operation and maintenance of water transportation was taken out of the hands of the water division and vested in a HARBOR BOAT SERVICE which was directly accountable to the Director of Operations.

Under the Harbor Boat Service were these four sections:

a. Administration Section
b. Statistical Section
c. Operations Section
d. Maintenance and Repair Section

The Operations Section of Harbor Boat Service encompassed the Harbor Craft Companies for the actual operation and control of U.S. Army craft. The removal of Harbor Boat Service from the direct responsibility of the Water Division was effected due to the fact that harborcraft activities developed as a far greater problem with a larger number of ships to be unloaded than was anticipated. Furthermore, each port area into which the port of Cherbourg was divided was of such size and involved such operational problems and responsibilities, that it was not practical for the Water Division to handle all of these port areas and Harbor Boat Service as well.

The Maintenance and Repair Section supervised the Port Marine Maintenance Companies.

On 1 March 1945, the TC composite Bn (Prov) was activated. To this Battalion were assigned the Harbor Craft and Port Marine Maintenance Companies. At the same time the duties of the Administration and Statistical Sections of Harbor Boat Services were turned over to the TC Composite Bn.

The other responsibilities of the Water Division conformed more generally with SOP.

The Operations Section of the Water Division (Dock Operations, Post No. 1) was organized for the supervision of loading and unloading of all cargo and controlled the operations of separate Port Areas as follows:

a. Arsenal Area (Discharge of cargo vessels to quay)
b. Digue du Homet Area (Discharge of cargo vessels and seatrains at quay side). This Area was originally included in the Arsenal Area.
c. DUKW Points (Discharge of cargo ships by DUKW only)
d. Bassin Area (Craft to shore discharge of barges and coasters.
e. Darse Translantique Area (Discharge of cargo ships to quay and barge).
f. Terre Plein-Reclamation Area (Discharge of Barge by stiff-leg crane and discharge of rolling stock from LST's).

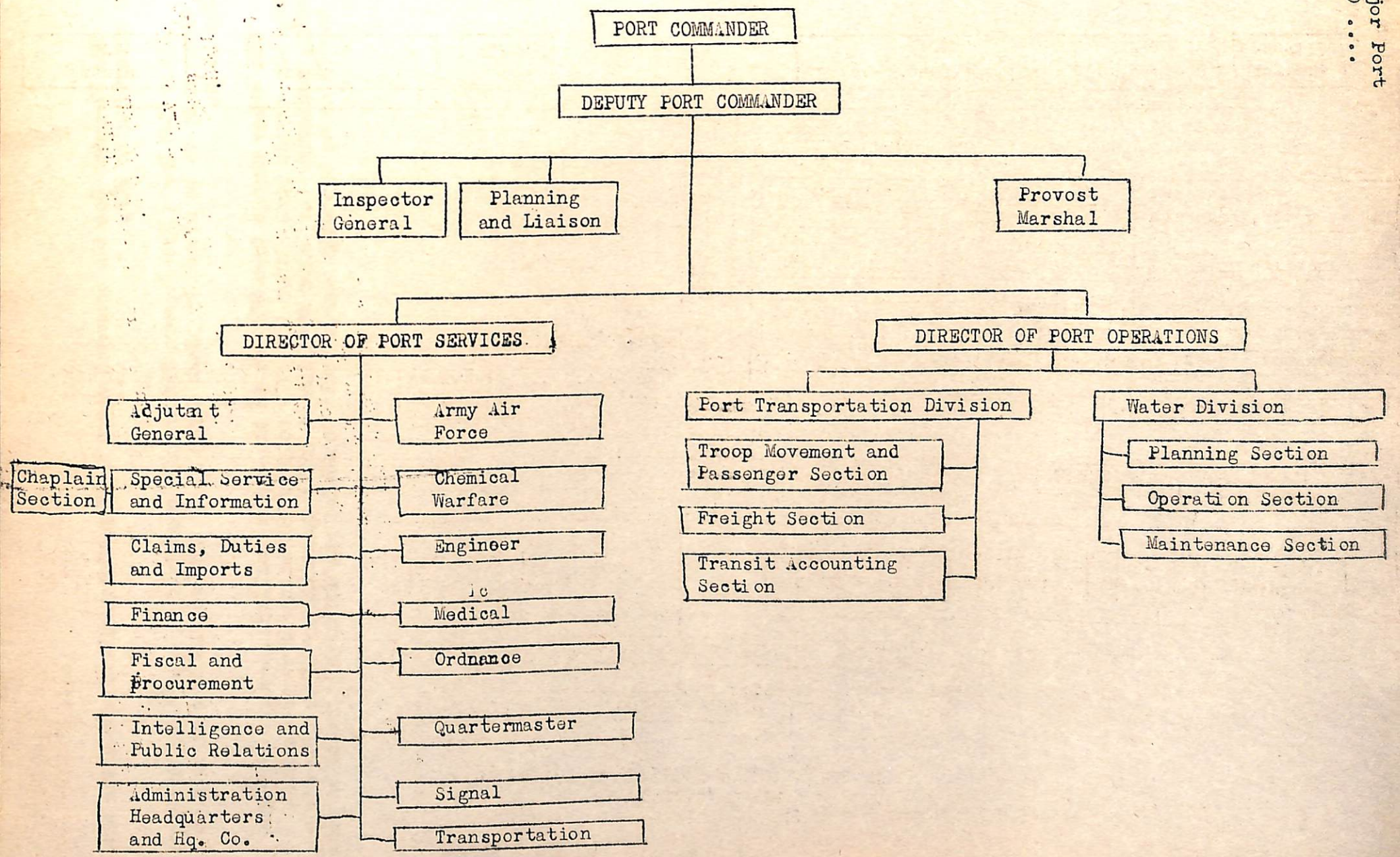
The officer in charge of each one of these areas was directly responsible to the Superintendent of the Water Division.

The Planning Section operated under the Superintendent of the Water Division according to SOP.

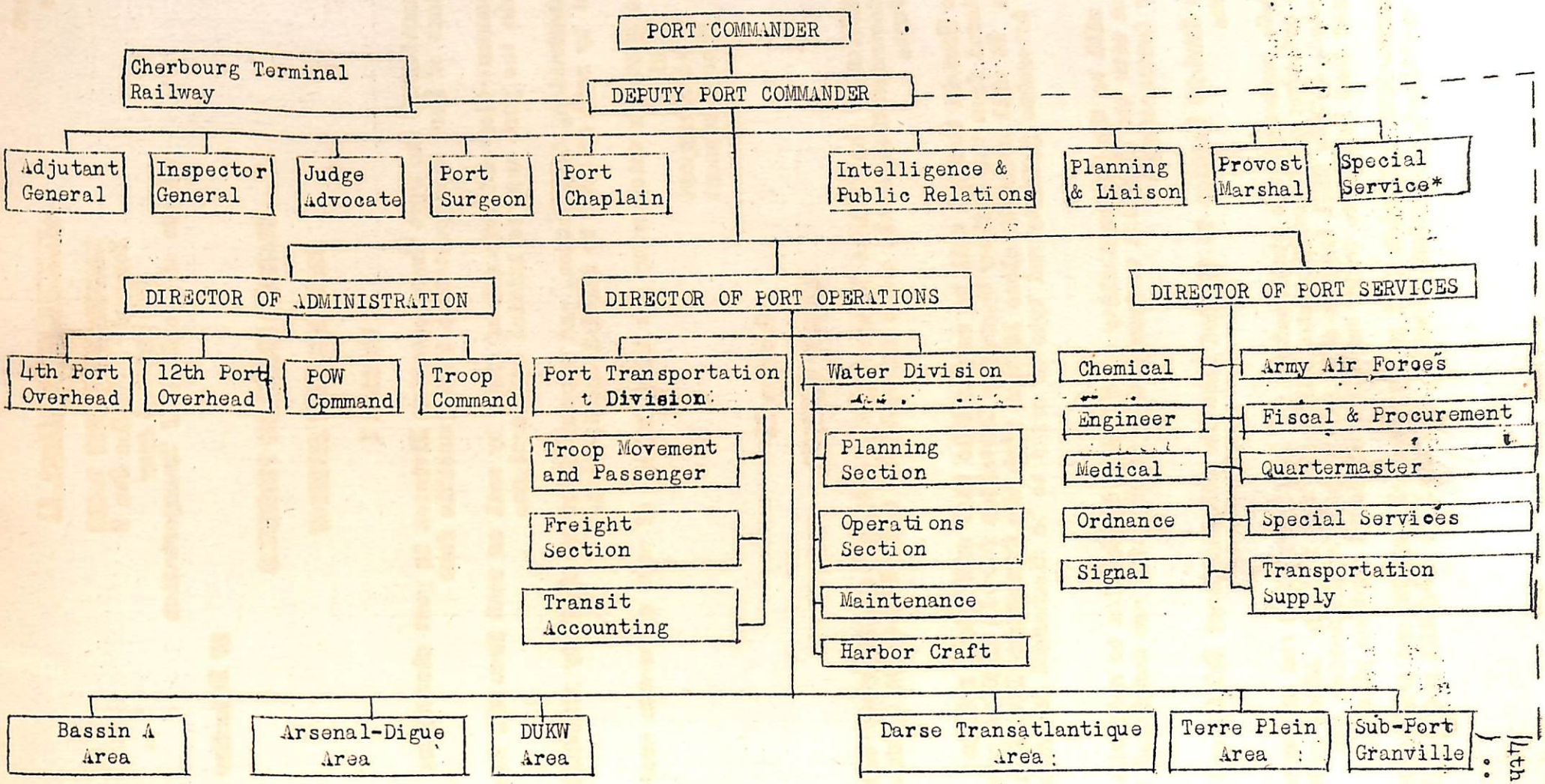
After V-E Day a Pre-Stowage Section was organized in the Water Division. The first ship to be stowed by plans drawn up by this section was started on 20 May 1945.

One other change from SOP was in the control of dock guards. At Cherbourg, the guards were always directly responsible to the Provost Marshal, thereby, relieving the Water Division of any responsibility other than advising the PM as to how many guards would be needed and where they should be placed.

FUNCTIONAL CHART FOR A MAJOR PORT (OVERSEAS) TC
ACCORDING TO THE ORIGINAL SOP



FUNCTIONAL CHART
THE FOURTH MAJOR PORT, 8 NOVEMBER 1944



* DUAL FUNCTION

APPENDIX NO. 3 (Part I)

HEADQUARTERS PORT T-410
Normandy Base Sec Com Z
APO 562 US Army
Office of the Supt of Transportation

27 November 1944

STANDARD OPERATING PROCEDURE

TRANSPORTATION DIVISION

Section I

The function of the Port Transportation Division is port clearance. The Superintendent of Port Transportation is responsible for:

1. Documentation and movement of cargo by rail or road from all loading points within the port area to initial destinations.

2. Embarkation, debarkation, and documentation of military personnel and movement by rail or road to initial destination.

3. The sections which carry out the function of port clearance are:
   a. Freight
   b. Road Transport
   c. Troop Movement

Section II

FREIGHT SECTION

The function of the Freight Section is the ordering of transportation and proper documentation of all cargo forwarded by rail from ships discharging at the Port.

1. The Freight Section will be responsible that sufficient rolling stock is ordered from the Railway Operating Battalion for all loading points in the Port. It will maintain close liaison with the Operations Division in order to determine quantity and type of cargo to be discharged and forwarded.

2. It will be the responsibility of the Freight Section to maintain close liaison with the Services to insure that commodities are consigned to their proper destinations.

3. The Freight Section is divided into two sub-sections: R.T.O. and Documentation.

4. R.T.O. personnel are stationed at all loading points and are responsible for ordering empty rolling stock into loading points. After cars have been loaded, R.T.O. will inspect cars for proper documentation and sealing and see that loads are taken out and additional empties placed.

5. Documentation personnel will insure that all trucks and rail cars are properly waybilled, placarded, labeled, and sealed. Waybill clerk will

check the loading of the rolling stock, to insure that the cargo is properly stowed and not over-loaded.

6. Freight Section is responsible for insuring that baggage, TAT and TE equipment are forwarded to proper consignees, and for maintaining records by force number of all equipment so marked.

7. Freight Section during troop movements, will be responsible for required entrainments and detrainments.

Section III

ROAD TRANSPORT SECTION

The function of the Road Transport Section is to supply road transportation to all loading points in the port area for the purpose of port clearance

1. The Road Transport Section is responsible for:
   a. Preparing plans for, and general supervision of, cargo hauling activities.
   b. Ordering transportation 24 hours in advance from the transportation agency supplying the port with motor vehicles.
   c. Securing additional transportation from the following sources: Navy, Engineers, Ordnance, and local administrative vehicles.
   d. Insuring that all truck supervisors know the number and type of trucks assigned to the loading area over which they have supervision.
   e. Submitting daily report to the Superintendent of Transportation covering loading times for all vehicles used in port clearance.
   f. Checking dumps and depots at frequent intervals, and reporting unloading difficulties to the Director of Port Services.
   g. Maintaining close liaison with Freight Section, Services, and Water Division.

2. The Road Transport Section will supervise, through the transportation agency supplying the port with trucks, the following:
   a. Allocation of trucks to loading areas within the port.
   b. Diversion of trucks from one loading area to another through appropriate loading area headquarters.
   c. Diversion of trucks from one loading point to another within the loading area.

3. Road Transport personnel stationed at loading points in the port area will:
   a. Maintain a steady flow of trucks to each crane or ship.
   b. Prevent other than authorized trucks from loading cargo at any of the loading points.

Section IV

TROOP MOVEMENT SECTION

The function of the Troop Movement Section is the debarkation and embarkation of all personnel moving through the Port.

1. Debarkations
   a. Responsibility of Troop Movement Section:
      (1) To prepare plan of debarkation.
      (2) To inform unit CO and/or Transport Commander of debarkation schedule.
      (3) To inform CO of staging area of schedule of debarkation and arrange to deliver passengers to RTO or staging area depending upon disposal instructions.
      (4) To secure certified copy of passenger list, safe arrival certificate, and strength return from CO Troops or Transport Commander.
      (5) To coordinate actual debarkation.
      (6) To see that debarking units and accompanying hand baggage reach the proper staging area or destination within the city.
      (7) If port rail facilities are used, to deliver the troops and accompanying hand baggage to station or siding.
      (8) To arrange for small recognition detail and baggage guard if hold baggage is aboard.
      (9) Submit necessary reports to NBS Troop Movement Section and Control and Statistics Section.

2. Embarkations
   a. Responsibility of Troop Movement Section.
      (1) To prepare schedules for embarkation.
      (2) Assignment of troops to quarters aboard ship.
      (3) Calling forward of units quartered in adjacent staging areas for actual embarkations.
      (4) Berthing of personnel on transports will be done by Troop Movement Officers in conjunction with ship's Purser or Transport Commander.
      (5) Passenger Lists will be prepared in the correct number of copies by Units before they leave Transit Camp for embarkation points.
      (6) Passenger Lists prepared by embarking units, must reach Troop Movement Section at least 48 hours prior to embarkation.
      (7) Passenger Lists for casuals prepared by Troop Movement Section.
      (8) Distribution of passenger lists and sending of teleprints supervised or handled by Troop Movement Section.
      (9) If TAT equipment is to be shipped it will be trucked from transit camp or staging area and loaded by the Port Water Division.
      (10) Submission of necessary reports to NBS Troop Movement Section and Control and Statistics Section.

3. Baggage
   a. Hold baggage and unit equipment discharged or loaded by Water Division.
   b. Unaccompanied baggage to Q.M. Sorting Depot.

4. Notifications.
   a. Port Surgeon
   b. Port Intelligence Officer
   c. Port Provost Marshal
   d. Port Finance Officer

5. Transportation
   a. Secure trucks for transportation of troops and accompanying baggage.
   b. Arrange for shuttle ~~boats~~ if necessary.
   c. Arrange with Provost Marshal, Base Section, for control of marching troops and/or vehicle parties through and in the vicinity of the Port.
   d. Troop Movement Section receives priority in use of necessary trucks, and ship to shore facilities.

6. Misc. Small Craft
   a. All craft not at time of berthing.
   b. Secure disposal instructions from Base Section.
   c. Deliver passengers and baggage to local transit camp or to Base Section RTO, who arranges for transport to final destination.

s/ V. R. Smith
t/ V. R. SMITH
Colonel TC
Supt Trans Div.

APPROVED:

s/ James A. Crothers
t/ JAMES A. CROTHERS
Colonel TC
Port Commander

DISTRIBUTION: "Staff Sections"

APPENDIX NO. 3 (Part I)

HEADQUARTERS, PORT T-410
Beach District, Normandy Base Sec.
APO 562 U.S.Army

AG: 323 10 April, 1945

Subject: S.O.P. Control Section, Port T-410

To : See Distribution

I. PURPOSE: To provide the Commanding Officer with current information and pertinent statistics on the progress of the Command and its facilities.

II. DUTIES:

1. To inform the Port Commander and his staff with complete and accurate statistics indicating the measurement of progress in quantitative terms and a comparison of statistical data with the target or objective established from time to time. Studies of such statistical data arranged in a progressive manner and presented graphically or illustrated by the use of symbols will reveal definite degrees of progress.

2. To determine by means of well-calculated analysis reasons for unsatisfactory progress.

3. Although it is of prime importance that established targets or objectives must be reached, due consideration will be given to the degree of efficiency exercised in obtaining the results prescribed. The measurement or yard stick of operating efficiency must include, but not be limited to, the simplification of well defined projects and the efficient use of operating personnel. Personnel which contribute nothing toward this end must be eliminated or displaced.

III. ORGANIZATION:

1. Authority. - Organization of the Control Section is prescribed in instructions issued by the Commanding General, Normandy Base Section. The T/O & E 55-110-1, Headquarters and Headquarters Company, of a Major Port (Overseas), makes no provision for a CONTROL SECTION. Consequently personnel for the operation of this section must be drawn from other sections and divisions to meet the requirements of the Control Section. Initially the TRANSIT ACCOUNTING DIVISION (known as the CONTROL AND STATISTICAL DIVISION) and the LABOR CONTROL SECTION have been utilized and are now transferred to the Control Section. In as much as a historical record, here-to-fore maintained and compiled by the PLANNING AND LIAISON OFFICER, will depend to a great extent on information and statistics developed by the Control Section, the personnel and records of the Historical Section are now transferred to the Control Section.

2. The Control Section is organized as follows:

a. Control Officer
   (1) Statistical Branch
   (2) Labor Branch
   (3) Projects Branch
   (4) Historical Branch

3. The Control Section will not attempt to establish its own drafting and reproduction facilities, but will utilize the means available at this Headquarters for the drafting and reproduction of reports, graphs, charts and similar records.

IV. OPERATIONAL METHODS:

1. The Control Officer. - His section is an integral part of the Office of the Port Commander. The Control Officer will operate directly under the supervision of the Port Commander.

2. Duties and Responsibilities. -

a. Personnel of the Control Section will not be assigned routine duties beyond the scope of the Control Section. They must always be free to devote their energies to the study of projects, research, and analysis of progress.

b. The Control Section must not attempt to superimpose itself upon the responsibilities or duties of other sections, divisions, or services. The latter will be permitted and encouraged to develop and improve their own S.O.P.'s. The Control Section will function as an AGENCY OF COORDINATION in that it will examine and study S.O.P.'s developed by sections, divisions and services to the end that it may recommend constructive criticism which may result in revisions and improvements. It will recommend the preparation of necessary procedures in such cases where responsible agencies have failed to prepare them.

c. Orders. - The Control Section will neither issue nor publish orders. It assembles and collates facts and figures pertinent to the use of labor, the development and progress of projects, and the recording of history, and arranges them in a form which will transmit their meaning clearly, compactly and effectively to the Commanding Officer. These forms or reports should contain specific recommendations indicating what must be done, and not that something should be done.

d. Planning - The planner sizes up projects, inventories the personnel, materials and equipment available for employment and determines how the latter will be used in the accomplishment of the mission. Planning is a continuous operation and must be projected forward until the mission has been accomplished. While the planning is being put into effect the Control Section lays on the yard stick to determine the degree of progress, operating efficiency and the accuracy attained in reaching the objective set up by the planner The Control Section is interested primarily in facts, and not in personalities It must necessarily be critical, but not biased. It must not develop into a spying agency operating on the principle that it must be "out to get someone"; it must be thoroughly honest, cooperative and friendly in its attitude toward all.

By order of Colonel Crothers:

s/ O. A. Scott
t/ O. A. SCOTT
Lt Col TC
Actg. Adj. Gen.

DISTRIBUTION:

CO and Staff, 4th Port
All Sections, Divisions & Services, 4th Port
CO, Beach District
CG, NBS
Transportation Officer, NBS
OCOT

HEADQUARTERS, 4TH MAJOR PORT
Chanor Base Section
Control Section, Statistical Branch
APO 562 US ARMY

20 July 1945

GRANVILLE (DRUMMOND) OPERATIONS FOR PERIOD 27 OCT 1944 THRU 30 APR 1945

CARGO STATUS:	1944 OCT	1944 NOV	1944 DEC	1945 JAN	1945 FEB	1945 MAR	1945 APR	GRAND TOTAL
Total DWT Discharged	7203	48707	50749	47773	41836	39691	47542	283,501
Total DWT Dispatched	7203	45591	53865	47773	34352	45404	48053	282,241
Stock Pile - Cumulative	0	2756	0	0	7484	1771	1260	-------
Total No.Rail Wagons Used	354	2180	2866	2680	2111	2870	2862	15,923
Total No.Ships Completed	8	58	67	55	44	43	51	326
Target (last day of month)	2600	3000	2000	2000	2000	1000	1000	--------
PORT CONDITIONS:								
Percent Rehibilitated	95	100	100	100	100	100	100	-------
LABOR USED FOR PORT OPERATIONS:								
Civilians Used(Daily average)	293	44	82	122	156	179	169	-------
POW's Worked(Daily average)	740	625	649	369	307	268	300	-------

DATES OF TARGET CHANGES:
27 Oct 1944 - 2000 Tons (Initial Target)
28 Oct 1944 - 2600 Tons
1 Nov 1944 - 3000 Tons
8 Dec 1944 - 2000 Tons
4 Mar 1945 - 1825 Tons
19 Mar 1945 - 1000 Tons (Remained unchanged until operations ceased 30 Apr 1945)

s/ Wilfrid De Blois
t/ WILFRID DE BLOIS
Major TC
Control Officer

4th Major Port
Page 18 .....

APPENDIX NO. 3 (Part I)

PROGRESS REPORT
OF THE
FOURTH MAJOR PORT
AT
CHERBOURG, FRANCE
FOR THE PERIOD
27 JUNE 1944 TO 31 MARCH 1945
ON A
MONTHLY AND QUARTERLY
BASIS

CARGO DISCHARGE
Daily Average Monthly & Quarterly

DW TONS

		By Craft and Barges	Ship to Quai	Total Average
3rd Quarter 1944	July	1,920	60	1,970
	Aug	5,465	3,130	8,595
	Sept	4,515	5,965	10,480
Daily Average Quarterly		3,967	3,048	7,015
4th Quarter 1944	Oct	4,080	7,715	11,795
	Nov	5,465	8,980	14,445
	Dec	2,745	5,325	8,070
Daily Average Quarterly		4,097	7,340	11,437
1st Quarter 1945	Jan	2,025	6,445	8,470
	Feb	2,125	8,110	10,235
	Mar	1,975	6,460	8,435
Daily Average Quarterly		2,042	7,005	9,047

DISCHARGED BY CRAFT AND BARGE
Daily Average Monthly and Quarterly

DW TONS

		By Craft	By Dukw	By Barge
3rd Quarter 1944	July	45	295	1,580
	Aug	125	1,290	4,050
	Sept	245	1,545	2,725
Daily Average Quarterly		138	1,043	2,785
4th Quarter 1944	Oct	170	1,345	2,565
	Nov	405	1,355	3,705
	Dec	480	490	1,775
Daily Average Quarterly		352	1,063	2,682
1st Quarter 1945	Jan	225	0	1,800
	Feb	5	0	2,120
	Mar	0	0	1,974
Daily Average Quarterly		77	0	1,965

CARGO DISPATCH
Daily Average Monthly and Quarterly
DW TONS

		By Road	By Rail	Total
3rd Quarter 1944	July	1,815	80	1,895
	Aug	4,945	3,035	7,980
	Sept	5,535	5,400	10,935
Daily Average Quarterly		4,908	2,838	6,936

		By Road	By Rail	Total
4th	Oct	5,220	6,170	11,390
Quarter	Nov	5,000	8,360	13,360
1944	Dec	3,240	5,365	8,605
Daily Average Quarterly		4,487	6,631	11,118
1st	Jan	3,375	5,455	8,830
Quarter	Feb	1,875	7,565	9,00?
1945	Mar	1,835	7,605	9,440
Daily Average Quarterly		2,362	6,875	9,237

DISCHARGE AND DISPATCH
Daily Average Monthly and Quarterly

DW TONS

		Discharge	Dispatch	Aver. Lag
3rd	July	1,970	1,895	/75
Quarter	Aug	8,595	7,980	/615
1944	Sept	10,480	10,935	/455
Daily Average Quarterly		7,015	6,936	/ 70
4th	Oct	11,795	11,390	/ 405
Quarter	Nov	14,445	13,360	/1,805
1944	Dec	8,070	8,605	- 535
Daily Average Quarterly		11,437	11,118	/ 319
1st	Jan	8,470	8,830	- 360
Quarter	Feb	10,235	9,440	/ 795
1945	Mar	8,435	9,440	-1005
Daily Average Quarterly		9,047	9,237	- 190

CARGO OUTLOADED
Total Deadweight Tons

	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MARCH
TOTAL	103	1023	1716	1569	14419	8484	8570	5857	3266
Total Quarterly		3rd--1944 2842			4th 1944 24472			1st--1945 17693	
GRAND TOTAL:			45,007						

DW TONS DISCHARGED

		Barge	Ship to Shore	Landing Craft	Dukw	Water	Total
3rd	Jul	25,288	1,518	778	4,049	0	31,627
Quarter	Aug	125,559	97,058	3751	40,076	0	266,444
1944	Sept	81,737	179,052	7,350	46,292	0	314,431
Total-Quarter		232,578	277,628	11,879	90,417	0	612,502
4th	Oct	79,527	239,142	5,171	41,752	0	365,592
Quarter	Nov	111,110	269,366	12,107	40,718	0	433,301
1944	Dec	55,093	165,110	14,824	15,085	0	250,112
Total-Quarter		245,730	673,618	32,102	97,555	0	1,049,005

		Barge	Ship to Shore	Landing Craft	Dukw	Water	Total
1st	Jan	55,807	199,798	6791	0	201	262,597
Quarter	Feb	59,288	227,067	126	0	110	286,591
1945	Mar	6,180	200,312	0	0	0	261,492
Total-Quarter		176,275	627,177	6917	0	311	810,680
GRAND TOTAL		654,583	1,578,423	50,898	187,972	311	2,472,187

DW TONS DISPATCHED

		Road	Rail	Water	Quai Homet*	Total
3rd	Jul	27,257	1,212	0	0	28,469
Quarter	Aug	152,731	94,692	0	0	247,423
1944	Sept	166,118	162,021	0	0	328,139
Total-Quarter		346,106	257,925	0	0	604,031
4th	Oct	161,184	191,307	0	0	353,121
Quarter	Nov	150,026	242,004	0	8,827	400,857
1944	Dec	97,202	155,797	0	13,735	266,734
Total-Quarter		409,042	589,108	0	22,562	1,020,712
1st	Jan	104,710	152,063	201	16,743	273,717
Quarter	Feb	52,546	199,556	110	12,043	264,255
1945	Mar	56,842	219,225	0	16,577	292,644
Total-Quarter		214,098	570,844	311	45,363	830,616
GRAND TOTAL		969,246	1,417,877	311	67,925	2,455,359

* Coal For MRS

DW TONS REMAINING

		Total Discharge	Total Dispatch	Total tons Remaining Cumulative
3rd	July	31,627	28,469	3,158
Quarter	Aug	266,444	247,423	22,179
1944	Sept	314,431	328,139	8,471
Total Quarter		612,502	604,031	8,471
4th	Oct	365,592	353,121	20,942
Quarter	Nov	433,301	400,857	53,386
1944	Dec	250,112	266,734	36,764
Total Quarter		1,049,005	1,020,712	36,764
1st	Jan	262,597	273,717	25,644
Quarter	Feb	286,591	264,255	47,980
1944	Mar	261,492	292,644	16,828
Total Quarter		810,680	830,616	16,828
GRAND TOTAL		2,472,187	2,455,359	16,828

TOTAL DISCHARGE BY SERVICE OF SUPPLY
DW TONS

	JULY	AUG	SEPT	TOTAL QUARTER	OCT	NOV	DEC	TOTAL QUARTER	JAN	FEB	MAR	TOTAL QUARTER	GRAND TOTAL
ENGINEER	16762	93255	62886	172903	40215	34664	20009	94888	18312	4137	2652	25011	292802
ORDNANCE	3795	23980	44020	71795	106022	164654	130058	400734	147689	169081	155936	472706	945235
QUARTERMASTER	2846	61282	94329	158457	124301	142989	80036	347326	86267	68776	53538	208581	714364
TRANS. CORPS	5377	69275	100618	175270	73118	56329	5002	134449	6280	11636	5228	23144	332863
AIR CORPS	0	553	556	1109	296	162	419	877	53	15	654	722	2708
CHEMICAL WARFARE	294	1887	226	2407	488	1253	2388	4129	0	9372	761	10133	16669
MEDICAL	70	1213	2368	3651	3825	7759	1307	12889	139	297	345	781	17321
SIGNAL	158	5543	2376	9477	7780	14542	5112	27434	1953	1890	3341	7184	44095
MAIL	0	154	1353	1507	1633	6032	4055	11720	622	734	1165	2521	15748
NAVY	706	8815	143	9664	0	513	1306	1819	608	24	21	653	12136
FRENCH CARGO	0	0	0	0	0	0	0	0	0	15423	19895	35318	35318
MISCELLANEOUS	219	487	5556	6262	7914	4406	420	12740	674	5206	18046	23926	42928
GRAND TOTAL	31627	266444	314431	612502	365592	433301	250112	1049005	262597	286591	261492	810680	2472187

PERSONNEL DEBARKED
NUMBER OF TROOPS MONTHLY AND QUARTERLY

	JULY	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR
Troops	2,502	5,115	67,022	1,297	1,595	27,390	1,408	306	545

Total Quarterly	3rd - 1944 74,639	4th - 1944 30,282	1st - 1945 2,259

GRAND TOTAL - 107,180

PERSONNEL EMBARKED
NUMBER OF TROOPS MONTHLY AND QUARTERLY

		Troops	Casualties	POW's	Total
3rd Quarter 1944	July	0	0	0	0
	Aug	0	1,654	0	1,654
	Sept	1,340	5,059	9,466	15,865
Total Quarter		1,340	6,713	9,466	17,519
4th Quarter 1944	Oct	6,347	8,429	32,283	52,086
	Nov	4,303	14,565	13,011	31,879
	Dec	1,463	24,665	1,967	28,095
Total Quarter		12,140	47,659	52,261	112,060
	Jan	314	27,879	3,000	41,193
	Feb	2,169	21,359	5,400	28,928
	Mar	6,990	5,278	15,673	27,941
Total Quarter		9,473	64,516	24,073	98,062
GRAND TOTAL		22,953	118,888	85,800	227,641

LABOR USED FOR PORT OPERATIONS
DAILY AVERAGE MONTHLY AND QUARTERLY

		Civilians	Prisoners	Soldiers	Total
3rd Quarter 1944	July	0	0	925	925
	Aug	655	650	3,295	4,600
	Sept	555	2,025	4,150	6,730
Daily Average Quarterly		403	892	2,790	4,085
4th Quarter 1944	Oct	535	2,700	4,815	10,050
	Nov	750	3,825	5,465	10,040
	Dec	795	3,600	3,900	8,295
Daily Average Quarterly		693	3,375	4,727	7,795
1st Quarter 1945	Jan	760	3,465	3,035	7,260
	Feb	925	4,550	3,585	9,060
	Mar	694	4,156	2,919	7,769
Daily Average Quarterly		793	4,057	3,180	8,030

VESSELS COMPLETED

		OCEAN GOING	COASTERS	SEA TRAINS	LST'S	TOTAL
3rd	July	10	1	0	1	12
Quarter	Aug	29	19	40	234	322
1944	Sept	52	24	48	322	446
Total Quarter		91	44	88	557	780
4th	Oct	64	33	26	217	340
Quarter	Nov	86	20	20	145	271
1944	Dec	51	13	4	1	69
Total Quarter		201	66	50	363	680
1st	Jan	43	13	0	4	60
Quarter	Feb	46	14	1	56	117
1945	Mar	39	21	0	82	143
Total Quarter		128	48	2	142	320
GRAND TOTAL		420	158	140	1062	1780

NUMBER OF LIBERTIES AND FREIGHTERS WORKED
DAILY AVERAGE MONTHLY AND QUARTERLY

		Ships	Hatches
3rd	July	0	0
Quarter	Aug	17	71
1944	Sept	17	61
Daily Average Quarterly		11	44
4th	Oct	20	82
Quarter	Nov	29	111
1944	Dec	15	58
Daily Average Quarterly		21	84
1st	Jan	31	58
Quarter	Feb	14	66
1945	Mar	8	38
Daily Average Quarterly		12	54

AVERAGE DISCHARGE EX LIBERTIES AND FREIGHTERS
AND
AVERAGE DISCHARGE FOR HATCH WORKED
Daily Average Monthly and Quarterly
DW TONS

		Per Ship	Per Hatch
3rd	July	183	75
Quarter	Aug	314	84
1944	Sept	318	87
Daily Average Quarterly		272	82
4th	Oct	386	97
Quarter	Nov	410	106
1944	Dec	496	122
Daily Average Quarterly		431	108

		Per Ship	Per Hatch
1st	Jan	562	122
Quarter	Feb	577	122
1945	Mar	806	172
Daily Average Quarterly		648	139

SHIP DISCHARGE TIME FOR LIBERTIES AND FREIGHTERS
Average Number of Days in Port

		Ocean Going	Coasters
3rd	July	9.4	1.0
Quarter	Aug	14.1	7.5
1944	Sept	10.3	6.3
Average Days Quarterly		11.3	4.9
4th	Oct	11.3	8.5
Quarter	Nov	14.5	6.4
1944	Dec	12.4	5.7
Average Days Quarterly		12.7	6.9
1st	Jan	9.2	7.1
Quarter	Feb	12.2	5.4
1945	Mar	6.6	4.5
Average Days Quarterly		9.3	5.7

DISCHARGE PERFORMANCE
Tons per Gang Hour ex Liberties and Freighters

		Net Tons *	Tons **
3rd	July	0.0	0.0
Quarter	Aug	7.0	4.9
1944	Sept	7.63	4.69
Average Quarterly		4.88	3.2
4th	Oct	8.01	5.07
Quarter	Nov	8.53	5.57
1944	Dec	10.36	6.79
Average Quarterly		8.98	5.81
1st	Jan	10.96	7.04
Quarter	Feb	11.26	7.17
1945	Mar	12.52	9.13
Average Quarterly		11.58	7.78

* Average hourly discharge per hatch gang hour with delay time DEDUCTED.
** Average hourly discharge per hatch gang hour with delay time INCLUDED.

NUMBER OF TRUCKS USED FOR PORT CLEARANCE
Daily Average Monthly and Quarterly

July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
365	307	185	315	265	99	101	51	76

Daily Average Quarterly	3rd - 1944	4th - 1944	1st - 1945
	286	226	68

NUMBER OF RAIL CARS USED
Daily Average Monthly and Quarterly

July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
0	68	128	274	451	344	326	451	478

	3rd - 1944	4th - 1944	1st - 1945
Daily Average			
Quarterly	65	356	418

HEADQUARTERS
NORMANDY BASE SECTION
COMMUNICATIONS ZONE
EUROPEAN THEATRE OF OPERATIONS
APO 562 US ARMY

GENERAL ORDER)
NUMBER.....19)

25 February 1945

REORGANIZATION OF NORMANDY BASE SECTION

1. General Order # 15, this headquarters, cs, is rescinded.

2. Effective 010001A March 1945, Normandy Base Section is reorganized into Districts as directed below.

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 Department of Finistere, Cotes du Nord, and Ille et Villaine exclusive of the combat area retained by 12th US Army Group.

c. Central District is redesignated SOUTHERN District and comprises the Departments of Mayenne, Sarthe, Eure et Loir, Loire et Cher, Indre et Loire, 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	COMMANDER
Normandy Base Section	Deauville, L-4514)	Maj Gen H S Aurand
Northern District	Le Havre (VL-4629)	Brig Gen J L Phillips
Western District	Rennes (Y-0055)	Col G S Andrews
Southern District	Le Mans (Z-4036)	Col W. Hayford, III
Beach District	Castilly (VO-5581)	Col E M Caffey

By command of Major General AURAND:

FRANK L ELDER
Colonel, GSC
Chief of Staff

OFFICIAL:

/s/ FRANK CUNISKEY
Lt Colonel, AGD
Adjutant General

DISTRIBUTION: "A" AND "D" plus
5 - CG, Com Z
26 - CG, ETOUSA
5 - Hq Utah Dist
5 - Hq Omaha Dist
5 - Hq Central Dist
5 - Hq Western Dist
5 - Hq Eastern Dist
5 - Hq Dist A

A C E R T I F I E D T R U E C O P Y

/s/ Gilbert G. Southwick
/t/ GILBERT G. SOUTHWICK
2nd Lt TC

APPENDIX NO. 3 (Part I)

HEADQUARTERS UTAH DISTRICT
NORMANDY BASE SECTION
APO 562 US ARMY

29 January 1945.

TROOP ASSIGNMENT)
NUMBER 12)

1. The following listed units are reld from all previous atchmt or asgmt and are asgd to Port T-410.

4th Port, H/H Co L/Det "D"
12th Port, H/H Co L/Det L, M, & K.
101st Port MI Co
102d Port MI Co
107th Port MI Co
133d Fin Disb Sec
137th Fin Disb Sec
255th Port Co
256th Port Co
257th Port Co
258th Port Co
259th Port Co
261st Port Co
262d Port Co
263d Port Co
264th Port Co
265th Port Co
280th Med Sec
285th MP Co. PC&S
298th Port Co
300th Port Co
301st Port Co
322d Port Co
323d Port Co
324th Port Co
325th Port Co
328th Harbor Craft Co
335th Harbor Craft Co
337th Harbor Craft Co
342d Med Sec
344th Med Sec
383d MP Bn, Co "A"
483d Port Bn, H/H Det
498th Port Bn, H/H Det
500th Port Bn, H/H Det
513th Port Bn, H/H Det
516th Port Bn, H/H Det
526th Port Co
529th Port Co
533d Port Co
533d QM Rhd Co
533d Ordnance HAM Co
534th Port Co
535th Port Co
[illegible] Port Co

757th Ry Shop Bn
816th Sig Sv, Co, Port
821st Amph Trk Co
822d Amph Trk Co
1209th Engr FF Plat
1213th Engr FF Plat
1591st Engr Util Det
1600th Engr Util Det
1646th Engr FF Sec
1671st Engr Util Det
WAC Det "B"
Sub-Port T-411
Det "K", 12th Port
72d Fin Disb Sec
514th QM Bn, H/H Det
514th Port Bn, H/H Det
526th Port Co
555th APU
597th APU
630th Port Co
819th Sig Sv Co. Port L/Dets
3104th Sig Sv Bn, Det of Det "E"
3184th QM Sv Co
3185th Sig Sv Bn, Det "F"
3185th Sig Sv Bn, Det "O"
535th QM Bn, H/H Det
533rd QM Rhd Co
557th Rhd Co
3123d QM Sv Co
3123 QM Sv Co
N-127/3123 QM Sv Co
N-129/3123d QM Sv Co
N-130/3123d QM Sv Co
N-131/3123d QM Sv Co
N-132/3123 QM Sv Co
225th Cml Base Depot Co
F-200/225th Cml Base Depot Co
816th Sig Sv Co
208th Sig Depot Co. L/Det
27th Ordnance Bn. H/H Det
188th Ordnance Base Depot Co
810th Ordnance Base Depot Co
816th Ordnance Base Depot Co
820th Ordnance Base Depot Co

[illegible]

535th QM Bn, H/H Det
536th Port Co
537 th Port Co
557th QM Rhd Co
558th Port Co
594th Port Co
616th Ordnance Amm Co
646th Port Co
656th Port Co
657th Port Co
658th Port Co
659th Port Co
728th Ry Opn Bn
N-55/497th MVA Co
N-56/497th MVA Co
144th Ord MVA Co
15th Ord Bn, H/H Det
457th Ord EVAC Co
479th Ord EVAC Co
3417th Ord MAM Co
949th Ord MVD Co
956th Ord MVD Co
3077th Ord MVD Co
986th Ord Base Depot Co
987th Ord Base Depot Co
267th Ord Base Depot Co
329th Ord Base Depot Co
350th Ord Base Depot Co
N-57/329th Ord Base Depot Co
N-58/816th Ord Base Depot Co
N-59/820th Ord Base Depot Co
N-60/987 Ord Base Depot Co
350th Ord Bn, H/H Det
432d Ord MVA Co
497th Ord MVA Co
N-54/497th MVA Co
3078th Ord MVD Co
N-66/3078th Ord MVD Co
N-67/3078th Ord MVD Co
N-68/3078th Ord MVD Co
N-62/3077th Ord MVD Co
N-63/3077th Ord MVD Co
N-64/3077th Ord MVD Co
616th Ord Amm Co
711th Med Sanitary Co
780th Base Depot Co (TC) L/Det.

2. The following listed units are reld from all previous atchmt or asgmt and are atchd to 384th HP Bn.

499th Port Bn, H/H Det
254th Port Co
260th Port Co
647th Port Co
278th Port Co
299th Port Co
528th Port Co

511th Port Bn, H/H Det
548th Port Co
549th Port Co
553d Port Co
557th Port Co
557th Port Co
645th Port Co

3. The following named units are reld from atchmt to 647th Port Co for operations, supply, rations and quarters and are atchd to organizations indicated for operations, supply, rations and quarters.

R-93/647th Port Co	atchd to	474th QM Group (TC)
R-94/647th Port Co	atchd to	6th QM Bn (TC)
R-95/647th Port Co	atchd to	757th Ry Shop Bn
R-96/647th Port Co	atchd to	757th Ry Shop Bn

By order of Colonel CAFFEY:

s/ Thomas M. Swift
t/ THOMAS M. SWIFT,
1st Lt, FA,
Adjutant.

DISTRIBUTION: "A" & "D" plus
5 CG, HBS
2 G-3, HBS
2 G-4, HBS
2 Adj Sec (orders)
1 Files

APPENDIX NO. 3 (PART I)

Extracts From:
Progress Report
of
4TH MAJOR PORT
at
CHERBOURG FRANCE
for the period
June 27th 1944 to March 15th 1945

M I S S I O N

THE PRIMARY MISSION OF THE FOURTH PORT IS TO OPERATE THE PORT OF CHERBOURG IN THE MOVEMENT OF TROOPS AND SUPPLIES WITH EFFICIENCY AND DISPATCH. This Primary Mission includes, but is not limited to —

1. The discharge of cargo from all vessels arriving in the Port by the most efficient means available, whether by landing craft, by barge, or direct to quays.

2. The correct routing and prompt dispatch of all supplies landed, whether by road, rail, or air.

3. The storage of all supplies remaining in the port area, and prevention of any loss by fire, sabotage, or pilferage.

4. The reception, embarkation and debarkation of all troops at the Port, to include the necessary supply and transportation for such transients.

5. Maintaining the necessary internal functions for accomplishing the primary mission. Internal functions include: The proper accounting procedures connected with the movement of troops and supplies; the direction of all harbor activities in coordination with the Navy and War Shipping Administration; the maintenance and repair of all Port facilities; the progressive development of the Port toward the goal of assigned tonnage targets.

6. The command control of troops assigned or attached, to include the necessary administration, training, supply, and functions affecting their welfare and discipline.

7. The security of Command.

CHERBOURG PROGRESS REPORTS FOURTH PORT

1. Purpose: The purpose of this report is to show in a clear and concise form the complete picture of the development of the Port of Cherbourg as a war port from 27th June 1944 through 15th March 1945--its constructional growth, and its full utilization as a major supply point in the European Theater.

2. Scope: This report is general in nature; and in scope, deals primarily with the elements of Physical and Operational Development. The following

is an outline of the main sections of the report:

I. DEVELOPMENT OF THE HARBOR
II. CARGO OPERATIONS
III. TROOP MOVEMENTS
IV. FUNCTIONAL DEVELOPMENT
V. MORALE, HEALTH, AND CRIME.

Compiled by Projects Branch, Control Section.

PRE-WAR CHERBOURG

Cherbourg is located on the north coast of the Cotentin Peninsula. Its population in 1940 was 39,000. Before the war it was an important town of disembarkation, the gateway to the Continent, and the principal trans-Atlantic port of France. A direct train service connected the huge modern quayside, where the Normandy used to dock, with Paris. However, there were relatively few cargo handling facilities and the average daily tonnage before the war was 780 tons.

Cherbourg harbor, which is entirely artificial, in contained in the bay between Fort Querqueville and the Ile Pelee. It consists essentially of a protected tidal harbor containing a Naval Station. This harbor lies in the shape of a large "U" faced almost due north toward the English Channel. There are two roadsteads for the anchorage of ships. The outer roadstead, known as Grande Rade, is enclosed within tow jetties and the island leaving two passages into the English Channel. The inner roadstead, known as Petite Rade, serves the main harbor installations and is protected by two jetties leaving an entrance into the Grande Rade. The inner harbor is divided into three main areas:

a. The Arsenal on the west.
b. The Darse Transatlantique and Old Commercial Port in the center.
c. The Terre Plein and Reclamation Areas on the east.

DESTRUCTION OF CHERBOURG

First reconnaissance of the Port of Cherbourg after its capture on 26th of June, 1944, revealed that 95 percent of the existing quayage suitable for deep draft vessels was not in a usable condition. It was apparent that the enemy had prepared, and carried out, a thorough demolition plan in an effort to deny, or delay, Allied use of the harbor. The waste and havoc committed has never before been surpassed, and the thorough devastation disrupted all pre-invasion plans of reconstruction and affected the tactical time schedule immensely.

The entire bay was thoroughly mined with all known types of mines, and several not previously encountered. Various kinds of magnetic, acoustic, and contact mines were scattered generally over the Grande and Petite Rades. Katy mines were sown in the shallow anchorages. There were mines planted in the ocean growth so that sweeping would not set them off. Others were hidden in the wreckage at the bottom of the inner bassins; and a barge containing seventy mines was found sunk in the Arsenal.

The enemy had blocked with sunken vessels all entrances to and between the major bassins of the port. The entrance to the Darse Transatlantique

was entirely closed by two sunken ships, one an old 8,000 ton whaler. The channel leading into the Commerical Port was effectively blocked with tugs of various sizes. There were numerous ships, cranes, boilers, and junk of all descriptions scattered indiscriminately throughout the entire Arsenal. Barges were sunk along the Digue du Homet, and tugs had been scuttled in the tanker berth at the Digue de Querqueville.

The complete destruction of the two principal quays on either side of the Darse Transatlantique, the Quai de France and Quai de Normandie, followed the same thorough pattern. Locomotives, gentry cranes, and passenger gangways had been wrecked and toppled into the water and the quay walls blown in on top of them. Underwater survey showed that 20,500 cubic yards of masonry and a tangled mass of steel had been blown into the Darse. In addition, most of the concrete deck had been dropped behind what remained of the destroyed caissons of both quays.

Gare Maritime, the modern railway station of reinforced concrete, was badly damaged. All utilities in the building, such as the electric control system and the heating plant, were demolished.

The devastation in the big Arsenal Area was wide spread, particularly in the barracks and workshops. Some of this destruction had been caused by our own air action since 1940, but the bulk of it was done by the enemy. Every dry-dock gate and every bridge, including the three access roads over the old moat, had been mined or wrecked. All portal cranes were blown up. In general, except for the quay walls, all the utilities of the Arsenal, including the principal power plant, were destroyed.

The Quay de Homet and the Digue du Homet were demolished in much the same manner as the Quai de France, but not quite so thoroughly. There was one major breach blown in the Digue, approximately 400 feet in length, through which the sea was flowing. Other breaks at eleven places left huge gaps im the railroad and pipeline.

The Avant Port du Commerce and the Bassin A'Flot, in the center of the city suffered least damage of any section; however, the swing bridge between the two had been wrecked and span blown out.

Due to the hasty withdrawal of the enemy from Cherbourg, not all demolitions were accomplished. Though the city water mains were broken in many places, pumps and equipment of the City Filtration Plant were found wired with explosives but intact. Stores of mines and explosives of all types were discovered which had not been set off when the city was abandoned. Some valuable German equipment, including generators and machines, was salvaged.

Source: Hq 333rd Engineer Regiment, SS. "Activities in Cherbourg".

RECONNAISSANCE OF CHERBOURG

The initial planning for the restoration of the Port of Cherbourg, completed prior to D-Day, estimated a daily tonnage capacity of 6900 tons. Upon arrival of advance parties, a survey of the harbor was made, and construction of proposed facilities for the handling of 17,900 tons daily was begun. As

the tactical situation changed, it became apparent that this port would of necessity be developed further, and that the facilities would have to be usable about 15th September, at which time it was expected that weather conditions would force beach operations to be suspended. A detailed study of the harbor resulted in the submission of the 24th July Plan which proposed a raise in capacity to 21,800 tons.

The first major work to be done was debris clearance. Roads along the water front, in most instances, were impassable due to the mass of wreckage. Much of this debris was used in the construction of the LCT and Dukw ramps. Salvage parties were sent out to gather captured materials so that work might proceed before the arrival of supplies from the United Kingdom. These captured supplies included cement, concrete sand, reinforcing steel, and lumber. Employment of Civilians and POWs speeded the task considerably.

Since the Digue du Homet was the least damaged quay available for the berthing of deep draft ships and was accessible to rail traffic, construction was started first along the south side to provide berths for five Liverty ships. The work required the construction of 60,000 square feet of quayage and the clearing of underwater debris.

Construction on the Digue du Homet was followed by the clearing of a channel into the Darse Transatlantique, and the erection of marginal wharves along the undamaged Terre Plein and Reclamation Area sea walls. The development of the Quai de France and the Quai Normandie, together with a 1000 foot extension to the latter, required the sinking of over 135 pile dolphins and the erection of more than 300,000 square feet of new wharf designed to carry four railroad tracks. Removal of underwater obstacles and some dredging was required to complete the achievement.

Berths for eleven ships were prepared in the Arsenal Area. This work consisted of the construction of 34,000 square feet of timber wharves between the various drydock forms. Floating barges were moored between ship and quay face to fend the vessels off the walls into water of sufficient depth. Three steel bridges had to be erected in the Arsenal Area.

Berths for two ships in the drydock of the Quay du Homet consisted of the construction of 19,000 square feet of concrete wharf on timber posts, together with railroad connections thereto. Development of tanker berths on the south side of the Digue de Querqueville was facilitated by using the existing stone finger piers. Floating barges were used for fenders, and the tankers discharged directly into oil pipe lines installed on the jetty.

Railroad construction consisted essentially of laying wharf spurs along all primary piers and the Nouvelle Plage; of building landing stages for rolling stock at the Reclamation Area and Quai du Homet; of developing a marshalling yard at Terre Plein; of laying feeder lines connecting with main trunks out of Cherbourg.

This report would not be complete without mention of the tremendous job of mine-sweeping in Cherbourg harbor. The pre-invasion time estimate had been two or three days, but the completeness of enemy preparations was such that it cost 20 days to sweep a path to Nouvelle Plage. As late as 83 days after the opening of the port, the 200th mine exploded in the Petite Rade.

Mine-sweeping slowed other operations considerably during this period.

A BRIEF HISTORY OF FOURTH PORT OPERATIONS IN CHERBOURG

JUNE 1944

On 27th June, the day following the capitulation, the advance party of the 4th Port arrived in Cherbourg and immediately began a survey of conditions. In the course of their investigations, they were fired upon by the German controlled harbor forts. It was not until these forts surrendered on June 29th that mine clearance and salvage work could proceed in the bay.

JULY 1944

The main body of 4th Port troops arrived on 6th July. Within two weeks the principal attached units - Port Battalions, Truck Companies, Amphibious Truck Companies, and Harbor Craft Companies were in Cherbourg.

July became the month for the beginning of many types of operations; the railway opened between Cherbourg and Carentan on the 11th; the first cargo ships entered the harbor and began discharge by Dukw on the 16th; the first troops were debarked on the 26th; tanker berths at Querqueville pipe-line were ready on the 24th; sea trains began discharge to Digue du Homet br crane ship on the 27th.

The mounting supply problem on the Continent made necessary revised plans for rehabilitation, and on expansion of operations toward a 20,000 ton target. On 26th, the 12th Port arrived and was attached to the 4th Port to help accomplish this tremendous task. To insure the efficient operation of the harbor craft, the "Harbor Boat Service" was established and charged with the operation and maintenance of all floating equipment assigned to the Port. They soon had a two-way radio system installed between the ships at anchor and a main control tower.

AUGUST 1944

The new program of construction showed results early in August wih the opening of a Liberty berth at Digue du Homet and a landing stage for cross-channel seatrains at Quai du Homet, completed the 6th. Increased rolling stock benefited the railroads and speeded port clearance. Refrigerator cargo, heretofore moved by special trucks, could henceforth be shipped by rail "reefer" cars.

The completion of Terre Plein and Reclamation Area Quays, with installed stiff-leg cranes, speeded the discharge of barges which had all unloaded in Bassin A'Flot. By the 11th, this Bassin had space available for coal coasters, now coming in.

The labor problem was solved largely in August by the employment of the first civilians and the opening of a prisoner of war labor camp.

General Eisenhower and other prominent persons inspected the newly opened port.

SEPTEMBER 1944

September was a month of continued rehabilitation of Port facilities to meet the ever-increasing demand of the armies moving toward Germany. The most important development was the opening of the bassins of the Arsenal Area, between the 7th and 15th, to ocean going vessels.

On the 12th, the first Hospital ship came into the Port of Cherbourg and was the forerunner of what was to be one of the Port's most important missions- the evacuation of casualties. In addition to these evacuations troop movements al all kinds increased. The first large movement, 23,000 troops, arrived directly from the United States on the 7th. Also, many Prisoners of War were embarked to England.

On the 29th, Colonel James A. Crothers assumed command in place of Colonel Cleland C. Sibley who had been relieved on the 19th.

OCTOBER 1944

On the 2nd, the first berth in Darse Transatlantique was completed. By the end of the month the entire Darse was open to deep draft vessels. The Darse and Arsenal Areas were main areas in the Port for the discharge of Liberties at quay-side.

Full fire protection for the Cherbourg water front was completed and coordinated on the 10th under a plan employing fire boats with personnel trained by the Navy.

Granville, with a tonnage goal of 3000 tons daily, was taken over by the 4th Port on 22nd. This Sub-Port was used solely for the discharge of coal from coasters.

NOVEMBER 1944

November was the month of high cargo discharge. Cherbourg had attained the status of the largest Army operated port in the world. The millionth ton was discharged on the 2nd. The 20,000 ton daily target was reached on the 4th.

With the expanding discharge of cargo, railroads had to be relied upon for most of the quay-clearance. Ninety extra miles of track were laid in the city along the quays. On the 2nd, the Cherbourg Terminal Railway came under the control of the 4th Port in order to guarantee better control and coordination of all operations.

During the month of November 433,301 tons were discharged and 14,419 tons outloaded—a total of 447,720 tons handled. This was an all high monthly tonnage for the Port.

DECEMBER 1944

With the development of the northern French ports, the burden on the Port of Cherbourg was relieved and the daily tonnage target dropped from 20,000 to 12,000 tons on the 4th. The trend was further evident by the reduction of the target to 7,000 tons daily on the 17th. In the meantime, 38 crawler cranes and much other equipment had been turned over to the other ports. The 14th

saw the discharge of the last Channel Ferry, and on the 15th, the last ship to be discharged by Dukws was completed.

The total tonnage discharged in December showed a drop to 250,112 tons as compared with 433,301 tons the previous month.

December was also a month of disaster. As a result of increased enemy submarine and mine-laying action in the Channel, the Port's personnel spent Christmas rescuing survivors from ships sunk in the Channel just outside the entrance to the harbor.

JANUARY 1945

January found the Port once more on an expanding program. Discharge target was increased from 7000 tons to 8200 tons. With a large shipment of cased vehicles arriving, an assembl y line was established at Sea Plane Base.

On 1st January, most of the 12th Port personnel on duty with the 4th Port left for new assignment. On 29th, ninety-five units of various sizes involved in operations in and about Cherbourg were assigned to the Port.

FEBRUARY 1945

The movement of Headquarters, Normandy Base Section, from Cherbourg left the 4th Port as the major Headquarters in the city with the responsibility of the supervision of all Army activities. Thirty-eight additional units formerly with one of the higher echelons were assigned.

On 1st February the Port's daily tonnage target was raised to 10,350 tons. On the 8th, the Port of Cherbourg reached the total discharge figure of 2,000,000 tons since the beginning of operations. A high mark in vehicle assembly was attained on the 15th when 405 units were turned out.

Source: Historical Branch, Plans & Liaison Section.

SUPPLEMENT, Progress Report, 4th Port.

ALLIED VERSION OF THE CAPTURE OF CHERBOURG

by

Lieutenant Colonel R.M. Raynsford, Great Britain, August 1944.

When it is a question of bringing to bear massive mechanical might against the enemy the American army has shown that it has nothing to learn from anybody, and indeed as regards fighting qualities, pure and simple, American troops showed in the Cherbourg campaign that they had achieved a high, in fact a magnigicent standard. In the Cherbourg campaign enormous risks were taken. But the risks were justified, and as a result the American campaign in the Cherbourg peninsula will go down in history as one of the most daring and most successful operations in the annals of history.

We will start this account of the capture of the port from 16 June, on

which day the three American divisions involved were holding a semicircular bulge stretching from Quineville on the east coast, through Montebourg--part of which was still in enemy hands--thence almost due south to Pretot, whence the line circled east around Carentan to a point about two miles south of the little port of Isigny.

By nightfall, on the 18th, St. Sauveur, on the main road running south from Valognes to Coutances, was captured and thereafter things began to move rapidly. St. Sauveur was captured by the 82nd Airborne Infantry Division which had fought in Sicily. This advance westwards was carried forward right to the west coast of the peninsula by the 9th Division, which had also fought in the North African Theater. By noon on the 18th, Carteret and Barneville-sur-Mer were in American hands, after forty-eight hours' severe fighting. By this brilliant dash the Cherbourg peninsula was cut in half, and Cherbourg itself was isolated, to say nothing of the German forces in the north. The German 77th Division, led by tanks, made a vicious attempt to break south, but the northern flank of the 9th Division held firm and the Germans retreated to Bricquebec, heavily strafed from the air.

In the south, American advance troops entered St. Lo, the center of important road and rail communications, but were forced to retire.

The move forward from St. Sauveur to Carteret constituted an advance of ten miles on a frontage of about six miles, and one might have expected General Bradley to have stopped to consolidate his position, but true to his mission of "hitting and keeping on hitting" he ordered the 9th Division to pursue the retreating German 77th Division. They made a five-mile advance and occupied Bricquebec. German opposition was very meager and many hundreds of prisoners were taken.

Meanwhile, Montebourg had been completely bypassed by troops advancing along the coast. Valognes was also in process of being enveloped, and was actually captured on 20 June. Montebourg was vacated by the Germans on 19 June. By 21 June, American troops were starting to penetrate the outer defenses of Cherbourg which lay about six miles from the town.

Air reconnaissance showed that Cherbourg had been badly damaged by air attacks and naval shelling, and the Germans had by now started to make extensive demolitions.

On the east coast an advance of five miles had been made, north of Quineville; indeed from the east coast to the west coast of the peninsula the American offensive was pressing forward relentlessly, while the Germans retired to the immediate defenses of the port.

The outer defenses consisted of a semicircle of strongpoints about six miles outside the town. Further in was another semi-circle of strongpoints, and finally a third ring of seven forts containing big coastal guns. It is to be noted, however, that the fortifications were naturally designed against attack from the sea or from the flanks across the horns of the peninsula. To the south of the port the defenses were not very highly organized. General Bradley showed that he had no intention of wasting time about the final capture of the port. On 22 June an all-out attack was launched against the fort-

ifications, by land, sea, and air. The perimeter was about twenty miles in extent. Hundreds of American and British medium bombers and fighter-bombers blasted the German positions on the high gound around Cherbourg. Marauders, Havocs, and Thunderbolts carried out constant bombing attacks to clear the way for the American Infantry. The defensive area on the south turned into "a wasteland of rubble and flame". A German officer broadcasting in the German forces program said: "Our lives have been turned sour by the hundreds of enemy heavy and light bombers and swarms of fighter-bombers which are constantly attacking us." One correspondent described the bombardment as probably the greatest land-air attack in history.

Though the main American attack came from the south, troops on the right flank, striking at Cherbourg from the east, helped enormously in giving the final coup de grace.

Three hill features dominate Cherbourg. By 23 June one of them had been captured. By 24 June American troops had penetrated the German outer defense line to a depth of more than two miles in most places. Advanced troops had reached a point only a mile from the harbor. On 25 June coastal defenses of the port were heavily bombarded by Allied battleships. German troops began to surrender in hundreds. On the night of 25 June the German News Agency stated that it could be assumed that the Americans had taken possession of Cherbourg.

Undoubtedly the heavy naval bombardment, which started on the 25th, contributed to a very large extent to the capitulation of Cherbourg. On this day a very strong Allied naval force moved up well within range of the notoriously tough shore defense and opened fire with a rain of shells. Some ships took a position as close as 8,000 yards from the shore. There were in the first place a series of fierce gun duels before the land batteries were sufficiently neutralized to allow of fire being shifted to enemy strong-points inland in support of the advancing army.

At noon on 25 June this naval force made a rendezvous in the Channel off the peninsula and broke the silence of the calm, bright Sunday with the first salvo from the 14-inch guns of the USS Nevada. The other battleships and cruisers quickly opened on their assigned targets, the heavily casemated shore batteries flanking Cherbourg. Particular accuracy was required, as American troops were known to be concentrated close to the target areas.

The enemy shore batteries lost no time in replying with heavy fire. As the Allied ships swept up and down in plain view of the French coast, enemy shells fell close among them. As the fire grew more intense, destroyers laid a smoke screen behind which the bombardment continued. The answering fire dropped off significantly as the naval shells found their mark.

The bombardment of the enemy coastal batteries and strong-points inland lasted for some three hours. The minesweeping forces, which consisted of British and U.S. flotillas of fleet sweepers, did magnificent work during this operation.

The report that Cherbourg had fallen, issued by the German News Agency

on the night of the 25th, was an intelligent anticipation, though it was obvious that the German situation had become desperate. By nightfall on the 26th the remaining two hill features dominating Cherbourg were in American hands, many American troops had reached the waterfront, and some, in fact, had penetrated to the docks. Roughly one-third of Cherbourg had been captured, aothough bitter fighting with grenade and bayonet was still on in the streets. Actually a good many points of resistance had to be bypassed in order to strike a blow at the heart of Cherbourg, notably the battered airfield of Maupertus, on the east of the town.

All that now remained to be done was the mopping up of remnants of the enemy still holding out in the extremities of the Cherbourg peninsula, and the reduction of four forts situated on the outer breakwater. Maupertus airdrome surrendered on 28 June and the four forts on 30 June.

On 2 July a communique from Supreme Allied Headquarters announced that the liberation of the Cherbourg peninsula was complete, and that the last enemy resistance in the Cap de la Hague ceased early on the morning of 1 July.

Thus ended a most brilliant operation, "an indication", as General Bradley said, "to the enemy of what he can expect from now on to the end". The operation was carried out by the American 7th Corps, of which the 9th Division took a very prominent part. Approximately 35,000 prisoners were taken during the course of the operation.

The principal prize in this campaign was, of course, the port of Cherbourg itself. The Germans did all in their power to make the port useless. But whatever ingenuity they displayed in blocking the entrance and in fouling the harbor with mines and other traps, the Port Construction and Repair Companies of the British and American Army and the Naval Salvage Unit, with their long experience in building and repairing harbors--and with their knowledge of German methods in the Mediterranean--are restoring the port with the utmost speed.

Source: "The Fighting Forces" (Great Britain) August 1944.

SUPPLEMENT, Progress Report, 4th Port.

ENEMY VERSION OF THE BATTLE FOR CHERBOURG

From a German Article by

Dr. Wilhelm Ritter von Schramm in PARISER ZEITUNG, 6th July 1944.

The battle for the Cotentin Peninsula began shortly after midnight on 6 June 1944, and did not end until the beginning of July. It was among the hardest fought battles of this war and was remarkable from the standpoint of the heroic defense of the German troops in the face of an enemy landing with great superiority of forces. This enemy, Bradley's First American Army, has finally reached its objective, but it was able to attain it only after considerable delay and at the cost of bloody losses, which have disorganized to a very large extent the program for the invasion. At the end of a hard struggle lasting almost four weeks, the Americans have, to be sure, seized possession of the ruins of the city and port of Cherbourg, but the German command gained time to destroy this port in such a way as to prevent its immediate use by the Allies.

The enemy, in his invasion on 6 June, avoided attaching the northern coast of the Cherbourg Peninsula, and particularly the fortifications of the port itself. He had undoubtedly studied German methods of attack as well as spied out our installations with the utmost accuracy. On this he had based the plans for his operations. Consequently, he decided on a flank attack on the peninsula from the east side. The point of main effort in the landings from the sea and air was in the level and expecially marshy dune region between the mouth of the Vire and Quineville. The necessary flat-bottomed landing boats for accomplishing this stood ready in enormous numbers. Landwards, however, the dry areas of the marshed, which had resulted from the unusually hot May weather of this year, favored the attackers.

As is well known, the English and Americans chose a combined attack method for their invasion. After heavy preliminary bombings of the German batteries and strongpoints, they carried out their landings, first at night from the air behind the German coastal positions and then in the morning, supported by heavy artillery, from the sea. Thus, on the cloudy but moon-light night of 6 June, two powerful American divisions, especially selected and trained, dropped by parachute and landed with troopcarrying gliders and established themselves on the peninsula. The country, which is thickly covered with hedgdrows, favored the assembly of the paratroops and glider glider forces, but many Americans were killed by our defense fire.

The first days of fighting were characterized by decided successes in the attacks of our tactical reserves. Called out in the night, they advanced concentrically from the west and north against the airborne enemy and were soon able to crowd him together to such a degree that he was robbed of all freedom of movement. Of the three points of main effort in his landings, on both sides of Valognes, north of Montebourg, and at Sainte Mere Eglise, only the latter were successful, while considerable portions of the northern groups were either broken up or wiped out. Sainte Mere Eglise, was at first recovered from the enemy, owing to the vigor of the attack of our formations which were rapidly brought up, especially of the assault battalion and our own paratroops, most of which came in from the west. There existed a justifiable expectation of being able to envelop the enemy completely, of cutting him off from the coast and destroying him.

But the Americans recognized the danger which threatened them. They summoned their massed bomber squadrons and naval guns to shake the German attackers off, and made a supreme effort to establish contact with the forces that had landed in the meantime, and to bring up reinforcements. But in doing this they met with bitter resistance. Only after hard fighting did they succeed--to cite an example--in silencing the Saint Marcouf coast defense battery which had sunk a cruiser and many landing boats and had slowed down the entire landing operation. After it had been eliminated, the fire of heavy naval guns was poured with increasing intensity onto the German formations. Thus, the burning ruins of Sainte Mere Eglise had to be abandoned by us again.

As early as 9 June, the constant reinforcements of the Americans made itself felt. They had landed more troops from the air, and had also brought up fresh formations, with many heavy weapons, from the beach northwest of the mouth of the Vire. Thus, on the German side a change-over had to be made from attack to defense. Because of the skill of our combat forces and

their commanders at that time, a closed front was presented to the enemy, especially at Montebourg, which for an entire week held up all further advance. The intention of the Americans of pushing rapidly ahead in force to Cherbourg and of seizing this port from the rear was also prevented.

Thus, the enemy who had landed on Cotentin saw himself forced to make considerable changes in his original plans. His next objective was to cross the peninsula, from Sainte Mere Eglise to the west coast, and to cut off the defenders of Cherbourg. After his unsuccessful attack in the vicinity of Valognes, he directed his main pressure toward the west, where only weak forces of German reserves faced the growing superiority of the enemy. But even these were able to delay the enemy to such a degree that he did not reach Saint Sauveur-le Vicomte till 16 June. Then, on 18 June, he really did succeed in plunging through to the west coast with tanks and motorized forces. Not till then had the Americans created the operational prerequisites for the conquest of Cherbourg.

Since 17 June the German front at Montebourg had also been under constant attack. The ruins of the city had to be abandoned, but even then our forces were still able to hold their own, and this in spite of continued bombing and shelling at Valognes and northwest of there up to 19 June. The superiority of the Americans in the matter of artillery had become so considerable as a result of the continuing landings that they were already able to start their attacks at Valognes with a barrage lasting an hour and a half.

Hence, from 20 June on, the German command saw themselves confronted with difficult tasks. In a rational estimate of the situation they decided to assemble the forces that had remained behind in the north after the peninsula had been tied off, and to defend with these forces the land front of the fortified port. In the main, this defense was carried out by units the majority of which had been engaged in constant heavy fighting since 6 June. This fact must be especially emphasized in the estimation of what they accomplished. Even after the losses they had suffered, they now had the task of holding a broad front of some fifty kilometers. Part of this front was organized in the form of permanent fortifications, but the greater part consisted of field fortifications only. Since connections with the south were cut off, the problem of ammunition supply of forces not fighting in the immediate vicinity of the fortifications was a very difficult one to solve. In spite of these difficulties, however, our troops succeeded for several days in repelling repeated thrusts by American armored groups.

The advance of the Americans to Cherbourg was not, therefore, effected by means of vigorous attacks. They chose, rather, the tactics of filtering between the strongpoints with superior forces after laying down a heavy barrage, or of establishing themselves in the intervening areas after having smashed the field fortifications. At the same time, the continuous air bombardments continued, while the enemy naval artillery combated the batteries and strongpoints with heavy caliber guns. Thus, the numbers of the defenders melted away under the heavy fire. On 23 June they were forced to occupy a narrower defense ring and to fight closer to the outskirts of the city, with the support of the old French forts. A few advanced strongpoints far to the south, which the enemy fire had not been able to knock out, held out for a long time and cost the Americans a heavy toll in blood. On 23 June there no longer existed any doubt, however, that the final struggle had

begun on the peninsula.

All the details have not yet been made known regarding the last heroic battles for the city. The Americans succeeded in reaching the outskirts of the city and penetrating into the city itself, but even then determined combat groups, rallying around their officers, continued the stubborn defense. The commandant of Cherbourg, Lt. Gen. von Schlieben, had left two American demands for capitulation unansered, and individual strongpoints of all arms were assumed to surrender to the enemy as long as they were able to fire. Long after the enemy had announced the capture of the city, there was still bitter fighting for bunkers and various fortified works. Aviators, sailors, and coast artillerymen also fought in the ranks of the army to the last cartridge. The coastal batteries were defended to the last shell. They were still able to inflict heavy losses on the enemy at sea. Through their fire, the port entrance was barred even for smaller vessels. In addition, all installations had already been destroyed by powerful charges of explosives.

In the first days of July, almost four weeks after the start of the invasion, the battle for Cherbourg Peninsula came to an end. It was fought by our forces in a manner that was laudable in the extreme. At first in bold attack, they in bitterly waged defense against the overwhelming might of the American materiel, they held out against all the allurements of capitulations. The moral strength of the German Army in the west has emerged not weakened by these battles, but rather strengthened. We shall not attempt to comfort ourselves over the fall of Cherbourg, but even this sacrifice has borne its fruit.

APPENDIX NO.3 (Part 1)

HEADQUARTERS, PORT T-410
BEACH DISTRICT, NORMANDY BASE SEC
APO 562 U S ARMY

20 March, 1945

F.O. #2: Rescinds F.O. #1 & A.O. #1 thereto & all previous defense plans.

PORT T-410 DEFENSE PLAN

References:

Maps: a. Town plan of Cherbourg Scale a/10000 3rd Edition
b. Sheet No. 31/22 S.W. Scale 1/25000 July 1943

Circular 2, Hq, Beach District, NBS dated 1 Mar 45
4, Hq, NBS dated 6 Jan 45.

1. Information.

a. Enemy: An enemy force at an estimated strength of 15,000 to 20,000 garrisons the Channel Islands off the west coast of the Cotentin Peninsula. It is estimated that the enemy is capable of landing raiding parties up to and including one battalion, reinforced, in addition to individual agents and small sabotage groups. The enemy is also capable of attack by ship, submarine and by air.

b. Friendly Forces:
(1) Higher Headquarters
(a) Hq, Beach District, Castilly.
(b) Hq, Normandy Base Section, Deauville.
(2) Adjacent Units:
(a) Joint Operations Center (U.S. Navy), 30 Place Napoleon, Cherbourg.
(b) Seaward Defense Command, Fort de L'Ouest (124271), Cherbourg.
(c) French Forces, Hq, rue Albert Mahieu, Cherbourg.
(d) U.S. Combat Troops as available.
(3) For the purpose of defense, CO Port T-410 has control of the following units:
(a) All units and installations located in Cherbourg with the following exceptions:
1. U.S. Navy
2. Seaward Defense Command
3. French Forces
(b) All units assigned or attached to Port T-410 regardless of location except T-411.

2. Mission:

a. Troops under control of CO Port T-410 will defend Cherbourg against attack in any direction whether launched by air, sea, or land.

b. For defense, Cherbourg will be subdivided as follows:

(1) Area I
(2) Area II
(3) Area III
(4) Specific points outside the 3 areas as designated.

3. Tactical Missions for Subordinate Units:

a. Area I is the responsibility of the Director of Port Services utilizing all units located within this area except the 500th Port Bn. Where necessary, adjacent units south and east of the area may be utilized. The following installations in this area are critical:

(1) Depot O-671 at 147229
(2) Depot O-619 at 152233
(3) Depot E-504 at 165236
(4) Terre Plein at 154236

b. Area II is the responsibility of the CO 483rd Port Bn. utilizing all units located with this area plus 3 Companies of the 500th Port Bn. The following installations in this area are critical:

(1) Water Towers & Reservoir at 142214
(2) Railroad & Roundhouse, etc.
(3) Electric Power Station at 138225
(4) Radio Station at 133218
(5) W-13 road approach to Cherbourg.

c. Area III is the responsibility of the CO, 1349 Engr. Gen. Serv. Regt. utilizing all units located within this area except 783rd MP Bn. Where necessary adjacent units south and west of area may be used. The following installations in this area are critical:

(1) P.O.L. Dump at 122246
(2) Digue du Homet at 140255
(3) Arsenal Ship Basins at 132247

d. The CO, 1349 Engr. Gen Serv. Regt. is further responsible for the defense of the Repeater Station at Uriville-Hague (055275)

e. 500th Port Bn (less three Companies - see 3b above) is under control of CO, Port T-410 in reserve. Battalion reserve may be used in the defense of POW 112 and C.C.P.W.E. #20 (156207)

f. CO, 15th Ordnance Bn. is responsible for the defense of

(1) Combat Vehicle Part - Hardinvast (112167)
(2) Gen. Purp. Vehicle Park - le Vast (330224)

Units under battalion command will be utilized except the 821st and 822nd Amph. Trk. Co's.

g. CO, POW 112, will coordinate the drfense of his camp with C.C.P.W.E. #20.

h. Port Provost Marshal is responsible for the following:

(1) Traffic ontrol utilizing M.P. units under his control. He will submit a traffic control plan.
(2) Enforcement of blackout.
(3) Clearance of military &.civilian personnel from streets and of military personnel from movies, cafes, clubs,, etc.

i. Units outside the 3 areas and not assigned a particular mission, will organize the defense as per unit plan of local area.

j. Area Commanders will:

(1) Outpost the perimeter on both land and seaward sides 24 hours.
(2) Outpost all critical points.
(3) Establish rapid communications between outposts and Area C.P's
(4) Establish road blocks at strategic points.
(5) Establish liaison for arrival of combat reinforcements.

k. Signal for an alert for land, sea, or air attack will be:

(1) A three (3) minute wailing (rising & falling) sound on the sirens.
(2) Telephone
(3) Messenger.

The all clear will be a steady continuous signal on siren for one minute.

l. Upon alert, all units will:

(1) Issue arms and ammunition to all men.
(2) Return all POWs & Russians to nearby enclosures. POWs from distant enclosures will be held in a secure place.
(3) Take action as called for by PAD Plan as well as defense against land or sea attack.
(4) Take immediate action as ordered or as indicated.
(5) Avoid movement of large bodies of troops
(6) Retain a small guard at billets & non critical installations.
(7) Ships in port and working personnel will take action as prescribed by Ship Operations Annex A attached.

m. Upon alert, all Army harbor or sea going craft will tie up at once at the nearest point or if at quayside, will stay where they are. Craft will then move only on U.S. Navy order.

n. Upon alert, all man on pass, in movies, cafes, etc., will return at once to their units.)

o. Upon alert, full balckout restrictions will be immediately imposed. p. In case of an attack without warning, all units will take action as above.

X. (1) All information will be forwarded immediately to Hq Port T-410 Tel 4th Port 3 or 5, which in turn will in the event of any disturbance

notify Beach District Hq, Adjutant or Duty Officer - Tel Beach Dist #7.

(2) Area & Subordinate Commanders are responsible to see to it that:
(a) All personnel are fully informed & trained as to their particular plan.
(b) Practice alerts, to test communications & speed of action, are held weekly.
(c) A Key to the arms rack & Ammo supply is kept in the safe or readily available and an officer is available at all times to obtain key and issue arms & ammo.

4. Administrative Matters.

a. Prisoners of war (From Hostile Force):

(1) Collecting Points - present P.O.W. stockade 112A.
(2) Port T-410 P.M. responsible for evacuation.

b. Defense Plans including ground, coast, air, or chemical attack, fire & PAD, will be submitted without delay as follows:

(1) Defense Area Commanders will submit two copies of plans to this headquarters for approval.
(2) Units attached to a Defense Area will submit their plans to the Area Commander for approval. Two copies of the approved plans will be forwarded to this headquarters.
(3) Units not attached to areas will submit their plans to this headquarters in triplicate.
(4) On the first of each month, and more often if the situation dictates, defense plans will be reviewed by the responsible commander, and such changes and amendments made as are necessary. Any new or amended plans will be submitted for approval as prescribed in (1) (2) & (3) above.

5. a. Signal Communication.

(1) Communication between subordinate units and this headquarters will be by telephone. Messengers will be used if telephone circuits are out.
(2) Signal Officer, Port T-410 will submit a plan of signal communications.
(3) Three Area Commanders, 15th Ordnance Bn, 500th Port Bn, and P.O.W. 112A each send two messemgers to C.P. Hqrs Port T-410 upon alert.

b. Command Posts.

(1) CP Port T-410 - Bomb shelter at entrance to compound of Hotel Atlantique (148233) Tel 4th Port 3 or 5.
(2) Area Commanders, 15th Ordnance Bn & 500th Port Bn - select CPs and report location to this headquarters.

By Order of Colonel CROTHERS:

s/ O. A. Scott
t/ O. A. SCOTT
Lt. Col. TC
Acting Adj. General

DISTRIBUTION:

"B" & "Staff Sections"
Joint Operations Center, U.S. Navy (3)
Seaward Defense Command
474th Infantry
1349th Engr Gen Sery Regt (2)
French Military (2)
Civil Affairs (3)
CC PWE 10
CC PWE 20
CC PWE 24

SHIP OPERATIONS, ANNEX A to F.O. 2, Hq. Port T-410, dated 20 Mar., 1945.

SUBJECT; Action to be taken during an alert by Operations Area Commanders.

1. At the sounding of the alert, the operations Area Commanders will immediately go to the areas if they are not already there.

2. At the sounding of the alert the following action will be taken in the various Operations Areas:

a. All lights will be blacked out on ships and shore installations
b. All hatches will be covered-
(1) The cluster lights used in ships' holds will be used rather than Mast Head lights while covering hatches.
c. Master and Chief Mate will be notified-
(1) So that gun crews can be turned out to man guns
(2) To see that fire lines are charged and hoses laid out
d. Personnel working ships-
(1) Only sufficient personnel necessary to cover hatches will remain on ship, normally 8 hold men and 3 deck men
(2) The balance of the men will-
(a) In the case of POWs be taken to nearest POW Stockade in the area.
(b) In the case of Russian soldiers - to the nearest Russian barracks.

e. All communications between Operation Area Commanders and Post 1 or Hqs. will be by RADIO PHONE and conversation will be guarded.

f. Each area will report in by radio phone as soon as they hear the alert and report what action they are taking.

3. At the All Clear, all operations will resume work.

4. All Ammunition ships will cover hatches daily at completion of 0400 shift.

5. All ships will black out at completion of 1400 shift.

APPENDIX NO. 3 (Part I)

HEADQUARTERS PORT T-410
BEACH DISTRICT, NORMANDY BASE SEC
APO 562, US ARMY

TRAINING MEMORANDUM NO 2 16 March 1945

TRAINING PROGRAMS AND SCHEDULES

1. RESCISSIONS:

a. Training Memorandum No. 2, this Hq, 11 November 1944.
b. Training Memorandum No. 6, this Hq, 26 November 1944.
c. Training Memorandum No. 7, this Hq, 3 December 1944.

2. REFERENCES:

a. Training Memorandum No. 6, Hq NBS, 13 March 45.
b. Training Memorandum No. 2, Hq NBS, 2 Feb 45.
c. Circular No. 11, Hq Beach District, 22 March 45.
d. Circular No. 61, Hq NBS, 6 November 1944.
e. Circular No. 93, Hq NBS, 13 December 1944.
f. Circular No. 360, WD, 5 September 1944.

3. SCOPE: The purpose of the training outline herein is:

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 as required by reference 2f above.

4. SUBJECTS:

a. Training Programs and Schedules for POW guards will comply with references 2 a and 2 d above. (4 hours per week including I & E)
b. Training Programs and Schedules for personnel employed or likely to be employed on static security mission will upon direction of District Commander comply with reference 2b above. (48 hours per week plus one hour of I & E)
c. Training Programs and Schedules for other personnel will comply with reference 2b above. (4 hours per week including I & E)
d. All Training Programs and Schedules will be guided by references 2 e, 2 f, and 2 g above.
e. All units will conduct one continuous hour of Information & Education weekly. The specific subject must be shown on Training Schedules. All Officers will attend one hour of Information & Education per week.
f. Additional subjects should be scheduled when desirable and practicable.
g. Training will be continuous, progressive, varied and interesting. It will not cease upon completion of Training Memorandums No 1, 2, and 2, NBS, 1945.

5. WEEKLY TRAINING PROGRAMS:

a. Weekly Training Programs of the form indicated in Appendix A hereto will be prepared by those units immediately subordinate to this Headquarters for the guidance of their subordinate units. These will be published in order to reach each subordinate unit and this Headquarters (2 copies) by Friday of the week preceding the period covered.

b. When necessary to comply with provisions of paragraphs 4 a, b and c, one, two or three programs will be prepared.

6. RESPONSIBILITY:

It will be the responsibility of the units immediately subordinate to this headquarters to insure that their subordinate units prepare training schedules required in par 7, and that the schedules and the conduct of training comply with the requirements stated in this Memorandum.

7. TRAINING SCHEDULES: (Not to be confused with Training Programs)

a. All units of company, detachment or comparable level will prepare and submit to their next highest headquarters a weekly training schedule for the form outlined in Appencix IV, PM 21-5.

b. Training Schedules will be designed so that all personnel receive training. This may be done by repetition of the subjects during the week.

c. Each company, detachment or comparable unit will have a copy of their current training schedule on their bulletin board at all times.

By order of Colonel CROTHERS:

O.A. SCOTT
Lt. Col.TC
Actg. Adj. General

OFFICIAL:

s/ O. A. Scott
t/ O. A. SCOTT
Lt. Col. TC
Actg. Adj. General

DISTRIBUTION: "B" AND "STAFF"

APPENDIX "A"

HEADQUARTERS, _____
Beach District, Normandy Base Sec.
APO 562, US ARMY

_____
(date)

TRAINING PROGRAM FOR WEEK _____

UNITS INCLUDED:

1. _____ 4. _____
2. _____ 5. _____
3. _____ 6. (Continue on back page if necessary)

SUBJECT	REFERENCE	HOURS DAILY M	T	W	T	F	S
Information & Education	(To be left to unit decision)	1					
Military Courtesy and Discipline and Customs of Service	FM 21-5 AR 260-10 AR 600-10			1			
Care of Clothing, Equipment, and Wearing Uniform	FM 21-15, Cir 93 HQ NBS						½
Close Order Drill	FM 22-5		½				
Physical Training and Unarmed Defense	FM 21-20 FM 21-150				½		
Unit Defense Plan	Unit Plans					½	

* (Optional Subjects)

* Indicate certain subjects not required but optional if operations permit.

** Units when necessary because of operational factors, may schedule and/or conduct training on days other than those outlined hereon.

All units will insure that each individual receives the full weekly training. This may be arranged by repetition of subjects.

NOTE:

This is a sample program and will vary weekly in accordance with par 4, this Training Memorandum.

APPENDIX No. 3

PART III

THE 6TH MAJOR PORT

at

MARSEILLE

and

PORT DE BOUC

Contents:

Report-6th Port (Mobile) Marseille, Report of Manpower Board.
Roster List of Key Officers of Headquarters, 6th Major Port.
Report-6th Port Quartermaster Functions during Repatriation Program in Port of Marseille (January - February 1945)
Statistics:
- Labor Employed in Port Operations.
- Cargo Discharged - Port of Marseille.
- Cargo Discharged - Long Tons per Gang Hour.
- Long Tons Discharged per ship per day.
- Cargo Discharged - Southern France Ports.
- Port Clearance - Cargo Cleared by Highway, Rail, and Water.
- Cargo Trucks Under Control of Transportation Section, Delta Base.
- Cargo Discharged - Port de Bouc.
- Ship Arrivals and Departures Monthly - Southern France Ports.
- Rail Shipments Forwarded from Delta Base Section.
- Debarkation of Personnel - Southern France Ports.
- Embarkation of Personnel - Southern France Ports.
- Turn-Around of U.S. Destined Ships.
- Recapitation of Berths Available - Port of Marseille.

Sub-Port Discharging

APPENDIX No. 3 (Part III)

6TH PORT (MOBILE) MARSEILLE
REPORT OF MANPOWER BOARD
SUPPLEMENTARY REMARKS

"1. The mission of the 6th Port (Mobile), Marseille; is to receive waterbourne personnel and cargo from the Zone of the Interior and Communication Zone and to evacuate casual persons, both Military and civilian; wounded; and POW's to the other Communication Zone installations or to the United States.

"2. The following conditions are peculiar to the operation of this port:

"a. The 6th Port (Mobile) operates the Port of Marseille and the Sub-Port of DeBouc. The 6th Port (Mobile) operates under the direction of the Transportation Section of the Delta Base Section.

"b. The Transportation Officer, Delta Base Section, is the Port Commandant. As Port Commandant, he is charged with the administration and operation of the Port Services; the operation of the Water Division and the Labor Division.

"c. The Deputy Port Commandant is responsible for the security of the Port through the Provost Marshal. He is also charged with the responsibility of the Port Control Section.

"d. The Assistant Port Commandant is charged with the responsibility of the Port administration and with the administration of the Company Headquarters Section of the Port. He is also charged with the administration of al Port Operating Troops and all Detachments of T/O Units assigned to duty in the Port area.

"e. The Superintendant of the Water Division is responsible for the Port Operations exclusive of the rail movements and truck movements.

"f. The civilian stevedores operating within the Port are all hired on contracts. There is sufficient civilian stevedoring personnel in the Port area to unload a maximum of seventeen, five-hatch ships at any one time. This amounts to about 2800 civilian stevedores. To meet the demands of thirty ships being unloaded at any one time, a military stevedore personnel of 2210 enlisted men in addition to the civilian stevedores is required. One military stevedore gange is required on each ship unloading with civilian stevedores. This requires an additional 510 enlisted men stevedores or a grand total of 2720 enlisted men when the Port is operating at capacity.

"g. The Labor Division, under the Deputy Port Commandant, is charged with the responsibility of all negotiations with the French Ministry of Labor for the furnishing of all types of skilled and unskilled labor for the Port. Agreements made by higher headquarters with French authorities stipulate that the Labor Hiring Hall will employ all suitable applicants irrespective of whether there is sufficient gainful work in the Port or not.

"Further requests for special types of craftsmen not available to the Hiring Hall, exclusive of contract stevedores, and for screened personnel for the various Headquarters Sections are negotiated with the French Ministry of Labor.

"3. The following remarks apply to the specific code Line of Forms 1 and 6 as indicated:

'CODE 1: COMMAND. Recommendation is made for 23 officers, 21 enlisted men and 14 civilians to operate the command functions of the Port. This includes the normal functions listed under the sub-division of the Yardstick and certain tolerances for the functions which are directly under the Commanding Officer's jurisdiction as follows: an S-3 Section of 7 persons, a Cable Section of 7 persons, and a Water Traffic Section of 11 persons.

"The S-3 Section is charged with the planning for the billeting of the Port Troops, the determining of troop requirements for operation of the Port and Transportation Section, maintain records of all real estate, maintenance of station lists, the keeping of Historical Records, supervision of Public Relations and I & E activities, and the training and inspection of units.

"The Cable Section processes messages received by cable from DBS Cable Section pertaining to Port functions and also processes outgoing cables. These cables pertain to movement of supplies and troops by all types of conveyor; water, highway, and rail; the section also keeps the Commanding Officer immediately informed as the demands to be made upon the Port. Copies are made of cables received and distributed to interested Staff Sections. This Section handled during February 1728 incoming cables and 561 outgoing. The Section operated throughout 24 hour periods seven days a week. Approximately 80 percent of the above cables are Secret and Top Secret and have to be handled in a special manner.

"The Water Traffic Section is directly charged with the distribution of manifests and bills of lading to the various Service Sections of the Base to which the materials pertain and the determination of the designation of shipments of goods from the Port upon their receipt. This information is transmitted to the Port Clearance for their use in shipment of materials from dockside. Approximately 80 to 100 ships per month are handled. This section also maintains current and future data on ships in the Port or to arrive, showing cargo distribution of ships and current status of off-loading in the Port. It also charged with the dissemination of information regarding ship arrivals and departures and the maintenance of files pertaining to the information.

"CODE 2: ADMINISTRATION. This Section comprises the Adjutant's Office, Statistical Section, a small Headquarters Personnel Section, a Message Center Section concerning the receiving, recording, and distribution of all incoming and outgoing military correspondence and publications from the War Department and higher headquarters. It also includes a Postal Section responsible for inspection of mail passing through the port and liaison with the Base Postal Units. It does not concern itself with distribution of personal mail to troops. Tolerances over Yardstick of 8 persons is considered necessary for the additional functions of the Message Center and Postal Section reported under this Code. Eleven persons are used in the Personnel Section and included in the Yardstick figure. Total recommendation is made for 8 officers, 28 enlisted men, and 10 civilians for the operation of this section.

"CODE 3: SPECIAL AND RELATED SERVICES. The Special Service Section operates 9 theaters, 3 service clubs, 2 dance halls, 2 rest camps on the Mediterranean shore, a gymnasium, basketball courts, etc. It puts on boxing shows weekly. It operates two 12 team basket ball leagues, a softball league, hardball league,

volley ball league, track meets, and stage shows with musical backround and civilian and GI talent. A maximum use is made of civilian personnel in the operation of these activities. These activities yield a Yardstick allowance of 79 persons. Tolerance over this Yardstick figure is considered justifiable for the following purposes: 45 enlisted men comprising two bands, each of whic give two performances a day, 6 days a week in connection with shows, dances, and concerts throughout the area for neighboring hospitals; for the operation of two rest camps at which port personnel is given a 6-day recreational leave on a rotational basis amounting to approximately one such period a year per individual and requiring the services of 2 enlisted men and 24 civilians; the Information and Educational Section of 1 Officer and 2 enlisted men which had been included under this Code for 23 additional civilians who are used under agreement with the French and with the American Red Cross in operation of the numerous activities as hostesses, interpreters, waitresses and etc.

"Total recommendation is made for 13 Officers (including 10 Chaplains), 64 enlisted men and 99 civilians. Total 176.

"CODE 4: SECURITY AND INTELLIGENCE. Interior guard is maintained at the billeting areas of troops for security of quarters, government property and personal property of the soldiers quartered therin. There are billeting areas in approximately 39 separate locations. It is considered that the 320 guards used for this purpose is a reasonable minimum under the conditions stated. Th Intelligence Officer has a staff of 1 Officer, 3 enlisted men and 3 civilians, used in investigations of cases occurring in the Port of violations of the security measures and of sabotage, the interrogation of POW's as directed by higher headquarters, etc. It is considered that this staff is a minimum.

"The security of the Port installations is considered to be a special security problem. It involves installations at Marseille which cover 7 miles of waterfront, the Port of De Bouc and several miscellaneous activities in the city of Marseille. An analysis of the personnel necessary to maintain the fixed posts or gates and roving patrols throughout the Port areas, the guarding of POW's situated at the submarine pens, the furnishing of work guards of Red Cross, WSA and like activities shows that the personnel used is a minimum. To cover these duties satisfactorily it is believed that there is no overguarding of these installations but that a considerable calculated risk is involved in the use of this number of persons. However, an increase is not considered available to provide protective and complete security of every detail in the Port area.

"A recommendation for these activities is made for 21 Officers, 867 enlisted men, and 18 civilians. Total 906.

"OFFICE OF THE PROVOST MARSHAL. The Provost Marshal Section of the Headquarters of the Port is charged with the internal security of the Port, excluding the Hatch guards and the Dock Guards within the Port of Marseille and the Sub-Port of De Bouc. They maintain liaison with CID, CIC, and all public and other military security elements in the port area.

"The 189th, 360th, and the 361st MP Companies operating within the confine of the Port have a total strength of 13 Officers and 432 enlisted men. The 292nd MP Company is attached to Port De Bouc for the security of that Port.

"The security of the Port of Marseille provided by the Provost Marshal is provided by the following: 111 guards to man twenty-one gates, 30 guards to operated two Port Police Stations, 18 guards on three roving patrols, 19 guards on three traffic patrols, 3 guards on one police boat, 6 guards on the PAG Bridge, 6 Officers and 3 guards as Duty Officers and NCO's, 2 Officers and 8 guards on investigations of all cases except criminal cases, 3 guards at Port Headquarters, 24 guards at ARC and IRC warehouses (critical items of stock), 2 guards at Pass Office.

"Special guards provided by the 640th Port Company include the following: 60 guards for POW Sub-Pen, 32 guards for loaded trucks, 6 guards as drivers, 18 guards at Canet Railhead, 6 guards for POW's at IRC warehouse, 15 guards for miscellaneous posts.

"To the total of 8 Officers and 227 enlisted men is added the overhead of the Provost Marshal's Headquarters consisting of 3 Officers and 6 guards of enlisted men, making a total of T/O or T/A units of 11 Officers and 233 enlisted men. In addition to the above personnel, the Provost Marshal Headquarters employs 3 civilian typist-translater-interpreters, and 10 janitors and maintenance personnel (the latter provided with the Headquarters space).

"CODE 8: ENGINEER. A computation of the Yardstick based on workload factors given yields allowances of 163 persons for the maintenance and operation of the buildings and utilities of the Port. However, it is considered that the type of operation necessary is entirely different from that contemplated by Yardstick in that essential work being done by the Engineer reclamation, reconstruction and construction of utilities and buildings rather than purely maintenance.

"The Engineer is charged with the demolition of damaged structures and removal of rubble and steel, with the dredging operations of the port, with the replacing of the damaged docksides and other buildings and with the reclamation and storage of the ship dunnage. A large number of miscellaneous special jobs are given the Engineer to be performed, such as construction of trailer bodies, railway car gondola bodies, loading cranes, repair and assembly of barges and derricks, installation of power lines, operation of emergency lighting plants, etc.

"The personnel used is largely civilian and POW with what is considered a minimum of military supervision. The POW enclosure is administered by 1 Officer and 1 enlisted man and 78 POW's and has operated satisfactorily with that personnel. Guards are furnished by the Provost Marshal.

"In view of the type and scope of the responsibilities of the Enginner, it is recommended that the Section consist of 9 officers, 107 enlisted men, 68 civilians and 1,560 POW's. Total 1,544.

"CODE 9: FINANCE. The Finance Section, in addition to paying possibly 16,000 troops in February, handled collections on PTA amounting to approximately $888,000. This operation is exceptional to an overseas finance office. The trend in the number of troops paid by this section shows the decreasing number in the last three months. This section is operating with 2 officers, 16 enlisted men, and 2 civilians in a satisfactory manner. It is considered that no future substitution of civilians is possible. It is recommended that the present section be continued.

"CODE 10: MEDICAL. The recommendation made under this code provides for the dispensary service to the troops involved and for inspection activities of the Port Surgeon. The Yardstick allowance for these two services based on the military population is 38.

"Tolerance of 1 Officer and 28 enlisted men is considered necessary in the medical service to troops because of the separation of billeting areas both between the Port of Marseille and Port De Bouc and within the above areas and for operation of Pre stations in addition to normal stations.

"A further tolerance of 1 Officer and 36 enlisted men is recommended to provide medical service in first-aid stations located on the piers within the Ports. These stations are a necessity because of the hazardous nature of operations and serve the total military, civilian, and POW personnel of all the activities on this Port area.

"A tolerance of 4 Officers, 4 enlisted men and 1 civilian is recommended for dental service to the troops reported on this survey.

"The Medical Section is charged with the supervision of the outloading and offloading of medical supplies on ships, the inspection for quarantine regulations and supervision of patient evacuation through the port.

"A tolerance of 1 Officer and 4 enlisted men is given for this activity.

"This Section is charged with the supply of all medical items to units attached to the Port which is normally a function of a Station of General Hospital. It also supplies hospital ships making Port. This supply business amounts to approximately 100 tons of small broken package lots.

"A tolerance of 14 persons is allowed for this purpose (2 Officers, 7 enlisted men, 2 civilians and 3 POW's).

"The inspection of Class I supplies received at the Port, including fresh meats is a responsibility of this section. During the month of February, 60,456 tons were inspected by a spot check or complete inspection and 17 tons were rejected as unserviceable. They also inspect such items of Class I supplies as are diverted from normal channels because of damage to packages and to determine whether or not these are satisfactory for consumption before they are placed on issue status.

"A tolerance of 4 Officers, 12 enlisted men and 1 civilian is made for thi survey.

"The total recommended for the Medical Section is 25 Officers, 115 enlisted men, 6 civilians, and 3 POW's. Total 149.

"CODE 11: MOTOR TRANSPORT. The Dispatching Section operates 24 hours per day consists of 7 dispatchers and 3 administrative clerks administering 181 drive Two POW guards are charged with this section. The operational Section involve the use of 783 government owned vehicles and 49 civilian vehicles for which 172 civilian drivers and 9 enlisted men are divided since these vehicles work double shift approximately two-thirds being operated at night. The maintenanc section is responsible for the various vehicles assigned to the Port and for approximately 300 vehicles in the hands of Port Battalions and attached organizations.

"It is considered that a tolerance of 18 persons is necessary for maintenance of Port vehicles which are driven by civilian drivers on a night shift. Two-thirds of the yardstick value is considered a reasonable number for this purpose.

"Recommendation is made as follows: for administration, 12 enlisted men; for operation, 9 enlisted men and 172 civilians; for maintenance, 18 enlisted men, 20 civilians, and 11 POW's. The supervision of this operation is done by the officers reported under Ordnance.

"Total: 36 enlisted men, 192 civilians, and 11 POW's.

"CODE 12: ORDNANCE. This section serves approximately 14,000 military population in the supply of small arms and parts and the supply of motor vehicle spare parts for organization and Port vehicles.

"Recommendation is made for 2 Officers and 6 enlisted men for this purpose.

"CODE 13: QUARTERMASTER. Recommendation is made for 7 Officers, 28 enlisted men, 12 civilians, and 90 POW's to operate the Port Quartermaster activities. This includes the normal functions of administration and property accounting, including all Quartermaster property records of the Port Headquarters. The subsistence branch operates 33 ration breakdowns for 28,364 personnel in the Port operations. The repair and salvage section performs typewriter and other business machine repairs on 330 items for Port Headquarters. Recooperage and Dock Salvage Section salvages and delivers to using services all broken packages; including butter, eggs, and cheese to approximately 60,000 troops. Broken packages of critical items, such as Medical and PX stores, are salvaged and delivered to the service depots concerned; recoopering of broken packages of items to be delivered for reissue from dumps. Ship's stores maintains a ration dump at approximately 150,000 ration level for supplies to ship's crew and for troops traveling as passengers; salvages all surplus ship's stores at quay side. In addition to Port Quartermaster activities, this section performs the administrative work for the Port S-4 and the Transportation Section S-4. The present assigned personnel of 33 enlisted men is reduced to 28 by the transfer of 5 men to the Infantry.

"CODE 14: SIGNAL. The Signal Section operates a two-position switchboard on two staggered shifts serving an inter-office system at the Transportation Building. The main telephone service is furnished by the DELTA BASE switchboard. This section also edits requisitions for signal supplies from subordinate units and draws material from the depots for these units. It maintains a small issue storehouse serving Port Headquarters Company. These two functions use 1 Officer, 2 enlisted men, and 2 civilians.

"The main effort of the Section is expended in the supervising of off-loading of signal supplies from ships and transhipment to the Signal Depot at Miramas. Supplies are loaded by single commodity on rail cars as far as possible in order to facilitate transhipment by the Depot without unloading. They supervise the transit storage of signal supplies which cannot be loaded directly on cars at shipside, loading this material when the transportation is available. Security cargo is picked up and delivered by personnel of this section under guard to the Depot. The total amount of signal supplies going through the Port runs from 7,000 to 10,000 tons per month. A tolerance of 20 persons is recommended to provide personnel for this activity.

"Total recommendation for the Signal Section is 2 officers, 25 enlisted men, and 4 civilians.

"CODE 16: MESS. The recommendation for mess personnel is based upon the number of military personnel required for the operation of the activities covered by this report of survey. It is estimated that 1 Officers' Mess for Port Headquarters and transient officers, and 8 Officers' Messes of 20 to 30 Officers will be required. Also 1 enlisted men's mess of 500 capacity would be required. There is also 1 Co-op mess at Port De Bouc. The Yardstick allowance for these messes amounts to 506 persons. The consideration of substitution of civilians and POW's for enlisted men in these messes indicate a tolerance of 208 persons as reasonable for working in multiple shifts because of the requirements that meals be served around the clock due to the continuous operation of the Port.

"Recommendation is made for 8 Officers, 298 enlisted men, 22 POW's, 376 civilians, and 21 Coops. Total 724.

"CODE 17: OVERHEAD OF ORGANIZATIONS. On the basis of U.S. Military personnel recommended and reported, it is considered that the military personnel will be organized approximately into one unit of 600; and the remaining personnel, approximately 5,400 into units of 200 or less. Requirement for overhead and personnel clerks for organization of troops would be 354 persons. A tolerance of 98 persons is recommended for battalion organizations which are required for the supervision, inspection, and supply of seven groupings of organizations. The total requirement of the U.S. Military personnel for overhead is considered to be 87 officers and 365 enlisted men. An allowance of 41 coops is recommended for the overhead of this group of personnel.

"Included in the personnel reported on this code as civilians and POW's ar personnel employed as janitors, charwomen, etc., in Headquarters office building, billets of troops, etc. A recommendation is made for 205 civilians and 77 POW's to cover the needs of these activities.

"CODE 18: OTHER STATION COMPLEMENT FUNCTIONS. The activities reported under this Code consists of the Port POW administration and enclosure guard, the Labor Control Section, and the Army Postal Unit.

"a. <u>POL Administration</u> - The Port maintains a POW enclosure on Pier "O" containing over 5,000 German prisoners of war. There is also a POW enclosure operated by the Port Engineer and reported separately. Under the certain Code Lines of this report, prisoners of war are reported as being used for the respective activities. The numbers entered are the nose count of those prisoners reported for work as of that day. In addition to those, approximately 2,000 prisoners are furnished as operational labor to a number of activities in the vicinity of the Port. While these work off the Port as of the day taken for inventory, the Port actually had first priority on the service of all POW's in the enclosure. The administration and overhead of this enclosure is charged against the Port.

"A recommendation is made to include prisoners of war for their own administration, for their messes, the maintenance of buildings and facilities within the enclosure. This averages approximately 460 POW's per day.

"In addition, allowance is made for an average of 140 sick in hospital or in quarters and for 500 per day off, these not being reported on the Code Lines where they would operate. A total of 1,100 POW's is required for these purposes. The administration furnished by U.S. Military has been carried on by 2 Officers, 14 enlisted men, and 7 civilians. Since this has been a satisfactory operation for several months, it is considered that this personnel is adequate under the conditions found at the Port. The guard of the prisoners while in the enclosure can be maintained by 2 Officers, and 61 enlisted men.

"Total recommendation is made for the above, activities of 4 Officers, 75 enlisted men, 7 civilians, and 1,100 POW's. Total 1,186.

"b. Labor Control - Recommendation is made for 2 Officers, 2 enlisted men, and 3 civilians for the administration of civilian labor control. The Hiring Hall makes available between 8,500 and 10,000 civilian laborers for use by the military authorities. Fifteen hundred civilians are classified and permanently employed as janitors, porters, KP's, chambermaids, skilled craftsmen, and checkers.

"The stevedores employed in the Water Division of the Water Division of the Port are not included in this category as all stevedore labor is contract labor.

"The French Ministry of Labor assumes all responsibility for the payment of civilian labor and to provide additional skilled personnel not available to the Hiring Hall.

"c. Army Postal Unit - Recommendation is made for 7 enlisted men to furnish mail, registry and money order service for troops of the Port totaling approximately 15,000.

"CODE 23: SUBSTITUTIONS. In the recommendations made by the team in the several codes have included a maximum number of civilians and POW's wherever possible. In the case of the Operation Section, Code 118, a further substitution is impossible because of the limited number of civilian stevedores available in the area and because POW's are restricted from working the holds of ships unloading or loading in the Port for security reasons. This results in an apparent excess of military personnel, but under these conditions it is necessary to fill the requirements for operations personnel with U.S. military personnel.

"The replacement of combat qualified soldiers by those of a less critical category has been made to a large extent in those places where this type of personnel can be used. It is obvious that those persons required for stevedoring and other heavy labor activities must have the physical characteristics of combat personnel. Consequently, it is considered that there is little opportunity for further replacement of combat qualified enlisted men.

CODE 114: FREIGHT SECTION. The Rail Section, with a movement of 93,000 tons per month, is allowed a tolerance of 550 laborers to handle the carloadings due to the fact that there are no railway lines adjacent to the quay loading platforms. It is necessary to rehandle all rail loading cargo at either marshalling yards or railheads. Waterway movements by barge to Port de Bouc of about 50,000 tons per month require an additional personnel over the Yardstick allowance of 600 persons. The truck loadings at Martin Beach will require an additional 500 personnel. Seventy enlisted men provide guards for POW laborers. This makes a total allowance of 1720 personnel in excess of the Yardstick figure.

"CODE 115: TRANSIT ACCOUNTING SECTION. A tolerance of 4 persons is made over the Yardstick requirements for:

"a. Marking and inserting car or truck tallies for shipments to depots of approximately 45,000 per month.

"b. The 58 bills of lading recorded as workload are ship manifest, each one of which shows the complete cargo places on the ships at this port. Each manifest is an equivalent of a large number of bills of lading.

"CODE 116: WATER DIVISION ADMINISTRATION & CODE 117: PLANNING SECTION.
"The increase in personnel under these two codes is recommended to provide a complete night shift, with Officers on duty in both sections at all times.

"CODE 118: OPERATION SECTION. Provision is made in the tolerances over the Yardstick allowances for 75 enlisted men as ammunition checkers who are required to supervise the segregating, by lots, of the ammunition in the hull of ships unloading and for priority shipments. An additional 510 enlisted men are provided for the supervision of the civilian stevedore gangs on the basis of one enlisted stevedore gang per ship handled. A further tolerance of 1162 persons is made, based on the Port production experience of the Port. An examination of the records shows that it has been able to unload or load ships at the rate of slightly less than 4 tons per man per day over an appreciable period of time. Delays due to special conditions reduce the possible overall maximum rate. These conditions include periods when ships cannot be berthed or moved within the Port because of winds. The limited number of deep water docks making it necessary to cease operations and move the ships to make room for others, frequently cessation of work by civilian stevedores, etc.

"CODE 123: OTHER PORT FUNCTIONS. The Commanding Officer recommends that a military force of 30 officers and 1020 enlisted men be provided as a backlog of military personnel in the event of cessation of work by civilian stevedore gangs. It is considered that there is a critical situation existing in that the civilian employees are subject to labor trouble at any time and that provision should be made for the unloading of critical cargoes in the event of such stoppage of work on the part of civilians. The Man Power Board Team agrees in principle with this recommendation, but believes that a force of only 700 enlisted men is sufficient to provide the desired assurance. An additional reservoir of labor exists for the purpose in the POW's who are available for Port use and this source should be exploited to the maximum for employment in such an emergency.

ROSTER LIST
OF
KEY OFFICERS OF HEADQUARTERS, 6TH MAJOR PORT

Colonel ROBERT HUNTER CLARKSON	Port Commandant
Colonel ALEXANDER ISELIN HENDERSON	Deputy Port Commandant and Executive Officer
Colonel HOWARD PARRISH	Assistant to Port Commandant

SECTION CHIEFS

Lt. Colonel JOHN R. DWYER	Adjutant General
Lt. Colonel THOMAS SCOTT LOWRY	Superintendent Water Division

Captain ROBERT B. HUTTNER	Intelligence Officer
Major CHARLES P. CLOCK	Plans and Training Officer
Major HARRY B. ORIO	Quartermaster
Lt. Colonel GUY E. DILLARD	Provost Marshal
Major CHESTER J. MUCKLEY	Signal Officer
Major FRANK L. SEMLESS	Finance Officer
Major WILLIAM L. COOPER	Port Chaplain
Major WILLIAM HARDENBERGH	Inspector General
Lt. Colonel WOODFRED E. ROMIG	Port Engineer
Lt. Colonel WILLIAM O. JOHNSON	Commanding Officer, Port Medical Dispensary
Lt. Colonel ARTHUR M. WASHBURN	Port Surgeon
Major HAROLD C. BROWN	Ordnance Officer
Captain HADDEN D. YOUNG	Commanding Officer, 6th Port Headquarters Company
Captain ABRAHAM A. SAFFITZ	Chemical Warfare and PAD Officer
1st Lt. SAUL ZIFF	Port Judge Advocate General
Captain GALE R. OBOR, JR.	Control Officer

APPENDIX No. 3 (Part III)

6TH PORT QUARTERMASTER FUNCTIONS DURING
REPATRIATION PROGRAM IN PORT OF MARSEILLE

January - February 1945

During the month of February, the Repatriation Move, which had started in January, was completed. This move was one of the first of its kind from an Allied Port and although it carried additional duties and responsibilities all personnel connected with the move found it extremely interesting. The Quartermaster was made responsible for all Quartermaster supplies required for repatriation operations at the Port of Embarkation. The Port Quartermaster was allocated one of the eleven prefabricated huts used as offices and storerooms by the various Army, State Department, and Red Cross people involved in the operation. An estimate was made of the possible requirements of the installation, and it was decided to have an officer on duty 24 hours a day. As the needs of the trains coming in with repatriates were an unknown factor, one Port Quartermaster Officer was delegated to contact all incoming trains immediately on their arrival and to determine their requirements.

It was then decided to set up a tariff stock to provide for an estimated 500 military personnel. It was felt that the Port Quartermaster might have to provide for both German and American military personnel and a mimeographed form, to enable each repatriate to list simply his requirements of clothing, medals, and ribbons, was devised.

Non-expendables such as chairs, and tables were drawn from Base QM on temporary shipping ticket. Each office was equipped as needs arose. Expendable office supplies as well as cleaning materials were stocked in Quartermaster storeroom. They too were issued on demand.

Although the Quartermaster was not directly charged with the operation of the kitchen, yet a great deal of the responsibility fell to him. Ranges, water heaters, mess gear, as well as rations, had to be furnished. Personnel working in port repatriation area, Swiss train crews, visiting officials and on occasion even the repatriates had to be fed. Because of the impossibility of determining in advance the number of people to be fed it was necessary to issue a stock of rations in excess of the estimated requirements. These rations, of course, were subsequently either returned to QM stock or accounted for on Daily Telegrams. A total of 3,543 rations (10,629 meals) were served at the mess. This is an average daily mess of 154 rations (462 meals. The mess attendance varied from 113 rations (339 meals) on the slowest day to 518 rations (1,554 meals) on the busiest day.

The trains arriving at this port carrying repatriated personnel were unable to carry water in their tanks. This was due to the excessive cold which froze the water in the tanks. It was therefore necessary to issue water cans to the trains. They were issued on the basis of two (2) cans per car, tallied out to the Train Commander (Swiss), and were to be returned to the Port Quartermaster upon completion of the return trip. A total of 209 water cans were issued to the trains.

In addition to drinking water it was necessary to provide hot water to the trains leaving the area. This was done by the use of water heaters and GI can

Nine (9) water heaters and nine (9) 32 gallon GI cans were constantly in operation heating water. This proved ample. The Swiss provided their own thermos jars for keeping the water hot.

At the start of the repatriation move 500 Wool O.D. blankets were sent north to the first receiving point in Allied territory. These were to be issued to the American troops for the trip back. It was subsequently learned that the first shipment of blankets was insufficient and consequently an additional 750 were shipped north. Upon completion of the trip the blankets were removed and a receipt given to the Train Commander. Of the 1250 blankets sent north 1161 had been returned, leaving a shortage of 89. The ten of these were used on a civilian repatriate train to care for a woman and her newly born infant.

The only part the Port Quartermaster played in clothing British personnel was to turn over complete mimeographed forms to the British authorities. Except in one or two isolated cases it was unnecessary to issue any clothing to repatriated German personnel.

The first American military repatriated personnel were placed aboard hospital ships pending the arrival and clearance of the Exchange Ship. The mimeographed sheets which were to be used for each individual to list his requirements were turned over to the Supply Officers of the various hospital ships. They contacted each repatriate, issued him a form, explained what was desired, aided in filling out the form, collected and returned these forms to the Port Quartermaster. The Port Quartermaster screened these individual requisitions and consolidated them. The totals were then put up from the stock of tariff sizes and issued repatriates, using the original forms as edited by the Port Quartermaster, for the purpose. Forms were returned to the Port Quartermaster for file.

The later groups of military repatriates were placed directly aboard the Exchange Ship. Some difficulty was encountered here due to the mixing of repatriates who had been clothed and those who had not. Furthermore, many repatriates who were very modest in their first requests became more interested in clothing after a few days in civilization. The problem was solved only by having a Quartermaster Officer go on the ship, talk to all the men, interview each one who wanted something, compare that with what he had previously received, and generally, edit the requisition on the spot. This group of requests was then consolidated and either filled from Port QM stock or requisitions on the Base QM. It was then taken aboard by the Quartermaster Officer and issued to the individual repatriates by him.

The repatriates were requested to turn in any clothing which they did not need. This resulted in the acquisition of quite a potpourri --- clothing of American, British, French, Russian, and German origin being received. All this clothing was turned over to the Base Salvage Dump.

All American civilian personnel were clothed by the American Red Cross.

On the blank forms the repatriates were asked to list the medals and ribbons they thought they were entitled to. Some difficulty was met as the great bulk of the men did not know what they could wear. This problem was solved by having a Port QM officer interview each man and on the basis of the interview issue on the spot the ETO ribbon.

the American Defense ribbon, the Pacific Asiatic ribbon, the Pre-Pearl Harbor ribbon, the Combat Infantry Badge, the Air Medal, the Battle Stars, and the Good Conduct Medal.

A group of doctors interviewed the repatriates to determine who was entitled to the Purple Heart. On the basis of their findings an order was cut awarding the Purple Hear. Using this as a basis the medal and ribbon were requisitioned from the Base. They were issued to the repatriates by the commanding general, Delta Base Section, and his staff. The total ribbons issued were 450 Purple Heart Ribbons, 2577 other ribbons, 2149 Battle Stars, and 1189 Overseas Stripes.

The replenishment of ships stores was routine. The main difficulty was in the extra load placed on the Ships Stores Branch by having to handle the repatriation to the Port Quartermaster. The Port QM had the requisitioned forms approved by the base, arranged to draw the supplies from the Base Dump arrange for transportation, and for labor at shipside.

Headquarters, SOLOC, directed that beer on a basis of twelve (12) cans per repatriated American returning to the States be made available. The Port Quartermaster acted as liaison between the Ships' Purser and the Base Section This involved requisitioning the beer, making arrangements with the dump, the Sales Officer, the Port Highway Officer for trucks, and the Port Planning Officer for labor.

LABOR EMPLOYED IN PORT OPERATIONS
Daily Averages: 8 September 1944 to 31 March 1945

MONTH	U. S. MILITARY	FRENCH CIVILIANS	MARSEILLE PRISONERS OF WAR	INDO-CHINESE	ITALIAN SERV. UNIT	YOUGOSLAV PORT CO.	TOTAL
SEPTEMBER	3,500	3,450					6,950
OCTOBER	4,623	4,985	675	719	416		11,418
NOVEMBER	4,616	6,991	2,166	1,229.	445		15,447
DECEMBER	6,290	6,835	3,775	852.	165		17,917
JANUARY	5,775	6,346	4,806	1,191			18,118
FEBRUARY	5,468	7,339	4,621	1,268.			18,696
MARCH	5,646	7,173	4,774	84.			17,677
			DE BOUC				
SEPTEMBER	237	644		70			951
OCTOBER	179	699		220			1,098
NOVEMBER	185	726	100	241.			1,252
DECEMBER	186	641	245	254.			1.326
JANUARY	362	637	300	333.			1,632
FEBRUARY	377	806	266	398.			1,847
MARCH	728	822		476	70	326	2,422

CARGO DISCHARGE
PORT OF MARSEILLE
8 SEPTEMBER 1944 to 31 MARCH 1945
LONG TONS

MONTHLY

MONTH	GENERAL	VEHICLES	COAL	POL	TOTAL	NO. VEHS.
SEPTEMBER	110,689	32,798	2,810	1,163	147,460	8,362
OCTOBER	307,344	81,525	15,496	44,862	449,227	17,578
NOVEMBER	417,139	46,147	7,011	6,277	486,574	10,053
DECEMBER	403,781	32,777	30,886	5,574	473,018	5,324
JANUARY	306,095	22,016	16,229	7,447	351,787	3,276
FEBRUARY	320,035	90,084	39,990	20,701	470,810	14,781
MARCH	297,918	139,424	28,587		467,180	23,140

CUMULATIVE

SEPTEMBER	110,689	32,798	2,810	1,163	147,460	8,362
OCTOBER	418,033	114,323	18,306	46,025	596,687	25,940
NOVEMBER	835,172	170,470	25,317	52,302	1,083,261	35,993
DECEMBER	1,238,953	203,247	56,203	57,876	1,556,279	41,317
JANUARY	1,545,048	225,263	72,432	65,323	1,908,066	44,593
FEBRUARY	1,865,083	315,347	112,422	86,024	2,378,876	59,374
MARCH	2,163,001	454,771	141,009	86,024	2,846,056	82,514

CARGO DISCHARGED
LONG TONS PER GANG PER HOUR
SEPTEMBER 1944 TO MARCH 1945.

MONTH	PORT BATTALIONS TONS PER GANG HOUR	TONS PER CARGO HOUR
SEPTEMBER	5.3	10.4
OCTOBER	6.0	10.2
NOVEMBER	5.9	10.1
DECEMBER	6.6	11.1
JANUARY	9.1	14.0
FEBRUARY	8.6	13.7
MARCH	10.8	16.9
	CONTRACTORS	
SEPTEMBER	5.1	10.6
OCTOBER	5.5	10.3
NOVEMBER	5.8	9.4
DECEMBER	7.9	12.5
JANUARY	7.6	10.4
FEBRUARY	8.0	11.3
MARCH	9.7	12.6

Gang hours - hours on duty in the hatch. Cargo hours - hours spent in discharging cargo.

LONG TONS DISCHARGED PER SHIP PER DAY
SEPTEMBER 1944 TO MARCH 1945

MARSEILLE

MONTH	LIBERTY TYPE VESSELS: SHIPS WORKING PER DAY	LIBERTY TYPE VESSELS: DISCHARGE PER SHIP PER DAY	ALL VESSELS: SHIPS WORKING PER DAY	ALL VESSELS: DISCHARGE PER SHIP PER DAY
SEPTEMBER	21	272.5	25	276.0
OCTOBER	33	337.3	41	316.2
NOVEMBER	41	373.9	44	365.5
DECEMBER	26	548.2	29	522.7
JANUARY	17	643.8	18	617.0
FEBRUARY	24	597.2	26	577.9
MARCH	18	705.5	24	636.6

ALL PORTS

SEPTEMBER	27	297.7	33	303.6
OCTOBER	40	359.2	49	336.5
NOVEMBER	45	381.4	48	374.1
DECEMBER	28	547.3	31	520.1
JANUARY	18	654.5	20	627.1
FEBRUARY	27	608.5	31	592.3
MARCH	21	711.6	27	645.9

CARGO DISCHARGED
SOUTHERN FRANCE PORTS
8 SEPTEMBER 1944 TO 31 MARCH 1945
LONG TONS

MONTHLY

MONTH	GENERAL	VEHICLES	COAL	POL	TOTAL	NO. VEHS.
SEPTEMBER	150,967	56,436	2,810	39,721	249,934	14,207
OCTOBER	387,590	106,808	15,496	114,932	624,326	24,242
NOVEMBER	484,292	56,299	7,011	86,973	634,575	10,104
DECEMBER	437,905	32,777	30,886	102,362	603,930	5,324
JANUARY	348,064	22,148	16,229	125,279	511,720	3,316
FEBRUARY	373,558	90,180	50,958	104,049	618,745	14,771
MARCH	366,759	139,325	39,219	162,245	708,799	23,140

CUMULATIVE

SEPTEMBER	150,967	56,436	2,810	39,721	249,934	14,207
OCTOBER	538,557	163,244	18,306	154,653	874,760	38,449
NOVEMBER	1,022,849	219,543	25,317	241,626	1,509,335	48,553
DECEMBER	1,460,754	252,320	56,203	343,988	2,113,265	53,877
JANUARY	1,808,818	274,468	72,432	469,267	2,624,985	57,193
FEBRUARY	2,182,376	364,648	123,390	573,316	3,243,730	71,964
MARCH	2,549,135	503,973	162,609	735,561	3,952,529	95,104

PORT CLEARANCE
CARGO CLEARED BY HIGHWAY, RAIL AND WATER
8 SEPTEMBER 1944 TO 31 MARCH 1945

MARSEILLE

MONTH	TOTAL LONG TONS	% BY HIGHWAY	% BY RAIL	% BY WATER
SEPTEMBER	99,112	69	31	
OCTOBER	337,779	51	49	
NOVEMBER	485,369	55	44	1
DECEMBER	387,219	56	40	4
JANUARY	347,988	53	43	4
FEBRUARY	380,469	52	41	7
MARCH	296,033	72	23	5

ALL PORTS

SEPTEMBER	129,240	76	23	1
OCTOBER	407,263	57	42	1
NOVEMBER	553,966	58	40	2
DECEMBER	418,548	66	31	3
JANUARY	385,848	56	40	4
FEBRUARY	444,329	56	39	5
MARCH	371,315	70	26	4

CARGO TRUCKS
UNDER CONTROL OF TRANSPORTATION SECTION, DELTA BASE
1 OCTOBER 1944 TO 31 MARCH 1945

MONTH	NUMBER OF TRUCKS PER DAY	(1) INITIAL LIFT PER DAY LONG TONS	(2) PERCENT OF TRUCKS IN OPERATION	TOTAL FREIGHT HAULED LONG TONS
OCTOBER	1,558	4,500	76	426,921
NOVEMBER	2,677	8,200	70	637,399
DECEMBER	2,836	9,800	75	451,207
JANUARY	2,233	9,296	62	589,804
FEBRUARY	2,018	8,633	72	455,978
MARCH	1,944	10,256	75	453,868

(1) Estimated on the following basis:

3-ton capacity for truck, 2½T, 6x6 (Conventional).
3½-ton capacity for truck, 3½-T, 6x6, COE.
4½-ton capacity for civilian trucks.
2-ton capacity for horse drays.
Rated capacity for all other cargo trucks.

(2) Includes trucks undergoing preventive maintenance checks. Non-operating trucks include those deadlined for 2nd, 3rd or 4th echelon maintenance, and those idle because no drivers were available.

September data not available.

CARGO DISCHARGED
PORT DE BOUC
8 SEPTEMBER 1944 TO 31 MARCH 1945
LONG TONS

MONTHLY

MONTH	GENERAL	VEHICLES	COAL	POL	TOTAL	NO. VEHS.
SEPTEMBER	36,837	9		38,558	75,404	3
OCTOBER	51,481	48		70,070	121,599	4
NOVEMBER	62,817			79,650	142,467	
DECEMBER	34,124			96,788	130,912	
JANUARY	41,969	132		118,554	160,655	40
FEBRUARY	52,873	96	11,618	83,348	147,935	18
MARCH	65,658		10,632	162,245	238,533	

CUMULATIVE

SEPTEMBER	36,837	9		38,558	75,404	3
OCTOBER	88,318	57		108,628	197,003	7
NOVEMBER	151,135	57		188,278	339,470	7
DECEMBER	185,259	57		285,066	470,382	7
JANUARY	227,228	189		403,620	631,037	47
FEBRUARY	280,101	285	11,618	486,968	778,972	65
MARCH	345,759	285	22,250	649,213	1,017,505	65

SHIP ARRIVALS AND DEPARTURES MONTHLY
SOUTHERN FRANCE PORTS
8 SEPTEMBER 1944 TO 31 MARCH 1945

MONTH	ARRIVED	DEPARTED
SEPTEMBER	241	90
OCTOBER	191	257
NOVEMBER	192	214
DECEMBER	155	208
JANUARY	178	128
FEBRUARY	159	164
MARCH	156	162
TOTAL	1272	1223

RAIL SHIPMENTS
FORWARDED FROM DELTA BASE SECTION
12 SEPTEMBER 1944 - 31 MARCH 1945.

MONTH	NUMBER OF CARS	LONG TONS
SEPTEMBER	4,997	66,898
OCTOBER	22,149	302,313
NOVEMBER	25,431	316,194
DECEMBER	23,284	292,609
JANUARY	20,539	276,593
FEBRUARY	21,109	301,271
MARCH	26,220	361,649

DEBARKATION OF PERSONNEL
SOUTHERN FRANCE PORTS
8 SEPTEMBER 1944 TO 31 MARCH 1945

MONTH	U. S.	FRENCH	MONTHLY OTHERS	TOTAL
SEPTEMBER	29,386	44,814	604	74,804
OCTOBER	69,522	49,845	20,774	140,141
NOVEMBER	32,224	19,395	2,002	53,621
DECEMBER	43,682	2,337	3,685	49,704
JANUARY	21,421	4,811	7,531	33,763
FEBRUARY	16,020	6,089	27,757	49,866
MARCH	3,528	13,742	65,366	82,636
			CUMULATIVE	
SEPTEMBER	29,386	44,814	604	74,804
OCTOBER	98,908	94,659	21,378	214,945
NOVEMBER	131,132	114,054	23,380	268,566
DECEMBER	174,814	116,391	27,065	318,270
JANUARY	196,235	121,202	34,596	352,033
FEBRUARY	212,255	127,291	62,353	401,899
MARCH	215,783	141,033	127,719	484,535

Above figures do not include 49,164 personnel debarked at Delta and Camel Beaches during September 1944.

MONTH	U. S.	FRENCH	POW	OTHERS	TOTAL	HOSPITAL PATIENTS
			MONTHLY			
SEPTEMBER	1,211	97	1,129	1,040	3,477	720
OCTOBER	12,333	1,974	7,924	17,866	40,097	3,091
NOVEMBER	4,708	4,249	58	13,253	22,268	2,364
DECEMBER	1,808	10,588	25	6,529	18,950	2,856
JANUARY	2,614	7,936	577	4,629	15,756	3,998
FEBRUARY	4,467	6,024	63	2,275	12,829	4,384
MARCH	7,895	12,168	3,759	1,612	25,434	2,891
			CUMULATIVE			
SEPTEMBER	1,211	97	1,129	1,040	3,477	720
OCTOBER	13,544	13,544	9,053	18,906	43,574	3,811
NOVEMBER	18,252	6,320	9,111	32,159	65,842	6,175
DECEMBER	20,060	16,908	9,136	38,688	84,792	9,031
JANUARY	22,674	24,844	9,713	43,317	100,548	13,029
FEBRUARY	27,141	30,868	9,776	45,592	113,377	17,413
MARCH	35,036	43,036	13,535	47,204	138,811	20,304

Hospital patients included in totals. Above figures do not include 10,102 personnel embarked at Delta and Camel Beaches during September 1944.

TURNAROUND OF U. S. DESTINED SHIPS
CONVOYS UGS-61 THRU UGS-78
LONG TONS

UGS CONVOY	NUMBER OF VESSELS	CARGO GROSS TONNAGE	*AVERAGE TURNAROUND DAYS	HOURS	AVERAGE DISCHARGE PER SHIP PER DAY
61	17	82,017	7	17	626.1
62	16	89,576	6	18¼	828.1
63	12	71,477	6	2½	975.2
64	12	71,762	6	9½	935.0
65	17	92,210	7	2	765.5
66	8	20,871	4	14	569.9
67	14	74,642	9	7	572.5
68	4	14,728	6	23½	528.4
69	12	71,063	8	7½	712.4
70	11	54,663	6	2	815.9
71	11	57,339	5	23	874.9
72	13	62,407	5	8	900.1
73	9	40,066	5	7	839.1
74	9	47,628	4	22½	1,072.1
75	16	73,206	4	17½	966.8
76	14	64,099	4	8	1,058.8
77	10	56,660	5	15½	1,002.8
78	9	45,820	6	3	830.0
TOTAL	214	1,090,234	6	7	809.9

* Time of berthing to time of completion. Normally all U. S. destined vessels are berthed within half a day after arrival of convoy and sail within half a day after completion.

RECAPITULATION OF BERTHS AVAILABLE
PORT OF MARSEILLE
AS OF LAST DAY EACH MONTH
SEPTEMBER 1944 TO MARCH 1945.

MONTH	LIBERTY	½-LIBERTY	COASTER	HOLDING	PERSONNEL	TANKER	TOTAL
SEPTEMBER	15	5	5	14		1	40
OCTOBER	32	4	5	11		2	54
NOVEMBER	43	5	5	8	3	2	66
DECEMBER	45	4	8	8	4	2	71
JANUARY	42	4	7	8	4	3	68
FEBRUARY	42	4	7	8	4	3	68
MARCH	42	4	7	8	4	3	68

First alongside berth became available 15 September 1944.

SUB PORT DISCHARGING
NOVEMBER 1944
DE BOUC

62,817 tons
88,375 tons
151,192 tons

All Pier
Period 8 Sept. to 31 Oct. 1944
Total to Date

NICE

3,870 tons
4,310 tons

All Pier
Period 8 Oct to 31 Oct. 1944

8,180 tons

Total to date

NOTE: Nice turned over to the French as of 2400, 30 November 1944. No longer responsibility of, or under jurisdiction of, 6th Port Hq's.

TOULON

*618 tons
76,760 tons

All Pier
Period 20 Sept. to 31 Oct. 1944

77,378 tons

Total to Date

* Includes 466 tons discharged prior to 1 November, but not reported.

Recapitulation of Discharge (All Ports)

	November	Previous to 1 Nov.	To Date
Marseille	480,297	550,662	1,030,959
De Bouc	62,817	88,375	151,192
Toulon	618	76,760	77,378
Nice	3,870	4,310	8,180
Totals	547,602	720,107	1,267,709

All figures are in long tons.

SUB PORT DISCHARGING
DECEMBER 1944

34,124 tons
151,192 tons

De Bouc
All Pier
Period 8 Sept. to 30 Nov. 1944

185,316 tons

Total to Date

8,180 tons

NICE
Total to Date (All prior to 1 Dec.)

77,378 tons

TOULON
Total to Date (All prior to 1 Dec.)

Recapitulation of Discharge (All Ports)

	December	Previous to 1 Dec.	To Date
Marseille	467,444	1,030,959	1,498,403
De Bouc	34,124	151,192	185,316
Toulon	0	77,378	77,378
Nice	0	8,180	8,180
Totals	501,568	1,267,709	1,769,277

All figures are in long tons.

JANUARY 1945
DE BOUC

42,101 tons
185,316 tons

All Pier
Period 8 Sept. to 31 Dec. 1944.

227,417 tons

Total to Date

8,180 tons

NICE
Total to Date (All prior to 1 Dec.)

TOULON

77,378 tons — Total to Date (All prior to 1 Dec)

Recapitulation of Discharge (All Ports)

	January	Previous to 1 Jan.	To Date
Marseille	344,340	1,498,403	1,842,743
De Bouc	42,101	185,316	227,417
Toulon	0	77,378	77,378
Nice	0	8,180	8,180
Totals	386,441	1,769,277	2,155,718

FEBRUARY 1945

DE BOUC

64,587 tons — All Pier
227,417 tons — Period 8 Sept. 1944 to 31 Jan. 1945

292,004 tons — Total to date

NICE

8,180 tons — Total to date (All prior to 1 Dec. 194

TOULON

77,378 tons — Total to date (All prior to 1 Dec. 194

RECAPITULATION OF DISCHARGE

All Ports

	February	Previous to 1 Feb.	To Date
Marseille	450,109	1,842,743	2,292,852
De Bouc	64,587	227,417	292,004
Toulon	0	77,378	77,378
Nice	0	8,180	8,180
Totals	514,696	2,155,718	2,670,414

MARCH 1945

DE BOUC

77,044 tons — All Pier
292,004 tons — Period 8 Sept. 1944 to 28 Feb. 1945

369,048 tons — Total to Date

NICE

3,086 tons — All Pier
8,180 tons — Period 8 Sept. 1944 to 28 Feb. 1945
(All prior to 1 Dec. 1944)

11,266 tons — Total to date.

TOULON

77,378 tons — Total to date. (All prior to 1 Dec. 19

RECAPITULATION OF DISCHARGE

All Ports

	March	Previous to 1 March	To Date
Marseille	467,416	2,292,852	2,760,268
De Bouc	77,044	292,004	369,048
Toulon	0	77,378	77,378
Nice	3,086	8,180	11,266
Totals	547,546	2,670,414	3,217,960

APPENDIX NO. 4

CHAPTER IV

MILITARY RAILWAY SERVICE

Contents

Sitrep for Week Ending 10 January 1945 - 2nd MRS
Sitrep for Week Ending 28 March 1945 - 2nd MRS
Sitrep for Week Ending 28 March 1945 - 1st MRS
Sitrep for Week Ending 7 April 1945 - 1st and 2nd MRS
Standing Operating Procedure No. 32, Continental Railways - 3 April 1945
GO No. 6, Headquarters, 1st MRS, dated 11 February 1945
GO No. 1, General Headquarters, MRS, dated 12 February 1945.
EXTRACTS: Report to Chief of Transportation, ETO, on MRS activities, dated 17 May 1945
GO No. 6, General Headquarters, MRS, dated 12 March 1945
GO No. 8, General Headquarters, MRS, dated 24 March 1945
GO No. 10, General Headquarters, MRS, dated 30 March 1945
GO No. 7, General Headquarters, MRS, dated 23 March 1945
GO No. 9, General Headquarters, MRS, dated 28 March 1945
Assignment Order No. 2, 19 January 1945, 2nd MRS
Assignment Order No. 2A, 22 January 1945, 2nd MRS
Assignment Order No. 3, 31 January 1945, 2nd MRS
Assignment Order No. 3A, 6 February 1945, 2nd MRS
Assignment Order No. 4, 24 February 1945, 2nd MRS
Assignment Order No. 5, 22 March 1945, 2nd MRS
Assignment Order No. 6, 24 March 1945, 2nd MRS
Letter: Allocation of Railway Tonnage, Southern France, Headquarters, Com Z, NATOUSA, Advance, dated 18 October 1944.
Statistics - Tonnages Moved by 1st MRS (8 September to 31 December 1944)
Station List - 1st MRS units as of 1 January 1945
GO No. 3, Headquarters, SOLOC, 16 January 1945
Letter, 28 December, Headquarters, 1st MRS, Subject: Assignment of Units-1st MRS.
~~Location of Railheads on the Continent through 22 March 1945.~~

APPENDIX NO. 4

TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350 US ARMY

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 10 JANUARY 1944.

1. Operative Track Mileage - ETO:

a. Single

Previously reported -	3,457.63
Gain for period -	84.45
Total in operation -	3,542.08

b. Double

Previously reported -	4,798.04
Gain for period -	207.22
Total in operation -	5,005.26

2. Track Mileage Under Jurisdiction of 2nd MRS:

	Single	Double
Phase # 1	29.63	396.87
Phase # 2	45.07	938.30
Phase # 3	225.63	1,822.48
Total -	300.33	3,157.65

3. Motive Power:

a. Received from UK

Type	Total Rec (Stores) USA	BR	Avail to MRS	Loaned	Serv	In Use	Turned o/to Br
0-6-0	135	66	130	5(Br)	123	119	17
2-8-0	177		743	15(Br) 19(Fr)	628	623	44
2-8-0		343	181(Aust)	11(Fr)	162	162	12(Br)
2-10-0		72					28(Br)
Sub total -	912	481	1054	50	913	904	101
650 HP	70*		58	9(8 1st MRS, 1 CE)	47	44	2
500 HP	10		10		6	6	
350 HP	36*	3	35		31	31	2
153 HP		11					11(Br)
150 HP	10		10		8	7	
Sub total -	126	14	113	9	92	88	15
Totals -	1038	495	1167	59	1005	992	116

*1 each destroyed

b.

Captured Type	Retd to French	Available	In Shops	Serv	In Use
0-4-0	2			4	3
0-6-0	129	4		15	15
0-8-0	64	16	1	24	24
0-10-0	60	36	12		

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 10 JANUARY 1944.

3. Motive Power (Cont'd):

b. Captured Type	Retd to French	Available	In Shops	Serv	In Use
2-4-0	7				
2-4-2	2				
2-6-0	12	1	1		
2-6-2	16	4	2	2	2
2-8-0	353	132	17	115	115
2-8-2	193	36	9	27	27
2-8-4	1				
2-10-0	41	70	16	54	54
2-10-2	7	19	5	14	14
4-4-0	10				
4-4-2	3				
4-4-4	3				
4-6-0	251	110	20	90	88
4-6-2	180	17	7	10	10
4-6-4	8	7	3	4	4
4-8-0	1				
4-8-2	55	8		8	8
4-8-4	2				
4-10-0	2				
6-4-6	9				
All Types	411				
Belgium	___	52	20	32	32
Totals -	1822	512	113	399	396

4. Rolling Stock:

a. Received from UK Type	Total Recd	Turned o/to Br	Destroyed	Avail to MRS
Gondola 20T	4,513	636	12	3,865
Gondola 40T	2,803	273	4	2,526
Flat 20T	505	2	2	493
Flat 50T	1,473	104		1,369
Box 20T	8,745	1,219	20	7,506
Cabooses	462		5	457
Tanks	690	67		623
Reefers	192			192
Totals -	19,383	2,301	43	17,039

b. Captured Type	Total Captured	BO	Avail to MRS
Box	10,130	18	10.112
Gondola	12,087	13	12,074
Flat	4,721		4,721
Tank	1,079	2	1,077
Reefers	498		498
Cabooses	165		165
Work	209	6	199
Misc (Pssgr)	15		15
Coach	508		508

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 10 JANUARY 1945.

4. Rolling Stock (Cont'd):

b. Captured

Type	Total Captured	BO	Avail to MRS
Baggage	105		105
Postal	13		13
Hosp Cars	110		110
Totals -	29,636	39	29,597

5. Shop Equipment:

	Total	Turned o/to Br	Avail
Mobile Workshops	16(8 Br)	5	11
20 Ton Brownhoist Cranes	23(9 Br)	2	21
Breakdown Trains - Type "A"	14(8 Br)	2	12
Breakdown Trains - Type "B"	12(4 Br)		12
Breakdown Cranes	12(6 Br)	3	9
Rail Mounted Motor Generator Sets	6(Br)	5	1
Locomotive Cranes (25 Ton)	4		4
Inspection Coaches	2(Br)		2
Special Train - 9 cars	1		1
Warwell Flats 80 T	20(Br)		20
Warwell Flats 50 T	10(Br)		10
Total -	120	17	103

6. Hospital Trains:

	Total	Turned o/to Br	Avail
14 cars each	23		23
15 cars each (11 Br)	13	6	7
10 cars each	1		1
Total -	37	6	31

7. Net Tonnage: (Includes Cherbourg priority, arriving Paris from Brittany, forwarded North & East from Paris & all Loading Terminals)

4 January	42,603
5 January	46,124
6 January	47,097
7 January	39,628
8 January	45,015
9 January	48,226
10 January	46,299
Total -	314,992

8. Net Ton Miles: (Includes Cherbourg priority, arriving Paris from Brittany, forearded North & East from Paris & all Loading Terminals)

4 January	8,395,645
5 January	8,564,216
6 January	8,937,960
7 January	7,824,264

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 10 JANUARY 1945.

8. Net Ton Miles: (Continued)

8 January	8,847,459
9 January	8,764,190
10 January	8,741,747
Total -	60,075,481

9. Fuel Report:

a. Caen

1. Coal loaded (30 Dec to 4 Jan incl) - 4,956 tons
2. Coal forwarded (30 Dec to 4 Jan incl) -

88	cars	to	Argentan
88	"	"	Dreux
45	"	"	Caen
21	"	"	Canadian Stock
2	"	"	Andrieu
2	"	"	Mezidon
Total - 246	"		(approx. 4,428 tons)

b. Granville

1. Coal loaded (30 Dec to 4 Jan incl) - 6,959 tons
2. Coal forwarded (30 Dec to 4 Jan incl) -

1	car	to	Alencon
3	cars	"	Folligny
11	cars	"	Argentan
1	car	"	Auray
16	cars	"	Dreux
56	cars	"	Le Mans
7	cars	"	Nantes
2	cars	"	Segre
86	cars	"	Rennes
1	car	to	Pontivy
2	cars	to	La Val
1	car	to	Le Legu
1	car	to	Del
2	cars	to	Vanns
6	cars	to	Morlaix
9	cars	to	St Brieuc
1	car	to	Brest

Total - 206 cars (approx 3,708 tons)

c. Cherbourg

1. Coal loaded (30 Dec to 4 Jan incl) - 4,068 tons
2. Coal forwarded (30 Dec to 4 Jan incl) -

79	cars	to	Lison
4	"	"	Carentan
15	"	"	Dreux
55	"	"	Cherbourg
4	"	"	Montebourg
Total - 157	"		(approx 2,826 tons)

3. Coal in transit (as of 4 Jan) - 2,565 tons

d. Used & On Hand - Grand Divisions: (Coal)

	On Hand (As of 4 Jan)	Used (30 Dec to 4 Jan incl)
706th Ry Grand Division	6,013 tons	9,322 tons
707th Ry Grand Division	No Report	No Report
708th Ry Grand Division	5,928 tons	4,395 tons
709th Ry Grand Division	6,052 tons	8,070 tons

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 10 January 1945.

9. Fuel Report (Cont'd):

d. Used & On Hand - Grand Divisions: (Coal)

	On Hand (As of 4 Jan)	Used (30 Dec to 4 Jan incl)
710 th Ry Grand Division	11,851 tons	11,295 tons
Rennes	4,593 tons	2,294 tons
Le Mans	784 tons	2,074 tons
Totals -	35,221 tons	37,450 tons

e. Diesel Oil

1. Oil used (30 Dec to 4 Jan incl) - 47,189 gals
2. Oil moved forward (30 Dec to 4 Jan incl) - 24,959 gals
3. Oil on hand (as of 4 Jan) - 210,367 gals

10. Railway Units on Continent:

	Off	W.O.	EM	Total
2nd Mil Ry Service	30	2	160	192
706th Ry Grand Division	25		56	81
707th Ry Grand Division	33		59	92
708th Ry Grand Division	25		56	81
709th Ry Grand Division	29		58	87
710th Ry Grand Division	30		58	88
712th Ry Opn Bn	25	1	809	835
716th Ry Opn Bn	32	1	807	840
717th Ry Opn Bn				
Co "A", 717th Ry Opn Bn	2		89	91
718th Ry Opn Bn	27	1	795	823
720th Ry Opn Bn	24	1	812	837
722nd Ry Opn Bn	27	1	790	818
723rd Ry Opn Bn	30	1	808	839
724th Ry Opn Bn	31	1	801	833
728th Ry Opn Bn	28	2	843	873
729th Ry Opn Bn	23	2	839	864
732nd Ry Opn Bn	31	1	887	919
733rd Ry Opn Bn	29	1	793	823
734th Ry Opn Bn	28		793	821
735th Ry Opn Bn	29	1	888	918
740th Ry Opn Bn	30	1	877	908
741st Ry Opn Bn	28	1	788	817
743rd Ry Opn Bn	33	1	865	899
744th Ry Opn Bn	28	1	795	824
746th Ry Opn Bn				
752nd Ry Opn Bn				
755th Ry Shop Bn	25	2	610	637
756th Ry Shop Bn				
757th Ry Shop Bn	26	2	609	637
763rd Ry Shop Bn	12		552	564
764th Ry Shop Bn	23	2	599	624
765th Ry Shop Bn				
126th Ry Workshop (Mobile)	1		28	29
127th Ry Workshop (Mobile)	1		29	30
128th Ry Workshop (Mobile)	1		29	30

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 10 JANUARY 1945.

10. Railway Units on Continent (Cont'd):

	Off	W.O.	EM	Total
129th Ry Workshop (Mobile)	1		30	31
130th Ry Workshop (Mobile)	1		30	31
138th Hosp Trn Maint Platoon	1		26	27
139th Hosp Trn Maint Platoon	1		39	40
140th Hosp Trn Maint Platoon	1		39	40
141st Hosp Trn Maint Platoon	1		27	28
142nd Hosp Trn Maint Platoon	1		25	26
117th Hosp Trn Maint Platoon	1		12	13
118th Hosp Trn Maint Section	1		12	13
119th Hosp Trn Maint Section	1		12	13
120th Hosp Trn Maint Section	1		12	13
121st Hosp Trn Maint Section	1		12	13
Totals -	758	26	17,258	18,042

For the Commanding General:

RAYMOND H. GREENE,
1st Lt, TC,
Asst. Stat. O.

TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350 US ARMY

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945.

1. Operative Track Mileage - ETO:

a. Single.

Previously reported -	4,390.60
Gain for period -	298.28
Total in operation -	4,697.86

b. Double.

Previously reported -	5,649.14
Gain for period -	72.16
Total in operation -	5,721.75

2. Track Mileage - Under Jurisdiction of 2d MRS:

	Single	Double
Phase # 1	68.36	383.22
Phase # 2	216.69	1,502.36
Phase # 3	330.71	1,950.12
	615.76	3,835.70

3. Motive Power:

Locomotives	Forried	Assgd 2nd MRS	Serviceable	BAD ORDER Light	BAD ORDER Heavy
Switch 0-6-0 (a)	226	162	156	0	6
Road 2-8-0 (#)	1137	913	694	131	88
Diesel: 650 HP (b)	74	34	31	0	3
500 HP	10	1	1	0	0
Switch 380 HP	50	43	34	0	9
150 HP	10	9	8	0	1
Total Road	1221	948	736	131	98
Total Switch	286	214	188	0	9

(#) Includes Boleros, 190 British Austerity and less 20 loaned to British and less 20 loaned to 1st MRS.
(a) Less 17 loaned to British. Includes 15 loaned to SNCF.
(b) Less 8 loaned to 1st MRS.
NOTE: Above Figures include 171, 2-8-0 Road, 33, 650 HP, 9, 500 HP, and 7, 380 HP Diesels assigned to 706th RGD, 1st MRS.

4. Rolling Stock:

a. Received on Continent

Type	Total Recd	Turned o/to Br	Destroyed	Avail to MRS
Gondola 20T	4,978 (291)*	636	20	4,322
Gondola 40T	2,886	273	8	2,605
Flat 20T	660	2	2	656
Flat 50T	1,517	104	2	1,411
Box 20T	9,137 (256)*	1,219	35	7,883
Cabooses	745 (113)*		6	739

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945.

4. Rolling Stock: (Cont'd)

a. Received on Continent

Type	Total Recd	Turned o/to Br	Destroyed	Avail to MRS
Tanks	710	67	4	639
Reefers	200			200
Totals -	20,833	2,301	77**	18,455

* 20 Ton Flats made up of figures in parenthesis

** In addition to losses above, 113 cars destroyed of which there is no record of type of car.

5. Shop Equipment:

	Total	Turned o/to Br	Avail
Mobile Workshops	16(8 Br)	8	8
20 Ton Brownhoist Cranes	27(9 Br)	2	25
Breakdown Trains - Type "A"	14(8 Br)	2	12
Breakdown Trains - Type "B"	12(4 Br)		12
Breakdown Cranes	12(6 Br)	3	9
Rail Mounted Motor Generator Sets	6(Br)	5	1
Locomotive Cranes (25 Ton)	18		18
Inspection Coaches	2(Br)		2
Special Train - 9 Cars	1		1
Warwell Flats 80 T	20(Br)		20
Warwell Flats 50 T	10(Br)		10
Totals -	138	20	118

6. Hospital Trains:

	Total	Turned o/to Br	Avail
14 cars each	23		23
15 cars each	13	6	7
10 cars each	1		1
Totals -	37	6	31

7. Net Tonnage: (Includes Cherbourg priority, arriving Paris from Brittany, Seine Base, forwaded North from Paris, & all Loading Terminals, including ASCZ)

22 March	85,547
23 March	66,419
24 March	63,863
25 March	68,412
26 March	71,926
27 March	80,080
28 March	88,225
Total -	524,472

8. Net Ton Miles: (Includes Cherbourg priority, arriving Paris from Brittany, Seine Base, forwarded North from Paris, & all Loading Terminals, including ASCZ)

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945

8. Net Ton Miles: (Cont'd)

22 March	9,813,930
23 March	8,386,175
24 March	8,158,524
25 March	8,043,425
26 March	9,503,545
27 March	9,341,139
28 March	10,309,937
	63,556,675

9. Railway Units on Continent:

	Off	W.O.	EM	Total
2nd Mil Ry Sv*	40	1	161	202
707th Ry Grand Div	26	0	56	82
708th Ry Grand Div	25	0	56	81
709th Ry Grand Div	27	0	60	87
710th Ry Grand Div	26	0	57	83
717th Ry Opn Bn (Co "A")	2	0	89	91
720th Ry Opn Bn	24	1	767	792
722nd Ry Opn Bn	27	1	768	796
723rd Ry Opn Bn	28	1	822	851
724th Ry Opn Bn	29	1	748	778
728th Ry Opn Bn	34	1	818	853
729th Ry Opn Bn	26	1	776	803
734th Ry Opn Bn	28	1	784	813
735th Ry Opn Bn	27	1	906	934
740th Ry Opn Bn	28	1	898	927
741st Ry Opn Bn	27	1	790	818
743rd Ry Opn Bn	28	1	908	937
744th Ry Opn Bn	29	1	784	814
746th Ry Opn Bn	35	1	1153	1189
752nd Ry Opn Bn	30	1	858	889
755th Ry Shop Bn	27	2	593	622
757th Ry Shop Bn	28	2	578	608
763rd Ry Shop Bn	24	2	602	628
764th Ry Shop Bn	22	2	600	624
126th Ry Workshop (Mobile)	1	0	29	30
127th Ry Workshop (Mobile)	1	0	30	31
129th Ry Workshop (Mobile)	1	0	29	30
130th Ry Workshop (Mobile)	1	0	29	30
138th Hosp Trn Maint Platoon	1	0	27	28
139th Hosp Trn Maint Platoon	1	0	27	28
140th Hosp Trn Maint Platoon	1	0	27	28
141st Hosp Trn Maint Platoon	1	0	25	26
117th Hosp Trn Maint Section	0	0	13	13
118th Hosp Trn Maint Section	0	0	12	12
119th Hosp Trn Maint Section	0	0	12	12
120th Hosp Trn Maint Section	0	0	9	9
TOTAL - Mil Rwy Sv Units	655	23	14901	15579

COMM ZONE SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945.

9. Railway Units on Continent (Cont'd):

Security Section

	Off	W.O.	EM	Total
382nd Military Police Bn	29	1	583	613
383rd Military Police Bn	26	1	613	640
390th Military Police Bn	Unknown			
397th Military Police Bn	Unknown			
TOTAL - Security Section	55	2	1196	1253
GRAND TOTAL	710	25	16097	16832

* Does not include 23 officers attached for duty with MRS.

FOR THE COMMANDING GENERAL:

s/ Raymond H. Greene
t/ RAYMOND H. GREENE,
1st Lt, TC,
Asst. Stat. O.

APPENDIX NO. 4

HEADQUARTERS
1ST MILITARY RAILWAY SERVICE
Office of General Manager
APO 772, U. S. Army

1ST M.R.S. SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945

1. Line Mileage Under Jurisdiction of 1st M.R.S.

	Single	Double
Phase #1		
Previously reported	64	100
Gain for period	201	30
Total -	265	130
Phase #2 (No change during period)	139	472
Phase #3 (No change during period)	521	2727
Total all phases	925	3329

2. Motive Power

a. Received on Continent

Type	Total Rec'd (Equip) USA	BR	AVAIL TO MRS	LOANED	SERV	IN USE	TURNED C/TO BR
Steam - Coal							
2-8-0	172	0	172	0	150	146	0
0-6-0	17	0	17	0	17	17	0
Steam - Oil							
2-8-0	80	0	80	0	76	76	0
-06-0	2	0	2	0	2	2	0
Evans-Gas Switcher	6	0	6	0	6	6	0
Diesel							
150 HP	2	0	2	0	0	0	0
380 HP	9	0	9	0	7	7	0
500 HP	9	0	9	0	6	6	0
650 HP	51	0	51	0	40	40	0
Totals	348	0	348	0	304	300	0

Note: Totals include power received from 2nd M.R.S.
Received at Marseille - 10 Diesel Switch, 55 2-8-0 Coal and
44 2-8-0 Oil Road.

b. Captured in Germany

Type	Avail for Service	Req. Lt. Repairs	Req. Hvy. Repairs	Not Repairable
0-4-0	1	0	0	0
0-6-0	0	0	0	0
0-8-0	3	1	12	1
0-10-0	6	1	1	2
2-6-0	1	0	0	0
2-6-2	0	0	0	0
2-6-4	4	0	0	1
4-6-0	4	3	0	0

1ST M.R.S. SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945

2. Motive Power (Cont'd)

b. Captured in Germany

Type	Avail for Service	Req. Lt. Repairs	Req. Hvy. Repairs	Not Repairable.
4-6-2	0	1	0	0
4-6-4	0	2	1	0
2-8-0	5	4	1	1
2-8-2	2	0	0	0
2-10-0	17	13	6	0
Total	43	25	21	5

3. Rolling Stock

a. Received on Continent at Marseille including cars erected

Type	Total Rec'd	Turned O/To	Destroyed	Avail To MRS
Warflat, 80 T	244	0	0	244
Tank Car, 9900 Gal capacity	334	0	0	334
Reefers	224	0	0	224
H.S. Gondola, 20 T	1452	0	0	1452
L.S. Gondola, 40 T	83	0	0	83
Box, 20 T Type EE	39	0	0	39
Box, 20 T Type AA	2170	0	0	2170
Totals	4546	0	0	4546

b. Car Erection Program at Marseille

	This Week		To Date	
	Total Arrived	Total Erected	Total Arrived	Total Erected
Tank Car, 9900 Gal capacity	20	22	260	260
Box, 20 T Type AA	270	300	2386	2170
Box, 20 T Type EE	0	0	40	39
H.S. Gondola, 20 T	214	300	1550	1298
L.S. Gondola, 40 T	40	32	120	83
Refrigerator, 35 T	0	0	200	154
Brake Van, 20 T	29	0	100	0
War Flats, 50 T	70	36	210	143
Totals	643	690	4866	4147

c. Captured in Germany

Figures not yet available for this period.

4. Shop Equipment

	Total	Turned O/To	Available
Cranes			
Cranes			
Chaseside, 1/4 ton	2	0	2
Krane Kar, 5 ton	5	2(6th Port)	3
Leadmaster, 2 1/2 ton	3	0	3
Cranemaster, 2 1/2 ton	5	1(438 Ord)	4

1ST H.R.S. SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945

4. Shop Equipment (Cont'd)

	Total	Turned O/To	Available
Cranes			
Forklift, car loader, 1 3/4 ton	1	0	1
Crawler Type, 3 ton	2	0	2
" " 3 1/2 ton	2	0	2
" " 7 1/2 ton	4	0	4
" " 15 ton	1	0	1
" " 35 ton	1	0	1
Compressors	18	0	18
Generator Set	1	0	1
Generator, acetylene	3	0	3
Generator, 30 KW	1	0	1
Generator, 30 Kw on T/ST from Engineers	1	0	1
Generator, 100 Kw on T/ST from Engineers	1	0	1
Lathe, wheel journal, MTD Wheels	2	0	2
Lathe, 20 x 72	2	0	2
Lathe, 13 x 21	1	0	1
Lathe, 13 x 28	1	0	1
Shapers	2	0	2
Power Pipe Threading Machine	2	0	2
Drill Press	3	0	3
Electric Saw	1	0	1
Welder, Arc, Hobart	15	0	15
Water Pump	1	0	1
Centrifugal Pump	2	0	2
Drafter, locomotive	1	0	1

5. Hospital Trains

	Total	Turned O/To Others	Available
11 Cars Each	1	0	1
13 " "	1	0	1
14 " "	4	0	4
15 " "	2	0	2
Totals	8	0	8

6. Net Tons Originated

March	
22	38229
23	39494
24	40020
25	33346
26	36953
27	42949
28	40916
Total	271886

1ST M.R.S. SITREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945

7. Net Ton Miles

March	
22	11,410,338
23	13,408,219
24	12,896,671
25	13,874,927
26	10,595,591
27	11,186,260
28	12,892,640
Total	86,264,646

8. Fuel Report

a. St. Etienne (At Mines)
Coal loaded 9,964 Tons

b. Clermont (At Mines)
Coal loaded 1,515 "

c. Ales (At Mines)
Coal loaded 5,395 "

d. Toulouse (At Mines)
Coal loaded 1,681 "

e. Marseille (Import)
Coal loaded 5,713 "

f. Used and on Hand - Grand Divisions (Coal)

	On Hand (As of 28 March)	Used (22 to 28 March, Incl)
703rd Ry Gd Div	26,210	21,358
704th Ry Gd Div	21,823	23,807
706th Ry Gd Div	23,035	17,127

g. Diesel Oil
1. Oil used 40,407 Gals
2. Oil moved forward 103,666 "
3. Oil on hand 323,817 "

h. Locomotive Fuel Oil
1. Oil used 581,481 Gals
2. Oil moved forward 513,742 "
3. Oil on hand 335,347 "

9. Units of 1st M.R.S.

		OFF	W.O.	EM	TOTAL
Hq., 1st Mil Ry Serv	*	33	2	136	171
703rd Ry Grand Div		26	0	57	83
704th Ry Grand Div		27	0	56	83
706th Ry Grand Div		28	0	53	81
712th Ry Opn Bn		29	1	812	842
713th Ry Opn Bn		26	2	831	859
716th Ry Opn Bn		31	1	842	874
718th Ry Opn Bn		27	1	782	810

1ST M.R.S. STIREP FOR WEEK ENDING 2359 HOURS - 28 MARCH 1945

9. Units of 1st M.R.S. (Cont'd)

	OFF	W.O.	EM	TOTAL
727th Ry Opn Bn	25	2	813	840
732nd Ry Opn Bn	30	1	874	905
733rd Ry Opn Bn	28	1	780	809
750th Ry Opn Bn	29	1	791	821
759th Ry Opn Bn	27	1	875	903
761st Ry Trans Co	5	1	295	301
756th Ry Shop Bn	25	2	636	663
765th Ry Shop Bn	29	2	701	732
783rd Base Depot Co	5	0	110	115
788th Base Depot Co	4	1	108	113
121st Hosp Train Mtn Section	0	0	9	9
142nd Hosp Train Mtn Platoon	1	0	25	26
Total Railway Units	435	19	9586	10040
Ry. Security Department Hq 1st MRS *	5	0	5	10
388th M.P. Bn	27	0	613	640
400th M.P. Bn	27	1	624	652
794th M.P. Bn	28	1	605	634
385th M.P. Bn	26	0	606	632
182nd M.P. Co. Not Available				
189th M.P. Co. Not Available				
Total Secutiry Units	113	2	2453	2568
Grand Total Ry & Security	548	21	12039	12608

* Does not include 13 Officers, 1 WO and 39 EM on DS with GHQ, MRS

For the Commanding Officer:

s/ Julius Fulth
t/ JULIUS FULTH
1st Lt, TC
Statistical Officer

APPENDIX NO. 4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
COMZ/OHROW/TOUSA

A.P.O. 887

COM ZONE SITREP FOR WEEK ENDING 2359 HOURS, 7 APRIL, 1945.

1. Track Mileage under Jurisdiction of MRS

	1st MRS			2nd MRS		
	Single	Double	Total	Single	Double	Total
Phase #1	36	224	260	195	227	442
Phase #2	218	1343	1561	222	1321	1543
Phase #3	465	2175	2640	338	1214	1552
Total	719	3742	4461	755	2762	3517

2. Motive Power

a. Received on Continent

Type	Total Recd	Avail to MRS	Loaned	Service-able	In Use	Bad Order
2-8-0	1415	1191	0	916	678	238
0-6-0	262	181	15(SNCF) 17(BR)	164	148	16
Evans Gas Swtchr	6	6	0	8	6	0
150 HP Diesel	12	11	0	9	7	2
380 HP "	59	52	0	50	48	2
500 HP "	19	10	0	8	8	0
650 HP "	119	87	0	78	75	3
Total	1892	1538	32	1231	970	261

b. Captured in Germany

Type	Avail for Service	Not Avail for Serv	Req. Lt. Repairs	Req. Hvy. Repairs	Not Repairable
Heavy Road	91	10	39	50	4
Light Road	33	7	25	36	2
Switch	53	2	19	34	3
Total	177	19	83	120	9

3. Rolling Stock

a. Received on Continent including cars erected.

Type	Total Recd	Turned O/To Br.	Destroyed	Avail to MRS
Gondola, 20 Ton	6,320	636	20	5,664
Gondola, 40 Ton	3,009	273	8	2,728
Flat, 20 Ton	660	2	2	656
Flat, 50 Ton	1,839	104	2	1,733
Box, 20 Ton	11,343	1,219	35	10,089
Tank Car, 9900 Gal, Cap.	1,078	67	4	1,007
Reefers	470	0	0	470
Cabooses	731	0	6	725
Warwell Flats, 80 Ton	20(Br)	-	0	20
Warwell Flats, 50 Ton	10(Br)	-	0	10
Total	25,430	2,301	77*	23,102

* In addition to losses above, 113 cars destroyed of which there is no record of type of car.

COM ZONE SITREP FOR WEEK ENDING 2359 HOURS, 7 APRIL 1945.

b. Car Erection Program

Type	To Date Total Arrived	To Date Total Erected
Box, 20 Ton	3,517	2,650
Gondola, 20 Ton	2,208	1,768
Gondola, 40 Ton	350	193
Flats, 50 Ton	510	386
Tank Cars, 9900 Gal, Cap.	480	378
Reefers	207	200
Cabooses	280	98
Total	7,552	5,673

c. Captured in Germany

Type	Avail Service	Not Avail Service	Lt Repairs	Med Repairs	Hvy Repairs	Not Repairable
Gondola	1,298	0	193	183	104	80
Flat	264	0	50	62	41	25
Box	441	0	106	36	91	93
Hopper	48	0	2	1	11	1
Refrigerator	2	0	1	0	1	0
Tank	40	0	7	2	26	9
Stock	4	0	0	0	0	0
Caboose	21	0	10	6	10	2
Dump	5	0	7	6	0	0
Passenger	90	0	91	72	33	21
Baggage	23	0	6	7	5	0
Mail	0	0	1	0	0	0
Combination	0	0	0	1	0	0
Total	2,236	0	474	376	322	231

4. Hospital Trains

	Total	Turned O/To Br.	Available
10 Cars each	1	0	1
11 Cars each	1	0	1
13 Cars each	1	0	1
14 Cars each	27	0	27
15 Cars each	15	6	9
Total	45	6	39

5. Traffic Statistics

	Net Tonnage 1st MRS	Net Tonnage 2nd MRS	Net Tonnage Total	Net Ton Miles 1st MRS	Net Ton Miles 2nd MRS	Net Ton Miles Total
29 March	36,342	66,733	103,075	12,388,824	8,231,863	30,620,687
30 March	43,997	82,156	126,153	11,961,249	10,114,385	22,075,634
31 March	45,822	104,401	150,223	11,936,629	10,522,158	22,458,787
1 April	42,691	88,993	131,684	11,598,320	14,176,163	25,774,483
2 April	37,056	84,046	121,102	11,054,814	13,132,719	24,187,533
3 April	35,784	75,084	110,868	11,611,430	13,128,338	24,739,768
4 April	35,491	69,001	104,492	11,178,423	11,435,093	22,613,516
5 April	37,846	72,597	110,445	11,574,224	11,761,090	23,335,314
6 April	33,566	74,181	107,747	11,363,386	11,454,619	22,817,905
7 April	43,541	77,204	120,745	10,790,367	13,132,420	23,922,787
Total	392,138	794,396	1,186,534	115,457,566	117,088,848	232,546,414

COM ZONE SITREP FOR WEEK ENDING 2359 HOURS, 7 APRIL, 1945

6. Shop Equipment

Type	Total	Turned O/To	Available
Mobile Workshops	17(8 Br)	8(Br)	9
20 Ton Brownhoist Cranes	31(9 Br)	2(Br)	29
Breakdown Trains - Type "A"	14(8 Br)	2(Br)	12
Breakdown Trains - Type "B"	12(4 Br)		12
Breakdown Cranes	12(6 Br)	3(Br)	9
Rail Mounted Motor Generator Sets	7(Br)	5(Br)	2
Locomotive Cranes (25 Ton)	26		26
Inspection Coaches	2(Br)		2
Special Train - 9 cars	1		1
Crane, Chaseside, ¼ Ton	2		2
" , Krane Kar, 5 Ton	5	2(6th Pt)	3
" , Loadmaster, 2½ Ton	3		3
" , Cranemaster, 2½ Ton	5	2(438 Ord)	2
" , Forklift, car loaded, 1 3/4 Ton	1		1
" , Crawler Type, 3 Ton	2		2
" , " " , 3½ Ton	2		2
" , " " , 7½ Ton	4	2(783 BD)	2
" , " " , 15 Ton	1		1
" , " " , 35 Ton	1	1(783 BD)	0
" , " " , 25 Ton	2	1(794 Engr)	1

FOR THE DIRECTOR GENERAL:

s/ S. R. Beggs
t/ S. R. BEGGS
Major, T.C.
Adjutant

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

APO 887
3 Apr 1945

STANDING OPERATING PROCEDURE

No. 32*

CONTINENTAL RAILWAYS

1. SCOPE: This Standing Operating Procedure No. 32 prescribes the procedure for the construction, maintenance and operation of all military railroads in US areas on the Continent.

2. REFERENCES: FM 100-10; TM 5-400.

3. GENERAL: a. Construction of Railroads. The construction of railroads will be the responsibility of the Engineer Service and will be under the technical supervision of the Chief Engineer, Communications Zone.

b. Maintenance of Way and Equipment. The Chief of Transportation, Communications Zone, operating through the Director General, Military Railway Service (US), is responsible for the maintenance of way and equipment.

c. Operation of Railroads. The Chief of Transportation, Communications Zone, operating through the Director General, Military Railway Service (US), is responsible for the operation of railroads in US areas on the Continent.

4. RESPONSIBILITY OF COMMUNICATIONS ZONE SECTION COMMANDERS:

a. The Military Railway Service, together with its attached units and personnel, is an exempted command responsible to the Chief of Transportation, Communications Zone, except that the several Communications Zone Section Commanders will exercise administrative authority over the Military Railway Service units, and personnel and units attached thereto, located within the geographical boundaries of their respective Sections, for these functions:

(1) Supply of common items.
(2) General court-martial jurisdiction.
(3) Review of special and summary court-martial proceedings tried by courts appointed by the Director General, Military Railway Service.

*Supersedes ETO SOP No. 32, "Continental Railways", July, 1944.

(4) All financial transactions, including the payment of Military Railway Service troops, units attached thereto, and civilian employees working for the Military Railway Service.
(5) Hospitalization and evacuation.
(6) Personnel accounting.
(7) Assisting the Director General, Military Railway Service, in the administrative inspection of Military Railway Service units and attached units, through the loan of personnel of the Inspector General's Department, as requested by the Director General, Military Railway Service.

APPENDIX NO. 4

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

b. The Director General, Military Railway Service, is responsible that Military Railway Service and attached personnel comply with local and territorial police regulations covering conduct and motor traffic.

5. ORGANIZATION OF RAILROADS: The boundaries of Grand Divisions and Divisions of railroads will be as prescribed by the Director General, Military Railway Service. Neither the Director General, Military Railway Service, nor any subordinate commander of the Military Railway Service, will be charged with area command.

6. OPERATING PROCEDURES: Railroads will be operated (in conformity with the policies laid down by this and higher headquarters) as prescribed by the Director General, Military Railway Service.

BY COMMAND OF GENERAL EISENHOWER:

s/ R.B. Lovett
t/ R.B. LOVETTE
Brigadier General, USA
Adjutant General

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Reproduced GHQ Mil Ry Sv
3 April 1945.

HEADQUARTERS
1ST MILITARY RAILWAY SERVICE
Office of Director General

APO 772
11 February 1945

GENERAL ORDERS)
)
NUMBER 6)

1. It is with sincere regret that the undersigned relinquishes command of the Headquarters, 1st Military Railway Service, as of midnight, tonight. Since 0001 hours, 15 May 1942, it has been his honor and pleasure to command the Headquarters and the railway units within the Command and to accompany them through seven and into the eighth country in the reconstruction, operation and maintenance of railroads supplying the various Armies who have fought the campaigns of the Mediterranean Theater.

2. The personal regret at the discontinuance of the very close and intimate contact that he has had with the officers and men of this command is partially relieved by the thought that the 1st Military Railway Service Headquarters remains under his jurisdiction as an intricate part of an even larger organization whose sole justification is to provide adequate rail transportation for the supply of the Armies in the battlefields of Central Europe.

3. May the Director General express to each officer and enlisted man of this Headquarters and its component units his deep personal interest in them, his pride of their accomplishments, his belief in their ability and his confidence in their continuing successes.

4. In conclusion, may he say again, as he has said on previous occasions and under similar circumstances in the past, "I'll be seeing You."

s/ Carl R. Gray, Jr.
t/ CARL R. GRAY, JR.
Brigadier General, USA
Director General

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APPENDIX NO.4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
UNITED STATES ARMY
COMZONE ETOUSA
(PROV)

A.P.O. 887
12 February 1945

GENERAL ORDERS)
:
NO.....1)

In accordance with the provisions of General Order No. 16, Headquarters, Comzone, Etousa, dated 6 February, 1945, and Assignment Memorandum No. 14, Office of Chief of Transportation, ETOUSA, dated 10 February, 1945, the undersigned assumes command as Director General, Military Railway Service, U.S. Army, Comzone, ETOUSA, with Headquarters at APO 887.

s/ Carl R. Gray, Jr.
t/ CARL R. GRAY, JR.
Brigadier General, USA
Director General

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APPENDIX NO. 4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
COMZONE ETOUSA
(PROV)

APO 887
17 May 1945

EXTRACTS

Subject: Military Railway Service Activities.

TO : Chief, of Transportation, Comzone ETOUSA, APO 887, US Army.

1. Military Railway Service, Transportation Corps, Comzone ETOUSA, as of May 15th consists of one General Headquarters and Headquarters Company (Prov), T/O&E specially authorized Organization No. 110, 16 February 1945, consisting of 27 officers, one warrant officer and 73 enlisted men, or an aggregate of 101; two Headquarters and Headquarters Companies, Military Railway Service, T/O&E 55-302; seven Headquarters and Headquarters Companies, Railway Grand Divisions, T/O&E 55-202; 24 Railway Operating Battalions, T/O&E 55-225, seven Railway Shop Battalions, T/O&E 55-235; one Railway Transportation Company, T/O&E 55-229; two Base Depot Companies, T/O&E 55-260; five TC Railway Workshops (Mobile), T/O&E 55-500; ten TC Hospital Train Maintenance Detachments, T/O&E 55-500; eight Military Police Battalions, T/O&E 19-55; and two separate Military Police Companies, T/O&E 19-57.

2. These troops are charged with the operation and maintenance of designated military railways in ETOUSA in support of the Army Groups, Armies, and Base Sections.

3. In general, Headquarters and Headquarters Company, 1st Military Railway Service contains the older units of the Military Railway Service, and a brief summary of their length of service and experience is as follows:

Hqs & Hqs Co. 1st Mil. Ry Sv

Activated: 15 May 1942
Departed for North Africa: 29 April 1943
Arrived North Africa 11 May 1943
Assigned AFHQ North Africa: 14 February 1943
Departed from North Africa to Italy: 11 November 1943
Headquarters at Naples from 12 Nov 1943 to 22 July 1944
Headquarters at Rome from 22 July 1944 to 14 Sept 1944
Headquarters at Lyon, France, from 14 Sept 1944 to April 1945
Headquarters at Strasbourg, France, from 10 April 1945 to date
Transfer from AFHQ MTOUSA to Comzone Etousa: 12 Feb 1945
Under jurisdiction GHQ, MRS, Comzone Etousa: 12 Feb 1945 to date

4. The troops of the 1st Military Railway Service are as follows:

701st Ry Grand Div - Activated: 11 Jan 1943

Departed for North Africa: 29 Apr 43
" " Italy: 29 Feb 1944

703rd Ry Grand Div – Activated: 1 Aug 42
Departed for North Africa: 8 Feb 43
" " Italy: 7 Oct 43
" " France: 27 Aug 44

704th Ry Grand Div – Activated: 30 Nov 42
Departed for NorthAfrica: 29 Apr 43
" " Italy: 7 Jul 44
" " France: 17 Dec 44

713th Ry Opn Bn – Activated: 15 Apr 42
Departed for NorthAfrica: 7 Feb 43
" " Italy: 30 Sept 1943
" " France: 27 Aug 44

715th Ry Opn Bn – Activated: 13 Oct 42
Departed for North Africa: 29 Apr 43
" " Italy: 9 Jan 44

719th Ry Opn Bn – Activated: 1 Sept 42
Departed for North Africa: 29 Apr 43
" " Italy: 28 Feb 44

727 Ry Opn Bn – Activated: 15 Mar 42
Departed for North Africa: 12 Dec 42
" " Sicily: 21 Jul 43
" " Italy: 8 Sept 43
" " France: 27 Sept 44

750th Ry Opn Bn – Activated: 15 Mar 44
Departed for France: 27 Oct 44

759th Ry Opn Bn – Activated: 1 Sept 42
Departed for North Africa: 29 Apr 43
" " Italy: 11 July 44
" " France: 13 Oct 44

753rd Ry Shop Bn – Activated: 15 Apr 42
Departed for North Africa; 12 Dec 42
" " Italy: 11 Mar 44

756th Ry Shop Bn – Activated: 11 Jan 43
Departed for France; 20 Aug 43

765th Ry Shop Bn – Activated: 4 May 44
Departed for France: 26 Dec 44

766th Ry Shop Bn – Activated: 4 Sept 44
Departed for France: 23 Mar 45

761st Ry Trans Co – Activated: 20 Jul 42
Departed for England: 31 Aug 42
" " North Africa: 31 Oct 42
" " Italy: 19 June 44
" " France: 17 Dec 44

783rd Base Depot Co – Activated: 6 July 43
Departed: 29 Dec 43

788th Base Depot Co – Activated: 21 May 44

5. The 2nd Military Railway Service Headquarters and Headquarters Company was activated on 20 December 1943 and arrived in England on 20 March 1944. Advanced Detachment arrived France 17 June 1944. Troops of the 2nd Military Railway Service are as follows: (Dates "Departed for France" indicate departure from US; all units reached France France via U.K.)

706th Ry Grand Div – Activated: 25 Oct 43
Departed for France: 2 July 44

707th Ry Grand Div – Activated: 10 June 43
Departed for France: 12 Dec 43

708th Ry Grand Div – Activated: 6 Apr 43
Departed: for France 20 Sept 43

709th Ry Grand Div – Activated: 15 Mar 44
Departed for France: 20 Sept 44

710th Ry Grand Div – Activated: 14 Dec 43
Departed for France: 11 Aug 44

729th Ry Opn Bn – Activated: 11 Jan 43
Departed for France: 8 July 43

728th Ry Opn Bn – Activated: 11 Jan 43
Departed for France: 6 Dec 43

720th Ry Opn Bn – Activated: 26 Aug 43
Departed for France: 19 Jan 44

712th Ry Opn Bn – Activated: 25 Oct 43
Departed for France: 7 Apr 44

733rd Ry Opn Bn – Activated: 23 Nov 43
Departed for France: 17 June 44

718th Ry Opn Bn – Activated: 14 Dec 43
Departed for France: 2 July 44

740th Ry Opn Bn – Activated: 14 Dec 43
Departed for France: 18 July 44

716th Ry Opn Bn – Activated: 21 Dec 43
Departed for France: 11 Aug 44

722nd Ry Opn Bn	-	Activated: 14 Dec 43 Departed for France: 11 Aug 44
723rd Ry Opn Bn	-	Activated: 21 Dec 43 Departed for France: 11 Aug 44
724th Ry Opn Bn	-	Activated: 28 Dec 43 Departed for France: 11 Aug 44
744th Ry Opn Bn	-	Activated: 21 Dec 43 Departed for France: 11 Aug 44
743rd Ry Opn Bn	-	Activated: 3 Feb 44 Departed for France: 4 Sept 44
732nd Ry Opn Bn	-	Activated: 17 Feb 44 Departed for France: 20 Sept 44
735th Ry Opn Bn	-	Activated: 10 Feb 44 Departed for France: 20 Sept 44
741st Ry Opn Bn	-	Activated: 17 Feb 44 Departed for France: 20 Sept 44
734th Ry Opn Bn	-	Activated: 29 Mar 44 Departed for France: 15 Nov 44
746th Ry Opn Bn	-	Activated: 4 May 44 Departed for France: 26 Dec 44
752nd Ry Opn Bn	-	Activated: 4 May 44 Departed for France: 28 Dec 44
717th Ry Opn Bn	-	Activated: 1 Dec 43 Departed for France: 1 May 44
755th Ry Shop Bn	-	Activated: 30 Nov 42 Departed for France: 2 Dec 43
757th Ry Shop Bn	-	Activated: 10 June 43 Departed for France: 3 May 44
763rd Ry Shop Bn	-	Activated: 27 July 43 Departed for France: 3 May 44
764th Ry Shop Bn	-	Activated: 25 Oct 43 Departed for France: 24 July 44

APPENDIX NO.4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
UNITED STATES ARMY
COMZONE ETOUSA
(PROV)

A.P.O. 887
12 March 1945

GENERAL ORDERS
NUMBER 6

I. Assignment of Units of Military Railway Service.

1. Effective at once and in accordance with provisions of General Order Number 5, this Headquarters, cs, the following units are transferred from the jurisdiction of the General Manager, Second Military Railways Service and assigned to the General Manager, First Military Railway Service.

a. 706th Railway Grand Division
b. 712th Railway Operating Battalion
c. 716th Railway Operating Battalion
d. 718th Railway Operating Battalion
e. 732nd Railway Operating Battalion
f. 765th Railway Shop Battalion
g. 142nd Hospital Train Maintenance Platoon
h. 121st Hospital Train Maintenance Section

2. Assignment of territory of jurisdiction of the 706th Railway Grand Division will be accomplished by General Manager, First Military Railway Service.

3. Reports now made to the General Manager, Second Military Railway Service by these units will be continued for seven (7) days after date of this order. Reports for General Manager, First Military Railway Service will begin this date.

BY COMMAND OF BRIGADIER GENERAL GRAY:

S.R. BEGGS
Major, T.C.
Adjutant

OFFICIAL:

s/S.R. Beggs
t/S.R. BEGGS
Major, T.C.
Adjutant

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APPENDIX NO.4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
UNITED STATES ARMY
COMZONE ETOUSA
(PROV)

A.P.O. 887
24 March 1945

GENERAL ORDERS
NUMBER 8

I. ASSIGNMENT OF UNITS OF MILITARY RAILWAY SERVICE.

1. The following changes of assignment which were effective on 4 February 1945, are hereby confirmed and made a matter of record:

a. The 733rd Railway Operating Battalion was relieved of assignment to General Manager, Second Military Railway Service, and was assigned to General Manager, First Military Railway Service.

b. The 733rd Railway Operating Battalion was placed under the jurisdiction of the General Superintendent, 704th Railway Grand Division.

2. Any previous assignments or attachments are rescinded.

3. Authorities: Cable EX 90201, 24 Jan 1945, CG, COMZONE ETOUSA; VOCG, SOLOC; GO 16, Hq COMZONE ETOUSA, cs.

BY COMMAND OF BRIGADIER GENERAL GRAY:

S.R. BEGGS
Major, T.C.
Adjutant

OFFICIAL:

s/ S.R. Beggs
t/ S.R. BEGGS
Major, T.C.
Adjutant

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APPENDIX NO.4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
UNITED STATES ARMY
COMZONE ETOUSA
(PROV)

A.P.O. 887
30 March 1945

GENERAL ORDERS
NUMBER 10

ASSIGNMENT OF MILITARY RAILWAY SERVICE UNIT

Effective this date, the 128th Railway Work shop (Mobile), is relieved of assignment to General Manager, Second Military Railway Service and further assignment to General Superintendent, 710th Railway Grand Division, and is assigned to General Manager, First Military Railway Service. Organizational equipment of the 109th Railway Workshop (Mobile) is assigned to this unit.

BY COMMAND OF BRIGADIER GENERAL GRAY:

S.R. BEGGS
Major, T.C.
Adjutant

OFFICIAL:

s/ S.R. Beggs
t/ S.R. BEGGS
Major, T.C.
Adjutant

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APPENDIX NO.4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
UNITED STATES ARMY
COMZONE ETOUSA
(PROV)

A.P.O. 887
23 March 1945

GENERAL ORDERS
NUMBER 7

Activation of Ry Security Dept (Prov) - Hq 2nd Mil Ry Sv.....I
Duties of Asst Gen Mgr - Ry Security.....II
Authority for Activation of Ry Security Dept (Prov).....III
Authority for Activation of Ry Security Dept (Prov).....IV

I. ACTIVATION OF RY SECURITY DEPT (PROV) - HQ, 2ND MIL RY SV

Announcement is made of the activation of a Railway Security Department (Prov) of Headquarters, 2nd Military Railway Service, effective 24 March 1945.

II. DUTIES OF ASST GEN MGR - RY SECURITY - HQ, 2ND MIL RY SV

1. (a) The Assistant General Manager - Railway Security, will report to the General Manager, 2nd Military Railway Service. His duties will be to direct all activities in connection with the responsibility of war materials, supplies and equipment being transported by rail, or set out under load awaiting shipment or delivery to consignee.

(b) All Military Police units assigned or attached to 2nd Military Railway Service are under the jurisdiction of Headquarters, 2nd Military Railway Service, and command channels are through General Manager, 2nd Military Railway Service.

III. ANNOUNCEMENT OF ASST GEN MGR - RY SECURITY - HQ, 2ND MIL RY SV

LIEUTENANT COLONEL FRED L. OLIPHANT, 0231312, Corps of Military Police, is announced as Assistant General Manager - Railway Security, Headquarters, 2nd Military Railway Service.

IV. AUTHORITY FOR ACTIVATION - RY SECURITY DEPT - HQ, 2ND MIL RY SV

Pending receipt of authority for non-table of organization grades and ratings from Hq, COMZONE, ETOUSA, Security Department of Headquarters, 2nd Military Railway Service, is organized provisionally with grades and ratings supplied from existing authority from within Military Railway Service units of this command.

BY COMMAND OF BRIGADIER GENERAL GRAY:

OFFICIAL:

s/S.R. Beggs
t/S.R. BEGGS
Major, T.C.

s/S.R. BEGGS
Major, T.C.
Adjutant

APPENDIX NO. 4

GENERAL HEADQUARTERS
MILITARY RAILWAY SERVICE
UNITED STATES ARMY
COMZONE ETOUSA
(PROV)

A.P.O. 887
28 March 1945

GENERAL ORDERS
NUMBER 9

I. ASSIGNMENT OF MILITARY POLICE UNITS

1. The following Military Police Units, assigned to this Headquarters by Paragraph 10, Troop Assignment Orders 56, Headquarters ETOUSA, 27 March 1945 are further assigned to General Manager, First Military Railway Service:

a. 385th Military Police Battalion
b. 182nd Military Police Company
c. 189th Military Police Company

2. The following Military Police Battalions, assigned to this Headquarters by Paragraph 10, Troop Assignment Orders 56, Headquarters ETOUSA, 27 March 1945, are further assigned to General Manager, Second Military Railway Service:

a. 382nd Military Police Battalion
b. 383rd Military Police Battalion
c. 390th Military Police Battalion
d. 397th Military Police Battalion

II. ANNOUNCEMENT OF DIRECTOR - ENGINEERING

1. LT COLONEL ROBERT J CRANE, 0144599, TC, is relieved of assignment as Construction Liaison Engineer this Headquarters and is announced as Director Engineer this Headquarters.

BY COMMAND OF BRIGADIER GENERAL GRAY:

s/S.R. Beggs
t/S.R. BEGGS
Major, T.C.
Adjutant

OFFICIAL:

S/S.R. Beggs
T/S.R. BEGGS
Major, T.C.
Adjutant

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APPENDIX NO. 4

TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350, U. S. ARMY

19 January 1945

ASSIGNMENT ORDERS)
:
NUMBER 2)

1. Assignment Orders No. 1, this Headquarters, dated 1 January 1945, are rescinded, and the following assignments of Railway Grand Divisions, Railway Operating Battalions, Railway Shop Battalions, Railway Workshops (Mobile), and Hospital Train Maintenance Platoons are announced, effective 0001 hours, 19 January 1945.

2. 706TH RAILWAY GRAND DIVISION: a. The 706th Railway Grand Division, with headquarters at Nancy, France, in the Advance Section, is assigned the mission of operating and maintaining military railways Region D'Est, exclusive of the Paris Terminal, including the rail line in Luxembourg south of and including the line to Saarburg via Athus, Esch, Bettenbourg, Igel and the extension of these lines into Germany in support of the Third Army. It is their further responsibility to supervise all railways placed in Phase III in their territory over which the U. S. military traffic is being hauled.

b. The following units are assinged to the 706th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
712th Ry Opn Bn	Verdun	Adsec	Supervision of Phase III Operations, Pantin, excl, to Verdun, excl, via Reims and Chalons, and Chateau-Thierry and Chalons. Operation of Phase II territory Verdun, incl, to Frouard, excl, via Conflans, Onville, Arnaville; Conflans to Longwy excl, via Baroncourt and Longuyon, including all the railheads on the line northeast and west of Verdun and including Dugny railhead and limestone track railhead between Dugny and Verdun, and railheads along main line assigned.
718th Ry Opn Bn	Longwy	Adsec	Operation Longwy, incl, to Wengerohr, via Saulnes, Esch, Bettembourg, Luxembourg, and Wasserbillig Longwy to Athus, La Tour, Virton, Bertrix, incl, and Libramont, incl; Athus to Arlong to Libramont and railheads toward Bastogne; Arlon to Luxembourg

Asgmt Order No. 2, Hq 2d MRS, 19 Jan 45, cont'd.

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
718 Ry Opn Bn (Cont'd)	Longwy	Adsec	and north to railheads toward Ettelbruck; all connecting lines, including railheads in territories described above.
732d Ry Opn Bn	Thionville	Adsec	Operation Conflans to Thionville via Valleroy and Hagondange; Hagondange to Woippy; Valleroy to Longuyon, excl, via Audon la Roman; Barrancourt, excl, to Audon la Roman; Audon la Roman to Villeruit; Saulnes, excl, to Esch, excl, via Villeruit; Audon la Roman to Thionville; Fontoy to Esch, excl; Thionville to Bettembourg, excl; Thionville to railheads towards Trier; Thionville to railheads towards Creutzwald; all connecting and branch lines in above-described territory and railheads on these lines.
733rd Ry Opn Bn	Nancy	Adsec	Supervision of Phase III territory Villeneuve St Georges, excl, to Lerouville, excl; operation of Phase II territory Sorcy to railheads on the Congrecourt line to railheads via either route to Neufchateau in 3rd Army territory; Lerouville, incl, to Verdun, excl, and exclusive, of Dugny railhead operation. Lerouville to Conflans, excl (Operation by 733rd ends at Onville, but 733rd, in operating from Lerouville or Commercy to Conflans via Onville will furnish French crews and GI pilots for such trains, and trains originating Conflans destined Lerouville will be manned by 733rd pilots; Lerouville to Chateau-Saline via both routes (Liverdun and Jarville) Jarville to Blainville; Remilly to St Awold, and, until relieved by 1st MRS, operation Chateau-Salins to Sarralbe via Benestroff and Benestroff to Brulange; Brulange to Peltre to connect with lines assigned above; Frouard to Moncel, incl. Service will be provided 7th and 3rd Army railheads in territory described.

Asgmt Order No 2, Hq 2d MRS, 19 Jan 45, cont'd.

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
142d Hosp Tn Mt Pltn	Thionville	Adsec	
121 Hosp Tn Mt Sec	Thionville	Adsec	

3. 707TH RAILWAY GRAND DIVISION: a. The 707th Railway Grand Division, with headquarters at Antwerp, Belgium, in Channel Base Section, is assigned the mission of supervising the United States operations at Antwerp Terminal.

b. The following units are assigned to the 707th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
729th Ry Opn Bn	Antwerp	Channel	Post No 7, Schineport to and including North Yard, Antwerp,
743rd Ry Opn Bn	Antwerp	Channel	West switch, North Yard to and including dock area, Antwerp.
126th Ry Workshop	Antwerp	Channel	

4. 708TH RAILWAY GRAND DIVISION: a. The 708th Railway Grand Division, with headquarters at Liege, Belgium, in Advance Section, is assigned the mission of operating and maintaining military railways east of the Meuse River, Belgium, Holland, and into Germany from east switch Bressoux, in the Vise-Maastricht line to northern railheads; from Chenee switch, Herve line, and from Chenee switch on Verviers line to southern railheads; west and north switches Landen to south end Meuse River Bridge, Liege; Liege to east switch Namur; Landen to Libramont, incl, via Statte and Ciney; Namur to Ciney.

b. The following units are assigned to the 708th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
734th Ry Opn Bn	Maastricht	Adsec	From east switch Bressoux to all railheads in Holland and Germany north of and including the Vise-Montzen line.
740th Ry Opn Bn	Liege	Adsec	Junction at Flemalle Haute to east switch Bressoux, Kinkempois to all railheads in Belgium and Germany south of but not including the Vise-Montzen Line; Pepinster to Libramont not inclusive via Malmedy, St Vith, Bastogne.
741st Ry Opn Bn	Liege	Adsec	West and north switches Landon to south end Meuse River Bridge, Liege, Liege to east switch Namur; Landon to Libramont, incl, via Statte and Ciney; Namur to Ciney.
755th Ry Shop Bn	Namur	Adsec	Namur Shops.
138th Hosp Tn Mt Ptn	Verviers	Adsec	

Asgmt Order No 2, Hq 2d MRS, 19 Jan 45, cont'd.

5. 709th RAILWAY GRAND DIVISION; a. The 709th Railway Grand Division, with headquarters at Brussels, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways constituting USA L/C east switch Tergnier to east switch Namur, and all lines in Belgium west of the Meuse River, except line Landen to Liege via Ans; Namur to Liege via Statte; exclusive of Antwerp. It is further responsible for the supervision of all rail lines placed in Phase III operation in their territory.

b. The following units are assigned to the 709th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS LOCATED IN		OPERATING LIMITS
716th Ry Opn Bn	Aulnoye	Oise	North switch Tergnier to west switch St. Martin; South switch Valenciennes to north switch Verdun, via Aulnoye, Hirson, Liart, Mezieres Charleville, Sedan; Sedan to north switch Longuyon.
722d Ry Opn Bn	Namur	Adsec	West switch St Martin to east switch Landen, via Gembloux, including Gembloux Yard; Ramillies to Namur; Fleurus to Tamines; Namur to north switch Mezieres-Charleville via Givet; La Sambre to Mariembourg; Vireux to North switch Anor.
735th Ry Opn Bn	Malines	Channel	Post 7 Schineport Yard, Antwerp, to west switch Landen, via Louvain; Malines to west switch Namur via Brussels-Gembloux, excluding Gembloux Yard; Louvain to Ottignies; Louvain to Schaarbeek Yard; Tirlemont to north switch Ramillies south switch Gembloux to Jemeppe.
744th Ry Opn Bn	Charleroi	Channel	Brussels to Charleroi, via Halle-Braine le Comte-Manage-Luttre; Braine le Comte to Maubeuge via Mons; Charleroi to Quivrain via Mons; Ottignies to Manage via Baulers; Linkbeek to Luttre via Baulers; Ecaussinnes to Erquelinnes via Haine St Pierre and Binche.
763rd Ry Shop Bn	Louvain	Channel	Louvain and Malines Shops
120th Hosp Tn Mt Sec	Charleroi	Channel	
141st Hosp Tn Mt Ptn	Liege	Adsec	

Asgmt Order No 2, Hq 2d MRS, 19 Jan 45, cont'd.

6. 710TH RAILWAY GRAND DIVISION: a. The 710th Railway Grand Division, with headquarters at Paris, France, in Seine Base Section, is assigned the mission of operating and maintaining the military railways in Region d'Ouest, the Paris Terminal, and lines in Region du Nord, exclusive of the line Tergnies through Aulnoye towards Charleroi and Valenciennes to Aulnoye. It is their further responsibility to supervise all railways placed in Phase III in their territory over which U.S. military traffic is being hauled.

b. The following units are assigned to the 710th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
720th Ry Opn Bn	Caen	Normandy	East switch Lison to east switch Argentan via Caen.
723rd Ry Opn Bn	Dreux	Normandy	East switch Argentan to and including Versailles-Matelots Yard.
724th Ry Opn Bn	Compiegne	Oise	From east switch Matelots Yard to and including Tergnies via Creil.
728th Ry Opn Bn	Cherbourg	Normandy	Cherbourg Terminal and line to and including Lison.
757th Ry Shop Bn	Cherbourg	Normandy	Cherbourg Shops
764th Ry Shop Bn	Paris	Seine	Paris Shops.
127th Ry Workshop	Cherbourg	Normandy	
128th Ry Workshop	Lison	Normandy	
129th Ry Workshop	Cherbourg	Normandy	
130th Ry Workshop	Cherbourg	Normandy	
117th Hosp Tn Mt Sec	Paris	Seine	
118th Hosp Tn Mt Sec	Cherbourg	Normandy	
119th Hosp Tn Mt Sec	Cherbourg	Normandy	
139th Hosp Tn Mt Ptn	Cherbourg	Normandy	
140th Hosp Tn Mt Ptn	Cherbourg	Normandy	

By command of Brigadier General BURPEE:

/s/ Neal T. De Long
/t/ NEAL T. DE LONG
Captain, TC,
Acting Adjutant.

APPENDIX NO. 4
TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350, U. S. ARMY

ASSIGNMENT ORDERS)
:
NUMBER 2A) 22 January 1945

Assignment Orders No 2, this Headquarters, dated 19 January 1945, is amended as follows:

1. So much of paragraph 4b, pertaining to operating limits of the 741st Railway Operating Battalion, as reads: "Landen to Libramont, incl, via Statte and Cincy" is amended to read "Landen to Libramont, excl, via Statte and Cincy".

2. Paragraph 5b, pertaining to operating limits of the 716th and 722d Railway Operating Battalions, is amended as follows:

a. 716th Railway Operating Battalion: Operating limits are amended to include "Givet to Mariembourg".

b. 722d Railway Operating Battalion: So much of operating limits as read: "West switch St Martin to east switch Landen, via Gembloux, including Gembloux Yard", is amended to read: "West switch St Martin to east switch Namur; west switch Marcinelle to west switch Landen, via Gembloux, including Gembloux Yard".

By command of Brigadier General BURPEE:

/s/ Neal T. DeLong,
/t/ NEAL T. DELONG,
Captain, TC,
Acting Adjutant.

APPENDIX NO. 4
TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350, U. S. ARMY

ASSIGNMENT ORDERS)
:
NUMBER 3)

31 January 1945

1. Assignment Orders No 2 and 2A, this Headquarters dated 19 January and 22 January 1945, respectively, are rescinded, and the following assignments of Railway Grand Divisions, Railway Operating Battalions, Railway Shop Battalions, Railway Workshops (Mobile), and Hospital Train Maintenance Platoons are announced, effective 0001 hours, 1 February 1945:

2. 706th RAILWAY GRAND DIVISION: a. The 706th Railway Grand Division will establish headquarters at Luxembourg, Luxembourg, in the Advance Section, and is assigned the mission of operating and maintaining military railways Villeneuve-St Georges, excl, to Courcelles and to St Avold via Lerouville and Metz; Pantin, excl, to Coblenz via Meaux, Chalons, Vitry-le-Francois; Meaux to Charleville via Reims and Verdun; Charleville to Bonn via Longuyon, Arlon, Libramont, Gouvy, and Hillesheim; Metz to Gouvy via Thionville and Luxembourg; Thionville to Wasserbillig; Thionville to Saarbrucken via Bening and Bouzonville; Bouzonville to Coblenz via Dillengen and Trier; Longwy to Palliseul and Jemelle via Bertrix; Verdun to Thionville via Longuyon and Conflans.

b. The following units are assigned to the 706th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS LOCATED IN	OPERATING LIMITS
712th Ry Opn Bn	Longuyon Adsec	Charleville, incl, to Verdun, incl, via Longuyon and Conflans; Longuyon to Palliseul via Lonwy and Bertrix; Bertrix to Jemelle via Libramont; Libramont to Gouvy; Longwy to Libramont via Arlon.
716th Ry Opn Bn	Metz Adsec	Metz to Arnaville; Metz to Audon-le-Tiche via Thionville and Fontoy; Thionville to Longuyon via Gontoy; Metz to Baroncourt, excl, via Audon-le-Roman; Conflans, excl, to Toterville via Valleroy, Hagendange, Metz, and Courcelles; Esch, excl, to Sulnes via Audon-le-Tiche; Valleroy to Audon-le-Roman.
718th Ry Opn Bn	Luxembourg Adsec	Luxembourg, incl, to Arlon, excl; Luxembourg to Trier via Wasserbillig: Luxembourg to Bonn via Gouvy, St Vith, Trum, Hillesheim, Sinzig; Luxembourg to Athus via Petange; Luxembourg to Colmar-Berg via Bettembourg, Esch, Petange, Kleimbettinger and Noerdange.

Asgmt Order No 3, Hq 2d MRS, 31 Jan 45, cont'd.

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
732d Ry Opn Bn	Thionville	Adsec	Thionville to Hillesheim via Apach and Trier; Thionville to Oetrange via Bettembourg; Thionville to Saarbrucken via Bouzonville and Bening; Thionville to Coblenz via Bouzonville, Dillengen and Trier; Bening to St Avold.
142d Hosp Tn Mt Ptn	Thionville	Adsec	
121st Hosp Tn Mt Sec	Thionville	Adsec	

3. 707TH RAILWAY GRAND DIVISION: a. The 707th Railway Grand Division, with headquarters at Antwerp, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways from Antwerp to Malines; Malines to north switch Petite Isle; Malines to Ottignies via Louvain and Brussels; Ottignies to Gembloux; Gembloux to Namur, incl; Gembloux to Jemappes; west switch Jemappes to east switch Namur; Namur to Dinant; Dinant to Charleville; excl, and Dinant to Palliseul, excl.

b. The following units are assigned to the 707th Railway Grand Division with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
729th Ry Opn Bn	Antwerp	Channel	Antwerp North Yard to Malines.
735th Ry Opn Bn	Malines	Channel	Malines to Ottignies via Louvain and Brussels; Malines to north switch Petite Isle; Ottignies to Gembloux; Gembloux to Namur to Dinant, incl; Gembloux to Jemappes; west switch Jemappes to east switch Namur; Dinant to Charleville, excl, and Dinant to Palliseul, excl.
743rd Ry Opn Bn	Antwerp	Channel	Antwerp Docks.
763rd Ry Shop Bn	Louvain	Channel	Louvain and Malines Shops.
126th Ry Workshop	Antwerp	Channel	

4. 708TH RAILWAY GRAND DIVISION: a. The 708th Railway Grand Division, with headquarters at Liege, Belgium, in Advance Section, is assigned the mission of operating and maintaining military railways east of the Meuse River, Belgium, Holland, and into Germany from east switch Bressoux, in the Vise-Maastricht line to northern railheads; from Chenee switch, Herve line, and from Chenee switch Verviers line to southern railheads; south switch Louvain to south end Meuse River Bridge, Liege; Liege to east switch Namur; Landen to Ciney, incl, via Statte; Namur to Ciney.

b. The following units are assigned to the 708th Railway Grand Division, with headquarters and operating limits as outlined below:

Asgnt Order No 3, Hq 2d MRS, 31 Jan 45, cont'd.

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
734th Ry Opn Bn	Maastricht	Adsec	East switch Bressoux to Roermonde; Visc to Montzen, exl; Maastricht to West Aachen via Valkenberg, Heerlen and Kerkrade; Sittard to Heerlen; Stein Jct to Stein.
740th Ry Opn Bn	Liege	Adsec	Flemelle-Haute to east switch Bressoux; Angleure to Troix Ponts via Rivage; Chenee to Walheim (Germany) via Verviers and Eupen; Pepinster to Troix Ponts via Spa and Stavelot; Chenee to Eupen via Micheroux and Herbesthal; Herbesthal to Aachen via Hergenrath.
741st Ry Opn Bn	Liege	Adsec	South switch Louvain to Landen, incl; east switch Gembloux to east end Meuse River Bridge, Liege via Landen; east switch Namur to Liege; east switch Namur to Ramillies; Landen to Ciney via Statte; south switch Namur to Jemelle, excl, via Ciney.
755th Ry Shop Bn	Namur	Adsec	Namur Shops.
138th Hosp Tn Mt Ptn	Verviers	Adsec	

5. 709TH RAILWAY GRAND DIVISION: a. The 709th Railway Grand Division, with headquarters at Brussels, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways constituting USA L/C from north switch Tergnier to west switch Jemappes, with trackage rights from Jemappes to Ronet, via Busigny, Aulnoye, Charleroi Sud; South switch Valenciennes to Mezieres-Charleville, excl, via Aulnoye; Marcinelle Yard; Charleroi to west switch Landen via Gembloux, incl Gembloux Yard; west switch Soissons to Hirson via Laon; east switch Tergnier to Laon; north switch Petite Ile Midi Yard, Brussels to Charleroi via Halle, Brain-le-Comte, Manage and Luttre; Brain-le-Comte to Maubeuge via Mons; Charleroi to east switch Valenciennes via Mons; Ottignies to Manage via Baulers; Ecaussines to Erquelinnes via Haine-St Pierre and Binche.

b. The following units are assigned to the 709th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
722d Ry Opn Bn	Jeumont	Channel	North switch Tergnier to west switch Jemappes, with trackage rights from Jemappes to Ronet, via Busigny, Aulnoye, Charleroi Sud; south switch Valenciennes to Aulnoye; Marcinelle Yard; Charleroi to east switch Gembloux.

UNIT	HEADQUARTERS LOCATED IN	OPERATING LIMITS
744th Ry Opn Bn	Charleroi Channel	North switch Petite Ile Midi Yard, Brussels, to Charleroi via Halle, Brain-le-Comte, Manage and Luttre; Brain-le-Comte to Maubeuge via Mons; Charleroi to east switch Valenciennes via Mons; Ottignies to Manage via Baulers; Ecaussinnes to Erquelinnes via Haine-St Pierre and Binche.
752d Ry Opn Bn	Soissons Oise	West switch Soissons to Hirsons; south switch Aulnoye to north switch Aulnoye to north switch Mezieres-Charleville; east switch Tergnier to Laon.
120th Hosp Tn Mt Sec	Charleroi Channel	
141st Hosp Tn Mt Ptn	Liege Adsec	

6. 710TH RAILWAY GRAND DIVISION: a. The 710th Railway Grand Division, with headquarters at Paris, France, in Seine Base Section, is assigned the mission of operating and maintaining the military railways in Region d'Ouest, the Paris Terminal, and lines in Region du Nord, exclusive of the lines Tergnier through Aulnoye towards Charleroi; west switch Soissons to Hirson via Laon; east switch Tergnier to Laon; south switch Valenciennes through Aulnoye and Hirson towards Mezieres-Charleville. It is their further responsibility to supervise all railways placed in Phase III in their territory over which U.S. military traffic is being hauled.

b. The following units are assigned to the 710th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS LOCATED IN	OPERATING LIMITS
720th Ry Opn Bn	Caen Normandy	East switch Lison to east switch Argentan via Caen.
723rd Ry Opn Bn	Dreux Normandy	East switch Argentan to and including Versailles-Matelots Yard.
724th Ry Opn Bn	Compiegne Oise	From east switch Matelots Yard to and including Tergnier via Creil.
728th Ry Opn Bn	Cherbourg Normandy	Cherbourg Terminal and line to and including Lison.
746th Ry Opn Bn	Le Havre Channel	Le Havre to west switch Creil.
757th Ry Shop Bn	Cherbourg Normandy	Cherbourg Shops.
764th Ry Shop Bn	Paris Seine	Paris Shops.
127th Ry Workshop	Cherbourg Normandy	
128th Ry Workshop	Lison Normandy	
129th Ry Workshop	Cherbourg Normandy	
130th Ry Workshop	Lison Normandy	
117th Hosp Tn Mt Sec	Paris Seine	
118th Hosp Tn Mt Sec	Cherbourg Normandy	
119th Hosp Tn Mt Sec	Cherbourg Normandy	
139th Hosp Tn Mt Ptn	Cherbourg Normandy	
140th Hosp Tn Mt Ptn	Cherbourg Normandy	

By command of Brigadier General BURPEE:

s/ James W. Conway
t/ JAMES W. CONWAY
Major, T.C.

TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350, U. S. ARMY

ASSIGNMENT ORDERS)
NUMBER 3A)

6 February 1945

Assignments Orders No 3, this Headquarters, dated 31 January 1945, is amended as follows:

1. Paragraph 4b, assigning units to the 708th Railway Grand Division, is amended to include the following:

UNIT	HEADQUARTERS LOCATED IN	OPERATING LIMITS
120th Hosp Tn Mt Sec	Liege	Adsec
141st Hosp Tn Mt Ptn	Liege	Adsec

2. Paragraph 5 is rescinded and the following substituted therefor:

709TH RAILWAY GRAND DIVISION: a. The 709th Railway Grand Division, with headquarters at Brussels, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways constituting USA L/C from north switch Tergnier to west switch Jemappes, with trackage rights from Jemappes to Ronet, via Busigny, Aulnoye, Charleroi, incl; south switch Valenciennes to Mezieres-Charleville, excl, via Aulnoye; Marcinelle Yard, Charleroi to Gembloux, incl; west switch Soissons to Hirson via Laon; east switch Tergnier to Laon; north switch Petite Ile Midi Yard, Brussels to Charleroi via Halle, Braine-le-Comte, Manage and Luttre; Braine-le Comte to Manbeuge via Mons; Charleroi to east switch Valenciennes via Mons; Ottignies to Manage via Baulers; Ecaussines to Erquelines via Haine-St Pierre and Binche; Linkbeck to Luttre via Baulers; west switch Compiegne to Soissons; Fleures to Tamines; Anor to Mariembourg; south switch Charleroi to west switch Viereux via Mariembourg.

b. The following units are assigned to the 709th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
722d Ry Opn Bn	Jeumont	Channel	North switch Tergnier to west switch Jemappes, with trackage rights from Jemappes to Ronet, via Busigny, Aulnoye, Charleroi Sud; south switch Valenciennes to Aulnoye; Marcinelle Yard; Charleroi to east switch Gembloux; Fleures to Tamines.
744th Ry Opn Bn	Charleroi	Channel	North switch Petite Ile Midi Yard, Brussels, to Charleroi via Halle, Braine-le-Comte, Manage and Luttre; Braine-le-

Asgmt Order No 3A, Hq 2d MRS, 6 Feb 45, cont'd.

UNIT	HEADQUARTERS LOCATED IN		OPERATING LIMITS
			Comte to Maubeuge via Mons; Charleroi to east switch Valenciennes via Mons; Ottignies to Manage via Baulers; Ecaussines to Erquelines via Haine-St Pierre and Binche; Linkbeek to Luttre via Baulers.
752d Ry Opn Bn	Soissons	Oise	West switch Soissons to Hirson; south switch Aulnoye to north switch Mezieres-Charleville via Hirson and Liart; Anor to Mariembourg; south switch Charleroi to west switch Vierux via Mariembourg; east switch Tergnier to Laon; west switch Compiegne to Soissons, incl.

By command of Brigadier General BURPEE:

s/ James W. Conway
t/ JAMES W. CONWAY
Major, TC,
Adjutant.

TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350, U. S. ARMY

ASSIGNMENT ORDERS)
:
NUMBER 4)

24 February 1945

1. Assignment Orders No 3 and 3A, this Headquarters dated 31 January and 6 February 1945, respectively, are rescinded, and the following assignments of Railway Grand Divisions, Railway Operatins Battalions, Railway Shop Battalions, Railway Workshops (Mobile), and Hospital Train Maintenance Units are announced, effective 0001 hours, 25 February 1945:

2. 706TH RAILWAY GRAND DIVISION: a. The 706th Railway Grand Division with headquarters at Luxembourg, Luxembourg, in the Advance Section, is assigned the mission of operating and maintaining military railways Villeneuve-St George, excl, to Courcelles and to St Avold via Lerouville and Metz; Pantin, excl, to Coblenz via Meaux, Chalons, Vitry-le-Francois; Meaux to Lumes, excl, via Reims and Verdun; Lumes, excl, to Bonn via Longuyon, Arlon Libramont, Gouvy, and Hillesheim; Metz to Gouvy via Thionville and Luxembourg; Thionville to Wasserbillig; Thionville to Saarbrucken via Bening and Bouzonville; Bouzonville to Coblenz via Dillengon and Trier; Longwy to Palliseul and Jemelle via Bertrix; Verdun to Thionville via Longuyon and Conflans.

b. The following units are assigned to the 706th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS LOCATED IN		OPERATING LIMITS
712th Ry Opn Bn	Longuoyn	Adsec	Lumes, excl, to Verdun, incl, via Longuyon and Conflans; Longuyon to Palliseul via Longwy and Bertrix; Bertrix to Jemelle via Libramont; Longwy to Libramont via Arlon.
716th Ry Opn Bn	Metz	Adsec	Metz to Arnaville; Metz to Audon-le-Tiche via Thionville and Pontoy; Thionville to Longuyon via Pontoy; Metz to Baroncourt, excl, via Audon-le-Roman; Conflans, excl, to Teterchen via Valleroy; Hagendange, Metz, and Courcelles; Esch, exl, to Saulnes via Audon-le- Tiche; Valleroy to Audon-le-Roman.
718th Ry Opn Bn	Luxembourg	Adsec	Luxembourg, incl, to Arlon, excl; Luxembourg to Trier via Wasserbillig; Luxembourg to Bonn via Gouvy, St Vith, Prum, Hillesheim, Sinzig; Luxembourg to Athus via Pentange;

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
718th Ry Opn Bn (cont'd)	Luxembourg	Adsec	Luxembourg to Colmar-Berg via Bettembourg, Esch, Petange, Kleinbettingen and Noerdange; Libramond, excl, to Gouvy.
732d Ry Opn Bn	Thionville	Adsec	Thionville to Hilleshiem via Apach and Trier; Thionville to Oetrange via Bettembourg; Thionville to Saarbrucken via Bouzonville and Bening; Thionville to Coblenz via Bouzonville, Dillengen and Trier; Bening to St Avold.
765th Ry Shop Bn	Thionville	Adsec	Thionville Shops
142d Hosp Tn Mt Ptn	Thionville	Adsec	
121st Hosp Tn Mt Sec	Thionville	Adsec	

3. 707TH RAILWAY GRAND DIVISION: a. The 707th Railway Grand Division, with headquarters at Antwerp, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways from Antwerp to Malines; Malines to north switch Petit Isle; Malines to Ans, excl; Brussels, excl, to Namur, excl, via Ottignies and Gembloux; Gembloux to Jemeppes, excl; Louvain to Ottignies; Tirlemont to Namur, excl; Charleroi, excl to Landon; Landon to Hasselt, excl; Hasselt, excl, to Maastricht, excl, Landon to Statte, excl.

b. The following units are assigned to the 707th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
729th Ry Opn Bn	Antwerp	Channel	Antwerp North Yard, incl, to Malines, excl.
735th Ry Opn Bn	Malines	Channel	Malines to north switch Petit Isle; Malines to Ans, excl; Brussels, excl, to Namur, excl, via Ottignies and Gembloux; Gembloux to Jemeppes, excl; Louvain to Ottignies; Tirlemont to Namur, excl; Charleroi, excl, to Landen; Landen to Hasselt, excl; Hasselt, excl, to Maastricht, excl; Landen to Statte, excl.
743rd Ry Opn Bn	Antwerp	Channel	Antwerp Dock
763rd Ry Shop Bn	Louvain	Channel	Louvain Shops
126th Ry Workshop	Antwerp	Channel	

4. 708TH RAILWAY GRAND DIVISION: a. The 708th Railway Grand Division, with headquarters at Liege, Belgium, in Advance Section, is assigned the mission of operating and maintaining the military railways from east switch Voroux-Goreux to Kinkempois; west switch Ans to west switch Vise via Liege; Liege to west switch Flemalle Haute; Flemalle Haute to east switch Chenee via Kinkempois; Kinkempois to east switch Trois Points via Angleur-Rivage;

west switch Vise to east switch Montzen; west switch Vise to north and east via Maastricht; Simpleweld to west Aachen Yard; east switch Chenee to Montzen via Herve; east switch Chenee into Germany via Verviers-Herbesthal; Pepinster to Weywertz via Spa and Stavelot; Raeren to Weywertz via Rotgen and Monchau; Welkenraedt to west Aachen Yard via Plombiers; east switch west Aachen Yard eastward into Germany, incl, Aachen Central; east switch Trois Points to Stavelot.

b. The following units are assigned to the 708th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
734th Ry Opn Bn	Maastricht	Adsec	West switch Vise to east switch Montzen; west switch Vise to north and east via Maastricht; Simpleweld to west Aachen Yard.
740th Ry Opn Bn	Liege	Adsec	East switch Chenee to Montzen via Herve; east switch Chenee into Germany via Verviers-Herbesthal; Pepinster to Weywertz via Spa and Stavelot; Raeren to Weywertz via Rotgen and Monschau. Welkenraedt to west Aachen Yard via Plombiers; east switch west Aachen Yard eastward into Germany, incl Aachen Central; east switch Trois Points to Stavelot.
741st Ry Opn Bn	Liege	Adsec	East switch Voroux-Goreux to Kinkempois; west switch Ans to west switch Vise via Liege; Liege to west switch Flemalle Haute; Flemalle Haute to east switch Chenee via Kinkempois; Kinkempois to east switch Trois Points via Angleur-Rivage.
755th Ry Shop Bn	Namur	Adsec	Namur Shops
138th Hosp Tn Mt Ptn	Verviers	Adsec	

5. 709TH RAILWAY GRAND DIVISION: a. The 709th Railway Grand Division, with headquarters at Brussels, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways from north switch Tergnier to west switch Ronet via Busigny, Aulnoye, Charleroi-Sud and Jemeppe; Aulnoye to Soissons, incl, via Anor, Hirson and Laon; Hirson to west switch Charleville via Liart and Tournes; Tergnier to Laon; north switch Maubeuge to and including Midi Yard, Brussels, via Mons, Braine le Comte and Halle; Erquelinnes to Ecaussinnes via Haine St Pierre; Quievrain to Marcinelle Yard, Charleroi, incl; Ecaussines to Marcinelle Yard, Charleroi, via Manage and Luttre; west switch Ottignies to Manage via Baulers; west switch Etterbeek to Halle; Linkbeek to Marcinelle Yard, Charleroi, via Baulers and Luttre; St Martin Yard, Charleroi, to Vireux via Mariembourg; Mariembourg to north switch Anor; west switch Ottignies to Tamines via Fleurus; Ronet Yard to Lumes Yard, incl, via Namur, Dinant, Givet and Charleville; Ronet Yard to west

switch Flemalle Haute; Namur to north switch Jemelle via Ciney and Marloie; Ciney to Statte via Clavier; Phase III operation in France to Quievrain to east switch Valenciennes; south switch Valenciennes to North switch Aulnoye.

b. The following units are assigned to the 709th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
722d Ry Opn Bn	Jeumont	Channel	North switch Tergnier to east switch Jeumont via Busigny and Aulnoye; Aulnoye to Soissons, incl, via Anor, Hirson and Laon; Hirson to west switch Charleville via Liart and Tournes; Tergnier to Laon; Phase III line south switch Valenciennes to north switch Aulnoye.
744th Ry Opn Bn	Charleroi	Channel	East switch Jeumont to west switch Ronet via Charleroi-Sud and Jemeppe; north switch Maubeuge to and including Midi Yard, Brussels, via Mons, Braine le Comte and Halle; Erquelinnes to Ecaussines via Haine St Pierre; Quievrain to Marcinelle Yard, Charleroi, incl; Ecaussinnes to Marcinelle Yard, Charleroi, via Manage and Luttre; west switch Ottignies to Manage via Baulers; west switch Etterbeek to Halle; Linkbeek to Marcinelle Yard, Charleroi, via Baulers and Luttre; St Martin Yard, Charleroi, to Virieux via Mariembourg; Mariembourg to north switch Anor; west switch to Ottignies to Tamines via Fleurus; Phase III operation in France to Quievrain to east switch Valenciennes.
752d Ry Opn Bn	Namur	Adsec	Ronet Yard to Lumes Yard, incl, via Namur, Dinant, Givet and Charleville; Ronet Yard to west switch Flemalle Haute; Namur to north switch Jemelle via Ciney to Statte via Clavier.
127th Ry Workshop	St Martin	Channel	
120th Hosp Tn Mt Sec	Namur	Adsec	
141st Hosp Tn Mt Ptn	Namur	Adsec	

6. 710TH RAILWAY GRAND DIVISION: a. The 710th Railway Grand Division, with headquarters at Paris, France, in Seine Base Section, is assigned the mission of operating and maintaining the military railways in Region d'Ouest, the Paris Terminal, and lines in Region du Nord, exclusive of the lines Tergnier through Aulnoye towards Charleroi; west switch Soissons to Hirson

via Laon; east switch Tergnier to Laon; south switch Valenciennes through Aulnoye and Hirson towards Mezieres-Charleville. It is their further responsibility to supervise all railways placed in Phase III in their territory over which U. S. military traffic is being hauled.

b. The following units are assigned to the 710th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
720th Ry Opn Bn	Caen	Normandy	East switch Lison to east switch Argentan via Caen.
723rd Ry Opn Bn	Dreux	Normandy	East switch Argentan to and including Versailles-Matelots Yard.
724th Ry Opn Bn	Compiegne	Oise	East switch Matelots Yard to and including Tergnier via Creil.
728th Ry Opn Bn	Cherbourg	Normandy	Cherbourg Terminal and line to and including Lison.
746th Ry Opn Bn	Rouen	Normandy	Le Havre to west switch Creil.
757th Ry Shop Bn	Cherbourg	Normandy	Cherbourg Shops.
764th Ry Shop Bn	Paris	Seine	Paris Shops.
128th Ry Workshop	Lison	Normandy	
129th Ry Workshop	Cherbourg	Normandy	
130th Ry Workshop	Lison	Normandy	
117th Hosp Tn Mt Sec	Paris	Seine	
118th Hosp Tn Mt Sec	Cherbourg	Normandy	
119th Hosp Tn Mt Sec	Cherbourg	Normandy	
139th Hosp Tn Mt Ptn	Cherbourg	Normandy	
140th Hosp Tn Mt Ptn	Cherbourg	Normandy	

By command of Brigadier General BURPEE:

s/ James W. Conway
t/ JAMES. W. CONWAY,
Major, TC,
Adjutant.

APPENDIX NO. 4

TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350, U. S. ARMY

ASSIGNMENT ORDERS)
:
NUMBER 5)

22 March 1945

1. Assignment Orders No. 4, this headquarters, dated 24 February 1945, is rescinded, and the following assignments of Railway Grand Division, Railway Operating Battalions, Railway Shop Battalions, Railway Workshops (Mobile) and Hospital Train Maintenance Units are announced, effective 0001 hours, 22 March 1945:

2. 707TH RAILWAY GRAND DIVISION: The 707th Railway Grand Division, with headquarters at Antwerp, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways from Antwerp to Malines; Malines to Namur, excl, via Petit Isle, Linkebeek. Etterbeek, Ottignies and Gembloux; Malines to Ans, excl; Gembloux to Jemeppes, excl; Louvain to Ottignies; Tirlemont to Namur, excl; Charleroi, excl, to Landen; Landen to Hasselt, excl; Hasselt, excl, to Maastricht, excl; Landen to Statte, excl; St Trond, incl; to Liers, excl, via Tongres and Bassenge.

b. The following units are assigned to the 707th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS LOCATED IN		OPERATING LIMITS
735th Ry Opn Bn	Malines	Channel	Malines, incl to Namur, excl, via Petite Isle, Linkebeek, Etterbeek Ottignies & Gembloux; Malines to west switch Ans; Gembloux, incl, to Jemeppes, excl; Louvain, incl, to Ottignies; Tirlemont, incl, to Namur, excl; Charleroi, excl, to Landen, incl; Landen to Hasselt, excl, to Maastricht, excl; Landen to Statte, excl; St Trond, incl, to Liers, excl, via Bassenge and Tongres.
743d Ry Opn Bn	Antwerp	Channel	Antwerp Deck; Antwerp North Yard, incl, to Malines, excl.
763d Ry Shop Bn	Louvain	Channel	Louvain Shops; "C" Company only stationed at Antwerp North Yard, assigned responsibility of heavy car maintenance.
126th Ry Workshop	Antwerp	Channel	

Asgmt Order No 5, Hq 2d MRS, 22 Mar 45, cont'd.

3. 708TH RAILWAY GRAND DIVISION: a. The 708th Railway Grand Division, with headquarters at Liege, Belgium, in Advance Section, is assigned the mission of operating and maintaining the military railways from east switch Bierset, Belgium, to Kinkempois; west switch Ans, Belgium, to Kinkempois via Liege and Liers Loop; west switch Flemalle Haute, Belgium, to Liege, incl; west switch Flemalle Haute, Belgium, to Roermond, Holland, incl, via Wandre, Belgium, Vise, Belgium, Maastricht, Holland, and Sittard, Holland; Liege, Belgium, to Wesel, Germany, excl, via Chenee, Belgium, Montzen, Belgium, Herzogenrath, Germany, Munchen-Gladbach, Germany, and Goldern, Germany; Simpleweld, Holland, to Aichterich, Germany; Chenee, Belgium, to Cologne, Germany, incl, via Pepinster, Belgium, Welkenraedt, Belgium, Raeren, Belgium, Stolberg, Germany, and Duren, Germany Munchen-Gladbach, Germany, to Dusseldorf, Germany, incl; Welkenraedt, Belgium, to Vise, Belgium, incl, via Herbesthal, Belgium; Aldenhoven, Germany, incl, to Herzogenrath, Germany; Herzogenrath, Germany to Stein, Holland, and Sittard, Holland, via Heerlen, Holland; Euskirchen, Germany, excl to Duren, Germany, incl; Chenee, Belgium, to Libramont, Belgium, excl, via Rivage, Trois-Pont and Gouvy, Belgium; Gouvy, Belgium, incl to Bleialf, Germany, excl; Trois-Pont, Belgium, incl, to Weywertz, Belgium, incl, via Stavelot, Belgium; Trois Pont, Belgium, incl, to Pepinster, Belgium, incl, via Stavelot and Spa, Belgium.

b. The following units are assigned to the 708th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS LOCATED IN		OPERATING LIMITS
723rd Ry Opn Bn	Munchen-Gladbach	Adsec	Herzogenrath, Germany, excl, to Wesel, Germany, excl, via Munchen-Gladbach, Viersen, Krefeld, Kempen and Geldern, Germany; Munchen-Gladbach, incl, to Dusseldorf, Germany, incl; Herzogenrath, excl, to Aldenhoven, Germany, incl.
729th Ry Opn Bn	Krefeld	9th Army	Superimposed upon 723rd Ry Opn Bn.
734th Ry Opn Bn	Maastricht	Adsec	Vise, Belgium, incl, to Roermond, Holland, incl; Vise, Belgium, incl, to Herbesthal, Belgium, excl, via Warsage, Belgium; Maastricht, Holland incl, to Herzogenrath, Germany, incl, via Heerlen, Holland; Heerlen, to Stein and Sittard, Holland, incl; Simpleveld, Holland, to Kerkrade, Holland, incl; Schin, Belgium, to West Aachen, Germany, incl, via Simpleweld, Holland, Herzogenrath, Germany, incl, to Aichterich, Germany.

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
740th Ry Opn Bn	Aachen (Central)	Adsec	Welkenraedt, Belgium, incl, to Stolberg, Germany, incl, via Monteen, Belgium and Walheim, Germany; Stolberg, Germany to Cologne, incl, via Duran, Germany; Duren to Euskirchen, Germany, incl; Raeren, Belgium, to Weywertz, Belgium, excl.
741st Ry Opn Bn	Liege	Adsec	East switch Rierset, Belgium to Kinkempois, Belgium, incl; west switch Ans, Belgium, to Kinkempois, Belgium, via Liege and Liers Loop; west switch Glemalle Haute, to Vise, Belgium, excl; Liege, Belgium, to Montsen, Belgium, excl, via Herve and Chenee, Chenee, Belgium to south switch Welkenraedt, Belgium, excl, via Pepinster; Pepinster, Belgium, to Stavelot, Belgium, incl; Angleur to Weysertz, Belgium, incl, via Rivage and Trois-Pont; north switch Libramont to Gouvy, Belgium, incl; Gouvy to Bleialf, Germany, excl; Trois-Pont to Gouvy, incl.
755th Ry Shop Bn	Namur	Adsec	Namur Shops
138th Hosp Tn Mt Ptn	Verviers	Adsec	

4. 709TH RAILWAY GRAND DIVISION: a. The 709th Railway Grand Division, with headquarters at Brussels, Belgium, in Channel Base Section, is assigned the mission of operating and maintaining the military railways from north switch Tergnier to west switch Flemalle Haute, via Busigny, Maubeuge, Jeumont, Charleroi, Namur and Statte, incl; Soissons, incl, to Aulnoye, incl, via Hirson and Anor; Tergnier, excl, to Laon, incl; Anor to Givet, excl; Quievrain to Charleroi, incl; Maubeuge to Midi Yard, Brussels, incl, via Mons, Braine le Comte, Halle, Halle to Etterbeek, excl, via Linkebeek; Erquelinnes to Briane le Comte, via Haine St Pierre and Ecaussinnes; Mariembourg to Linkebeek, via Roux, Luttre, and Baulers; Luttre to Ecaussinnes, via Manage ; Manage to Ottignies, via Baulers; Ottignies to Tamines via Fleurus; north switch Givet to Namur, incl; Libramont, incl, to Namur, via Ciney and Yvoir; Ciney to Statte, incl, via Huy. Phase III territory in France, from North switch Aulnoye to west switch Quievrain, via Valenciennes.

b. The following units are assigned to the 709th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS	LOCATED IN	OPERATING LIMITS
722nd Ry Opn Bn	Jeumont	Channel	North switch Tergnier to east switch Jeumont via Busigny and Aulnoye; Aulnoye to Soissons, incl, via Anor, Hirson and Laon; Tergnier, excl, to Laon, incl. Phase III line south switch Valenciennes to north switch Aulnoye.
744th Ry Opn Bn	Charleroi	Channel	East switch Jeumont to west switch Ronet via Charleroi-Sud and Jemeppes; north switch Maubeuge to and including Midi Yard, Brussels, via Mons, Briane le Comte and Halle; Erquelinnes to Briane le Comte via Binche and Houdeng; west switch Quievrain to Marcinelle Yard, Charleroi, incl, via St Ghislain, Mons and Haine St Pierre; Ecaussines to Marcinelle Yard, Charleroi, via Manage and Luttre; west switch Ottignies to Manage via Baulers; west switch Etterbeek to Halle via Linkebeek; Linkebeek to Luttre via Baulers; west switch Ottignies to Tamines via Fleurus; St Martin Yard, Charleroi, to west switch Givet via Mariembourg; east switch Anor to Mariembourg, incl, via Momignies. Phase III: From west switch Quievrain to east switch Valenciennes.
752nd Ry Opn Bn	Namur	Adsec	Ronet Yard, incl, to west switch Flemalle Haute; north switch Namur to north switch Givet via Dinant; north switch Namur to south switch Libramont, via Ciney, Marloie and Jemelle; Yvoir to Ciney; north switch Statte to Ciney.
127th Ry Workshop	St Martin	Channel	
141st Hosp Tn Mt Ptn	Namur	Adsec	

5. 710TH RAILWAY GRAND DIVISION: a. The 710th Railway Grand Division, with headquarters at Paris, France, in Seine Base Section, is assigned the mission of operating and maintaining the military railways in Region d'Ouest, the Paris Terminal, and lines in Region du Nord, exclusive of the lines Tergnier through Aulnoye and Hirson towards Mezieres-Charleville. It is their further responsibility to supervise all railways placed in Phase III in their territory over which U. S. military traffic is being hauled.

b. The following units are assigned to the 710th Railway Grand Division, with headquarters and operating limits as outlined below:

UNIT	HEADQUARTERS LOCATED IN	OPERATING LIMITS
720th Ry Opn Bn	Caen Normandy	East switch Lison to west switch Dreux, via Caen and Argentan.
724th Ry Opn Bn	Compiegne Oise	West switch Dreux to east switch Matelots Yard to and including Tergnier via Plaisir-Grignon, Argenteuil and Creil.
728th Ry Opn Bn	Cherbourg Normandy	Cherbourg Terminal and line to and including Lison.
746th Ry Opn Bn	Le Havre Channel	Le Havre to west switch Creil.
757th Ry Shop Bn	Cherbourg Normandy	Cherbourg Shops
764th Ry Shop Bn	Paris Seine	Paris Shops
128th Ry Workshop	Cherbourg Normandy	
129th Ry Workshop	Cherbourg Normandy	
130th Ry Workshop	Cherbourg Normandy	
117th Hosp Tn Mt Sec	Paris Seine	
118th Hosp Tn Mt Sec	Cherbourg Normandy	
119th Hosp Tn Mt Sec	Cherbourg Normandy	
120th Hosp Tn Mt Sec	Paris Seine	
139th Hosp Tn Mt Ptn	Cherbourg Normandy	
140th Hosp Tn Mt Ptn	Cherbourg Normandy	

BY COMMAND OF BRIGADIER GENERAL DURPEE:

s/ James W. Conway
t/ JAMES W. CONWAY,
Major, TC,
Adjutant.

APPENDIX NO. 4

TRANSPORTATION CORPS
HEADQUARTERS
SECOND MILITARY RAILWAY SERVICE
APO 350, U. S. ARMY

ASSIGNMENT ORDERS)
:
NUMBER 6)

24 March 1945

1. Letter, this headquarters, file 531, Subject: "Changes in Second Military Railway Assignments in preparations for opening of Port of Antwerp", dated 11 November 1944, is rescinded.

2. Assignment of responsibilities and duties of Sub-Office, Second Military Railway Service are outlined as follows:

a. Representing the Commanding General, Second Military Railway Service, on matters pertaining to railroad operations inside Germany.

b. Representing the Second Military Railway Service on railroad matters and plans with the Twenty First Army Group, First and Ninth US Armies and the Advance Section, Communications Zone.

c. Maintain close liaison with organizations mentioned in paragraph b, above, advising the Commanding General, Second Military Railway Service requirements and railroad necessities for supplying the services.

d. Recommend bridge sites, construction and rehabilitation of lines.

e. Reporting all locomotives, rolling stock and railroad materiel captured within the territory of the Second Military Railway Service.

3. Sub-Office, Second Military Railway Service will take station on or about 26 March 1945 at Munchen-Gladbach, Germany.

s/ C. L. Burpee
t/ C. L. BURPEE,
Brigadier General, AUS,
Commanding.

APPENDIX NO. 4

HEADQUARTERS
COMZONE NATOUSA ADVANCE
APO 750

18 October 1944.

678-8

SUBJECT: Allocation of Railway Tonnage, Southern France.

TO : See Distribution

1. The allocation of rail tonnage in Southern France will be based on the general policies and organization for the maintenance of Allied Forces operating therein.

2. General Policies: a. Commanding General, Comzone NATOUSA is responsible for:

(1) Supply to the Allied Ground Forces and common items for Air Forces in Southern France.

(2) The administration of U S installations in the communications zone.

b. Commanding General, Sixth Army Group will determine policy matters in connection with the supply of the armies under his command and will transmit decisions thereon to the CG, Comzone NATOUSA Advance.

3. Organization of Comzone NATOUSA in France: Effective on or about 1 October 1944 the following will pertain:

a Headquarters Com Zone NATOUSA Advance:
(1) Represents the Commanding General Comzone NATOUSA in Southern France.
(2) Maintains general supervision over the relationship between the combat forces, the advance section and the Base Section in Southern France.

b Delta Base Section
(1) Detailed duties and responsibilities are being published separately but in general terms are as follows:

(a)-Receipt and discharge of cargo delivered by ocean shipping.
(b)-Segregation, storage and accounting for supplies received.
(c)-Administration of U S installations within the area for which it is responsible.
(d)-Forwarding to CONAD of supplies and personnel as called for by CONAD to meet the demands of the Ground and Air Forces north of the Northern Boundary of DELTABASE.

c Continental Advance Section

(1) A detailed statement of the duties and responsibilities of this section are contained in a separate document but in general terms are as follows:

(a) To receive the requirements from all major commands north of the Southern Boundary of CONAD
(b) Periodically to call on DELTABASE for supplies required.
(c) To deliver required supplies to supply points of major command and to administer US installations within the area for which it is responsible.

4. Military Railway Service

Responsible for the rehabilitation, maintenance and operation of railways for military purposes in Southern France, in accordance with priorities transmitted to the CG, Comzone NATOUSA by the CG, Sixth Army Group.

5. Based on the general policies and organization indicated in the preceding paragraphs, the principal bidders for railway tonnage will be:

a - Bidding Agencies:

(1) Continental Advance Section (Temporary Procedure)

CONAD will bid for all rail tonnage requirements to fill the requisitions of the Armies and their own needs from point of origin to destination. In addition they will bid for such internal movement of supplies as are needed for their own purposes. CONAD will also ascertain from proper U S and French Agencies the requirements for and bid for the movement of hospital trains.

(2) DELTABASE Section (Temporary Procedure)

DELTABASE Section will bid for all rail tonnage required for the movement of supplies within DELTABASE Section and to meet the requirements of units which are their direct supply responsibility.

(3) Communications Zone ETOUSA

Communications Zone ETOUSA has undertaken to bid for all rail tonnage requirements of the IX Air Force to move Air Corps technical supplies from the port to and between Air Force installations.

(4) French Civil Authorities:

When it becomes apparent that the capacity of the railroads will permit, representatives of the Civil Government will be invited to submit bids for movement of civilian supplies.

(5) Replacement Command NATOUSA

The Replacement Command will bid for movement of individual replacements under their control.

(6) Sixth Army Group

Prior to each meeting the Sixth Army Group will indicate their requirements for troops movements for the bid period, exclusive of replacements.

b. Bidding Procedure:

(1) 3 days in advance of each allocation period DGMRS will furnish Comzone NATOUSA Advance an estimate of the daily rail tonnage that will be available on each of the lines in Southern France being operated for military purposes.

(2) Tonnage will be allocated to cover periods of approximately 10 days. Comzone NATOUSA Advance will conduct a meeting on the 6th, 16th, and 26th of each month at 1100 hours at its headquarters for the purpose of allocating available rail tonnage between various users. The period of movement for allotted tonnage will commence at 0001 hours on the 1st, 11th and 21st of each month and carry through for the allocation period. All bids for tonnage by the users will be in detail for maintenance and build-up showing commodity by service and class of supply, point of origin and destination and will be submitted to Comzone NATOUSA Advance not later than 1200 hours on the 4th, 14th and 24th of each month. This meeting will be attended by a representative of all bidders of tonnage to justify and to indicate priority when reductions are necessary.

(3) Bids for personnel will be submitted on dates and time as outlined in paragraph 5 b (2) and will be in detail showing name of unit, numbers of officers warrant officers, enlisted men, nurses, Red Cross personnel, civilians, tonnage of unit equipment, point of origin and destination. In addition, if a unit has track-laying vehicles, the bid will show type, number, and individual weight of each type. For movement of animals, bid will show number of personnel as caretakers and number of animals.

(4) The allocation of railway tonnage will be governed by the following policies:

(a) Military requirements will have first priority.

(b) The essential needs of the French Civil population for railway service be met whenever and wherever possible. Where railway capacity is sufficient to fully meet military requirements, all surplus capacity will be allocated to French Civil needs.

(c) It will be the responsibility of Comzone NATOUSA Advance, in conjunction and coordination with the bidders, to distribute the available tonnage on each section of the line.

(5) The results of the meeting will be compiled by Comzone NATOUSA Advance in the form of a railway program for the period considered. This program will be forwarded to all bidders, CG Sixth Army Group and to the DGMRS and will constitute the basis for the operation of the railways during the period covered. Base and Advance Section Commanders will secure cars from the DGMRS and accomplish prompt loading and discharge. Based on this program DGMRS, in conjunction with T.O. of the Base Sections, will

provide cars to meet the loading program and will accomplish movements called for.

c. The foregoing bidding procedure applies on rail movements South to North. Bidding procedure on the movements North to South will not be instituted until the demand for tonnage exceeds the capacity.

By command of Major General LARKIN:

JAMES K. CLARK
Captain, A.G.D.
Asst. Adjutant General

DISTRIBUTION:

Staff plus
5 - CG, Comzone NATOUSA Main
5 - CG, Sixth Army Group
3 - CG, Seventh Army
5 - CG, Comzone ETOUSA
5 - DG, MaS
3 - CG, 1st French Army
10- CG, CONAD
10- CG, DELTABASE
5 - CG, Repl Comd, NATOUSA
1 - AG Records

APPENDIX NO. 4

STATISTICS - 1ST MRS

PORT CLEARANCE
CARGO CLEARED BY HIGHWAY, RAIL AND WATER
8 SEPTEMBER to 31 DECEMBER 1944

MONTH	TOTAL LONG TONS	% BY HIGHWAY	% BY RAIL	% BY WATER
MARSEILLE				
September	99,112	69	31	-
October	337,779	51	49	-
November	485,369	55	44	1
December	387,219	56	40	4
ALL PORTS				
September	129,240	76	23	1
October	407,263	57	42	1
November	553,966	58	40	2
December	418,548	66	31	3

RAIL SHIPMENTS
FORWARDED FROM DELTABASE SECTION
12 SEPTEMBER TO 31 DECEMBER 1944

MONTH	NUMBER OF CARS	LONG TONS
September	4,997	66,898
October	22,149	302,313
November	25,431	316,194
December	23,284	292,609

APPENDIX No. 4

STATION LIST

1st MRS Units as of 1 January 1945

UNIT	TO/E	DATE	PERSONNEL OFF	PERSONNEL EM	ASGD
Hq&Hq Co, 1st Mil Ry Sv.	55-302	4 May 44	34	165	SOLOC
703 Ry Grand Div	55-2020	18 Mar 44	26	56	MRS
704 Ry Grand Div	55-202	18 Mar 44	22	77	MRS
713 Ry Opn Bn	55-226	4 April 44			
Headquarters Co			9	141	MRS
Company A			6	219	MRS
Company B			6	191	MRS
Company C			6	289	MRS
Medical Det			2	8	MRS
727th Ry Opn Bn.	55-226	4 April 44			
Headquarters Co.			9	141	MRS
Company A			6	219	MRS
Company B			6	191	MRS
Company C			6	289	MRS
759th Ry Opn Bn.	55-226	4 April 44			
Headquarters Co.			9	141	MRS
Company A			6	219	MRS
Company B			6	191	MRS
Company C			6	289	MRS
Medical Det			2	8	MRS
750th Ry Opn Bn.	55-226	4 April 44			
Headquarters Co.			9	141	MRS
Company A			6	219	MRS
Company B			6	140	MRS
Company C			6	289	MRS
Medical Det			2	8	MRS
756th Ry Shop Bn.	55-235	4 Oct 43			
Headquarters Co.			10	134	MRS
Company A			6	173	MRS
Company B			5	177	MRS
Company C			5	115	MRS
Medical Det			2	8	MRS
761st Ry Transport. Co.	55-500		5	285	MRS
788th Base Depot Co Det	55-260	22 Mar 43	3	32	MRS
783rd Base Depot Co	55-260	22 Mar 43	5	111	MRS
794th Military Police Bn.	19-55	24 Nov 43			
Hq & Hq Co			8	31	MRS
Company A			5	144	MRS
Company B			5	144	MRS
Company C			5	144	MRS
Company D			5	144	MRS
181st Military Police Co	19-57	27 Nov 43	5	144	MRS
185th Military Police Co	19-57	27 Nov 43	5	144	MRS
388th Military Police Bn	19-55	27 Nov 43			
Hq & Hq Co.			8	31	MRS
Company A			5	144	MRS
Company B			5	144	MRS
Company C			5	144	MRS
Company D			5	144	MRS

APPENDIX NO. 4

HEADQUARTERS SOUTHERN LINE OF COMMUNICATIONS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 39

16 January 1945

GENERAL ORDERS)
:
NUMBER 3)

Organization of First Military Railway Service I
Announcement of Director General, First Military Railway Service . . .II
Function of First Military Railway Service. III
Administrative Responsibilities of First Military Railway Service. . .IV
Supply of First Military Railway Service Troop Units V

I -- ORGANIZATION OF FIRST MILITARY RAILWAY SERVICE.

Organization of the First Military Railway Service and assignment to Southern Line of Communications, ETOUSA, effective 20 December 1944, is confirmed and made of record.

II - ANNOUNCEMENT OF DIRECTOR GENERAL, FIRST MILITARY RAILWAY SERVICE.

The appointment of Brigadier General CARL R. GRAY, JR., O-129452, USA, as Director General, First Military Railway Service, effective 20 December 1944, is confirmed and made of record.

III- FUNCTION OF FIRST MILITARY RAILWAY SERVICE.

1. The Director General, First Military Railway Service will be responsible for advance planning, development, reconstruction, and operation of all railways necessary for military operations in the area supported by the Southern Line of Communications.

2. The First Military Railway Service shall stock and issue all railway track material for both heavy construction and ordinary maintenance of all military railways in the area supported by the Southern Line of Communications.

3. All U. S. railroad material and any other railroad property as may come under the control of the U.S. Army in the area supported by the Southern Line of Communications will be at the sole disposal of the Director General, First Military Railway Service.

IV - ADMINISTRATIVE RESPONSIBILITIES OF FIRST MILITARY RAILWAY SERVICE.

The Director General will command for operations and administration all personnel and units assigned or attached by competent orders to the First Military Railway Service.

V -- SUPPLY OF FIRST MILITARY RAILWAY SERVICE TROOP UNITS.

Supply of troop units assigned or attached to the First Military Railway Service will be an automatic responsibility of the Advance or Base Section in which the particular unit is physically located.

BY COMMAND OF MAJOR GENERAL LARKIN:

MORRIS W. GILLAND,
Brigadier General, GSC,
Chief of Staff.

OFFICIAL:

/s/ Vernon W. Rice
/t/ VERNON W. RICE,
Colonel, A.G.D.,
Adjutant General.

DISTRIBUTION:
"D"

Exhibit 1

APPENDIX NO. 4

HEADQUARTERS
1ST MILITARY RAILWAY SERVICE
Office of Director General

A. P. O. 772
28 December 1944

Subject: Assignment of Units - 1st Military Railway Service.

To; All Units - 1st Military Railway Service.

1. As per authority contained in Hq SOLOC letter 370.5-H, 20 December 1944, Subject: Troop Assignment (SOLOC No. 5), paragraph 11, Headquarters and Headquarters Company, 1st Military Railway Service, is assigned to Hq SOLOC effective on arrival in this theater, which date is 14 September 1944. (Explanatory note: At the time of arrival, 14 September 1944, Hq 1st Military Railway Service reported to the Commanding General, Sixth Army Group. Effective 5 October 1944 transfer was made to the Commanding General, Communications Zone NATOUSA Advance. This Communications Zone NATOUSA Advance on 1 November 1944 was changed to Communications Zone MTOUSA Advance and on 20 November 1944 became SOLOC).

2. The following units of 1st Military Railway Service have been assigned to Headquarters 1st Military Railway Service in Southern France as of date shown. Previous instructions in conflict with this information have been rescinded by higher authorities and this Headquarters.

***** ***** ***** ***** ***** *****

Co "A", 727th Railway Operating Battalion	14 September 1944
Remainder "	29 September 1944

***** ***** ***** ***** ***** *****

3. There have been several requests made to secure attachment for supply orders from the Base Sections or Army for supply for units of the 1st Military Railway Service. Definite information has been received from Hq SOLOC that the Base Sections and the Seventh Army automatically are responsible for supply of troops located in their respective areas.

By command of Brigadier General GRAY:

/s/ S. R. Beggs
/t/ S. R. BEGGS
Major, T.C.
Adjutant.

C O P Y

C O P Y

Exhibit "1"

APPENDIX NO. 5

MOTOR TRANSPORT SERVICE

CHAPTER V

Part I:
- Annex "A" to MTS Administrative Order No. 1
- Annex "B" Equipment for XYZ Operation
- Annex "C" Proposed Motor Transport Operation — Plans "X" "Y" "Z"
- Annex "D" Schematic Illustration for L of C Operation -- XYZ Plan
- Annex "E" Maintenance Plan for MTS
- Annex "F" POL Lift and Requirement Plan

Part II: Analysis of Quartermaster (TC) Personnel Situation (13 Feb. 1945)

Part III: Other Maintenance Instructions

Part IV: Directives from General MARSHALL and General LEE on Maintenance of Vehicles.

APPENDIX NO. 5 (PART I)
ANNEX "A"

ANNEX "A" TO M.T.S. ADMINISTRATIVE ORDER #1

1. Organization of Highway Transport Divisions

a. The "Operating Group" of the Motor Transport Service (the latter is presently designated as the 6955th Hq & Hq Co. MTS (Prov) and is the nucleus of the two Highway Transport Divisions (Prov) which have been formed. Tentative T/O which has been distributed is for guidance only since only personnel as shown herein is available to man the organization.

b. Col. TOLMAN, Commanding Officer, 513th QM Group (TC), with 9 officers and 16 enlisted men of the "Operating Group", M.T.S., the latter officers and enlisted men as selected by the Chief, M.T.S., and shown on list attached hereto, has, with the 513th Hq & Hq Det, QM Group (TC) formed the 6956th Hq & Hq Co., Highway Transport Division (Prov). Col. TOLMAN commands this H.T.

c. Col. McKINNON, Deputy Chief, M.T.S., with 9 officers and 16 enlisted men of the operating group, M.T.S., the latter officers and enlisted men as selected by the Chief, M.T.S., and shown on list attached hereto, has, with the 467th Hq & Hq Det., QM Group (TC), formed the 6957th Hq & Hq Co., Highway Transport Division (Prov). Col. McKINNON commands this H.T.P.

d. Each Highway Transport Division has been organized parallel to Hq M.T.S. with the following exceptions:

(1) There is no Staff Branch required for operating control.

(2) The Chaplain and the Dental Sections of the Hq & Hq Det. QM Group (TC) which have become a part of the H.T.D., remain part of the group and carry on their functions as directed by the Chief, H.T.D.

e. Each H.T.D. will normally have two or more Hq & Hq Dets QM Groups (TC) attached. Normally each Group will have up to approximately 5 Hq & Hq Dets. QM Bns. (M) (TC) and there will usually be up to 6 QM Trk Cos (TC) attached to Hq. & Hq Det, QM Bn (M) (TC) (See Annex "B").

f. Each Highway Transport Division depending on operations may have, in addition to the motor transport units for general cargo tonnage lift mentioned in par "e" above, one or more Hq & Hq Dets, QM Bn (M) (TC) attached to it to control and supervise the operation and administration of the QM TRK Cos (TC) hauling POL (see annex "B").

g. Organizational order No. 170, Hq. Communications Zone, ETOUSA, dated 10 March 1945, provided for the organization of the 6956th & 6957th Hq & Hq Cos., Highway Transport Divisions (Prov) (See exhibit 1 to this annex).

2. Channels of Command

a. All Motor Transport units operating under the "XYZ" program are or will be assigned to the 6955th Hq & Hq Co., Motor Transport Service and are or will

be attached to the section of the Communications Zone in which they are operating, for supply and administration. The purpose of this assignment is to provide for flexibility in moving M.T. units to the place where needed in the quickest possible time. The Motor Transport Service will delegate operational control of Cos., Bhs, and Bns to Groups for complete control.

b. The Chief of each H.T.D. is reponsible to the Chief, M.T.S. for the complete operation of all motor transport units attached, and for the presentation of problems and requirements to M.T.S. for necessary staff action to correct or fulfill them. Each H.T.D. is thereby left completely free for field operations. Complete operating control of all motor transport units is vested in the Chief of the H.T.D. to which they are attached.

c. Paragraph 2b above, will be the channel of command when the operation is intersectional. Prior to the L of C haul becoming intersectional, the operational control of the HTD's will be delegated by MTS to the appropriate Advance Section, Communications Zone, and during this period the Chief of each H.T.D. will be responsible to the Transportation Officer of the Advance Section concerned for the complete operation of all motor transport units attached. Problems and requirements presented, which require staff action, will be forwarded to M.T.S. through the Advance Section Transportation Officer concerned. All other details of organization and operation of the H.T.D.'s will be the same as elsewhere described.

d. At such time when the operation reverts from control by Advance Section (Par 2b above), to control by M.T.S. (Par 2a above), all personnel of the H.T.D.'s as described in Par 1b and 1c above will return to full control of M.T.S. Personnel placed on duty with the H.T.D.'s at their inception are on a temporary duty status only, and relief from duty or reassignment will only be made by the Chief, M.T.S.

3. Equipment Required and Source

Each H.T.D. upon activation received in addition to the Equipment of the Hq & Hq Det, QM Group (TC) which is on D.S. as an integral part of it, the following equipment from M.T.S.:

6 trucks, ¼ ton, 4 x 4 (from M.T.S. Motor Pool)
1 truck, 3/4 ton, 4 x 4(" " " ")
1 truck, 2½ ton, 6 x 6 (" " " ")
3 Lanterns, Electric, Portable, hand, (From M.T.S.)
3 Lanterns, Gasoline, two mantle, commercial. (From M.T.S.)
7 Typewriters (1 portable and 6 non-portable)(two 18 in. carriage) (From M.T.S.)
1 Machine, adding (From M.T.S.)

Control of these vehicles and equipment is assumed by the Detachment Commander of the QM Group on D.S. to the Hq. H.T.D.

4. Functions of Highway Transport Division.

a. Executive Branch

(1) Chief responsible to the Chief, M.T.S. for the complete oper-

ation of all Motor Transport Units on L of C hauls and presentation of problems and requirements to the M.T.S. which cannot be solved in Section or Sections concerned, for necessary staff action to correct or fulfill them, thereby leaving the H.T.D. completely free for field operations.

(2) Deputy Chief - Acts for the Chief in his absence and is his field representative.

(3) Executive Officer - Acts for the Deputy Chief in his absence. Responsible to the Chief for the coordination of activities of all the Branches.

b. Status Branch

Responsible for maintaining statistics of current operations, equipment and capacities, and the analysis of the statistics and for all field contact in assuring that all reports as required, flow to the H.T.D. and to Hq M.T.S. correctly and on time. Also to instigate recommendations for corrective action as established by analysis, to the other branches of the H.T.D. on deficiencies.

c. Equipment Branch

Responsible for all field contact in maintaining full strength in companies of vehicles and other equipment. Responsible for proper and continuous performance of 1st and 2nd Echelon Maintenance. Presents problems and requirements for submission to M.T.S. for necessary Staff action to correct or fulfill them, which cannot be handled within the Section or Sections concerned.

d. Operations Branch

Responsible for the actual operation of all the MT Units on L of C hauls, assuring efficient use by fast loading and unloading in eliminating delays, proper convoy control, etc. Also responsible for necessary coordination to insure that the Commanding General, Advance, or other Section concerned, Communications Zone, is adequately carrying out the provisions of ETO SOP 53, "Red Ball Motor Transport Operations". Presents problems and requirements for submission to M.T.S. for necessary staff action to correct or fulfill them which cannot be handled within the Section or Sections concerned.

e. Headquarters Company

The normal functions carried out by a Headquarters Company will be carried out by the Detachment Commander and his Detachment Staff of the QM Group on D.S. to Headquarters, H.T.D.

* * * *

Following is a recapitulation of Personnel by Branches:

RECAPITULATION BY BRANCHES

	Exec Br		Staff Br		Ops Br		Status Br		Equip Br		Hqs Co		TOTAL	
	O	EM	O	EM	O	EM	O	EM	O	EM	O	EM	O	EM
	(a)	(b)		(c)	(d)	(e)	(f)	(g)		(h)		(i)	(j)	(p)
M.T.S.	6	10	3	4	16	16	6	17	10	10	2	30	43	87
	(m)										(n)		(m)	
H.T.D. #1	4	7	0	0	8	19	2	4	3	2		4	17	36
	(l)										(n)		(m)	
H.T.D. #2	4	7	0	0	8	19	2	4	3	2	(l)	4	17	36
											TOTAL		(q)	(r)
													76	159

RECAPITULATION BY SOURCE

	Exec Br		Staff Br		Opns Br		Status Br		Equip Br		Hqs Co		TOTAL	
	O	EM	O	EM	O	EM	O	EM	O	EM	O	EM	O	EM
(all)														
M.T.S. (m)	6	10	3	4	16	16	6	17	10	10	2	30	42m 1x	87m
	0m	2m			6m	10m	1m	2m	2m	2m	0m	0m	9m	16m
H.T.D. #1	3g	5g	0	0	2g	9g	1g	2g	1g	0g	(1)g	4g	7g	20g
	1m	2m			6m	10m	1m	2m	2m	2m	0m	0m	10m	16m
H.T.D. #2	3g	5g	0	0	2g	9g	1g	2g	1g	0g	(1)g	4g	7g	20g

NOTE: "m" designates from M.T.S. TOTALS 62m 119m
"g" designates from a Group. 1x 40g
"x" designates from source not yet determined. 14g

SOURCE TOTALS

	Officers	EM
M.T.S.	62(j)	119(p)
2 Groups #1	14.	40
Dep of HTD (to be selected from unkown source	1	0
TOTAL	76 (q)	159

Symbols below refer to "RECAPITULATION BY BRANCHES" only except "p", "j", & "q":

a - Includes 1 WAC Officer
b - Includes 1 WAC
c - Includes 1 WAC and 1 Brit. civ.
d - More officers to be added from C.A. organizations
e - Includes 2 WAC's and 1 Brit. civ.
f - Includes 2 WAC Officers
g - Includes 5 WACS
h - Includes 1 WAC and 1 Brit. civ.
i - Includes 3 French civ.
j - Includes 3 WAC Officers
k - Includes 105 EM, 10 WACs, 3 Brit. civ. and 3 French civ.
l - Col McKINNON included as add. dy.
m - DEr not yet selected
n - Additional duty of Admin O. in Exec Br is the Group Det CO.
p - Includes 10 WACs, 3 Brit Civ. and 3 French civ.
q - Includes 3 WAC Officers (see also note 1 which accounts for total of 76 instead of 77)
r - Includes 103 EM, 10 WACs, 3 Brit.civ and 3 French civilians.

HEADQUARTERS
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS

AG 322 OpGC

WLS/bml
APO 887

10 March 1945

SUBJECT: Organization Order No 170

TO : Commanding General, Advance Section, Communications Zone

1. The Units listed below are organized provisionally, effective this date:

Unit	Initial Station
6956th Hq and Hq Co, Highway Transport Div, Com Z, ETOUSA (Prov)	Tirlemont, Belgium
6957th Hq and Hq Co., Highway Transport Div, Com Z, ETOUSA (Prov)	Verdun, France

2. a. Personnel and grades for the 6956th Hq and Hq Co, Highway Transport Div, Com Z, ETOUSA (Prov) will be provided by the 513th Quartermaster Group (TC) augmented with additional personnel and grades furnished by this headquarters.

b. Personnel and grades for the 6957th Hq and Hq Co, Highway Transport Div, Com Z, ETOUSA (Prov) will be provided by the 467th Quartermaster Group (TC) augmented with additional personnel and grades furnished by this headquarters.

3. Details of organization, functions, sphere of operations and subsequent locations will be provided by the Chief of Transportation, this headquarters, in accordance with operational necessity.

4. Direct correspondence between your headquarters and Chief of Transportation, this headquarters, is authorized.

5. The provisional organization of the above units will be in accordance with the provisions of AR 220-5, 16 December 1944.

(Auth: AR 320-5, 16 December 1944, as amended.)

BY COMMAND OF LIEUTENANT GENERAL LEE:

/s/ W. L. Steck
/t/ W. L. STECK
Captain AGD
Assistant Adjutant General

DISTRIBUTION: "C", plus

CG, Advance Section	(10)		
TAG, Wash. 25, D.C.	(1)		
CG, NYPE	(1)		
Ea Com Z Sec Cmdr	(1)	C/Trans	(5)
AC of S, G-1	(1)	TPM	(1)
AC of S, G-3	(1)	Fis Dir	(1)
		Cen MRU	(1)

APPENDIX No. 5 (PART I)
ANNEX "B"

Equipment for XYZ Operation

Based on present status less: Refrigerator & M-19 Units

3 March 1945

"X" 8,000 tons per day, 2 day turn-around +
4,100 tons per day Bulk POL, 1 day turn-around
"Y" 10,000 tons per day, 2 day turn-around +
4,100 tons per day Bulk POL, 1 day turn-around
"Z" 13,000 tons per day, 2 day turn-around +
4,100 tons per day Bulk POL, 1 day turn-around

	PRESENT STATUS		OPERATION "X"				OPERATION "Y"				OPERATION "Z"			
	No. of Cos.	2½ T Equiv	Withdraw No. Cos.	Withdraw 2½T Eq.	Balance No. Cos.	Balance 2½T Eq.	Withdraw No. Cos.	Withdraw 2½T Eq.	Balance No. Cos.	Balance 2½T Eq.	Withdraw No. Cos.	Withdraw 2½T Eq.	Balance No. Cos.	Balance 2½T Eq.
NORMANDY BASE SEC.														
Port Cl.(Cherb)	5	8	2	3	3	5	2	3	3	5	2	3	3	5
Port Cl.(LeHavre)	6	8	2	3	4	5	2	3	4	5	2	3	4	5
Port Cl.(Rouen)	5	5			5	5			5	5	1	1	4	4
Red Horse	19	24	4	8	15	16	5	10	14	14	6	11	13	13
Static	25	28	5	5	20	23	8	11	17	17	8	11	17	17
Battalion Hq.	x19		2		x17		4		x15		4		x15	
CHANNEL BASE SEC.														
Port Cl.(Antwerp)	4	6			4	6	1	2	3	4	1	2	3	4
Static	15	21			15	21	2	4	13	17	2	4	13	17
Battalion Hq	5						1		4		1		4	
SEINE SECTION														
Static	8	8	1	1	7	7	1	1	7	7	1	1	7	7
OISE SECTION														
Static	23	31	1	2	22	29	4	8	19	23	6	12	17	19
Battalion Hq.	3		1		2		1		2		1		2	
ADVANCE SECTION														
Static Ops-North	34	53	17	33	17	20	17	33	17	20	20	38	14	15
Static Ops-South	16	22	5	10	11	12	5	10	11	12	6	12	10	10
Battalion Hq.	8		8				8				8			
ABC HAUL	17	34	17	34			17	34			17	34		
Battalion Hq	2		2				2				2			
CONAD	10	16			10	16			10	16	3	6	7	10
Battalion Hq	1				1				1				1	
DELTA BASE SEC														
Port Clearance	28	40	1	2	27	38	3	6	25	34	6	12	22	28
Static	3	4			3	4			3	4			3	4
Battalion Hq.	5		1		4		1		4		1		4	
U.K. BASE SECTION	8	8			8	8			8	8			8	8
Bulk POL	17	20	17	20			17	20			17	20		
Battalions	3		3				3				3			
TOTAL COMPANIES	226	316	55	101	171	215	67	125	159	191	81	150	145	166
+ Bulk POL Cos.	17	+20	+17	+20			+17	+20			+17	+20		
PORT CLEARANCE	48	61	5	8	43	59	8	14	40	53	12	21	36	46
STATIC	178	215	50	59	128	156	59	77	119	138	69	95	109	120
TOTAL BATTALIONS	46		14		x32		17		x29		17		x29	
TOTAL GROUPS	11		4		7		6		5		6		5	

Future withdrawal from Sections Com Z of Cos. for assignment to field armies will be replaced by incoming TC 10-ton semi-trailer companies so that the balance of 2½ ton equivalent companies needed for local operations will be available.

513th Gp	513th Gp	513th Gp
516th Gp	467th Gp	467th Gp
467th Gp	470th Gp	470th Gp
474th Gp	27th Gp	27th Gp
	516th Gp	516th Gp
	469th Gp	469th Gp

x includes 7 training battalion

ANNEX "B"

OPERATION "X"

NORTH

513th Group (HTD)
516th Group (Ops)
466th Bn (Surge Pool) MTS
77th Bn (Surge Pool)

175th Bn-CBS-(513th Gp) MTS

(1) 4258-10T-(175 Bn ABC) MTS
(2) 4260-10T- " " "
(3) 3621-10T " " "
(4) 168 -10T " " "
(5) 3614-10T " " "
(6) 3609-10T " " "
(7) 3602-10T " " "
(8) 3630-10T " " "
(9) 141-10T " " "

513th Bn - Oise

(1) 3617-10T-(175 Bn ABC) MTS
(2) 3573-10T " " "
(3) 3576-10T " " "
(4) 4257-10T " " "
(5) 3625-10T " " "
(6) 3610-10T (466 Bn ABC) "
(7) 3611-10T " " "
(8) 4259-10T " " "

177th Bn-ASCZ-(516th Gp)

(1) 3921-Diesel-(177 Bn ASCZ)
(2) 3923-Diesel " "
(3) 3924-Diesel " "
(4) 3929-Diesel " "
(5) 3952-Diesel (517 Bn ASCZ)

516th Bn-ASCZ-(516th Group)

(1) 3945-Diesel-(516 Bn ASCZ)
(2) 3947-Diesel " "
(3) 3941-Diesel " "
(4) 3951-Diesel-(517 Bn ASCZ)
(5) 3948-Diesel- " "

114th Bn-ASCZ-(516th Gp)

*(1) 3389-Diesel-(114 Bn ASCZ)
*(2) 3390 Diesel " "
*(3) 3391 Diesel " "
*(4) 3392-Diesel " "

SOUTH

467th Group (HTD) MTS
*474th Group (Ops)
171st Bn (Surge Pool) MTS
*174th Bn (Surge Pool)

163d Bn-ASCZ-(467th Gp)MTS

(1) 4267-10T-(157 Bn ASCZ)
(2) 3594-10T " "
(3) 3575-10T-(151 Bn NBS) MTS
(4) 3888-10T-(212 Bn NBS) MTS
(5) 3889-10T-(163 Bn ASCZ)

*470th Bn-ASCZ-(470th Group)

*(1) 3870-Std-(521 Bn NBS)
*(2) 3690-COE-(6th Bn NBS)
*(3) 4005-Std-(196 Bn NBS)
*(4) 3689-COE-(212 Bn NBS)

8th Bn-ASCZ-(467th Gp) MTS

(1) 3887-10T-(8th Bn ASCZ) MTS
(2) 4263-10T " " "
(3) 3628-10T " "
(4) 4264-10T " " MTS

* Colored

*157th Bn-ASCZ-(470th Group)

*(1) 3866-Std-(103 Bn ASCZ) MTS
*(2) 3383-COE-(151 Bn NBS)
*(3) 3872-COE-(212 Bn NBS)
*(4) 3396-Std-(86 Bn NBS)
*(5) 3488-Std-(69 Bn DBS)

*181st Bn-NBS-(27th Gp) MTS

*(1) 3691-10T-(238 Bn NBS)
*(2) 3657-10T-(59 Bn DBS)
*(3) 3398-10T-(174 Bn NBS) MTS
*(4) 3543-10T " " "
*(5) 4271-10T-(104 Bn NBS) "
*(6) 3798-10T-(476 Bn OS) "

Cargo Companies ——————— 23
Semi-Trailers Companies- 32
Total No. of Companies - 55
Total No. of 2½T Equiv -101

ANNEX "B"

OPERATION "Y"

NORTH

513th Group (HTD)
*470th Group (Ops)
516th Group (Ops)
466th Bn (Surge Pool) MTS
77th Bn (Surge Pool)

175th Bn-CBS-(513th Gp) MTS

(1) 4258-10T-(175 Bn ABC) MTS
(2) 4260-10T " " "
(3) 3621-10T " " "
(4) 168-10T " " "
(5) 3614-10T " " "
(6) 3609-10T " " "
(7) 3602-10T " " "
(8) 3630-10T " " "
(9) 141-10T " " "

177th Bn-ASCZ-(516th Group)

(1) 3921-Diesel-(177 Bn ASCZ)
(2) 3923-Diesel " "
(3) 3924-Diesel " "
(4) 3929-Diesel " "
(5) 3952-Diesel-(517 Bn ASCZ)

513th Bn - Oise

(1) 3617-10T-(175 Bn ABC) MTS
(2) 3573-10T " " "
(3) 3576-10T " " "
(4) 4257-10T " " "
(5) 3625-10T " " "
(6) 3610-10T-(466 Bn ABC) MTS
(7) 3611-10T " " "
(8) 4259-10T " " "

516th Bn-ASCZ-(516th Group)

(1) 3945-Diesel-(516 Bn ASCZ)
(2) 3947-Diesel " "
(3) 3941-Diesel " "
(4) 3951-Diesel-(517 Bn ASCZ)
(5) 3948-Diesel " "

114th Bn-ASCZ-(516th Group)
*(1) 3389-Diesel-(114 Bn ASCZ)
*(2) 3390-Diesel " "
*(3) 3391-Diesel " "
*(4) 3392-Diesel " "

188th Bn - CBS
(1) 3627-10T-(181 Bn NBS) MTS
(2) 3596-10T-(152 Bn CBS) MTS
(3) 146-10T-(188 Bn CBS) MTS

SOUTH

467th Group (HTD) MTS
*474th Group (Ops)
469th Group (Ops)
171st Bn-ASCZ-(Surge Pool)
*174th Bn-NBS-(Surge Pool)

163d Bn-ASCZ-(467th Group) MTS

(1) 4267-10T-(157 Bn ASCZ)
(2) 3594-10T " "
(3) 3575-10T-(151 Bn NBS) MTS
(4) 3888-10T-(212 Bn NBS) MTS
(5) 3889-10T-(163 Bn ASCZ)

196th Bn - NBS

*(1) 3678-10T-(165 Bn DBS)
*(2) 3676-10T " "
*(3) 3863-12½T-(521 Bn NBS)
*(4) 3959-10T-(476 Bn OS) MTS
*(5) 3780-10T-(239 Bn CBS) MTS
*(6) 4021-10T-(513 Bn OS)

8th Bn-ASCZ-(467th Group) MTS

(1) 3887-10T-(8 Bn ASCZ) MTS
(2) 4263-10T " " "
(3) 3628-10T " "
(4) 4264-10T " " MTS

*470th Bn-ASCZ-(470th Group)

*(1) 3870-Std-(521 Bn NBS)
*(2) 3690-COE-(6th Bn NBS)
*(3) 4005-Std-(196 Bn NBS)
*(4) 3689-COE-(212 Bn NBS)

*157th Bn-ASCZ-(470th Group)

*(1) 3866-Std-(103 Bn ASCZ) MTS
*(2) 3383-COE-(151 Bn NBS)
*(3) 3872-COE-(212 Bn NBS)
*(4) 3396-Std-(86 Bn NBS)
*(5) 3488-Std-(69 Bn DBS)

*181st Bn-NBS-(27th Gp) MTS

*(1) 3691-10T-(238 Bn NBS)
*(2) 3657-10T-(59 Bn DBS)
*(3) 3398-10T-(174 Bn NBS) MTS
*(4) 3543-10T " " "
*(5) 4271-10T-(104 Bn NBS) "
*(6) 3798-10T-(476 Bn, OS) "

86th Bn-NBS-(27th Group)

(1) 3890-10T-(49 Bn NBS)
(2) 3629-10T-(151 Bn NBS)
(3) 4268-10T-(135 Bn, OS)

Cargo Companies ———— 23
Semi-Trailer Companies - 44
Total No. of Companies - 67
Total No. of 2½T Equiv. - 125

ANNEX "B"

OPERATION "Z"

NORTH

513th Group (HTD)
*470th Group (Ops)
516th Group (Ops)
466th Bn (Surge Pool) MTS
77th Bn (Surge Pool)

175th Bn-CBS-(513th Gp) MTS

(1) 4258-10T-(175 Bn ABC) MTS
(2) 4260-10T- " " "
(3) 3621-10T " " "
(4) 168-10T " " "
(5) 3614-10T " " "
(6) 3609-10T " " "
(7) 3602-10T " " "
(8) 3630-10T " " "
(9) 141-10T " " "

513th Bn - Oise

(1) 3617-10T-(175 Bn ABC) MTS
(2) 3573-10T " " "
(3) 3576-10T " " "
(4) 4257-10T " " "
(5) 3625-10T " " "
(6) 3610-10T-(466 Bn ABC) "
(7) 3611-10T " " "
(8) 4259-10T " " "

177th Bn-ASCZ-(516th Group)

(1) 3921-Diesel-(177 Bn ASCZ)
(2) 3923-Diesel " "
(3) 3924-Diesel " "
(4) 3929-Diesel " "
(5) 3952-Diesel-(517 Bn ASCZ)

516th Bn-ASCZ-(516th Group)

(1) 3945-Diesel-(516 Bn ASCZ)
(2) 3947-Diesel " "
(3) 3941-Diesel " "
(4) 3951-Diesel-(517 Bn ASCZ)
(5) 3948-Diesel " "

188th Bn - CBS

(1) 147-12½T-(476 Bn, OS)
(2)3627-10 T-(181 Bn NBS) MTS
(3)3596-10 T-(152 Bn CBS) "
(4) 146-10 T-(188 Bn CBS) "
(5)3884-10 T-(470 Bn ASCZ)
(6)3578-10 T-(470 Bn ASCZ)MTS

114th Bn-ASCZ-(516th Group)

*(1) 3389-Diesel-(114 Bn ASCZ)
*(2) 3390 Diesel " "
*(3) 3391-Diesel " "
*(4) 3392-Diesel " "

SOUTH

467th Group (HTD) MTS
*474th Group (Ops)
469th Group (Ops)
171st Bn (Surge Pool) MTS
*174th Bn (Surge Pool)

163d Bn-ASCZ-(467th Gp) MTS
(1) 4267-10T-(157 Bn ASCZ)
(2) 3594-10T " "
(3) 3575-10T-(151 Bn NBS) MTS
(4) 3888-10T-(212 Bn NBS) MTS
(5) 3889-10T-(163 Bn ASCZ)
(6) 3632-10T-(171 Bn ASCZ) MTS

*157th Bn-ASCZ-(470th Group)
*(1) 3866-Std-(103 Bn ASCZ) MTS
*(2) 3383-COE-(151 Bn NBS)
*(3) 3872-COE-(212 Bn NBS)
*(4) 3396-Std-(86 Bn NBS)
*(5) 3488-Std-(69 Bn DBS)
*(6) 3393-Std-(103 Bn ASCZ) MTS

*470th Bn-ASCZ-(470th Group)

*(1) 3870-Std-(521 Bn NBS)
*(2) 3690-COE-(6th Bn NBS)
*(3) 4005-Std-(196 Bn NBS)
*(4) 3689-COE-(212 Bn NBS)
*(5) 3862-Std-(86 Bn NBS)
*(6) 4001-Std-(238 Bn NBS)

*181st Bn-NBS-(27th Group) MTS

*(1) 3691-10T-(238 Bn NBS)
*(2) 3657-10T-(59 Bn DBS)
*(3) 3398-10T-(174 Bn NBS) MTS
*(4) 3543-10T- " " " "
*(5) 4271-10T-(104 Bn NBS) "
*(6) 3798-10T-(476 Bn, OS) "

196th Bn - NBS

*(1) 3519-10T-(59 Bn DBS)
*(2) 3494-10T-(69 Bn DBS)
*(3) 3480-10T-(77 Bn DBS)
*(4) 3678-10T-(165 Bn DBS)
*(5) 3676-10T-(165 Bn DBS)
*(6) 3863-12½T-(521 Bn NBS)
*(7) 3959-10T-(476 Bn OS) MTS
*(8) 3780-10T-(239 Bn CBS) MTS
*(9) 4021-10T-(513 Bn, OS)

Cargo Companies———————— 26
SemiTrailer Companies - 55
Total No. of Companies - 81
Total No. of 2½T Equiv. - 150

8th Bn-ASCZ-(467th Group) MTS

(1) 3887-10T-(8 Bn ASCZ) MTS
(2) 4263-10T " " "
(3) 3628-10T " " "
(4) 4264-10T " " MTS
(5) 3603-10T-(CONAD)
(6) 3886-10T-(CONAD)

86th Bn-NBS-(27th Group)

(1) 3890-10T-(49 Bn NBS)
(2) 3629-10T-(151 Bn NBS)
(3) 4269-10T-(476 Bn OS)
(4) 4268-10T-(135 Bn OS)
(5) 3882-10T-(C NAD

*Colored

ANNEX "B"

APPENDIX NO. 5 (PART I)
ANNEX "C"

HEADQUARTERS
COMMUNCIATIONS ZONE
MOTOR TRANSPORT SERVICES OCOT
APO 887

PROPOSED MOTOR TRANSPORT OPERATION
PLANS "X" "Y" "Z"

I PROBLEM

a. Furnish, operate, and control Motor Transport Service units to ~~transport~~ supplies from one or more railheads or control dump areas for a forward movement ~~estimated at two-day~~ turnaround.

b. Plan "X": 8,000 tons per day based upon two-day turnaround or 16,000 tons per day on a one-day turnaround.

c. Plan "Y": 10,000 tons per day based upon two-day turnaround or 20,000 tons per day on a one-day turnaround.

d. Plan "Z": 12,000 tons per day based upon two-day turnaround or 24,000 tons per day on a one-day turnaround.

II ASSUMPTIONS

a. Supplies will be daily available at the points of loading.

b. Hard standing with favorable ingress and egress will be available at all loading points.

c. Railheads and Dumps will load twenty-four hours a day and have the outload truck capacities as required under each plan.

d. Motor Transport units tentatively earmarked for each planned operation are as follows:

		"X"	"Y"	"Z"
(1)	10-ton Diesel Truck Co's.....	14	14	14
(2)	10-ton Tractor Trailer Co's.....	32	44	55
(3)	2½ton Standard Companies	9	9	12
(4)	HQ and HQ Det. QM Bns. (M).....	12	17	17
(5)	HQ and HQ Det. QM Groups (TC)...	2	6	6

e. The average cargo load per 10-ton Diesel truck and 10-ton tractor trailer will be eight tons and per 2½-ton truck will be four tons, making total lift capacity as follows:

	Plan	Truck Lift Capacity
(1)	"X"	16,160 Tons
(2)	"Y"	19,900 Tons
(3)	"Z"	23,000 Tons

F. That forty vehicles per truck company will be in service daily.

G. The 10-ton tractor trailer companies will operate with two trailers per tractor.

H. The 10-ton tractor trailer companies will be operated over the main Lines of Communications. The 2½-ton units and 10-ton Diesel units will primarily be utilized for sub-Lines of Communication work, local operational missions, and in physically unfavorable areas.

I. All the trailers on the operation will be pooled under the senior operating units.

J. Marshalling Yard type operations will be in effect at the points of origin. Semi-trailers will be considered by the Motor Transport Service in the same manner as freight cars are considered by the Military Railway Service.

K. Truck companies with tractors will be assigned to the marshalling yard at points of origin. Empty trailers will be shuttled by infiltration to the various railheads and dumps for loading, returning when loaded to the classifying areas for dispatch by convoy. Scheduled forward movements will be made by the "over-the-road" serials consisting of tractors operating in platoon convoys.

L. The 10-ton Diesel and 2½-ton truck companies will be utilized for special moves from points of origin to various points of destination whenever 10-ton tractors are not suitable and for commodities which will be emergency or small volume shipments.

M. "Over-the-road" tractor trailers will go directly to points of destination and await unloading. Should conditions warrant, installations for marshalling yard type of operation at points of destination will be activated.

N. All incoming and outgoing vehicles will clear with marshalling yard at points of origin.

O. Labor and unloading facilities will be continually available at point of destination and there will be no unnecessary delays in unloading. Truck transport will not be utilized for storage.

P. That forward roads from point of origin will be a minimum of three lane, lass 70, and traffic will be two-way.

II PLAN FOR OPERATION

A. One or two sub-headquarters of the Motor Transport Service, depending upon a proximity of operation, will be established at the point of origin area These sub-headquarters will hereinafter be referred to as Highway Transport Divisions. Nine officers and sixteen enlisted men of this headquarters will be assigned to such sub-headquarters. Supplementing this personnel will be one HQ and 4 Det. QM Group at each H.T.D.

B. Highway Transport Division will be charged with responsibility for:

(1) Planning of the operation.
(2) Command and operational Control of units assigned or attached for operation
(3) Technical supervision of units assigned or attached.
(4) Coordination of all Motor Transport activities and service requirements.
(5) The pooling, control, and operation of semi-trailers in accordance with policies set by Chief of Motor Transport Service.
(6) Effecting a maximum utilization of truck transport.
(7) To act as the "on the spot" instrument of control for the Chief of Motor Transport Service.
(8) To arrange for Military Police, road maintenance, Signal communications, Ordnance support, and route signs.
(9) Coordination with Base Sections or ASCZ agencies in accordance with ETO SOP #53 "Red Ball Transport Operations".

C. The HQ and HQ Det. QM Group or Groups will be responsible to the Highway Transport Division for field operations. Such Group or Groups will be physically located in the center of the truck companies' bivouac area and will be responsible for the performance and utilization of HQ and HQ Det. QM Battalions and truck companies assigned to the operation. Should the Line or Lines of Communication be less than one-hundred miles, the bivouac area or areas will be in the vicinity of the point or points of origin. Should the Line or Lines of Communication be over one-hundred miles and up to two-hundred and fifty miles, the bivouac area or areas will be approximately halfway between points of origin and points of destination.

D. One or more HQ and HQ Det. QM Battalions will be assigned for the operation of a marshalling yard or yards at point or points of origin, for dispatch of vehicles on the forward movement as per scheduled instructions issued by the Highway Transport Division.

E. One HQ and HQ Det. QM Battalion will be assigned to operate the Road Patrol and will be responsible to the Operational Group for "over-the-road" discipline, control, and road recovery.

F. One HQ and HQ Det. QM Battalion will be assigned to each area of destination and will be responsible to the Operational Group for the quick turnaround of all truck units, coordination with receiving agencies. and for the recovery of all vehicles.

G. Principle of operation will be as follows:

(1) Overall movement instructions will emanate from Transportation Officer, ASCZ, to Highway Transport Division, who will pass instructions on to the Operating Group or Groups for completion and coordination in the field.

(2) Highway Transport Division will coordinate loading and unloading with services and plan the detailed movement. Orders will be issued to HQ and HQ Det. QM Group or Groups for "over-the-road" operations and to the senior HQ and HQ Det. QM Battalion for vehicle loadings at marshalling yard at origin.

(3) For operations necessitating utilization of 2½-ton and 10-ton Diesel trucks, either "over-the-road" or local, the Highway Transport Division will accordingly issue instructions to the Operational Group for the dispatch. The HQ and HQ Det. QM Battalions at the points of origin and the HQ and HQ Det. Battalions at points of destination will be responsible for the coordination of the 2½-ton and 10-ton Diesel trucks with the receiving agency.

(4) The Operational HQ and HQ Det. QM Group will be the only agency from which movement instructions will be issued.

(5) Arrangements for Military Police, Ordnance support, Engineer support, and overall coordination is the responsibility of the Highway Transport Division who will be the only Motor Transport Service agency dealing with other services of higher headquarters.

J. Routing will be as per direction of higher headquarters and coordinated with the various Base Sections, Communications Zone, and Field Armies.

K. Diversions will be made only by authorization of the Highway Transport Division as directed by the Chief of Motor Transport Service, or Transportation Officer, Advance Section, Com. Zone.

L. Data pertaining to location of all units and status of all daily operations, both as to availability and dispatch, will be collectively maintained by the Highway Transport Division and individually by the Operational HQ and HQ Det. QM Groups and each HQ and HQ Det. Battalions (M) with assigned or attached truck companies participating in this operation.

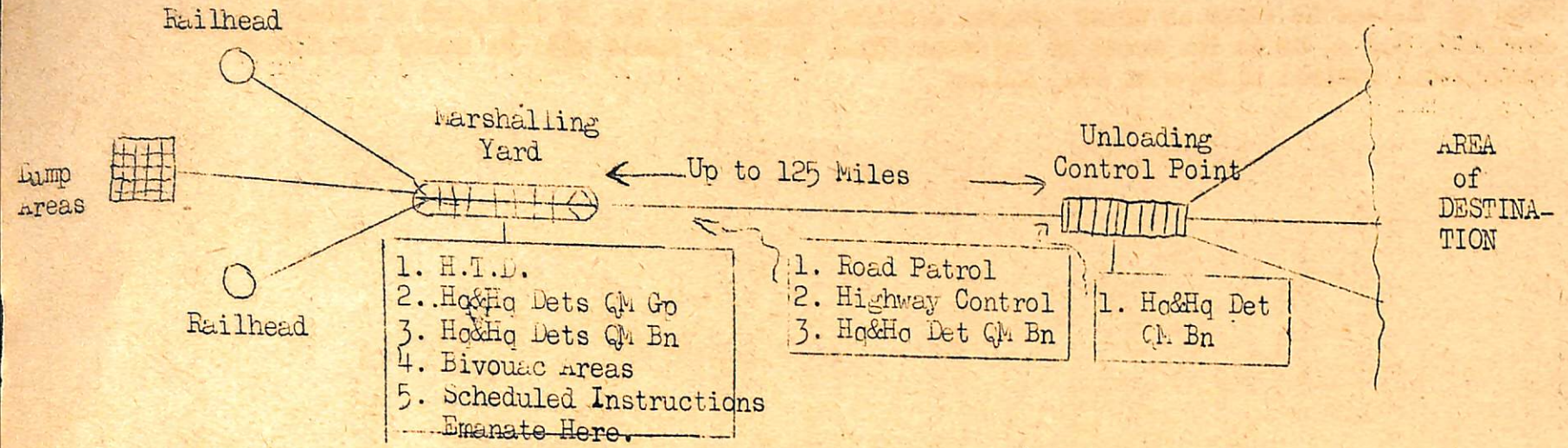
MOVEMENT and OPERATIONAL CONTROL SYSTEM
FOR THE MOTOR TRANSPORT OPERATIONS FOR ONE "L of C"

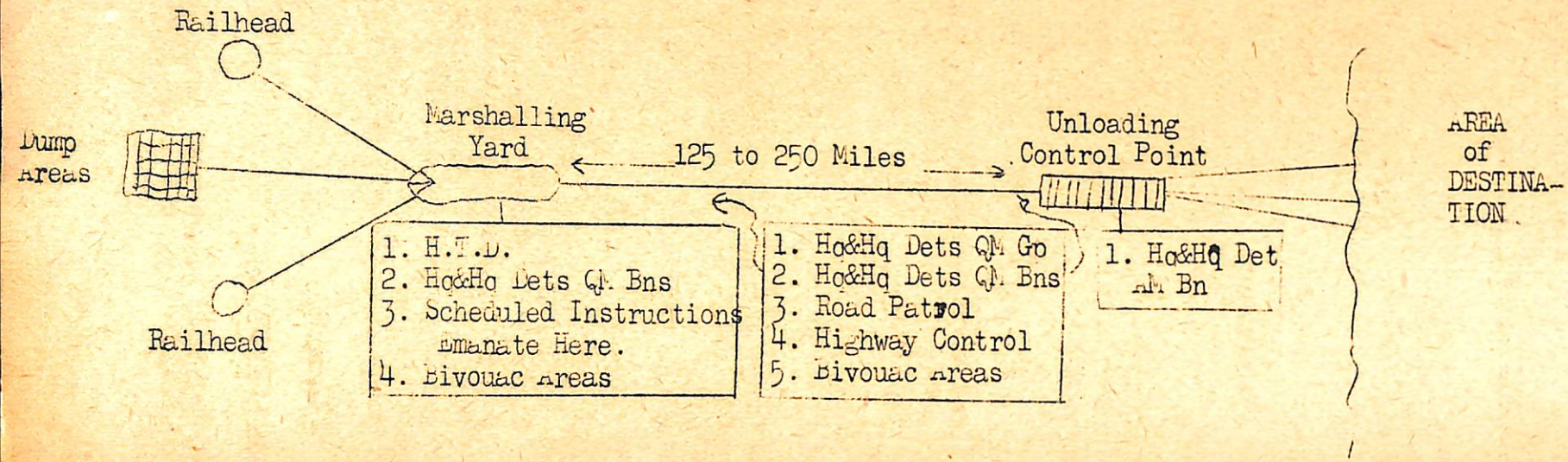
ANNEX C

C.G. Advance Section or Section, Com Z concerned, and Services to carry out the functions listed in ETO SOP 59.

*The Hq. H.T.D. is shown as under Advance Section, Com Z, but may be assigned to other Sections, Com Z, or in the event of intersectional "L of C" hauls will be under the direct operational control of Hq & Hq Co., M.T.S.

SCHEMATIC ILLUSTRATION
for
L of C OPERATION - "XYZ" PLAN





APPENDIX NO. 5 (PART I)

ANNEX E

MAINTENANCE PLAN FOR MOTOR TRANSPORT SERVICE

1. PREVENTIVE MAINTENANCE:

a. Full preventive maintenance to be performed by companies.

(1) If POW available, company line maintenance to service each serial per provisions MTS Bulletin #2, in full.

(2) If no POW available, ten (10) men each company to complement mechanics for skeleton team maintenance for 2nd echelon maintenance with Bulletin #2 as basis to assist drivers on serial servicing. In company shop, to comprise tire, battery, etc., repair maintenance personnel.

b. Drivers in all instances to perform Before Operation, During Operation, At Halt and After Operation procedures under supervision of serial staff, at bivouac, servicing points, halts, delays, and at loading and unloading points. No rest permitted until vehicles are checked, tightened, and serviced.

c. Maintenance setups in bivouac areas as on Red Ball, but with preventive maintenance to be performed also instead of just refueling.

d. Minimum of two (2) hours at bivouac daily for servicing and maintenance, or "Daily Motor Stables".

e. One-sixth (1/6) of operating vehicles to be witheld daily for 461 service of items not covered in company line maintenance.

f. No 3rd echelon work to be done by companies.

g. Establish battalion wash points on empty return route, to wash serials. Use POW's if available.

h. Mechanic to ride each serial, with small supply high mortality parts, exchanging parts immediately at supporting Ordnance installations. Mechanical inspection of serials prior to departure by motor officer and serial commander.

i. Provisions of MTS Bulletin #7 to remain in effect.

j. HTD maintenance personnel to insure maintenance is not neglected.

2. ORDNANCE SUPPORT:

a. Com Z Ordnance has placed initial support to ADSEC Ordnance with troops currently available to them.

b. Maintenance will be by Section concerned, and final arrangements to be made at that level.

c. Lt. Colonel Burks has alerted Ordnance Officers of Channel and ADSEC regarding the following. Must be formed when actual routes are known. Assurance was given that Ordnance maintenance units were sufficiently mobile to give immediate support.

(1) Arrangements with Ordnance to pick up completely unserviceable vehicles upon notice to evacuation points, if not immediately repairable by organizational mechanic.

(2) Immediate replacement at Ordnance Shop with change of loads.

(3) If no immediate replacement, 221 if not replaceable is 48 hours.

(4) Repair on JO if can be done less than 48 hours.

(5) Thin Ordnance road patrol; wrecker, repair, and evacuation points, to be established at intervals along the route, operated by Ordnance.

(6) 221's to be satisfied at any Ordnance installations.

(7) Basic loads of MAM and HAM kept above minimum.

(8) Scattered parts to be collected to serve units operating on route, via Depot Company.

d. Support has been requested on the following:

X 55 companies, 2750 vehicles (1600 ton ton, 700 Diesel and 450 2½T)
Y 67 companies, 3350 vehicles (2200 ton ton, 700 Diesel and 450 2½T)
Z 81 companies, 4050 vehicles (2750 ton ton, 700 Diesel and 600 2½T)

plus in each plan - POL Fleet
3 Bns of 17 companies

1 Bn - - 9 - - 2000 gallon companies with 450 tractors and 800 bottoms
1 Bn - - 5 - - 750 gallon tanker companies with 250 stds.
1 Bn - - 3 - - Skid mounted, 10 ton companies with 150 tractors and 150 10-ton semi-trailers.

e. Organizations will draw perts and equipment from the following Ordnance installations.

ORGANIZATION	LOCATION	COORDINATE
	(To be arranged)	

3. REPORTS TO HTD HQ EQUIPMENT BRANCH.

a. Ordnance difficulties.
b. Lack of supply items pertaining to equipment.
c. 221's immediately by first courier for processing.

d. Daily report of vehicle status, showing numbers in area held for servicing, in Ordnance and how long, on 221, on R/S and available. (Can possibly be obtained from report submitted to Status or Operations Branches).

APPENDIX NO. 5 (PART I)
ANNEX "F"

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
MOTOR TRANSPORT SERVICE
APO 887

ANNEX F

P.O.L. LIFT AND REQUIREMENT PLAN.

REQUIREMENTS:

1. The forward distribution of P.O.L. to the Armies contemplates a 100% motor movement from Pipe Heads or Rail Heads to Army area.

2. Estimated consumption of M.T. 80 for 1st and IX Armies is 3400 tons per day, of which 2500 tons will originate from the Antwerp-Maastricht Pipe Line. In addition, 900 tons of package P.O.L. will move forward from Antwerp by rail. At the rail terminus, packages will be transferred to motor for transport to Army area.

a. Third Army consumption in the South is estimated at 3430 tons per day M.T.80. Initially, this volume will come from the rail head at Thionville which becomes a pipe line to Thionville. Maximum bulk lift will go forward by motor.

b. IX Air Corps will require 1500 tons 100 octane AVGAS per day - 750 tons in the North behind 1st and IX Armies and 750 tons per day in the South in support of Third Army.

BULK P.O.L. AVAILABILITY.

1. To meet the above tactical fuel requirements, maximum utilization of pipe line transport is contemplated to carry line capacities as far forward as possible before transfer to Motor Transport.

a. Antwerp-Maastricht-Heerlin Line:

1 - 6 Inch Line Capacity - 1500 tons per day.
2 - 4 Inch Lines Capacity - 1000 tons per day.
2500 tons per day.

2 - 4 Inch AVGAS Lines Capacity - 1000 tons per day.

Lines are already complete to Maastricht but site had to be abandoned for take-off point (no hard standing for tank trucks). Pipe extended to outskirts of Maastricht.

b. Coubert-Thionville-Mainz Line:

2 - 6 Inch Lined Capacity - 3000 tons per day MT80.
1 - 6 Inch AVGAS Line Capacity - 1500 tons per day.

Pipe for this project has been strung to Chalons. Construction completed 12 miles beyond Coubert. Target date for completion to Chalons, 15 March 1945.

c. 1 - 4 Inch and 1 - 6 Inch line presently under construction from Marseilles North. Capacity of both pipes will be required for consumption of Southern Line of Communication.

2. Construction on the North pipe (Antwerp forward) is keeping pace with the tactical situation. Greater distances involved on the Coubert extension will require rail to carry bulk to Thionville until line is complete.

3. Availability summary indicates a requirement for 1st and IX Armies of 900 tons per day in excess of pipe capacities. This deficit will come from Antwerp in Packages as bulk P.O.L. imports at this point will always exceed pipe capacity and adequate storage reserves are available. In Third Army area, there is a requirement of 430 tons of M.T.80 in excess of pipe capacities. This deficit can be met by original package imports from Marseilles or Cherbourg. It is also planned by G-4, P.O.L., Com. Z., to build up AVGAS storage forward and then use the AVGAS line for M.T.80 transport when necessity demands. Consumption of AVGAS in the South will require only 50% of line capacity.

OPERATIONAL PLAN - MOTOR TRANSPORT SERVICE.

1. The 467th Battalion and assigned companies will headquarters at the North Pipe Head. Initially, operations will eminate from Maastricht. This Battalion with eight 2000 gallon companies has a lift capacity of 2400 tons on a day turn. All companies will haul to central storage forward from pipe head. During the early stages on a 1½ turn basis, the Army requirements can be met with bulk entirely. As the lines extend requiring a full one day turn around, 1000 tons will go forward in packages to the rail terminus, then by cargo truck to forward dumps.

2. The 519th Battalion and assigned companies, one 2000 gallon and five 750's, will initially headquarter in the Thionville area. Present lift capacity, 700 tons per day one day turn. This lift being augmented by 3 - 10 ton companies with 4 skid tanks per semi-trailer presently being mounted by Ordnance. The additional 1000 ton skid tank lift will give this Battalion a total capacity of 1700 tons bulk per day. When the lines are lengthened to a one day turn - 1730 tons of P.O.L. will move in packages to rail terminus then by cargo truck to Army dumps.

3. The probable reduction in estimated consumption by 3rd Army and the comparable increase in 6th Army Group will necessitate the assignment of one Battalion in the 6th A.G. area for bulk P.O.L. transport. Three 3000 gallon 10 ton skid tank companies will probably be assigned this Battalion together with two 2000 gallon companies from the 467th Q.M. Battalion. A study of requirements is presently being made by G-4, P.O.L. Com. Z., which will determine the final assignment and bulk lift requirement.

4. No provision is made for the bulk lift of AVGAS by Motor Transport TC. It is assumed that air bases this side of the Rhine will be sufficiently close to forward bulk storage, rail heads and pipe heads to permit IX Air Corps Motor Transport to move daily requirements from storage to air strips.

5. An officer from P.O.L. Section, Motor Transport Service, O.C.O.T. will headquarter with each Battalion, and carry out the liaison between this office Hq. H.T.D. and Battalion. Operational instructions, maintenance programs and commitment schedules will be given to Battalion thru liaison officer.

6. O.C.Q.M., Com A., advise that daily telegram from Armies will go direct to their Gas Supply Company, Battalion Commanders, with information copies to Com. Z., Q.M. P.O.L. field officers will be in daily contact with Battalion Commanders of Gas Supply Companies. From the Army telegram, bulk commitments will be immediately passed on to Battalion Commanders T.C. Daily tonnage reports from Battalion this Headquarters and Hq. H.T.D. will be checked against daily commitments to insure deliveries commensurate with lift capabilities.

7. Constant liaison between Motor Transport Service, G-4, P.O.L., Com. Z. O.C.Q.M., and Military Pipe Line Service, must be maintained to coordinate rapidly changing P.O.L. supply plans.

APPENDIX NO. 5 (PART II)

ANALYSIS OF QUARTERMASTER (TC)
PERSONNEL SITUATION

I PREMISES. 13 February 1945

1. It is assumed that 179 QM Truck Companies presently organized under T/O & 10-57 dated 1 July 1944 will be reorganized under T/O & E 10-37 dated 11 August 1944. On 11 February 1945 SHAEF verbally approved the Theater's request (Ref Cable EX-92817 dtd 31 Jan 45) for this reorganization, and the same date a cable was dispatched to the War Department requesting authority to proceed with the reorganization. Concomitant features of the plan are as follows:

a. Present theater overstrength to be rescinded and replaced by War Department authorization of 1 cell of 24 drivers each for all units organized under either T/O & E 10-57 or 10-37.

b. Total augmentation will amount to 12,317 EM to be drawn from a credit of 16, 656 still available to the theater without further deletion. This credit is a bookkeeping transaction, however, and the actual personnel is not expected to be available from the Zone of Interior for many months.

2. It is assumed there will be 66 QM Truck Companies organized under T/O & E 10-57 and 179 QM Truck Companies (Heavy) organized under T/O & E 10-37, totalling 245 QM Truck Companies and QM Truck Companies (Heavy) in Communications Zone.

II FACTS

1. At present there are 209 Companies on the Continent equipped as follows:

a. 87 Companies with heavy equipment (ie, over 2½ T Std.), of which 50 are white and 37 colored.

b. 122 with light equipment, (ie, 2½ T Std., COE or 750 Gal Tankers) of which 20 are white and 102 are colored.

2. There are at present 61 colored companies to be equipped with heavy equipment scheduled to arrive, thus making a total of 270 Truck Companies. Of this total, it is anticipated that 25 colored companies equipped with standard equipment will be released to Army, reducing the total to the authorized 245.

3. Strengths of units on the Continent and scheduled to arrive:

	White	Colored
160 Companies presently assigned		
68 White	9,650	12,456
49 Companies from SOLOC		
2 White	299	
47 Colored		5,100
61 Companies due to arrive		
10 White	1,050	
51 Colored		5,355
270	10,999	22,911

3. (continued)

	White	Colored
25 colored Co's to be turned over to Army	———	3,225
	10,999	19,686

4. Personnel required to bring these units to a minimum operating strength of 129 per company organized under T/O & E 10-57, and 136 companies organized under T/O & E 10-37 is as follows:

	White	Colored
101 Heavy Equipment (Colored)		13,736
78 Heavy Equipment (White)	10,608	
66 Std. Equipment (Colored)	———	8,514
Total required	10,608	22,250

5. Thus, at present it is indicated that there is an overall surplus of 391 white personnel (10,999 on hand and due, and only 10,608 finally required) and an overall shortage of colored personnel of 1,564 (19,686 on hand and due as against 22,250 finally required).

III. TRENDS

1. The figures quoted in par 5, See II, above are not by any means constant, nor do they indicate a basis on which a sound prediction for future operating strengths may be made. For instance, on 13 January 1945 records of Motor Transport Service, OCOT, indicated a final surplus of 678 white soldiers and shortage of 1450 colored soldiers. The strengths are being reduced continually as a result of normal attrition, delay in receiving reinforcements, and the supplying of drivers for retraining as infantry riflement.

2. Preliminary reports reaching this office (prepared in compliance with letter, Hq, ETOUSA, File AG 322 OpGA, Subject: Manpower, dtd 17 Jan 1945 indicate that an average of 77 EM per white company are eligible for retraining as infantry riflemen. A study of the reports of 12 white companies demonstrates, however, a wide variation in classifications within the companies. The range of EM over 31 years of age, for instance, is from 26 to 41 men per company, averaging 35 men per company. The most unhealthy variation is in the number of EM under 31 who possess "highly specialized skills" who are not in excess of minimum requirements, and for whom no suitable reinforcements are available. This ranges from 5 in one company to 31 in another. The final totals of EM eligible for transfer to conversion training range from 47 in one company to 101 inanother, with an average of 77. The figures quoted in this paragraph indicate that (a) further serious reduction in personnel can be expected, and (b) action must be taken to standardize and define "highly specialized skills".

3. While in the final calculation of personnel there is indicated a surplus of 391 white EM, it must be realized that that figure is an overall surplus only. The fact of the matter is that in some cases current operations are being seriously hampered by the lack of white EM. The 513th QM (TC) Group, which controls the vital ABC operations, shows presently a shortage of 127 men plus an anticipated immediate shortage of another 50 who are on orders to Ground Force Reinforcement Command. This makes a total of 177 white EM short in 16 companies, not including shortages which are the result of sickness, confinement and furlough, and not counting those EM reported as eligible for Infantry conversion training.

4. The few reinforcements being received are unsatisfactory in regard to both physical ability and technical training. The technical skill required to use properly the expensive and intricate equipment in Quartermaster (TC) Units is acquired only after a long period of intense training supplemented by months of experience under varied road, weather and local conditions. Of a group of 17 reinforcements recently received in the 467 QM Group (TC), only 2 were classified as Drivers, Truck, heavy, MOS 245. 14 were classified as Drivers, Truck, light, MOS 345, and one as Mechanic, Automobile, MOS 014. Of the Drivers, Truck, light, only a small percentage had either experience of training. Of the two Drivers, Truck, heavy, MOS 245, ~~one on his first assignment of the two Drivers, Truck, heavy, MOS 245~~, one on his first assignment ran the vehicle throught the side of the motor shed and damaged the trailer to an extent which necessitated a replacement. The Chief of the Equipment and Maintenance Branch, G-4, stated in a meeting on 10 Feb 1945 that "We are getting dangerously near the bottom of the barrel" in the matter of replacement equipment; the risk of placing invaluable equipment in the hands of drivers so patently unskilled cannot be safely or wisely taken. Since unit training during operations is impracticable, owning to the nature of the missions currently being performed, it is essential that reinforcements be trained thoroughly before being assigned to QM Truck Companies (TC).

5. For a short period GFRC operated a school for drivers which produced 200 partially-trained drivers per month. This school was discontinued on 14 January 1945, and presently GFRC operates schools only for infantry retraining. There is at present no plan for training the available reinforcements as Drivers, Truck, heavy.

6. Ground Force Reinforcement Command supplies the following information as to types of reinforcements available for use by QM (TC) Units:

a. Quartermaster (TC) Units will not receive General Assignment EM.
b. The greatest proportion of limited assignment reinforcements currently available are so classified because of combat fatigue or psychoneurosis.
c. Both 7th and 3rd Armies are accepting Limited Assignment reinforcements provided that psychoneurosis is not the cause of Limited Assignment status.
d. Reinforcements available for QM (TC) Units consist almost entirely of ex-infantry riflemen, unskilled and untrained as truck drivers, who are officially classified as psychoneurotics.

IV CONCLUSIONS

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 of 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 first 3 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.

V RECOMMENDATIONS

1. That the problem be presented to G-3, ETOUSA, in order to secure expeditious action in:

a. Reorganization under T/O & E 10-37, dated 11 August 1944, for the 179 companies previously designated.

b. Insuring the arrival in the Theater on a priority basis of sufficient personnel from the credit available in the Zone of Interior and allocating them especially for the use of QM (TC) Units.

c. Directing that GFRC establish immediately an intensive heavy truck driver training program and pool the graduates thereof for the use of filling QM (TC) Unit Requisitions.

2. That the problem be presented to G-1, ETOUSA, in order that all Driver Truck, heavy, MOS 245, in QM (TC) Units and all Drivers, Truck, light MOS 345, who operate heavy equipment as substitute for standard equipment in QM (TC) Units may be officially recognized in an amendment to letter, Hq ETOUSA, File AG 322 OpGA, Subject: "Manpower" dated 17 January 1945, as "Key specialists who possess specialized skills, who are not in excess of minimum requirements, and who cannot be suitably replaced".

3. That, failing the above two recommendations, the problem be presented to G-4, ETOUSA, in order that the breakthrough plans may be considered in the light of reduced capabilities of motor transport.

APPENDIX NO. 5 (PART III)
MAINTENANCE INSTRUCTIONS

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
MOTOR TRANSPORT SERVICE
APO 887

MAINTENANCE BULLETIN)
NO - - - - - - - - - 2)

15 November 1944

Preventive Maintenance
Company Service Line Operations for
Transportation Corps Organizations

-I-

GENERAL

1. Preventive Maintenance is scheduled servicing, systematic detection and correction of minor failures before they occur or develop into major defects, and when properly performed, will maintain vehicles in a satisfactory operating condition. Preventive maintenance is the responsibility of commanders of Motor Transport Service truck organizations. It is of prime importance that servicing of all vehicles, whether on port clearance, other static operations, or on Line of Communication routes, be accomplished regularly and systematically. Every effort will be expended to keep vehicles operating under all conditions.

2. a. The following operations and procedures will be placed into effect immediately upon receipt of this communication. Specific duties of each team will be extracted and placed on a card and followed systematically by the teams concerned.

b. Equipment necessary is that provided by the T/E to each unit. Organizations which do not have serviceable maintenance equipment will combine servicing operations with other units. Battalions will consolidate operations for companies in adjacent bivouacs.

c. Bivouac areas must include hard surface standing; vehicles will not enter company bivouac areas proper, but will remain on the hard standing for servicing. Line of Communication convoy serials (Red Ball, White Ball, etc.) will arrive at servicing strips on the return route empty and will be serviced immediately upon arrival. Organizations assigned to port clearance or static operations will designate a specific time for a truck platoon or serial to report to a hard surfaced servicing area for preventive maintenance operations. Regular "motor stables" will be held daily in accordance with the procedures herewith.

d. Vehicles on L of C haul should be arranged in column with approximately 4 to 5 feet distance, in the same manner as in convoy operation, or, if space is suitable, in line with sufficient space between for tire changing operations. Vehicles of "static" organizations may be arranged in any orderly manner to facilitate maintenance operations.

3. a. Procedures stated herein for conduct of the Company Service Line are based upon operations as prescribed in Chapters 2 and 3, TM 9-2810. "Motor Vehicles Inspections and Preventive Maintenance Services", 21 October 1943, and as listed on the "PMS and TI Work Sheet for Wheeled and Half-Track Vehicles WDAGO Form No 461. Maintenance operations outlined in paragraph 15, TM 9-2810, will be followed as a guide.

b. All operations pertaining to first echelon maintenance and 1,000 mile services will be accomplished on the Company Service Line as the serials or platoons arrive thereat. Some 6,000 mile services will also be accomplished Operations will be performed daily or once during each turnaround on L of C routes.

4. a. Personnel indicated for the procedures outlined herein, will be provided for among that available to the company, including POW. Team personnel may be increased or interchanged between POW and EM, but EM should remain in charge as the leader of the team.

b. Procedures outlined herein will require, initially, from 3 to 4 hours to accomplish. This time will be reduced as personnel becomes more skilled. If personnel is available, numbers of certain servicing teams can be doubled, or size of teams increased to expedite the various operations.

c. When hauls are short and do not require a mechanic to accompany each serial, these mechanics must be utilized in service line servicing operation. This personnel should be added to the mechanic teams.

d. Personnel required for normal Company Service Line Operations is as follows:

(1) From company maintenance personnel:

1 - Motor officer
2 - Motor sergeant
3 - Mechanics, including armorer.

6 - Total

(2) From convoy serial personnel:

1 - Old driver
1 - New driver
NCO's of outgoing serial (new) personnel.

(3) From other company personnel:

		EM	POW
(a)	Battery team	1	1
(b)	Tire teams (2)	2	6
(c)	Tighten Teams (2)	4	0 (or 2 and 2)
(d)	Chassis grease teams (2)	2	
(e)	Gear Box lub. team	2	0 (or 1 and 1)
(f)	Mechanic team #1	1	1

		EM	POW
(g)	Mechanic team #2	1	1
(h)	Body Repair team	0	1
		13	12 Total--~~25~~

a. Upon completion of servicing a serial on the Company Service Line, personnel will be utilized in performing operations as indicated in Section III below, and in preparation for servicing the next serial to arrive.

II

COMPANY SERVICE LINE PROCEDURES

1. Necessary supplies, tools and equipment will be prepared and kept in readiness.

2. All vehicles must be kept reasonably clean. Mud will be washed off or removed by other methods so as to facilitate servicing and/or repairs. POW are recommended as personnel for this purpose. Battalion or Base Section vehicle washing points should be established where all vehicles may be washed when empty.

3.

PERSONNEL	DUTIES
a. MOTOR OFFICER	(1) Personal supervision of all operations. (2) Inspect every vehicle, engine running, upon completion of servicing, and initial Report of Defects slip turned in by old driver. (3) Clear serial to convoy commander.
b. MOTOR SERGEANT	(1) Assist Motor Officer.
c. OLD DRIVER	(1) Report defects noted during run to motor sergeant through new driver on Report of Defects slip, as per Inclosure #1. (2) Assist new driver to refuel vehicle. (3) Sweep out cab and body, clear vehicle of personal possessions.
d. NEW DRIVER	(1) Refuel vehicle. (2) Check oil and water. (3) Clean windshield, lights and bumpers. (4) Assists engine mechanic team. (5) Inspects, prior to departure, all items listed in "Before Operation Service", items #1 to #23 included on reverse Form #48, "Drivers Trip Ticket".

New driver is responsible that necessary work has been performed on his vehicle prior to departure on new run, particularly defects reported by old driver on check slip. Slip turned in to motor sergeant upon readiness inspection of vehicle.

e. BATTERY TEAMS

(1) Service all batteries, all vehicles, per Item #22 on Form 461, and paragraph 15, TM 9-2810.
(2) Change batteries and cables when required.

1 - POW

(a) Remove cover
(b) Clean top of battery and case.
(c) Clean terminals and grease.
(d) Replace cover.

1 - EM

(a) Inspect cables, terminals, posts, straps and hold downs, and for cracks and leaks
(b) Test gravity and add water if necessary.
(c) Tighten carefully where required.

BASIC EQUIPMENT REQUIRED.

Wrenches only as necessary.
Battery carrier.
Vaseline or light grease.
Hydrometer.
Distilled water.
Cleaning rags, etc.

f. TIRE TEAM
(2 teams)
Each team
2 - POW

(1) To inspect, inflate, match, and change tires per Item #47 on Form 461 and Par. 15, TM 9-281.
(2) Teams to work from both ends simultaneously.
(a) Tighten wheel nuts and studs, all wheels.
(b) Tighten drive flange bolts and nuts.

1 - POW

(a) Operate compressor and assist.

1 - EM

(a) Check and inflate tires.
(b) Remove foreign bodies.

ALL

(a) Change tires.

1 - NCO

(a) In charge. (New squad leader from convoy serial).
(b) Inspect for matching, wear and rotation requirements.

BASIC EQUIPMENT REQUIRED.

Two compressors, air
Four, lug wrenches and bars.
Two tire gauges.
Two foreign body removing instruments.
Valve caps and cores.

g. TIGHTEN TEAMS.
(2 Teams)

2 - EM or
1 - EM and
1 - POW

(1) Tighten nuts and bolts on chassis, exclusive of wheels, to include U-bolts, spring shackles, transfer case, body bolts transmission fifth wheel mountings, etc. per Items #79, 80, 87, 88, 100, 101 on

g.

Form #461, and Par 15, TM 9-2810.
(2) Teams to work from both ends simultaneously.
(3) Personnel can be utilized to assist tire teams or Mechanic Team #2 (Chassis Team) if duties are completed. Motor sergeant to coordinate.

BASIC EQUIPMENT REQUIRED

One tool set, mechanic
Special wrenches per type of vehicle.

h. CHASSIS GREASE TEAM
(2 Teams)
1 - EM

(1) Lubricate chassis per lubrication chart, exclusive of gear boxes, per Item #85 on Form 461 and Par. 15, TM 9-2810.
(2) Service fifth wheels.

BASIC EQUIPMENT REQUIRED:

Lubricant guns as required.
Two oil cans
Chassis lubricants and oil
Rags

i. GEAR BOX LUBRICATING TEAM
2 - EM or
1 - EM and
1 - POW

(1) Inspect, check, and serve all gear boxes and universals, including steering gear, transmission axles, etc., Items #16 on Form 461 to be included.
(2) Open all vents.

BASIC EQUIPMENT REQUIRED.

Dispensers
Wrenches as required
Lubricants
Rags

j. MECHANIC TEAM #1
(Engines and Topside)
1 - EM (T/4)
1 - POW
New driver or POW

(1) Check and service all engines per Items #18-20, 23-27, 29, 31-44, 63, 81-82, 84, 91, 94, 98, on Form 461 and Par. 15, TM 9-2810.

BASIC EQUIPMENT REQUIRED

One mechanics tool set
Special tools as required.

k. MECHANIC TEAM #2
(Chassis and Bottomside)
1 - EM (T/4)

(1) Check and service chasis units, including clutch, universals, brakes, etc., as per Items #48-50, 53, 55, 57-58, 60-62, 64-78, 83, 89, 93, on Form 461 and Par. 15, TM 9-2810.

BASIC EQUIPMENT REQUIRED:

1 Mechanic tool set.
Special tools as required.

l. BODY REPAIR TEAM

Armorer
1 - POW

(1) To perform minor welds on fenders, brush guards etc.
(2) To repair bodies insofar as practicable.
(3) Tighten body bolts, repair curtains, etc
(4) This team will be required to operate regularly in the initial phase of PM operations. Should be available on call at all times when serial is expected for servicing.

BASIC EQUIPMENT REQUIRED:
One 2nd echelon set #5
One welders tool set.
Wrenches, etc. as required.

m. NCO's of "New" Serials.

(1) Two NCO's - with tire teams
(2) One NCO - Test specific gravity of anti-freeze, and check radiator fluid.
(3) Other NCO's to supervise operations.

n. NCO's of "Old" Serials.

(1) To supervise operations of "old" driver, as listed in #3 above.

III

OFF LINE OPERATIONS

1. Second echelon shops will be established on suitable sites with protection from inclement weather, adjacent to the Company Service Line and on hard standing.

2. Forty (40) vehicles only will be considered as available for dispatch; eight (8) vehicles will normally be withheld daily for 6,000 mile services. All 6,000 mile servicing not accomplished during service line maintenance will be performed on these vehicles to include all operations as listed in Par 15, TM 9-2810, and on Form #461 in columns "6,000 mile maintenance". Vehicles withheld for maintenance will be substituted in serials so as to insure complete maintenance on all vehicles each week. Bumper markings will be renewed at this time.

3. a. When a vehicle on the Company Service Line is determined as being unserviceable, or cannot be immediately repaired on the Service Line, it will be withdrawn at once from service and replaced by a serviceable vehicle.

b. Vehicles requiring 3rd or 4th echelon maintenance will be immediately evacuated to Ordnance for repair or replacement. No 3rd echelon repairs will be accomplished, except when urgently required and parts are on hand.

4. Between serials, personnel will be utilized in changing tires, loading grease guns, supplying fuel, and readying supplies and equipment for servicing the next serial.

5. Attention is invited to Par 4 d, TM 9-2810. The Duty Roster, WD AGO Form No. 6, 15, prescribed for record purposes and will be kept current for all vehicles of every organization.

IV

DUTIES OF DRIVERS AT HALTS

1. a. While waiting loading and/or unloading, or at other halts, drivers will devote part of this time to inspecting and checking items #38 to #52 on the reverse of Form #48, "Drivers Trip Ticket and DM Service Record".

b. The following operations will be accomplished by the driver at every halt:

(1) Cleaning windshield
(2) Cleaning lights
(3) Cleaning of bumper
(4) Removing excess mud
(5) Checking for leaks
(6) Checking for flat tires and changing when necessary.
(7) Inspecting trailer hitches.
(8) Inspecting load
(9) Securing tarpaulins and lashings.

c. On L of C runs, any serious defect will be reported immediately to the mechanic accompanying the serial through the section loader.

S/T L.A. AYERS,
Colonel, T. C.,
Chief, M.T. Service, OCOT

2 Incls:
Incl #1 - Defect Report Slip for Driver
Incl #2 - WD AGO Form No. 461.

DRIVER'S REPORT OF DEFECTS
OBSERVED DURING OPERATIONS

(To be completed by old driver at end of every run and given to new driver, who will insure defects are corrected and turn in to Motor Sgt upon completion of servicing on Company Service Line.)

(Items #3,14,17,91,51,56, 47 & 96 on Form 461.	OK UNIT & OK DEFECT
1. Dash instruments.	
2. Horn, mirror, w/s swipe	
3. Brakes, foot & hand	
4. Clutch	
5. Transmission-transfer	
6. Steering	
7. Engine	
8. Leaks	
9. Lights	
10. Springs	
11. Tires	
12. Body & Tarps	
13. Unusual noises	
14. Trailer - body	
Tires	
Conns	
15. Other	

Truck No._____ Driver_____

Init._____ Init._____
(New Driver) (Motor Officer)

REMARKS:

INCL #1.

PREVENTIVE MAINTENANCE SERVICE AND TECHNICAL INSPECTION

WORK SHEET
FOR
WHEELED AND HALF-TRACK VEHICLES

(See AR 850–15)

WD No. _____

Mileage _____ Date _____

Organization _____

Vehicle nomenclature ← (Make) (Model) (Size) (Drive) (Body Type) →

Special instructions: See TM 9-2810 for detailed instructions and procedures. See vehicle maintenance manual for technical information.

Legend for marking: √—Satisfactory X—Adjustment required XX—Repair or replacement required O—Defect corrected

SYMBOLS: □ —INSPECT AND CORRECT C—CLEAN T—TIGHTEN A—ADJUST L—SPECIAL LUBRICATION S—SERVE

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION	1000-MILE MAINTENANCE		
			ROAD TEST
			1 **Before Operation Inspection**
			2 **Air Pressure** (build-up) (governor cut-off) (low-pressure indicator)
			3 **Dash Instruments and Gages;** (oil pressure) (viscometer) (ammeter) (voltmeter) (speedometer and odometer) (tachometer) (temperature) (fuel) (air pressure)
			4 **Horns, Mirrors, and Windshield Wipers**
			5 **Brakes;** foot, hand and trailer (braking effect) (feel) (side pull) (noise) (chatter) (pedal travel) (hand control-air or electric)
			6 **Clutch** (free travel) (drag) (noise) (chatter) (grab) (slip)
			7 **Transmission and Transfer;** (lever action) (declutching) (vibration) *(noise)*
			8 **Steering** (free play) (bind) (wander) (shimmy) (side pull) (column and wheel)
			9 **Engine** (idle) (acceleration) (power) (noise) (governed speed)
			10 **Unusual Noises** (attachments) (cab) (body) (wheels or tracks)
			11 **Brake Booster Operation**
			12 **Air-Brake System Leaks**
			13 **Temperatures** (brake drums) (hubs) (axles) (transmission) (transfer)
			14 **Leaks** (engine oil) (water) (fuel)
			15 **Track Tension** (final road test)
			16 **Gear Oil Level and Leaks** (axles) (transmission) (transfer)
			RAISE VEHICLE-BLOCK SAFELY
			17 **Unusual Noises** (engine) (belts) (accessories) (transmission) (transfer) (shafts and joints) (axles) (wheel bearings)
			ENGINE AND ACCESSORIES
	A		18 **Cylinder Head and Gasket**
			19 **Valve Mechanism** (clearances) (lubrication) (cover gaskets)
CA			20 ***Spark Plugs*** *(gaps) (deposits)*
			21 ***Compression Test*** *(record)*
CS	CS		22 ***Battery*** *(cables) (hold-downs) (carrier) (record gravity and voltage)*
			23 **Crankcase** (leaks) (oil level)
CS	C		24 **Oil Filters, Coolers, and Lines**
TC	C		25 **Radiator** (core) (shell) (shutters) (mountings) (hose) (cap and gasket) (antifreeze, record) (overflow tank) (steam relief tube and valve)
T	T		26 **Water Pump, Fan, and Shroud**
CT			27 **Generator, Starter, and Switch**
CLA	CL		28 **Air Compressor** (unloader valve) (governor) (lines)
A	A		29 **Drive Belts and Pulleys**
			30 **Tachometer Drive and Adapter**
LA	L		31 **Distributor** (cap) (rotor) (points) (shaft) (advance units)
			32 **Coil and Wiring** (high and low voltage) (supports)

Line out words and column that do not apply.

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION	1000-MILE MAINTENANCE	
T		33 **Manifolds and Heat Control** (gaskets) (seasonal setting)
CS	CS	34 **Air Cleaners** (carburetor) (Diesel) (air compressor)
CS	CS	35 **Breather Caps and Ventilators**
		36 **Carburetor** (choke) (throttle) (linkage) (governor)
C	C	37 **Fuel Filters, Screen, and Lines**
		38 **Fuel Pump** (vacuum and pressure)
		39 **Starter** (action) (noise) (speed)
		40 **Leaks** (engine oil) (fuel) (water)
A	A	41 **Ignition Timing** (advance)
A	A	42 **Engine Idle and Vacuum Test**
		43 **Regulator Unit** (connections) (voltage) (current) (cut-out)
S	L	44 **Power Tire Pump** (drive) (lines)
TAS		45 **Diesel Fuel Injector Pump**
S		46 **Diesel Fuel Nozzles and Lines**
		CHASSIS, BODY, & ATTACHMENTS
S	T	47 ***Tires and Rims** (valve stems and caps) (condition) (direction) (matching) (spare carriers)
		ON HALF-TRACKS DO 106 TO 115 NOW
CT		48 ***Rear Brakes** (drums) (supports) (cylinders) (cams and shafts) (magnets and armatures)
CA	A	49 ***Rear Brake Shoes** (linings) (links) (guides) (anchors)
		50 ***Torque Rods** (bushings) (brackets)
LA		51 ***Rear Spring Seats and Bearings**
CLA	T	52 ***Rear Wheels** (bearings) (seals) (drive flanges) (nuts)
CT		53 ***Front Brakes** (drums) (supports) (cylinders) (cams and shafts) (hose) (air chambers) (push rods and seals) (adjusters)
CA	A	54 ***Front Brake Shoes** (linings) (links) (guides) (anchors)
CLA		55 ***Steering Knuckles** (joints) (bearings) (seals) (boots)
T	T	56 ***Front Springs** (clips) (leaves) (U-bolts) (hangers) (shackles)
T		57 **Steering** (arms) (tie rods) (drag link) (seals and boots) (Pitman arm) (gear) (column) (wheel)
S		58 **Front Shock Absorbers and Links**
		59 **Knee Action Suspension**
CLA		60 ***Front Wheels** (bearings) (seals) (flange) (axle end play) (nuts)
C	C	61 **Front Axle** (pinion end play) (seal) (vent) (alinement)
T		62 **Front Propeller Shaft** (joints and alinement) (seals) (flanges)
		63 **Engine** (mountings and braces) (ground strap) (side pans)
A		64 **Hand brake** (ratchet and pawl) (linkage) (drum or disk) (lining)
A		65 **Clutch Pedal** (free travel) (linkage) (return spring)
		66 **Brake Pedal** (free travel) (linkage) (return spring)
S	S	67 **Brake Master Cylinder** (vent) (fluid level) (leaks) (switch)
CSL	CS	68 **Brake Vacuum Booster** (linkage) (air cleaner and hose) (cylinder)

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION	1000-MILE MAINTENANCE	
		69 **Air-Brake Application Valve**
		70 ***Air-Brake Reservoirs**
T		71 **Transmission** (mounting) (seals) (power take-off) (linkage)
TC	TC	72 **Transfer** (mountings) (linkage) (seals) (vent) (power take-off)
T		73 **Rear Propeller Shafts** (see 62)
CT	CT	74 **Center Bearing** (seals) (vent) (oil level) (mountings)
C	C	75 **Rear Axles** (pinion end play) (seals) (vents) (alinement)
		76 ***Rear Air Brake** (chambers) (rods and seals) (slack adjusters)
T	T	77 ***Rear Springs** (clips) (leaves) (U-bolts) (hangers) (shackles)
S		78 **Rear Shock Absorbers and Links**
T	T	79 ***Cab and Body Mountings**
		80 ***Frame** (rails and cross members)
		81 ***Wiring, Conduits, and Grommets**
		82 **Fuel Tanks, Fittings, and Lines**
		83 ***Brake Lines** (fittings) (hose)
L	L	84 **Exhaust Pipes and Muffler**
		85 ***Vehicle Lubrication**
		LOWER VEHICLE TO GROUND
		86 **Toe-In and Turning Stops**
CSL	L	87 **Winch** (clutch) (brake) (drive) (shear pin) (cable) (guides)
LT	LT	88 **Fifth Wheel** (bed plate and bolts)
		89 **Tractor-to-Trailer Brake Hose, Wiring and Connections**
ST	S	90 **Hoist** (mounting) (drive) (controls) (pump) (lines) (cylinder)
A		91 ***Lamps** (head, tail, body, running, directional, stop, and blackout)
		92 ***Safety reflectors**
		93 **Front** (bumpers) (roller) (tow hooks) (brush guards) (grills)
		94 **Hood** (hinges) (fasteners)
		95 **Front Fenders and Running Boards**
		96 **Cab or Pass. Body** (doors) (hardware) (glass) (top and frame) (curtains and fasteners) (seats) (upholstery and trim) (safety straps and grab rails) (floor boards and mats) (ventilators) (map compartment and tables)
L		97 **Heater, Fan, and Defroster**
		98 **Circuit Breaker and Fuse Block**
		99 ***Rear Fenders and Splash Guards**
		100 ***Body** (panels) (rear doors) (tailgate and chains) (floor) (skidstrips) (stakes) (sockets) (bows) (tops) (tarpaulins) (end curtains) (troop seats) (stowage compartments)
		101 ***Rear Bumper and Pintle Hook** (latch and lock pin) (draw-bar)
		102 **Armor Plate** (body) (cowl) (doors) (windshield) (port covers)
		103 ***Paint and markings**
		104 **Radio Bonding** (suppressors) (filters) (condensers) (shielding)
		105 **Armament** (guns) (mounts) (rails) (spare parts) (covers)

***TRAILER ITEMS ALSO COMMON TO OTHER WHEELED VEHICLES**

FOLD TO ← VEHICLE NOMENCLATURE LINE → AND FILE

W. D., A.G.O. Form No. 461
13 April 1943

RECORD: Compression pressure: Cylinder No. 1 ____ 2 ____ 3 ____ 4 ____ 5 ____ 6 ____ 7 ____ 8 ____ 9 ____ 10 ____ 11 ____ 12 ____

BATTERY: SPECIFIC GRAVITY—Cell No. 1 ____ 2 ____ 3 ____ 4 ____ 5 ____ 6 ____ Antifreeze protection to ____ °F.

VOLTAGE— Cell No. 1 ____ 2 ____ 3 ____ 4 ____ 5 ____ 6 ____

Man hours required for this 1,000 mile maintenance ____ 6,000 mile maintenance ____ or tech. inspection ____

Driver ____ (Grade or title) Mechanic or inspector ____ (Grade or title)

Repairs by higher echelon entered on Job Order Request No. ____ Supervising officer ____ (Grade or title)

Repairs requested ____ (Date) (Initials) Vehicle forwarded ____ (Date) (Initials) Vehicle returned ____ (Date) (Initials)

Disposition of work sheets: *1000 Mile—May be retained until completion of next 6000 mile, then destroy*
6000 Mile—May be retained until completion of next 6000 mile, then destroy
Technical inspection—May be retained until completion of next 6000 mile, then destroy

EARLIER DESTRUCTION MAY BE ORDERED BY LOCAL COMMAND

REMARKS OR RECOMMENDATIONS: ____

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

ITEMS SPECIAL TO HALF-TRACKS

106 **Tracks** (guides) (tread wear)

107 **Sprockets** (flanges) (bearings) (seals)

108 **Brake** (drums) (supports) (cylinders)

109 **Brakes Shoes** (linings) (links) (guides) (anchors)

110 **Idlers** (flanges) (bearings)

111 **Idler** (posts) (shackles) (shafts) (adjusting rods) (brackets)

112 **Frame Brackets and Cross Tube**

113 **Bogie** (crab assemblies) (springs and blocks) (guides and slides) (arms and bolts)

114 **Bogie Rollers: Upper and Lower** (tires) (bearings) (seals) (bolts)

115 **Track Tension** (on ground)

ITEMS SPECIAL TO AMPHIBIANS

The following items 116 to 123 are the required minimum for amphibian vehicles in land operations. For maintenance for water operations, consult the vehicle maintenance

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

T T 116 **Rudder and Shearpins, Propeller Strut and Bearing**

117 **Propeller Shaft Housings** (seals) (boots) (plugs)

118 **Hull** (plugs) (rub strakes) (decks) (hatches) (ventilators) (compartments) (bulkheads) (plates) (frame)

TA TA 119 **Bilge Pumps** (drives) (valves) (controls) (lines) (strainers)

T T 120 **Water Propeller** (shafts) (joints) (bearings) (stuffing box)

121 **Hand Crank Ratchet and Cover**

T 122 **Rudder** (shafts) (arms) (cables) (rod) (brackets) (stuffing-box)

123 **Anchor, Hand Bilge Pump and Boat Hook**

ITEMS SPECIAL TO TRAILERS

T 124 **Tow Hitch** (king pin) (5th wheel plates) (lunette) (tongue)

125 **Air and Electric Connections**

126 **Safety Devices** (chains) (switch and battery)

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

LT L 127 **Landing gear** (shafts) (wheels) (supports) (lock pin) (gears) (crank)

128 **Front and Rear Axles**

129 **Electric Brake** (application controller) (load control) (resistor)

130 **Parking Brakes** (ratchet) (pawl)

TOOLS AND EQUIPMENT

131 **Tools** (vehicle) (pioneer)

132 **Fire Extinguishers**

133 **Decontaminator**

134 **First-Aid Kit** (if specified)

135 **Publications and Form No. 26**

136 **Traction Devices** (chains) (plates and connectors) (grousers)

137 **Tow** (chain) (cable) (rope) (block)

138 **Spare** (shearpins) (fuses) (bulbs)

139 **Fuel and Water Cans and Bracket**

140 **Fuel Can Nozzle and Bucket**

141 **Modifications** (FSMWO's completed)

142 **Final Road Test** (repeat items 2 to 16)

NOTE: Correct or report all deficiencies found during final road test

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HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
MOTOR TRANSPORT SERVICE
APO 887

MAINTENANCE BULLETIN)
NO. 6)

18 January 1945

1. OVERLOADING:

a. The attention of all Commanders is again invited to section IV, Circular 212, WD 1944, part of which is published below, and which is applicable in this theater. Positive action will be taken to prevent overloading.

"2. AUTHORIZATION FOR INCREASED LOADING FOR HIGHWAY OPERATION

b. An overload not to exceed 100 per cent is authorized for all general purpose cargo vehicles of all wheel drive types up to and including 2½ ton, 6x6, when operating under favorable conditions on smooth hard-surfaced roads. In instances of truck-trailer operations, authorized overload will be limited to 60 per cent on the prime vehicle under the same conditions. SEMI-TRAILERS WILL NOT BE LOADED BEYOND ESTABLISHED PAYLOAD CAPACITIES, except in circumstances peculiar to airborne and similar types of operations. This authorization does not apply to the 2½ ton, 6x6, COE truck with 15 foot body, nor the 2½ ton, COE truck with 17 foot stake and platform body, as tests to determine appropriate ratings for these vehicles have not been cleared.

c. Under no condition will this authorization for overloading be construed as permitting any relaxation of loading limitations on vehicles engaged in hauling over rough or unimproved roads or in off-loading hauling.

d. With heavier loadings under any operating condition, good vehicle maintenance assumes increased importance. Therefore, with the heavier loading practices more rigid and efficient supervision of driving, loading, and preventive maintenance practices are essential.

e. All instructions in conflict with this new authorization which ap ear in previous Army Regulations, Field Manuals, or Technical Manuals are suspended to permit the procedure as outlined in b, above."

2. WINCHES:

a. During recent inspections many winches on 2½ ton standards and wreckers were found very unsatisfactory, due to improperly wound cables, rust, and lack of preventive maintenance on the winch, cable, and controls. Cables must be cleaned, lubricated, and rewound after each use; cables will be rewound and winches serviced at each 6,000 mile servicing of the vehicl .

An improperly wound cable is dangerous to use. Cables must be lubricated with oil to prevent corrosion and rewound evenly under tension. Protection from mud and water can be obtained by the use of a canvas cover over the exposed cable and drum, when not in use.

3. POOR DRIVING:

a. Poor driving is resulting in a large number of vehicle failures. Excluding speeding with its resultant failures, the following examples of faulty driving are being noted daily:

(1) Lugging, or causing the engine to labor, instead of shifting down. This results in loose bearings, burned valves and other damage.
(2) Slipping the clutch, rather than shifting down, resulting in burned clutches.
(3) Holding the vehicle stationary with the clutch instead of the brake, resulting in burned clutches and worn throwout collars.
(4) Racing the engine during the warm-up period with resulting damage to the engine.
(5) After warming up the engine, driving at full speed before other units and lubricants are warmed up. Normal operating temperatures of transmissions, axles, transfer cases, and wheels are not reached until a vehicle has travelled at least twenty-five (25) miles.
(6) Shifting to a lower gear to reduce speed to turn corners, throwing unnecessary strain on the entire power train. Brakes are ample for this purpose on all vehicles, and can be more readily replaced, if necessary, than clutches, transmissions, and transfer cases.
(7) Flashy getaways and sudden unnecessary stops, causing unusual wear on tires through skidding.

4. MUFFLERS:

a. Mud in muffle tail pipes causes engine overheating, burned valves reduces engine power and makes starting hard. Exhaust openings, particularly as regards 2½ ton standards and 1/4 tons with the tail pipe in the front of the rear wheels, must be kept open, often requiring cleaning two or three times per day. Drivers should be required to clear tail pipe exhaust openings at every stop when operating in muddy conditions.

5. HARD STANDING:

a. Mud discipline in a large number of vehicle service points and bivouac areas is very poor. Hard standings available have been quickly made undesirable because of carelessness in dragging mud onto them from road shoulders, muddy roads, etc.

6. DEADLINE VEHICLES:

a. Examination of reports of causes of vehicle unserviceability reveals that many vehicles deadlined in companies for parts can be readily repaired if more initiative is displayed on the part of organizational maintenance officers in obtaining necessary repair items from Ordnance reclamation and salvage. Most Ordnance depot shops are dismantling vehicles and

reclaiming parts for issue. One day's report showed a vehicle deadlined for a tie-rod, one for a water hose, one for a gas line, two for propellor shafts, two for fuel tanks, three for radiators, one for a brake hose - all of which can be secured from Ordnance salvage and reclamation instead of waiting for new parts which are in short supply. Inspections have revealed hundreds of wheel lock nuts missing, due to lack of daily tightening. Both outer and inner wheel lock nuts are available. The use of Ordnance reclamation and salvage facilities are strongly urged in obtaining many of the needed repair items.

7. ACCIDENTS IN COLD WEATHER:

a. In order to reduce accidents, and vehicles made unserviceable through ignorance, drivers re-training instruction should be held in all companies relative to cold weather precautions and operation, to include handling vehicles in ice and snow conditions.

8. "VEHICLES AND SUPPLIES:

a. All motor vehicles or supplies are in imminent danger of capture by the enemy will be destroyed in one of the following manners:

(1) Water should be drained from the radiator and oil drained from the crank case (if sufficient time is available) and the engine started and raced at top speed until it burns out.

(2) All vehicles supplied with thermite bomb M-14 will be destroyed by placing the bomb between the motor block and distributor. Care will be taken to assure the bomb is in a solid position. The safety pin will be removed when the bomb has been securely placed.

(3) If additional thermite bombs are available, they will be placed conveniently within the load of supplies in a solid position, and the safety pin removed.

(4) If thermite bombs are not available, gasoline in gas cans on the vehicle will be spread throughout the load and within the cab and other easily ignitable points of the vehicle, and set ablaze.

(5) If filled gas cans are not available on the vehicle, gasoline will be drained from the tank or the tank punctured in order to drain the gasoline tank and proceed to spread gasoline as noted above and set it ablaze.

(6) All spark plugs, distributors, and motor blocks should be destroyed with a hammer or any other available means.

(7) Tires should be punctured and cut by any means possible and set ablaze.

b. All Commanding Officers will take immediate steps to assure that all vehicles are:

(1) Equipped with a large empty can or bucket, or some means, for use in draining gasoline from gas tank to spread on the load. Even if equipped with emergency gas cans, they may not be with the vehicle at the time required.

(2) Equipped with thermite bomb M-14 if available.

(3) Equipped with matches in a waterproof container. All personnel should be instructed to carry matches.

c. In instructing the personnel in the destruction of supplies and equipment the following should be stressed:

(1) Emphasis should be placed on the fact that thoroughness is important. For example, in destroying spark plugs, every spark plug must be destroyed, and where a group of vehicles are being destroyed, that the same items, and same order of destruction should be followed on each vehicle so that cannibilazation cannot be resorted to by the enemy is making use of the equipment.

(2) Emphasis should be placed on the fact that, depending on time available, most critical items should be destroyed first; next most critical items, second, etc. Critical items are:

Gasoline
Rubber (tires, tubes)
Vehicles (by destroying parts first and if time permits, the entire vehicle)
Other supplies

(3) Fire extinguishers should be removed and emptied to prevent their use by the enemy to save the equipment.

d. War Department Training Circular, No. 5, dated 25 January 1945 gives additional detailed instructions. Use should be made of this circular if available.

e. The above instructions apply to vehicles and supplies in bivouac areas and motor transport dumps, as well as vehicles in convoy. In such bivouac areas, marshalling areas, surge pools, etc., supplies of gasoline tires, parts, etc., must be completely destroyed when the nature of an emergency makes such action necessary.

f. The destruction or immobilization of materiel is a command decision to be implemented only on authority delegated by the area commander.

9. TIRE PRESSURES:

a. The following tire pressures will be carried in tires: (Reference TM 31-200, dated 1 April 1943. Pressures will be stencilled within the drivers compartment of all vehicles).

TIRE SIZE	NUMBER OF PLIES	AIR PRESSURE
600 x 16	6	30 lbs
750 x 16	6	40 lbs
750 x 20	8	55 lbs
825 x 20	10	60 lbs
900 x 16	8	40 lbs
900 x 20	10	65 lbs *ABC vehicles
1000 x 15	14	80 lbs are autho ized
1100 x 20	12	* 70 lbs 60# in fi nt
1100 x 20	14	* 80 lbs truck tractors
1100 x 24	12	70 lbs tires.
1200 x 20	14	80 lbs
1400 x 20	16	90 lbs

Exceptions are made in the case of truck tractor-trailer units. On truck tractor, 1100 x 20, both 12 and 14 ply, 70# or 70# "all around". On trailer, 1100 x 20, both 12 and 14 ply, 80# or 80# "all around".

10. COLD WEATHER PRECAUTIONS:

a. Damage due to water freezing in various sub-units on vehicles is being reported with increasing frequency. Disciplinary action should be taken against all those responsible for negligence.

(1) Air reservoirs on tractors and other vehicles equipped with air brakes and air tanks. Drain reservoirs daily by opening pet-cocks until they blow free of water. Collection of water in air reservoirs is normal, due to condensation.

(2) Frozen Batteries. A fully charged battery will not freeze until approximately 90 degrees below zero F. is reached. The specific gravity of a fully charged battery should ready from 1.260 to 1.280. Batteries are damaged by freezing when the specific gravity is as shown:

1.140 will freeze at - 10 degrees F
1.160 will freeze at - 0 degrees F
1.180 will freeze at - 10 degrees F
1.210 will freeze at - 20 degrees F
1.220 will freeze at - 30 degrees F

Drivers must be reminded that a fully charged battery is only 40 per cent effective at zero temperature. Cold weather starting places a severe drain on the battery. Clutches should be depressed during cold starting.

(3) Attention is again invited to the necessity of keeping fuel system free from water. The presence of water in this system will result in damage to critical units by freezing. Backfires caused by water getting in to the carburetor results in blown mufflers. The following units must receive frequent care:

(a) Fuel pump bowls should be removed carefully each week, often when water is present in the fuel supply. Care must be taken to prevent damage to the gasket.

(b) Fuel filter bowls should be removed weekly, or drained daily when provided with a pet cock.

(c) Carburetors must be kept cleared of any water.

For the Chief of Transportation:

/s/ Ross B. Warren
/t/ ROSS B. WARREN
Colonel, (FA) TC
Chief, M.T.Service, OCOT.

DISTRIBUTION: OCOT
"CC"

HEADQUARTERS
COMMUNICATIONS ZONE ETOUSA
OFFICE OF THE CHIEF OF TRANSPORTATION
MOTOR TRANSPORT SERVICE
APO 887

MAINTENANCE BULLETIN)
)
NUMBER 7) 3 February 1945

PREVENTIVE MAINTENANCE INSPECTIONS AND REPORTS

1. The following Preventive maintenance procedures will apply to all QM Groups (TC), QM Battalions Mobile (TC) and QM Truck Companies (TC) under the technical supervision of the Motor Transport Service, OCOT, as set forth in S.O.P. #31.

a. One officer in each Group and Battalion will be designated as Motor Officer.

b. It is the direct responsibility of each Unit Commander to equip his unit completely, keep it equipped, and train his personnel in the proper maintenance of all motor transport equipment. Group and Battalion Motor Officers will render all possible assistance through actual contact, advice, and inspections of subordinate units to attain that end. It must be impressed on all personnel that 1st and 2nd echelon maintenance is of vital importance to the success of current operations.

c. Preventive Maintenance schedules will be rigidly followed. Frequent inspections by higher echelons will be practiced to assure that all units are properly trained and all vehicles are receiving proper attention. Increased maintenance is vital to maintain the present operation of continuous hauling under all conditions.

d. Attention is directed to subparagraphs a, b, and c, paragraph 14 "Maintenance and Marking", MOTRAN, dated 21 June 1944, as to general instructions.

e. Group Motor Officers will perform duties to include:

(1) To act as technical maintenance advisor to the Group Commander.

(2) To supervise maintenance of all motor transport equipment of organizations assigned or attached to the Group, in accordance with the provisions of AR 850-15 and letter Hq. ETOUSA, subject "Maintenance and Operation of Motor Vehicles", file AG 451/2 Pub GC dated 24 January 1944, as amended and as supplemented by instructions from this office.

(3) To be responsible for the supervision, through the Battalion Motor Officers, for the accomplishment of 1st and 2nd echelon maintenance of all vehicles belonging to organizations comprising the Group.

(4) To make frequent inspections to insure fulfillment of required maintenance.

(5) To establish close liaison with Ordnance Automotive Maintenance units supporting the Group; to keep component organizations informed of

Ordnance locations and procedures; to expedite the return of vehicles evacuated to higher echelons of maintenance, and to keep all organizations cleared of QMC Form 221.

(6) To coordinate and acquaint component organizations with the other Services concerning parts and other Motor Transport supply procedures.

(7) To prevent repairs by truck companies above normal scope of 2nd echelon to the detriment of performance of 1st and 2nd echelon maintenance.

(8) To initiate and conduct training programs concerning technical maintenance and driving throughout the Group.

f. (1) Battalion Motor Officers will perform similar duties as those prescribed for Group Motor Officers outlined in paragraph e above, but in connection with the maintenance of equipment pertaining to the companies of the Battalion.

(2) They will make an inspection of vehicles of every assigned or attached company of the Battalion in compliance with paragraph 14 a and b, MOTRAN and submit report as indicated in paragraph h (1) below.

(3) They will be responsible that immediate correction of deficiencies found is initiated and completed.

g. (1) Company Motor Officers are T/O assignments, and such officers will perform full-time motor maintenance duty. They should be assisted at "Daily Motor Stables" by platoon commanders. "Motor Stables" will be held daily, and when a serial is away on dispatch, this maintenance will be supervised by the serial commander.

(2) Company Officers are responsible that prescribed "BEFORE OPERATION", "DURING OPERATION", "AT HALT" and "AFTER OPERATION" preventive maintenance schedules are carried out by all concerned. Personal supervision of these schedules by an officer or competent senior NCO is mandatory. The reverse of Form 48 - "Drivers Trip Ticket and P.M. Service Record" and paragraphs 5 to 11, TM 9-2810, list and explain operations to be performed. If locally reproduced Form 48 do not bear these schedules, typed copies bearing the list of operations will be kept in each vehicle. Personnel will be trained to perform each operation correctly and in sequence.

h. (1) Each Battalion Headquarters will cause every assigned or attached company to be inspected at least once every two (2) weeks. Report will be made to the Equipment Branch, Motor Transport Service, OCOT, APO 887, U.S. Army, through the Group within 24 hours of the inspection. Form for this inspection will be as prescribed by this office, copy attached. Report of spot check inspection will cover not less than 5 vehicles, selected at random.

(2) Reports of inspection made by Battalions not under a Group command will be forwarded through normal command channels.

i. Instructions contained in AR 850-15 dated 28 August 1943 and paragraphs 2,3, and 7, Section XIX, pamphlet ETOUSA, AG 451/2, subject "MAINTENANCE AND OPERATION OF MOTOR VEHICLES", 24 January 1944 and

PM procedures based on TM 9-2810 as given in the various maintenance and technical manuals pertaining to specific vehicles will be complied with by all concerned.

For the Chief of Transportation:

s/ and t/ ROSS B. WARREN
Colonel (FA) TC
Chief, M.T.Ser. OCOT.

1 Incl:
Spot Check Inspection Report

MAINTENANCE SECTION
MOTOR TRANSPORT SERVICE
OFFICE OF THE CHIEF OF TRANSPORTATION
APO 887 U.S. ARMY

SPOT CHECK INSPECTION REPORT

DATE_____1945

COMPANY_____ or C BATTALION_____GROUP(Section_____

C.O._____MOTOR OFFICER_____Present?_____

(Inspection in compliance with Par. 14, MOTRAN. One copy to Equipment Branch, M. T. Service, OCOT. One copy to organization concerned and one copy retained by Inspector. See Maintenance Bulletin #7 dated 3 February 1945.

VEHICLE STATUS THIS DATE

TYPE	TE:		ASSGD:		AVAIL:		MAINT**		D/L CO*		IN ORD		ON 221		ON RS	
	Tr:	Tlr	Tr	Trlr	Tr	Trlr	Tr	Tlr	Tr	Tlr	Tr	Trlr	Tr	Tlr	Tr	Tlr

*Deadlined for what parts? **Withheld for servicing: In Ordnance for what reason?

Status of 221's

	YES	NO
1. Is functional chart displayed?		
2. Are drivers regularly assigned to vehicles?		
3. Do drivers carry operator's permits?		
4. Are vehicles properly marked? White bumpers etc.		
5. Have vehicle washing facilities been made available?		
6. Are tire pressures checked daily?		
7. Are parts books and maintenance manuals available?		
8. Are maintenance records kept on Duty Roster?		
9. Are maintenance operations and inspections performed when due?		
10. Is WD AGO Form 461 used for 1,000 and 6,000 mile checks?		
11. Is shop fire fighting equipment in working condition?		
12. Are (2) Accident Report Forms kept in vehicles?		
13. Do vehicles have anti-freeze in radiators (so stencilled)		
14. Do drivers perform PMS before, during, at halt and after operation?		
15. Is a driver training program in progress		

16. Number of qualified drivers?_____
17. Number of accidents for past calendar month?_____
18. Number of drivers with more than one accident in past six months?_____
19. Number of qualified mechanics?_____Are they competent?_____
20. Condition of mechanics tools:_____Condition of lubricant equipment_____
21. Condition of other 2nd echelon tools and equipment_____
22. Status of vehicle tools_____
23. Have tools been requisitioned?_____When?_____Action?_____
24. What extent are POW utilized for maintenance?

25. Where is servicing performed: Under what conditions?
    1st Echelon:

2nd Echelon:

26. How much time is spent daily on organized and officer supervised maintenance?

27. Are basic principles of MTS MB #2 in effect? Describe Variations.

28. What tool and equipment shortages: Requisitioned_____When_____
29. What parts shortages? Requisitioned_____When_____
30. What are outstanding equipment defects?

31. Co. Based on what Ord. Unit_____Where_____Effectiveness of service_____
32. When was company last inspected by Bn. re maintenance_____By Group_____
33. General rating of company as to maintenance - Excellent-Very Satis-Satis-Uns

If satisfactory mark ✓ needs adjustment - X
Needs repair-XX. Any condition indicating abuse or neglect will be noted under Remarks

	VEHICLE USA NUMBERS					
I. LUBRICATION (Engine, power train, etc)						
1. Engine oil level and condition.						
2. Gear cases, vents, oil level, condition						
3. Seals, wheels, axles.						
4. Chassis lubrication						
5. Front axles steering knuckles						
II. ENGINE (Fuel, lubrication, cooling, valves, etc)						
6. Air cleaners						
7. Carburetor and controls						
8. Governor and seals						
9. Oil filters and lines						
10. Fan belt and fan						
11. Water pump and radiators						
III. ELECTRICAL (Battery, horn, wiring, etc.)						
12. Generator & starting motor						
13. Battery (vents, level, terminals						
14. Distributor and coil						
15. Spark plugs and wiring						
16. Lights and horn						
IV. IN CAB (Instruments, glass, swipes, etc)						
17. Operation of instruments						
18. Windshield wipers						
19. Glass, including r/v mirrors						
20. Controls						
V. RUNNING GEAR (Frame, wheels, tires, etc)						
21. Steering gear & linkage						
22. Wheel & axle flange nuts						
23. Condition of tires						
24. Tire pressures						
25. Valve caps						
26. Springs, U-bolts, shackles						
VI. POWER TRAIN (Clutch, transfer units, etc)						
27. Clutch pedal adjustment						
28. Axles, differentials, final drives						
29. Transmission, transfer cases						
30. Prop shafts, U-joints, center brng.						

VII. EXTERNAL (Leaks, body, paint, markings, etc)						
31. Oil, fuel, and water leaks.						
32. Cab & body mountings						
33. Brakes, hose and lines						
34. Tarps, curtains, bows, safety strap						
35. Vehicle paint and markings						
36. Pintle and towing connections						
VIII. MISCELLANEOUS						
37. Fire extinguisher (full)						
38. Pioneer tools						
39. Vehicle tools						
40. Winch - condition, coiling, etc.						
IX. TRAILERS						
41. Tires (pressures, conditions, etc)						
42. Brakes, hose and lines						
43. Wheel & axle flange nuts						
44. Springs, U-bolts-shackles						
45. Bodies, bolts, siderails, end gates, etc.						
46.						
X. ROAD TEST (General Performance, etc)						
47. Engine operation, including starting case						
48. Clutch						
49. Steering						
50. Power train operation						
51. Brakes, service and parking						

REMARKS: _____

_____

_____

_____

_____

SIGNATURE OF INSPECTOR

HEADQUARTERS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY

RBL/GPR/wjh

APO 887
8 March 1945

AG 451 OpGD

SUBJECT: Maintenance of Motor Vehicles.

TO : Commanding Generals:
US Strategic Air Forces in Europe
Each Army Group
Communications Zone
Each Army
XVIII Corps (Airborne)
United Kingdom Base, Communications Zone
European Division, Air Transport Command
Ground Force Reinforcement Command
Section Commanders, Communications Zone
Commanding Officers,
European Civil Affairs Division
Military Intelligence Service
Headquarters Commandant, APO 887

1. Average motor vehicle availability throughout the theater is presently at a low level. The demands for higher echelon maintenance, spare parts, and vehicular replacements is out of proportion to demands which should reasonably be expected. Maintenance records indicate that more than 40% of Ordnance shop time is allocated to the repair of vehicles whose premature failure is directly traceable to neglect in preventive maintenance by units operating the vehicles. Immediate and vigorous action by all concerned is necessary to improve this condition.

2. To insure such action is taken by all unit commanders, each addressee will:

a. Institute a training program, as required, to acquaint using personnel with methods prescribed by TM 9-2810, and other pertinent War Department publications and theater directives, and to insure that officers concerned are capable of supervising and inspecting motor vehicle maintenance operations to determine if required standards are being met.

b. Direct frequent inspections of all vehicles under his jurisdiction to insure that this program is being carried out effectively. Emphasis should be placed on inspections by senior officers.

c. Direct the commanders of maintenance installations to report through command channels to using unit commanders any evidence of neglect and abuse shown by examination of vehicles turned in for repair, and insure that using unit commanders take immediate appropriate disciplinary action where required.

3. The Maintenance Division, Ordnance Service, this headquarters is

available to addressess for such technical advice and assistance as they may require to further this program.

BY COMMAND OF GENERAL EISENHOWER:

S/T R. B. LOVETT
Brigadier General, USA
Adjutant General

ADVANCE DISTRIBUTION: "A" & "D"
(Ultimate distribution will be "F")

(Reproduced at OCOT, COM Z
14 March 1945 L.F.G.)

HEADQUARTERS
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS

APO 887
9 March 1945

COMMAND AND STAFF CONFERENCE NOTES

PREVENTIVE MAINTENANCE OF MOTOR VEHICLES

1. General Eisenhower had directed army, air force and Communications Zone commanders to effect a tightening of organic control of motor vehicle preventive maintenance. We of the Communications Zone must set the pace by keeping the highest percentage possible of our vehicles in constant running gear.

2. The War Department has not been able to meet all of the present vehicle requirements of the theater. Although shipping has been a contributing bottle-neck, productive capacity of the US has been straining to meet the demands in this theater. The last quarterly report of the War Production Board indicates that although production of trucks, 2½ tons or over in capacity, has been a "must" for more than a year, production has still far to go to meet all military requirements.

3. Average vehicle availability in operating units in the Communications Zone presently is extremely low. An all-time low was reached in early December when vehicle availability in all TC units fell to less than 65%. Since that time a slow-week-by-week progress has been made, until today availability in TC units stands at 81%. This increase has been due mainly to the influx of new vehicle replacements plus an increase in the overall rate of repair in Ordnance shops.

4. Special instructions are being prepared for base and section commanders, as well as the Chief of Transportation, the Chief Ordnance Officer and the Inspector General, relative to this subject, to insure an over-all tightening of maintenance standards. A specific program is being initiated immediately to improve the vehicular operating status of QM truck companies. This program is to be guided and coordinated by the Chief of Transportation and the Chief Ordnance Officer in accordance with instructions being issued to them. My Inspector General is being directed to make maintenance discipline a special subject for all of his general inspections and visits to units and installations of this command. I desire that base and section commanders take similar action. Inspectors general will be guided in this work by Memorandum W-20-44, War Department, dated 12 April 1944 which directs that inspectors general make inquiry to determine that proper standards of maintenance discipline are being achieved. The Chief Ordnance Officer will hold available suitable technically trained officers to assist my Inspector General and your inspectors general in these inspections.

5. In conclusion, let me emphasize that this program is extremely important and must be given all possible attention by all agencies concerned.

S/T JOHN C. H. LEE
Lieutenant General, U. S. Army
Commanding

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13 Mar 45 L.F.G.)

HEADQUARTERS
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS

APO 887
AG 451 OpGD 9 March 1945

SUBJECT: Maintenance of Motor Vehicles of QM Truck Companies.

TO : Commanding General, United Kingdom Base, Communications Zone
Section Commanders, Communications Zone
Headquarters Commandant, APO 887

1. General. - It is desired that base and section commanders and the Headquarters Commandant establish without delay a program of vehicular maintenance in QM truck companies assigned to their commands as prescribed in this letter. A program of this nature is required due to the present low availability rates of motor vehicles in the Communications Zone. Vehicle availability by base and section is shown in inclosure 1.

2. Definitions. - The term "operative vehicles" as used in this letter will include all vehicles not requiring higher than 2d echelon maintenance, and the term "inoperative vehicles" will include all vehicles requiring 3d, 4th and 5th echelon maintenance.

3. 2d Echelon Preventive Maintenance. - Not less than one-sixth of the operative vehicles of each QM truck company will be held daily for 2d echelon preventive maintenance. Assignment of loads to be lifted therefore, will be based each day on five-sixtys of the number of operative vehicles of each unit.

4. Investigations. - QM truck companies which have more than 25% of their vehicles deadlined from all causes will be investigated by the base or section commanders concerned and the Headquarters Commandant. Vehicles held solely for scheduled 2d echelon preventive maintenance will not be considered deadlined for this purpose.

5. Corrective Action. - In units with more than 25% of their vehicles deadlined, action to be taken to correct this condition will include, where appropriate:

a: Vehicular Transfer

(1) Transfer of all operative vehicles of these companies to companies having less than 25% deadline.

(2) Transfer of inoperative vehicles of companies having less than 25% daadline to these companies.

(3) Withdrawal from service of companies having only inoperative vehicles as a result of above actions.

b. Officer Transfer

(1) Transfer of officers of companies who have proven their ability from companies having less than 25% deadline to companies which have been withdrawn from service.

(2) Relief and, if warranted, trial of commanders and other responsible officers who investigation discloses to be not sufficiently efficient.

c. Priorities

(1) Companies withdrawn from service will be given priority for repairs and parts equal to that of armies.

(2) Replacement vehicles will be made available to these companies on the same priority as that of armies.

d. Inspections

(1) Technical inspections of all vehicles of companies having more than 25% deadline.

(2) Command inspections where deemed appropriate.

6. Duties of Motor Officers. - In all companies whose primary mission is the operation of motor vehicles, motor officers will devote full normal duty time to maintenance supervision.

7. Utilization of Technically Trained Maintenance Personnel. - Assignment of such personnel to duties other than for which they are trained will be kept at an absolute minimum. A report will be submitted to this headquarters not later than 23 March 1945 showing the number of technically trained vehicle maintenance personnel being utilized on duties other than for which they have been trained.

8. Utilization of Civilian and POW Personnel. - Maximum use will be made of civilian and POW personnel to supplement military personnel performing maintenance work.

9. Incentive Program. - An incentive program will be developed for rewarding efficient units and personnel.

S/T/ JOHN C. H. LEE
Lieutenant General, U. S. Army
Commanding

1 Incl:
Chart of Vehicle Availability

DISTRIBUTION: "A", plus,
Each addressee (2)

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AVAILABILITY OF GENERAL PURPOSE VEHICLES - %

2½-TON CARGO CARRIERS

	13 Jan	20 Jan	27 Jan	3 Feb	10 Feb	17 Feb
BRITTANY BASE SECTION	79	83	80	77	-	-
NORMANDY BASE SECTION	62	64	62	67	80	84
CHANNEL BASE SECTION	64	64	76	83	77	84
SEINE SECTION	79	75	69	80	80	80
OISE SECTION	62	-	61	74	69	71
ADVANCE SECTION	82	74	74	76	82	87
CONTINENTAL ADVANCE SECTION	-	-	-	-	99	-
DELTA BASE SECTION	-	-	-	-	-	74
UNITED KINGDOM BASE	-	-	-	-	-	84

4-5 - TON TRACTORS

BRITTANY BASE SECTION	85	83	92	84	-	-
NORMANDY BASE SECTION	88	89	89	89	88	87
CHANNEL BASE SECTION	82	84	85	88	89	88
SEINE SECTION	-	89	90	90	89	96
OISE SECTION	83	85	85	85	86	81
ADVANCE SECTION	84	84	87	85	86	87
CONTINENTAL ADVANCE SECTION	-	-	-	-	94	67
DELTA BASE SECTION	-	-	-	-	-	-
UNITED KINGDOM BASE	-	-	-	-	-	-

Inclosure 1.

(Reproduced at OCOT, COM -Z, 13 Mar 45 L.F.G.)

HEADQUARTERS
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS

APPENDIX NO. 5
(PART IV)
REL/EMM/wjh

AG 451 OpGD

APO 887
13 March 1945

SUBJECT: Motor Transportation on the Continent.

TO : Section Commanders, Communications Zone.

1. The motor transport resources available in this the ter are criticall short for the heavy existing and future requirements. In order to meet these requirements, especially those of a major emergency nature, it is essential that:

a. There be a maximum of flexibility in assignment and use of all available motor transport.

b. All motor transport be kept at highest possible levels of operating efficiency and capability.

c. The operational practices and procedures of all motor transport be uniform to insure no loss of efficiency when transfers of assignment are necessary.

2. The Chief of Transportation, this headquarters, is responsible for:

a. Operational control of motor transport units engaged in line of communications movement.

b. Technical supervision of all motor vehicle operation, including preparation and dissemination of information on technical standards, operating procedures, and proper first and second echelon maintenance procedures.

c. Inspection of motor vehicle operation to determine the efficiency with which War Department and theater directives as to the operation and maintenance of motor vehicles are being carried out.

3. Section commanders are responsible for:

a. Operational control of motor transport resources under their jurisdiction other than units engaged on line of communications movement.

b. Maintenance of maximum efficiency of motor transport under their control in accordance with technical standards and procedures prescribed by the Chief of Transportation, this headquarters.

4. Attention is invited to the provisions of ETO-SOP No 31, "Control of Motor Vehicle Traffic in the Communications Zone", dated 2 December 1944, and to Section XXXIX, pamphlet, Headquarters, European Theater of Operations, file AG 451/2 PubGC, Subject: "Maintenance and Operation of Motor Vehicles", dated 24 January 1944, as amended. In order to insure the accurate dissemination of data on approved technical standards and procedures, technical liaison officers of the Motor Transport Service, Office of the Chief of Transportation, this headquarters, will be sent into the field to advise section transportatio

personnel and motor transport commanders. These technical liaison officers have been instructed to notify section transportation officers of intended visits to units, and to recommend possible improvements in procedures to section commanders through section transportation officers. The services and advice of these technical advisers will be extended to all motor vehicle operators.

5. It is desired that all concerned with the operation and maintenance of motor vehicles of all types take necessary action to insure maximum uniformity in the prescribed procedures to that the highest possible efficiency in the use of all types of motor transport may be attained.

BY COMMAND OF LIEUTENANT GENERAL LEE:

S/T/ R. B. LOVETT
Brigadier General, USA
Adjutant General

DISTRIBUTION:

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(Reproduced at OCOT COM Z
15 March 1945 L.F.G.)

APPENDIX NO. 5 (PART IV)

MEMORANDUM (W20-44)
No. W 20-44)

WAR DEPARTMENT
Washington 25, D.C., 12 April 1944

SPECIAL SUBJECT FOR INSPECTION:
SUPPLY AND MAINTENANCE DISCIPLINE

1. In the course of all inspections at posts, camps, and stations, inspectors general will make inquiry to determine that proper standards of supply and maintenance discipline are being achieved. Lack of such discipline will be considered as cause for recommendation for relief of responsible commanders.

2. Reports of inspectors general on this as a War Department special subject will be governed by the provisions of paragraph 15, AR 20-10.

(A.G. 321 (7April 44))

By order of the Secretary of War:

C.G. MARSHALL,
Chief of Staff

Official:

ROBERT H. DUNLOP,
Brigadier General,
Acting The Adjutant General.

Distribution:
E
Commanders of all theaters, defense commands, departments, and bases overseas.
Commanders of all commands in the continental United States whose staff includes an inspector general.

(Reproduced at OCOT, COM-Z, 13 Mar 45 L.F.G.)

APPENDIX NO. 6

PART I

THE TRANSPORTATION SECTION

NORMANDY BASE SECTION

Contents:

Copy General Order No. 83, Hq. NBS, dated 30 December 1944

Copy General Order No. 2, Hq, NBS, dated 7 January 1945

Extracts - Historical Report, Northern District - First Quarter 1945

List of TC Units in NBS as of 31 March 1945

Statistics - Actual and Planned Tonnages Handled in NBS During February

Statistics - Vessel Turn-Around

Statistics - Total Personnel Moved by Rail During February and March

HEADQUARTERS
NORMANDY BASE SECTION
COMMUNICATION ZONES
EUROPEAN THEATER OF OPERATIONS
APO 562 US ARMY

30 December 1944

GENERAL ORDER)

NUMBER.....83)

DISTRICT BOUNDARIES

1. a. Effective 01001A January 1945, the Districts of Normandy Base Section are reorganized as directed below.

b. General Orders #49 (6 Oct 1944) and #71 (27 Nov 1944) this Headquarters, are rescinded.

2. Utah District boundary includes all of the Department of Manche except that north and east of line: Passe de Carentan (T470917) - Carentan (T395845) - Canal de Vire et Taute to junction with road at Aire (T504747) - east on GC8 - la Fotelaie (T539747) (all exclusive).

3. a. Omaha District includes all of Normandy Base Section not assigned to Utah District.

b. Commanding Officer Omaha District is additionally responsible for Communication Zone activities within that area bounded by the inter-allied administrative boundary from Port en Bassin to Montes, the Seine River, and the western boundary of Department of Seine Inferieure.

By command of Major General AURAND:

FRANK L. ELDER
Colonel, GSC
Chief of Staff

OFFICIAL:

/s/ FRANK CUMISKEY
Lt Colonel, AGD
Adjutant General

DISTRIBUTION: "A" & "D" plus
26 CG, Com Z
5 CG, ETOUSA

A C E R T I F I E D T R U E C O P Y
/s/ Gilbert G. Southwick
GILBERT G. SOUTHWICK
2nd Lt TC

C O N F I D E N T I A L

HEADQUARTERS
NORMANDY BASE SECTION
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS
APO 562 U S ARMY

GENERAL ORDER) 7 January 1945

NUMBER.....2)

DISTRICT BOUNDARIES

1. a. Effective 071800A January 1945, the districts of Normandy Base Section are reorganized as directed below.

b. General Order 49, 6 October 1944, General Order 71, 27 November 1944, and General Order 83, 30 December 1944, this headquarters, are rescinded.

c. Map References:

(1) For that part of boundary between districts which does not coincide with Department of Manche boundary — France 1:50,000 sheets 6 E/5, 6 E/6, 6 F/1, and 6 F/2.

(2) For Department of Manche Boundaries — Europe road map 1:200,000 sheets 54 and 59.

2. Utah District includes all of the Department of Manche except that north and east of line. south along west bank of Passe de Carentan from T470940 to T410859, along west bank of east channel to point T404843 and junction with Canal de Vire et Taute through point T404840, along southwest bank of Canal de Vire et Taute to junction with GC8 at Aire (T505757), along south edge of GC8 to junction with Department of Manche boundary at La Fotelaie (T539747).

3. a. Omaha District includes all of Normandy Base Section not assigned to Utah District.

b. Commanding Officer, Omaha District, is additionally responsible for Communication Zone activities within that area bounded by the inter-allied administrative boundary from Port en Bassin to Mantes, the Seine River, and the western boundary of Department of Seine Inferieure.

By command of Major General AURAND:

FRANK L ELDER
Colonel, GSC
Chief of Staff

OFFICIAL:
/s/ FRANK CUMISKEY
Lt Colonel, AGD
Adjutant General

A C E R T I F I E D T R U E C O P Y

/s/ Gilbert G. Southwick
GILBERT G. SOUTHWICK
2nd Lt. TC

E X T R A C T S

(NOTE: Phrases in double parenthesis added by editor in order to perserve continuity)

HEADQUARTERS
NORTHERN DISTRICT
NORMANDY BASE SECTION
COM Z, EUROPEAN T OF OPNS
APO 562 US ARMY
Control Section - Historical Branch

Historical Report - First Quarter
1945

INTRODUCTION

1. Northern District, Normandy Base Section, was activated 1 January 1945 as District "A", Channel Base Section. The District has since been changed, enlarged and developed geographically, physically, and administratively to such an extent that it has been deemed advisable by the Historian to submit a report following in sequence, by Phases, the chronological development of the District from 1 January 1945 through the first quarter ending 31 March 1945.

2. Phase I deals with "Red Horse Assembly Area", Phase II with "Red Horse Expansion", Phase III with Activation of District "A", and Phase IV deals with the Change of Command. These are the phases upon which the History of Northern District is written.... This will enable the reader to obtain an account of the organization, facilities, methods, problems, and accomplishments which helped or hindered the District as a whole in the completion of its mission as prescribed by higher headquarters.

* * * *

BRIEF HISTORY OF NORTHERN DISTRICT

1. Northern District is one of four districts in Normandy Base Section, comprising the Department of Seine Inferieure and the Department of Eure. The District has an area of approximately 4,800 square miles and includes most all terrain within 60 miles east and 80 miles sough of LeHavre. Brigadier General JOSEPH L. PHILIPS, U.S.A., commands this District from his Headquarters in Le Havre.

2. The ports of Le Havre and Rouen are the principal major ports in the District. Northern District (formerly known as "Red Horse Staging Area"), began with staging of personnel in bivouac camps in this area. Headquarters was located geographically near the center of the area at Pavilly. In early January 1945, General PHILIPS, with the 12th Major Port, arrived and assumed command of the District.

The plan of staging operations required the District to operate Camp Lucky Strike, capacity 66,000; Camp Old Gold, 31,000; Camp 20 Grand, 25,000; the G.B. (Great Brittain) Leave Center, 4,000; and the US Leave Center, 2,200. Initially, the development of the District suffered from lack of supplies due to the "Battle of the Bulge" with the worst winter weather of the century and interference by "General Mud". The early arrivals quickly termed our tented staging camp "Valley Forge". The first troops to occupy our camps arrived early in January. These camps have been operating at capacity ever since.

3. Northern District became part of Normandy Base Section 1 February 1945 and moved its Headquarters from Pavilly to Le Havre for more adequate control of operations. Some of the major units performing operations in Northern District are: the 11th, 12th, 15th, 16th, and 52nd Ports; 68th QM Base Depot; 27th QM Group and the 5th Engineer Special Brigade.

4. The receiving, administering, staging, processing and embarking of RAMP's (Recovered Allied Military Personnel), who have been flowing into this District by transport plane from bases in Germany, has also been assigned quite recently as a mission of Northern District.

5. Concurrently with our present mission the District is preparing to reverse its normal operations of receiving personnel and supplies and commence outloading of same upon direction by higher headquarters and in accordance with present redeployment plans.

6. The mission of 12th Port is:

a. Port Clearance (Supplies, 11,000 tons daily)
(Personnel, 8,800 daily)
b. Storing, maintaining, and salvaging all U.S. property and maintaining communications, stock levels, and pertinent records.
c. To hospitalize and evacuate patients.
d. Assist the Ground Force Reinforcement Center in operation and Control of Staging reinforcements and to operate the G.B. and US Leave Centers.
e. To receive, administer, stage, process, and embark Recovered Allied Military Personnel.
f. Maintaining security of area and installations and employment of POW's.
g. To assist as far as practicable in the restoration of the normal life of the inhabitants in this District and to forward civilian supplies through the ports.

DETAILED HISTORY

1. Northern District was activated so that troops and supplies entering France could be forwarded through proper channels in an orderly manner to their destination. The hospitalization and evacuation of patients as well as the operation of the United States and Great Britain Leave Camps is also controlled by Northern District. Long range planning also provided for the redeployment of troops and supplies by reversing the District's present operations to meet requirements of other Theaters of Operations.

2. So that a more comprehensive History of Northern District may be given, a brief discussion of events and happenings prior to the activation of District "A" on 1 January 1945 (later to be redesignated Northern District) follows. The pertinent points will be discussed in phases to show the progressive development of the mission of Northern District.

PHASE I. RED HORSE ASSEMBLY AREA:

1. "Plan for Movement and Reception of Troops on the Continent" dated 26 October 1944, orginating in Hqs., Com Z, ETO, charged the Commanding Officer of Channel Base Section, Com Z, in conjunction with the Commanding General, Ground Force Replacement System, Com Z, Service, and other interested agencies with initiating immediate action on the proposed plan to stage 70,000 troops in the vicinity of Rouen and Le Havre.

2. ((See Appendix No. 2, Part V, of this Volume for a copy of a map of the Red Horse Assembly Area, Showing bivouac sites))....These bivouac sites were built by the 38th Engineer General Service Regiment in compliance with the directive quoted in Par. 1, Phase I, above.

PHASE II, RED HORSE EXPANSION:

1.....a TWX dated 4 December 1944, from Headquarters, Com Z, G-4, ((was forwarded)) to CG, CBS, the Chief of Transportation, and the Chief of Engineers. The subject of this TWX was "The Reception, Accomodation, and Transportation of troops on the Continent" which stated that CU Convoys (convoys direct from the United States) would discharge troops and equipment at the Port of Le Havre beginning on or about 2 January 1945. The units and replacements in the U.K. and due to arrive via the U.K. would continue to disembark at Le Havre and Rouen.

2. The directive quoted in Par I, Phase II, above, also states that leaves and furloughs from the Continent to the United Kingdom would begin after 1 January 1945. Rotation personnel from combat forces would be returned to the United States direct from the Continent using Le Havre as the Port of Embarkation.

3. The same TWX called for an expansion of the Red Horse Assembly. The function of Red Horse Assembly Area had been the supplying of facilities for the bivouac of 70,000 men. The new plan called for the erection of tented accomodations at an ETO SOP 5 A standard (tents, gravel floors, stoves, ablutions, latrines, kitchens, mess halls, etc.) for 65,000 troops Ex-US; rotation personnel camps for 2,000 men (Phase IV Type accommodations prescribed in ETO SOP 5, i.e., huts, PX's, showers, electric lights, etc a camp for leave and furlough personnel to the United Kingdom capable of processing 3,000 personnel; and accomodations for an intransit camp for 25,000 troops.

4. (NOTE: Map references in this paragraph; Europe Road Map, 1:200,000, GS GS 4238, Sheet 52). ....((The Map of the Red Horse Assembly Area referred to above)) shows the location of the 65,000 man camp in the vicinity of St Valery en Caux. (Coordinates L 015610). This camp is identified as Camp Lucky Strike. The intransit camp designated as Camp Twenty Grand is located in the vicinity of Duclair, (Coordinates M 080225). The 3,000 man (leaves and furloughs) camp for personnel enroute to the United Kingdom is at the town of Etretat. (Coordinates L 5850), and the 2,000 man camp for rotation personnel is located in Ft. Addresse (Coordinates L 477287)....

* * * *

7....((a TWX was received)) dated December 311849A 1944, from Lt. General LEE, with action to Channel Base Section, and Ref No-80296, which revised paragraph 4a of "Planning Directive for the Movement and Reception of Personnel through Northern Continental Ports" to provide "that staging camp for reception of troop units Ex-U.S. will have a total capacity of 25,000 by 9 January, 55,000 by 17 January, 85,000 by 25 January, and 100,000 by 2 February".

PHASE III. ACTIVATION OF DISTRICT "A":

1. Organization and background.

a. District "A" was activated 1 January 1945, as per G.O. #26, Hq. CBS, CZ, ETO, dated 27 December 1944, (Map Ref: Europe Road Map, 1:200,000 GS 4238, Sheet 52) with boundaries to include "the Department of Seine Inferieure and such portions of the Departments of Eure, Seine-et-Oise, and Oise lying north and west of a line drawn from the Seine River at Mantes Gassicourt (R/8061), through Beauvais (M/9007), Breteuil (N/0728), intersecting the northern boundary of the Department of Oise at N/1436, all points inclusive except Port Areas #1, and #2. Port Area #1 was established in same G.O. #27" with boundaries as follows, all inclusive: A line from the River Seine to Harfleur, Route N-25 from Harfleur to Montivilliers thence west to CG-31 to Octeville, and prolongation of CG-31 to the English Channel, exclusive of any and all Red Horse Expansion installasions." Also included in the above-mentioned G.O. #27, Port Area #2, "is hereby established with boundaries as follows, all inclusive: The city and port of Rouen bounded by the Sotteville, Bonsecours, Darnetal, Bois Guilliaume, Mt.St. Agnan, RJ V01 and N-182 (M/1317), Le Grande, Corrone to Sotteville, exclusive of any and all, Red Horse or Red Horse Expansion installations."

b. District "A" was one of five lettered Districts organized within Channel Base Section by G.O. #27, for the purpose of decentralization in administration and in the non-technical supervision of operations.

c. The various elements with which District "A" was charged are outlined in a letter from CBS (AG 300) 27 December 1944 with subject, "Duties and Responsibilities of District and Port Area Commanders", which letter included responsibilities for:

1. Discipline of troops.
2. Administration (exclusive of procurement of all quarters.
3. Administration of camps.
   a. Operation and maintenance of camps and ranges.
   b. Maintenance of a complete file of records and maps relating to training areas and ranges.
4. Intelligence, counter-intelligence and censorship.
5. The preparation of plans for Com Z organizations to meet all emergencies.
6. The organization and operation of recreational activities and the Army Exchange Service.
7. The promotion of the sale of War Bonds and National Service Life Insurance.
8. Arrangements for the reception and orientation of newly arrived U.S. forces.
9. In the case of the commander of a District or Port Area, within the confines of which this or a higher headquarters, or other exempted station is located, the exercises of such functions and administrative control as may be charged to him by this headquarters.
10. Administration of Civil Affairs, when and where authorized by this headquarters.
11. Such other special duties as may be prescribed by the Commanding General, Channel Base Section from time to time.

d. Colonel McCORD, Commanding Officer of the 6th Traffic Regulating Group, along with a small detachment of officers and enlisted personnel of his unit had reported, BOCG, Channel Base Section in the latter part of December 1944, to the Red Horse Staging Area with the mission of

setting into motion the machinery necessary to operate successfully the Red Horse Area.

1. The most immediate problems in this arduous task were:

a. To Secure authority for action and to determine jurisdiction.

b. To obtain a staff to direct operations.

c. To locate a headquarters and to prepare for accommodations for the headquarters staff.

d. To secure sufficient equipment to operate the headquarters.

e. To release personnel of the 38th Engineer Service Regiment from administrative responsibilities in connection with the Red Horse Staging Area so this personnel could be made available for the construction of the various staging camps contemplated.

f. Prior to 1 January 1945, a skeleton special staff necessary for immediate functioning had been obtained from each staff section of CBS, per Letter Orders No 12-483, Hqs. CBS, Com Z, ETO, dated 21 December 1944. Upon arriving at the Red Horse Area as directed in the above-mentioned Letter Order, Captain STANLEY A. LUNDAHL assumed the duties of S-1, Captain JOHN D. BROOKS was designated S-2, and 1st Lt. EARL Y. MEYERS, was designated S-3, and Major DONALD G. MITCHELL S-4.

g. With the activation of District "A" per G.O. #27, Colonel McCORD became vested with the necessary authority for action and jurisdiction.

h. A headquarters had been established in a chateau located at Pavilly.

i. Lt. Colonel EVERETT, Commanding Officer, 303 QM Bn, Hq H/H Det, (a unit assisting in the staging of Quartermaster troops at Red Horse Area) had been installed as staff QM and was given the immediate mission of obtaining supplies with which to operate the headquarters.

j. Personnel of the 38th Engineer General Service Regiment had been released from administrative responsibiilities through the acquisition of a small number of personnel on a loan basis (until operating personnel could be assigned from the 11th Port and the 16th Port).

k. It must be borne in mind that during all this transition, troops were arriving from the United Kingdom.

l. The picture presenting itself on the 1st day of January 1945 was far from satisfactory. A new District had been organized, more responsibilities had been saddled on a pathetically under-staffed headquarters; a tremendous influx of transient troops was scheduled to arrive in the near future; and facilities and operational personnel necessary to staff the various camps were not available..

m. The first gleam of hope came on 2 January, when Det M (consisting of 70 officers, 1 CWO and 287 EM) of Hq and Hqs Company, 12th Port under the command of Lt Colonel GROVER C. HELDENFELS, arrived in Rouen from Tourleville (Auth: MO #911 AG 370.5 Hqs. NBS, dated 30 December 1944 to form the administrative staff of the new District Hqs.

n. The 12th Port had arrived 2 July 1944 in France from England, where it had been conducting port operations from July 1943 to 27 June 1944. Upon its arrival on the Continent this organization had opened and operated the ports of St. Vaast. From there it had gone to Tourlaville (July 25, 1944) to assist in the operation of Port T-410 in conjunction with the 4th Port at Cherbourg.

o. On the 4th of January 1945, Brigadier General JOSEPH L. PHILIPS (Auth G.O. #2, Hq. 12th Port that date) assumed command of Hq and Hq Co., 12th Port.

p. G.O. #1, Hq CBS, dated 5 January 1945, announced Brigadier General PHILIPS as Commanding General of District "A".

q. In preparation for the momentous task with which it was charged, the first concrete step towards establishing a headquarters staff for the administration of District "A" was taken January 5, with the assignment of the newly arrived officers and EM of the 12th Port to the various staff sections and services.

* * *

r. These new officers were introduced to their counterparts (the officers on TD from the various staff sections within CBS) and a period of orientation began. The staff officers on load from CBS remained with the newly appointed District staff officers during this period of orientation.

s. The first Staff Conference was called on 5 January at 0900 hours by General PHILIPS and the development of a command capable of handling a task of great magnitude was started. The General stated that the needs for doing the job properly should be taken in sequence:

1. Personnel
2. Transportation
3. Supply

t. From the outset it was decided the primary mission of District "A", for the time being, would be the development of facilities capable of administering, and coordinating and expediting the handling of personnel and supplies of units Ex-U.S. and Ex-U.K.

u. The immediate problems confronting the Hqs were explained by the General. It was faced with the fact that District "A" was in the staging "business"; troops were arriving; there were no SOP's set up; a great deficiency existed in that there was no static operating personnel with which to staff the camp; camp construction was behind schedule (due to the altering of constructional Engineer units, brought about by the tactical situation at that time); depots were lacked with which to supply troops; transportation was lacked with which to supply troops; quartermaster supplies with which to stock camps (and of which there was no accurate inventory) had been transported to various camps without regards to quantity, allocations, handling and storage facilities; communications within the District to the various camps were practically non-existent; and adverse inspection reports were being received from higher headquarters. In addition the TWX of 31 December 1944 had advised that addomodations for troops Ex-U.S. were to be increased to 100,000 from 65,000. One of the greatest obstacle faded in the performance of our mission was the personnel shortage, and total absence of personnel trained for such work. There was a unit staging through the area at this time, the 369th Harbor Craft Company trained in boat handling, but the stringency of the moment necessitated using them as house-keeping units in the various camps to receive the first transit groups already on their way. Surprisingly the results were not too unfavorable and the 1308th Engr. GS Regt. just back from Belgium for rest were impressed. The 1308th took over the operations of Camp Lucky Strike which they carried until the 1310th Engr. GS Regt. had completed its mission of constructing the camp, and in turn took over the operations.

v. At the conclusion of that memorable January 5, and after lengthy discussions had been presented the first plan for District "A" was formulated. This plan was published with Subject: "Transient Troops Operations District "A" Channel Base Section".

w. An annoying and unusual situation existed at that time in that General Phikips, as Commanding General, Hq and Hq Co., 12th Port, was in actuality Commanding a detachment of that Hq. with the Hq. Co. of the Port at Tourlaville. Steps were immediately taken to adjust the technicality involved.

x. Camp 20 Grand received its first troops 5 January 1945 with the arrival of the 66th Field Hospital (Advance Detachment) consisting of 1 officer and 31 EM. This was the first staging since the activation of District "A", CBS.

y. Installations in the District and the allotted camp capacities are as follows:

	TROOPS
Camp Old Gold	30,000
15th Reinf. Depot	12,000
Transit Area "B"	2,000
Transit Area "A"	1,500
Camp Twenty Grand	25,000
Camp Lucky Strike	66,000
Block A &B	10,000
Block C & D	10,000
Block S	10,000
Block Upper G	6,000
US Leave Center	2,200
GB Leave Center	3,000
District Total	117,900

z. Since District "A" was responsible from the supply standpoint (but not for administration) for the 15th Reinforcement Depot and the U. S. Leave Center, both located in the Le Havre area and the GB Leave Center located at Etretat, it was necessary that close liason between installations and Hqs District "A" be maintained since no personnel had been allocated from District "A" to cover these projects. Colonel McCORD, Executive Officer of District "A" realizing this responsibility, sent Lt. JAMES B. TOWLE, TC, Hq. District "A", to Le Havre 6 January 1945, on Temporary Duty to cover these three installations and to report periodically to Hqs. District "A" on the progress that was being made.

aa. The mission of the Purchasing and Contracting Section of District "A" is being carried out by Captain GEORGE S. WHITE, TC, the P & C Officer who is procuring from local available sources the supplies, facilities equipment, and services, necessary to meet the operating day-to-day requirements of this Headquarters, which are not available through Army sources. French civilians for domestic work in kitchens, and chateaux as well as chauffeurs were employed to help supplement our military personnel who had become thinned out when placed on duty at the various camps.

ab. The Chiefs of Services worked day and night with their skeleton-staffs in drawing up plans for obtaining static personnel, transportation and supplies as well as securing facilities for quartering and administering to sufficient personnel in order to meet troop arrival target requirements set up by higher headquarters. Coordination and cooperation from all

due to the fact that the Transportation Section of this headquarters was merely a relaying agency for transmitting (to the DTO at Rouen) request for transportation within the District. After much deliberation, discussion, and constructive criticism of various ideas and plans, it was proposed and adopted that: (a) The Transportation Section, District "A" would act as a Detachment of DTO, Rouen, and as such was to have jurisdiction over RTO's and transportation matters within District "A". (b) The DTO would place his MTO on duty with the Transportation Section of the District, so that through him contact could be made with the 27th QM Group TC for the necessary motor transportation. (c) The RTO was to remain in Rouen, as it was in closer proximity to the railroad at this point. (d) The Transportation Officer of District "A" was to be a direct representative of the DTO, Rouen, for all matters requiring staff action. (e) Any matter requiring the requesting of more transportation than that available to Disttict "A" and any matter reflecting a change in policy was to be referred to the DTO at Rouen. This plan was not considered the most effieient possible, but inasmuch as the original recommendation (to have the DTO move his office into the District headquarters) was vetoed by Colonel PALMER, Transportation Officer, CBS, because of poor communications and whereas he had approved the above mentioned scheme, this was accepted until a better solution could be made.

aj Camp Old Gold, formerly "Lucky Strike Expansion" received its first operating troops consisting of 124 personnel on 27 January 1945 when reinforcement and organized units were beginning to arrive by the thousands. The "Battle of the Bulge" caused a dual hardship on all concerned at this time. District "A" was required to speed up staging operations while at the same time to process more troops through the District.

ak. No sooner had this operation begun to iron out somewhat than "General Mud" began to bog us down again, causing considerable dealy in operations and undue hardship upon the Engineers in their mud control program.

al. Since the Engineers form a major branch under the S-4 in an operation of this type, they were required to employ up to 14,00 French civilians and exploit the French marketable stocks and captured German supplies in order to satisfy, as best they could, the minimum construction required at the installations under control of District "A".

am. Troops arrived at the other transit areas, blocks, and US Leave Center in rapid succession as indicated below:

	Total Arrivals	Daily Average
January	177,067	5,712

PHASE IV. CHANGE IN COMMAND

1. Effective at 0001 1 February 1945 District "A" was released from Channel Base Section and placed under the jurisdiction of Normandy Base Section per G.O. #1, Headquarters, NBS, dated 1 February 1945. Immediate steps were taken to orient Normandy Base Section with the plans, activities, accomplishments, and requirements, as well as the problems which were at hand. Major General AURAND, Commanding General, Normandy Base Section, made a complete and through survey of District "A".

2. Periodic technical inspections of District "A" installations were begun 1 February 1945 by eighteen teams, consisting of three officers each, operating under S-3, District "A". These teams submitted reports of findings

to the Inspector General, District "A". Corrective action was taken where necessary.

3. An acute shortage of fuel existed during the existing extremely inclement weather. Some quantities of wood from many sources helped tide u s over for a short time. A strict ration of four pounds of coal and eight pounds of wood per man per day was enforces.

4. Area south of the Somme River formerly part of CBS was transferred to NBS per G.O. #11 dated 1 February 1945, Headquarters, NBS.

* * *

6. The Planning and Control Section was dissolved 3 February per Special Order #2, par. 1, Headquarters District "A", and became two separate sections. Lt. Colonel HELDENFELS in charge of the Control Section assistea by Captain ENGLE and Major ALBERTSON in charge of the Planning Section assisted by Captain ARMSTRONG, TC.

The volume of work required of District "A" necessitated this change since the mission of the Planning Section is to initiate direct and consummate long range planning for personnel, facilities and equipment for future operations of the District; while the mission of the Control Section is: to supervise the preparation and submission of regular and special statistical reports concerning the activities of the District in plan, decisions, and control; also, to inquire into organization and procedure and make recommendations to the Commanding General to increase the overall efficiency of the District; and, finally, to maintain a War Room. These missions are separate and distinct, hence the two sections.

* * *

9. Listed below is a consolidated strength report as of 5 February 1945 indicating the following status of personnel of Headquarters, District "A".

OFFICERS

PARENT ORG.		PRESENT	AT CAMPS	T/D or SICK	TOTAL
12th Port	84	99	21	5	125
Dist "A" Asg'd	19				
Attch'd	22				
Total	125	99	21	5	125

ENLISTED MEN

PARENT ORG.		AT HQ.	AT CAMPS	or T/D SICK	TOTAL
12th Port	301	429	54	8	491
Dist "A" Asg'd	0				
" Attch'd	190				
Total	491	429	54	8	491

* *

14. On 11 February 1945 per General Order #15. par. 2a, dated 11 February 1945, Headquarters, Normandy Base Section, the 16th Major Port and the 52nd Medium ports in Le Havre which formed Port Area #1, and the 11th Port at Rouen which formed Port Area #2 came under the jurisdiction of District "A" The Channel structure necessary to expedite Troops and Supplies from the ports to the staging areas had not been clearly defined to all echelons and consequently caused delays which hampered the fulfilment of District "A"s mission Prior to this date these ports were exempted stations.

15. Headquarters District "A" moved at 0800 hours, 12 February 1945 from Pavilly, France to Fort de Tourneville, Le Havre, France per General Order #6, Headquarters District "A". Experience gained by District "A" after the operation of the camps had started revealed that more adequate control could be exercised by moving the Headquarters to the source from which most of the incoming troops entered the Continent which was at Le Havre. This move resulted in a more consolidated Headquarters which increased the efficiency of, and speeded up, operations.

* * *

19. On 20 February 1945, Block "S" was established in the northeastern section of District "A" per G.O. #9, Par 1, dated 20 February 1945, Headquarters, District "A" Geographically, Block "S" is bounded by Le Treport Southeast following Bresle River to Aumale, West on N-29 to Neufchatel, thence West on 45th Grid to M-4045 thence North on 40th Grid to English Channel. Temporary headquarters is established at Headquarters Block "C" at Buchy.

* * *

21. Lt. Colonel LOUIS MARK, 11th Port, was assigned as Provost Marshal District "A" by General Order #11, District "A", NBS, dated 23 February 1945. When the District was enlarged to include the Eure District, it meant added responsibility for the Provost Marshal office, since it was necessary to assign Military Police units to this area for Police duty and Traffic control.

22. A fire fighting plan (Memo #9, District "A" dated 24 February 1945) was sent out to all units which instructed them in the proper procedure to be followed for the appointment of a Fire Marshal, the establishment of static fire defense and fire protection. The Fire Fighting Plan, G.O. #19, Par. 3, dated 25 February 1945, Headquarters NBS, effective at 2400 hours 28 February 1945 redesignated District "A" as Northern District Comprising the Department of Seine Inferieure and the Department of Eure which increased No. 1 District to twice its former size. The Port Headquarters and installations at the ports of Le Havre and Rouen also were placed under the jurisdiction of Northern District by this order. Par t, of the same order established Le Havre as District Headquarters with Brigadier General JOSEPH L. PHILIPS in command of Northern District.

23. The total number of troops arriving into the District for the month of February were:

	Total Arrivals	Daily Average
February	292,076	10,431

* * *

27. Through recommendations by the Provost Marshal, District Engineer, Transportation, and other sections concerned, a revision of the Traffic Circulation Map dated 16 February 1945 was made 5 March. The Traffic Circulation Plan and Map together with overlay showing areas of responsibility of Military Police Battalions, as designated by the District Provost Marshal, was sent to all units of this District so that by their coordination a clearly defined routing of traffic could be obtained to speed up operations in the District.

28. On 6 March, Headquarters, Northern District after experiencing difficulty in handling personnel and unaccompanied force-marked equipment arriving on the Continent, issued to all Ports, Special Sections, Staffs, and major units in Northern District an SOP so as to obtain maximum efficiency and prevent loss of personnel or equipment.

* * *

30. The Post Exchange operation was originally set up in Northern District to permit twenty-four service to transient units. The unit PX Officer would submit his orders appointing him exchange officer, and a certified copy of unit strength, make out his requisition and return twenty-four hours later to pick up the rations paying cash at that time. The first week 30,000 rations were drawn from the Post Exchange Dump at Le Havre and during the first week 52 units representing 22,400 troops were serviced. The volume of business grew and two more enlisted men were assigned to the section. On 7 March the original Post Exchange operation was streamlined and units are now being serviced with one hour's time. On the first day of the new system, 52 units were serviced where originally 30 units was the capacity per day. During the week of 9 March to 15 March 175 units were serviced representing 66,800 troops. Among the problems encountered in activating and operating an exchange of this size, were units overdrawing, on their strength basis, transporting and guarding PX supplies while enroute from Le Havre. The selection of PX supplies at first was very limited; however, that has now improved. An new warehouse was requisitioned and plans put underway to transfer to this new location on 19 March 1945.

* * *

33. Headquarters Northern District now has telephone communications to all Camps and Staging Areas within the District, with trucking facilities to all higher headquarters within Com Z, European Theater of Operations. Teletype facilities exist between District Headquarters within Com Z, European Theater of Operations.

* * *

41. On the 19th the Planning Section of Northern District issued its first Planning Directive to all staff Sections, which was relative to the Re-Deployment Plan for this District.

* * *

44. The Planning Section also issued Planning Directive #2 dated 22 March 1945, which created a committee know as a "Site Board" whose purpose was to make a reconnaissance and determine the best locations for embarkation camps to be used in connection with redeployment through the District.

45. Northern District Headquarters moved to Hotel Dufayel, Le Havre, France from Fort Tourneville, Le Havre, France, on the 23rd of the Month as per letter, Headquarters, Northern District dated 21 March 1945 to all Staff Sections to obtain better facilities offered for a more consolidated headquarters.

46. In order to decentralize the command structure of the District insofar as defense against enemy action, reporting to this headquarters of enemy action in adjacent sectors, the policing and the salvaging of Government property within his own Sector were all concerned, General Order No. 25 Headquarters Northern District dated 24 March 1945 was issued to all sectors. Section I of this G.O. describes the geographical boundaries of these Sectors. Section II outlines the duties and responsibilities of the Sector Commanders, and Section III shows the Sector divisions (represented below) as to name, commanding officer and location.

Le Havre Sector	CO, 16th Major Port	Le Havre
Old Gold Sector	CO, Camp Old Gold	Yvetot
Twenty Grand Sector	CO, Camp Twenty Grand	Duclair
Lucky Strike Sector	CO, Camp Lucky Strike	Janville
Rouen Sector	CO, 11th Major Port	Rouen
Fecamp Sector	CO, 61st FA Brigade	Fecamp

47. To achieve decentralization in administration and supervision of staging operations, Northern District established the Northern District Staging Command per operation Memo #2, dated 24 March 1945, Headquarters, Northern District, NBS.

48. Operations Memo #3, Headquarters Northern District dated 24 March 1945 regarding the training of available personnel within the District (preferably Port Battalions to be used as static personnel to staff staging camps) for the type of mission which would be expected of this District during the re-deployment phase....((was issued)).

49. Northern District Staging Command, consisting of the personnel of the 15th Major Port, was activated per General Order #26, (Sect. I & II) dated 25 March 1945, Headquarters Northern District, NBS, to become effective at 0001 hours 26 March 1945, and established Headquarters for this Staging Command at #33 Rue de Zurich, Le Havre, France, Colonel HAROLD R. DUFFIE, TC, was announced as Commanding Officer.

50. "Headquarters Command" Northern District was activated per G.O. #27, Section I and II dated 26 March 1945, Headquarters, Northern District, with headquarters at Hotel Dufayel, Le Havre, France, to become effective 26 March 1945.

* * *

57. A major problem confronting the S-4 Section has been the promulgation of a plan whereby equipment for staging troops, arriving on the Continent on separate ships, is married-up with that unit in the quickest possible time. This problem was met by adding to the S-4 an Organizational Equipment Section.

58. The Transportation Section of Northern District received 268 calls for vehicles during the week ending 30 March 1945 and 1667 trucks were dispatched. These vehicles moved 85,114 personnel and 69,590 tons of cargo. On 28 March 1945 Daily Bulletin Number 58, contained a paragraph which will increase the efficient use of truck transportation: "All trucks clearing

Northern District will obtain authority and clearance through the Road Movement Branch". The Transportation Section's purpose is to prevent the use of trucks on movements having no priority. There were only four Trucking Companies left assigned for District operations as of 30 March 1945. The present request for road transportation could not all be met due to this fact. Camp Lucky Strike requires an average of 70 2½-ton 6 x 6 cargo trucks per day in addition to organic transportation of transient units here. First priority is given to troop movements and second priority is given to housekeeping and other details in the operation of these vehicles. QM truck requests were cut to a minimum at the source with special emphasis placed on maximum loading and quick turnaround of vehicles.

61. The total number of troops received into the District for the first quarter of 1945 and their daily averages are tabulated below:

MONTH	TOTAL TROOP ARRIVALS	DAILY AVERAGE
January	177,067	5,712
February	292,076	10,431
March	273,647	8,827
TOTAL	742,770	8,323

APPENDIS NO. 6 (PART I)

T.C. UNITS IN N.B.S.
AS OF
31 MARCH 1945

UNIT	C.O.	LOCATION
4th Major Port	Col Crothers	Cherbourg
328th Harbor Craft Co	Capt Honnel	Cherbourg
335th Harbor Craft Co	Lt Corn	Cherbourg
337th Harbor Craft Co	Capt Cooke	Cherbourg
354th Harbor Craft Co	Capt Hansen	Cherbourg
101 Port M M Maint Co	Capt Tipton	Cherbourg
102 Port M Maint Co	Capt Mercier	Cherbourg
821st Amph Trk Co	Lt Montgomery	Cherbourg
822nd Amph Trk Co	Capt Schenk	Cherbourg
483rd Port Bn	Lt Col Conroy	Cherbourg
500th Port Bn	Maj Sharlton	Cherbourg
513th Port Bn	Lt Col Clemens	Cherbourg
518th Port Bn	Lt Col Harford	Cherbourg
514th Port Bn	Lt Col Dingman	Granville
258th Port Co	Lt Knox	Cherbourg
259th Port Co	Capt Bancroft	Cherbourg
261st Port Co	Lt Lindsey	Cherbourg
262nd Port Co	Lt Tifton	Cherbourg
263rd Port Co	Lt Bergin	Cherbourg
264th Port Co	Capt Schoenace	Cherbourg
265th Port Co	Capt Arboe	Cherbourg
300th Port Co	Capt Ring	Cherbourg
301st Port Co	Capt Shaw	Cherbourg
322nd Port Co	Lt Knox	Cherbourg
232rd Port Co	Capt Hamelen	Cherbourg
324th Port Co	Capt Guider	Cherbourg
325th Port Co	Lt McCarthy	Cherbourg
526th Port Co	Capt DeAndrea	Granville
574th Port Co	Le Knealy	Cherbourg
656th Port Co	Lt Miller	Cherbourg
657th Port Co	Capt Loprosti	Cherbourg
658th Port Co	Capt Hinnack	Cherbourg
659th Port Co	Le Cerny	Cherbourg
11th Major Port	Col Whitcomb	Rouen
104th Port M Maint Co	Lt Juden	Rouen
106th Port M Maint Co	Capt Larsen	Rouen
333rd Harbor Craft Co	Capt McKe	Rouen
334th Harbor Craft Co	Capt Spear	Rouen
338th Harbor Craft Co	Capt Dalton	Rouen
356th Harbor Craft Co	Capt Robertson	Rouen
365th Port Bn	Lt Col Graves	Rouen
386th Port Bn	Lt Col Zipfel	Rouen
392nd Port Bn	Lt Dale	Rouen
490th Port Bn	Capt Smith	Rouen
501st Port Bn	Maj Taylor	Rouen
509th Port Bn	Lt Col Wynn	Rouen

UNIT	C.O.	LOCATION
171st Port Co	Lt Segal	Rouen
172nd Port Co	Capt Baulmer	Rouen
214th Port Co	Capt Deepe	Rouen
215th Port Co	Capt Schumaker	Rouen
216th Port Co	Capt Ewing	Rouen
217th Port Co	Capt Waller	Rouen
226th Port Co	Capt Baxter	Rouen
227th Port Co	Capt Cohee	Rouen
228th Port Co	Lt Usher	Rouen
229th Port Co	Capt Sutton	Rouen
306th Port Co	Capt Jessup	Rouen
307th Port Co	Capt Griffin	Rouen
308th Port Co	Capt Munn	Rouen
309th Port Co	Capt Smith	Rouen
435th Port Co	Capt Hogan	Rouen
436th Port Co	Capt Case	Rouen
437th Port Co	Lt Lowson	Rouen
531st Port Co	Lt Reese	Rouen
625th Port Co	Capt Goldstein	Rouen
628th Port Co	Capt Ellenburg	Rouen
631st Port Co	Capt Lawrence	Rouen
672nd Port Co	Capt Dunn	Rouen
675th Port Co	Capt Peach	Rouen
16th Major Port	Col Weed	Le Havre
52nd Med Port	Col Deyo	Le Havre
103rd Port M Maint Co	Lt Bryan	Le Havre
332nd Harbor Craft Co	Capt Lyons	Le Havre
351st Harbor Craft Co	Capt Wilson	Le Havre
358th Harbor Craft Co	Capt Poer	Le Havre
463rd Amph Trk Co	Lt Tair	Le Havre
467th Amph Trk Co	Capt Deardorf	Le Havre
468th Amph Trk Co	Lt Redmond	Le Havre
470th Amph Trk Co	Capt McGehee	Le Havre
815th Amph Trk Co	Lt Heath	Le Havre
816th Amph Trk Co	Lt Engler	Le Havre
817th Amph Trk Co	Capt McDaniel	Le Havre
818th Amph Trk Co	Lt Mellen	Le Havre
485th Port Bn	Capt Curevich	Le Havre
494th Port Bn	Col Condon	Le Havre
502nd Port Bn	Lt Burns	Le Havre
505th Port Bn	Maj Oliver	Le Havre
512th Port Bn	Maj Crosby	Le Havre
222nd Port Co	Le Nelms	Le Havre
223rd Port Co	Lt Walling	Le Havre
224th Port Co	Capt Petty	Le Havre
225th Port Co	Capt Carothers	Le Havre
238th Port Co	Lt O'Malley	Le Havre
239th Port Co	Lt Shields	Le Havre
240th Port Co	Lt Rose	Le Havre
241st Port Co	Lt Waldron	Le Havre

UNIT	C.O.	LOCATION
270th Port Co	Capt Martino	Le Havre
271st Port Co	Capt Mahar	Le Havre
272nd Port Co	Lt Carr	Le Havre
273rd Port Co	Capt Abraham	Le Havre
279th Port Co	Capt Walsch	Le Havre
319th Port Co	Capt Stimpert	Le Havre
547th Port Co	Capt Hazel	Le Havre
550th Port Co	Lt Lazzarone	Le Havre
551st Port Co	Capt Pflueger	Le Havre
558th Port Co	Capt Conroy	Le Havre
560th Port Co	Lt Golden	Le Havre
561st Port Co	Capt Mello	Le Havre
580th Port Co	Lt Sogg	Le Havre
583rd Port Co	Capt Sullivan	Le Havre
602nd Port Co	Capt Begelfer	Le Havre
649th Port Co	Capt Verner	Le Havre
521st Port Bn		Duclair
174th Port Co	Capt Higby	St. Valery
577th Port Co	Lt Peterson	Duclair
581st Port Co	Capt Winch	Yvetot
582nd Port Co	Lt Thompson	Duclair
585th Port Co	Lt Stealey	Duclair
588th Port Co	Lt Markhan	Duclair
589th Port Co	Lt Powell	Transit Area B
595th Port Co	Capt Packer	Transit Area X
597th Port Co	Capt Hana	Yerville
600th Port Co	Capt Watts	Yvetot
601st Port Co	Capt Thorpe	Camp Twenty Grand
624th Port Co	Capt Gennette	Duclair
626th Port Co	Capt Kimmel	Duclair
627th Port Co	Capt Dann	Duclair
254th Port Co	Lt Duff	Cherbourg
255th Port Co	Lt Alred	Cherbourg
256th Port Co	Lt Richards	Cherbourg
260th Port Co	Capt Norton	Foucarville
278th Port Co	Capt Raiman	St. Savuer
299th Port Co	Capt Oilendike	Colombe
527th Port Co	Capt Jones	Barfleur
528th Port Co	Capt Galinna	St. Lo
531st Port Co	Lt Reese	Rouen
534th Port Co	Capt Schober	Rouge Terre
535th Port Co	Lt McGovern	Cherbourg
536th Port Co	Capt Prager	Cherbourg
537th Port Co	Lt McDonough	Cherbourg
548th Port Co	Lt Emerson	Escausseville
549th Port Co	Capt Lesnow	Cherbourg
551st Port Co	Capt Pflueger	Le Havre
553rd Port Co	Lt Mohan	Carentan

UNIT	C.O.	LOCATION
555th Port Co	Capt Kearley	Ballerory
557th Port Co	Lt. Saunders	Valognes
580th Port Co	Lt Sogg	Le Havre
583rd Port Co	Capt Sullivan	Le Havre
594th Port Co	Capt Mugent	Rouge Terre
625th Port Co	Capt Goldstein	Rouen
628th Port Co	Capt Ellenburg	Rouen
630th Port Co	Capt Zander	Granville
646th Port Co	Lt Collier	Cherbourg
647th Port Co	Capt Radcliffe	Cherbourg
27th QM Group	Col Haydon	Gournay
49th QM Bn	Maj Hurst	Le Mans
104th QM Bn	Col Mulvanity	St. Etienne
131st QM Bn	Capt Lang	Le Havre
151st QM Bn	Lt Col Shoup	Cherbourg
212th QM Bn	Lt Col Atwater	Le Havre
238th QM Bn	Lt Col Hudson	Gainneville
521st QM Bn	Lt Col Edwards	Formigny
133rd QM truck Co	Capt Settle	St. Vaast
205th French Trk Co	Lt Vive	Chateauneuf du Faou
3395th QM Truck Co	Capt Bell	St. Aubin de Crocq
3413th QM Truck Co	Capt Osterman	Le Mans
3595th QM Truck Co	Lt Krusemark	Cherbourg
3613th QM Truck Co	Capt Reynolds	St. Etienne
3627th QM Truck Co	Capt Clark	St. Etienne
3692nd QM Truck Co	Capt Coleman	St. Mere Egliese
3693rd QM Truck Co	Capt Kasper	Rennes
3713th QM Truck Co		Formigny
3735th QM Truck Co	Lt Bale	Formigny
3862nd QM Truck Co	Capt Stewart	Rouen
3868th QM Truck Co	Lt Morris	Rouen
3869th QM Truck Co	Capt Polk	St. Pierre Egliese
3871st QM Truck Co	Capt Callaway	Le Havre
3881st QM Truck Co	Capt MacCollum	Cherbourg
3902nd QM Truck Co	Capt Hill	Le Mans
3960th QM Truck Co	Capt Gray	Le Havre
3985th QM Truck Co	Lt Inyard	Gainneville
3986th QM Truck Co	Capt Gorman	Hautot
4002nd QM Truck Co	Lt Scanlon	Cherbourg
4253rd QM Truck Co	Capt Griggs	Riguer es Plains
118th Hosp Maint Sec	Lt Inchledon	Cherbourg
119th Hosp Maint Sec	Lt Camper	Cherbourg
128th Railway Workshop	Lt Adams	Cherbourg
130th Railway Workshop	Lt Creimer	Cherbourg
140th Hosp Maint Pl	Lt Camper	Cherbourg
710th Rly Grand Div (Det)	Maj Lake	Cherbourg
728th Rly Oper Bn	Lt Col Love	Cherbourg
746th Rly Oper Bn		Rouen
757th Rly Shop Bn	Maj Moe	Cherbourg
3rd Gp Reg Sta	Col Hanley	Deauville

UNIT	C.O.	LOCATION
10th Traf Reg Gp (Det)	Capt Dally	Rouen
11th Traf Reg Co	Lt Johnson	Rouen
TC Depot T-704	Capt Kessinger	Cherbourg
780th Base Dep Co (L/Det)	Capt Kessinger	Cherbourg
TC Depot TC-401-A	Lt Cederholm	Vierville sur Mer
Det A 780th Base Depot Co	Lt Cederholm	Vierville sur Mer
TC Depot T-700	Lt Ryan	Bricquebec
784th Base Depot Co	Capt Maser	Bricquebec
785th Base Depot Co	Lt Ryan	Bricquebec
T-410	Col Crothers	Cherbourg
(Det N) 12th Major Port	Col Dow	Tourlaville
T-411	Maj Brown	Granville
(Det K) 12th Major Port	Maj Brown	Granville
Northern District Hq	Brig Gen Phillips	Le Havre
12th Major Port (L/Det K&N)	Brig Gen Phillips	Le Havre
362nd Port Bn	Lt Col Halcomb	Yvetot
520th Port Bn	Lt Col Lambert	Duclair

APPENDIX NO. 6 (PART I)

ACTUAL AND PLANNED TONNAGES HANDLED IN NORMANDY BASE SECTING DURING FEBRUARY

(Note: The planned figures listed below are those of the Supply Movement Program of Communications Zone. The actual figures listed do not include all tonnages involved; only those in accordance with the SMP.)

DISCHARGES

	Cherbourg		Le Havre		Rouen		Total	
	Actual	Planned	Actual	Planned	Actual	Planned	Actual	Planned
QM I	29,270	36,008	20,951	29,988	22,181	35,000	72,402	100,996
QM II-Iv			13,759	11,088	16,331	40,908	30,090	51,996
QM III	7,063	12,012	2,102	5,992			9,165	18,004
ORD II-IV	40,182	79,996			22,747	19,992	62,929	99,988
ORD V CWS	129,264	116,984	72,110	78,008			201,374	194,992
ORD VA			7,285	29,988			7,285	29,988
ENG-TC								
II-IV			17,553	4,004	15,187	11,004	32,740	15,008
CIV AFF					1,621	15,988	1,621	15,988
MISC					20,239	25,004	20,239	25,004
TOTAL	205,779	245,000	133,760	159,068	98,306	147,896	437,845	451,964

MOVEMENT

Movement of priority supplies during the month totalled as follows:

QM I	67,260	ENG II-IV	53,781	TBA	20,114
QM II-IV	38,036	MED II-IV	4,585	Vehicles (Own Power)	127,951
QM III	47,835	TC II-IV	3,595	U S MAIL	5,313
ORD II-IV	53,521	CWS	12,704	Misc	3,478
ORD V	238,293	AAF II-IV-V	6,767		
SIG II-IV	14,549	TAT	8,023		
				TOTAL	705,805

APPENDIX NO. 6 (PART I)

STATISTICS

VESSEL TURN-AROUND

Note: Each port is listed separately because of differences peculiar to the individual ports. These figures apply only to Libertys, Victory's and freighters.)

ROUEN

February

Total number of vessels discharged 25. Total number of tons 61,804.
Total number of days in port 164.
6.56 days average time turnaround for 25 vessels averaging 2,472 tons.
7 Vessels from 1,000 to 2,000 tons averaged 5.57 days turnaround.
14 Vessels from 2,000 to 3,000 tons averaged 6.93 days turnaround.
4 Vessels from 3,000 to 4,000 tons averaged 7 days turnaround.

March

Total number of vessels discharged 38. Total number of tons discharged 99,919. Total number of days in port 291.
7.66 days average time Turnaround of 38 vessels averaging 2,629 tons.
8 Vessels from 1,000 to 2,000 tons averaged 6.4 days turnaround.
19 Vessels from 2,000 to 3,000 tons averaged 7.6 days turnaround.
7 Vessels from 3,000 to 4,000 tons averaged 7.9 days turnaround.

LE HAVRE

February

a.	Number of vessels discharged completely	15
b.	Number of vessels lightened for Rouen	17
	(1) Total	32
Total number of tons discharged	a. above	78,146
Total number of tons discharged	b. above	31,219
	(2) Total	109,365

10.6 days average turnaroundtime for 32 (1) vessels averaging (b.) 3,417 tons.
Average turnaround time for vessels completely discharged is 13.3 days.
Average turnaround for vessels from time of arrival to time lightening is completed is 8.18 days.
Average number of tons lightened per ship 1,837.
Average number of tons (vessels completed) per ship 5,209.

March

a.	Number of vessels discharged completely	36
b.	Number of vessels lightened for Rouen	6
	(1) Total	42
Total number of tons discharged (a)	above	150,556
Total number of tons discharged (b)	above	22,047
	(2) Total	172,603

APPENDIX B

10 days average turnaround time for 42 (1) vessels averaging (b) 4,109 tons.
Average turnaround time for vessels completely discharged is 10.4 days.
Average turnaround for vessels from time of arrival to time lightening is completed is 7.7 days.
Average number of tons lightened per ship 2,103.
Average number of tons (vessels completed) per ship is 4,460.

CHERBOURG

February

a. Number of vessels discharged competely (less vehicle ships)		19.
b. Number of vessels lightened for Ghent		3
c. Number of vehicle ships discharged		10
	(Total (1)	32
Total number of tons discharged a. above		100,271
Total number of tons discharged b. above		2,895
Total number of tons discharged c. above		29,126
	Total (2)	132,292

9.5 days average turnaround time for 32 vessels averaging 4,134 tons.
Average turnaround time for vessels (a. above) completely discharged is 13.46 days.
Average tonnage for vessels completely discharged is 5,277.
Average time from arrival to completion of lightening is 3.3 days.
Average tonnage lightened is 965.
Average turnaround time for vehicle ships is 3.8 days.
Average tonnage on vehicle ships is 2,912.

March

a. Number of vessels discharged competely (less vehicle ships)		21
b. Number of vessels lightened for Ghent		3
c. Number of vehicle ships discharged		18
	(1) Total	42
Total of tons discharged (a. above)		122,698
Total number of tons discharged (b. above)		5,036
Total number of tons discharged (c. above)		60,250
	(2) Total	187,984

7.3 days average turnaround for 42 vessels averaging 4,475 tons.
Average turnaround time for vessels (a. above) completely discharged is 8.7 days.
Average tonnage for vessels completely discharged is 5,795.
Average time from arrival to completion of lightening is 4 days.
Average tonnage lightened is 1,679.
Average tonnage vehicle ships is 3,347.

SECRET

APPENDIX NO. 6 (PART I)

TOTAL PERSONNEL MOVED BY RAIL IN MONTH OF FEBRUARY 1945

BEACH DISTRICT
Total personnel moved by Main train 150 Off 5,776 EM
Total personnel moved by Pass trains 501 Off 4,529 EM
Total POWs moved by Main trains 4,000

NORTHERN DISTRICT
Total personnel moved by Main trains 186 Off 110,000 EM
Total personnel moved by pass trains 369 Off 1,180 EM

SOUTHERN DISTRICT
Total personnel moved by Main trains 220 Off 978 EM
Total personnel moved by pass Trains 358 Off 3,513 EM
Total POWs moved by main trains 13,198

WESTERN DISTRICT
Total Personnel moved by Main trains 12 Off 508 EM
Total personnel moved by Pass trains 253 Off 1,382 EM

Total moved by Main trains 568 Off 117,262 EM 17,198 POWs
Total moved by Pass trains 1,481 Off 10,604 EM

APPENDIX NO. 6 (PART I)

TOTAL PERSONNEL MOVED BY RAIL IN MARCH 1945

BEACH DISTRICT

Total personnel moved by main trains	123 Off.	5469 EM
Total personnel moved by pass. trains	661 Off.	4187 EM
Total POW's moved by main trains	11,672	

NORTHERN DISTRICT

Total personnel moved by main trains	1725 Off.	173,702 EM
Total personnel moved by pass. trains	* -- Off.	* - - - EM
Total POW's moved by main trains	119	

SOUTHERN DISTRICT

Total personnel moved by main trains	64 Off.	5583 EM
Total personnel moved by pass. trains	* - -Off.	5230 EM
Total POW's moved by main trains	20,784	

WESTERN DISTRICT

Total personnel moved by main trains	69 Off.	2013 EM
Total personnel moved by pass. trains	312 Off.	1942 EM
Total POW's moved by main trains	10,409	

Total moved by main trains 1981 Off. 186,767 EM 42,984 POW's

* Figures not available this date.

(APPENDIX "C")

APPENDIX NO. 6

Part II

THE TRANSPORTATION SECTION

CHANNEL BASE SECTION

Contents:

Extracts GO #27, Headquarters Channel Base Section, Dated 27 Dec. 1944.

Duties and Responsibilities of District and Port Area Commanders.

Map, Channel Base Section District and Port Areas Scale 1:1,000,000 (No.1)

Map, Channel Base Section District and Port Areas Scale 1:1,000,000 (No.2)

GO #12, Establishment of Port Area No. 4.

GO #21, Change in Boundary, Port Area No. 3.

GO #23, Establishment of Sub Port Area No. 4.

Statistics:
Tonnage and Barges dispatched from 13th Port (Antwerp) and 17th Port (Ghent) from 1 January 1945 to 13 March 1945.

RTO Installations within Channel Base Section.

TC Units in CBS - 31 March 1945.

APPENDIX NO. 6 (PART II)

HEADQUARTERS CHANNEL BASE SECTION
COM ZONE EUROPEAN THEATER OF OPERATIONS
APO 228 US ARMY

GO #27. EXTRACTS 27 December 1944

** ** **

II. DESIGNATION OF DISTRICTS, PORT AREAS, CHANNEL BASE SECTION. 1. The following Districts and Port Areas, Channel Base Section, are established effective 1 January 1945, with boundaries as designated herein:

a. District "A", District "A" will include the Department of Seine Inferieure and such portions of the Departments of Eure, Seine-et-Oise, and Oise lying north and west of a line drawn from the Seine River at Mantes Gassicourt (R/6061), through Beauvais (M/9007), Breteuil (N/0728), intersecting the northern boundary of the Department of Oise at N/1436, all points inclusive, except Port Areas #1 and #2, boundaries of which are defined in paragraphs b and c, below.

b. Port Area #1. Port Area #1 is hereby established with boundaries as follows, all inclusive: A line from the River Seine to Harfleur, Route N-25 from Harfleur to Montivilliers, thence west on GC-31 to Octeville, and prolongation of GC-31 to the English Channel, exclusive of any and all RED Horse or Red Horse Expansion installations.

c. Port Area #2. Port Area #2 is hereby established with boundaries as follows, all inclusive: The city and port of Rouen bounded by the towns of Sotteville, Bonsecours, Darnetal, Bois Guilliame, Mt. St. Agnan, RJ VOl and N-18 (M/1317), Le Grande Corrone to Sotteville, exclusive of any and all Red Horse or Red Horse Expansion installations.

d. District "B". District "B" will include all of the Departments of Somme, Pas de Calais and Nord, lying north and west of the prolongation of the line referred to in sub-paragraph a, above, from N/1436 through Albert (N/3568) Bapaume (M/5178), to the Franco-Belgian frontier at (N/8724), all points inclusive.

e. District "C". District "C" will include all of Belgium lying north of the prolongation of the line referred to in sub-paragraphs a and d, above, commencing at the Franco-Belgian frontier at (N/8724), through Tournai (N/9231), Ath (J/1932), Wavre (J/7939), Tirlemont (K/0249), Hasselt (K/3162), to frontier at (K/5353), and west of the Army rear boundary, all inclusive, except Port Area #3, the boundaries of which are defined in sub-paragraph f, below. As the Army rear boundary is moved forward, the northeast boundary of District "C" will automatically be extended to the Belgian National Boundary.

f. Port Area #3. Port Area #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, Lillo (O/5907), Fort St. Marie, Fort de Zwyndrecht, Fort de Cruyboue.

g. District "D". District "D" will include all of Belgium lying south of the line described in sub-paragraph e, above, to the rear west boundary of Advance Section. As the rear boundary of Advance Section is moved forward, the eastern boundary of District "D" will automatically be extended to the Belgian National Boundary.

III. DUTIES AND RESPONSIBILITIES OF DISTRICT AND PORT AREA COMMANDERS.

1. Effective 1 January 1945, the duties and responsibilities of the District and Port Area Commanders will be as defined in letter, this headquarters, file AG 300, subject: "Duties and responsibilities of District and Port Area Commanders", dated 27 December 1944.**

** ** **

By command of Brigadier General JACOBS:

PAUL G. KENDALL
Colonel, G.S.C.
Chief of Staff

**NOTE: See Part II (Following)

APPENDIX NO.6 (PART II)
HEADQUARTERS CHANNEL BASE SECTION
COM ZONE EUROPEAN THEATER OF OPERATIONS
APO 228 U. S. ARMY

OSAG/ERD/rcw

AG 300

27 December 1944

SUBJECT: Duties and Responsibilities of District and Port Area Commanders.

TO: See Distribution.

1. Letter, this headquarters, file and subject as above, dated 17 October 1944, is rescinded.

2. To achieve decentralization in administration and in the non-technical supervision of operations, Channel Base Section, is divided into several districts and port areas by authority of par 6, Circular 23, Headquarters Communications Zone, European Theater of Operations, 17 October 1944, and AR 55-75. The necessary concurrence of Headquarters, Com Z, has been obtained.

3. District and Port Area Commanders are charged with the responsibilities prescribed in par 4, below, with respect to all Communications Zone activities and operations in his District or Port Area except those specifically exempted by this headquarters. All other functions of command as prescribed in Circular 23, referred to above, will be retained by the Commanding General, Channel Base Section.

4. The responsibilities of the District and Port Area Commanders include:

a. The appearance and discipline of all Communications Zone personnel and units stationed, or U.S. personnel on leave or furlough, within the District or Port Area.

b. The administration (exclusive of procurement) of all quarters and quartering with which Communications Zone is charged.

c. The administration (exclusive of procurement) of staging and training areas and ranges, including:

(1) Assistance in the reconnaissance and selection of training areas and ranges.
(2) Operation and maintenance of camps and ranges.
(3) Liaison with field force units with reference to their occupancy of such areas.
(4) Maintenance of a complete file of records and maps relating to training areas and ranges within the boundaries of the District or Port Areas. (Basic datum to be furnished by the G-3 Section, Channel Base Section).

d. Intelligence, counter-intelligence and censorhip pertaining to the Communications Zone troops and installations as prescribed by Theater directives.

e. The preparation of plans for Communications Zone organizations to meet all emergencies, such as fire, sabotage, and ground, air-borne and air attack. (To include only plans for the use of Communications Zone troops and facilities at the disposition of the District or Port Area Commander. Recommendations for the use of AAA and other special defensive units will, however, be made to this headquarters when in the opinion of the District or Port Area Commander conditions require additional protection to that already available).

f. The organization and operation of recreational activities and the Army Exchange Service.

g. The promotion and sale of War Bonds and National Service Life Insurance.

h. Arrangements for the reception and orientation of newly arrived U.S. forces.

i. In the case of the commander of a District or Port Area, within the confines of which this or a higher headquarters, or other exempted station is located, the exercise of such functions and administrative control as may be charged to him by this headquarters.

j. Administration of Civil Affairs, when and where authorized by this headquarters.

k. Such other special duties as may be prescribed by the Commanding General, Channel Base Section, from time to time.

5. The Commanding General, Channel Base Section, is responsible for the assignment, reassignment, transfer and relief from duty of individuals and/or units assigned to this Base Section and who are on either temporary duty or detached service with the District. It is not contemplated that District Commanders shall have other than advisory capacities, insofar as such changes in status of individuals or units are concerned. Technical supervision of the operation of ports, depots, hospitals, all construction activities, and all other strictly technical activities, is the responsibility of the chief of section concerned, this headquarters.

6. The staffs of the District Commanders will be organized, insofar as applicable, to parallel the staff of this headquarters. As a minimum, it will include a District Commander, Executive Officer, District S-2, S-3, Adjutant, one or more inspection teams, and additional special staff officers required to meet the situation. Subject to approval by this headquarters, this personnel will be drawn from sources available to the District Commander. If suitable personnel is not available within the District, requisition for required personnel will be made to this headquarters. Port Staff will be the Port Area Staff in each Port Area. It will be the duty of the District or Port Area Staff to inspect each unit and installation in the District or Port Area every two weeks for the purpose of insuring that the announced policies and plans of the Commanding General, Channel Base Section, are being carried out with respect to those matters listed in par 4, above.

7. District headquarters will not be offices of record. The issuance of general and special orders is precluded, as well as any order, the nature of which requires handling by an office of record. Letters will be used to transmit directives to Communications Zone troops within the District. Announcement of staffs, establishment of policies, and other similar matters, will be accomplished by letters or memoranda. The provisions of letter, this headquarters, (Letter, AG 300, "Duties and Responsibilities of District and Port Area Commanders", dated 27 December 1944)

file AG 321.011, subject: "Correspondence to be Routed Through District Commanders", dated 3 November 1944, will apply to District and Port Area Commanders.

8. District and Port Area Commanders are authorized to maintain direct liaison with Air Force, Field Force, and Naval Commanders stationed within their Districts, or Port Areas on all matters of common interest. All matters requiring decision and/or action by Base Section or higher levels of command will be referred to the Commanding General, Channel Base Section, for action.

9. The District and Port Area Commanders are responsible for maintaining direct liaison and coordination concerning matters under their jurisdiction with Allied military and civil administrative agencies on their level within the District. Any matters requiring decision or action on Base Section or higher levels will be referred to the Commanding General, Channel Base Section.

10. All communications between District and Port Area headquarters, and all higher headquarters, will be routed through this headquarters. Communications from and to units and installations in the Districts will be routed in accordance with letter, this headquarters, file AG 321.011, subject: "Correspondence to be Routed Through District Commanders", dated 3 November 1944.

11. All directives previously issued to District Commanders will now apply to both Port Area and District Commanders.

By command of Brigadier General JACOBS:

s/ W. B. Gardner
t/ W. B. GARNDER
Major, A.G.D.
Assistant Adjutant General

1 Incl:
Map of District Boundaries (2 sheets)

DISTRIBUTION "C"

NOTE: Above letter was amended on 31 March 1945 as follows:

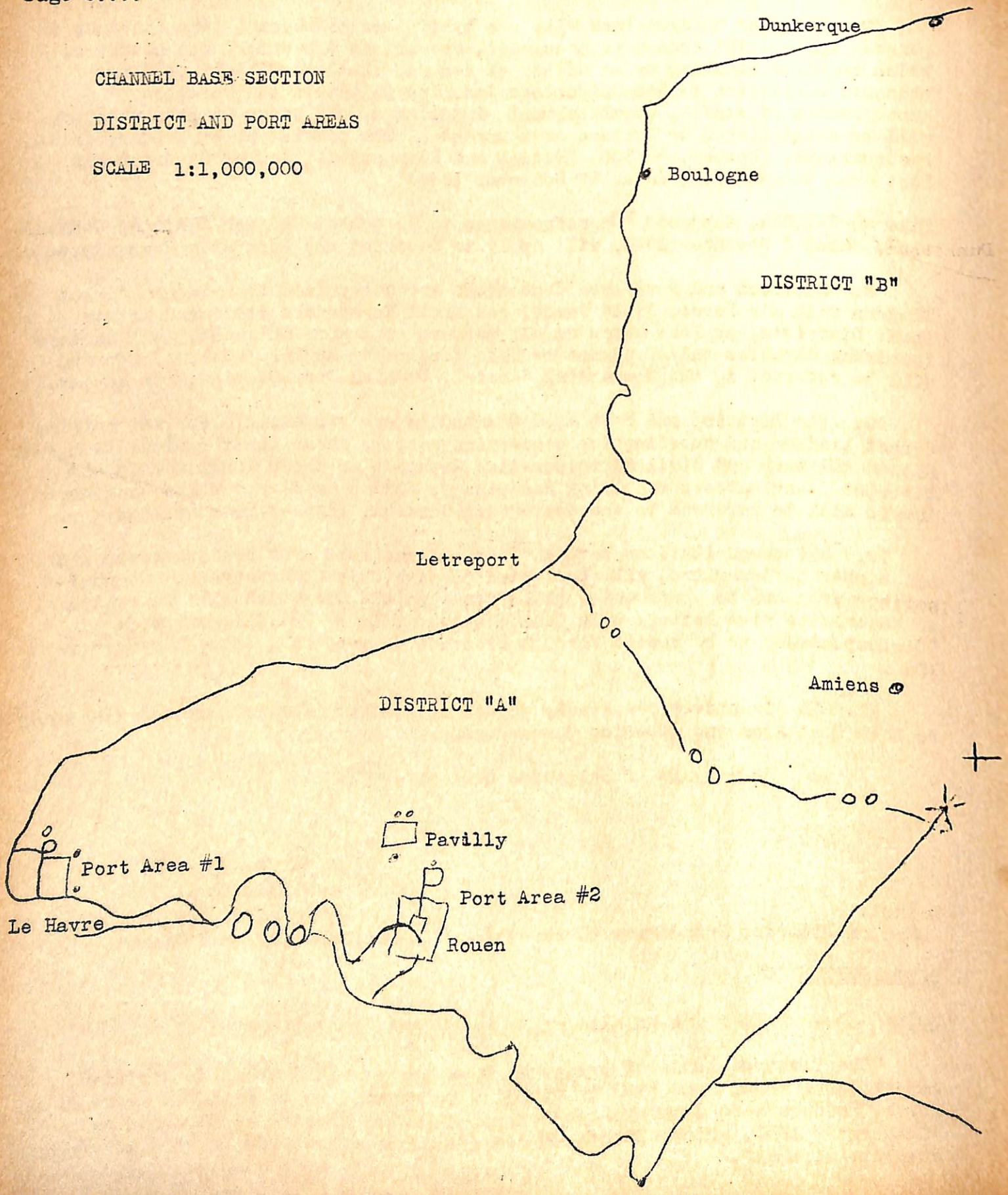
"The first sentence of paragraph 7 of letter cited above is recinded. Attention of those concerned is directed to so much of Section II, Circular No. 3, Headquarters Communications Zone, European Theater of Operations, 20 February 1945, which directs that maintenance of records be held to the absolute minimum".

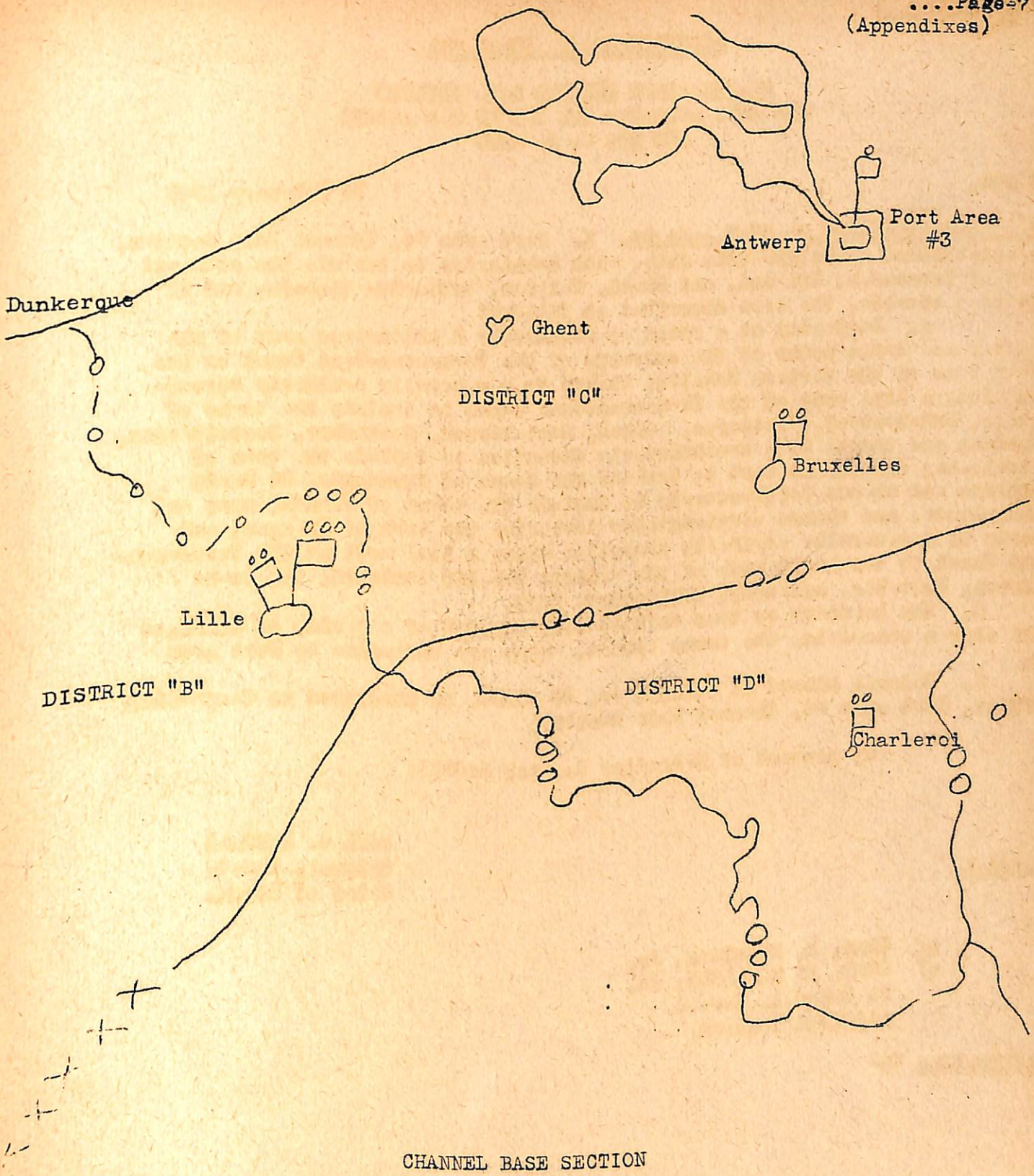
SHEET #1

CHANNEL BASE SECTION

DISTRICT AND PORT AREAS

SCALE 1:1,000,000





CHANNEL BASE SECTION

DISTRICT AND PORT AREAS

SCALE 1:1,000,000

APPENDIX NO. 6 (Port II)

HEADQUARTERS CHANNEL BASE SECTION
COM ZONE EUROPEAN THEATER OF OPERATIONS
APO 228 U. S. ARMY

GO #12. 16 February 1945

II. ESTABLISHMENT OF PORT AREA #4. 1. Port Area #4, Channel Base Section, is established effective this date, with boundaries to include the city and port of Terneuzen, Holland, and Ghent, Belgium, including therein, and in addition thereto, the area described as follows:

a. Beginning at a point approximately 2 kilometres east of the coaster and barge locks at the entrance of the Terneuzen-Gand Canal on the south bank of the western Scheldt; thence in a generally southerly direction along a line east of the Terneuzen-Gand Canal to include the towns of Othene, Schapenbout, Westdorpe, Winkel, Desteldonck, Oostacker, Destelbergen, Heusden; and thence in a southwesterly direction to include the town of Meirelbeke; and thence west to include the towns of Zwynaerde, St Denis Westram; and thence northwesterly to include the towns of Tronchiennes and Vinderhaute; and thence northeasterly including the town of Evergem; and thence in a generally northerly direction along a line west of the Terneuzen-Gand Canal to the south bank of the western Scheldt including the towns of Cluysen, Ertvelde, Assenede, Philippine, Hoek.

2. The boundary as thus defined will consist of a series of straight line chords connecting the towns listed, which are inclusive to Port Area #4.

3. Colonel Edward H. Connor, Jr, TC 09837, is announced as Commanding Officer, Port Area #4, Channel Base Section.

By command of Brigadier General JACOBS:

PAUL G. KENDALL
Colonel, G.S.C.
Chief of Staff.

OFFICIAL:

s/ Chas. F. Knowlton, Jr.
t/ CHAS, F. KNOWLTON, JR.
Lt Colonel, A.G.D.
Adjutant General

DISTRIBUTION "C"

APPENDIX NO. 6 (Part II)

HEADQUARTERS CHANNEL BASE SECTION
COM ZONE EUROPEAN THEATER OF OPERATIONS
APO 228 U. S. ARMY

GENERAL ORDERS
NUMBER 21

31 March 1945

** ** ** **

Section IV

Change in Boundary, Port Area #3.

Paragraph 1f, Section II, General Orders #27, this headquarters, dated 27 December 1944, as amended by Section I, General Orders #6, this headquarters dated 28 January 1945, is further amended by deleting therefrom "Lille (D-5907)", and inserting in its place "From Fort de Brasschaet along a straight line running to the Holland-Belgian border at (D-7012) thence along the Holland-Belgian border to (D-5614), thence along a straight line to (D-4216), thence to Klodsterzande (D-4114), thence along a straight line to Kieldrecht (D-5105), thence along a straight line to Fort St. Marie".

** ** ** **

BY COMMAND OF BRIGADIER GENERAL JACOBS:

PAUL G. KENDALL
Colonel, G.S.C.
Chief of Staff.

APPENDIX NO.6 (Part II)

HEADQUARTERS CHANNEL BASE SECTION
COM ZONE EUROPEAN THEATER OF OPERATIONS
APO 228 U.S. ARMY

GENERAL ORDERS
NUMBER 23

31 March 1945

Section I

Establishment of Sub Port Area #4

Sub-Port area #4, Channel Base Section, is established effective this date, as a sub-area of Port Area #4, under the command and juriscition of the Commanding Officer Port Area #4. Sub-Port Area #4 will include all the area within a line beginning at a point on the extreme northwestern tip of the Digne Carnot (breakwater to outer harbor of the Port of Boulogne); running thence south to include all of the Digne Carnot to its intersection with the mainland; thence in a southerly direction to the town of MANIHEM (G-6750); thence continuing in a southeasterly direction to the town of AUDISQUES (G-6949); thence in a northeasterly direction to the town of ECHINGHEN (G-7151); thence in a northerly direction to the town of ROTTENBERG (G-7154); thence in a northwesterly direction to town of MARLBOROUGH (G-6955); thence in an easterly direction to Beacon Lights on North side of harbor entrance, all towns named inclusive.

Section II

Duties and Responsibilities of District and Port Area Commanders

1. Effective 1 January 1945, the duties and responsibilities of the District and Port Area Commanders will be as defined in letter, this headquarters, AG 300, subject: "Duties and Responsibilities of District and Port Area Commanders", 27 December 1944, as amended by letter, this headquarters, dated 30 March 1945, similar subject and file classification.

2. Section III, General Orders No. 27, this headquarters, 27 December 1944, is rescinded.

BY COMMAND OF BRIGADIER GENERAL JACOBS:

PAUL G. KENDALL
Colonel, G.S.C.
Chief of Staff.

APPENDIX NO. 6 (PART II)

The following statistics show the tonnage and number of barges dispatched from the 13th Port (Antwerp) and the 17th Port (Ghent), from 1 January 1945 to 31 March 1945:

Barges and Tonnage Dispatched from 13th Port

Class of Supply	January	February	March	Totals
Engineers II & IV	29,126-06	47,184-03	31,348-00	107,659-09
Quartermaster II & IV	747-16	1,287-16	21,937-01	23,972-13
Ordnance II & IV	2,699-05	13,675-11	13,208-08	29,583-04
Quartermaster III POL	25,769-00	375-15	- - -	26,144-15
Quartermaster IV Cotton	- - -	84-15	- - -	84-15
Quartermaster I CA	- - -	- - -	- - -	- - -
Misc. Supplies	217-14	- - -	- - -	217-14
TOTAL TONNAGE:	58,561-01	62,605-00	66,493-09	187,662-10
TOTAL BARGES :	231	391	322	944

Barges and Tonnage Dispatched from 17th Port

Class of Supply	January	February	March	Totals
Engineers II & IV	- - -	5,876-03	29,618-19	35,495-02
Quartermaster II & IV	1,414-10	14,366-03	1,074-16	16,855-09
Ordnance II & IV	- - -	- - -	- - -	- - -
Quartermaster III POL	- - -	1,195-00	4,580-01	5,775-01
Quartermaster IV Cotton	- - -	1,888-11	1,138-14	3,027-05
Quartermaster I CA	- - -	3,708-16	10,433-00	14,141-16
Misc. Supplies	- - -	- - -	342-11	342-11
TOTAL TONNAGE:	1,414-10	27,034-14	47,188-01	75,637-04
TOTAL BARGES:	12	252	418	682

Barges and Tonnage Dispatched from 13th and 17th Ports - 1 January 1945 to 31 March 1945

Class of Supply	13th Port	17th Port	Totals
Engineers II & IV	107,659-09	35,495-02	143,154-11
Quartermaster II & IV	23,972-13	16,855-09	40,828-02
Ordnance II & IV	29,583-04	- - -	29,583-04
Quartermaster III POL	26,144-15	5,775-01	31,919-16
Quartermaster IV Cotton	84-15	3,027-05	3,112-00
Quartermaster I CA	- - -	14,141-16	14,141-16
Misc. Supplies	217-14	342-11	560-05
TOTAL TONNAGE:	187,662-10	75,637-04	263,299-14
TOTAL BARGES :	944	682	1,626

The following statistics show the total number of barges and tonnage received within the Lille Area and other Depots in CBS during the 1 January - 31 March period:

QM IV (Cotton) for Q-185 Lille

Program covered the period 2 January - 4 February in which 34 barges, aggregating 2,903-2 tons, were received from 13th and 17th Ports.

This tonnage was unloaded by the French and stored at the Magasin Generaux de Lille.

QM III (POL) for Q-185 Lille

Program began 3 January and lasted 33 days in which period 18 barges, totalling 3,748-4 tons, were received from 13th Port and discharged at US POL Dump #2.

QM III (POL) for Q-379 Boom, Belg.

From 1 January to 24 January a total of 89 barges, totalling 18,883 tons were dispatched from 13th Port to this depot.

QM I (Civil Affairs) Lille Area

Dispatching of QM I CA to the Lille Area began on 25 March 1945 from 17th Port and as of 31 March the situation was as follows: Barges dispatched from ports totalled 87 with 13,546-06 tons; barges received and unloaded totaled 22 with 3,402-15 tons: barges on hand to unload totaled 29 with 4,240-05 tons; and barges enroute from ports totaled 36 with 5,903-06 tons. These barges are being spotted at Port Vaubon Lille, Roubaix and Crois (C-8) for Depot Q-185 - all discharging being done by the 645th and 533rd Port Companies. Tonnage dispatched to the Lille area will greatly exceed the 14,000-ton mark anticipated at the start of the program.

Ordnance II & IV for O-656 LaLouviere

Situation as to barge program at this depot as of 31 March was: Barges dispatched from ports totaled 282 with 32,679-03 tons; barges received and unloaded totaled 190 with 20,396-02 tons; barges on hand to unload totaled 26 with 3,500-12 tons; barges enroute from ports totaled 66 with 8,782-09 tons. On 3 March the 434th Port Company was assigned to this depot for unloading the barges and necessary equipment was obtained.

QM II for Q-185 Lille

Since 24 January a total of 204 barges, with 19,854-12 tons of QM Class II Supplies were dispatched to this depot from 13th and 17th Ports. These barges were spotted at the Port of Vaubon, Lille, Roubaix, Tourcoing and Croix (C-8), and unloading was done by the 645th and 533rd Port Companies.

Depot E-519 Petite Isles, Brussels

Since 1 January Engineers Class II & IV Supplies were dispatched by barge to this depot from 13th and 17th Ports and the situation as of 31 March was as follows: Barges dispatched from ports totaled 650 with 91,953-18 tons; barges received and unloaded totaled 554 with 78,578-10 tons; barges on hand to unload totaled 25 with 2,296-16 tons; and barges enroute from ports totaled 71 with 11,078-12 tons.

Depot Q-185-P-4 Boom, Belg.

This depot was originally Q-379 but was later changed to this new designation. Barges were destined for Herestal, Belg. with QM Class

III POL but were diverted to this depot. Barges were being dispatched from the 17th Port for this depot during this period. The situation as of 31 March follows: Barges dispatched from ports totaled 29 with 5,805-05 tons; barges received and unloaded totaled 21 with 4,263-16 tons; barges on hand to unload totaled 1 with 218-16 tons; and barges enroute from ports totaled 7 with 1,322-13 tons.

APPENDIX NO. 6 (Part II)

INSTALLATION	OFFICERS	EM	TOTAL PERSONNEL
BASE TRANSPORTATION OFFICE	28	49	77
DTO BRUSSELS	6	12	18
RTO Brussels	2	11	13
RTO Ghent	2	7	9
RTO Petite Isle	1	3	4
RTO Louvain	1	5	6
RTO Malines	1	10	11
TOTAL	13	48	61
DTO CHARLEROI AREA	10	32	42
RTO Charleroi	6	13	19
RTO Gilly Sart-Allet		1	1
RTO Mons (Proper)	4	16	20
RTO Mons Coal Basin	1	6	7
RTO Q-183-B		2	2
RTO Vellereille-Le-Sec		3	3
RTO Conde		3	3
RTO Chatelet-Chatelineau	4	12	16
RTO Tamines		2	2
RTO Bascoup		3	3
RTO Cronfestu		2	2
RTO Charleroi Coal Basin	5	14	19
RTO LaLouviere	4	15	19
RTO Courcelles	2	6	8
RTO Noirhat	1	1	2
RTO Luttre	1	5	6
RTO Gembloux*	1	6	7
RTO Ciney*	1	4	5
RTO Jemelle*	1	6	7
TOTAL	41	152	193
PATO 13TH PORT	22	85	107
DTO LILLE	6	18	24
RTO Amiens	1	7	8
RTO Arras	1	1	2
RTO Boulogne	1	2	3
RTO Douai	1	3	4
RTO Lille	1	3	4
RTO Q-185	2	7	9
RTO Tourcoing	2	6	8
RTO Q-185 A & B	1	8	9
TOTAL	16	55	71

*Acquired 24 March 1945.

(APPENDIX NO. 6 (PART II)

T.C. UNITS IN CBS - 31 MARCH 1945

UNIT	C.O.	LOCATION
520 QM Group	Col H A Fudge	Marcq-enBaroeul, Fr
152 QM Bn TC (M)	Lt Col A B Johnson	Antwerp
3583 QM Trk Co TC	Capt O C Taylor	Antwerp
3596 QM Trk Co	Capt J R Singleton	Antwerp
3601 QM Trk Co TC (Rfr)	Capt R Ahscroft	Antwerp
3612 QM Trk Co TC	Capt W W Caple	Antwerp
3883 QM Trk Co TC	1st Lt E Truncellito	Antwerp
3885 QM Trk Co TC	Capt J M Lambert	Antwerp
4261 QM Trk Co TC	Capt J F Dickmann	Brussels
4261 QM Trk Co (1st Plt)	Capt J F Dickmann	Courcelles
4262 QM Trk Co TC	Capt L A Nelson	Antwerp
4266 QM Trk Co TC	1st Lt N M Rappaport	Brussels
188 QM Bn TC (M)	Lt Col J F Lino	Brussels
1st Automobile Regt (French) (5th Co)	Lt S Fadorf	Couillet, Belg.
1st Automobile Regt (French) (6th Co)		Mons
146 QM Trk Co TC	Capt C M Beasley	Mons
239 QM Bn H/H Det	Maj W L Tindall Jr	Lille
400 QM Trk Co TC	1st Lt A T McGrath	Lille
3715 QM Trk Co	1st Lt D A Davis	Mons
3757 QM Trk Co	Capt K C Colver	Courcelles
3760 QM Trk Co TC	1st Lt E A Windebank	Roux, Belg.
3780 QM Trk Co TC	Capt R H Davies	Marcq-en-Baroeul,Fr
3795 QM Trk Co TC	Capt I T Soudek	Strepy, Belg
3992 QM Trk Co	Capt L D Lewis	Lille
4004 QM Trk Co TC	1st Lt F S Clarke	Marcq-en-Baroeul,Br
4256 QM Trk Co TC	1st Lt S H Clymer	Charleroi
5th Major Port H/H Co*	Col E C Forsythe	Antwerp
13th Major Port H/H Co	Col D Gullatt	Antwerp
487 Port Bn H/H Det	Lt Col M C Jackson	Antwerp
485 Port Co	Capt J A Boocook	Antwerp
486 Port Co	Capt C J Anderson	Ghent
487 Port Co	Capt E M Conlon	Antwerp
517 Port Bn H/H Det	Lt Col H E Bonar	Antwerp
284 Port Co	Capt R L Ward	Antwerp
285 Port Co	Capt H F Steelman	Antwerp
797 Port Co	Capt J J Powell	Antwerp
798 Port Co	1st Lt C W Ker	Antwerp
799 Port Co	1st Lt H A McGonigal	Antwerp
800 Port Co	Capt W J Ryan	Antwerp

UNIT	C.O.	LOCATION
519 Port Bn H/H Det	Maj C M Nabors	Antwerp
280 Port Co	Capt J T Walsh	Antwerp
281 Port Co	Capt A E Prudhomme	Antwerp
302 Port Co	Capt A W Anderson	Antwerp
303 Port Co	Capt S J Dulski	Antwerp
304 Port Co	1st Lt W C Lawler	Antwerp
305 Port Co	1st Lt W B Dean	Antwerp
339 Harbor Craft Co*	Maj J W Tottle Jr	Antwerp
344 Harbor Craft Co*	Capt L W McAllister	Antwerp
345 Harbor Craft Co*	Capt S D Albright	Antwerp
352 Harbor Craft Co*	1st Lt O J Bourg	Antwerp
267 Port Co*	Capt G L Nichols	Antwerp
268 Port Co*	1st Lt R W Labre	Antwerp
105 Port Marine Maint Co Det "A"	Capt G W Doran	Antwerp
109 Port Marine Maint Co*	Capt E H Sheridan	Antwerp
17th Major Port	Col E H Connor Jr	Ghent
17th Major Port (Det)	Maj N H Vickers	Boulogne
330 Harbor Craft Co#	Capt J C Blake	Ghent
336 Harbor Craft co#	Capt L H Burgess	Ghent
355 Harbor Craft Co#	Capt J F Harrington	Ghent
155 Port Co#	Capt E D Bradshaw	Ghent
156 Port Co#	Capt F J Flain	Ghent
434 Port Co@	Capt H J Skelton	LaLouviere
533 Port Co¢	Capt N A Peterson	Habourdin
645 Port Co¢	Capt A T King	Tourcoing
707 Ry Grand Div	Lt Col G C White	Antwerp
735 Ry Opn Bn	Lt Col H C Baughan	Malines
743 Ry Opn Bn	Lt Col F G Cook	Antwerp
126 Ry W/Shop (M)	1st Lt F W Kasper	Antwerp
709 Ry Grand Div	Lt Col M M Sheppel	Brussels
722 Ry Opn Bn		Jeumont
744 Ry Opn Bn		Charleroi
127 Ry W/Shop Plt		St Martin

UNIT	C.O.	LOCATION
763 Ry Shop Bn H/H Det	Lt Col J Purcell	Louvain
6th Traffic Reg Gp TC	Col W D McCord	Lille
12th Traffic Reg Gp TC	Col B A Shipp	Lille

Movement pending as to the following:

631 Port Co
108 Port M/M Co
3904 QM Trk Co TC
4225 QM Car Co TC

APPENDIX NO. 6

PART III

THE TRANSPORTATION SECTION

DELTA BASE SECTION

Contents:

Summary of Rail and Highway Operations in Riviera District During January

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APPENDIX NO. 6 (Part III)

SUMMARY OF RAIL OPERATIONS IN Riviera District BASE SECTION DURING MONTH OF January 1945

DESTINATION	NUMBER OF TRAINS RUN	NUMBER OF LOADS HANDLED	U.S. FREIGHT HAULED NET LONG TONS	NUMBER OF PERSONNEL HAULED NO. TROOPS	OTHER
DESTINED TO POINTS WITHIN BASE SECTION	0	90	1190	0	0
DESTINED TO POINTS OUTSIDE BASE SECTION	24	818	8460	2432(French)	0
TOTALS	24	908	9560	2432	

SUMMARY OF HIGHWAY OPERATIONS IN Riviera District BASE SECTION DURING MONTH OF February 1945

DESTINATION	NUMBER OF TRUCKS DISPATCHED	FREIGHT HAULED LONG TONS	TOTAL MILES OF OPERATION	TOTAL TON MILES	NUMBER PERSONNEL HAULED
DESTINED TO POINTS WITHIN BASE SECTION	1929	9441	122,293	601,415,420	2343
DESTINED TO POINTS OUTSIDE BASE SECTION	28	79	8,471	669,446	
TOTALS	1957	9520	130,767	602,084,866	2343

APPENDIX NO. 6 (Part III)

SUMMARY OF RAIL OPERATIONS
IN Riviera District BASE SECTION
DURING MONTH OF February 1945

DESTINATION	NUMBER OF TRAINS RUN	NUMBER OF LOADS HANDLED	U.S. FREIGHT HAULED NET LONG TONS	NUMBER OF PERSONNEL HAULED	
				NO TROOPS	OTHER
DESTINED TO POINTS WITHIN BASE SECTION	1 1	58	270	662	0
DESTINED TO POINTS OUTSIDE BASE SECTION	25	692	5777	239	0
TOTALS	26	750	6047	901	0

SUMMARY OF HIGHWAY OPERATIONS
IN Riviera District BASE SECTION
DURING MONTH OF February 1945

DESTINATION	NUMBER OF TRUCKS DISPATCHED	FREIGHT HAULED LONG TONS	TOTAL MILES OF OPERATION	TOTAL TON MILES	NUMBER PERSONNEL HAULED
DESTINED TO POINTS WITHIN BASE SECTION	1005	55088	41804	2,302,898,752	2394
DESTINED TO POINTS OUTSIDE BASE SECTION	25	57	4942	281,694	231
TOTALS	1030	46746	46746	2,303,180,446	2625

APPENDIX NO. 6 (Part III)

SUMMARY OF RAIL OPERATIONS
IN DBS Riviera District
DURING MONTH OF March 1945

DESTINATION	NUMBER OF TRAIN RUN	NUMBER OF LOADS HANDLED	U.S. FREIGHT HAULED NET LONG TONS	NUMBER OF PERSONNEL HAULED	
				NO. TROOPS	OTHER
DESTINED TO POINTS WITHIN BASE SECTION	1	27	31	-----	-----
DESTINED TO POINTS OUTSIDE BASE SECTION	33	1042	7766.6	8494	-----
TOTALS	34	1069	7797.6	8494	-----

SUMMARY OF HIGHWAY OPERATIONS
IN DBS Riviera District
DURING MONTH OF March 1945

DESTINATION	NUMBER OF TRUCKS DISPATCHED	FREIGHT HAULED LONG TONS	TOTAL MILES OF OPERATION	TOTAL TON MILES	NUMBER OF PERSONNEL HAULED
DESTINED TO POINTS WITHIN BASE SECTION	1274	7,344	43,202	244,305,504	13,316
DESTINED TO POINTS OUTSIDE BASE SECTION	None				
TOTALS	1274	7,344	43,202	244,305,504	13,316

APPENDIX NO. 6 (PART III)

L Y O N D I S T R I C T R E P O R T

TRAINS MOVING BETWEEN CAS AND DBS FROM 0001 HOURS 4 FEBRUARY TO 2400 3 MARCH.

	To CAS From DBS	From CAS to DBS
No of Supply Trains	739	16
No of Cars	21025	1043
Personnel Trains	8	6
No of Cars	676	313
No of Personnel	16680	9390
Hospital Trains	33	30
No of Cars	485	432
Animal Trains	0	0
No of Cars	0	0
Empty Trains	0	370
No of Cars	212	20199
TOTAL TONS OF SUPPLIES MOVED:	290457	8593

****

OPERATIONS OF 3425 TRUCK CO FROM 0001 HOURS 4 FEB to 2400 HOURS 3 MARCH 1945

Number of Trips	675
Number of Tons Hauled	1953
Number of Personnel Hauled	366

****

PASSENGER SERVICE FROM 0001 HOURS 4 FEB 45 TO 2400 HOURS 3 MARCH 1945

Stations	Totals
Lyon-Dijon.....	366
Lyon-Marseille.....	292
Lyon-Paris.....	174
Lyon-Paris (Sleeper).....	146
Lyon-Grenoble.....	37
Lyon-Marseille (Sleeper).....	78
Other Destinations.....	481

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MATERIAL AND SUPPLIES SHIPPED BETWEEN DIJON AND MARSEILLE AND BETWEEN MARSEILLE AND DIJON ON SLEEPER TRAINS:

Aboard Sleeper to Dijon.....238 Cases of Fresh Blood
218 Sacks of U. S. Mail

Aboard Sleeper to Marseille..190 Empty Blood Cases
218 Sacks of U. S. Mail

****

NO APPENDIX NO. 6, PART IV

APPENDIX NO. 6

Part V

THE TRANSPORTATION SECTION

OISE INTERMEDIATE SECTION

Contents:

Duties of an RTO - Oise Section

Inland Waterways Division - General Instructions to RTO's

Letters of Commendation from Lt. General JOHN C. H. LEE,

Major General W. M. MILEY, and

Brigadier General C. O. THRASHER

HEADQUARTERS
OISE SECTION, CZ, ETOUSA
SECTION TRANSPORTATION OFFICE

APO 513
17 February 1945

AG 322.011 (STO)

SUBJECT: Duties of an R.T.O.

TO : Officers and Enlisted Men, 26th Regulating Station, Oise Section, APO 513, U.S. Army.

1. In war, military demands are apt to exceed transportation resources; therefore, it is essential that military demands for motor, rail and barge transport shall be coordinated with a proper understanding, both of their military significance and of the need for economy in the transportation facilities available. It is also necessary that Commanders and Staffs engaged in planning operations and supplies movements be advised as to limitations imposed by rail, barge and motor truck capacities.

2. The function of the Transportation Corps is to furnish the necessary transportation, and to use the transportation facilities available to the best and most economical advantage for the accomplishment of the military operation. To accomplish this mission, an RTO is responsible to the Base Section Commander through the Section Transportation Officer. Technical direction to accomplish this mission is directed by the Chief of Transportation through channels.

3. RTO's (Railway Traffic Officer/Road Traffice Officer) are stationed at strategically located Railway Stations, Railheads, Traffic Control Points, Airstrips Ports and Depots. An RTO is the "field agent" of the Transportation Corps and his installation may cover an area embracing several Railheads, Hospitals, Depots, Dumps, Camps, Airstrips and Ports.

4. The mission of an RTO is to provide prompt and dependable transportation for troop and supply movements within his area, utilizing all available transportation in the most efficient manner; to see that such facilities are used wisely, and that arrangements are executed smoothly; to prevent traffic congestion by forseeing and warning higher headquarters of threatened congestio to expedite information relative to traffic movements; to maintain records of all traffic movements and to keep higher headquarters fully informed of the traffic situation in the area. An RTO has no authority over the operation and maintenance of carrying agencies.

5. Each officer and EM, both individually and collectively, must strive to see that "THE TRANSPORTATION CORPS WILL FURNISH THE NECESSARY TRANSPORTATION" for the armies at the front. With this in mind, and by your efficiently executing the duties assigned, the Transportation Corps will have accomplished its mission successfully.

6. The attached Functional Manual outlines some of the most important general duties of an RTO as of this date, and will be studied and followed by all personnel in this Section.

s/ Richard W. Barker
t/ RICHARD W. BARKER
Lt. Colonel, T. C.,
Section Transportation Officer.

S C H E D U L E

TRAINING SCHEDULE - 26th REGULATING STATION

17 February 1945

0900 - 0945	Opening	Lt. Col. R.W. Barker, T.C.
1000 - 1045	Organization	Lt. Col. R.W. Barker, T.C.
1100 - 1145	General Duties of an R.T.C.	Lt. Col. R. Kimball, T.C.
1200 - 1300	Lunch	
1300 - 1345	Rail Movements	Maj. N.M. Schroeder, T.C.
1400 - 1445	Motor Transport	Capt. R.S. McLellan, T.C.
1500 - 1545	Road Movements	1st Lt. L. Kator, T.C.
1600 - 1645	Inland Waterways	Maj. F.J. Donbek, T.C.

18 February 1945

0900 - 0945	Rail Movements, Passenger	Capt. J.D. Klunder, T.C.
1000 - 1045	Rail Movements, Freight	Maj. W.G. Duennel, T.C.
1100 - 1145	Road Movements	1st Lt. L. Kator, T.C.
1300 - 1345	Prov. Reg. Sta.	Maj. D.W. Haley, T.C.
1400 - 1445	RTO (Depot)	Maj. E.T. Miller, T.C.
1500 - 1545	RTO (Passenger)	Lt. Col. R. Kimball, T.C.
1600 - 1645	Open Forum	Lt. Col. R. Kimball, T.C. Maj. D.W. Haley, T.C. Maj. E. T. Miller, T.C. Maj. W.G. Duennel, T.C. Capt. J.D. Klunder, T.C. 1st Lt. L. Kator, T.C.
	Closing Remarks -	Lt. Col. R.W. Barker, T.C.

At the conclusion of each period, there will be a 15-minute break.

HEAD QUARTERS
OISE SECTION, CZ, ETOUSA
SECTION TRANSPORTATION OFFICE

C O N T E N T S

SECTION I . . . . . GENERAL

SECTION II . . . . . ORGANIZATION

SECTION III. . . . . RAIL MOVEMENTS - TROOP MOVEMENTS

SECTION IV . . . . . RAIL MOVEMENTS - SUPPLIES

SECTION V. . . . . MOTOR TRANSPORT

SECTION VI . . . . . ROAD MOVEMENTS

SECTION VII. . . . . INLAND WATERWAYS

RAILWAY OR ROAD TRAFFIC OFFICER, (R.T.O.)

SECTION I

GENERAL

1. The mission of Transportation Officers is to represent the Base Section Commander in providing prompt and dependable transportation of troops and supplies required by the Military forces. In the accomplishment of this end, the R.T.O. must help the armed forces, also the railway, in their effort to insure the prompt movement of all trains at all times.

2. Railway or Road Traffic Officers are stationed at important strategic locations to expedite movement of troops and supplies and to represent the Base Section Commander at their stations. They will arrange details with operating authorities in regard to such movements and will agree upon trackage for loading and unloading of trains. The R.T.O.'s duties are only in relation to railway transportation requirements and he has no authority over operation and maintenance of railways under Military Railway Service, or French operation.

3. Railways on the Continent are divided into three phases as follows:

a. Phase I-----Operated entirely by the Military Railways Service, U.S. Army.

b. Phase II----Joint operation between French Railways and Military Railway Service, U.S. Army, Military Railway Service having supervision over the operation.

c. Phase III---Operated entirely by the French Railways. (SNCF)

4. An Officer assigned as R.T.O. may find himself detailed to a station which is in process of development. He will be forced to build an office organization in accordance with immediate and future situations which confront him. Office work may have to be conducted in conditions of considerable difficulty, but however small and convenient the office may be, it should be clean and tidy and kept that way. The appearance of the office, its cleanliness and its orderliness reflect unmistakably the character of the R.T.O. and his staff and consequently reflect upon the prestige of the Transportation Corps.

5. Of paramount importance to the successful accomplishment of the R.T.O.'s mission will be the spirit of friendly co-operation with all French or other Allied agencies. This applies with equal emphasis to their military forces as well as the railway personnel. This will require the employment of considerable discretion, tact, and common sense, and only by the steady cultivation of such qualities can the R.T.O. expect to receive fullest cooperation. A sympathetic understanding of the burden under which the French are laboring will assist greatly in avoiding friction over minor matters. With this, bear in mind that MILITARY SHIPMENTS ARE AUTHORIZED FIRST PRIORITY, and that should any delay occur, it should be reported to the Rail Movements Division, STO.

6. It should be further remembered that R.T.O.'s in cases of emergency are looked to by the railways for instructions. There may be many days when

work is slack, and the importance of the RTO may not appear to be great, but it it should be borne in mind that a contingency may arise at any moment where all communications may be gone and he will be faced with the necessity of displaying all the initiative at his command. At such a time the understanding he will have built up and a thorough knowledge of all transport facilities in his area will prove invaluable to the service and his Country.

7. A fund of local knowledge as to the limits and capacities of the transportation facilities in the area in which the R.T.O. is assigned is essential. Knowing this phase of your work well, so that the impossible will not be expected, will assist in the creation of the much to be desired spirit of harmony and friendship with all concerned.

8. An R.T.O. should remember that the sole reason for his assignment is to render service. This fact should be impressed upon all assistants and stressed that service is to be courteous and cheerful. The Transportation Corps has but one principal product and that is SERVICE. It must be rendered with cordiality, tact, and acumen.

9. It is not intended to repeat detailed instructions governing the Transportation Officer's work which are to be found in existing SOP's and other directives. It will be the responsibility of each individual officer and EM to inform himself on such matters if not already known from the files in each TC installation.

10. In general, the RTO should be familiar with the following:

a. The Railway siding facilities in the area both for personnel, baggage, and organizational equipment moving in personnel trains, and for supplies moving in freight trains. This includes the most convenient sidings for trans-shipment to other trains and for the loading and unloading into trucks.

b. Sidings most conveniently located for entrainments and detrainments of special troop trains.

c. Most suitable entraining and detraining stations for units in the area.

d. Maximum number of trains that can be loaded or unloaded during a given period of time.

e. The facilities for refreshments.

f. A working knowledge of regular train schedules and routes to various important points.

g. The Railways personnel who must always be fully advised of contemplated movements.

h. Characteristics of the Camp sites in the area.

i. Hospital facilities of territory, which can be used in event of an emergency.

j. The adequacy of roads and highways from and to Camps, Airfields, Hospitals, Depots, and Stations.

k. The condition and width of roads, and the strength and clearances of bridges in the area.

l. The availability of motor transportation in the area.

m. The location of all Units in the area.

n. The telephone numbers of all Units in the area.

11. Characteristics of an RTO are as follows:

a. Efficient

b. Well informed

c. Willing

d. Courteous

e. Neat and clean

12. Basic Requirements of an RTO may be defined as follows:

a. Presents soldierly appearance.

b. Wears R.T.O. arm-band when on duty.

c. Must follow all instructions and directives of high authority.

d. Must not smoke while on platform duty.

e. Must observe military courtesy.

f. Must keep office policed at all times.

SECTION II

ORGANIZATION

1. The Section Transportation Officer is a Special Staff Officer on the Staff of the Section Commander. In addition, he is the personal representative of the Chief of Transportation, ETO, for the Section and is responsible to him, as well as the Section Commander, for the technical control, regulation, of all movements by rail, road or inland Waterway.

2. To perform this mission, the staff section is divided into four operational divisions, an Administrative Division, a Reports and Statistics Division, a Training and Inspection Division, and a Planning and Control Division. All Divisions function directly with the field, the regulation and control of

traffic being primarily accomplished through Road Traffic Officers/Railway Traffic Officers who are commonly known as RTO's. (See Functional Chart - Exhibit "A" to Section II).

3. The Administrative Division is charged with the functions of S-1 and S-2 for the STO as outlined in Field Manual 101-5 and in addition thereto is responsible for the supply of the STO and all other matters that do not directly pertain to operations and training.

4. The Reports and Statistics Division is charged with the responsibility of the coordination and dissemination of operational charts, reports, and allied statistics.

5. The Training and Inspection Division is charged with the following responsibilities:

a. Establishment and Operation of training projects for all TC Units.

b. Supervision of technical training of units and training inspections.

c. Such other matters as may be referred to it by the STO or higher Hq.

6. The Planning and Control Division is charged with the responsibility of conducting surveys of field installations and recommending adjustments in policies, organization, procedures, and methods in situations requiring corrective action.

7. The four operational divisions are known as:

a. Rail Movements Division

b. Road Movements Division

c. Motor Transport Division

d. Inland Waterways Division

Their relations to RTO's will be explained in the succeeding sections.

8. In addition to RTO's, when the situation warrants, Provisional Regulating Stations have been organized and placed into operation. The primary responsibilities of the Regulating Stations may be defined as follows:

a. Marshalling of all supply trains by grouping all cars by Class of Supply of one origin (Depot - Ship No.) and one Destination.

b. Advising consignee or appropriate Transportation Corps regulating authority of consist of cars on hand as received (complete description of supply by class, weight, etc.)

c. Marshalling train as required to insure a minimum of switching at destination.

d. Dispatching of train by time and over routes as required.

e. Re-marking and preparation of duplicate waybills and wagon labels as required.

f. Preparation of new train consist.

g. Requesting of train guards from local RTO in sufficient time to insure their availability prior to departure of train.

h. Prompt release of train guards arriving from other Sections. Guards will be returned to their home station by local RTO.

i. Requesting sufficient Military Police guards from the RTO for the adequate policing of the marshalling yards over a 24-hour period.

j. Supply Section Transportation Officer with information required for traffic dispatch advice. (When necessary, direct contact with consignee is authorized with information as to action taken, being furnished Section Transportation Office).

SECTION III

(NOTE: Exhibits referred to in Section III are omitted from this Reprint)

RAIL MOVEMENTS - TROOP MOVEMENTS

1. Troop Movements or Passenger Branch is under the jurisdiction of the Rail Movements Division. This branch is charged with the responsibility of the movement of troops, hospital trains, baggage, and any other military impedimenta to accompany troops.

A. The duties of the R.T.O. in conjunction with the Passenger or Troop Movement Branch may be defined as follows:

1. Complies with Part II, SPO No. 24, Hq. ETOUSA, "Movement of Personnel and Supplies on the Continent." During Phase I and 2 all Rail Movements will be cleared through Passenger Branch, Rail Movements Div. STO, (Ext. 2926 or 4464) or as instructed by the STO.

2. During Phase 3 makes train reservations for parties not exceeding twenty (20) persons through the Chef de Gare.

3. During Phase 3 transmits requests for train reservations exceeding twenty (20) persons to Passenger Branch, Rail Movements Div., STO, (Ext. 2926 or 4464).

4. Supervises entrainments and detrainments.

5. Assists in locating lost baggage.

6. At the direction of the Section Transportation Office, arranges refreshments for troops enroute.

7. Supervises loading of military impedimenta to accompany troop

8. Upon authorized request for Rail passenger transportation, obtains the information required for "Request for Troop Movements", STO Form No. 9, (Exhibit "A" to Section III).

9. Telephone the request to Passenger Branch, Rail Movements Div STO, using the alphabetical designations in order to observe security.

10. Upon receipt of the confirmed reservations and Main Number (if necessary) issues "Rail Movement Instructions", STO Form No. 10, (Exhibit "B" to Section III) with distribution as follows:

a. 2 copies to Unit Commander.
b. 1 copy to file.

11. Issues General Railway Warrant (AB 494A)(Exhibit "C" to Section III) for individuals and less than train load parties upon presentation of an official Travel Order, during Phase 3

12. Issues Train Warrant (AB 495A) (Exhibit "D" to Section III) for special troop train movements, upon presentation of an official Travel Order, during Phase 3.

13. Completes STO Form No. 19 Rev. (Exhibit "E" to Section III), "Daily Rail Activity Report for 24-hour period ending, 1800 Hours", telephoning the information as soon as prepared to Passenger Branch, Rail Movements Div., STO. One (1) copy of completed form to be dispatched by courier to STO.

14. Prior to Entrainments.

a. Explain to C.O. of Unit to move all details covered in Movement Instructions.

b. Give C.O. of Unit copy of "Duties of Troop Train Commanders on the Continent." (See Exhibit "F", Section III).

15. Entrainments.

a. During Phases 1 and 2, indorses one (1) copy of Movement Instructions, which will serve in place of Warrants.

b. Supervises baggage loading.

c. Supervise entrainment.

d. Advises Passenger Branch, Rail Movements Div. STO, (Ext. 2926 or 4464) of departure time of troop train.

16. Detrainments.

a. Keep reception party advised re running of train and if sufficient organic transportation is not available, secure required transportation from T.C.M.T. "pool."

b. Upon arrival of train, contact C.O. and advise the plans of detrainment.

c. Insure prompt and orderly detrainment of personnel and baggage.

d. Release train as promptly as possible.

e. Advise arrival time, release time and actual strength of Units to Passenger Branch, Rail Movements Div., STO. (Ext. 2926 or 4464).

D. Procedure for movement of troops from the continent to the United Kingdom.

1. Advise Passenger Branch, Rail Movement Div., STO, (Ext. 2926 or 4464) of units to return stating the following:

a. Unit Name.
b. Task force number.
c. Contemplated date of embarkation.
d. Strength
e. Number of vehicles by types.
f. Authority for embarkation.

2. Section Transportation Officer will arrange calling forward date with involved port through the Transportation Officer of the Base Section concerned.

3. Unit will comply with appropriate paragraphs of "POM-ETO-SSV", "Preparation for Overseas Movement", "Short Sea Voyage", European Theater of Operations.

C. Hospital Trains.

1. Hospital trains are permanently numbered special trains used for the purpose of transporting wounded from forward areas to the rear. They are administratively controlled by the Chief Surgeon, Hqs. Com Z, but will be moved only after clearance with and on the basis of schedules furnished by the Transportation Corps, Hqs. Com Z, Chief Surgeon will initiate request.

2. Expediting - (a) Hospital trains are to be expedited both forward and to the rear. They will take priority over every other type of train with the exception of priority tactical moves. RTO personnel are charged with the expediting these these trains at all times.

3. Movement - (a) Hqs. Com Z will issue necessary movement instructions for movement of hospital trains and ward cars. Hospital Train Commanders will be alerted through the RTO. Trains will be held ready to move on two hours notice.

(b) RTO will advise hospital, time train will be placed for loading, number of patients by type to be moved and the detrainment point.

(c) Movement of casual ties not requiring hospital trains or cars will be arranged by the local RTO. Hospital concerned will provide required rations if regular trains are used in place of hospital trains.

(d) Baggage details will be provided by C.O. of Hospital as directed by Chief Surgeon.

4. Reporting - To insure that these trains are not side-tracked or misrouted, each RTO will immediately upon request of such trains, report to Passenger Branch, STO, the following information:

(a) Hospital Train No. ___ arrived time and date.
(b) Give number of litter and ambulatory patients
(c) Give time and date that train left station.
(d) Reasons for any unusual delay.

SECTION IV

(NOTE: Exhibits referred to in Section IV are omitted from this reprint)

RAIL MOVEMENTS - FREIGHT BRANCH (SUPPLIES)

1. The Freight Branch is under the jurisdiction of the Rail Movements Division. This Branch is charged with the responsibility of all movements of military supplies to be moved by rail.

a. The duties of the RTO in conjunction with the Freight Branch may be defined as follows:

1. Control of Railway rolling stock, in accordance with SOP No. 24, Hq, ETOUSA, "Movements of Personnel and Supplies on the Continent," dated 25 July 1944.

2. Upon request of the Depot Commander and after confirming that the destination can receive, will secure Railway equipment for loading.

3. Gives consent to movements of five (5) or less railway cars, unless a specific restriction is in force.

4. Requests Freight Branch, Movements Div, STO, (Ext. 2906 or 4584) all daily moves to one destination of over five (5) cars

5. Complies with Part I, SOP No. 24, Hq. ETOUSA, "Movements of Personnel and Supplies on the Continent," dated 25 July 1944; Circular No. 4, OCOT, Hq ETOUSA, "Handling of Waybills for Freight moving on Military Railroads Operated under Category "A" (Phase 1), and any later directive from this or higher headquarters.

6. Registers pro numbers and distributes Freight Warrants (AB 497a) (Exhibit "A" to Section IV) for freight moving on French Railroads operated under Phase 3.

(1) The preparation of wagon waybills (SOSTC Form 75) (See Exhibit "B" to Section IV) and labels and their attachment to the railway equipment, also the preparation of Freight Warrants (AB 497A) is the responsibility of the Depot Commander.

7. Complies with Circular No. 5, OCOT, Hq, ETOUSA, "Instructions for the Use of Symbols on Supplies Moving by Rail" and changes thereto.

8. Complies with information contained in Memorandum issued by the Section Transportation Office.

9. Forwards Traffic Dispatch Advises. If a teletype is not available, telephone complete information to the Freight Branch, Rail Movements Div. STO.

10. Inspects all cars and trucks prior to departure, advises the Depot Commander af any adjustments or corrections that may be necessary.

(1) The Depot Commander is responsible that the cars and trucks are properly loaded, stowed, braced and secured in accordance with regulations, also that cars are properly sheeted, sealed, and labelled as required.

11. Arranges for prompt clearance of both loaded and empty cars and for special train service when necessary.

12. Maintains a car book (Wagon Book AB 496) recording the receipt and dispatch of cars.

13. Diverts or reconsigns loaded cars only upon the authority of the Freight Branch, Rail Movements Div. STO, (Ext 2906 or 4584)

14. Maintains close liaison with depot commander and keeps him informed of all traffic enroute to Depot.

15. Keeps the Section Transportation Officer advised regarding the Traffic position in the Depot.

16. Prepares CZTC Forms ORB 2, "Inbound Daily Railhead and Depot Movement Report" (IDM) and ORB #3, "Outbound Daily Rail and Depot Movement Report (ODM)", (See Exhibit "C" & "D", Section IV) as of 1800 hour each day covering the preceding 24-hour period. The original of this report will be dispatched by courier to Movements Div., OCOT, APO 887, second copy to Reports and Statistics Division STO, and the third copy retained for file. This report must be telephoned to Reports and Statistics Division, STO, as soon as prepared, particular attention must be paid to the "Remarks" column, any delays, or congestion occassioned by weather; enemy action; lack of locomotive power; lack of empty cars; interference of operations by unauthorized persons; derailments, etc. must be reported in this column.

17. Complete, in detail, STO Form 19 (Revised) (See Exhibit "E", Section IV) "Daily Rail Activity Report as of 2400 hours each day covering the preceding 24-hour period.

18. Prepares any other reports in accordance with directives of higher headquarters.

SECTION V

(NOTE: Exhibits referred to in Section V are omitted from this Reprint)

MOTOR TRANSPORT

1. To accomplish the Motor Transportation Mission, QM Truck Groups, Battalions and Companies are assigned the Base Section by the Motor Transport Service of the Office of the Chief of Transportation. Upon receipt of Transportation requests from the various services or installations for transportation, the requests are screened at the STO where, considering the priority of the shipment, it is determined as to what type of transportation will be utilized. When motor transport is considered the most practicable, the Motor Transport Officer then refers the details to the QM Group, who likewise screens the request, taking into consideration the requests already on hand. The QM Group refers the request to one of the battalions who designates what company or companies will actually do the operation.

2. In accordance with Circular No. 22, Hq. Oise Section, CZ ETOUSA, "Standard Operating Procedure for Motor Transportation," and Transportation Corps Technical Manual "MOTRAN", Motor Transportation will be obtained from:

a. Local motor transportation pool.
b. Motor Transport Division, STO, (Ext. 4474).

3. A. A Return Loads Branch is in operation under the supervision of the Motor Transport Officer. The ultimate aim of the plan is the conservation of motor vehicles, rubber and gasoline. In the past, vehicles have been dispatched to destinations and returned empty. By careful planning, return loads can be secured, thus eliminating the waste. As far as possible, the Motor Transport Officer is advised of the vehicles returning empty, at which time he

carefully screens all requests for motor transport and utilizes this service instead of dispatching out vehicles which are required for important depot work. Before requesting vehicles from the Motor Transport Officer, the RTO should ascertain from the installations he is serving whether or not a "Return Load" can be accomplished.

B. Return Loads will not be arranged for vehicles operating under the following conditions:

1. For vehicles engaged in an operational movement.
2. When the return route would be more than twenty (20) miles longer than the normally used route.
3. When the trip involves hauling low grade supplies in bulk.
4. For the conveyance of commodities for civilian use.

4. Motor Transportation is not used when other transportation is available, except for high priority shipments. In the event of shipment of supplies by motor transport, it will be the responsibility of the Depot Commander to prepare SOSTC Form 51. (See Exhibit "A" Section V).

5. All requests for Motor Transportation will be recorded on STO Form No. 15. (See Exhibit "B", Section V). Before any demand is made for Motor Transportation, the RTO should insure that the following factors have been considered:

a. That the request is justified.
b. That reference has been made to truck loading reference data in order that the amount and type of motor vehicles that will be necessary to accomplish the mission may be ascertained.
c. That the time element has been considered in order that operations may be handled smoothly without undue inconvenience either to the using service or the serving service.

SECTION VI

(NOTE: Exhibits referred to in Section VI are omitted from this Reprint)

ROAD MOVEMENTS

1. Road Traffic Regulation is controlled in accordance with SOP No. 50 Hq, ETOUSA Subject "Road Traffic Regulation and Control on the Continent", dated 7 October 1944, Circular No. 5, Hq Oise Section, CZ, ETOUSA Subject "Standard Operating Procedure - Road Traffic Hq." dated 4 October 1944.

2. The duties of the RTO are as follows:

a. Upon request for Road Convoy Clearance, in accordance with above directives, obtains from the Unit or Convoy Commander, the information required for "Request for Convoy Clearance" STO Form No. 8 (Exhibit "A" to Section VI). If vehicles are moving empty, this will be designated under column F. If the movement is a change of station, this will be designated under column U.

b. Telephone the Request to Road Traffic Hq. STO (Telephones 4378 or 4179), using the alphabetical designation and the RTO telephone code, in order to observe security regulations. (Telephone code lists have been distributed to all installations).

c. Upon receipt of the Road Convoy Clearance, including convoy number, route, etc., from Road Traffic Hq., STO, completes the "Request for convoy Clearance" STO Form No. 8.

d. Using above information, completes three (3) copies of "Road Movement Instructions" STO Form No. 7. (Exhibit "B" Section VI) with distribution as follows:

1. 1 copy to Unit or Convoy Commander.

2. 1 copy to Road Traffic Hq. STO.

3. 1 copy to file.

e. Upon request from Road Traffic Hq. STO, makes a reconnais-SANCE of certain roads and bridges in your area.

f. Gives routes to casual vehicles and small convoys, which do not require road clearance, using as a basis for information, the facilities of the Road Traffic Hq., STO.

g. Advise Road Traffic Hq., STO, of any road blocks in your area, such as floods, damage to roads, destruction of bridges, etc.

h. Upon request, coordinates Road Convoy Movements which are destine for your area or bivouacking in your area while enroute.

SECTION VII.

INLAND WATERWAYS

1. The Inland Waterways system is operated entirely by the French Canal authorities with the U.S. Army, Transportation Corps supervising the operation. The Inland Waterways primary mission is to assist the French Authorities in opening canal systems and to encourage rehabilitation of canals by the French, and assist where necessary until such operations are self-sustaining.

2. The duties of an RTO in conjunction with Inland Waterways Division are defined as follows:

a. Requests on RTO's for barges by any military service will be forwarded to Inland Waterways Division, STO, by telephone (Ext. 2612) or courier. No barge will be employed for loading until request has been processed and instructions have been issued through channels to French canal authorities in your area. Loading is the dut of the service concerned, under supervision of RTO, who is responsible for maximum and proper stowage consistent with safety. Inland Waterways Division, STO, will notify consignee of shipment and approximate arrival date. RTO is responsible that hatches on

on cargo barges are securely fastened prior to departure, and that tanks on POL barges are properly sealed.

b. Inland Waterways Division, STO, will advise RTO's of all shipments consigned to their areas, together with approximate arrival date, and they in turn will advise consignee. RTO's will designate discharge point in conjunction with consignee. Prompt unloading is responsibility of service concerned and will be accomplished at time and place mutually agreed with the RTO. It will be the duty of the RTO to see that any exceptions (delays, damage, etc.) are noted on bill of lading and secure endorsement of Bureau de Affretment at destination.

c. Bill of lading (See Exhibit "A" to Section VII)* forms are available at Inland Waterways Division. Upon originating a shipment, RTO will prepare original and five copies and secure signature of barge master and consignor on all six copies. Care will be taken to show specific and accurate information on all points covered by the bill of lading form, noting delays in loading, damage to cargo and any other exceptions. One copy each will be tendered to barge master and local French canal office. Original and remaining three copies will be forwarded to Inland Waterways Division, STO, where further distribution will be made.

d. Reports from RTO's will be in accordance with Inbound and Outbound Daily Railhead and Depot Movement Reports, Forms CZTC-ORB 2 and 3, or subsequent changes. Where RTO's have military movement by barge, they will be furnished forms on which will be reported progress of loading and unloading operations to expedite the movement of canal traffic and make known available empty barges. RTO's will report at all times, any apparent discrepancy of misuse of canal equipment which would tend to have a detrimental effect on the military mission.

Omitted from this Reprint.

APPENDIX No. 6 (Part V)

HEADQUARTERS
OISE SECTION, CZ, ETOUSA
SECTION TRANSPORTATION OFFICE

APO 513
12 February 1945

INLAND WATERWAYS DIVISION

GENERAL INSTRUCTIONS TO RTOs

1. MISSION: To assist French in opening canal systems, to supervise allocation of canal equipment and expedite movement for more efficient use of facilities available.

2. POLICY: To encourage rehabilitation of canals by the French and assist where necessary, until such operations are self-sustaining.

3. OPERATION: To be entirely by the French canal authorities. U.S. Agencies to be supervisory only.

4. ORIGINATING SHIPMENTS: Requests on you for barges by any military service will be forwarded to Inland Waterways Division, STO, by telephone or couric No barge will be employed for loading until request has been processed and instructions have been issued through channels to French canal authorities in your area. Loading is the duty of the service concerned, under supervision of RTO, who is responsible for maximum and proper stowage consistent with safety. Inlan Waterways Division, STO, will notify consignee of shipment and approximate arrival date. RTO is responsible that hatches on cargo barges are securely fastened prior to departure, and that tanks on POL barges are properly sealed.

5. TERMINATING SHIPMENTS: Inland Waterways Division, STO, will advise RTO of all shipments consigned to their areas, together with approximate arrival dat and they, in turn, will advise consignee. RTOs will designate discharge point i conjunction with consignee. Prompt unloading is responsibility of service concerned and will be accomplished at time and place mutually agreed with the RTO. It will be duty of RTO to see that any exceptions (delays, damage, etc.) are noted on bill-of-lading and secure endorsement of Bureau de Affretment at destination.

6. DOCUMENTATION: Bill-of-lading forms are available at Inland Waterways Division. Upon originating a shipment, RTO will prepare original and five copies and secure signature of barge master and consignor on all six copies. Care will be taken to show specific and accurate information on all points covered by the bill-of-lading form, noting delays in loading, damage to cargo and any other exceptions. One copy each will be tendered to barge master and local French canal office. Original and remaining three copies will be forwarded to Inland Waterways Division, STO where further distribution will be made.

7. REPORTS: Reports from RTOs will be in accordance with Inbound and Outbound Daily Railhead and Depot Movement Reports, Forms CZTC-ORB 2 and 3, subsequent changes. Where RTOs have military movement by barge, they will be furnished forms on which will be reported progress of loading and unloading operations to expedite the movement of canal traffic and make known available empty barges. RTOs will report at all times, any apparent discrepancy of misuse of canal equipment which would tend to have a detrimental effect on the military mission.

For the Section Transportation Officer:

CLARK CRAIG,
1st Lt, TC,
C/Adm

A CERTIFIED TRUE COPY:

s/Forrest H. Alter,
t/FORREST H. ALTER,
2nd Lt, TC.

EXHIBIT "B"

HEADQUARTERS COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS
United States Army
Office of the Commanding General

13 March 1945

SUBJECT: Commendation.

TO : Commanding General, Oise Section, APO,513, U. S. Army.

1. Reports of all interested agencies, both American and British, who have inspected the GOLDFLAKE installations and routes indicate that you have accomplished your responsibilities in connection therewith in an exceptionally fine manner. I wish to commend you for this achievement.

2. I desire also that you personally commend those under your command who have directly contributed to the successful completion of the project, and that appropriate awards be recommended where such action appears justified. Feel that particular emphasis should be placed on rewarding junior officers who actually established the installations.

s/ John C. H. Lee,
t/ JOHN C. H. LEE,
Lieutenant General, U. S. Army,
Commanding

EXHIBIT "C"

APPENDIX No. 6 (PART V)

HEADQUARERS
OISE INTERMEDIATE SECTION
COMMUNICATIONS ZONE
EUROPEAN THEATER OF OPERATIONS
U. S. ARMY

APO 513
25 May 1945

Colonel R. W. Barker
Section Transportation Officer
Oise Intermediate Section
APO 513, U. S. Army

Dear Colonel Barker:

Attached is a copy of a letter from Major General Miley, commending members of this Command for the superior manner in which the 17th Airborne Division was completely supplied and moved to their marshalling areas, in the Operation "VARSITY." This again emphasizes the efficient functioning of our Transportation Service.

General Miley also states that we had no small part in helping his Division attain a high " esprit de corps" and superior morale, and I wish to express my warmest thanks and appreciation to you for the fine job you have accomplished in supervising the supply and movement of this Division.

Cordially,

s/C. O. Thrasher
t/C. O. THRASHER
Brigadier General, USA
Commanding

1 Incl: As stated.

EXHIBIT "D"

HEADQUARTERS 17TH AIRBORNE DIVISION
APO 452, U. S. ARMY

28 April 1945

SUBJECT: Operation "VARSITY."

TO : Commanding General, Headquarters, Communications Zone, APO 887, U.S. Army.

1. I wish to thank most sincerely you and your staff for the efficiency and dispatch with which the Communications Zone refitted this Division, moved it to the Marshalling Areas and maintained it there prior to the airborne crossing of the Rhine River. The speed, facility and thoroughness with which these operations were processed can be attributed only to a high order of planning and cooperation.

2. Initial shortages in equipment were rapidly filled through your Headquarters in Paris. Headquarters, Oise Base Section initiated the difficult and complicated combined rail-motor movements to the Marshalling Areas - Captain Jerome B. Levy, who was the Oise Base Transportation Corps representative attached to this Division, is due a great deal of credit for his work in coordinating the many detailed plans attendant to entraining and entrucking. Upon arrival at destination (airstrips), three Base Section Headquarters (Channel - Normandy - Seine) in addition to Oise Section were involved. Each Section had done a fine job in constructing comfortable camps to which the men were quickly moved and in which every effort was made to provide the best possible mess and quarters.

3. The high spirits and superior morale with which this Division embarked on the operation are due in no small part to you and your command.

4. Please accept my congratulations on having an organization which can function so efficiently.

s/t/ W. M. MILEY
Major General, U.S.A.
Commanding

AG 201.22 OPCG 1st Ind 20 May 1945

Headquarters, Communications Zone, European T of Opns, APO 887, U.S. Army.

TO: Brigadier General Charles O. Thrasher, Commanding, Oise Intermediate Section, APO 513, U. S. Army.

It is a source of great satisfaction to me to note this commendation of the CG, 17th Airborne Division. In forwarding it to you I wish to add my appreciation of your forceful and efficient leadership so well demonstrated during the Operation "VARSITY".

s/t/ JOHN C. H. LEE
Lieutenant General, U. S. Army
Commanding

EXHIBIT "D"

APPENDIX No. 6

PART VI

THE TRANSPORTATION SECTION

ADVANCE SECTION

Contents

Station List of 26 March 1945
Transportation Section Roster--Officers
Organization Chart of Transportation Section as of 12 October 1944
Organization Chart of Transportation Section as of 22 November 1944

UNIT STATION LIST

List of all TC Units assigned and/or attached to Advance Section Communication Zone 26 March 1945.

	UNIT	LOCATION	COMMANDING OFFICER
1.	6957 Hwy. Transport Div.	Trier, Ger.	COL McKINNON
2.	467 QM Group	Trier, Ger.	COL LEONARD
3.	8th QM Bn.	Ehrang, Ger.	LT COL KELLUM
4.	3628 QM Truck Co.	Luxembourg City	CAPT NELSON
5.	3632 QM Truck Co.	Ehrang, Ger.	CAPT MARCZYNSKI
6.	3887 QM Truck Co.	Ehrang, Ger.	CAPT HOLZER
7.	163 QM Bn	Verdun, Fr.	LT COL. CORLESS
8.	4264 QM Truck Co	Ehrang, Ger.	CAPT HUNT
9.	643 QM Truck Co.	Ft de Genicourt	CAPT WILKINS
10.	644 QM Truck Co.	Trier, Ger.	1st LT CARBONNEAU
11.	3417 QM Truck Co.	Bras, Fr.	CAPT GALLUP
12.	3453 QM Truck Co.	Spincourt, Fr.	1st LT PUGH
13.	3683 QM Truck Co.	Thierville, Fr.	CAPT WHELAN
14.	3889 QM Truck Co.	Thierville, Fr.	CAPT ENIG
15.	3983 QM Truck Co.	Trier, Ger.	CAPT LIEBENGUTH
16.	4006 QM Truck Co.	Ft Donanament, Fr	CAPT SAMS
17.	171 QM Bn	Ancement Fr.	LT COL GROTHEM
18.	4263 QM Truck Co.	Verdun, Fr.	CAPT GREENWALD
19.	3573 QM Truck Co	Ancement, Fr.	CAPT DOWNEY
20.	3593 QM Truck Co.	Hettange, Fr.	1st LT BLAIR
21.	470 QM Group	Mors, Ger.	LT COL REED
22.	103 QM Bn	Fleron, Bel.	LT COL WESTFALL
23.	3552 QM Truck Co	Fecher, Bel.	CAPT REYNOLDS
24.	3861 QM Truck Co.	Bouligny, Fr.	CAPT SMITH
25.	3866 QM Truck Co.	Fleron, Bel.	1st LT VIETOR
26.	3903 QM Truck Co.	Micheroux, Bel.	1st LT SPITZER
27.	4008 QM Truck Co.	Chenee, Bel.	CAPT SMITH
28.	157 QM Bn	Namur, Bel.	LT COL FROHN
29.	3544 QM Truck Co.	Namur, Bel.	1st LT GOFF
30.	3594 QM Truck Co.	Andeene, Bel.	CAPT SELTS
31.	3681 QM Truck Co.	Namur, Bel.	1st LT CASHMAN
32.	3901 QM Truck Co.	Namur, Bel.	1st LT PANCOST
33.	4267 QM Truck Co.	Andeene, Bel.	CAPT HICKEY
34.	470 QM Bn	Jeneffe, Bel.	LT COL OUIMET
35.	3418 QM Truck Co.	Bergilers, Bel.	CAPT STEINSIEK
36.	3578 QM Truck Co.	Otrange, Bel.	CAPT MELLICKER
37.	3684 QM Truck Co.	Branchon, Bel.	CAPT McDONALD
38.	3884 QM Truck Co.	Ancement, Fr.	CAPT COLLIGAN
39.	4007 QM Truck Co.	Alleur, Bel.	CAPT SEAGLE
40.	3384 QM Truck Co.	Theux, Bel.	CAPT KLEMENT
41.	4254 QM Truck Co.	Fromelennes, Bel.	1st LT HOLMES
42.	6956 Hwy, Transport Div.	Munchen-Gladbach	COL TOLMAN
43.	516 QM Group	Liege, Bel.	LT COL McGOWEN
44.	114 QM Bn	Beaufays, Bel.	LT COL FILAND
45.	3389 QM Truck Co.	Spekolzerheide	CAPT SKOCZYNSKI
46.	3391 QM Truck Co.	Beaufays, Bel.	CAPT ITALLANO
47.	3392 QM Truck Co.	Beaufays, Bel.	CAPT WORTH

	UNIT	LOCATION	COMMANDING OFFICER
48.	177 QM Bn	Reinbach, Ger.	LT COL HOFFMAN
49.	3390 QM Truck Co.	Kenten, Ger.	CAPT COURTNEY
50.	3945 QM Truck Co.	Hoensbrock, Ger.	CAPT HARDISTER
51.	3951 QM Truck Co.	Reinbeck, Ger.	CAPT FAIR
52.	3952 QM Truck Co.	Reinbeck, Ger.	CAPT PLUMMER
53.	3974 QM Truck Co.	Reinbeck, Ger.	CAPT BISHOP
54.	516 QM Bn	Stockay, Bel.	LT COL TILLEY
55.	3921 QM Truck Co.	Stockay, Bel.	1st LT PARKER
56.	3923 QM Truck Co.	Stockay, Bel.	1st LT BARB
57.	3924 QM Truck Co.	Stockay, Bel.	CAPT EVANS
58.	3929 QM Truck Co.	Stockay, Bel.	CAPT RAHDE
59	3948 QM Truck Co.	Lexhy, Bel.	
60.	467 QM Bn.	Maastricht, Hol.	LT COL. PARKS
61.	134 QM Truck Co.	Lutterade, Hol.	CAPT McGEHEE
62.	3631 QM Truck Co.	Lutterade, Hol.	CAPT DUNN
63	3623 QM Truck Co.	Beek, Hol.	CAPT IRONS
64.	3622 QM Truck Co.	Maastricht, Hol.	CAPT SULLIVAN
65.	3584 QM Truck Co.	Stolberg, Ger.	1st LT RUBIN
66.	3574 QM Truck Co.	Stolberg, Ger.	CAPT CARLTON
67.	519 QM Bn	Amneville, Fr.	LT COL BRUNKE
68.	3412 QM Truck Co.	Boussange, Fr.	1st LT BOELL
69.	3549 QM Truck Co.	Amneville, Fr.	CAPT DITTIER
70.	3981 QM Truck Co.	Fameck, Fr.	CAPT LINTON
71.	3984 QM Truck Co.	Peirrevillers, Fr.	1st LT WHITE
72.	3990 QM Truck Co	Grandringe, Fr.	CAPT FLAX
73.	4003 QM Truck Co.	Amneville, Fr.	CAPT BROOKS
74.	3865 QM Truck Co.	Ft. Eben Emael, Bel.	CAPT BROOKS
75.	4th Co. 1st Automogile Regt (French)		
76.	706 Rwy Grand Div.	Luxembourg	COL JAMISON
77.	712 Rwy. Opn Bn	Longuyon, Fr.	LT COL DOUD
78.	716 Rwy. Opn Bn.	Metz, Fr.	LT COL MORRIS
79.	718 Rwy. Opn Bn.	Luxembourg	MAJOR WRIGHT
80.	732 Rwy. Opn Bn.	Thionville, Fr.	MAJOR BRENNAN
81.	765 Rwy. Shop Bn.	Basse-Yutz, Fr.	LT COL LEWIS
82.	121 Hosp Train Maint Sec.	Thionville, Fr.	
83.	142 Hosp. Train Maint Pln.	Thionville, Fr.	1st LT ROONEY
84.	733 Rwy Opn Bn.	Nancy, Fr.	LT COL SCHOPPER
85.	708 Rwy, Grand Div.	Liege, Fr.	COL CARR
86.	734 Rwy. Opn Bn.	Maastricht, Hol.	MAJOR JOHNSON
87.	740 Rwy. Opn. Bn.	Aachen, Ger.	LT COL PULLIAN
88.	741 Rwy. Opn Bn.	Liege, Bel.	LT COL THORNTON
89.	755 Rwy. Shop Bn.	Namur, Bel.	LT COL STEVENS
90.	138 Hosp Train Maint Pln.	Aachen, Ger.	2nd LT LYONS
91.	752 Rwy Opn. Bn	Namur, Bel.	MAJOR TRIGGS
92.	141 Hosp Traon Maint Pln.	Namur, Bel.	2nd LT GERONE
93.	120 Hosp. Train Maint Sec.	Paris, Fr.	
94.	9th Tra. Reg. Gp.	Woipon, Bel.	COL ARMSTRONG
95.	282 Port Co.	Jemeppe, Bel.	
96.	184 Port Co.	Liege, Bel.	CAPT HAKANSON
97.	781 Base Depot Co.	Liege, Bel.	CAPT [illegible]FLIN

TRANSPORTATION SECTION ROSTER

(OFFICERS)

(a) - asgd
(b) - atchd

Officers assigned and attached as of midnight 24 January 1945:

Colonel ROBERT C. TRIPP (a) Transportation Officer.
Colonel LAREN A. AYERS (a) Operations Division, Highway Branch.
Lt. Colonel CURTISS E. CRIPPEN (b) Field Representative, Rail Branch.
Lt. Colonel JOHN C. DOYLE (a) Chief, Operations Division.
Lt. Colonel JOHN M. MCKNAGUE (a) Chief, Control & Statistics Division.
Lt. Colonel WILLIAM W. PREISCH (b) Chief, Rail Branch.
Lt. Colonel GEORGE C. STUART (b) Field Representative, Rail Branch.
Lt. Colonel EUGENE H. VALLE (a) Chief, Training and Inspection Branch.
Lt. Colonel HOMER L. WOLDERIDGE (b) Field Representative, Rail Branch.
Lt. Colonel LIGHT B. YOST (a) Deputy, Transportation Officer.

Major GEORGE W. BRANSCOMB (b) Training and Inspection Branch.
Major JOHN P. FOX (a) Executive, Engineering Branch.
Major JERRY HOUSE (b) Maintenance Section, Highway Branch.
Major GEORGE E. MACK (a) Chief, Inland Waterways Branch.
Major CHARLES G. MAYNARD (b) Maintenance Section, Highway Branch.
Major JOSEPH L. MORTHLAND (a) Chief, Administration Division.
Major JOHN J. H. MULLER III (a) Administration Division.
Major MARVIN M. PARR (a), Chief, Installations Branch.
Major WILLIAM B. ROONEY (a) Chief, Rail Passenger Branch.
Major CLYDE W. SPEARS (a) Chief, Engineering Branch.
Major MURRAY E. TAGGART (a) Chief, Highway Branch.

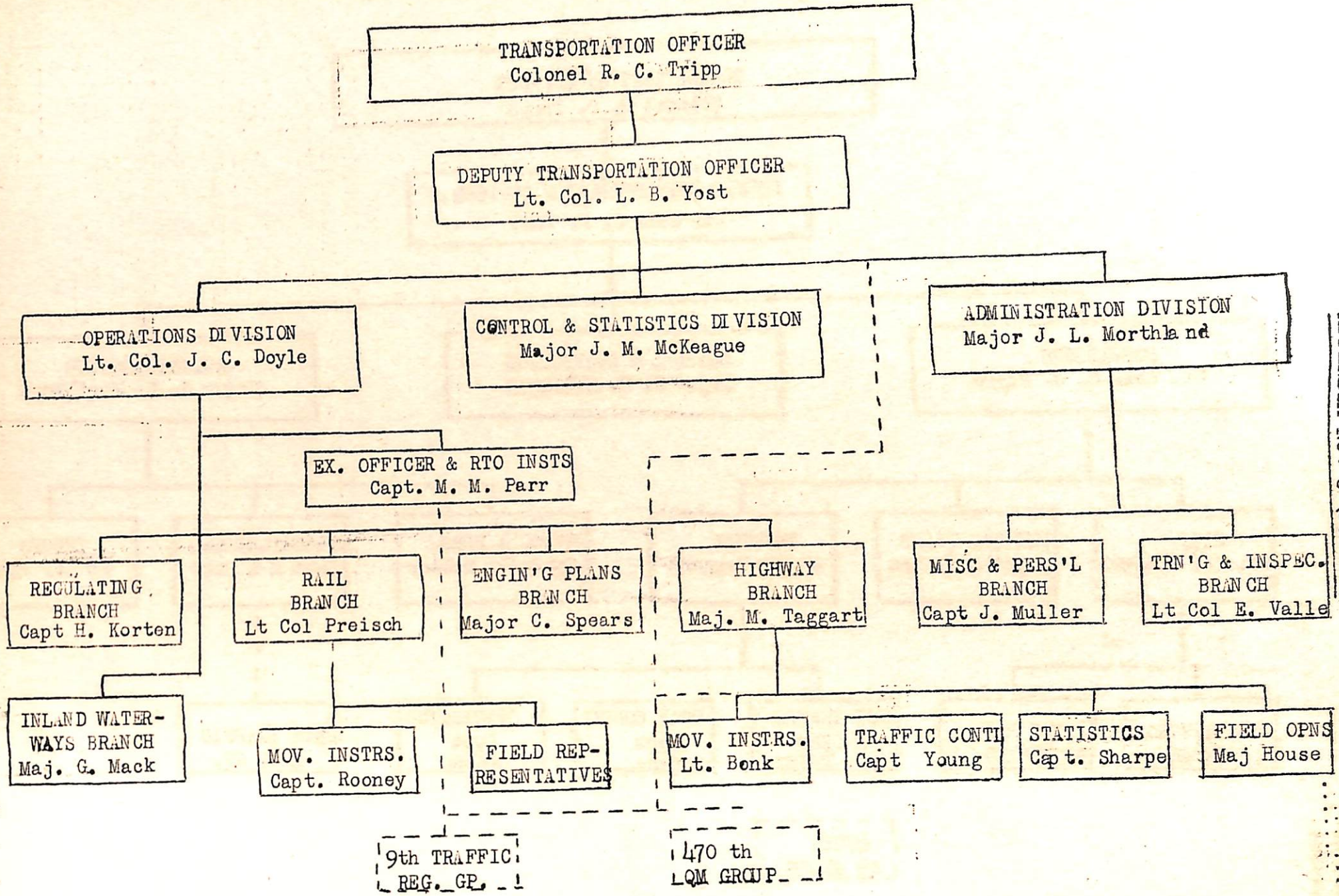
Captain CHESTER T. BONK (a) Highway Movements, Highway Branch.
Captain STEPHEN E. BUTTERFIELD (b) Traffic Control, Highway Branch.
Captain CHESTER W. COCKE (b) Liaison, Rail Branch.
Captain GEORGE W. DAY (b) ASCZ, Regulating Station.
Captain WILLIAM K. GRIFFITH, Jr. (a) Sign Shop, Engineering Branch.
Captain JAMES R. GUTHRIE (a) Engineering Branch.
Captain HENRY J. KORTEN (a) Chief, Regulating Branch.
Captain WILLIAM H. MANN (a) Engineering Branch.
Captain VINCENT G. OBERG (b) 24th Regulating Station.
Captain JAMES I. RAYMOND (a) Engineering Branch.
Captain JOSEPH F. REYNOLDS, (b) Operations, Regulating Branch.
Captain GERALD ROSENTHAL (b) Control & Statistics Division.
Captain DAVID H. SAMSON (b) ASCZ, Regulating Station.
Captain WILLIAM I. SHARPE (b) Executive, Highway Branch.
Captain ELDON E. YOUNG (a) Traffic Control, Highway Branch.

1st. Lt. STANLEY E. DABROWSKI (a) Engineering Branch.
1st. Lt. MATTHEW A. EARLEY (a) Regulating Branch.
1st. Lt. JOHN P. FEELEY (b) Rail Passenger Branch.
1st. Lt. ROBERT H. FOLTZ (a) Field Operations, Highway Branch.
1st. Lt. WILLIAM H. HICKMAN (a) Administration, Personnel.
1st. Lt. MARION A. HUNT, Jr. (a) Chief, Rail Freight Branch.
1st. Lt. HERSCHEL H. LEVINE (a) Highway Movements, Highway Branch.
1st. Lt. JAMES D. MIDDLETON (a) Highway Movements, Highway Branch.

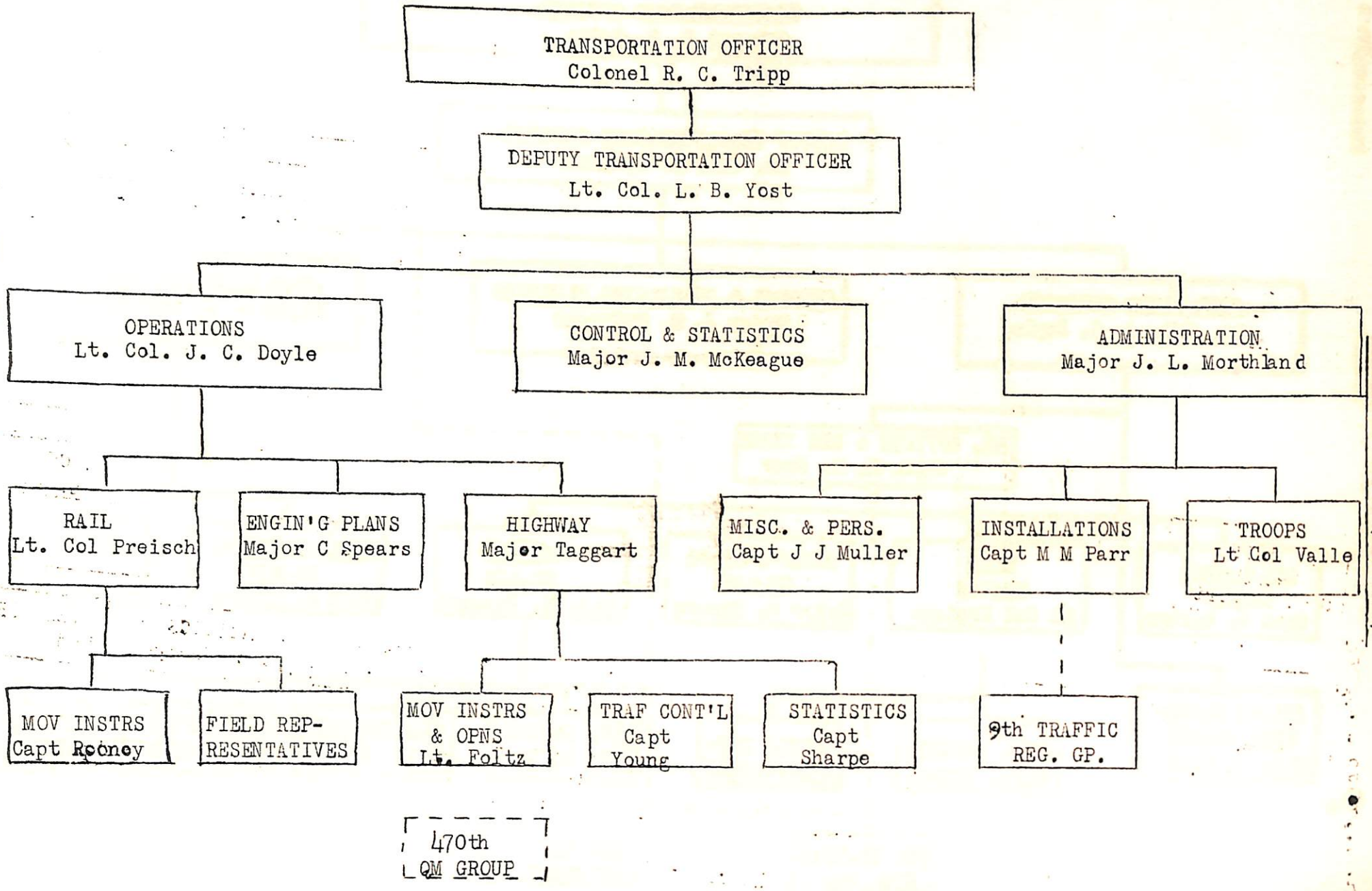
1st. Lt. EARL C. PHILLIPS (b) Rail Passenger Branch.
1st. Lt. ALBERT C. SPAULDING III (b) Field Operation, Highway Branch.
1st. Lt. WILLIAM H. ST JOHN, Jr. (a) Rail Freight Branch.
1st. Lt. FRANK W. SWANSON (a) Sign Shop, Engineering Branch.
1st. Lt. ALLEN S. WRIGHT (a) Executive, Operation Division.

2nd. Lt. JACOB A. BAIR (b) ASCZ. Special Train.
2nd. Lt. HENRY B. LICHENSTEIN (b) Regulating Branch.
2nd. Lt. ROSS P. COOPER, Jr. (a) Personnel, Administration Division.

1st. Lt. ALBERTJ. COQUELLE (b) Belgium Liaison, Highway Branch.
2nd. Lt. JEAN LOUAY (b) French Liaison, Operations Division.
2nd. Lt. MARCEL D. DECORVET (b) French Liaison, Operations Division.



ORGANIZATION CHART
TRANSPORTATION SECTION - ADVANCE SECTION
... of 22 November 1944



ORGANIZATION CHART

TRANSPORTATION SECTION - ADVANCE SECTION

As of 12 October 1944

APPENDIX NO. 6.

PART VII

THE TRANSPORTATION SECTION

CONTINENTAL ADVANCE SECTION

CONTENTS:

Copy of Memorandum on SOLOC Organization, Hq. SOLOC, dated 1 December 1944.

Copy of GO 28, Hq. CONAD, dated 28 October 1944.

Station Lists - January, February, and March 1945.

SOP for Supply of Major Commands - SOLOC

Statistics - January, February, and March:

Railroad Operations

Freight

Personnel - Incoming and Outgoing

Motor Transport Operations

Air Operations

APPENDIX NO.6(Part VII)

HEADQUARTERS SOUTHERN LINE OF COMMUNICATIONS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 39

1 December 1944

MEMORANDUM:

TO : All Concerned

SOLOC ORGANIZATION

1. Reference is made to Circular 23, Headquarters, Communications Zone, ETOUSA, cs, subject: "COMMUNICATIONS ZONE ORGANIZATION" which was transmitted directly to elements of this Command. As a matter of general information and guidance, this circular is interpreted as follows for the subordinate major commands of SOLOC:

2. The Base or Advance Section Commander is charged with the responsibility for all SOLOC activities and operations in his Section except those retained under the control of this Headquarters. He has, within the limits of the special conditions existing in the theater, the authority of command authorized by law, Army Regulations, and custom for the commanding general of a Service Command, over all SOLOC individuals, units and installations (except those of this Headquarters) in his Section.

3. The responsibilities of the Section Commander within his Section include, but are not limited to:

a. The control and coordination of all SOLOC activities and operations, including the assignment of personnel and units.

b. The location and activation, or establishment, of all approved field installations agencies of SOLOC.

c. The administration of depots, including the allocation and assignment of space therein.

d. The receipt, storage, maintenance, salvage and issue of supplies and equipment within policies and procedures promulgated separately by or through this Headquarters.

e. The administration of all quarters and quartering with which SOLOC is charged.

f. The administration of training areas and ranges, including:

(1) Assistance in the reconnaissance and selection of training areas and ranges.

(2) Procurement of areas required, and the construction, operation and maintenance of ranges to be established.

(3) Liaison with major field forces with reference to training areas and range requirements.

(4) Maintenance of complete records and maps relating to training areas and ranges within the boundaries of the Section.

g. The hospitalization and evacuation of personnel in accordance with the policies of this Headquarters.

h. Counter-intelligence and censorship pertaining to SOLOC.

i. The assignment of SOLOC personnel in accordance with existing instructions. Personnel will not be transferred between Sections without the approval of this Headquarters.

j. The preparation of plans for SOLOC organizations to meet all emergencies, such as fire, sabotage, and ground, airborne and air attack.

k. The organization and operation of recreational activities and of the Army Exchange Service.

l. The promotion and sale of War Bonds and National Service Life Insurance.

m. Arrangements for the reception and orientation of newly arrived US forces.

n. In the case of the Commander of a Section within the confines of which this Headquarters, or a higher headquarters, is located, the exercise of such functions and administrative control as may, from time to time, be charged to him by this Headquarters.

4. The staffs of the Section Commanders will be organized, in general, so as to parallel the staff of the Commanding General, SOLOC.

5. With the prior approval of this Headquarters in each case, Section Commanders may subdivide their Sections into such districts and areas as may be necessary to achieve decentralization of operating control. The commanders of such subordinate districts and areas will have such responsibilities as are directed by the Section Commander. Such districts and areas will not be offices of record, and the staffs of their commanders will be held to the absolute minimum. The establishment of a district will not be the basis for a request to this Headquarters for the further allotment of grades.

6. All SOLOC units and detachments, and field and air force units and detachments attached to SOLOC elements, except those for duty with this Headquarters, will be assigned or attached by this Headquarters.

7. All SOLOC personnel within the limits of a Section, except those assigned to units, depots or other activated installations, will be assigned, for administrative purposes, to the Section headquarters and headquarters company.

8. Relationship with Air Force, Field Force and Naval Commanders: The relationship between the Section Commander and any tactical commander in his Section is similar to the relationship in the US between the commanding general of a Service Command and the commanders of tactical units within the Service Command.

9. Relationship with Allied Authorities: The Section Commanders will be responsible for the necessary coordination of administrative arrangements with the Allied military and civilian administrative agencies in their respective sections.

10. Channels of Communication: Communications from and to higher headquarters will be routed through normal military channels of command.

By command of Major General LARKIN:

s/ Vernon W. Rice
t/ VERNON W. RICE,
Colonel, A.G.D.,
Adjutant General.

DISTRIBUTION:
"B" Plus
5 - CG, CONAD, APO 667
5 - CG, DELTABASE, APO 772
5 - DG, 1st Mil Rwy Serv, APO 772

APPENDIX NO. 6 (Part VII)

HEADQUARTERS
CONTINENTAL ADVANCE SECTION
APO 667

GENERAL ORDERS)
)
NUMBER 28)

28 October 1944

Announcement of Transport and Movement Section I
Appointment of Director of Transport and Movement II

I. ANNOUNCEMENT OF TRANSPORT AND MOVEMENT SECTION

1. Designation: Effective 30 October 1944 the Transportation Section of Continental Advance Section Headquarters is superseded by, and will be integrated within, the TRANSPORT AND MOVEMENT SECTION to be organized and directed by the DIRECTOR OF TRANSPORT AND MOVEMENT.

2. Function:

a. The Transport and Movement Section will:

(1) Control the movement and transportation within the Continental Advance Section of Motor and Inland Water facilities.
(2) Be responsible for movements of troops within the CONAD Area.
(3) Be responsible for movement of supplies originating within the CONAD Area.
(4) Coordinate movement of supplies and personnel by air.
(5) Coordinate movement of supplies and personnel by rail through the regulating stations.
(6) Supervise the operations of the Rail Transport Officers.
(7) Coordinate movement of supplies from Deltabase into, or through the CONAD Area.

3. Relationship to Other Staff Sections:

a. For the accomplishment of the foregoing mission, it is necessary that the Director of Transport and Movement be kept fully informed at all times as to present and future plans, and he may call upon any of the staff sections for available information or data, including:

(1) Advance bids for tonnage to determine traffic move within CONAD Area.
(2) Allocation against bids.
(3) Loadings against requisitions.
(4) Movements against loadings.
(5) Requirements of the Armies for maintenance and build-up.
(6) Advance Section build-up.
(7) Military Railway Service operations, schedules and plans.
(8) Rehabilitation program of railways; status of reconstruction.
(9) Railway yard facilities and capacities.

II. APPOINTMENT OF DIRECTOR OF TRANSPORT AND MOVEMENT

COL TONY J. ALBORD, 901 French Base, is designated Director of Transport and Movement.

By Command of Major General WILSON:

A. N. STUBBLEBINE, JR.
Colonel, GSC,
Chief of Staff.

OFFICIAL:

/s/ J. W. Ross
/t/ J. W. ROSS,
Colonel, AGD,
Adjutant General.

DISTRIBUTION:
"C"

APPENDIX NO. 6 (Part VII)

HEADQUARTERS
CONTINENTAL ADVANCE SECTION
TRANSPORTATION SECTION

Units Under the Jurisdiction of Transportation Section

For The Month of January 1945

UNIT	STRENGTH OFF	WO	EM	STATUS
27th Regulating Station	41	1	141	Asgd CAS
Hq & Hq Det 28th QM Bn (M)		2	21	Asgd CAS
3410 QM Truck Co	5		105	Asgd CAS
3421 QM Truck Co	5		105	Asgd CAS
3423 QM Truck Co	5		105	Asgd CAS
3424 QM Truck Co	5		105	Asgd CAS
Hq & Hq Det 46th QM Group	10		18	Asgd CAS
3337 QM Truck Co	5		128	Asgd DBS/Atchd CAS
3338 QM Truck Co	5		128	Asgd DBS/Atchd CAS
Hq & Hq Det 7040 QM Bn (M) (IT)	7		21	Asgd CAS
7072 QM Truck Co (IT)	7		131	Asgd CAS
7073 QM Truck Co (IT)	6		134	Asgd CAS
7074 QM Truck Co (IT)	8		143	Asgd CAS
7075 QM Truck Co (IT)	7		141	Asgd CAS
7081 QM Truck Co (IT)	8		127	Asgd CAS
7082 QM Truck Co (IT)	7		135	Asgd CAS
Hq & Hq Det 7408 QM Bn (M) (IT)	9		24	Asgd CAS
7483 QM Truck Co (IT)	6		127	Asgd CAS
7484 QM Truck Co (IT)	7		127	Asgd CAS
7485 QM Truck Co (IT)	7		123	Asgd CAS
7486 QM Truck Co (IT)	7		123	Asgd CAS
307th Base Depot Co (TC) (Det A)	1		6	Asgd DBS/Atchd CAS
* 3480 QM Truck Co	-		-	Atchd CAS
3495 QM Truck Co	5		149	Asgd DBS/Atchd CAS
* 3519 QM Truck Co	-		-	Atchd CAS
3534 QM Truck Co	5		140	Asgd DBS/Atchd CAS
* 3535 QM Truck Co	-		-	Atchd CAS
* 3603 QM Truck Co	-		-	Atchd CAS
3668 QM Truck Co	4		138	Asgd DBS/Atchd CAS
* 3677 QM Truck Co	-		-	Atchd CAS
* 3678 QM Truck Co	-		-	Atchd CAS
3831 QM Truck Co	5		135	Atchd CAS
3832 QM Truck Co	5		120	Atchd CAS
* 3886 QM Truck Co	-		-	Atchd CAS
* 3904 QM Truck Co	-		-	Atchd CAS
3882 QM Truck Co	5		153	Atchd CAS
3974 QM Truck Co	5		105	Atchd CAS
* 4012 QM Truck Co	-		-	Atchd CAS

* The strength of these companies were not reported for January 1945.

HEADQUARTERS
CONTINENTAL ADVANCE SECTION
TRANSPORTATION SECTION

Units Under the Jurisdiction of Transportation Section

For the Month of February 1945

UNIT	STRENGTH OFF	WO	EM	STATUS
27th Regulating Station	41	1	141	Asgd CAS
41st TC Traffic Reg. Bn.	53		224	Asgd CAS
Hq & Hq Det 28th QM Bn (M)	4	2	21	Asgd CAS
3410 QM Truck Co	5		105	Asgd CAS
3421 QM Truck Co	5		105	Asgd CAS
3423 QM Truck Co	5		105	Asgd CAS
3424 QM Truck Co	5		105	Asgd CAS
Hq & Hq Det 46th QM Group	10		18	Asgd CAS
3338 QM Truck Co	5		128	Asgd DBS/Atchd CAS
3337 QM Truck Co	5		128	Asgd DBS/Atchd CAS
Hq & Hq Det 7408 QM Bn (M) (IT)	9		24	Asgd CAS
7483 QM Truck Co (IT)	6		127	Asgd CAS
7483 QM Truck Co (IT)	7		127	Asgd CAS
7485 QM Truck Co (IT)	7		123	Asgd CAS
7486 QM Truck Co (IT)	7		123	Asgd CAS
7075 QM Truck Co (IT)	7		141	Asgd CAS
807th Base Depot Co (TC) (Det A)	1		6	Asgd DBS/Atchd CAS
3603 QM Truck Co	4		113	Atchd/CAS
3882 QM Truck Co	5		105	Atchd/CAS
3886 QM Truck Co	5		136	Atchd/CAS
3904 QM Truck Co	5		149	Atchd/CAS
3974 QM Truck Co	5		105	Atchd/CAS
4012 QM Truck Co	5		108	Atchd/CAS

For the Month of March 1945

27th Regulating Station	46	1	142	Asgd CAS
41st TC Traffic Reg Bn	42		219	Asgd CAS
15th Traffic Reg Group	57		300	Asgd CAS
357th Harbor Craft Co	6		80	TD w/CAS
53rd QM Bn (M)	4	2	23	Asgd CAS
3337th QM Trk Co(DUKW)	5		125	Asgd CAS
3338th QM Trk Co (DUKW)	5		126	Asgd CAS
3339th QM Trk Co (DUKW)	4		133	Asgd CAS
3340th QM Trk Co (DUKW)	4		112	Asgd CAS
517th QM Bn (M)	3	1	14	Asgd CAS
415th Port Co	5		204	Asgd CAS
416th Port Co	5		203	Asgd CAS

UNIT	OFF	WO	EM	STATUS
417th Port Co	5		205	Asgd CAS
418th Port Co	5		207	Asgd CAS
807th Base Depot Co	5		110	Atchd CAS
525th Port Bn.	4	2	17	Asgd CAS
28th QM Bn (M) (TC)	3	2	14	Asgd CAS
3410th QM Trk Co (TC)	5		125	Asgd CAS
3421st QM Trk Co (TC)	5		119	Asgd CAS
3423rd QM Trk Co (TC)	5		101	Asgd CAS
3424th QM Trk Co (TC)	5		103	Asgd CAS
3498th QM Trk Co (TC)	5		110	Asgd CAS
3553th QM Trk Co (TC)	5		110	Asgd CAS
3535th QM Trk Co (TC)	5		110	Asgd CAS
69th QM Bn (M) (TC)	4	2	21	Asgd CAS/At DBS
3485th QM Trk Co (TC)	5		130	Asgd CAS/At DBS
3486th QM Trk Co (TC)	5		131	Asgd CAS/At DBS
3487th QM Trk Co (TC)	5		136	Asgd CAS/At DBS
3500th QM Trk Co (TC)	5		110	Asgd CAS
3517th QM Trk Co (TC)	5		110	Asgd CAS
3904th QM Trk Co (TC)	4		147	Atchd CAS
3882nd QM Trk Co (TC)	5		150	Asgd CAS
212 Compagnie de Transport (French)				Atchd CAS
140th QM Bn (M)	Enroute			Asgd CAS/At DBS
3520th QM Trk Co (TC)	5		110	Asgd CAS
3603rd QM Trk Co (TC)	5		149	Asgd CAS
3719th QM Trk Co (TC)	5		110	Asgd CAS
3886th QM Trk Co (TC)	5		168	Asgd CAS
3515th QM Trk Co (TC)	5		110	Atchd CAS
3974th QM Trk Co (TC)	4		105	Asgd CAS
3994th QM Trk Co (TC)	5		110	Asgd CAS
4000th QM Trk Co (TC)	5		110	Asgd CAS
517th QM Tn (M) (TC)	3	1	14	Asgd CAS
3343rd QM Trk Co (TC)				Atchd CAS
378th QM Trk Co (TC)				Atchd CAS

HEADQUARTERS SOUTHERN LINE OF COMMUNICATIONS
EUROPEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 39

CIRCULAR)
:
NO.)

5 January 1945

SOP FOR SUPPLY OF MAJOR COMMANDS

SECTION I.....GENERAL

SECTION II.....LEVELS OF SUPPLY

SECTION III.....SUPPLY OF CONAD

SECTION IV.....SUPPLY OF ARMIES

SECTION V.....SUPPLY OF AIR FORCES

SECTION VI.....SUPPLY OF MISCELLANEOUS COMMANDS

Rescinded: Advance Headquarters Communications Zone, North African Theater of Operations letter, subject: "Temporary Operating Procedures", 30 October 1944, file 400-0.

SECTION I - GENERAL.

1. Purpose: The purpose of this SOP is to provide a procedure whereby the supply requirements of the major commands, supported by SOLOC, are obtained, processed expeditiously, and filled with the maximum economy in the use of labor and transportation thereby insuring adequate and timely support of these commands.

2. Single Line of Communications: It is to be emphasized that there exists but one line of communications for both French and American troops that SOLOC troops, equipment and facilities, both French and American, are to be employed for the common support of all forces. The procedures prescribed herein apply equally to both French and American forces, keeping in mind the minor differences in supplies and material required by each.

SECTION II-LEVELS OF SUPPLY.

1. Theater Levels of Supply: The maximum stock levels in SOLOC will be limited to the War Department authorized theater levels as shown below for all troops supported by SOLOC as listed in "Troop List for Operations and Supply (TOLS)":

Class I - 60 days
Class II - *75 days, except QM Class II level; other than MSR item is 60 days. (Reference cable E-62837, dated 12 November 1944)
Class III - (POL and Coal) - 60 days.
Class IV - 75 days (based on usage experience) plus supplies authorized by War Department approved projects.
Class V - *75 days.

*Levels of MSR items and Class V include Armies' stocks.

2. Armies Levels of Supply: Levels of supply of armies will be those established by Sixth Army Group Administrative Instruction No. 5, dated 20 November 1944. (Attached as Inclosure #1).

3. Air Force Levels of Supply: Levels of supply of Air Forces will be established at a later date. Pending the establishment of these levels, issues of supplies to Air Force units will be limited to current maintenance needs.

4. CONAD Levels of Supply:

a. Except for certain specific types and categories of supplies as hereinafter designated, CONAD levels will not exceed 15 days of supply for all troops supported by it.

b. Exceptions to the general levels are:

(1) Ordnance major items in Groups, C, D, F and G (combat). All SOLOC stocks of these items will be maintained in CONAD.

(2) Medical Class II & IV which will not exceed 30 days.

(3) (For additional exceptions desired by Services and approved (by G-4. For example: CWS should cover protective items.

(4) (Stocks of all classes and services of Sixth Army Group major commands which by mutual agreement are carried in CONAD depots.

5. DELTA BASE Levels of Supply: Levels of supply in DELTA BASE will be the War Department authorized theater levels less stocks heretofore authorized for CONAD and such items in Armies stocks as are changeable to the theater levels.

6. Computation of Levels:

a. In the absence of prescribed stock level or day of supply for a particular item, the Heads of Services, SOLOC, will use issue experience in determining the authorized level.

b. Stocks in transit from DELTA BASE to CONAD and from CONAD to requisitioning agencies will not be included in the computation of CONAD stock levels.

7. Build-up of Authorized Levels: The authorized levels for Armies have been attained with the exception of a few critical items. CONAD authorized levels should be attained not later than 1 February 1945.

SECTION III - SUPPLY FOR CONAD.

1. General: CONAD will effect supply by the submission of its requirements to SOLOC. These requirements will cover the anticipated demands for maintenance of all units supported by CONAD and to maintain its authorized stock levels.

2. Requirements;

a. Periodic: CONAD will submit requirements for February and each calendar month thereafter, 30 days in advance of the beginning of the month, to Headquarters SOLOC, in accordance with the detailed instructions of the Heads of Services SOLOC. Accompanying these requirements will be specific shipping instructions, including general area in CONAD to which supplies are to be for-

warded, which may be modified periodically as required by direct contact between CONAD and DELTA BASE.

b. Special Requirements: Emergency requirements may be submitted t Headquarters SOLOC as the need arises but such requisitions must be held to th minimum. Shipping instructions will be submitted with the requirements.

3. SOLOC Action:

a. Requirements: SOLOC will edit the requirements submitted by CONAD and place necessary shipping instructions on DELTA BASE, COMZONE ETOUSA, or other appropriate sources, 20 days prior to the beginning of the month in which shipment is to be made. Copies of these shipping instructions will be furnished CONAD by Supply Services SOLOC.

b. Tonnage Bids: SOLOC will submit tonnage bids at POM meetings covering movement of supplies to CONAD.

4. DELTA BASE Action:

a. Planning: Upon receipt of shipping instructions from SOLOC, DELTA BASE will prepare an initial loading and forwarding plan blocked out to provide trains, commodity loaded in the greatest extent practicable to be forwarded each day. The routing of these trains will comply with shipping instructions furnished by Headquarters SOLOC.

b. Forwarding: Upon completion of its loading and forwarding plan DELTA BASE will periodically forward to the Military Railway Service a request for the spotting of the type of equipment desired at the specific loading points for each day of the loading period. The request should further specify the movement of trains desired from each loading area on each day. It will not be necessary for the plan to be submitted for the full calendar month at one time, and may, at the option of DELTA BASE, be for periods of only 5 to 10 days

c. Loading: It is desired to reconsign the maximum number of cars in CONAD for the supply of the Armies; therefore, cars should be commodity loaded to the fullest extent practicable. Shipments of supplies will be made in separate cars of each destination requested. No supplies of any nature will be loaded that are not covered by SOLOC shipping instructions. A rail tonnage request or allocation will not be considered as shipping instructions but as a limitation on the rail tonnage which can be moved each day. Car tallies are to be forwarded in accordance with existing practices.

5. CONAD Action:

a. Installations: CONAD will establish depots, classification yards, and other installations as required to accept supplies forwarded from:

(1) DELTA BASE
(2) COMZONE ETOUSA
(3) Other Sources.

b. Classification Yards: Prior to receipt of cars by CONAD at it classification yards, a determination will be made as to whether the cars will be reconsigned to meet Army requirements or be unloaded in CONAD depots. Cars will not be held under load unless they can be forwarded within a period of 72 hours.

SECTION IV - SUPPLY OF ARMIES.

1. General: CONAD is the SOLOC agency designated to secure requirements of armies and maintain contact with the armies supported by it in order to be responsible to their immediate requirements. In order that control of allocations and allowances, and certain necessary accounting procedures may be maintained, that double-issues be avoided and that transportation be used most economically, the receiving of requisitions from individual subordinate units of Armies is to be discouraged. Except for Classes I and III supplies, issues against such requisitions will be reported promptly to the Army involved.

2. Supply Periods: Supply planning, requisitioning and forwarding will be based upon three periods per month; 1st to 10th inclusive; 11th to 20th inclusive, and 21st thru last day.

3. Requisitions: Armies will place requisitions covering each supply period on CONAD for supplies desired at army railheads 10 days in advance of the first delivery date of the period. Emergency requisitions may be submitted at any time but should be held to a minimum. Requisitions will be properly authenticated and show at a minumum "On Hand", "Dues In" and "Requirements", and be accompanied by editing data prescribed by CONAD.

4. Shipping Instructions: Included with the requisitions, or closely following, armies should submit shipping instructions to CONAD showing:
   a. Class of supply to be delivered to each railhead.
   b. Desired rate of delivery of each class of supply.
   c. Any special instructions affecting delivery in army area.

5. CONAD Action:

a. CONAD will edit requisitions received from Armies to insure that shipments will not place Armies stock above approved levels to Army.

b. After editing requisitions, the necessary supplies from CONAD stocks or planned to be in transit for period covered will be tentatively earmarked for delivery to the Armies. CONAD will block out an overall plan for forwarding these supplies into a train schedule to meet army shipping instructions. This initial plan will be a conversion of supply demands of the army in the given number of trains per day for each railhead requested by the Army.

c. Loading and Forwarding - Supplies not already under-load in respective classification yards will be loaded by CONAD to complete the entire requirements of the Armies.

d. Rail Movement Control Agencies.- CONAD will establish rail movement control agencies for the purpose of controlling movement of shipments to Armies.

e. Unfilled Requisitions. - At the end of each supply period unfilled portions of requisitions for Classes, I, III and IV will be cancelled, and unfilled portions of requisitions for all other classes of supply will be carried as back-orders for a minumum period of 60 days. At the end of this 60 day period the unshipped portions of back-orders may be cancelled by CONAD, giving written notice of such cancellation to the Armies and SOLOC.

SECTION V - SUPPLY OF AIR FORCES.

This section will be released at a later date. Pending its publication, immediate maintenance needs of Air Force units in SOLOC area will be supplied in accordance with normal supply procedures.

SECTION VI - SUPPLY OF MISCELLANEOUS COMMANDS.

This section will be released at a later date.

By command of Major General LARKIN:

HARRIS W. GILLAND
Brigadier General, GSC
Chief of Staff

OFFICIAL:

VERNON W. RICE
Colonel, AGD
Adjutant General

2 - Inclosures (NOT ATTACHED TO DRAFT)
Incl. #1 - Administrative Instruction # 5
Incl. #2 - Action Schedule

DISTRIBUTION:
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CWS - 3
MED - 2
AES - 1
SSS - 1
AG - 1
G-4 Supply Branches

APPENDIX NO. 6 (Part VII)

STATISTICS OF OPERATIONS

RAILROAD

JANUARY

FREIGHT Service	Class	7th Army Cars	7th Army DWLT	Conad Cars	Conad DWLT	Air Corps Cars	Air Corps DWLT	French 1st Cars	French 1st DWLT	Total Cars	Total DWLT
CWS	II&IV	14	254	148	2310	-	-	-	---	162	2564
	V	20	325	6	90	-	-	-	-	26	415
Engr	II&IV	72	828	672	6671	514	8682	202	2164	1460	18345
Med	II&IV	6	70	63	658	-	-	2	13	71	741
Ord	II&IV	532	8935	699	7549	4	37	208	2512	1443	19033
	V	2845	39485	975	13205	14	133	1656	22232	5490	75055
QM	I	1834	25727	492	6991	-	-	957	13111	3283	45829
	III	1867	25731	1218	16486	366	4802	1352	18098	4803	65117
	II&IV	387	3731	469	4721	1	11	70	713	927	9176
Sig	II&IV	35	329	472	6054	3	20	1	19	511	6422
Miscellaneous		135	768	18	121	41	308	243	2424	437	3621
Totals		7747	106183	5232	64856	943	13993	4691	61286	18613	246318

Personnel Movement:

Incoming		Outgoing	
U.S. Military	1094	U.S. Military	1188
French Military	42	French Military	230
U.S. Civilians	8	U.S. Civilian	74
French Civilians	18	French Civilian	109
Red Cross	64	Red Cross	44
Misc.	89	Misc.	79
Total Incoming	1315	Total Outgoing	1724

February

Train Movements:

	DBS to CAS	CAS to Army R'hds	Army R'hds to CAS	CAS to DBS
Supply Trains	523	523	102	33
Number of Cars	19547	17698	4359	1140
Personnel Trains	7	18	19	4
Number of Cars	324	535	678	203
Hospital Trains	31	28	27	30
Number of Cars	448	420	420	432
Empty Trains	4	30	268	240
Number of Cars	170	1251	15070	13997
Total Tons Supplies Moved	271627	236985	19106	9230

Personnel Movement:

Incoming		Outgoing	
U.S. Military	3524	U.S. Military	2834
French Military	230	French Military	287
U.S. Civilian	19	U.S. Civilian	27
French Civilian	41	French Civilian	101
Red Cross	70	Red Cross	67
Miscellaneous	33	Miscellaneous	48
Total Incoming	3917		3364

March

Train Movements:

	DBS to CAS	CAS to Army Rhds	Army Rhds to CAS	CAS to DBS
Supply Trains	601	665	95	28
Number of Cars	22418	22173	4323	989
Personnel Trains	16	17	31	29
Number of Cars	764	743	1223	1298
Hospital Trains	13	52	53	15
Number of Cars	194	780	795	219
Animal Trains	-	3	-	-
Number of Cars	-	96	4	-
Empty Trains	9	21	297	270
Number of Cars	445	670	18842	14728
Total Tons Supplies Moved	314901	296184	32388	8716

MOTOR TRANSPORT

January

Railheads	Trips	Tons	Personnel (POW's)
Langres	6933	26670	20917
Miami	3011	10669	8620
Reno	515	1901	412
Tulsa	6065	23472	7635
Beaune	3099	10497	
Vesoul	1742	3765	2845
Luneville	2836	11303	
Epinal	6901	18603	
	31102	106880	40429

	Trips	Tons	Personnel
Railhead to base dump	31102	106880	40429 (POW's)
Base dump to railhead	503	1933	
Long Haul		18906	2388
Miscellaneous	7027	22742	
	38632	150461	42817

February

Truck Operations:

*Number of trucks available	1131
*Number of trucks deadlined	275
*Number of trucks in operation	678

*Average

Supplies Moved:	Number of trucks	Number of trips	Tons hauled
Railhead to dump	9436	27109	99425
Dump to Railhead	Incl. in above	1698	6205
Long Haul	2614	2614	16468
Miscellaneous	2206	7904	26404
Totals	14256	39361	148502

Total miles of operations--supplies 1,155,325

Personnel Moved:

Total number of personnel hauled (POW's and Labor)	58,973
Total miles of operation--(Personnel)	9,851

March

Truck Operations:

*Number of trucks available	774
*Number of trucks deadlined	176
*Number of trucks in operation	582

*Average

Supplies Moved:	Number of Trucks	Number of Trips	Tons Hauled
Railhead to Dump	7,147	20,622	84,729
Dump to Railhead	2,073	5,855	20,639
Long Haul	3,679	3,709	24,295
Depot to Depot	1,043	3,936	16,460
Local Haul	644	2,007	5,583
Miscellaneous	2,474	7,138	23,600
Totals	17,060	43,267	177,306

Total miles of operation--Supplies 1,039,327

Personnel Moved:

Total number of personnel hauled	68,731
Total miles of operation (Personnel)	97,096

INLAND WATERWAYS

January

Supply Movement

Number of barges in operation	46
Tons supplies moved	228
Number of trips made during period	1

Canals in Operation
(1) Canal de Bourgogne
(2) Canal du Centre
(3) Canal du Rhone au Rhin

Rivers in Operation
(1) Saone River
(2) Doubs River

February

Supply Movement

Number of barges in operation	50
Tons of supplies moved	1371
Number of trips made during period	6

Canals in Operation
(1) Canal de Bourgogne
(2) Canal du Centre
(3) Canal du Rhone au Rhin

Rivers in Operation
(1) Saone River
(2) Doubs River

March

Supply Movement*

Number of barges in operation	50
Tons of Supplies moved	4854
Number of trips made during period	23

*Canals in Operation
(1) Canal de Bourgogne
(2) Canal du Centre
(3) Canal du Rhone au Rhin

*Rivers in Operation
(1) Saone River
(2) Doubs River

* The above operations include only the first fifteen days of the months operations. After March 15th operations were reported by Burgundy District to Oise Base Section.

AIR SECTION

February

FREIGHT	No. of Pounds
Inbound	107,447
Outbound	2,080

PERSONNEL MOVEMENT

Incoming		Outgoing	
U.S. Military	135	U.S. Military	176
French Military	7	French Military	7
U.S. Civilian	3	U.S. Civilian	1
British Military	1	British Military	13
Canadian Military	1	British Civilian	3
Swiss Civilian	1		
Total Incoming	148	Total Outgoing	200

March

FREIGHT	No. of Pounds
Inbound	55,876
Outbound	705

*PERSONNEL MOVEMENT

Incoming		Outgoing	
U.S. Military	128	U.S. Military	142
French Military	2	French Military	0
U.S. Civilian	5	U.S. Civilian	6
British Military	3	British Military	4
Total Incoming	138	Total Outgoing	152

*Passengers screened at Dijon after 2400 hours, 20 March 1945 are not reported as Burgundy began reporting to OISE Base as of 21 March 1945.

APPENDIX NO. 7

STATISTICS

ON

ALL PHASES OF TC OPERATIONS

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Chart 5 - Army Cargo Arrived in E.T.O. - Measurement Tons
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Chart 7 - Army Cargo Discharged on Continent - Long Tons
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Chart 10 - Army Cargo Loaded out of U.K. for Continent
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Table 27 - Special Vehicle Requirements of Motor Transport Service (As of 28 February 1945)

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S E C R E T

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Auth: CG, CZ, ETOUSA
Initials: MND MND
Date: 31 Mar. 1945

TRANSPORTATION CORPS MONTHLY PROGRESS REPORT

Chart 1 - Monthly Troop Debarkations
Chart 2 - Ship Arrivals - Weekly
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Chart 4 - Army Cargo Arrived in E.T.O. - Long Tons
Chart 5 - Army Cargo Arrived in E.T.O. - Measurement Tons
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Chart 7 - Army Cargo Discharged on Continent - Long Tons
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Chart 25 - Tons Hauled on Lines of Communication by Motor Transport Service
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STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

S E C R E T

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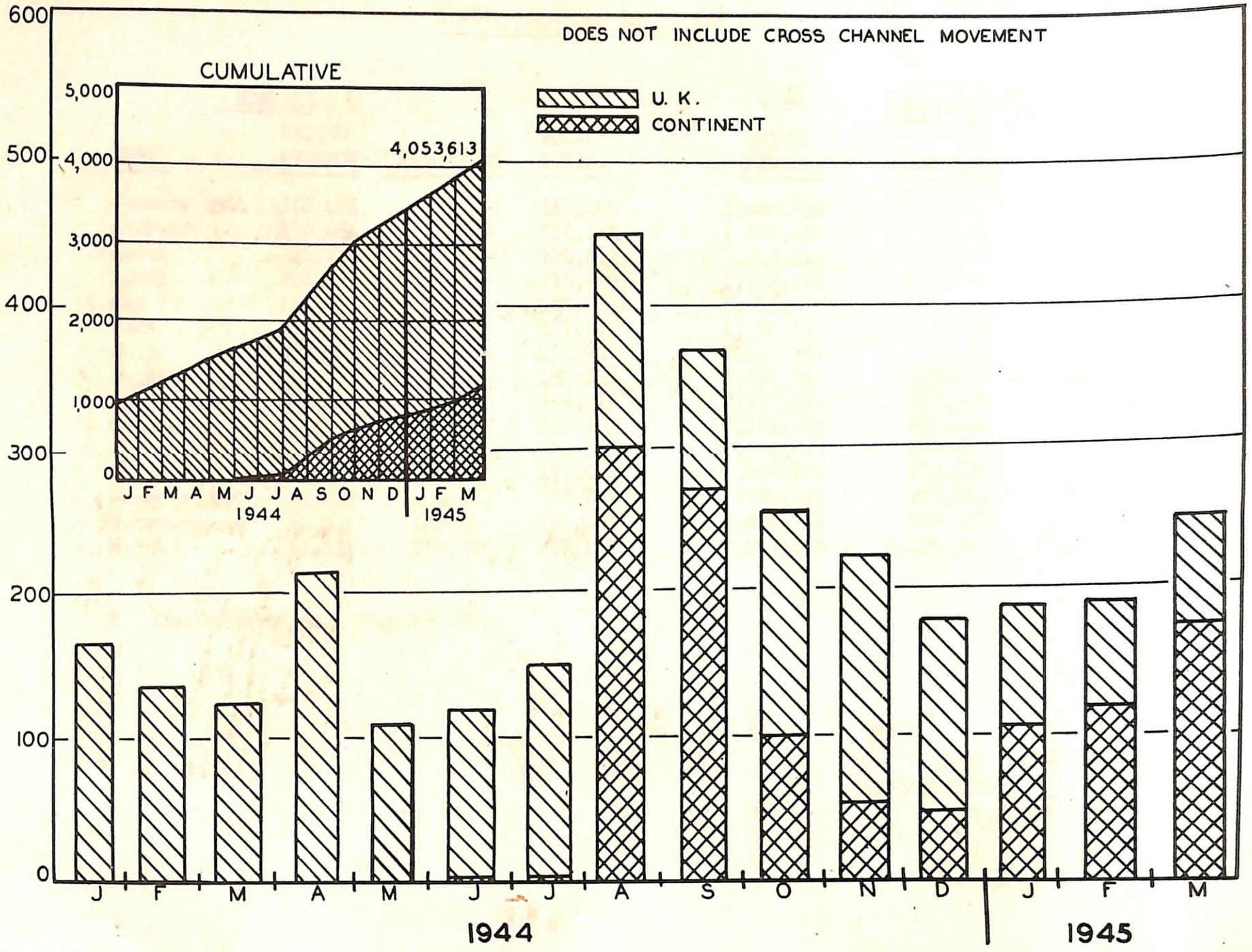
THOUSANDS OF TROOPS DEBARKED IN E.T.O.



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STATISTICS BRANCH T.C.

S E C R E T

TABLE 1

TROOPS DEBARKED IN E.T.O.

MONTH	MONTHLY UNITED KINGDOM	MONTHLY CONTINENT	MONTHLY TOTAL E.T.O.	CUMULATIVE * UNITED KINGDOM	CUMULATIVE * CONTINENT	CUMULATIVE * TOTAL E.T.O.
January 1944	166,405	-	166,405	1,084,752	-	1,084,752
February	136,684	-	136,684	1,221,436	-	1,221,436
March	124,412	-	124,412	1,345,848	-	1,345,848
April	216,699	-	216,699	1,562,547	-	1,562,547
May	108,463	-	108,463	1,671,010	-	1,671,010
June	121,503	8	121,511	1,792,513	8	1,792,521
July	152,669	59	152,728	1,945,182	67	1,945,249
August	152,776	300,063	452,839	2,097,958	300,130	2,398,088
September	99,617	269,461	369,078	2,197,575	569,591	2,767,166
October	154,090	100,077	254,167	2,351,665	669,668	3,021,333
November	170,148	54,210	224,358	2,521,813	723,878	3,245,691
December	129,163	49,902	179,065	2,650,976	773,780	3,424,756
January 1945	85,243	105,464	190,707	2,736,219	879,244	3,615,463
February	70,764	120,243	191,007	2,806,243	999,487	3,806,470
March	71,245	175,898	247,143	2,877,488	1,175,385	4,053,613

* Cumulative from 1 January 1942.

S E C R E T

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

CHART 2

SHIP ARRIVALS IN E.T.O. 1944-1945

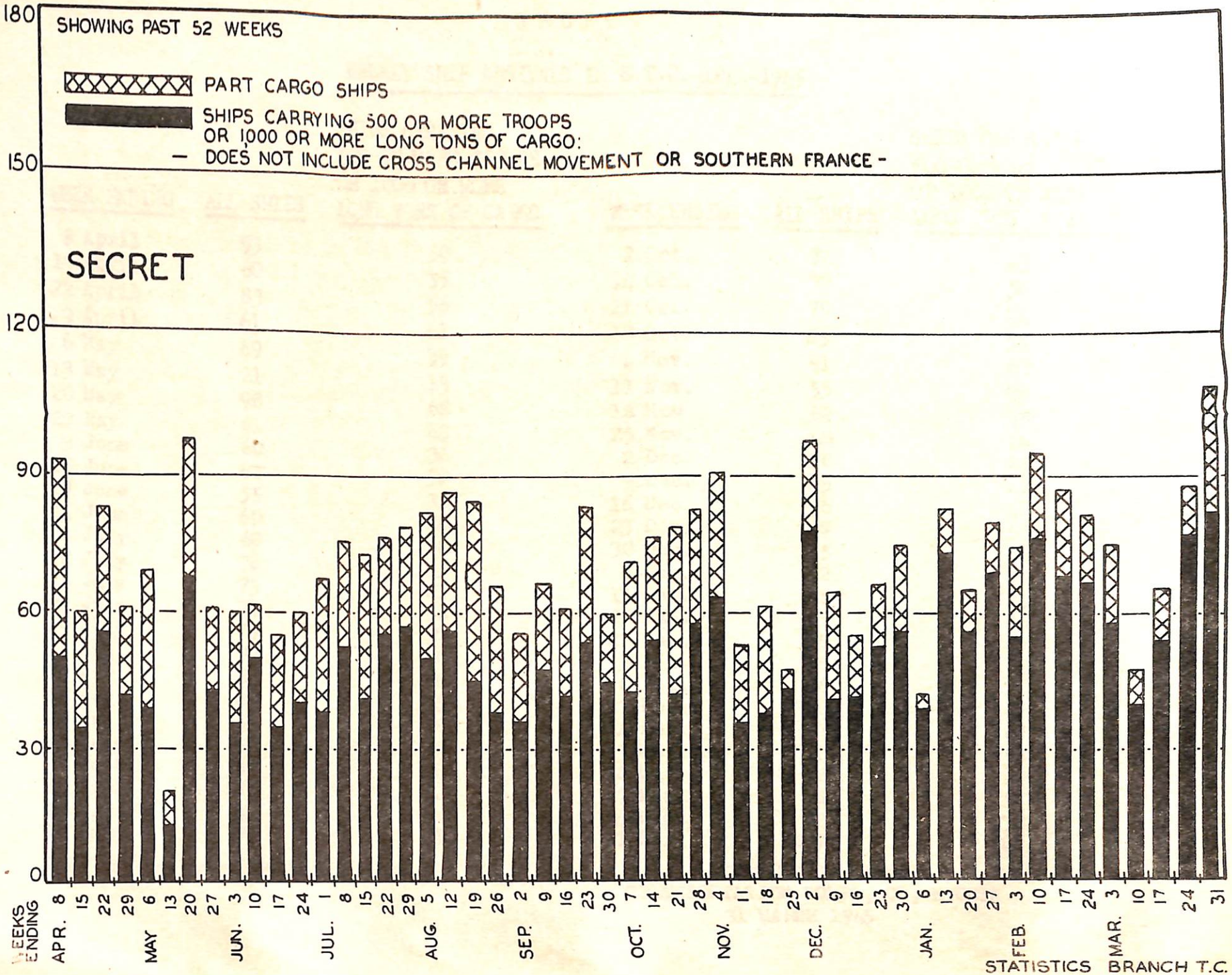

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TABLE 2

WEEKLY SHIP ARRIVALS IN E.T.O. 1944-1945

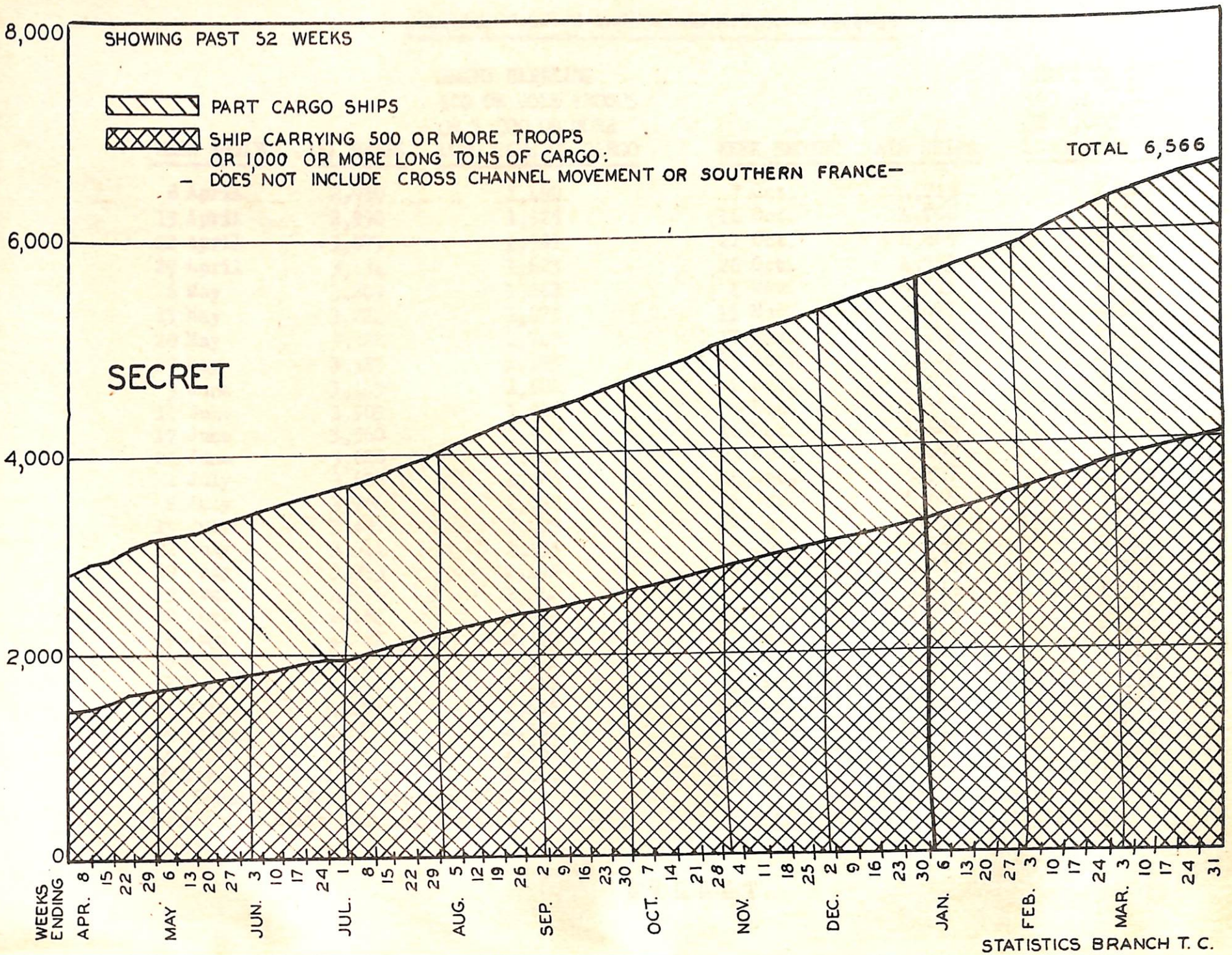
WEEK ENDING	ALL SHIPS	SHIPS CARRYING 500 OR MORE TROOPS OR 1000 OR MORE LONG TONS OF CARGO
8 April	93	50
15 April	60	35
22 April	83	56
29 April	61	42
6 May	69	39
13 May	21	13
20 May	98	68
27 May	61	43
3 June	60	36
10 June	62	50
17 June	55	35
24 June	60	40
1 July	68	38
8 July	76	53
15 July	73	41
22 July	77	56
29 July	79	57
5 Aug.	82	50
12 Aug.	87	56
19 Aug.	85	45
26 Aug.	66	38
2 Sept.	56	36
9 Sept.	67	48
16 Sept.	61	42
23 Sept.	84	54
30 Sept.	60	45
7 Oct.	72	43
14 Oct.	77	54
21 Oct.	79	42
28 Oct.	83	58
4 Nov.	91	63
11 Nov.	53	36
18 Nov.	62	38
25 Nov.	48	44
2 Dec.	98	78
9 Dec.	65	41
16 Dec.	56	42
23 Dec.	67	53
30 Dec.	75	56
6 Jan.	42	39
13 Jan.	84	74
20 Jan.	65	56
27 Jan.	80	69
3 Feb.	75	55
10 Feb.	96	77
17 Feb.	88	69
24 Feb.	82	67
3 Mar.	76	58
10 Mar.	48	40
17 Mar.	66	54
24 Mar.	88	78
31 Mar.	109	82

Does not includes Southern France

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

CHART 3

CUMULATED SHIP ARRIVALS IN E.T.O. 1944-1945



STATISTICS BRANCH T. C.

TABLE 3

CUMULATED* SHIPS ARRIVAL IN E.T.O. - 1944-45

WEEK ENDING	ALL SHIPS	SHIPS CARRYING 500 OR MORE TROOPS OR 1,000 OR MORE LONG TONS OF CARGO
8 April	2,930	1,490
15 April	2,990	1,525
22 April	3,073	1,581
29 April	3,134	1,623
6 May	3,203	1,662
13 May	3,224	1,675
20 May	3,322	1,743
27 May	3,383	1,786
3 June	3,443	1,822
10 June	3,505	1,872
17 June	3,560	1,907
24 June	3,620	1,947
1 July	3,688	1,985
8 July	3,764	2,038
15 July	3,837	2,079
22 July	3,914	2,135
29 July	3,993	2,192
5 Aug.	4,075	2,242
12 Aug.	4,162	2,298
19 Aug.	4,247	2,343
26 Aug.	4,313	2,381
2 Sept.	4,369	2,417
9 Sept.	4,436	2,465
16 Sept.	4,497	2,507
23 Sept.	4,581	2,561
30 Sept.	4,641	2,606
7 Oct.	4,713	2,649
14 Oct.	4,790	2,703
21 Oct.	4,869	2,745
28 Oct.	4,952	2,803
4 Nov.	5,043	2,866
11 Nov.	5,096	2,902
18 Nov.	5,158	2,940
25 Nov.	5,206	2,984
2 Dec.	5,304	3,062
9 Dec.	5,369	3,103
16 Dec.	5,425	3,145
23 Dec.	5,492	3,198
30 Dec.	5,567	3,254
6 Jan.	5,609	3,293
13 Jan.	5,693	3,367
20 Jan.	5,758	3,423
27 Jan.	5,838	3,492
3 Feb.	5,913	3,547
10 Feb.	6,009	3,624
17 Feb.	6,097	3,693
24 Feb.	6,179	3,760
3 Mar.	6,255	3,818
10 Mar.	6,303	3,858
17 Mar.	6,369	3,912
24 Mar.	6,457	3,990
31 Mar.	6,566	4,072

* Cumulated from 1 January 1942.
Does not include Southern France.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

S E C R E T

TABLE 3 A

MONTHLY SHIP ARRIVALS IN E.T.O. - 1942-45

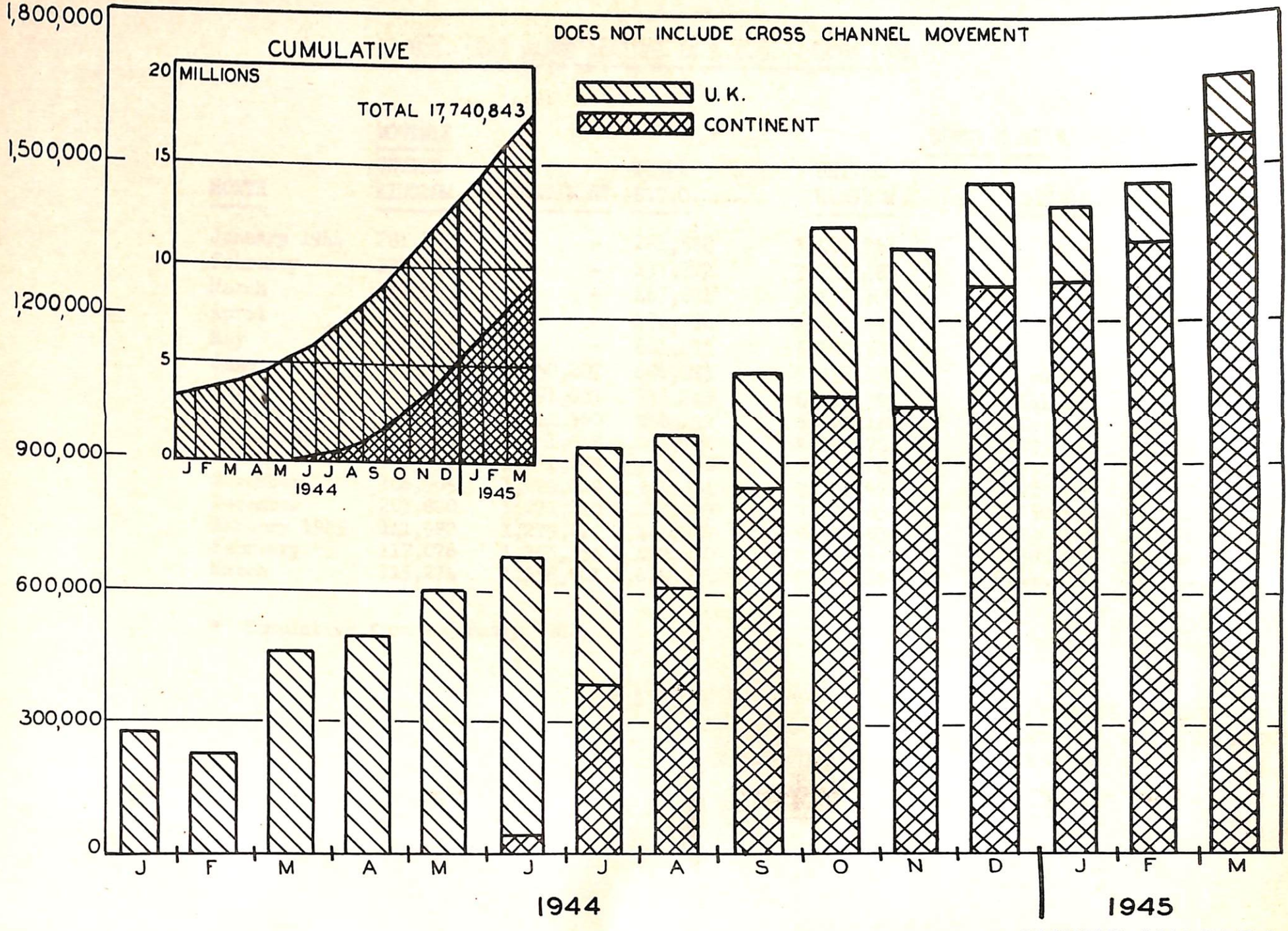
MONTH	ALL SHIPS	SHIPS CARRYING 500 OR MORE TROOPS OR 1,000 OR MORE LONG TONS OF CARGO
January 1942	2	2
February	3	3
March	8	8
April	2	2
May	33	16
June	60	16
July	72	26
August	112	64
September	141	78
October	108	46
November	60	18
December	69	15
January 1943	46	14
February	49	8
March	30	6
April	44	17
May	47	14
June	104	53
July	155	84
August	176	78
September	191	92
October	203	118
November	202	126
December	229	134
January 1944	208	128
February	198	106
March	279	168
April	307	186
May	271	176
June	272	177
July	342	233
August	322	192
September	296	202
October	338	217
November	296	211
December	301	228
January 1945	313	264
February	322	257
March	355	289

Does not include Southern France.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

S E C R E T

U.S. ARMY CARGO ARRIVED IN E.T.O. - LONG TONS



STATISTICS BRANCH T. C.

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TABLE 4

U.S. ARMY CARGO ARRIVED IN E.T.O. - LONG TONS

MONTH	MONTHLY			CUMULATIVE *		
	UNITED KINGDOM	CONTINENT	TOTAL E.T.O.	UNITED KINGDOM	CONTINENT	TOTAL E.T.O.
January 1944	281,588	-	281,588	3,497,761	-	3,497,761
February	233,722	-	233,722	3,731,483	-	3,731,483
March	467,824	-	467,824	4,199,307	-	4,199,307
April	496,384	-	496,384	4,695,691	-	4,695,691
May	601,615	-	601,615	5,297,306	-	5,297,306
June	635,866	50,207	686,073	5,933,172	50,207	5,983,379
July	541,223	391,023	932,246	6,474,395	441,230	6,915,625
August	353,772	614,360	968,132	6,828,167	1,055,590	7,883,757
September	251,568	841,648	1,093,216	7,079,735	1,897,238	8,976,973
October	331,332	1,052,998	1,384,330	7,411,067	2,950,236	10,361,303
November	306,905	1,029,429	1,336,334	7,717,972	3,979,665	11,697,637
December	203,880	1,271,229	1,475,109	7,921,852	5,250,894	13,172,746
January 1945	141,982	1,279,610	1,421,592	8,063,834	6,530,504	14,594,338
February	117,076	1,355,354	1,472,430	8,180,910	7,885,858	16,066,768
March	115,274	1,558,801	1,674,075	8,296,184	9,444,659	17,740,843

* Cumulative from 1 January 1942.

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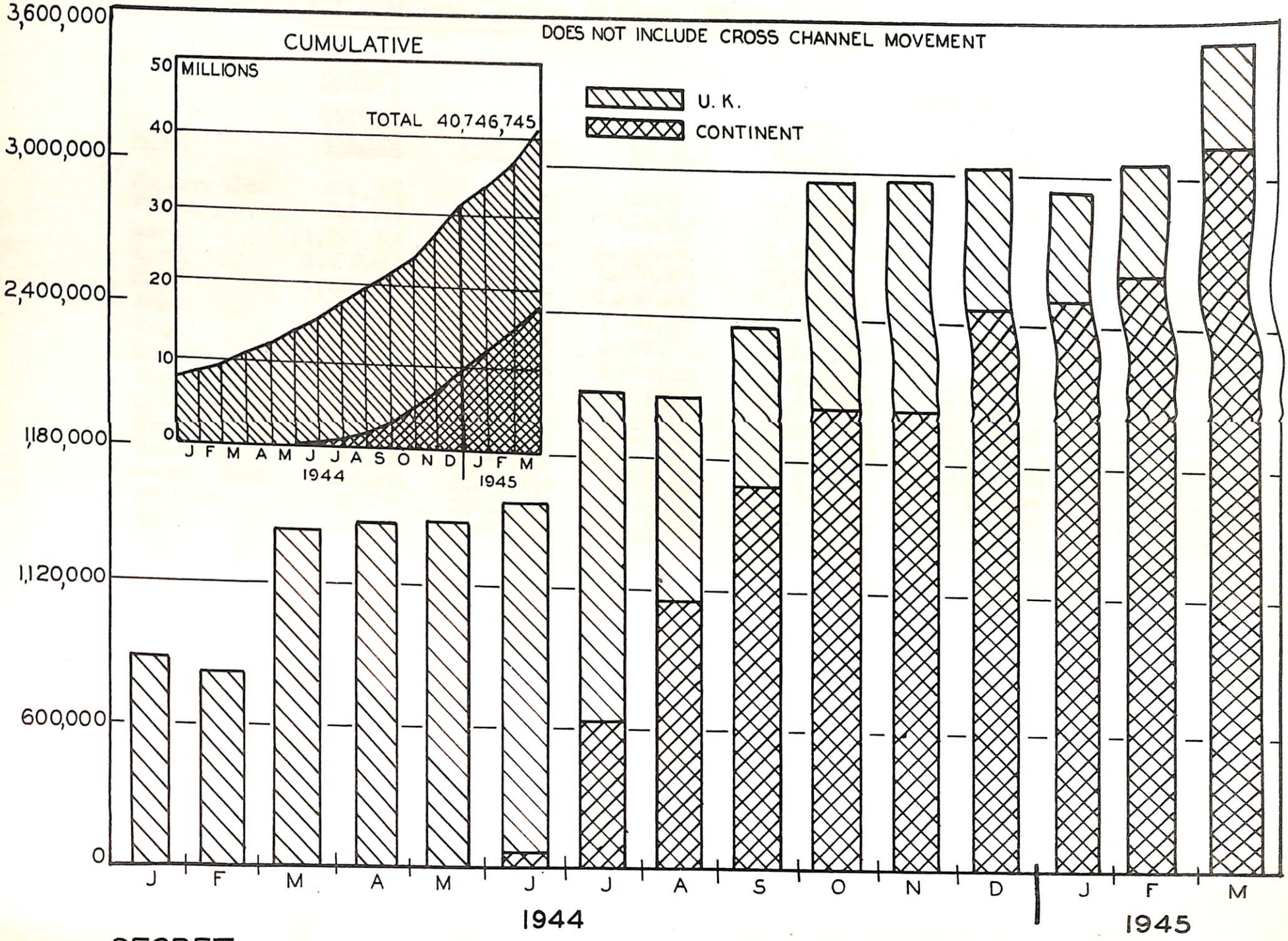
STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

U.S. ARMY CARGO ARRIVED IN E.T.O. – MEAS. TONS



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STATISTICS BRANCH T.C.

TABLE 5

U.S. ARMY CARGO ARRIVED IN E.T.O. - MEASUREMENT TONS

MONTH	MONTHLY			CUMULATIVE *		
	UNITED KINGDOM	CONTINENT	TOTAL E.T.O.	UNITED KINGDOM	CONTINENT	TOTAL E.T.O.
January 1944	886,359	-	886,359	8,830,149	-	8,830,149
February	815,948	-	815,948	9,646,097	-	9,646,097
March	1,443,248	-	1,443,248	11,089,345	-	11,089,345
April	1,478,651	-	1,478,651	12,567,996	-	12,567,996
May	1,482,294	-	1,482,294	14,050,290	-	14,050,290
June	1,534,871	74,698	1,609,569	15,585,161	74,698	15,659,859
July	1,462,445	630,326	2,092,771	17,047,606	705,024	17,752,630
August	920,565	1,165,844	2,086,409	17,968,171	1,870,868	19,839,039
September	688,028	1,687,734	2,375,762	18,656,199	3,558,602	22,214,801
October	930,717	2,045,745	2,976,462	19,586,916	5,604,347	25,191,263
November	936,057	2,046,658	2,982,715	20,522,973	7,651,005	28,173,978
December	568,456	2,461,478	3,029,934	21,091,429	10,112,483	31,203,912
January 1945	448,971	2,484,697	2,933,668	21,540,400	12,597,180	34,137,580
February	449,783	2,614,880	3,064,663	21,990,183	15,212,060	37,202,243
March	411,224	3,133,278	3,544,502	22,401,407	18,345,338	40,746,745

* Cumulative from 1 January 1942

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

ARMY CARGO ARRIVED IN E.T.O. BY PORT AREA

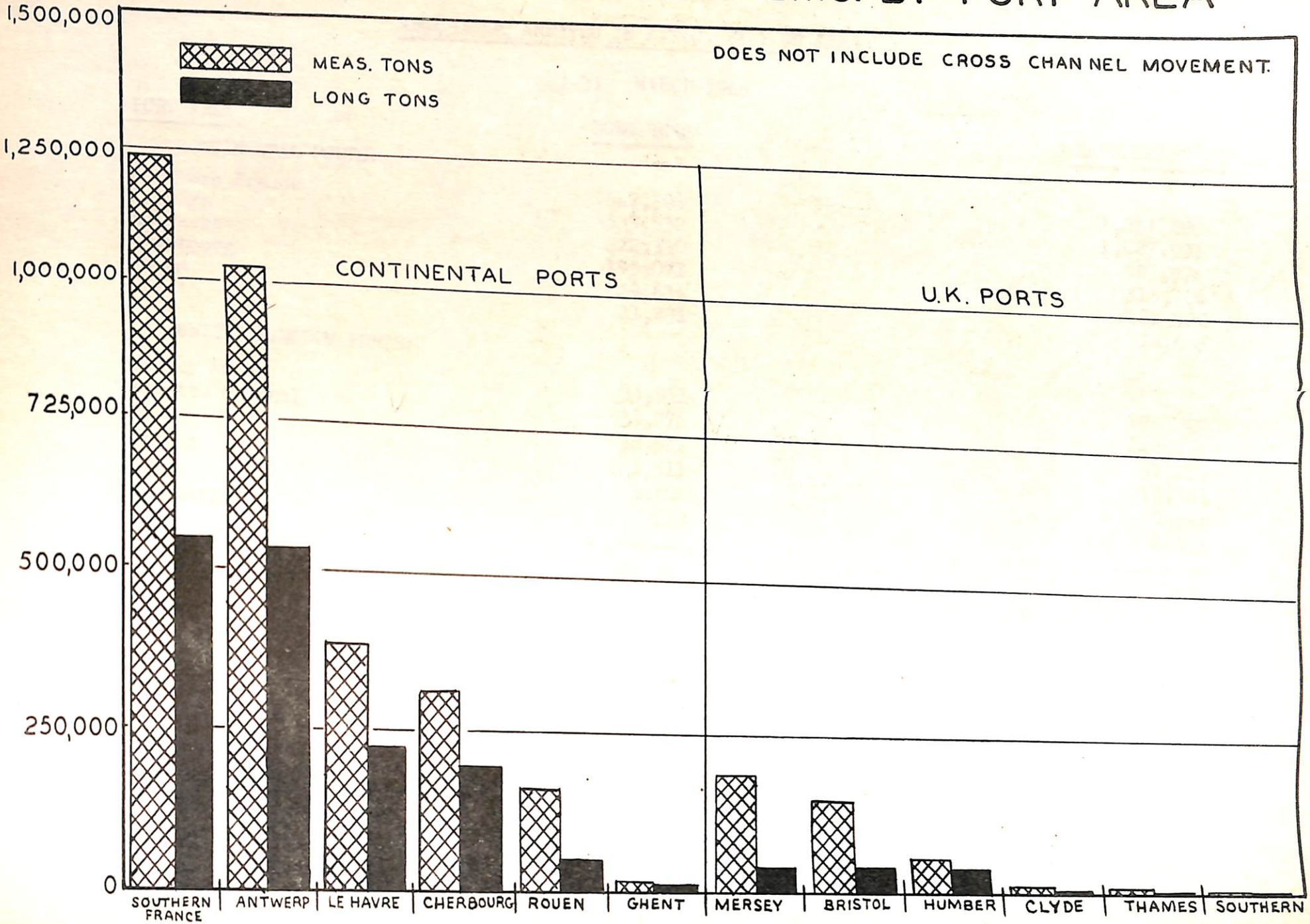

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TABLE 6

ARMY CARGO ARRIVED IN E.T.O. BY PORT AREA

1-31 MARCH 1945

PORT AREA	LONG TONS	MEASUREMENT TONS
CONTINENTAL PORTS:		
Southern France	547,503	1,231,882
Antwerp	533,032	1,027,991
Le Havre	222,330	383,976
Cherbourg	195,071	313,704
Rouen	49,634	161,120
Ghent	11,231	14,605
UNITED KINGDOM PORTS:		
Mersey Area	33,951	188,787
Bristol Channel	39,776	146,227
Humber	38,512	52,213
Thames	1,311	10,941
Clyde	1,602	10,924
Southern	122	2,132
TOTAL	1,674,075	3,544,502

S E C R E T

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

Table 6 (1)

ARMY CARGO ARRIVED IN E.T.O. BY PORT AREA

1 - 31 January 1945

Port Area	Long Tons	Measurement Tons
Continental Ports:		
Antwerp	419,212	826,299
Southern France	385,760	N.A.
Le Havre	209,025	382,994
Cherbourg	252,576	380,854
Ghent	13,037	26,590
United Kingdom Ports:		
Bristol Channel	56,354	175,447
Mersey Area	28,080	171,598
Humber	54,685	76,323
Clyde	1,479	17,977
Southern	1,120	4,340
Thames	149	1,914
TOTAL	1,421,477	2,064,336

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 JANUARY 1945

ARMY CARGO ARRIVED IN E.T.O. BY PORT AREA

1 - 28 FEBRUARY 1945

Port Area	Long Tons	Measurement Tons
Continental Ports:		
Southern France	495,566	N.A.
Antwerp	368,786	677,145
Le Havre	223,124	322,700
Cherbourg	209,598	296,949
Rouen	31,193	94,246
Ghent	20,457	51,396
United Kingdom Ports:		
Mersy Area	34,295	191,448
Bristol Channel	51,501	170,426
Clyde	22,564	39,351
Thames	1,957	23,569
Southern	22,985	13,393
	3,808	11,496
TOTAL	1,465,774	1,932,119

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
28 FEBRUARY 1945

ARMY CARGO DISCHARGED ON CONTINENT—LONG TONS

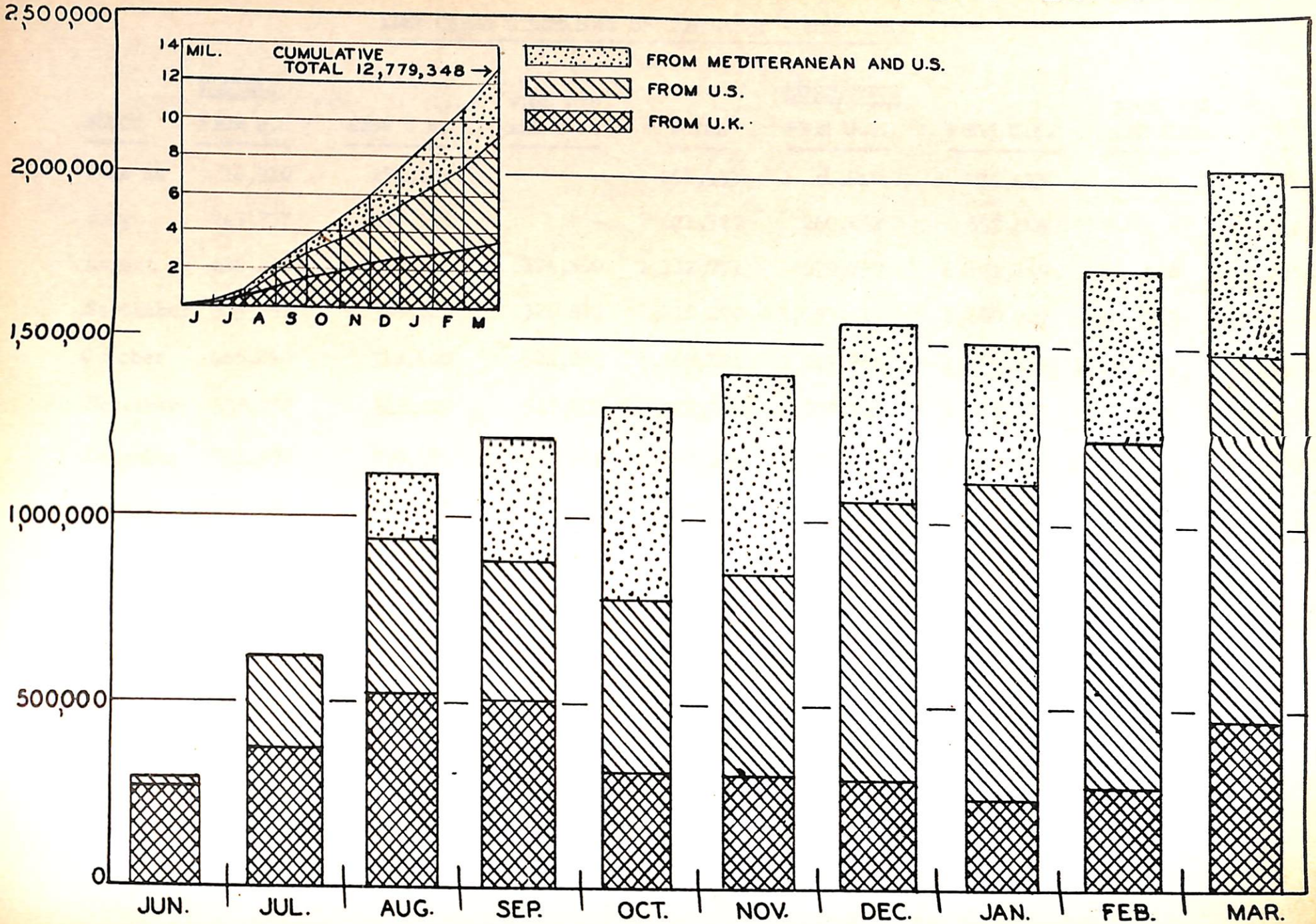


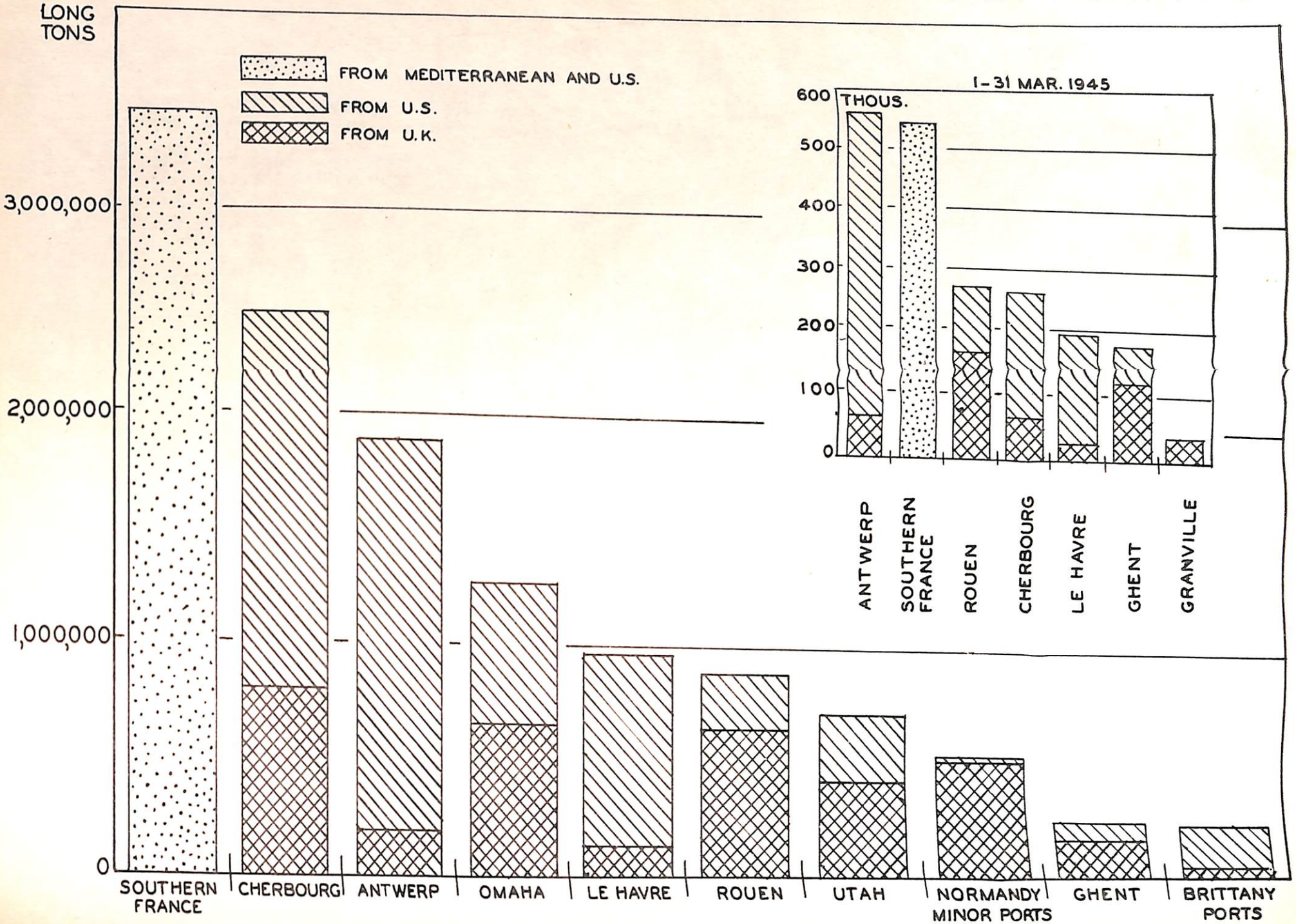
TABLE 7

ARMY CARGO DISCHARGED ON CONTINENT - LONG TONS

MONTH	MONTHLY FROM U.S	FROM U.K.	FROM MED. AND U.S.	TOTAL	CUMULATIVE FROM U.S.	FROM U.K.	FROM MED. AND U.S.	TOTAL
June 44	16,910	274,423	-	291,333	16,910	274,423	-	291,333
July	243,737	377,585	-	621,322	260,647	652,008	-	912,655
August	419,110	519,161	174,500	1,112,771	679,757	1,171,169	174,500	2,025,426
September	373,857	509,620	326,813	1,210,290	1,053,614	1,680,789	501,313	3,235,716
October	466,250	318,040	524,894	1,309,184	1,519,864	1,998,829	1,026,207	4,544,900
November	538,258	316,220	547,602	1,402,080	2,058,122	2,315,049	1,573,809	5,946,980
December	754,870	299,381	501,568	1,555,819	2,812,992	2,614,430	2,075,377	7,502,799
January 45	860,886	254,623	385,760	1,501,269	3,673,878	2,869,053	2,461,137	9,004,068
February	959,965	279,971	495,566	1,735,502	4,633,843	3,149,024	2,956,703	10,739,570
March	1,018,217	474,058	547,503	2,039,778	5,652,060	3,623,082	3,504,206	12,779,348

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

ARMY CARGO DISCHARGED ON CONTINENT BY PORT AREA



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6 JUNE 1944 – 31 MAR. 1945

STATISTICS BRANCH T. C.

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TABLE 8 A

ARMY CARGO DISCHARGED ON CONTINENT BY PORT AREA - LONG TONS

MONTHLY

MONTH	OMAHA	UTAH	CHERBOURG	NORMANDY MINOR PORTS	BRITTANY PORTS	LE HAVRE	ROUEN	ANTWERP	GHENT	SOUTHERN FRANCE	TOTAL
June	182,199	109,134	-	-	-	-	-	-	-	-	291,333
July	356,219	193,154	31,658	40,291	-	-	-	-	-	-	621,322
Aug.	348,820	187,955	266,644	125,353	9,499	-	-	-	-	174,500	1,112,771
Sept.	243,564	150,158	314,431	100,126	75,198	-	-	-	-	326,813	1,210,290
Oct.	120,786	72,728	365,603	58,816	77,735	61,731	26,891	-	-	524,894	1,309,184
Nov.	13,411	12,885	433,301	48,707	64,078	148,654	127,569	5,873	-	547,602	1,402,080
Dec.	-	-	250,112	50,749	27,327	166,038	132,433	427,592	-	501,568	1,555,819
Jan.	-	-	262,423	47,773	-	198,768	157,709	433,094	15,742	385,760	1,501,269
Feb.	-	-	286,591	41,836	-	195,332	173,016	473,463	69,698	495,566	1,735,502
Mar.	-	-	261,492	39,691	-	192,593	268,174	558,066	172,259	547,503	2,039,778

CUMULATIVE

June	182,199	109,134	-	-	-	-	-	-	-	-	291,333
July	538,418	302,288	31,658	40,291	-	-	-	-	-	-	912,655
Aug.	887,238	490,243	298,302	165,644	9,499	-	-	-	-	174,500	2,025,426
Sept.	1,130,802	640,401	612,733	265,770	84,697	-	-	-	-	501,313	3,235,716
Oct.	1,251,588	713,129	978,336	324,586	162,432	61,731	26,891	-	-	1,026,207	4,544,900
Nov.	1,264,999	726,014	1,411,637	373,293	226,510	210,385	154,460	5,873	-	1,573,809	5,946,980
Dec.	1,264,999	726,014	1,661,749	424,042	253,837	376,423	286,893	433,465	-	2,075,377	7,502,799
Jan.	1,264,999	726,014	1,924,172	471,815	253,837	575,191	444,602	866,559	15,742	2,461,137	9,004,068
Feb.	1,264,999	726,014	2,210,763	513,651	253,837	770,523	617,618	1,340,022	85,440	2,956,703	10,739,570
Mar.	1,264,999	726,014	2,472,255	553,342	253,837	963,116	885,792	1,898,088	257,699	3,504,206	12,779,348

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

SECRET

TABLE 8 B

ARMY CARGO DISCHARGED ON CONTINENT BY PORT AREA - LONG TONS

(Does not include Southern France)

CARGO FROM U.S.

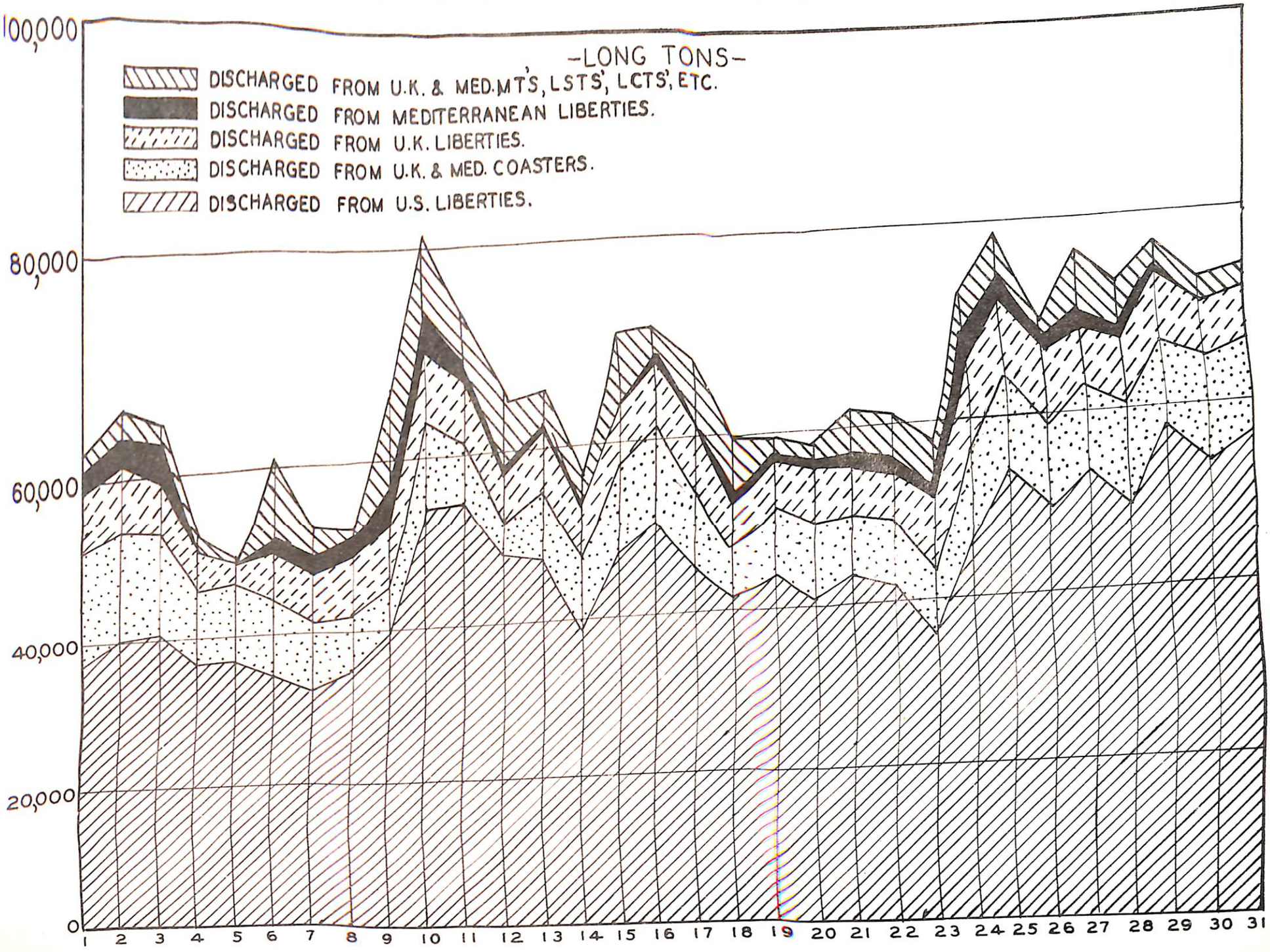
MONTH	OMAHA	UTAH	CHERBOURG	NORMANDY MINOR PORTS	BRITTANY PORTS	LE HAVRE	ROUEN	ANTWERP	GHENT	TOTAL
June	13,203	3,707	-	-	-	-	-	-	-	16,910
July	169,560	58,019	6,493	9,665	-	-	-	-	-	243,737
Aug.	164,752	101,176	126,600	26,582	-	-	-	-	-	419,110
Sept.	119,396	83,868	128,619	2,427	39,547	-	-	-	-	373,857
Oct.	106,545	52,259	198,492	-	70,637	38,317	-	-	-	466,250
Nov.	12,720	12,801	333,090	-	59,655	114,300	785	4,907	-	538,258
Dec.	-	-	218,389	-	27,327	141,157	16,236	351,761	-	754,870
Jan.	-	-	227,120	-	-	182,712	31,853	406,832	12,369	860,886
Feb.	-	-	231,533	-	-	183,686	69,649	447,270	27,827	959,965
Mar.	-	-	197,750	-	-	167,811	102,401	496,663	53,592	1,018,217
TOTAL	586,176	311,830	1,668,086	38,674	197,166	827,983	220,924	1,707,433	93,788	5,652,060

CARGO FROM U.K.

June	168,996	105,427	-	-	-	-	-	-	-	274,423
July	186,659	135,135	25,165	30,626	-	-	-	-	-	377,585
Aug.	184,068	86,779	140,044	98,771	9,499	-	-	-	-	519,161
Sept.	124,168	66,290	185,812	97,699	35,651	-	-	-	-	509,620
Oct.	14,241	20,469	167,111	58,816	7,098	23,414	26,891	-	-	318,040
Nov.	691	84	100,211	48,707	4,423	34,354	126,784	966	-	316,220
Dec.	-	-	31,723	50,749	-	24,881	116,197	75,831	-	299,381
Jan.	-	-	35,303	47,773	-	16,056	125,856	26,262	3,373	254,623
Feb.	-	-	55,058	41,836	-	11,646	103,367	26,193	41,871	279,971
Mar.	-	-	63,742	39,691	-	24,782	165,773	61,403	118,667	474,058
TOTAL	678,823	414,184	804,169	514,668	56,671	135,133	664,868	190,655	163,911	3,623,082

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

U.S. ARMY CARGO DISCHARGED ON CONTINENT



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MARCH 1945

STATISTICS BRANCH T.C.

TABLE 9

CARGO DISCHARGED BY TYPE OF VESSEL ON CONTINENT

MARCH 1945

DATE	U.S. LIBERTY SHIPS	U.K. & MED. COASTERS	U.K. LIBERTY SHIPS	MED. LIBERTY SHIPS	U.K. & MED. MT's LST's & LCT's	TOTAL
1 Mar.	36,681	15,404	7,017	1,390	2,499	62,991
2	40,211	14,331	7,005	2,181	2,869	66,597
3	40,646	13,382	5,447	3,764	2,182	65,421
4	36,586	9,462	5,063	-	2,454	53,565
5	36,593	10,173	2,693	-	983	50,442
6	34,032	10,905	5,781	2,039	7,756	60,513
7	32,576	8,503	6,175	2,779	3,415	53,448
8	34,103	6,961	8,116	2,241	1,360	53,381
9	39,778	5,572	8,264	2,707	9,854	66,175
10	55,078	8,012	7,138	3,321	7,404	80,953
11	55,833	5,220	5,398	2,304	4,417	73,172
12	48,844	4,034	4,968	432	6,449	64,727
13	47,735	8,006	6,134	40	3,677	65,592
14	38,378	9,387	5,531	89	3,434	56,819
15	48,120	9,687	6,106	-	6,862	70,775
16	51,371	9,858	6,618	119	2,881	70,847
17	45,501	8,424	7,501	-	5,949	67,375
18	41,559	6,200	4,815	877	6,430	59,881
19	44,451	7,276	4,744	776	2,144	59,391
20	40,655	9,495	5,700	1,120	1,670	58,640
21	43,076	7,214	5,346	1,534	4,560	61,730
22	41,771	8,067	4,995	1,731	4,722	61,286
23	35,246	8,044	8,305	1,776	4,914	58,285
24	47,122	9,326	9,546	3,304	3,958	73,256
25	53,433	11,135	7,752	2,371	4,557	79,248
26	49,602	9,347	7,227	1,741	2,017	69,934
27	53,803	8,668	6,078	2,407	5,901	76,857
28	49,332	10,824	6,711	1,253	4,954	73,074
29	57,881	8,954	6,251	300	3,570	76,956
30	53,788	11,109	6,015	-	2,746	73,658
31	56,931	9,309	5,417	-	3,132	74,789
TOTAL	1,391,316	282,289	193,857	42,596	129,720	2,039,778

Table 9 (1)

CARGO DISCHARGED BY TYPE OF VESSEL ON CONTINENT

JANUARY 1945 (Does not include Southern France)

Date	U.S. Liberty Ships	U.K. Coasters	U.K. Liberty Ships	U.K., MT's LST's & LCT's	Total
1 JAN.	27,934	6,492	366	1,770	36,562
2	27,302	8,490	511	1,137	37,440
33	27,751	9,783	-	825	38,359
4	28,179	8,500	-	67	36,746
5	25,502	6,773	53	224	32,552
6	27,378	5,531	151	847	33,907
7	25,098	4,433	849	1,653	32,033
8	22,000	8,108	707	954	31,769
9	22,197	5,670	826	1,451	30,155
10	23,041	5,827	563	370	29,801
11	28,846	6,440	584	478	32,348
12	19,396	5,391	898	521	26,206
13	18,218	5,463	939	435	25,055
14	22,115	7,419	1,441	874	31,849
15	22,323	6,982	689	192	30,184
16	20,683	10,354	1,107	174	32,318
17	19,992	10,943	896	25	31,856
18	26,643	7,496	1,049	-	35,188
19	22,631	5,766	548	284	29,229
20	24,072	6,811	1,217	178	32,278
21	24,754	8,343	1,277	-	34,374
22	28,234	8,951	1,280	-	38,465
23	29,580	7,478	782	-	37,840
24	31,791	8,152	520	-	40,463
25	37,256	10,074	817	305	48,452
26	37,878	8,493	1,140	606	48,117
27	37,733	5,995	1,140	76	44,944
28	37,923	6,045	769	101	44,838
29	38,074	5,887	982	237	45,181
30	40,796	3,269	1,220	1 114	45,399
TOTAL	860,886	216,627	24,098	13,898	1,115,509

CARGO DISCHARGED BY TYPE OF VESSEL ON CONTINENT

Table 9 (2)

FEBRUARY 1945 (Does not include Southern France)

Date	U.S. Liberty Ships	U.K. Coasters	U.K. Liberty Ships	U.K., MT's LST's & LCT's	TOTAL
1 FEB.	35,929	6,485	967	-	43,381
2	24,112	7,568	1,964	-	33,644
3	20,346	3,825	1,379	428	25,978
4	37,325	3,951	2,095	235	43,606
5	35,400	3,688	2,412	53	41,553
6	35,962	4,659	1,386	506	42,513
7	337,204	5,167	1,554	2,931	46,856
8	36,166	4,117	2,537	1,305	44,125
9	333,060	6,110	2,919	413	42,502
10	34,966	8,971	2,089	813	46,839
11	335,025	7,895	1,982	230	45,132
12	34,637	8,379	1,100	164	44,280
13	41,457	7,909	1,875	2,019	53,260
14	38,900	7,434	1,834	107	48,275
15	38,602	9,139	2,505	3,164	53,410
16	37,550	6,074	2,881	2,509	49,014
17	33,025	4,467	3,492	-	40,984
18	34,145	4,034	3,913	-	42,092
19	30,629	4,014	1,865	-	36,508
20	30,293	4,674	2,298	-	37,265
21	31,515	7,997	3,326	2,580	45,418
22	336,400	7,427	2,035	236	46,098
23	336,546	6,916	2,466	236	46,164
24	40,169	10,100	2,554	739	53,562
25	33,139	10,331	2,790	513	46,773
26	33,284	8,468	2,888	3,061	47,701
27	30,692	9,252	3,274	1,451	44,669
28	32,587	8,801	4,867	2,079	48,334
TOTAL	959,965	188,539	67,247	24,185	1,239,936

U.S. ARMY CARGO LOADED OUT OF U.K. FOR CONTINENT

(EXCLUDES WHEELED VEHICLES, BULK POL, AND BULK COAL)

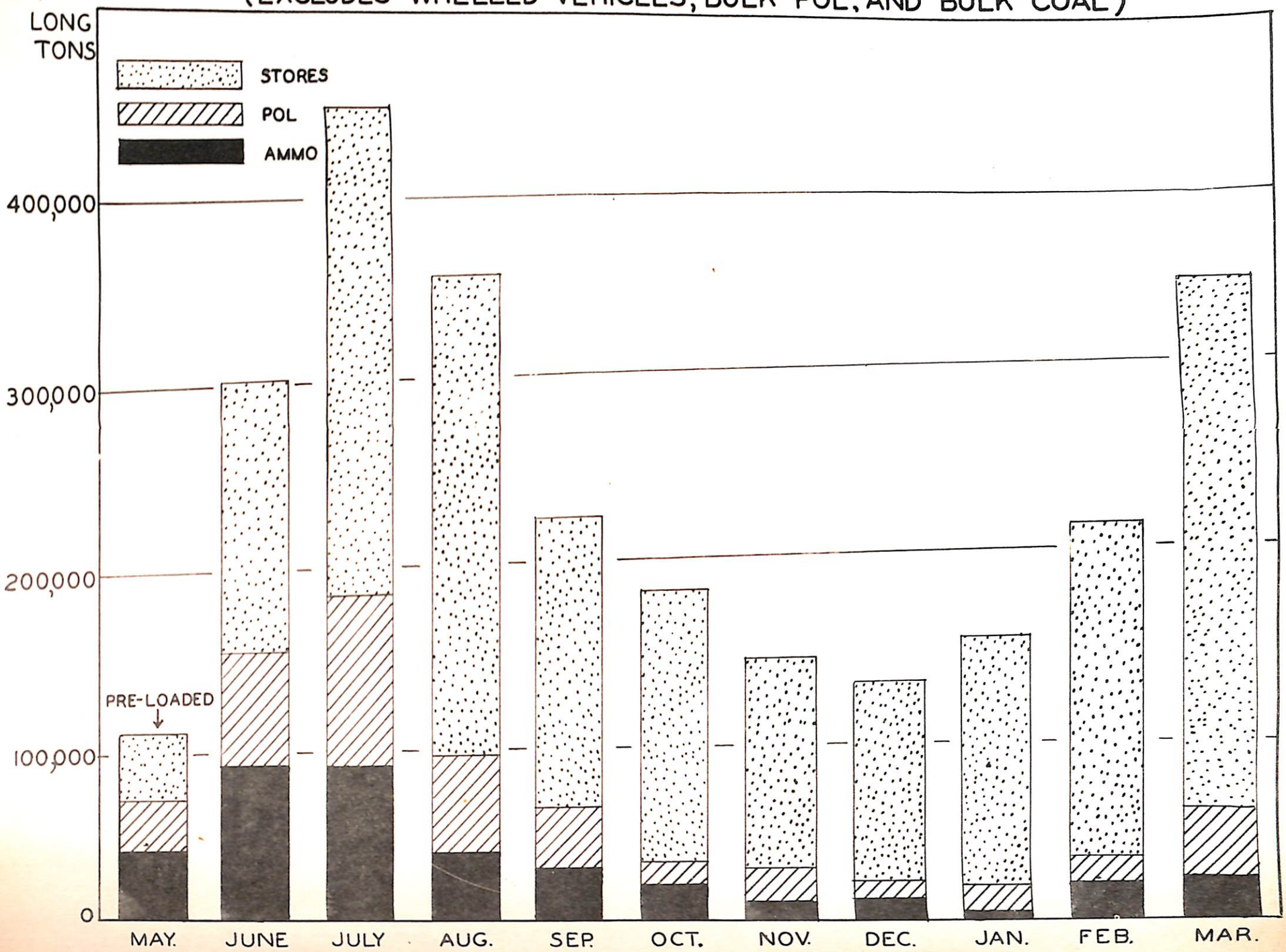


TABLE 10

CARGO LOADED OUT OF U.K. FOR CONTINENT

MONTH	AMMO	PACKAGED POL	STORES	TOTAL
May 1944	44,416	30,380	37,106	111,902
June	94,303	62,513	144,340	301,156
July	93,940	92,463	263,131	449,534
August	42,902	55,927	257,224	356,053
September	31,596	38,083	150,903	220,582
October	21,189	13,000	149,011	183,200
November	11,239	19,800	115,548	146,587
December	12,101	10,236	109,960	132,297
January 1945	5,037	15,385	134,741	155,163
February	22,815	14,383	172,889	210,087
March	24,075	41,419	280,905	346,399
TOTAL	403,613	393,589	1,815,758	2,612,960

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

CHART II

ARMY TONNAGE CLEARED FROM CONTINENTAL PORTS

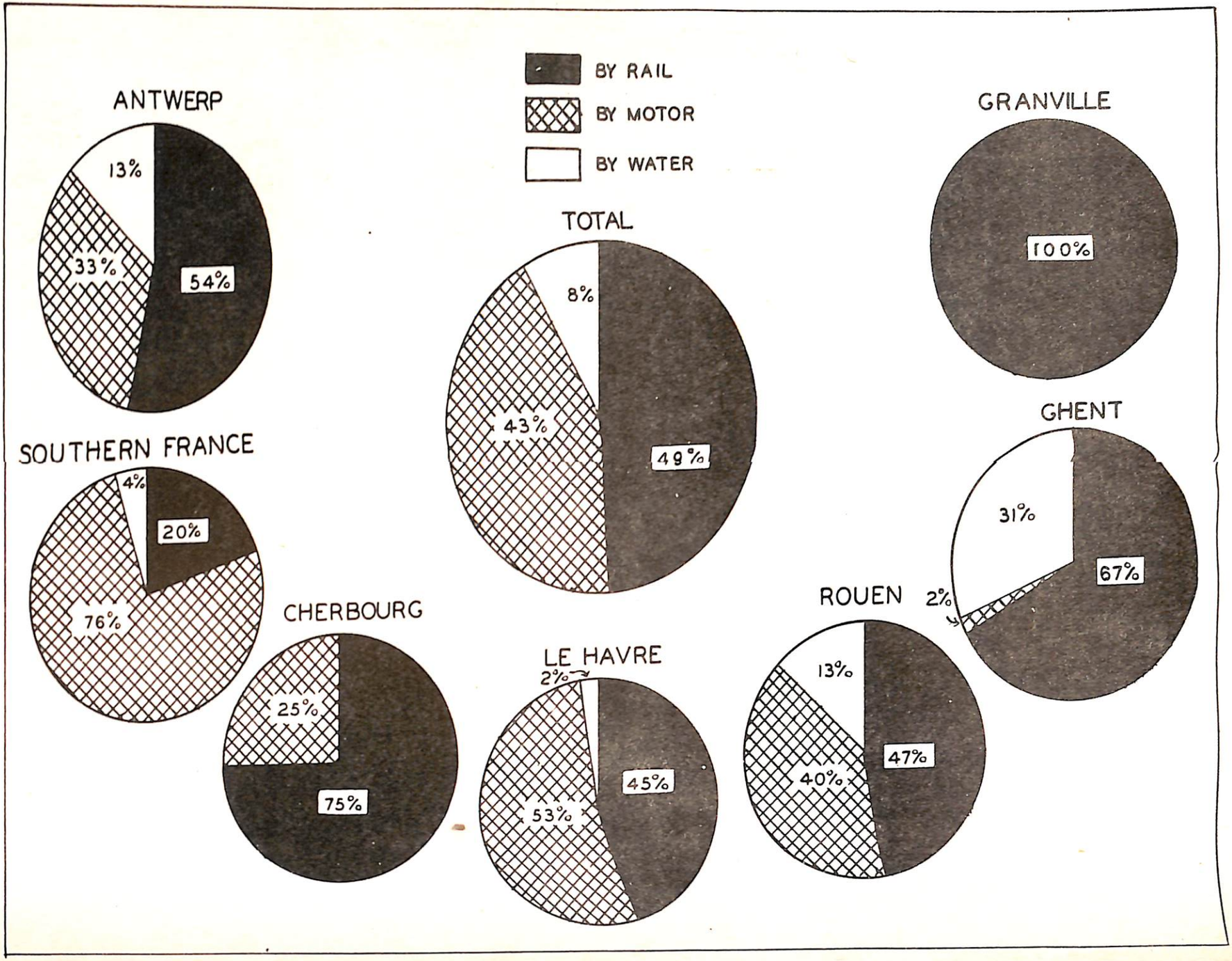


TABLE 11

ARMY TONNAGE CLEARED FROM CONTINENTAL PORTS BY RAIL, MOTOR AND WATER

MARCH 1945

PORT AREA	BY RAIL Long Tons	%	BY MOTOR Long Tons	%	BY WATER Long Tons	%	TOTAL Long Tons	%
Antwerp	302,063	54	184,269	33	72,090	13	558,422	100
Southern France	100,475	20	378,937	76	17,228	4	496,640	100
Cherbourg	219,261	75	73,455	25	-	-	292,716	100
Le Havre	130,560	45	154,084	53	4,424	2	289,068	100
Rouen	112,581	47	95,430	40	31,546	13	239,557	100
Ghent	112,573	67	3,446	2	52,348	31	168,367	100
Granville	45,384	100	-	-	-	-	45,384	100
TOTAL	1,022,897	49	889,621	43	177,636	8	2,090,154	100

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

ARMY TONNAGE CLEARED FROM CONTINENTAL PORTS BY RAIL, MOTOR, AND WATER

Table 11 (1)

JANUARY 1945

PORT AREA	BY RAIL Long Tons	%	BY MOTOR Long Tons	%	BY WATER Long Tons	%	TOTAL Long Tons	%
Antwerp	238,518	60	120,799	30	41,616	10	400,933	100
Southern France	156,808	41	213,740	55	15,012	4	385,560	100
Cherbourg	152,063	56	121,453	44	201	-	273,717	100
Rouen	75,627	51	43,822	29	30,300	20	149,749	100
Granville	47,803	100	-	-	-	-	47,803	100
Ghent	4,766	48	217	2	4,989	50	9,972	100
TOTAL	795,573	53	613,697	41	92,140	6	1,501,410	100

Table 11 (2)

ARMY TONNAGE CLEARED FROM CONTINENTAL PORTS BY RAIL, MOTOR, AND WATER

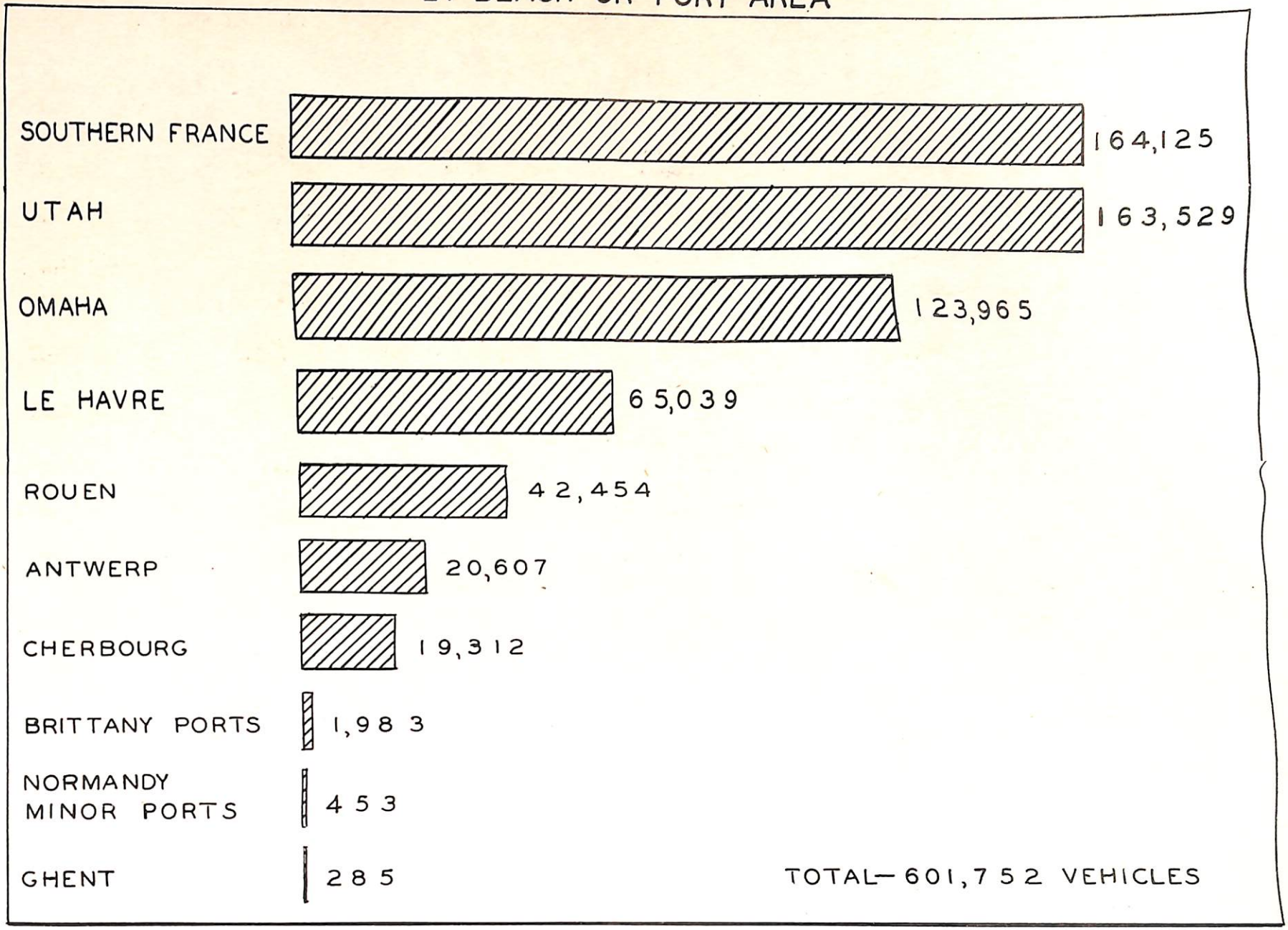
FEBRUARY 1945

PORT AREA	BY RAIL Long Tons	%	BY MOTOR Long Tons	%	BY WATER Long Tons	%	TOTAL Long Tons	%
Antwerp	306,036	57	169,470	32	57,868	11	533,374	100
Southern France	171,337	39	248,968	56	23,984	5	444,329	100
Le Havre	135,799	46	162,244	54	-	-	298,043	100
Cherbourg	199,556	75	64,847	25	-	-	264,403	100
Rouen	81,558	49	66,308	40	17,321	11	165,187	100
Ghent	37,645	54	3,716	5	28,953	41	70,314	100
Granville	34,352	100	-	-	-	-	34,352	100
TOTAL	966,323	53	715,553	40	128,126	7	1,810,002	100

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
28 FEBRUARY 1945

CHART 12

NUMBER OF VEHICLES DISCHARGED ON CONTINENT
BY BEACH OR PORT AREA



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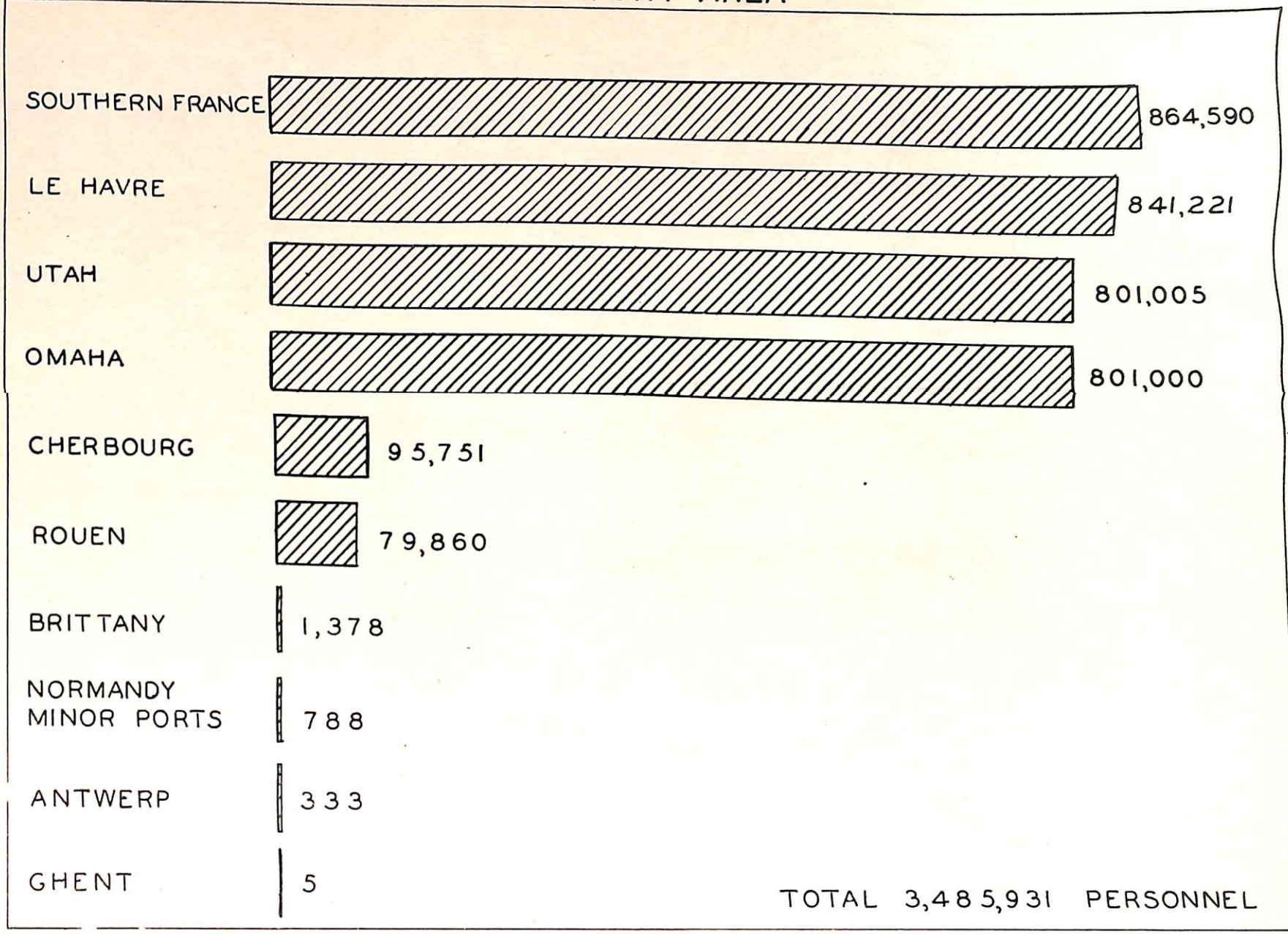
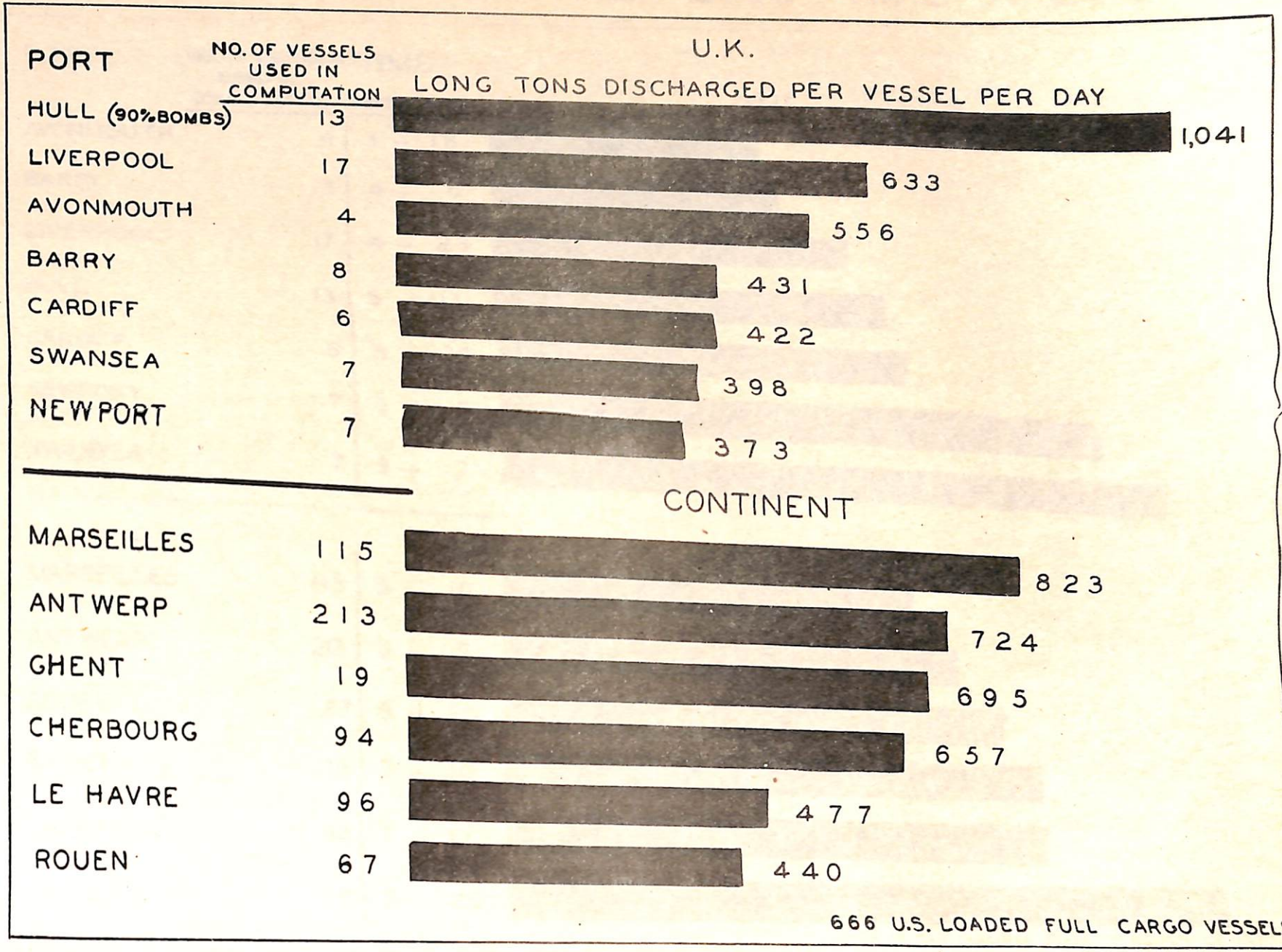
6 JUN. 1944–31 MAR. 1945

STATISTICS BRANCH T.C.

NUMBER OF PERSONNEL DEBARKED ON CONTINENT
BY BEACH OR PORT AREA

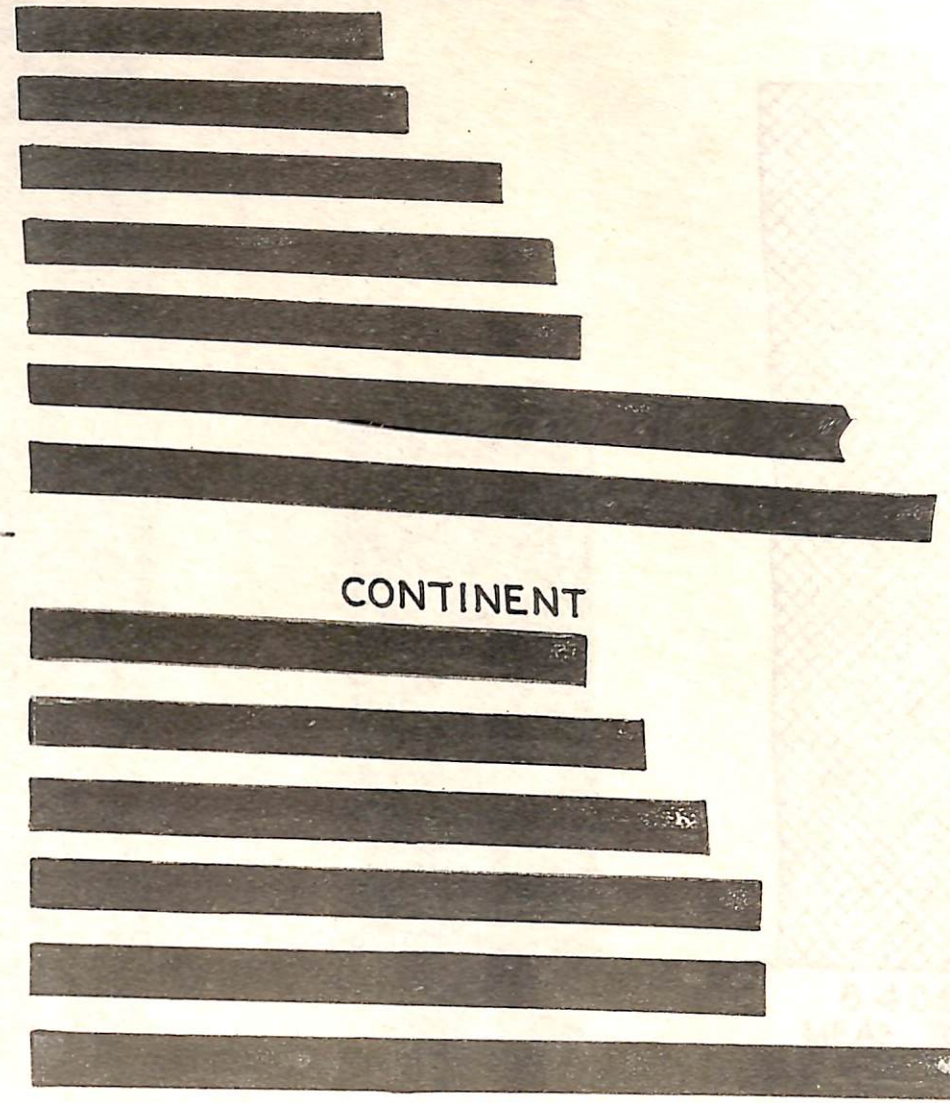


COMPARATIVE E.T.O. PORT DISCHARGE



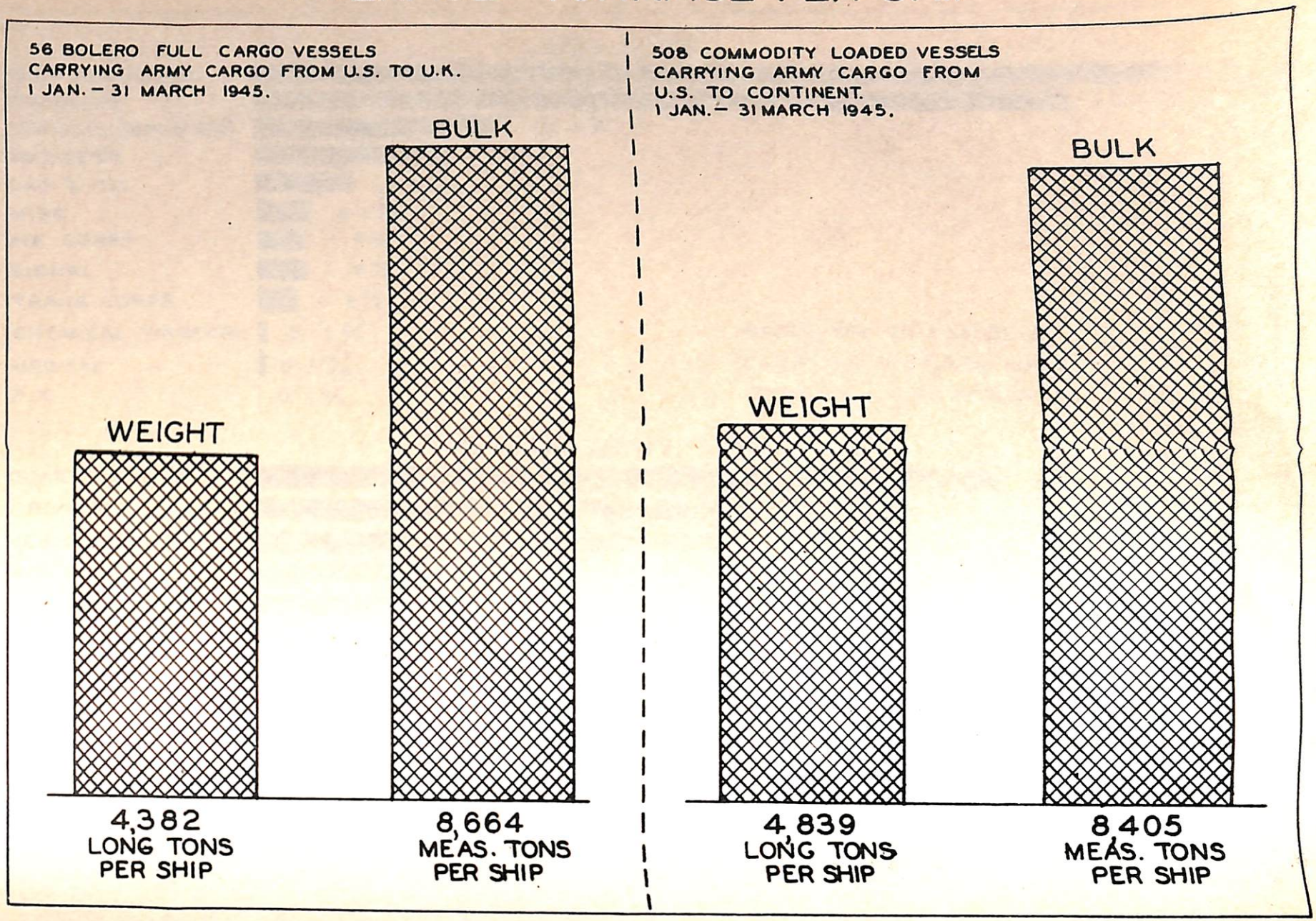
AVERAGE VESSEL UNLOADING TIME IN E.T.O.

PORT	NO. OF VESSELS USED IN COMPUTATION	TIME DAYS – HRS
U.K.		
AVONMOUTH	4	3 – 18
BARRY	8	4 – 0
LIVERPOOL	17	4 – 23
HULL	13	5 – 11
CARDIFF	6	5 – 16
NEWPORT	7	8 – 9
SWANSEA	7	9 – 7
CONTINENT		
MARSEILLES	115	5 – 16
ANTWERP	213	6 – 7
ROUEN	67	6 – 20
GHENT	19	7 – 10
CHERBOURG	94	7 – 11
LE HAVRE	96	9 – 20

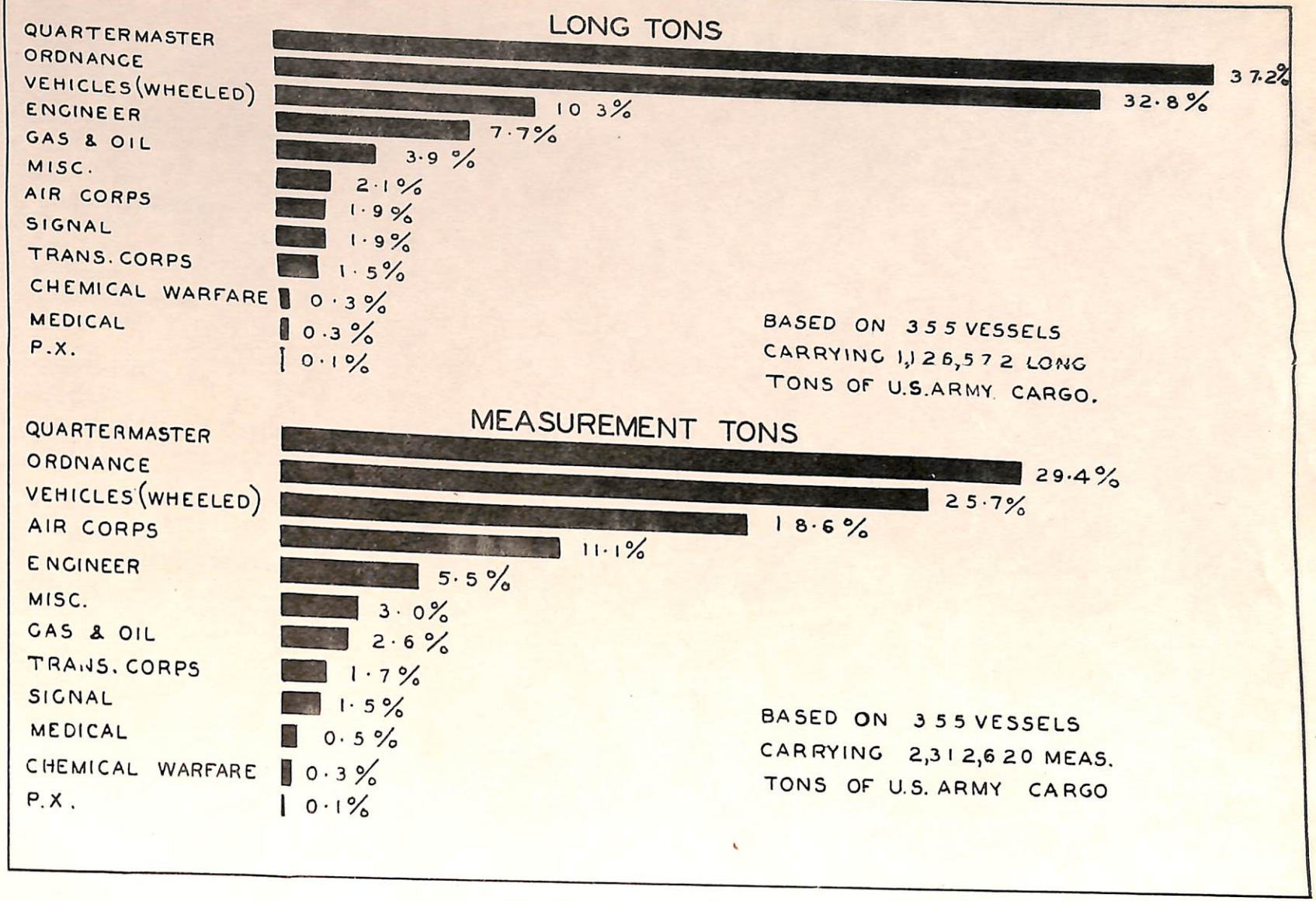


666 U.S. LOADED FULL CARGO VESSELS.

AVERAGE TONNAGE PER SHIP



PERCENTAGE COMPOSITION OF ARMY CARGO



S E C R E T

TABLE 17 A

PERCENTAGE COMPOSITION OF U.S. ARMY CARGO

MARCH 1945

SUPPLY SERVICE CLASSIFICATION	LONG TONS	MEAS. TONS
Air Corps	1.9 %	11.1 %
Chemical Warfare	0.3	0.3
Engineer	7.7	5.5
Gas & Oil	3.9	2.6
Medical	0.3	0.5
Miscellaneous	2.1	3.0
Ordnance	32.6	25.7
PX	0.1	0.1
Quartermaster	37.2	29.4
Signal	1.9	1.5
Transportation Corps	1.5	1.7
Vehicles (Wheeled)	10.3	18.6
TOTAL	100.0 %	100.0 %

Based on 355 vessels carrying 1,126,572 long tons and 2,312,620 measurement tons of U.S. Army Cargo.

S E C R E T

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

PERCENTAGE COMPOSITION OF U.S. ARMY CARGO

Table 17 A (1)

January 1945

SUPPLY SERVICE CLASSIFICATION	LONG TONS	MEAS. TONS
Air Corps	0.8%	7.0%
Chemical Warfare	0.1	0.1
Engineer	9.1	6.0
Gas & Oil	3.4	2.3
Medical	0.4	0.5
Miscellaneous	2.4	3.7
Ordnance	33.2	27.8
PX	0.0	0.0
Quartermaster	35.4	30.2
Signal	3.2	2.5
Transportation Corps	1.7	2.9
Vehicals (Wheeled)	10.3	17.0
Total	100.0%	100.0%

Based on 312 vessels carrying 1,035,717 long tons and 2,064,336 measurement tons of U.S. Army Cargo.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 JANUARY 1945

Table 17 A (2)

PERCENTAGE COMPOSITION OF U.S. ARMY CARGO

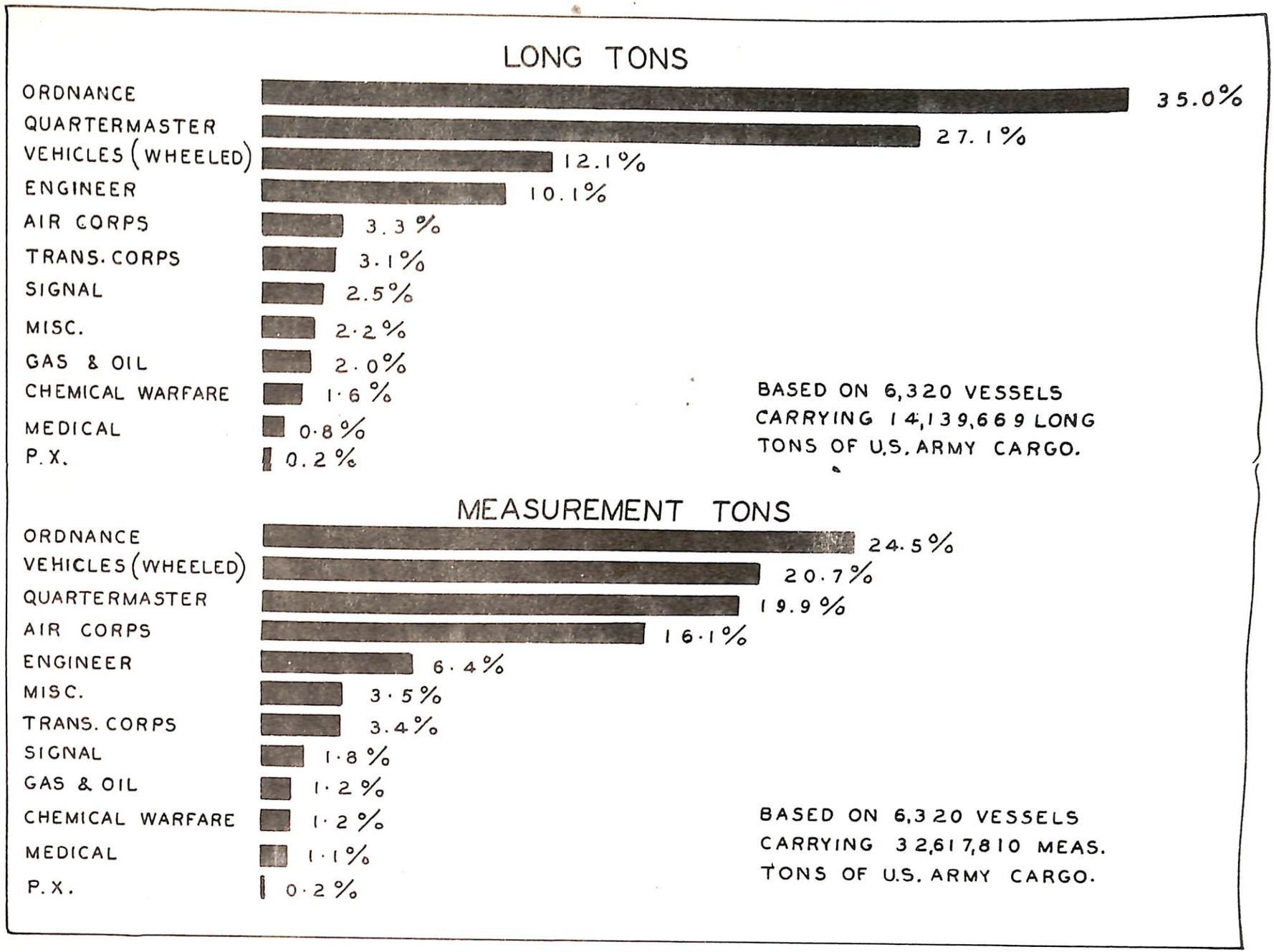
FEBRUARY 1945

SUPPLY SERVICE CLASSIFICATION	LONG TONS	MEAS. TONS
Air Corps	1.9%	11.2%
Chemical Warfare	0.4	0.5
Engineer	8.2	6.6 6.6
Gas & Oil	3.3	22.3
Medical	0.5	0.5
Miscellaneous	2.3	3.5
Ordnance	36.2	23.5
PX	0.0	0.0
Quartermaster	29.8	25.9
Signal	2.7	2.3
Transportation Corps	1.8	2.3
Vehicles (Wheeled)	12.9	21.1
Total	100.0%	100.0%

Based on 320 vessels carrying 970,208 long tons and 1,932,119 measurement tons of U.S. Army Cargo.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
28 FEBRUARY 1945

PERCENTAGE COMPOSITION OF ARMY CARGO



S E C R E T

TABLE 17 B

PERCENTAGE COMPOSITION OF U.S. ARMY CARGO

1 January 1942 - 31 March 1945

SUPPLY SERVICE CLASSIFICATION	LONG TONS	MEAS. TONS
Air Corps	3.3 %	16.1 %
Chemical Warfare	1.6	1.2
Engineer	10.1	6.4
Gas & Oil	2.0	1.2
Medical	0.8	1.1
Miscellaneous	2.2	3.5
Ordnance	35.0	24.5
PX	0.2	0.2
Quartermaster	27.1	19.9
Signal	2.5	1.8
Transportation Corps	3.1	3.4
Vehicles (Wheeled)	12.1	20.7
TOTAL	100.0 %	100.0 %

Based on 6,320 vessels carrying 14,139,669 long tons and 32,617,810 measurement tons of U.S. Army Cargo.

S E C R E T

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

TABLE 18

CUBIC FEET PER LONG TON OF U.S. ARMY CARGO - 1 JANUARY 1944 TO 31 MARCH 1945

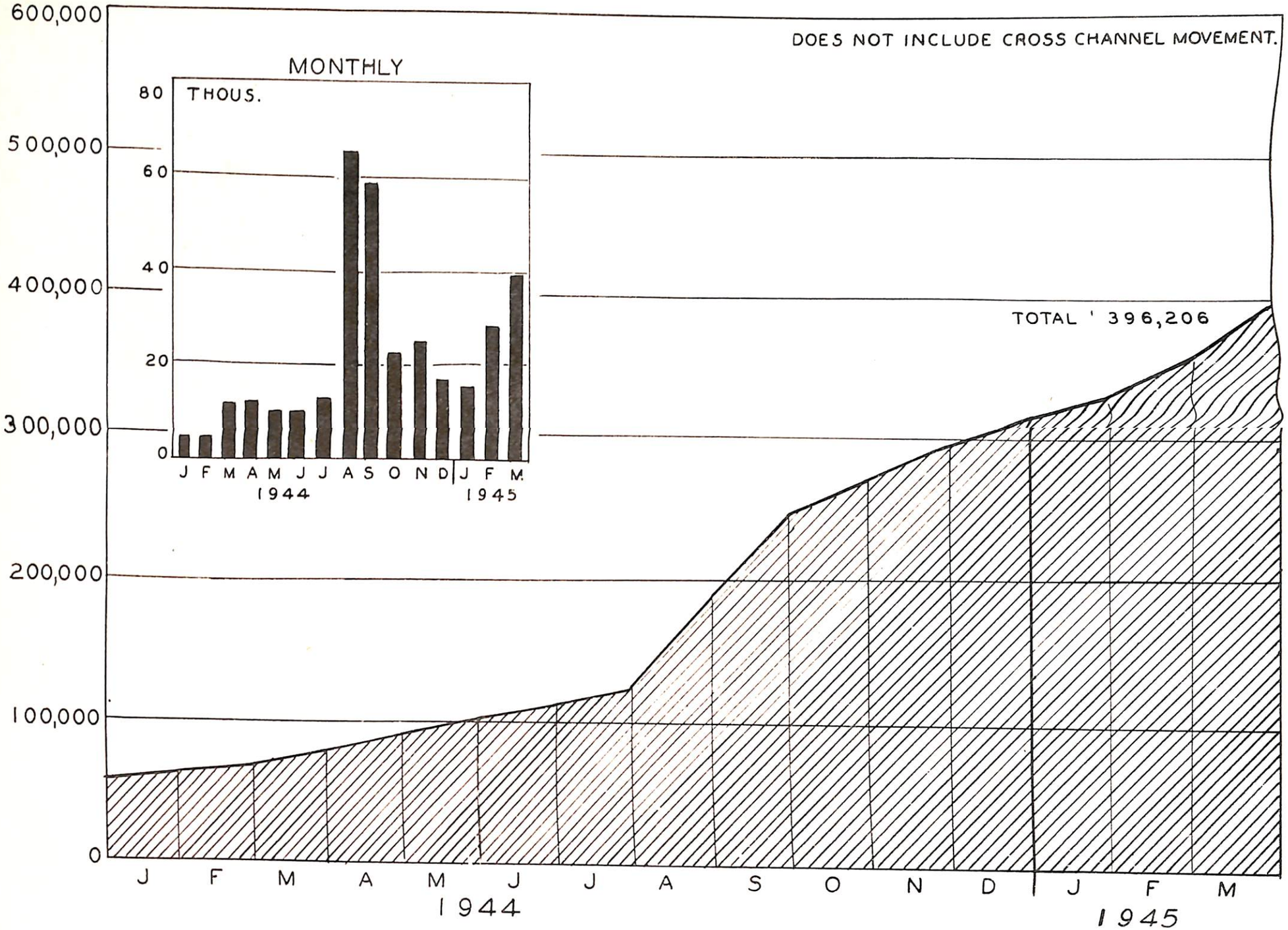
TYPE OF CARGO	CU. FT. PER LONG TON	RATIO OF MEAS. TONS TO LONG TONS
Air Corps	474	11.84
Vehicles (Wheeled)	160	4.01
Not Classified	129	3.22
Medical	120	3.00
Transportation	113	2.83
Ordnance - less Ammo	103	2.58
Q.M. - less subsistence	92	2.30
PX	84	2.10
Signal	67	1.68
Chemical Warfare	67	1.68
Q.M. Subsistence	59	1.47
Engineer	56	1.41
Gas & Oil	55	1.37
Ammunition	41	1.03
Average	90	2.26

TOTAL MONTHLY CARGO ARRIVALS - OVERALL FIGURES

April 1944	119	2.98
May	106	2.65
June	94	2.35
July	87	2.24
August	85	2.13
September	84	2.10
October	83	2.07
November	89	2.22
December	78	1.95
January 1945	80	1.99
February	80	1.99
March	82	2.05

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

U.S. ARMY VEHICLES LANDED IN E.T.O.



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STATISTICS BRANCH T.C.

TABLE 19

U.S. ARMY VEHICLES * LANDED IN E.T.O.

MONTH	MONTHLY NO. OF VEHICLES	CUMULATIVE ** NO. OF VEHICLES
January 1944	4,627	63,592
February	4,894	68,486
March	11,487	79,973
April	11,725	91,698
May	9,913	101,611
June	9,735	111,346
July	12,602	123,948
August	65,261	189,209
September	59,054	248,263
October	22,699	270,962
November	24,624	295,586
December	16,833	312,419
January 1945	15,412	327,831
February	28,540	356,371
March	39,835	396,206

* Received on wheels (excludes boxed vehicles for assembly)
** Cumulative from 1 January 1942

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

U.S. ARMY AIRCRAFT SHIPPED TO E.T.O.

SHOWING PAST 12 MONTHS.

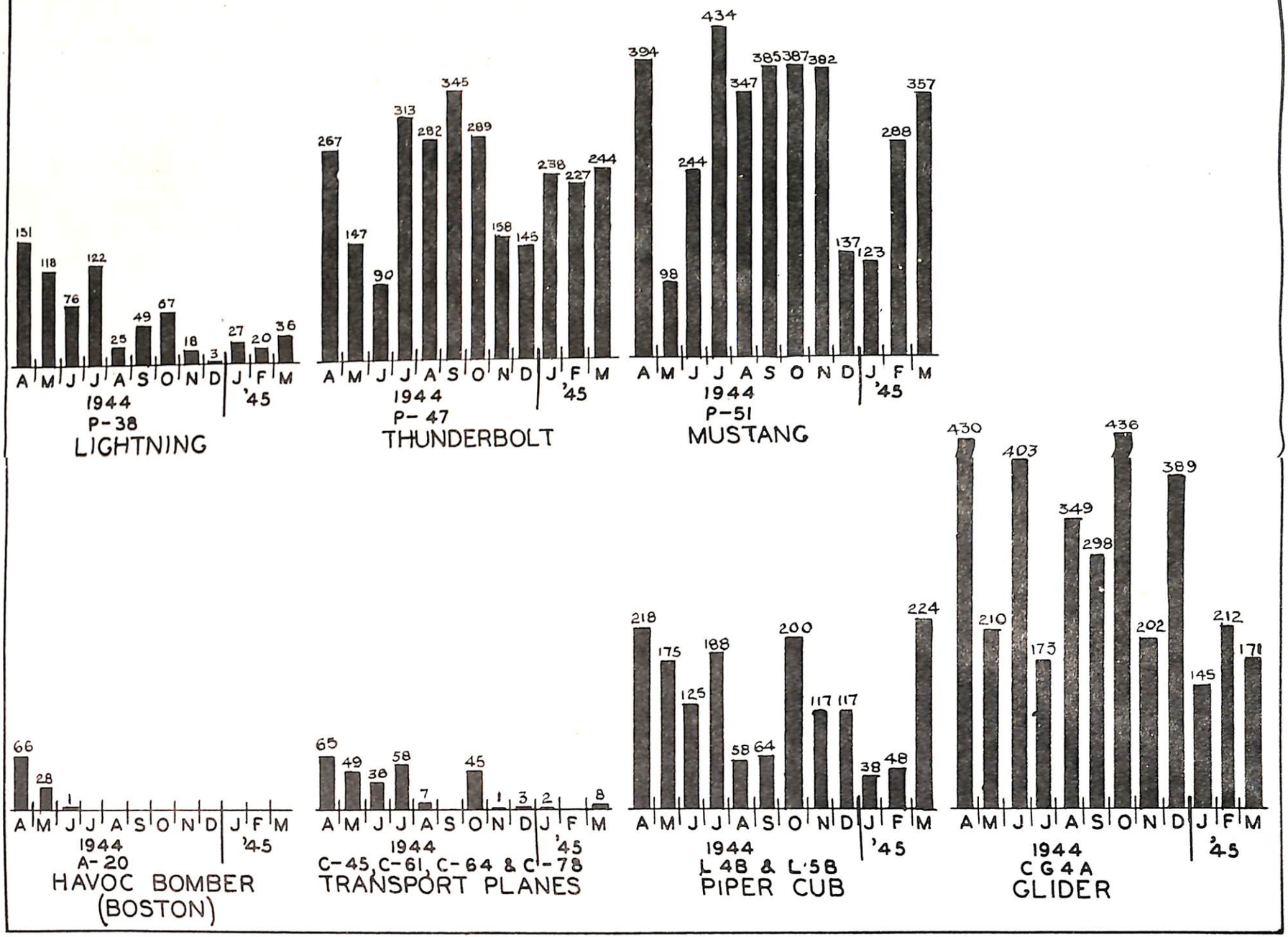
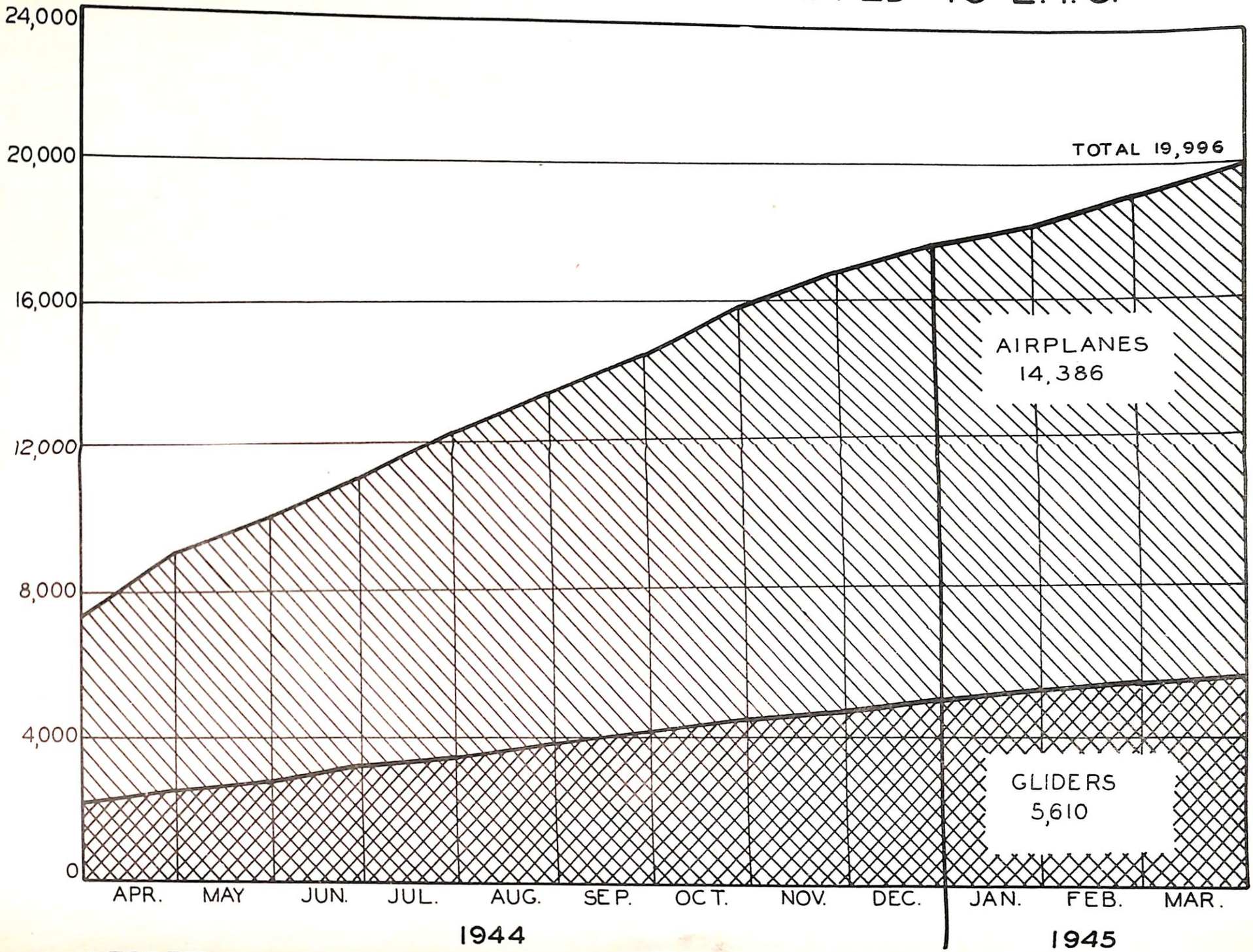


CHART 20B

ALL U.S. ARMY AIRCRAFT SHIPPED TO E.T.O.



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STATISTICS BRANCH T.C.

TABLE 20

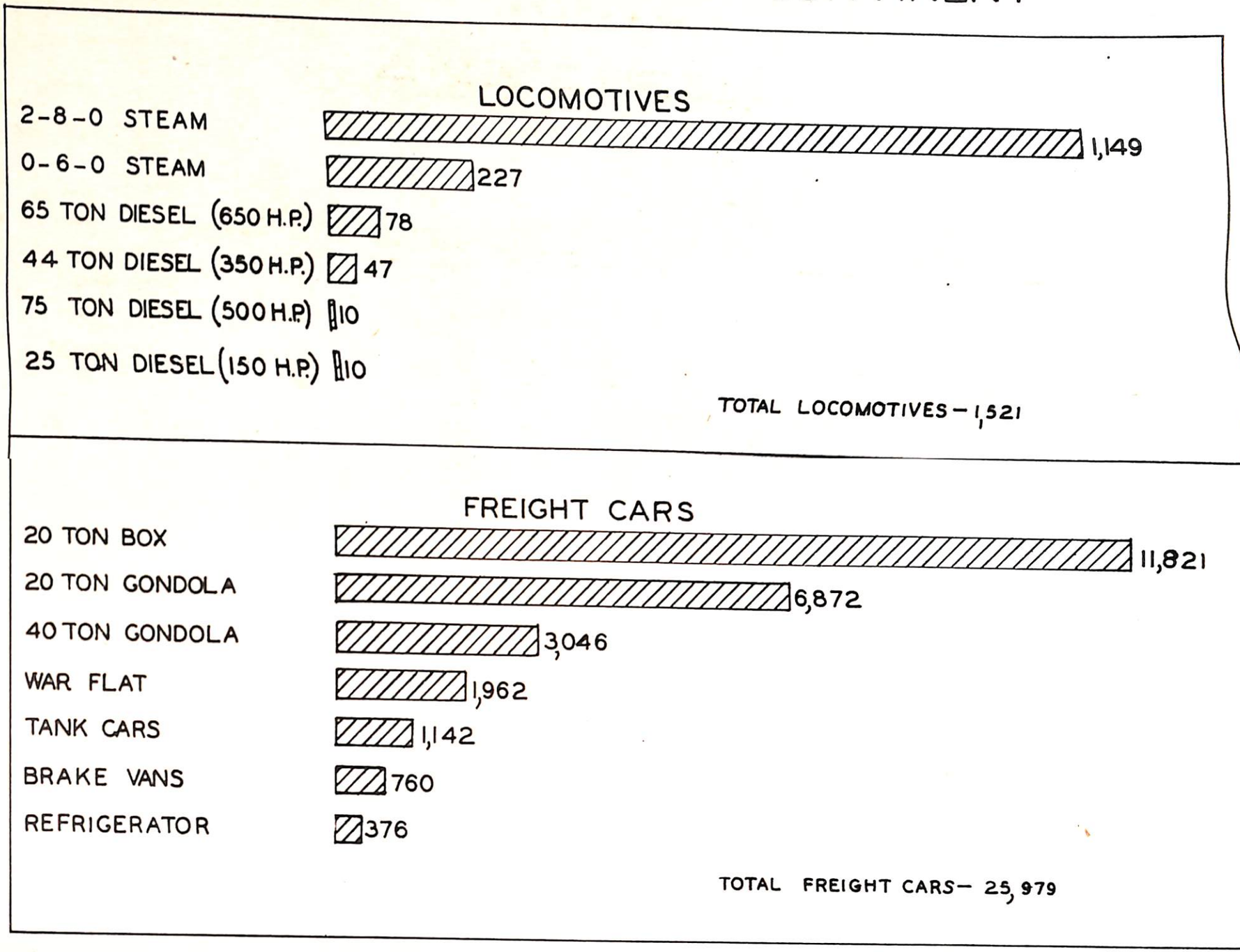
U.S. ARMY AIRCRAFT SHIPPED TO E.T.O.

1943 - 45

MONTH	AT-6	P-40	P-61	P-38	P-47	P-51	A-20	C-45 C-61 C-64 C-78	L-4-B & L-5-B	TOTAL PLANES	GLIDERS	TOTAL AIRCRAFT
January thru December 1943	-	15	-	575	1,373	310	45	104	158	2,580	1,620	4,200
January 1944	-	-	-	274	140	281	4	2	52	753	312	1,065
February	-	-	-	129	365	222	85	4	70	875	101	976
March	7	-	1	125	389	152	166	79	172	1,091	159	1,250
April	12	-	-	151	267	394	66	65	218	1,173	430	1,603
May	15	-	17	118	147	98	28	49	175	647	210	857
June	5	-	25	76	90	244	1	36	125	602	403	1,005
July	-	-	5	122	313	434	-	58	188	1,120	173	1,293
August	-	-	4	25	282	347	-	7	58	723	349	1,072
September	-	-	1	49	345	385	-	-	64	844	298	1,142
October	-	-	1	67	289	387	-	45	200	989	436	1,425
November	-	-	1	18	158	382	-	1	117	677	202	879
December	-	-	-	3	145	137	-	3	117	405	389	794
January 1945	-	-	-	27	238	123	-	2	38	428	145	573
February	-	-	3	20	227	288	-	-	48	586	212	798
March	-	-	24	36	244	357	-	8	224	893	171	1,064
TOTAL	39	15	82	1,815	5,012	4,541	395	463	2,024	14,386	5,610	19,996

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

E.T.O. ROLLING STOCK ON CONTINENT



PORT OPERATING EQUIPMENT T.C. E.T.O.

- FLOATING -

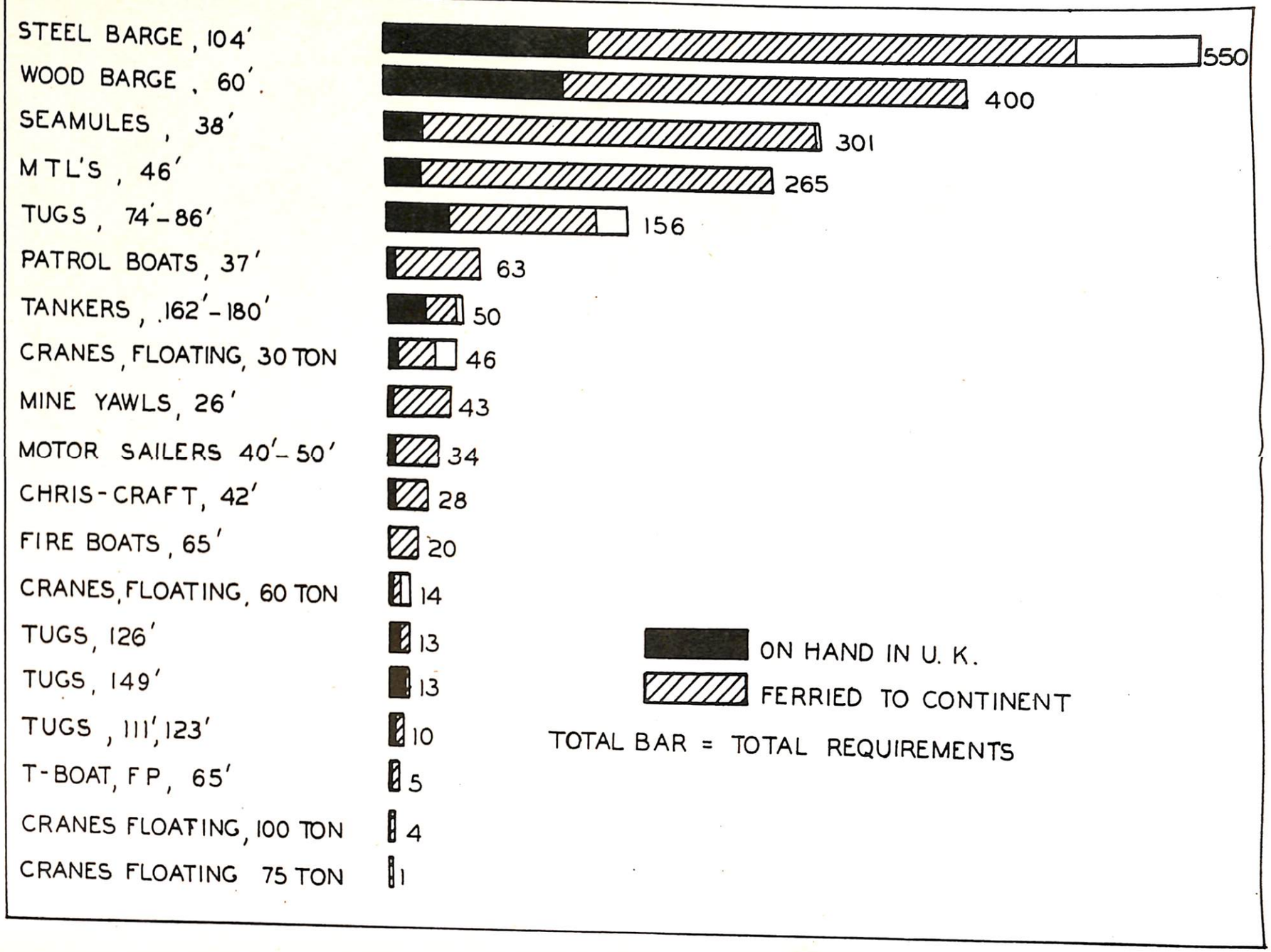


TABLE 22

PORT OPERATING EQUIPMENT TC E.T.O.

FLOATING

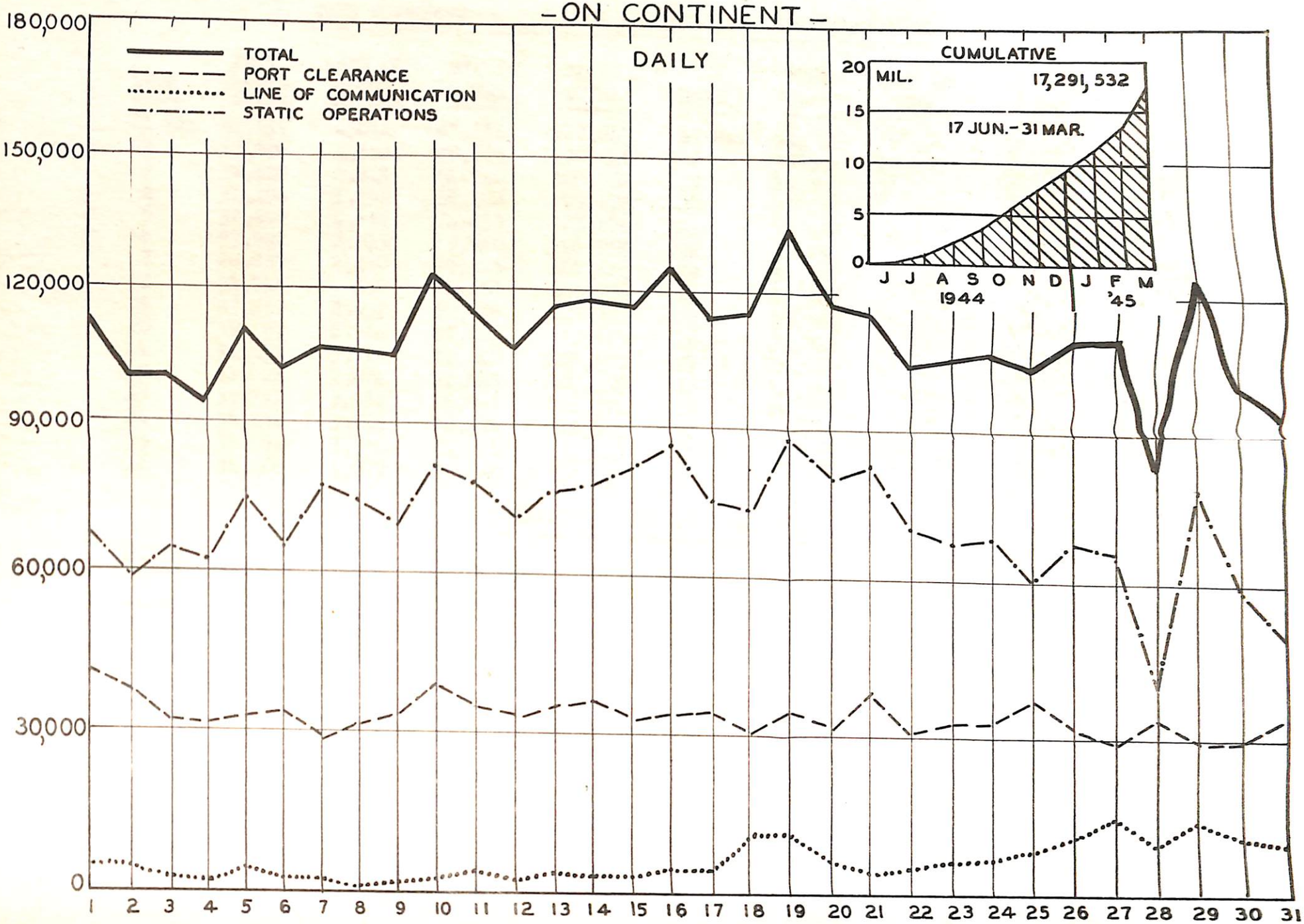
TYPE	ALLOCATED	IN U.K.	FERRIED TO CONTINENT	ENROUTE TO U.K.	TOTAL * ERECTED
Barges, Steel 104'	550	143	327	0	470
Barges, Wood 60'	400	129	271	0	400
Seamules 38'	301	28	272	0	215
MTL's 46'	265	25	240	0	-
Tugs 74' - 86'	156	42	101	2	-
Patrol Boats 37'	32	5	58	0	-
Tankers 162' - 180'	50	25	21	0	-
Cranes, Floating 30 Ton	46	6	27	0	33
Mine Yawls 26'	34	4	39	2	-
Motor Sailers 40' - 50'	30	5	29	0	-
Chris-Craft 42'	20	5	23	0	-
Fire Boats 65'	20	0	20	0	-
Cranes, Floating 60 Ton	14	1	7	0	6
Tugs 126'	13	8	5	0	-
Tugs 149'	10	12	1	0	-
Tugs 111' - 123'	6	5	5	0	-
T-Boat FP 65'	5	1	4	0	-
Cranes, Floating 100 Ton	3	0	4	0	-
Cranes, Floating 75 Ton	1	0	1	0	-

* Items marked with a dash do not require erection.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

CHART 23

TONS FORWARDED BY MOTOR TRANSPORT SERVICE



SECRET

MARCH 1945

STATISTICS BRANCH T.C.

TABLE 23

TONS FORWARDED BY MOTOR TRANSPORT SERVICE ON CONTINENT

DATE	PORT CLEAR.	LINE OF COMM.	STATIC OPERA.	DAILY TOTAL	DATE	PORT CLEAR.	LINE OF COMM.	STATIC OPERA.	DAILY TOTAL
1 Mar	41,617	4,074	67,256	112,947	17 Mar	34,549	4,775	75,041	114,365
2	37,296	4,642	58,603	100,541	18	30,346	11,562	73,581	115,489
3	32,805	2,813	64,944	100,562	19	34,692	11,773	88,324	134,789
4	31,196	1,794	62,188	95,178	20	31,650	6,389	80,856	118,895
5	32,899	4,638	74,039	111,576	21	38,407	4,348	83,555	126,310
6	33,982	2,813	65,960	102,755	22	30,250	5,452	69,947	105,649
7	28,859	2,430	76,525	107,814	23	32,470	6,080	67,866	106,416
8	31,914	569	74,467	106,950	24	32,362	6,760	68,605	107,727
9	33,550	2,032	69,789	105,371	25	37,308	7,466	60,170	104,944
10	39,487	2,964	81,484	123,935	26	31,731	11,187	67,484	110,402
11	34,454	3,719	77,440	115,613	27	29,040	15,612	65,970	110,623
12	33,022	2,874	71,443	107,339	28	34,359	9,254	40,171	83,784
13	35,771	3,954	76,846	116,571	29	29,410	14,442	79,281	123,133
14	36,134	3,705	78,376	118,215	30	29,591	11,923	59,010	100,524
15	33,092	3,568	81,091	117,751	31	34,099	10,248	49,462	93,809
16	34,408	4,877	86,065	125,350					

CUMULATIVE FROM 17 JUNE 1944

MONTH	MONTHLY	CUMULATIVE
June	198,047	198,047
July	575,381	773,428
August	1,269,194	2,042,622
September	1,554,006	3,596,628
October	2,007,477	5,604,105
November	1,983,930	7,588,035
December	1,831,859	9,419,894
January	2,091,484	11,511,378
February	2,364,827	13,876,205
March	3,425,327	17,291,532

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 MARCH 1945

TONS FORWARDED BY MOTOR TRANSPORT SERVICE ON CONTINENT

Table 23 (1)

(Does not include Conad or Delta Base in Southern France)

Date	Port Clear	Line of Comm.	Static Opera.	Daily Total	Date	Port Clear	Line of Comm.	Static Opera.	Daily Total
1 Jan	12,228	3,123	38,158	53,509	17 Jan	28,284	3,228	53,871	85,383
2	13,899	2,756	40,450	57,105	18	21,092	3,694	49,378	74,164
3	12,488	2,852	44,378	59,718	19	20,747	4,875	46,880	72,502
4	16,921	3,810	42,095	62,826	20	21,668	4,007	43,418	69,093
5	16,624	4,394	37,299	58,317	21	18,758	3,931	44,346	67,035
6	14,580	7,063	45,960	67,603	22	22,293	6,018	44,709	73,020
7	11,340	5,347	44,825	61,512	23	21,803	4,831	46,730	73,364
8	12,300	6,071	47,399	65,770	24	14,814	4,366	46,593	65,773
9	13,235	4,405	49,140	66,780	25	19,560	3,266	51,568	74,394
10	13,831	4,901	42,224	60,956	26	19,767	3,210	53,508	76,485
11	10,779	2,449	38,517	51,745	27	20,387	3,847	52,473	76,707
12	14,009	2,813	38,375	55,197	28	20,988	3,806	57,724	82,518
13	15,314	4,998	40,606	60,918	29	20,285	4,741	55,656	80,682
14	15,911	2,653	44,753	63,317	30	23,335	[illegible]	46,893	73,379
15	15,820	3,466	43,889	63,175	31	21,918	3,311	46,879	72,108
16	19,991	2,033	44,405	66,429	TOTAL	544,969	123,416	1,423,099	2,091,484

CUMULATIVE FROM 17 JUNE 1944

MONTH	MONTHLY	CUMULATIVE
June 1944	198,047	198,047
July	575,381	773,428
August	1,269,194	2,042,622
September	1,554,006	3,596,628
October	2,007,477	5,604,105
November	1,983,930	7,588,035
December	1,831,859	9,419,894
January 1945	2,091,484	11,511,378

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ,
ETOUSA 31 JANUARY 1945

TONS FORWARDED BY MOTOR TRANSPORT SERVICE ON CONTINENT

Table 23 (2)

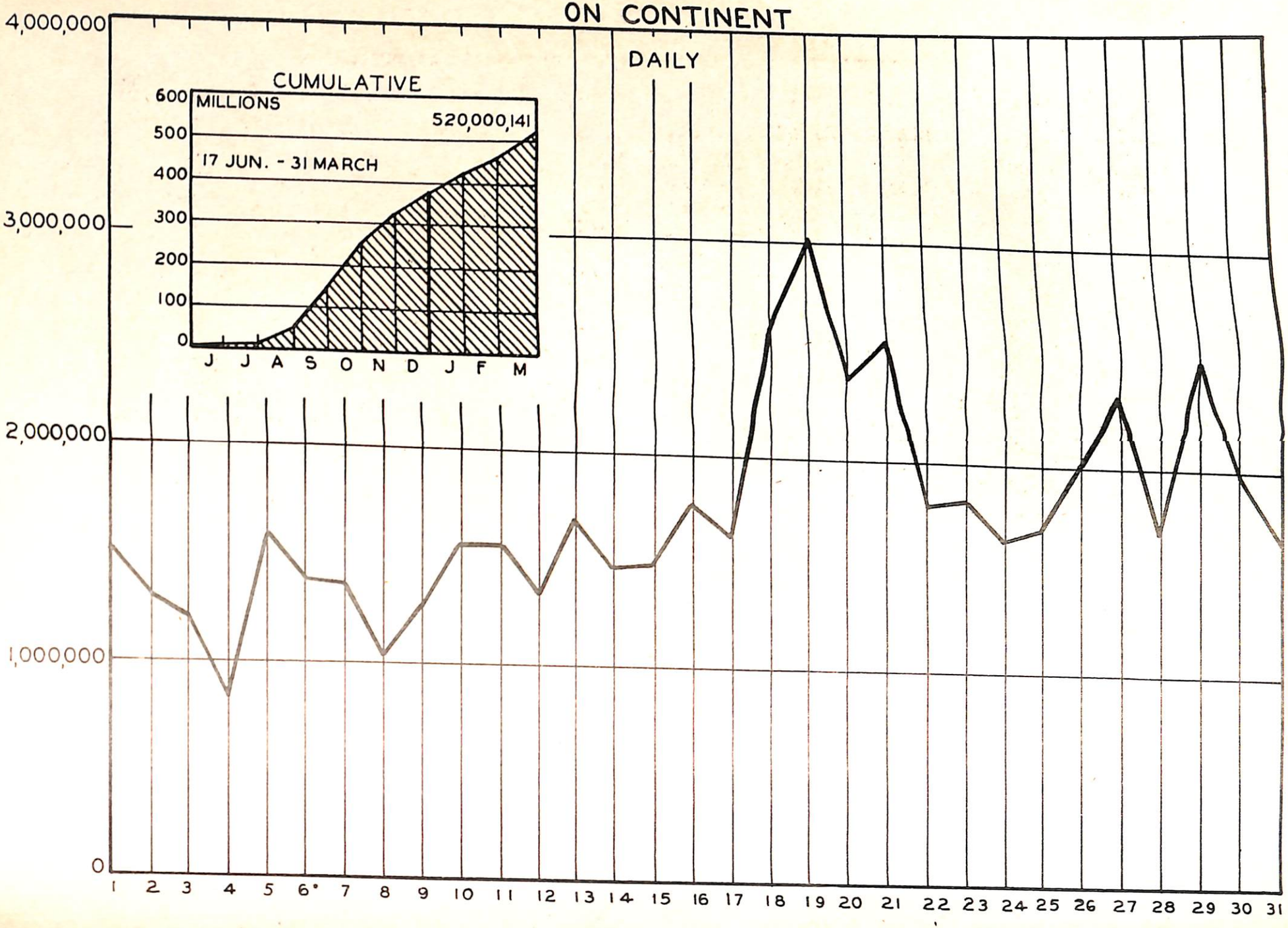
Date	Port Clear.	Line of Comm.	Static Opera.	Daily Total	Date	Port Clear.	Line of Comm.	Static Opera.	Daily Total
1 Feb	20,416	4,291	53,139	77,846	15 Feb	14,474	4,140	64,526	83,140
2	15,314	1,961	56,410	73,685	16	15,841	3,596	60,305	79,742
3	13,584	2,109	53,381	69,074	17	20,345	4,778	62,429	87,552
4	16,519	4,335	49,495	70,349	18	21,867	3,579	60,920	86,366
5	17,451	4,917	55,715	78,083	19	18,593	5,145	50,889	74,627
6	18,047	4,538	52,894	75,479	20	19,348	4,358	66,699	90,405
7	15,636	4,428	52,435	72,499	21	18,539	3,917	63,841	86,297
8	16,993	7,648	57,988	82,629	22	15,266	3,564	70,093	88,923
9	17,397	5,391	57,188	79,976	23	18,262	4,129	61,775	84,166
10	15,801	4,173	51,735	71,709	24	40,883	3,213	63,620	107,716
11	16,822	3,539	52,155	72,516	25	39,872	3,574	46,710	90,156
12	13,647	5,051	53,601	72,299	26	48,915	5,122	66,621	120,658
13	14,379	4,288	56,136	74,803	27	46,874	4,634	71,401	122,909
14	16,723	3,697	57,889	78,309	28	42,338	4,087	66,489	112,914
					TOTAL	610,205	118,143	1,636,479	2,364,827

CUMULATIVE FROM 17 JUNE 1944

MONTH	MONTHLY	CUMULATIVE
June	198,047	198,047
July	575,381	773,428
August	1,269,194	2,042,622
September	1,554,006	3,596,628
October	2,007,477	5,604,105
November	1,983,930	7,588,035
December	1,831,859	9,419,894
January 1945	2,091,484	11,511,378
February	2,364,827	13,876,205

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
28 FEBRUARY 1945

TON-MILES FORWARDED BY MOTOR TRANSPORT



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MARCH 1945

STATISTICS BRANCH T.C.

TABLE 24

TON MILES FORWARDED BY MOTOR TRANSPORT SERVICE ON CONTINENT

MARCH 1945

DATE	TON MILES	DATE	TON MILES
1 March	1,513,874	17 March	1,612,433
2	1,291,858	18	2,587,774
3	1,188,091	19	3,014,741
4	827,557	20	2,378,271
5	1,598,088	21	2,547,228
6	1,379,923	22	1,794,940
7	1,368,039	23	1,816,735
8	1,014,056	24	1,623,228
9	1,261,922	25	1,684,585
10	1,558,469	26	2,007,897
11	1,556,977	27	2,347,115
12	1,339,827	28	1,687,974
13	1,685,262	29	2,504,177
14	1,467,104	30	1,980,513
15	1,488,182	31	1,634,140
16	1,783,620		

CUMULATIVE FROM 17 JUNE 1944

MONTH	MONTHLY	CUMULATIVE
June 1944	1,594,976	1,594,976
July	5,419,057	7,014,033
August	44,488,516	51,502,549
September	105,134,792	156,637,341
October	100,820,839	257,458,180
November	67,023,433	324,481,613
December	54,607,169	379,088,782
January 1945	48,148,642	427,237,424
February	39,218,117	466,455,541
March	53,544,600	520,000,141

STATISTICS BRANCH
TRANSPORTATION CORPS., GZ, ETOUSA
31 MARCH 1945

Table 24 (1)

TONS MILES FORWARDED BY MOTOR TRANSPORT SERVICE ON CONTINENT

(Does not include Conad or Delta Base in Southern France)

DATE	TONS MILES	DATE	TON MILES
1 January	1,405,048	17 January	1,818,138
2	1,311,091	18	1,751,868
3	1,485,012	19	1,580,509
4	1,601,663	20	1,411,102
5	1,462,214	21	1,317,288
6	1,995,678	22	1,957,868
7	1,574,418	23	2,327,993
8	1,418,809	24	1,574,631
9	1,452,105	25	1,583,498
10	2,627,530	26	1,461,853
11	1,122,513	27	1,652,325
12	1,191,551	28	1,703,046
13	1,644,193	29	1,717,730
14	1,500,281	30	1,200,305
15	1,528,990	31	1,549,498
16	1,219,984		

CUMULATIVE FROM 17 JUNE 1944

MONTH	MONTHLY	CUMULATIVE
June	1,594,976	1,594,976
July	55,419,057	7,014,033
August	44,488,516	51,502,549
September	105,134,792	156,637,341
October	100,820,839	257,458,180
November	67,023,433	324,481,613
December	54,607,169	379,088,782
January 1945	48,148,642	427,237,424

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 JANUARY 1945

Table 24 (2)

TON MILES FORWARDED BY MOTOR TRANSPORT SERVICE ON CONTINENT

FEBRUA RY 1945

DATE	TON MILES	DATE	TON MILES
1 February	1,618,587	15 February	1,230,893
2	11,405,560	16	1,062,658
3	1,164,506	17	1,292,523
4	1,627,261	18	1,096,927
5	1,562,365	19	1,287,005
6	1,383,433	20	1,339,780
7	1,584,826	21	1,189,315
8	[illegible]235,428	22	1,208,015
9	11,976,932	23	1,237,927
10	1,293,959	24	1,613,694
11	1,109,058	25	1,239,459
12	1,361,336	26	1,626,311
13	1,240,356	27	1,630,890
14	1,179,970	28	1,419,143

CUMULATIVE FROM 17 JUNE 1944

MONTH	MONTHLY	CUMULATIVE
June	1,5[illegible]6	
July	1,594,976	1,594,976
August	5,419,057	7,014,033
September	44,488,516	51,502,549
October	105,134,792	156,637,341
November	100,820,839	257,458,180
December	67,023,433	324,481,613
January 1945	54,607,169	379,088,782
February	48,148,642	427,237,424
	39,218,117	466,455,541

STATISTICS BRANCH
TRANSPORTATION CORPS CZ, ETOUSA
28 FEBRUARY 1945

TONNAGE HAULED BY MOTOR TRANSPORT SERVICE

LINES OF COMMUNICATION

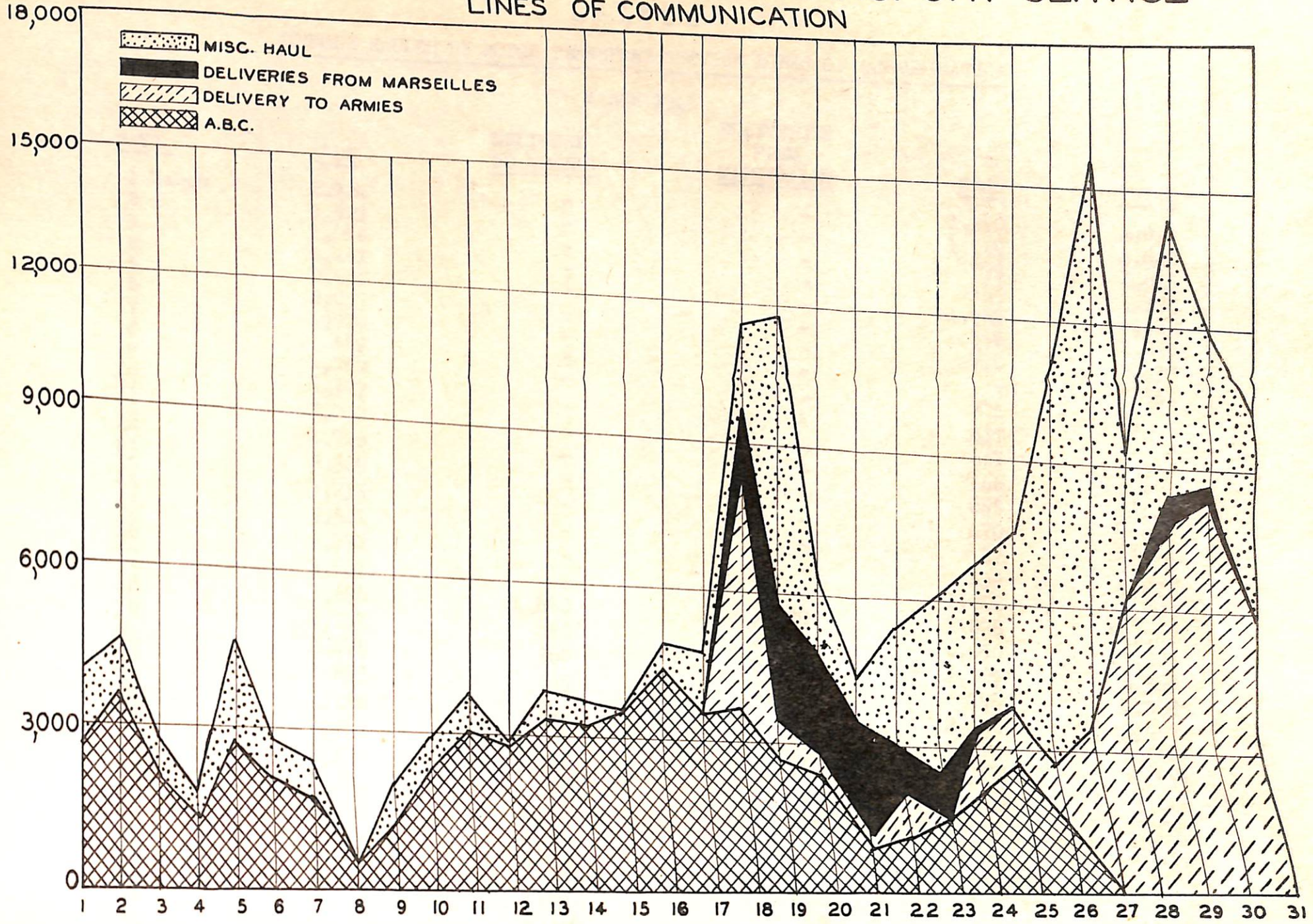


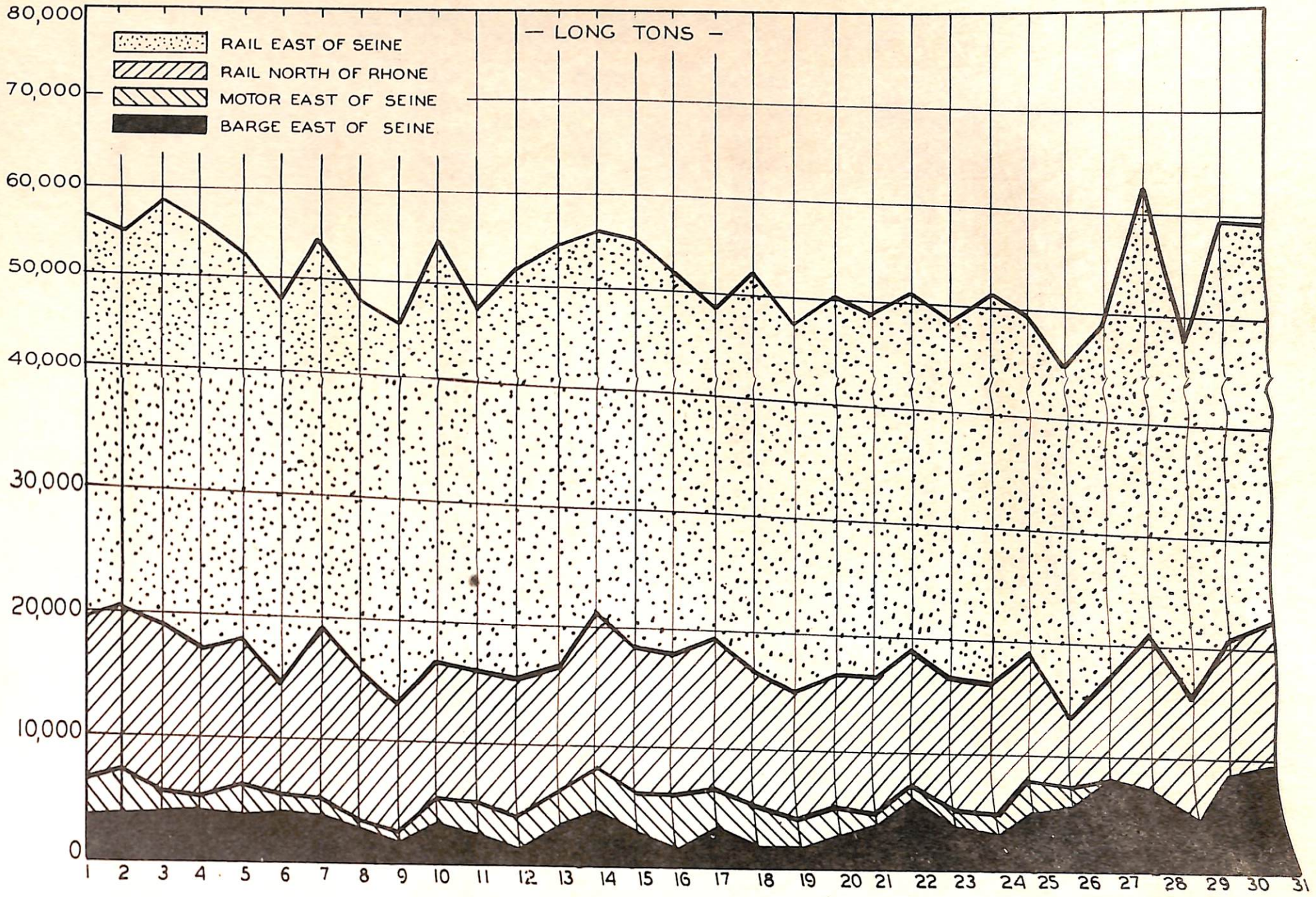
TABLE 25

TONNAGE HAULED BY MOTOR TRANSPORT SERVICE LINES OF COMMUNICATION

MARCH 1945

DATE	ABC	DELIVERY TO ARMIES	DELIVERIES FROM MARSEILLES	MISC	TOTAL
1 March	2,724	-	-	1,350	4,074
2	3,523	-	-	1,119	4,642
3	2,014	-	-	799	2,813
4	1,261	-	-	533	1,794
5	2,655	-	-	1,983	4,638
6	2,057	-	-	756	2,813
7	1,720	-	-	710	2,430
8	569	-	-	-	569
9	1,257	-	-	775	2,032
10	2,327	-	-	637	2,964
11	3,052	-	-	667	3,719
12	2,728	-	-	146	2,874
13	3,309	-	-	645	3,954
14	3,235	-	-	470	3,705
15	3,541	-	-	27	3,568
16	4,438	-	-	439	4,877
17	3,567	-	-	1,208	4,775
18	3,696	4,660	1,380	1,826	11,562
19	2,743	680	2,300	6,050	11,773
20	2,474	360	2,026	1,505	6,365
21	897	325	2,330	796	4,348
22	1,156	946	920	2,430	5,452
23	1,564	-	930	3,586	6,080
24	2,171	1,140	70	3,379	6,760
25	2,874	960	-	3,632	7,466
26	1,615	1,110	-	8,462	11,187
27	-	3,475	-	12,137	15,612
28	-	6,299	-	2,955	9,254
29	-	7,857	610	5,975	14,442
30	-	8,346	440	3,137	11,923
31	-	5,922	-	4,326	10,248
TOTAL	63,167	42,080	11,006	72,460	188,713

TONNAGE EAST OF SEINE RIVER AND NORTH OF RHONE



SECRET

MARCH 1945

STATISTICS BRANCH T.C.

Table 25 (1)

TONNAGE HAULED BY MOTOR TRANSPORT SERVICE LINES OF COMMUNICATION

(Does not include Conad or Delta Base in Southern France)

DATE	ABC	BULK POL	WHITE BALL	LITTLE RED BALL	MISC	TOTAL
1 Jan.	669	1,385	185	100	784	3,123
2	110	1,201	378	101	966	2,756
3	770	1,665	87	118	212	2,852
4	736	1,407	366	174	1,127	3,810
5	1,792	1,794	169	152	487	4,394
6	1,726	1,457	193	160	3,527	7,063
7	1,060	1,817	81	79	2,310	5,347
8	916	1,885	161	113	2,996	6,071
9	151	1,605	201	77	2,371	4,405
10	1,055	879	-	84	2,889	4,901
11	689	881	-	-	879	2,449
12	1,451	927	-	98	337	2,813
13	2,257	1,483	-	128	1,130	4,998
14	1,595	475	-	121	462	2,653
15	1,768	714	300	156	528	3,466
16	833	826	150	-	107	2,033
17	1,449	681	150	283	1,131	3,694
18	1,522	538	160	-	1,008	3,228
19	2,382	903	-	-	1,590	4,875
20	1,625	1,059	-	-	1,323	4,007
21	1,764	662	-	-	1,505	3,931
22	3,301	487	-	-	2,230	6,018
23	1,775	601	-	-	2,455	4,831
24	2,707	587	-	-	1,072	4,366
25	2,369	405	-	-	492	3,266
26	2,724	197	-	-	289	3,210
27	2,932	111	-	-	804	3,847
28	3,270	245	-	-	291	3,806
29	3,145	379	-	-	1,217	4,741
30	2,585	344	-	-	222	3,151
31	2,923	135	-	-	253	3,311
TOTAL	54,051	27,735	2,581	2,061	36,988	123,416

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 JANUARY 1945

Table 25 (2)

TONNAGE HAULED BY MOTOR TRANSPORT SERVICE LINES OF COMMUNICATION

FEBRUARY 1945

DATE	ABC	BULK POL	MISC	TOTAL	DATE	ABC	BULK POL	MISC	TOTAL
1 Feb	2,797	380	1,114	4,291	15	3,116	31319	705	4,140
2	1,165	555	241	1,961	16	2,399	1,197	-	3,596
3	1,155	528	426	2,109	17	3,529	261	988	4,778
4	3,365	167	803	4,335	18	3,307	272	-	3,579
5	33,558	285	1,074	4,917	19	3,155	1,389	601	5,145
6	33,872	3075	,359	4,538	20	3,110	217	1,03151	4,358
7	33,562	583	283	4,428	21	3,392	--	525	3,917
8	4,083	590	2,975	7,648	22	2,818	-	746	3,564
9	3,656	684	1,051	5,391	23	3,067	-	1,062	4,129
10	3,427	485	261	4,175	24	3,109	-	104	3,213
11	22,889	158	482	3,529	25	2,728	342	504	3,574
12	3,686	417	,948	5,051	26	2,902	136	2,084	5,122
13	3,414	404	470	4,288	27	3,595	-	1,039	4,634
14	2,891	535	271	3,697	28	3,297	-	790	4,087
					TOTAL	87,044	10,211	20,937	118,192

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
FEBRUARY 1945

TABLE 26

TONNAGE EAST OF SEINE RIVER AND NORTH OF RHONE RIVER

MARCH 1945

DATE	BARGE EAST OF SEINE	MOTOR EAST OF SEINE	RAIL NORTH OF RHONE	RAIL EAST OF SEINE	TOTAL
1 March	3,512	2,724	13,588	36,689	56,513
2	3,677	3,523	12,858	34,940	54,998
3	3,885	2,014	13,296	39,615	58,810
4	4,008	1,261	11,835	38,498	55,602
5	3,498	2,655	11,792	34,408	52,353
6	3,737	2,057	8,303	33,767	47,864
7	3,807	1,720	13,821	34,924	54,272
8	2,301	569	12,569	32,531	47,970
9	1,158	1,257	10,672	32,478	45,565
10	3,148	2,327	11,424	37,611	54,510
11	2,113	3,052	11,026	31,027	47,218
12	1,158	2,728	11,937	36,086	51,909
13	3,282	3,309	10,298	37,690	54,579
14	4,900	3,235	12,891	35,146	56,172
15	2,473	3,541	12,197	36,907	55,118
16	1,504	4,438	11,977	33,820	51,739
17	3,118	3,567	12,824	28,851	48,360
18	1,833	3,696	11,361	35,231	52,121
19	1,555	2,743	10,866	32,339	47,503
20	2,777	2,498	11,633	33,169	50,077
21	3,622	897	12,143	32,043	48,705
22	5,949	1,156	12,121	31,737	50,963
23	3,518	1,564	11,814	31,746	48,642
24	2,528	2,171	11,573	34,984	51,256
25	5,079	2,874	11,371	30,327	49,651
26	5,599	1,615	5,829	31,289	44,332
27	8,101	-	9,772	30,954	48,827
28	7,121	-	13,821	41,612	62,554
29	4,484	-	10,703	32,380	47,567
30	8,595	-	11,945	39,306	59,846
31	9,382	-	12,944	37,473	59,799

RAIL, MOTOR AND BARGE MOVEMENT EAST OF SEINE RIVER - LONG TONS

Table 26 (1)

JANUARY 1945

DATE	RAIL	MOTOR	BARGE	TOTAL	DATE	RAIL	MOTOR	BARGE	TOTAL
1 Jan	23,700	1,693	1,119	26,512	17	32,822	1,599	381	34,802
2	22,022	1,225	863	24,110	18	24,711	1,600	1,367	27,678
3	23,419	1,459	1,735	26,613	19	25,642	2,492	262	28,396
4	29,230	1,301	1,910	32,441	20	21,902	1,916	1,014	24,832
5	26,828	2,777	3,235	32,840	21	25,550	1,811	1,645	29,006
6	29,721	2,387	3,601	35,709	22	27,214	3,301	716	31,231
7	23,434	1,668	1,089	26,191	23	29,631	1,775	637	32,043
8	29,751	1,795	2,607	34,153	24	23,343	2,707	1,838	27,938
9	30,314	674	1,058	32,826	25	27,734	2,369	1,320	31,423
10	29,437	1,418	3,358	34,213	26	28,476	2,724	-	31,200
11	25,314	906	5,478	31,698	27	25,069	2,932	314	28,315
12	26,013	1,810	5,639	33,462	28	35,489	3,270	-	38,759
13	23,365	2,387	4,078	29,830	29	28,970	3,145	375	32,490
14	28,858	1,595	7,558	38,011	30	28,205	2,851	1,960	33,016
15	20,485	2,068	-	22,553	31	31,681	2,923	741	35,345
16	28,618	1,309	3,943	33,870					

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
31 JANUARY 1945

Table 26 (2)

RAIL, MOTOR AND BARGE MOVEMENT EAST OF SEINE RIVER - LONG TONS

FEBRUARY 1945

DATE	RAIL	MOTOR	BARGE	TOTAL	DATE	RAIL	MOTOR	BARGE	TOTAL
1 Feb	34,778	2,797	1,449	38,024	15	37,396	3,116	2,704	43,216
2	33,266	1,165	2,127	36,558	16	40,520	2,942	1,358	44,820
3	34,549	1,427	2,137	38,113	17	34,976	3,790	1,525	40,291
4	25,921	3,365	2,127	31,413	18	36,838	3,579	2,532	42,949
5	32,625	3,559	5,816	42,000	19	38,312	3,264	887	42,463
6	33,329	3,872	4,320	41,521	20	34,770	3,327	3,632	41,729
7	33,235	3,562	2,289	39,086	21	37,993	3,392	5,445	56,830
8	36,581	4,219	1,862	42,662	22	38,030	2,818	5,071	45,919
9	41,308	3,656	1,828	46,792	23	37,390	3,067	2,153	42,610
10	39,635	3,645	4,774	48,054	24	40,523	3,109	5,946	49,578
11	43,268	2,899	2,223	48,390	25	38,797	2,728	2,324	43,849
12	35,766	3,686	4,245	43,697	26	32,951	3,038	3,222	39,211
13	45,640	3,534	3,863	53,037	27	38,094	3,595	3,563	45,257
14	34,365	2,891	1,743	38,999	28	37,653	3,297	6,745	47,695

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
28 FEBRUARY 1945

Table 27

SPECIAL VEHICLE REQUIREMENTS OF MOTOR TRANSPORT SERVICE

as of 28 FEBURARY 1945

(Does not include Conad or Delta Base in Southern France)

	ISSUED	ON HAND* PENDING ISSUE	EN ROUTE	REQUIRED
Truck-Tractor 4-5 ton 4x4 and 5 ton 4x2	3,468	1,902	1,156	9,057
Semi-Trailer, 10 ton Flat Bed	3,300	1,536	1,448	9,016
Semi-Trailer, 5 ton S & P 16'	143	2,789	629	3,561
Truck 2½ ton 6x6 Cab Over Engine 15' & 17'	1,056	202	7	2,128
Dolly Converter, F2A & C2	442	410	16	1,915
Truck 2½ ton 6x6, 750 Gal. (gas)	240	1,218	62	1,520
Semi-Trailer 2000 Gal.	781	216	25	1,280
Truck, 10 ton (Diesel) 6x4	576	340	0	916
Semi-Trailer 12½ ton Wrecker C2 40'	193	185	16	400
Semi-Trailer T2½ ton Wrecker C2 25'	91	287	16	400
Semi-Trailer 6 ton Comb. A&C	58	250	71	379
Trailer, 45 ton, 12 Wheel M-9	141	0	0	225
Truck 12 ton 6x4 M-20	96	0	0	114
Semi-Trailer, 5 ton Refrig.	60	15	0	75

* Included in "On Hand Pending Issue" are some vehicles previously shown in the "Issued" column, which have been reprocessed through Ordnance.

STATISTICS BRANCH
TRANSPORTATION CORPS, CZ, ETOUSA
28 FEBRUARY 1945

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