

HISTORY

OF

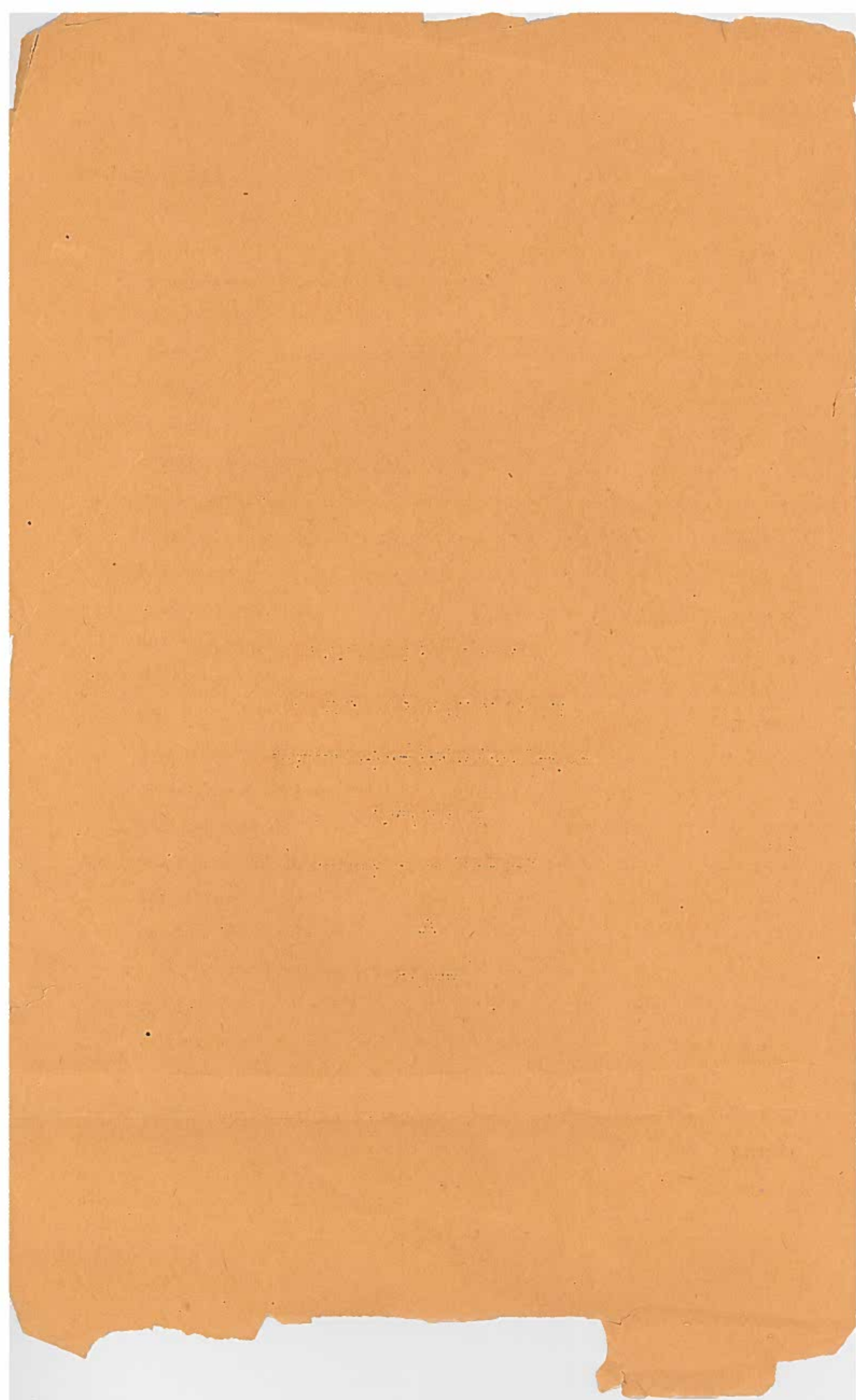
THE QUARTERMASTER SECTION

HEADQUARTERS

ADVANCE SECTION, COMMUNICATIONS ZONE

EUROPEAN THEATER OF OPERATIONS

28 Dec 1943 - 25 June 1945



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HEADQUARTERS
Advance Section
Communications Zone
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APO 113

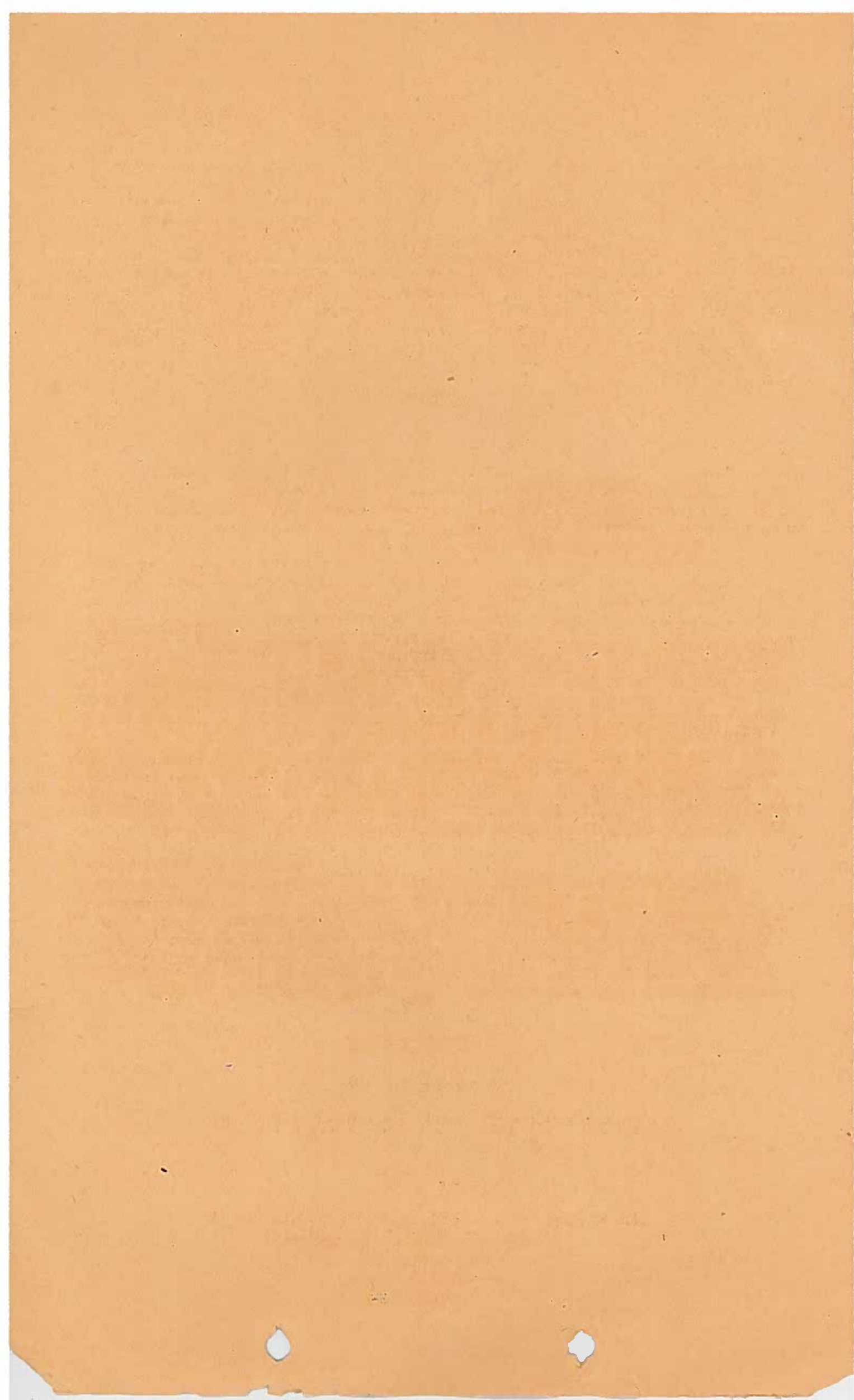
P R E F A C E

United, the Military Forces of the Allied Nations have been victorious in conquering the enemy in Europe in the second World War of our time. The accomplishment of this great feat was made possible through the combined efforts of every element of our military machine, each one of which was dependent upon the other for its successful operation. When we stop to turn back the pages of the history which has been made during the war in Europe, we find that one of the most salient factors which led to our final victory was support, without which we could not have won.

The recording of the history embodied in the pages which follow concern Quartermaster activities of Advance Section, Communications Zone, an organization of the U. S. Army which many times has been recognized for the important role it played in the support of the U. S. Military Forces on the Continent of Europe during the first stages of the war, and continuing this support until final victory was won over the enemy. In this record, emphasis has been placed on what was done and how it was done concerning problems encountered of outstanding magnitude in Quartermaster supply of the troops. It has been developed from the time an organization of this nature was first conceived many months prior to the invasion of the Continent of Europe by the Assault Forces of the Allied Nations, and has been carried through the day of victory to the fadeout of Advance Section, Communications Zone.



S. W. SMITHERS
Colonel, QMC
Quartermaster



HISTORY OF THE QUARTERMASTER SECTION,
HEADQUARTERS, ADVANCE SECTION, COMMUNICATIONS ZONE

I. A C T I V A T I O N A N D A C T I V I T I E S
I N E N G L A N D

B A C K G R O U N D

1. Progress of the planning on the operation for the liberation of Europe revealed that the supply problem would be of such magnitude, beginning at the outset of the operation, that on 28 December, 1943, it was decided between the Commanding General of the United States Forces for the assault and the Commanding General, SOS, European Theater of Operations, U. S. Army, that a service headquarters would be established and given the responsibility of supplying the assault armies as soon as possible after invasion had gained a foot-hold on the continent, and that activation of an Advance Section should begin at once to engage in planning for the support of the field armies. The Advance Section, as a portion of Communications Zone, would be included in the armies' build-up for the purpose of taking over functions and activities in what previously would have been designated as a service area for the assault force.

2. In the organization of Headquarters, Advance Section, Communications Zone, the pattern of General and Special Staff Sections was followed. Initially the Advance Section was attached to the First U. S. Army, and remained so until progress of the tactical situation made it feasible to turn over supply and service functions and area responsibility in a sector in rear of the Army in the field. Service and supply responsibility would be turned over gradually to the Advance Section together with beach maintenance and port and rail reconstruction. On the continent, the Advance Section would be senior representative of the Communications Zone, and would have under command all Communication Zone troops which had been put ashore up to that time.

3. As a part of the organization of Headquarters, Advance Section, Communications Zone, the Quartermaster Section took its place, and concurrently with the overall planning for activation and operation the formulation of Quartermaster activities of Advance Section was begun.

A C T I V A T I O N

1. The decision reached on 28 December, 1943, that an Advance Section should be activated began the growth of Advance Section, Communications Zone. The original activation was to be provisional pending approval of the War Department so at the beginning no table of organization was available. Personnel available were defined as those which were on hand and under the control of the Commanding General, SOS, ETOUSA. In view of the above situation, applicable to the entire Headquarters, plans were made to assemble QM personnel to form a cadre for the activation of the Quartermaster Section. On 17 January, 1944, cadre personnel, consisting of 11 Officers and 12 EM, had been obtained and headed by Colonel Michael H. Zwicker, they were organized into the first office of the Quartermaster, Headquarters, Advance Section, Communications Zone, at No. 40 Grosvenor Square, London. With the initial stage successfully begun, the establishment of duties, plans for operation and procedures to be followed began to develop into a formulation of policy and a clarification of the mission to be performed.

The initial assembly of QM personnel for the organization of the Quartermaster Section consisted of the following officers and enlisted men:

Officers: 11

<u>NAME</u>	<u>DUTY</u>
Col. Michael H. Zwicker	Quartermaster
Lt. Obl. (then Maj.) James C. Harris	Supply Division
Lt. Col. (then Maj.) Robert E. Law	Subsistence
Lt. Col. (then Maj.) George J. Scott	Storage & Distribution
Lt. Col. (then Maj.) Joseph R. Warford	Petroleum & Fuel
Major (then Capt.) Theodore P. Coates	Procurement
Major (then Capt.) Luther F. Frierson	Personnel Officer
Major (then Capt.) Athol W. George	Class II & IV Supply
Major Sidney W. Grossman	Service Installations
Major (then Capt.) John W. Roach	Executive Officer
Captain Walter D. Gates	Graves Registration and Effects

Enlisted Personnel: 12

<u>NAME</u>
M/Sgt Harlan J. Bargar
M/Sgt Adolph Leichtman
M/Sgt Robert E. Feagans
T/Sgt Ralph L. Pelkey
Tec. 3 William E. Dahlen
Tec. 3 James G. Danz
Tec. 4 Joseph Cylinder
Tec. 4 George F. Rever
Tec. 4 Walter F. Schuerer
Tec. 5 Salvatore Costa
Tec. 5 Austin L. Hoffman
Pvt. Erwin R. Glich

2. Headquarters, Advance Section, Communications Zone, was provisionally organized under Sec. III, General Order 13, Headquarters, European Theater of Operations, dated 7 February, 1944, and finally constituted under Sec. II, General Order 35, Headquarters, European Theater of Operations, dated 24 April, 1944. (See Annex A)

MISSION

1. Initially, the basic mission of the Quartermaster Section was the investment of responsibility for QM supply to the assault armies as soon as they had gained a foothold on the continent, and as an element of Communications Zone (when established on the continent), to support advance elements of the combat forces in the latter stages of the operation(s).

2. The basic principles of the mission were not to be changed, but in order to cope with varied situations concerning QM supply which inevitably would arise, it was recognized that all plans should be patterned to permit elasticity and flexibility so that all problems encountered in pursuit of the mission might be met with the least interference possible with the over-all supply plan.

3. Accomplishment of the mission assigned to the Quartermaster, Advance Section was dependent on several specifically defined contingencies, all of which through close connection with the basic mission became embodied as a portion of it. Principally among these were as follows: inclusion in the armies' build-up a portion of Advance Section QM troops for the purpose of taking over from the army functions and activities in what previously would have been designated as a service area for the assault force; establishment of administrative

procedures for the supervision and handling of QM troops under the command of Advance Section; operation of rear area dumps until Com Z was established on the continent, at which time they were to be turned over to the appropriate Base Section; QM supply to Advance Section, Com Z and other troops in the vicinity; operation of QM Service Installations other than those directly concerned with QM supply.

MOVEMENT FROM LONDON TO BRISTOL

Initial attachment of Advance Section, Communications Zone, to the First U. S. Army led to the necessity of maintaining close liaison between the various staff sections and service chiefs of one headquarters with the opposite numbers of the other headquarters. In order for this close harmony to be effected, imminence of a move of Headquarters, Advance Section, became apparent. Too, such a move would be further justified by avoiding the congestion and confusion of London. In view of these conditions, plans were laid to move headquarters of Advance Section from London to Bristol, England. On 12 March, 1944, the Quartermaster Section completed the move, and immediately established close connections in its activities with the Quartermaster, First U. S. Army.

GROWTH

1. Throughout the period of activation and during the build-up of the Quartermaster Section into its authorized strength of personnel, the target was one of assembling together a team qualified to accomplish successfully the mission assigned. From the time Advance Section was conceived on 28 December, 1943, through the activation of the QM Section on 17 January, 1944, and until the day arrived when the Allied Forces invaded the Continent of Europe (6 June, 1944), personnel of the Quartermaster Section grew to a strength of 33 officers and 81 enlisted men. (Actual strength, including personnel assigned and attached, was 38 officers and 91 enlisted men). (See Annex B for names of personnel)

2. Through the combined efforts of the personnel assembled, the Quartermaster Section owes its successful development into an efficient and harmonious organization.

ACTIVITIES

1. Supervision and training of units.

a. From the date of activation of the Quartermaster Section until final displacement of the Advance Section to the continent, operations were chiefly of a planning nature, accelerated by the imminence of invasion of the Continent of Europe by the Assault Forces of the Allied Nations.

b. Achievement of the plans being formulated were dependent upon many activities connected with the exploitation of QM troops assigned to Advance Section. It was necessary to screen out into various categories these troops so that the final employment of each unit might be so utilized as to realize maximum efficiency. In view of this, the Commanding General, Advance Section, was empowered with the responsibility of training all units assigned to his command. In turn this responsibility was entrusted to the Service Chiefs of Advance Section as was appropriately a direct concern of these representatives.

c. QM units assigned to Advance Section for eventual employment as a part of the Continental mission remained under the control of the Base Section in which located for administration, supply and performance of technical duties,

the latter consisting of training (by actual work) at UK Depots, but not training for their primary mission with which they became imbued upon assignment to Advance Section.

d. To insure that units would be in shape to perform the duties expected of them, the Commanding General, Advance Section, established liaison officers between the G-3 Sections of the Base Sections concerned and Advance Section, consisting of officers chosen from the various services of Advance Section. The QM liaison officers conducted inspections of units to determine, primarily, the military and technical proficiency. Such inspections were made as frequently as possible during the months of April and May 1944. The information obtained was used by the Quartermaster Section to keep abreast of the status of training and proficiency of the QM units in the command.

e. Much difficulty was experienced in securing release of the QM units from technical duties at the Depots in order to inaugurate and complete their training for the continental operation, however, accomplishment of this was held to a minimum of time. During this stage of training and inspection, emphasis was also given to the correction of shortages and inadequacies of personnel, shortage and care of major items of equipment and general health of the units.

2. Preparation of requisitions.

a. Supply responsibility for continental operations as finally planned assigned the task of supply during specified periods to the First U. S. Army (D to D/14), Advance Section, Communications Zone (D/15 to D/41), Forward Echelon, Communications Zone (D/41 to D/90) and Communications Zone (D/90 onward). In order to fulfill its supply responsibility for the period D/15 to D/41 and also to provide for Advance Section troops ashore, prior to and subsequent to this period, the Quartermaster spent long hours during April and May, 1944, preparing requirements and requisitions.

b. From troop phasing lists of Advance Section units ashore prior to D/15 and subsequent to D/41, supply requirements were calculated by the day. For the period prior to D/15, requirements for all classes of Q supplies were calculated and given to the First U. S. Army for inclusion in its requisitions for the period D to D/14. Requirements for the period D/42 to D/90 were processed to Forward Echelon, Communications Zone, for inclusion in similar requisitions.

c. For its own period of supply responsibility, the responsible supply branches of the Quartermaster Section set about collecting the daily requirements of the First U. S. Army, the Third U. S. Army, the Ninth Air Force, U. S. Navy and Civil Affairs, in addition to determining the requirements of Advance Section troops. These requirements had to be fitted into a schedule of tonnages approved by the First U. S. Army Group (later Twelfth Army Group) for import into or through Advance Section area, and finally placed in requisition form for supply. Separate requisitions were prepared for each day of the period, and for each beach to receive supplies.

d. Frequent changes in operational plans and approved tonnages to be supplied made recalculation of requisitions a lengthy process. A summary of these requisitions, with the exception of Civil Affairs requisitions, is appended as Annex C.

3. Phasing of personnel.

a. Troop units: Throughout the planning stage, definite missions were developed for the QM Service of Advance Section to perform on the continent, and QM unit(s) had to be chosen which would best be qualified to accomplish certain specific tasks. From careful study of factual information concerning the proficiency in technical and military training as obtained through the inspections, the phasing-in of QM units was begun. The time had come when actual displacement of Advance Section to the continent commenced, and alert orders were issued to the units specifying the personnel and equipment to be lifted. Advantage was immediately taken by units concerned of a last chance for preparing itself for maximum desirability in personnel and planned functioning. Simultaneous with this last

"polishing up" of the unit, equipment had to be crated and vehicles prepared for an amphibious landing, all of which was performed by unit personnel, with aid in packing from the Depot Quartermaster in some instances. Each unit had received training during the planning stage for this final activity in the UK.

b. Headquarters personnel: As the planning for the activities of Quartermaster, Advance Section, on the continent progressed, attention was given to phasing-in personnel of the QM Section. Fundamentally, certain of the Headquarters personnel were to accompany first displacements of the Assault Forces on the far shore for the purpose of observation of First U. S. Army supply operations; then a short time later other Headquarters personnel were expected to reach the shore of the continent along with the QM troop units for the purpose of supervision of these units, observation of supply activities by the army and to aid First U. S. Army whenever possible. In effect, this principle of movement to the continent of Headquarters QM personnel was carried out. Initial phasings of officers were made 27 April, 1944, however, changes in planning necessitated revisions of the list. Unlisted personnel were phased in, based on the needs of the Division of the QM Section to which assigned. Final phasings were made on 21 May, 1944, and eight increments were planned as follows: D/3, D/4, D/9, D/14, D/20, D/22 and D/41. Prior to departure all increments participated in a field exercise to determine adequacy of personnel and equipment, at which time marking of personal baggage was accomplished. In a short time these increments were alerted for movement to the continent, being formed with similar increments of other services of the Headquarters into detachments for the cross-channel movement.

II. OPERATIONS ON THE CONTINENT

ESTABLISHMENT

1. One of the fundamental principles developed from the basic conception of Advance Section was the need for a certain portion of Communications Zone to be included in the armies' build-up on the continent for the purpose of taking over supply installations from the armies when the armies moved forward. For effective accomplishment of this task, plans had to be made which would permit such a turn-over of installations to be made with no interference with supply to the combat forces. As a consequence of discussions concerning this procedure, it was evidenced that certain Advance Section QM personnel would necessarily have to be phased in for early displacement to the continent so that essential observations and reconnaissance could be made in order to cope with problems which would come up during and immediately following this transitional activity which would involve tremendous amounts of supplies.

2. This contention materialized into an important development in the phasing in of QM Headquarters Personnel and QM Troop units. Simply, this meant that certain Headquarters personnel would move to the continent, establish liaison with the Quartermaster, First U. S. Army permitting for observation activities, lay plans for receiving QM units from the U. K. chosen to take over the supply installations from army, and finally to receive these units when they landed on the continent. In effect this plan was basically carried out, however, it was not met without difficulties.

3. In keeping with this policy, and at the same-time continuing activities in England until all Advance Section QM troops had been displaced to the continent, Headquarters personnel was phased into several increments to join detachments of personnel from other services of the Headquarters. Initial increments were phased in for D/3, D/8 and D/9 to land over the beaches; the D/8 and D/9 increment arrived two days later than planned. The remaining increments phased in for D/14, D/20, D/22 and D/41 were planned to land at the Port of Cherbourg, but were delayed and held in the marshalling area in England when that port did not fall until late. Finally they were brought in over Utah Beach as follows: D/20 on D/25, D/14 on D/30, D/22 on D/40, and D/41 on D/54. The first three increments of QM Headquarters personnel reported to the first Command Post of Advance Section on the continent which was established 2 miles south of Grandcamp les Bains. Remaining increments reported to the second Command Post of Advance Section which was established at Catz. By 29 July, 1944, the major portion of Headquarters QM personnel were operating on the continent.

4. Headquarters QM personnel who first arrived on the continent began their work of observing activities of First U. S. Army connected with QM supply, simultaneous with which they laid plans for receiving Advance Section QM units from England. Reconnaissance had to be made to pick bivouac space and approval secured from army. In doing this, the proximity to the installations which the units were to take over had to be considered. Further reconnaissance and observations were made by members of the various operational divisions of the Quartermaster Section concerning their specific type of work, ie: Subsistence Division personnel began to look for cold storage facilities. Specific findings concerning such problems are included in the records of the divisions concerned which are discussed under the operational section of this document. Establishment of Advance Section QM units on the continent is recorded under discussions concerning the Troops Division as it specifically pertains to that activity.

OPERATIONS

GENERAL

1. For effectiveness in operation, the Quartermaster Section was organized into several specific elements, each one of which comprised a Division which was charged with the accomplishment of a definite portion of the overall task commensurate with all problems of a technical nature which were embodied in the assignment charged to the Division by the Quartermaster of Advance Section. Divisions were further organized into various sections, depending from time to time on the exigency of major problems with which the Quartermaster was confronted. The organization of the Quartermaster Section, Headquarters, Advance Section, and the establishment of functions of appropriate magnitude grew as the organization grew, and changes were made throughout the existence of the office, brought on when certain amplifications concerning Quartermaster activities were reflected due to the changes in the tactical situation. The Quartermaster of Advance Section was always ready to cope with whatever situations arose. Annex D indicates the development of the Quartermaster Section, and from the organizational and functional charts included a resume of the flexibility of the office may be obtained.

2. Within the scope of Quartermaster Services many technical activities are involved, and in order to set forth assalient Quartermaster activities of Advance Section, in the execution of its mission on the continent, and for the purpose of clarity concerning the recording of problems involved, the elements of Quartermaster activities as are founded in the several major activities of the organization are treated separately in the development of the records which follow.

SUBSISTENCE

Assault and Beach Build-up Period (CP Catz, France)

1. In keeping with the policy envisaged during the planning stage in England for certain personnel to be included in the armies' build-up for the purpose of taking over supply installations from the armies when they moved forward, the first representatives from the Subsistence Division arrived on 15 June, 1944. These representatives, consisting of 1 officer and 1 enlisted man, immediately established close liaison with their opposite numbers in the army, and began to lay plans for taking over the Class I dumps. Plans of this nature involved the selection of, and obtaining approval for bivouac sites of the units which were due to arrive to operate these dumps for Advance Section. In addition, much valuable information was received, and reconnaissance was undertaken with a view to selecting suitable sites for the bakery companies and locating cold storage facilities which could be rehabilitated or used in their existing state of repair. During this time, the build-up of Advance Section personnel was progressing on the continent, and by 6 July, 1944, all subsistence personnel had arrived.

2. On 15 July, 1944, the Utah Class I dump was turned over to Advance Section by First U. S. Army. A Class I DP was opened at Cherbourg on 30 June, 1944, and by 20 July, 1944, additional DP's were established and operating under the supervision of the Subsistence Division. These DP's were issuing approximately 675,000 rations per day to troops of Advance Section, Ninth Air Force and First U. S. Army troops on the continent. They were strategically located in order to efficiently supply the great number of troops crowded into the small area which had been occupied by the American forces up to that time, at Cherbourg, Bouteville, Chef du Pont, Barneville sur Mer, Mosles, Isigny, Formigny and St. Jacques de Ne-hou.

3. During this early phase Subsistence Division called forward bakery companies from the UK, selected locations and put them into operation. The first bread was produced by Advance Section bakeries and issued to the troops on 2 July, 1944. By 25 July, 1944, Advance Section had seven mobile bakeries and one static bakery in operation, each producing well over 30,000 lbs of bread per day. All troops on the continent had been on straight operational rations from D-Day up to and including 2 July, 1944, when the issue of fresh bread was first begun. The rate of issue was quickly raised to 40 lbs per 100 men, and this supplement to the ration played an important part in improving the morale of the men, as well as adding nourishment to the menu. It is interesting to note that the bread probably would have been produced on the continent even prior to 2 July, 1944, if bakeries had not been phased back to permit the landing of additional combat troops ahead of schedule.

4. The first cold store under Advance Section jurisdiction was opened at Les Vey during the first week of July with a capacity of 150 tons. Shortly thereafter cold stores were opened at Isigny and Cherbourg with capacities of 250 and 500 tons respectively. The Isigny store was turned over to the First U. S. Army soon after it was opened, but Advance Section retained control over the other two.

5. On 12 July, 1944, the first boatload of meat arrived from the UK and docked at Isigny. Difficulties were encountered and unloading was delayed because the ship could not enter or leave the channel except at high tide. The cargo of this first reefer ship was in part sent directly to army in fulfillment of the daily telegram, in part issued to Advance Section troops, and the remainder put into the cold stores at Les Vey and Isigny. During this same period, five mobile refrigeration companies arrived on the continent with vans fully loaded with about 600 tons. These five companies went directly to the army, and issued meat through army's DP's.

6. By the middle of July, the local procurement program had progressed to such an extent that fresh potatoes, carrots, turnips and cabbage were available in sufficient quantities to issue to army and Advance Section troops. Shortly thereafter, the potato supply was augmented by a boatload which arrived at Isigny from the UK, and was immediately issued to the troops. It will be noted that by 15 July, 1944, Advance Section had issued to army and Advance Section personnel

fresh meats, butter, bread, and fresh vegetables.

7. On 10 July, 1944 (D plus 34), the first issue of "B" rations to troops on the continent was made by Advance Section, and throughout the remainder of the month the back-breaking job of building up and stocking DP's with "B" rations, and building up the beach dumps so that balanced rations could be supplied was continued. Despite labor shortages and shortages of transportation, there was no interruption in the flow of rations towards the front.

8. The difficulties encountered in balancing the "B" ration components on hand in each of the DP's and dumps became increasingly serious during the latter part of July, but as the armies picked up momentum, following the breakthrough at St. Lo, they returned of necessity to the use of operational rations and the situation was relieved. G-4, Advance Section, had requested and received a higher priority for the receipt of "B" rations during the critical period, and as a result of this fact and the forward surge of the armies, a large reserve was built up.

9. During the first week in August the Omaha Beach dump, which had been established and built up by the First Army, was taken over by Advance Section. By daily receipts from shipside, Advance Section was able to maintain a steady flow of rations to the forward areas, and at the same time build up a substantial reserve. This was not accomplished without considerable difficulty in that during the pursuit phase of the operation following the breakthrough, transportation was extremely critical and every available vehicle from bakery trucks to reefer vans and tank recovery vehicles had to be pressed into service to maintain the steady flow of supplies. Despite these difficulties, a 10-day surplus of operational rations and PX supplies was built up at Wire for First U. S. Army, and a 10-day reserve of the same items was achieved at Le Mans.

10. On 12 August, 1944, the first train to be loaded on the continent was dispatched from Le Molay with supplies taken from the Advance Section beach dumps. The rehabilitation of the rail was progressing rapidly, and neither the terminus of the rail nor the exact location of the army dumps was known, so instructions were issued to take the train as far forward as possible where the rations were transferred to trucks for movement to DP's. This was the first trickle of the vast flood of rail traffic that was to develop at a later date in France, Belgium, and Germany.

Breakthrough Period (CP Lemans; then Etampes, France)

1. During this period the Class I mission consisted chiefly of moving operational rations from the beach depots to the rapidly changing army supply points. This mission was greatly complicated by the shortage of transportation, and the fact that the tactical situation required gasoline to be moved on a priority far above that of any other class of supply. When they had the enemy on the run, the armies were not overly concerned with eating, but they desperately wanted the gasoline which would enable them to maintain continuous pressure on the crumbling enemy resistance. Despite these difficulties, the flow of rations did not falter; a Class I installation was opened at Le Mans (Q-11QA) by the 56th Hq/Hq Co, QM Base Depot, and Third U. S. Army daily telegram requirements were filled from this point. In addition, this same installation issued approximately 90,000 rations per day to troops in the vicinity before it was turned over to the Loire Base Section when the Advance Section CP was moved to Etampes.

2. Just prior to the forward displacement of the CP from Le Mans to Etampes, a Class I dump was established at Ablis, and was in operation by the time the movement of the headquarters was completed. This dump, operated by the 56th Hq/Hq Co, QM Base Depot, issued to 125,000 troops per day, and was turned over to Seine Base Section when the Advance Section CP moved to Reims.

Pursuit Period
(CP Reims, France)

1. During the Reims phase of the operation, daily shipments to the armies were being made from the beach dumps, but Advance Section was still charged with a supervisory responsibility to insure the delivery of the proper quantities at the appointed time. Class I DP's were opened at Soissons, Sommesous and Reims, to provide facilities for retail issue to all troops in the Advance Section area. The first two of these were operated by the 58th Hq/Hq Co, QM Base Depot, which had moved forward from Ablis and split its personnel between them. A 450-ton cold store was also opened, and this installation, together with the three DP's, issued about 140,000 rations per day. The mission had not changed from the Le Mans stage of the operation, but the rations issued to the armies were by this time being supplemented by shipments of perishables from the 6,000-ton cold store which had recently been opened in Paris. These shipments were being made to the armies and to Advance Section by reefer truck and rail transportation. At Reims, Advance Section had the first real experience with captured enemy subsistence. A DP was opened for captured subsistence stock and issues made to POW enclosures. This DP, as well as the previously mentioned Class I DP at Reims, was operated by the 55th Hq/Hq Co, QM Base Depot, which had moved forward from Le Mans. Approximately 2,500 tons of captured Class I supplies in the vicinity of Reims were issued at the POW camps at the rate of 150,000 rations per day.

2. In late September, the forward surge of the armies was checked and plans were initiated for the establishment of two large depots to stock Class I supplies. According to the original plans these were to be intermediate depots and were to forward supplies for the maintenance of small reserves in army dumps in the forward areas. Later, however, these plans were changed to provide for the great depots at Verdun and Liege which filled the army daily telegrams. From June to October, Advance Section acted as a link in the supply of rations to the armies from the beach dumps and depots, but with the opening of these two installations, the burden was placed squarely on Advance Section for the supply of the armies out of its own stocks. The 62nd Hq/Hq Co, QM Base Depot, moved forward from Ablis to relieve the 58th Hq/Hq Co, QM Base Depot, at Sommesous, and later moved again to open the Verdun Depot (Q-178), while the 58th Hq/Hq Co, QM Base Depot, in turn, moved from Soissons to Huy, and thence to Liege where Q-179 was established. The installations at Soissons, Sommesous and Reims were turned over to Oise Section with the forward displacement of the Advance Section CP to Namur on 25 October, 1944.

Build-up and Enemy Counter-Offensive Period
(CP Namur, Belgium)

1. At the outset of the Namur phase of the operation, Advance Section Quartermaster was charged with the responsibility of building up and maintaining eight million balanced "A" rations in each of the depots being established at Verdun and Liege. These two depots were to process and fill daily telegrams for First, Third and Ninth U. S. Armies, in addition supplying rations for Advance Section troops, IX Air Force and Twelfth Army Group troops in Advance Section area. A proportionate amount of operational and supplemental rations was to be stocked, but no definite target figure was mentioned.

2. In addition to the build-up and operation of the two above mentioned depots, the Advance Section Quartermaster was charged with the responsibility of providing the necessary facilities for retail issue of subsistence supplies to troops scattered over a wide area. At the time of the forward displacement of Advance Section CP to Namur, the northern area was being served by a DP located at Huy, but this location did not adequately meet the situation because it required many units to drive long distances to draw their rations. The problem was solved by moving the Huy DP to Namur and establishing a new DP in the Liege area. An equal distribution of the load between these two DP's was accomplished by the assignment of units to one or the other of these two DP's, depending upon their proximity to Liege or Namur.

3. Initially, difficulties were encountered as a result of the inability of many units to get the necessary transportation for daily trips to the DP, and

also because an attempt was made to issue rations to many small units individually. This problem was overcome by directing that no issue would be made to a group with a ration strength of less than 300 without prior approval from this headquarters. This procedure forced the smaller units to combine with other organizations in their immediate area, and resulted not only in a saving of transportation, but also in the acceleration of issue and the reduction of congestion at the DP's. An attempt to schedule definite times at which each unit would draw its rations was unsuccessful because of transportation difficulties and the distances it was necessary for many units to travel.

4. The Namur DP received supplies from Q-179 at Liege on daily trains which were dispatched against a daily telegram, or to be more accurate, a daily statement of requirements. In several instances congestion of the rail lines between Namur and Liege resulted in the failure of daily trains to arrive on time, and necessitated the hauling of supplies to the DP by truck. In the beginning, the two DP's in the northern area, and a third DP, operated by Q-178, in Verdun, were issuing rations to approximately 50,000 troops each, including IX Air Force, Twelfth Army Group and army troops in Advance Section area as well as the Advance Section troops themselves. This figure increased steadily until average issues were between eighty and ninety thousand rations per day for each DP. The Namur DP, throughout the greater part of its existence under Advance Section control, was operated by troops of a Quartermaster Service Company. This arrangement was not entirely satisfactory inasmuch as the personnel involved did not have the necessary technical training; however, the extensive operations of Q-179 at this time did not permit the use of a technically trained organization at this DP. Nonetheless, the issuance of eighty to ninety thousand rations a day by a Quartermaster Service Company during this period was considered to be a commendable performance.

5. In order to supply perishable products to First, Third and Ninth U. S. Armies, and to Advance Section DP's, cold stores were opened and operated in Namur and Liege, Belgium, and in Homecourt, France. Perishables were received both from the ports and Paris cold store by reefer vans and refrigerated rail cars at all three of these installations. Stocks of fresh meat, butter and vegetables were generally adequate, however, meat was in short supply on several occasions, and during these periods was issued for only seven to ten meals per week.

6. During all phases of the operation, Advance Section bakeries were able to meet every demand for fresh bread, and at no time was any unit short of this basic item of the menu. A reserve supply of bread was continuously maintained to meet any emergency that might arise.

7. Q-179 was charged with the supply of Class I items to the First and Ninth U. S. Armies and the two DP's in the northern area. Q-178 was charged with supplying Third U. S. Army and the Verdun DP. The problems confronting each of the two depots in loading the daily trains for armies were quite different and worthy of mention. The Liege depot dispatched a single consolidated train to each of the two armies it served, and these trains were loaded in a single railhead area with supplies trucked from the nearby storage areas. On the other hand, the Verdun depot sent one train to Third U. S. Army, so loaded that it could readily be broken into six to ten sections, each carrying fully balanced rations, and a section diverted to each of the army supply points. The train for Third U. S. Army was not always loaded at a single installation, but more often at several different points and assembled when loading was completed. This method saved Third U. S. Army considerable work, but it also resulted in the receipt of unbalanced rations when cars became mixed prior to receipt at the proper supply point. Each of the armies believed that the system they used was best suited for the tactical situation that confronted them. The first daily train was dispatched to Ninth U. S. Army from Q-179 on 25 November, 1944, and to First and Third U. S. Armies from Q-179 and Q-178, respectively, on 27 November, 1944.

8. When the armies first started requesting supplies by daily telegram, it was noted that they were requesting more Class I supplies than actually required for maintenance and reserve, and since transportation was always tight, it was necessary to place a limit on the amount of supplies that the armies could requisition. The Office of the Chief Quartermaster set up a plan whereby credits were

set up against which armies could draw. These credits were sent to the supplying depots monthly, but they were flexible and could be increased at the discretion of the depot commander upon request by Army Quartermasters. This plan proved to be effective and reduced the amount of Class I supplies the armies received against the daily telegrams, but at no time did armies lack sufficient supplies. The strain on the depots was eased by a reduction in the amount of rations shipped forward to the armies which allowed depot reserves to build up.

9. During the early part of December another large depot was opened at Carrieroi by 52nd Hq/Hq Co, Qd Base Depot, but by the middle of the month, and before supplies had been received in any substantial amounts, it was turned over to Channel Base Section. The main mission of this depot, in addition to the supply of troops in Channel Base Section, was to act as a filler depot for Q-178 and Q-179. Q-179 benefited greatly from its existence through the receipt of selected items, requisitioned and forwarded daily from Q-183, which balanced the stocks it had received from the Normandy depots.

10. The great German counter-offensive was launched on the 16th of December and was directed to a large extent towards the capture of the great stocks of Class I and Class III which had been built up by Advance Section in Q-179. Between seven and eight million rations were on hand in the Liege area at this time, and as the Nazi spearheads drew nearer Liege it was necessary to load and send to the rear several trains from this stock. Destruction, by any means, was not practicable, though several groups of officers were sent to Q-179 to attempt to formulate a plan by which the use of these supplies could be denied to the enemy in the event that the dump was overrun.

11. During this period the Third U. S. Army drew "A" rations to meet 90% of its requirements, while the First and Ninth U. S. Armies, during the early stages of the period, drew operational rations exclusively. The shipment of the daily trains to First and Ninth U. S. Armies ceased, and they dug deeply into the reserves which had been built up in their own areas. This was perhaps the most critical period in the operations since D-Day. Army troops were falling back into Advance Section territory and had to draw from DP's which were already taxed to capacity with issuing 70,000 rations per day each to Advance Section personnel. Strengths jumped at both Namur and Verdun DP's to well over the 100,000 mark. Because of the precipitous withdrawal of troops from the "Bulge" area and the disruption of communications between Advance Section and the Headquarters of the First and Ninth U. S. Armies, it was impossible to formulate a Class I plan for the supply of army troops during the first few days of this critical period. New First U. S. Army DP's were put into operation as quickly as possible and the pressure was relieved to a considerable extent by shipments to these DP's from Q-183.

12. The daily trains to the Ninth U. S. Army were suspended only for a few days, and there was never any interruption in the trains to Third U. S. Army except for a change of destinations with each succeeding shift in supply points. Shortly after the reduction of the "Bulge" was begun by the Allies, shipments to First U. S. Army were resumed as before.

13. Throughout the entire Namur phase of the operation, Subsistence inspection teams kept a careful check on the depots to insure a thorough understanding between the headquarters and the depots with regard to the meaning of all reports, and to verify the accuracy and completeness of reporting procedures. These teams helped to maintain the high standards required by the Commanding General and the Quartermaster of Advance Section, by inspecting units in operation and making suggestions to aid in the improvement of operations.

Enemy Collapse and Fadeout Period
(CP Bonn, Germany; then Fulda, Germany)

1. During the Namur phase of the operation also, the 53rd and 56th Hq/Hq Co's, Qd Base Depots, joined Advance Section and assisted the 62nd and 58th Hq/Hq Co's, Qd Base Depots, respectively, while accustoming themselves to the nature of the operations in the forward areas. When the Advance Section CP was displaced forward to Bonn, these two new depots had been operating independently for only

a short time and now they were called upon to assume full supply responsibility as far as Advance Section was concerned. However, even though Q-178 and Q-179 were turned over to Oise and Charnel Sections respectively, they, together with Q-183, continued to supply the armies. At this stage of the operation the Advance Section depots acted merely as a connecting link between the armies and the depot in the rear, while concentrating the major portion of their activities on Class I DP's and the build-up of POW Supply Points. (See Annex E for flow charts).

2. The principle problem that was encountered while the CP was located in Bonn was that of feeding the flood of POW's that poured into the enclosures along the West Bank of the Rhine. Three supply points were established at Rheinberg, Sinzig and Bingen, and from these three central locations rations were issued to the numerous enclosures. Operational rations were issued initially because sufficient cooking equipment was not available, but this situation had to be quickly remedied to save from complete exhaustion the already critically low stocks of this type of ration. It was accomplished by rushing in all types of cooking equipment and feeding the prisoners according to the ETO POW menu, which, in turn enabled the supply points to meet the minimum needs of the prisoners and to build up some reserve. This difficulty was caused by an increase from 150,000 to 1,500,000 of the planned PW strength in less than a week's time.

3. Three large cold stores were opened during this period at Krefeld, Frankfurt and Nurnberg under the control of Advance Section, and were retained until they were turned over to other agencies as a part of the Fadeout Plan.

4. By the time the final move of the Advance Section CP took place at the end of the first week in May, the problems incident to POW supply had been solved to a considerable extent and rations were being received in sufficient quantities to permit a five-day POW ration level. The release of prisoners began shortly after the middle of the month and the attendant reduction in the strength of the enclosures further eased the strain of POW supply.

5. The efforts of the Subsistence Division since its arrival at Fulda, except for the operation of the necessary DP's, were devoted almost entirely to planning activities in conjunction with Third U. S. Army for the establishment of Class I installations for the Eastern Zone (Third U. S. Army) of the American Occupation Area, and to the conclusion of the necessary arrangements for the disposition of all Class I installations then under Advance Section control.

6. A complete list of Class I installations operated by the GI, Advance Section, is embodied in Annex F. A record of tonnages handled and rail cars unloaded by Quartermaster Base Depots under Advance Section control, while the Advance Section CP was located at Reims, Namur, Bonn and Fulda, is embodied in Annex G.

Assault and Beach Build-up Period
(CP Oatz, France)

1. At the time Advance Section POL activities first began on an operational basis on the continent, the Allied land holding was small and all territory was in the hands of the army. After the capture of the Normandy Peninsula, the tactical situation was about at a standstill. First U. S. Army controlled the beaches and all the POL products on the continent. The Port of Cherbourg was yet to be cleared and repaired for use. The temporary 4" pipeline from Port-en-Bessin to the tank farm at Etreham, then to Balleroy, was under the control of First U. S. Army, and they were decanting the entire output of the line.

2. The mission of Advance Section Quartermaster relative to POL was to start supplying Advance Section, Communications Zone, troops in the Cherbourg Area, then gradually take over army dumps and supply points and set up new Class III installations for the servicing of all Advance Section, Communications Zone, and Ninth Air Force troops, and finally be prepared to fill army daily telegrams if and when the armies broke through the German defenses and turned over all the beach dumps to Advance Section.

3. Advance Section opened its first Class III DP on the continent at Cherbourg on 1 July, 1944. This was a temporary installation first opened by a railhead company, and then taken over by the 3899th Gasoline Supply Company on the 6th of July and closed on the 9th, when the two permanent Cherbourg installations known as Q-4 and Q-5, a retail issue and storage depot, respectively, were put into operation. The Cherbourg dump was supplied by truck from Utah Beach until 9 July, 1944, when the first shipments were received by truck from the Port of St. Vaast.

4. In the establishment of these installations, an officer and a non-commissioned officer from Advance Section Headquarters worked in the field with the gasoline supply company. These representatives helped in setting up the book-keeping system, suggested operational procedure and kept the headquarters informed on the progress of the installation and difficulties encountered. While all the personnel concerned were well acquainted with the handling of POL, it must be remembered that operations on the continent were not the same as those in England. Installations had to be established over night. Sites had to be used as they were found with only slight construction improvements. Communication facilities were poor and transportation irregular so that the personnel were required to be able to load and unload all hours of the day and night. Camouflage had to be improvised, bivouac areas established, the area policed and products stored as best the area would permit with a view toward fire precautions and the efficient issuing and receipt of products.

5. On 7 July, 1944, the 927th Petroleum Products Laboratory came in over Utah Beach, and the personnel and equipment were immediately moved to Cherbourg to establish a static laboratory for the testing of bulk gasoline as soon as it started coming in through the Port of Cherbourg. The Petroleum Laboratory also tested the captured enemy products, and recommended disposition of the same in the Cherbourg Area.

6. The First U. S. Army began to turn over POL installations to Advance Section on 16 July, 1944, when Utah No. 1 and Utah No. 2 were put under the jurisdiction of 52nd Hq/Hq Co, QM Base Depot. On 17 July, 1944, the First U. S. Army's truckhead No. 3 at Chef du Pont was taken over by a platoon of the 306th Railhead Company.

7. In anticipation of the clearing of the Port of Cherbourg, the permanent pipeline was being laid from Cherbourg, south to La Haye du Puits. This line, consisting of two 6" pipelines for MT 80 gasoline, was laid by the Military Pipeline Service, and provided dispensing facilities capable of filling 500 to 600 tons per day into packages. The first bulk shipments came through the Port of Cherbourg on 26 July, 1944, and the installation there started decanting on a small scale on 28 July, 1944. By the first of August, the La Haye du Puits decanting site and storage area had been selected, the pipeline and one 5,000 barrel storage tank completed, and the 3938th, 3956th QM Gasoline Service Companies,

and the 4061st QM Service Companies opened the first major Advance Section, Communications Zone, decanting point, known as Q-6. The average gallons decanted during the period this installation was under the control of Advance Section, Communications Zone, was in excess of 250,000 gallons per day.

8. First U. S. Army was supplied by its own dumps on the beach. When Third U. S. Army arrived, it drew supplies from the Advance Section dumps at Utah Beach and later Cherbourg. By 10 August, 1944, turnover of all beach maintenance dumps to Advance Section was completed by First U. S. Army, at which time both armies started submitting daily telegrams to Advance Section. Telegrams were brought to Hq, Advance Section, by couriers. The telegrams specified the amount of each product which was to be delivered 24 hours hence to each army supply point. The QM POL Division then determined from the daily stock reports of each depot which installations would fill the telegrams. Orders were drawn on the dumps indicating the amount of products to be shipped, the destination and the number of trucks required. Transportation requirements were given to Advance Section, Transportation Section who laid on the necessary trucks and advised the POL Division when the trucks could be expected to arrive at the dump to be loaded. The POL Division then contacted the base depot in charge of the installation to be drawn upon and verbally laid on the orders, informing the base depot as to the expected time of arrival of the empty trucks; confirmation in writing followed by courier. The depot then provided the necessary labor and directed the trucks to the loading area when they arrived, where they were loaded and moved out in convoy to deliver the products to the army supply points.

9. Truck transportation was used exclusively for the first five days, but as the rail lines were put in order and army supply points moved farther from the beaches, POL products were trucked to the nearest rail line, thence by rail to destination.

10. To briefly summarize this phase, Advance Section, Communications Zone, gradually took over from the First U. S. Army and later the Third U. S. Army, all Class III installations which it continued to operate and build up from stocks landed across the beaches and from stocks acquired through refilling empty packages at decanting points. A total of 17 installations were opened by Advance Section, Communications Zone, or taken over from the armies. Those in the Utah Beach Area were controlled by the 55th Hq/Hq Co, QM Base Depot, those in the Omaha Beach Area were controlled by the 52nd Hq/Hq Co, QM Base Depot and those in Cherbourg by the 56th Hq/Hq Co, QM Base Depot. In addition to supplying Advance Section and Ninth Air Force, and finally filling all the requirements of First and Third U. S. Armies, the following stocks were turned over to Communications Zone in the beachhead area on 19 August, 1944:

MP 80 Gasoline	15,257,453 gallons
Allied Products	6,783,631 gallons
Aviation Products	939,355 gallons
TOTAL	22,980,439 gallons

11. During this phase it was learned that special care had to be given to the keeping of stock records. The stocking of cans varied with the terrain which made it difficult to take physical inventories. The frequent night operations lead to inaccurate checking in and out of loads. The necessity for saving transportation led to overloading the trucks and shorting the checkers. The general attitude of "supply the gas first, account for it later"--"there is a war going on", all lead to making accurate record-keeping a problem. To remedy the situation, QM Section put special emphasis on the daily Class III reports, and directed that they be sent in by courier each evening covering the day's operations. These reports were carefully checked and errors called to the attention of the company commanders. Physical inventories were required to be taken twice a week. Tally-in and tally-out forms were provided by the headquarters. Representatives of Advance Section Quartermaster assisted new installations in the setting up of their accounting system.

12. It was learned that the original plan of requiring some form of requisition before POL products would be issued was not practical, but that it was essential that empty cans be returned to the dumps for refilling. The result was the establishment of the custom in all Advance Section dumps that any member of the US forces could draw gas on a can-for-can basis - "one full one for one empty."

Breakthrough Period
(CP Le Mans; then Etampes, France)

1. During this period the armies were advancing rapidly through France. Generally speaking, the First U. S. Army was liberating the territory north and east of Paris and the Third U. S. Army the territory south and east of Paris. The two armies were consuming approximately 500,000 gallons of gasoline each per day. The further east they advanced the longer became the supply line because the movement was so fast that stocks could not be built up behind them. Completion of pipeline construction for transport of bulk gasoline could not keep pace with the rapidly advancing armies, and rail lines could not be repaired and put into operation fast enough to keep up with them. Formerly a truck could deliver to the armies from the beaches in 12 hours, but with the distance increased it took 24 or more hours, thus requiring twice as many trucks. Advance Section moved into new territory turning all their stock over to Communications Zone. The armies did not leave any stocks behind which Advance Section could take over --only empty cans. Army daily telegrams were being laid on with Communications Zone instead of Advance Section, Communications Zone.

2. The mission of Advance Section in this phase was to supply the troops in Advance Section territory, fill empty cans left behind by the armies and to fill that part of Third U. S. Army daily telegrams that Advance Section decanting facilities permitted. The remainder of the bulk from the pipeline had to be pushed forward by tank trucks.

3. On 21 August, 1944, Advance Section, Communications Zone, opened the POL dump at Le Mans known as Q-110 under the supervision of the 55th Hq/Hq Co, QM Base Depot. One 6" pipeline had been completed to Domfront, from which bulk gas was transported by tank truck to Le Mans where decanting started on 22 August 1944, at the rate of approximately 200,000 gallons per day. This 200,000 gallons a day barely met the requirements of the units then located in the Le Mans area and the units passing through the area. After eight days the installation was turned over to Loire Base Section and the headquarters moved east to Etampes. When the Advance Section left the beaches on 20 August, 1944, the Chief of the POL Section remained in Catz for an additional week to supervise the filling of army telegrams and the moving of POL products forward, and to assist Communications Zone in any way possible.

4. On 27 August, 1944, a Class III installation was opened at Ablis, known as Q-120, under the supervision of the 58th Hq/Hq Co, QM Base Depot. An officer and two non-commissioned officers from the Advance Section, Communications Zone, QM Section, were sent to assist the organization in setting up its first POL installation on the continent. The first bulk shipments arrived from Domfront by tank truck on 28 August, 1944, but in the next few days the pipeline had been completed to Alercon and bulk shipments were received from both pipeheads. In addition to the bulk receipts, Q-120 was supplied with package goods brought forward from Advance Section temporary decanting points to the rear of the depot. Approximately 67,000 empty cans were left at an old Class III dump at Le Fresne, and 53,000 empty cans were left behind by Third U. S. Army. The job of filling these empties fell to Advance Section, which they did by trucking bulk from Domfront and Alercon to the site of the empty cans, and then trucking the filled cans to Q-120. During the short time this installation was under Advance Section control, it was able to supply all the troops in the area and to issue approximately 175,000 gallons of gasoline each day to Third U. S. Army which the army picked up in their own trucks.

5. In the way of summary of this short phase--Advance Section opened two installations and was able to supply the troops in the Advance Section area. The average decanting was about 200,000 gallons per day and Third U. S. Army was supplied with part of their daily requirements. Advance Section was only in this area a short time (less than 20 days), and had little opportunity to do much more than supply its own troops and open installations for the base section that was to follow.

Pursuit Period
(CP Reims, France)

1. On 8 September, 1944, the CP of Advance Section was established at Reims. The nature of the tactical situation continued to be a rapid advance, moving forward through Western France into Belgium and Luxembourg and up to the German border. There was no time for a buildup of stocks directly behind the army areas. The gasoline pipeline, although progressing in good time, was only as far east as Paris. POL products were still having to be shipped direct from the beaches and the pipehead to the armies which made difficult the steady and balanced daily flow of products. The Ninth U. S. Army had moved up to the eastern front, making a total of three armies to be supplied from the rear. Regulating Stations had been established in support of each army to keep the Advance Section informed on the status of supplies in the individual army areas and to direct and speed up the flow of incoming products. The condition of rails and roads over which tremendous amount of products had to be moved forward, resulted in irregularities of trains and truck traffic. A shipment by train across France might take one week or it might take 3 weeks. To facilitate truck transportation and the delivery of priority items, the "Red Ball" highway was established from the beaches to Advance Section forward areas.

2. During this period army daily telegrams were sent to G-4, Advance Section, where they were combined with Advance Section requirements and forwarded to G-4, Communications Zone, who in turn determined what requirements of those asked for were available for shipment and what the ability was for transporting the products forward on a particular day. When quantities were approved, based on the daily telegrams, the orders were then placed by Communications Zone, POL Branch, by written distribution directives on the rear area installations and pipeheads.

3. The POL mission of Advance Section during this phase was to establish installations and supply the troops in Advance Section area, and when the pipeline was extended to the vicinity of Paris, the entire daily output of the two 6" pipelines (approximately 1,000,000 gallons) was decanted and sent forward to armies and/or to Linas for storage.

4. On 13 September, 1944, one pipeline had been completed to Chartres. There was an accumulation of some 200,000 empty cans left behind at the Third U. S. Army dump, 28-B, in the vicinity of Fontainebleau. The 3940th and 3859th QM Gasoline Supply Companies were moved into this area, and filled these empties with bulk trucked from Chartres, and sent the filled cans forward.

5. On 14 September, 1944, the first bulk was flown into army decanting points. First U. S. Army Airstrips No. A-78 (Florennes-Juzaine, Belgium) and No. A-71 (Clastre, France), and Third U. S. Army Airstrip No. A-64 (St. Dizier, France), were designated to receive the first shipments. Approximately 100,000 gallons were flown to each airstrip per day. Fifteen hundred gallons of bulk was carried in the wing tips of each plane from the UK.

6. The 58th Hq/Hq Co, QM Base Depot, was moved from Ablis to Sommesous where it established a Class III dump on 15 September, 1944, which was immediately turned over to the 62nd Hq/Hq Co, QM Base Depot, which was to operate in support of Third U. S. Army in the south. The 58th Hq/Hq Co, QM Base Depot, established a northern installation at Soissons two days later. These two depots continued operations in the north and south in this manner until Advance Section moved into Germany some six months later. By 24 September, 1944, one pipeline was completed to Dourdan, and the first bulk was trucked to Sommesous for decanting and then to Soissons.

7. At the end of September, the Class III installation known as Q-180T had been established at Reims to serve the troops in that area. The installation was operated under the 55th Hq/Hq Co, QM Base Depot, which was to take over the territory under Oise Base Section when Advance Section moved forward.

8. On 1 October, 1944, one of the 6" pipelines was completed to Alencon and the other to Domfront, and two major decanting sites were established, one at

Alencon and the other at Vincennes on the outskirts of Paris. The Alencon site was operated by the 843rd, 844th and 656th QM Gasoline Service Companies, and the Vincennes site by the 3984th, 3898th and 657th QM Gasoline Service Companies. The main problem in the successful operation of these two installations was securing empty cans. The armies had left cans behind in a good many of their old supply points, all of which had to be collected and brought to Vincennes or Alencon. Too, it was necessary for the armies to send back cans as fast as they were emptied to permit maximum decanting. Filled packages (cans) were sent forward from these two installations by train and by truck using the "Red Ball" highway.

9. As the pipeline was extended from Dourdan to Goubert, the Vincennes operation was to be closed and a new decanting site opened at Verneuil E'tang. Due to heavy rains and a difficulty in getting the roads to this new site repaired, the roads broke down under heavy truck traffic and the installation was closed, and operations continued at Vincennes until a new site was established at Linas.

10. When Advance Section moved into Belgium on 24 October, 1944, the pipeline decanting sites were turned over to Seine Section and the Class III installations at Reims and Sommesous were turned over to Oise Base Section. The Soissons dump was closed just prior to the move into Belgium.

11. By way of summary, the Advance Section during this phase successfully drew off and decanted or shipped forward in bulk all the gasoline piped through the pipeline. This was made possible chiefly through the intensive campaign for rounding up of empty cans. Three dumps were established for supplying troops in Advance Section area, and two transfer points, one in the north at Hirson, and one in the south at Lerouville were established to facilitate deliveries to the armies.

12. It was realized during this period that what was not taken out of the pipeline today was lost forever. In other words, if the capacity of a line is 400,000 gallons and only 300,000 gallons are taken out today, 500,000 cannot be taken out the next day. As the supply of tank trucks was limited, it was found that the distance from the pipeheads to the forward decanting points had to be based upon the truck turn-around time that would allow the full capacity of the pipeline to be drawn each day. It was learned that tank trucks had to be dispatched from the pipehead to the decanting point in small enough serials and at regular intervals to enable the decanting operations to maintain the maximum output.

13. The importance and necessity of good roads and hard standings in the POL dumps was emphasized. Also that POL installations should be kept away from populated areas or so situated that civilians could be kept out, and that roads in and out of the installation were plentiful enough to be free from congestion.

Build-up and Enemy Counter-Offensive Period (CP Namur, Belgium)

1. By the time the armies slowed down to almost a standstill (Nov 1944), the CP of Advance Section was established at Namur, Belgium, and a period was to follow which created many supply problems out of which new procedures were developed. The "Battle of the Bulge" (German breakthrough at Ardennes) came in December, and during January and February, 1945, the armies were slowly pushing their way back to the German border in preparation for the Spring offensive. In March the breakthrough of the German lines was made and the blitz through Germany was begun.

2. At the beginning of this period, army daily telegrams were processed and filled as in the previous phase, but as soon as Advance Section was able to build up stocks, the armies telegrams were laid on (through the regulating stations) with the appropriate base depot. Third U. S. Army requirements were filled by the 62nd Hq/Hq Co, QM Base Depot, in the south. First and Ninth U. S. Armies requirements were filled by the 58th Hq/Hq Co, QM Base Depot, in the north until the 56th Hq/Hq Co, QM Base Depot, became operational behind Ninth U. S. Army and filled their requirements.

3. The mission in this period aside from supplying all the troops in Advance Section area was to build up stocks directly behind the armies and then to supply the armies with their daily requirements.

4. The armies were using a total of anywhere from 750,000 to 1,500,000 gallons per day. Army stocks were practically nil as were the stocks in Advance Section. To provide daily requirements and to build up a reserve in each army area and a reserve in Advance Section for the armies and Advance Section troops, required bringing forward over 2,000,000 gallons of POL a day.

5. New installations were opened at Java under the 58th Hq/Hq Co, QM Base Depot, on 28 October, 1944, and at Balicourt under the 62nd Hq/Hq Co, QM Base Depot, on 29 October, 1944. The first decanting was done in the north on 11 November, 1944, and in the south on 9 November, 1944. Because of the lack of suitable storage area at Java, a second installation was opened in the north in Liege on 17 November, 1944. Two 5000-gallon storage tanks were built at the Herstal station in Liege and a pipeline laid to the dump and decanting area 1½ miles away. At about the same time, a retail issue point was opened in Namur and additional installations were opened in the south.

6. By the latter part of October bulk gasoline was sent forward and the armies did their own decanting. This procedure did not prove satisfactory because the arrival of bulk trains was so irregular, it was not possible to operate efficiently and decant the army daily requirements. It was decided on 5 November, 1944, that Advance Section should take over most of the decanting, and that the armies would be supplied by package shipments from Advance Section dumps.

7. A campaign was started by Advance Section for the return of all AWOL jerrican cans. Gasoline supply companies were moved into the area from the rear. Storage tanks were constructed in Advance Section territory at Liege and Landres, and at Trooz for First U. S. Army and Mancuilles for Third U. S. Army. On 15 December, 1944, the following stocks of MT 80 gasoline (with balanced allied products) were on hand:

In First U. S. Army Dumps	3,498,590 gallons
In Ninth U. S. Army Dumps	3,578,850 gallons
In Advance Section (North) Dumps	4,013,700 gallons
In Third U. S. Army Dumps	3,090,259 gallons
In Advance Section (South) Dumps	<u>5,285,026 gallons</u>
TOTAL	19,466,425 gallons

This was more than a five-day supply in the army dumps; a five-day supply for First and Ninth U. S. Armies in the Advance Section north dumps, and more than a nine-day supply for Third U. S. Army in Advance section south dumps.

8. In addition to supplying the armies, the Advance Section by the middle of December was storing 1,537,200 of 100 octane gasoline in 55-gallon drums, and 96,500 gallons of aviation oil for the Ninth Air Force in the Namur area.

9. On 17 and 19 December, 1944, Advance Section experienced their only two consequential fires, a loss of approximately 650,000 gallons of gasoline as a result of the two fires. The first one was caused by a direct hit on the decanting line at the Liege installation by a robot bomb; the second was at the Liege dump and was caused by enemy strafing and bombing. No lives were lost and the fires were efficiently brought under control with as little loss as could be expected under the circumstances.

10. As the German breakthrough became more serious, the stocks of First and Ninth U. S. Armies and Advance Section (North) were threatened, so further POL supplies were stopped from coming into that area. Sites were selected and installations established to the rear of Advance Section in the vicinity of Charleroi. These installations were under the supervision of 52nd Hq/Hq Co, QM Base Depot, of Channel Base Section. All bulk trains that were enroute to the northern forward areas were stopped at Charleroi and decanted there. Approximately 50% of the allied products in the Liege area were loaded and shipped back to

Charleroi, and all shipments of packaged gasoline into Liege were stopped. All empty cans were shipped back to Charleroi after the storage tanks had been drained. The northern armies, particularly the First, decreased their daily demands on Advance Section in order to use up their stocks. As of 1 January, 1945, the stock status of MT 80 gasoline in the forward areas was as follows:

First U. S. Army	385,385
Ninth U. S. Army	2,334,010
Advance Section (North)	1,828,421
Third U. S. Army	3,247,816
Advance Section (South)	<u>5,541,987</u>
TOTAL	13,337,619

11. During the month of January, 1945, the tactical situation eased the pressure around Liege and in the northern area. Decanting was resumed in Liege, first at the rate of one train per day and then three trains every two days. Bulk shipments in the north were being received from the Port of Antwerp since its opening the latter part of November. First U. S. Army continued to operate on a "hand-to-mouth" basis, maintaining only about a one-day supply in their dumps. Daily telegrams for the two armies in the north were filled by calling forward packaged shipments from Charleroi supplemented by First U. S. Army decanting a portion of their own requirements. A regulating station at Ronet (just outside of Namur), was operated by 58th Hq/Hq Co, QM Base Depot, to speed up and to regulate the daily forward shipments. Third U. S. Army requirements were filled by package and bulk shipments by the 62nd Hq/Hq Co, QM Base Depot, which was decanting at Landres. The stocks at Liege were slowly built up during the month to a two and one-half day supply for all troops in the area. Service stations were opened in the Namur and Liege area to cover retail issues there and to release cans for the more forward areas.

12. In addition to the 100 octane previously mentioned being stored for the Ninth Air Force, during the month of January, Advance Section took over the Shell and Standard Oil Companies 100 octane bulk storage and issue plants in Liege in the north and the bulk storage and issue plants in the south located at Nancy, Ligny and Toul.

13. In February, the tactical situation enabled First U. S. Army to feel free to build up their supplies, and likewise the supplies in Advance Section (North) were built up. The 58th Hq/Hq Co, QM Base Depot, opened a Class III storage installation at Kirkimpois on the outskirts of Liege with a storage capacity of 3,000,000 gallons. The capacity of the installation in Liege was reduced by increasing the distance between stacks and reducing the size of the stacks at the time of the "Buzz Bomb Parade" in Liege.

14. A northern MT 80 pipeline, consisting of one 6" line and two 4" lines was constructed from Antwerp to Maastricht, Holland. This line was completed on 9 February, 1945. From Maastricht, bulk gasoline was moved in tank trucks to suitable decanting sites at Neerbeek and Lutterade, Holland. The Neerbeek, or Autobahn, decanting site as it was known, was first put into operation on 10 January, 1945, and Lutterade became operational on 14 January, 1945. The Maastricht tank farm also fed the Liege decanting operation. The First U. S. Army decanting point at Trooz, Belgium, was supplied by tank car from Antwerp.

15. The southern pipeline had been extended to Chalons, and bulk gasoline moved forward by tank cars to the Third U. S. Army decanting point at Mancieulles and Advance Section decanting point at Landres (see supply charts enclosed, Annex H). By 1 March, 1945, Advance Section took over Trooz from First U. S. Army and Mancieulles from Third U. S. Army and were doing all the decanting for the forward areas. The decanting points in operation and their maximum daily capacities as of 1 March, 1945, were as follows:

<u>Decanting Point</u>	<u>Operated By</u>	<u>Gallons Per Day</u>
Liege	58th Hq/Hq Co, QM Base Depot	300,000
Trooz	58th Hq/Hq Co, QM Base Depot	200,000
Autobahn (Nearbeck)	58th Hq/Hq Co, QM Base Depot	300,000
Lutterade	58th Hq/Hq Co, QM Base Depot	200,000
Landres	62nd Hq/Hq Co, QM Base Depot	300,000
Mancieulles	62nd Hq/Hq Co, QM Base Depot	300,000
TOTAL		<u>1,600,000</u>

16. Stock Position, 1 March, 1945:

	<u>On Hand</u>	<u>Days Supply</u>
First U. S. Army	3,196,800	7
Ninth U. S. Army	2,822,330	6
Advance Section (North)	6,213,220	6
Third U. S. Army	2,223,100	5
Advance Section (South)	7,536,550	14
TOTAL	<u>21,992,000</u>	

17. During the month of March, the armies began their march across Germany. As they moved forward their POL requirements increased. Advance Section moved its decanting operations forward and took over the installations left behind by the advancing armies. On 7 March, the 56th Hq/Hq Co, QM Base Depot, became operational under Advance Section and opened a decanting site at Wegberg, Germany, in the rear of Ninth U. S. Army. Bulk was delivered from the Maastricht tank farm in tank trucks, and the Lutterade and Autobahn operations were closed. On 23 March, 1945, the 63rd Hq/Hq Co, QM Base Depot, became operational, opening transfer points behind Third U. S. Army to facilitate the movement of packaged goods forward from the 62nd Hq/Hq Co, QM Base Depot.

18. The Wegberg installation was decanting approximately 300,000 gallons per day which, after being supplemented by package receipts from the rear, enabled the 56th Hq/Hq Co, QM Base Depot, to fill Ninth U. S. Army daily requirements. The 58th Hq/Hq Co, QM Base Depot, continued to fill First U. S. Army requirements. The 62nd Hq/Hq Co, QM Base Depot, filled Third U. S. Army requirements with the assistance of the 63rd Hq/Hq Co, QM Base Depot.

19. The Antwerp-Maastricht pipeline was extended during the month of March north to Wesel and across the Rhine at this point. The 56th Hq/Hq Co, QM Base Depot, opened a decanting site east of the Rhine on 2 April, 1945, at Erle, the bulk being supplied by tank truck from the Wesel pipehead.

20. During the month of March, Advance Section delivered 17,577,611 gallons of gasoline to First U. S. Army, 19,625,048 gallons to Third U. S. Army and 11,057,618 gallons to Ninth U. S. Army, or a total of 48,260,277 gallons of gasoline plus the necessary supporting allied products.

21. On 6 April, 1945, Advance Section moved forward and the 58th Hq/Hq Co, QM Base Depot, at Liege, and 62nd Hq/Hq Co, QM Base Depot, at Verdun, with the stocks in the installations were turned over to Channel Base Section and Oise Intermediate Section, respectively.

22. To briefly summarize this phase: A total of 30 Class III installations were operated by Advance Section during this period. All troops in the Advance Section area were supplied and the daily requirements of the armies were filled. Soon after the establishment of the Advance Section CP at Namur, Belgium, on 25 October, 1944, the tremendous build-up of Class III supplies, which made possible the successful prosecution of the final offensive, was under way. From the initial opening of Q-178 (Verdun) and Q-179 (Liege), until these depots were turned over to Oise Intermediate Section and Channel Base Section, respectively, on 6 April, 1945, the following represents the build-up of stocks:

	<u>MT 80</u> <u>Gasoline</u>	<u>* Allied</u> <u>Products</u>	<u>Aviation</u> <u>Gasoline</u>	<u>Total</u> <u>Gallons</u>
Q-178 (Verdun)	7,895,936	3,383,806	833,231	12,112,972
Q-179 (Liege)	<u>9,320,476</u>	<u>1,147,702</u>	<u>2,638,162</u>	<u>13,106,340</u>
TOTAL ASCZ	17,216,411	4,531,508	3,471,393	25,219,312
Third U. S. Army	2,667,004	389,952		3,056,956
First U. S. Army	2,754,130	393,162		3,147,292
Ninth U. S. Army	<u>1,888,075</u>	<u>628,178</u>		<u>2,516,253</u>
TOTAL Armies	<u>7,309,209</u>	<u>1,411,292</u>		<u>8,720,501</u>
GRAND TOTAL	<u>24,525,620</u>	<u>5,942,800</u>	<u>3,471,393</u>	<u>33,939,813</u>

* All oils (i.e.: diesel, kerosene, lubricating, etc), but less greases.

There was a steady increase in the gallonage decanted as indicated below:

	<u>Q-178 (Verdun)</u> <u>Gallons Decanted</u>	<u>Q-179 (Liege)</u> <u>Gallons Decanted</u>	<u>Total Gallons</u>
December	2,124,490	1,382,280	3,506,770
January	4,202,320	5,787,605	9,989,925
February	6,103,160	11,909,490	18,012,650
March	<u>10,234,995</u>	<u>25,345,940</u>	<u>35,580,935</u>
TOTALS	22,664,965	44,425,315	67,090,280

23. During this phase it was proven that a few large decanting sites create fewer problems and made for more efficient operation than many small decanting sites because it was easier to maintain a steady flow of bulk and empty cans.

Enemy Collapse and Fadeout Period
(CP Bonn, Germany; then Fulda, Germany)

1. The tactical situation during this period was similar to that of the breakthrough period when the Allied Armies broke out of Normandy. The armies were moving rapidly across Germany for a junction with the Russians. The Ninth U. S. Army was moving through North-Central Germany, the First U. S. Army through Central Germany and the Third U. S. Army through South-Central Germany.

2. The army daily requirements continued to be laid on to the filling base depot through the regulating stations. The 56th Hq/Hq Co, QM Base Depot, filled Ninth U. S. Army requirements in the north. First U. S. Army requirements were filled by package shipments from Liege, transferred across the Rhine by the 56th Hq/Hq Co, QM Base Depot, and by bulk shipments from the rear decanted first by army and then the 56th Hq/Hq Co, QM Base Depot. Third U. S. Army requirements were laid on the 53rd Hq/Hq Co, QM Base Depot, who in turn called forward shipments from Verdun as they were needed.

3. The mission in this phase was to supply the three U. S. Armies with their daily requirements. The first obstacle was the Rhine River. Because of the large quantities of all classes of supplies which the armies required, it was not feasible to try to move all the necessary POL across the few available bridges. The system of moving bulk by pipeline was called upon once again to make the job possible. In the north, the pipeline had been completed from Antwerp to Maastricht to the east side of the Rhine at Wesel, so gasoline could be moved across to the Ninth U. S. Army. However, there was one pipeline from the beaches to the rear of First U. S. Army, and the pipeline from Cherbourg to the rear of Third U. S. Army had not been completed any farther east than Thionville as of 1 April, 1945. Therefore, it became necessary to lay a line across the river at Mehlen behind First U. S. Army and at Mainz behind Third U. S. Army. Bulk trains were loaded at Antwerp and Maastricht and sent to Mehlen where it was piped across the river. In the south, bulk gas was moved by tank car from Thionville to Mainz and piped across the river. With these three pipelines in operation, the remainder of the POL requirements could be moved across by truck. (See Annex I).

4. During the first part of April, the bulk in the north was moved by tank truck to Erle for decanting by Advance Section under the 56th Hq/Hq Co, QM Base Depot. The bulk at Mehlen was moved forward to Giessen by tank truck where it was decanted by First U. S. Army. First U. S. Army's supply was augmented by package shipments from Liege to Brohl by rail and then transferred to truck by the 56th Hq/Hq Co, QM Base Depot, and moved forward. The bulk from Mainz was moved forward to Alsfeld for decanting by the 53rd Hq/Hq Co, QM Base Depot, and to Third U. S. Army decanting points. The 53rd Hq/Hq Co, QM Base Depot, was also operating transfer points to move packaged gas forward from Verdun.

5. As the armies continued their move east, it became necessary to move the decanting points forward. However, as tank trucks were limited, the moves forward were restricted to distances that enabled the tank trucks to make sufficient turn-arounds from decanting point to bulk source in a given period of time (as a rule 24 hours) to take off the capacity of the pipeline. As the rail lines were put into operation east of the Rhine, it became possible to move bulk forward from the pipehead to the end of the rail then by tank truck to the decanting point. By this method, decanting operations in the north were moved from Erle to Gutersloh on 21 April, 1945, and on 25 April, 1945, a decanting site was opened as far east as Hannover. In addition to the operation in the north, the 56th Hq/Hq Co, QM Base Depot, took over the decanting operation at Giessen from First U. S. Army.

6. In the south, as rail lines were completed across the Rhine, bulk was moved forward from Thionville in tank cars as far east as the rails would permit, and when the pipeline was completed to Mainz, rail cars were loaded from that point instead of Thionville. The decanting operation in back of Third U. S. Army was moved forward to Wurzburg on 20 April, 1945, and finally to Nurnburg.

7. The principal difficulties encountered during this period concerned the use of tank cars. The number available was limited so if the cars were not unloaded, hauled back and refilled promptly, it was not possible to withdraw the capacity of the pipelines. Then the tank cars had to be moved from their run west of the Rhine to east of the Rhine without losing production.

8. In addition to the above method of supplying the armies in this last phase, airlift for MT 80 gasoline was provided to serve the rapidly advancing forward elements of the armies. During the month of April, 1945, the following quantities were delivered by this method:

First U. S. Army	3,554,187 gallons
Third U. S. Army	6,496,481 gallons
Ninth U. S. Army	<u>401,650</u> gallons
TOTAL	10,452,318 gallons

During the month of April, 1945, the following quantities of MT 80 gasoline were shipped to the armies:

First U. S. Army	18,446,907 gallons
Third U. S. Army	22,418,953 gallons
Ninth U. S. Army	<u>17,024,001</u> gallons
TOTAL	57,889,861 gallons

9. In order to supply Advance Section troops, a retail issue point was established at Mehlen on 10 April, 1945, by the 56th Hq/Hq Co, QM Base Depot, and another at Neuhof on 8 May, 1945, by the 53rd Hq/Hq Co, QM Base Depot. 100 octance bulk storage and issue points for the Air Corps were operated by Advance Section in Fritzlar, Frankfurt and Hockheim, Germany. In order to keep pace with the armies, Advance Section opened or took over 17 installations from 6 April to 7 May, 1945.

10. After VE-Day, the armies continued to be supplied as before with few changes. As rail facilities were completed from the north to Giessen, the pipeline installation across the Rhine at Mehlen was closed and bulk shipments went by rail from Wesel to Giessen. The pipeline at Wesel and Mainz supplied all the necessary gasoline. Retail filling stations were established and supplied by tank trucks and civilian personnel employed to the fullest extent possible so as to release the maximum in military personnel, equipment and cans for redeployment.

to other theaters. The installations in the north were finally closed as American troops were moved out of the territory. Giessek became the principal decanting point for the 56th Hq/Hq Co, QM Base Depot, and Nurnburg the principal decanting point of the 53rd Hq/Hq Co, QM Base Depot. Both installations were finally supplied by tank car from the Wesel pipehead, and the Cherbourg line was discontinued. At the time of Advance Section's fadeout, the 56th Hq/Hq Co, QM Base Depot, and all its installations were turned over to Seventh U. S. Army, and the 53rd Hq/Hq Co, QM Base Depot, with its installations were turned over to the Third U. S. Army.

SOLID FUELS

A. Coal

Assault and Beach Build-up Period (CP Catz, France)

1. Advance Section began its solid fuels operations on the continent when sacked coal began to arrive over Utah Beach early in July, 1944. A temporary dump located with a POL dump in Cherbourg was set up for storage of the coal in an open field. A section of a QM Gasoline Supply Company was employed at the beach to handle the incoming shipments of sacked coal, some of which were sent to the Cherbourg temporary site and some of which was stored at the beach, later to be removed to the Cherbourg dump.
2. On 14 July, 1944, the first rightful Advance Section coal dump was opened at Cherbourg, from which time the temporary storage site with the POL dump was abandoned, and the sacked coal moved both from there and from the beach to the new site. Operational personnel of this first big coal dump consisted of one platoon of a QM Service Company, with the section of the Gasoline Supply Company still operating at Utah Beach. This personnel received, stored and issued coal to the troops.
3. Coal was supplied only in limited quantities to any U. S. Forces having need for solid fuel; such as field hospitals, units not in possession of gasoline field ranges for cooking, and Engineers for forges, road construction and general maintenance.
4. Approximately 6,000 tons of sacked coal had been requisitioned for delivery from the UK up to D+41 by Advance Section. Up to the time Advance Section turned over all installations in Normandy to the Base Section, approximately 2,700 tons had been received. In addition, a stockpile of approximately 4,625 tons was found by the Advance Section Quartermaster at the Fort Du Homet, in Cherbourg. This stockpile enabled the Cherbourg power station to provide light and power for the entire area, and also enabled the Military Railway Service to power its locomotives until the first shiploads of bulk coal were received from England at the Port of Cherbourg.
5. All coal was requisitioned by using units on QM Section, Advance Section, and approved by the Solid Fuels Branch of Advance Section Quartermaster. The daily reports received from dumps were consolidated and forwarded to the Office of the Chief Quartermaster, Communications Zone, when established at Valognes, which procedure was SOP from then on. No difficulties whatsoever were encountered regarding these procedures.
6. During the Normandy Campaign, the First U. S. Army's requirements for coal were practically nil, and were supplied primarily from small captured stockpiles found in buildings and along rail sidings. Throughout this period, all movement of coal was by unit truck transportation.

Breakthrough Period (CP Le Mans; then Etampes, France)

During the three weeks that Headquarters of Advance Section was established at Le Mans and Etampes, the Quartermaster had virtually no coal requirements,

primarily due to the summertime. The First U. S. Army was still utilizing all captured stocks, and Advance Section units likewise managed to meet their limited cooking and Engineering requirements with captured stocks. Furthermore, Advance Section was moving forward at such a rapid pace that no solid fuel installations were established.

Pursuit Period
(CP Reims, France)

1. During the time that the Advance Section CP was established at Reims, the 56th Hq/Hq Co, Qd Base Depot, was charged with the responsibility of operating Advance Section solid fuel installations. There were three solid fuel installations in the Reims area. One, Chantier Kronberg, was a civilian coal dump with very modern power gantry-cranes, with which it was possible to unload rail cars and load up trucks for using units most expeditiously. The second installation, Q-180, was used for the storage of cut firewood collected by the depot on an allocation obtained from the Office of the Chief Quartermaster, Communications Zone, in conjunction with French forestry officials. Towards the end of September, a captured stockpile of approximately 16,000 tons of coal was located by the Quartermaster, Advance Section, at Givet, France, just a few kilometers from the Belgian border. This stockpile, built up by the Germans with coal brought directly from the Ruhr District, was placed under the jurisdiction of a detachment of the 58th Hq/Hq Co, Qd Base Depot. It was ideally situated on rail and served by the River Meuse. As most Advance Section and Ninth Air Force units were located in the northern area, in close proximity to Givet, they could call for their requirements without having to make long truck hauls.

2. At Chantier Kronberg, Reims, approximately 1,000 tons of coal and 324 cords of wood were captured. In addition to this, a stock of approximately 1,788 tons of coal and 200 cords of wood were requisitioned from the French civilian owners. Captured coal found in rail cars in the Reims area was also shipped to Chantier Kronberg and put into stock. Approximately 600 tons were located in this manner. Before turning this site and Q-180 over to Oise Base Section, 4,000 tons of coal were shipped by rail from Givet to give Oise an opening stock to enable them to serve their troops and units until supplies from the French coal mines were received.

3. By this time the weather was turning colder, and the First U. S. Army began to plan for their winter's coal requirements. Their immediate requirements were met by shipping trainloads of coal from Givet, and approximately 3,000 tons were shipped to First U. S. Army solid fuels installations at Eupen and Bastogne. At the same time, the Third U. S. Army received 1,000 tons of coal from Givet shipped to Verdun.

Build-up and Enemy Counter-Offensive Period

1. The CP of Advance Section was established in Namur, Belgium, on 25 October, 1944, and with cold weather approaching, the importance of solid fuel supply increased tremendously. The 58th Hq/Hq Co, Qd Base Depot, was charged with the responsibility of operating solid fuel installations in the area, which were Givet, Namur, Antheit (near Huy), and later Liege. During the last few weeks of Advance Section's operations in the Namur Area the First U. S. Army dump at Eupen was taken over. A solid fuel dump was opened in the area south at Verdun (Q-178), and stocks were supplied from the French mines by rail. The operations at Q-178 were charged to the 62nd Hq/Hq Co, Qd Base Depot.

2. Troops being served at this time included Advance Section, Ninth Air Force, Armies, and British, French and Belgian units in the area.

3. Method of meeting army requirements: It was during this time that the Belgian coal mines (67 in all) were taken over by SHAEF in conjunction with the Belgian Government, and all U. S. Armies, Ninth Air Force, and Advance Section troops located in Belgium were able to obtain coal through allocations made to the Advance Section Quartermaster. The First U. S. Army received their allocation by rail at their dumps at Eupen and Bastogne, while Advance Section dumps were maintained by rail shipments to meet the demands of small retail users. To cope

adequately with large using units, the Advance Section Quartermaster instituted a system, through SHAEF and the Belgian coal authorities (COSECHAR), whereby allocations were granted Advance Section for direct collection from the various mines. This enabled the saving of rail transportation, which was critical at the time, to be used for carrying Class I and III. The accounting procedure for this method was simple and worked most efficiently. Large units concerned placed their requirements with the Advance Section Quartermaster, who then issued an authorized requisition for these units to draw monthly requirements from designated mines at their convenience. However, no backlog was permissible, and if the total allocation was not obtained during the month, the balance could not be claimed during the subsequent months. Approximately 10,000 tons of coal per month were collected direct from the mines. All coal and coke obtained from the Belgian mines was settled by the Advance Section Quartermaster by issuing GPA Form 102 on COSECHAR after this firm's invoices were carefully checked against all requisitions.

Ninth U. S. Army obtained their coal from the Dutch mines at Heerlen and by direct collection in unit trucks. The Third U. S. Army's coal was shipped by rail from the French mines at Douai. No transportation of coal across international borders was permissible, so armies and units in Belgium, France and Holland obtained coal from sources within the respective countries. During the winter months (Nov 1944 - Mar 1945), a total of 171,071 tons of coal and coke was furnished by Advance Section to the armies, Ninth Air Force and troops in the Advance Section area. An illustrative chart showing scale of allowances and including a recapitulation of amounts issued during this period is presented in Annex .

4. Requirements for civilian firms: During the time Advance Section operated in Belgium, 500,000 tons of coal were supplied to factories working on vital war contracts for U. S. Forces. This coal was obtained through the Quartermaster working in conjunction with the General Purchasing Agent. When allocations were obtained, the Quartermaster was responsible for issuing orders enabling the firms concerned to either draw their required tonnages direct from the mines or receive them by rail shipment. No accounts were required for coal supplied to these factories as everything was settled and bid for directly between the firms and COSECHAR.

Enemy Collapse and Fadeout Period (CP Bonn, Germany; then Fulda, Germany)

1. On 7 April, 1944, when Advance Section moved into Germany, the solid fuel situation changed as compared with what it was in France and Belgium, inasmuch as in Germany no civilian operations were effective. All coal problems were handled exclusively by military forces.

2. The 56th Hq/Hq Co, QM Base Depot was charged with the responsibility of providing personnel to keep the records of all brown coal briquettes issued to using units. The production of coal was exclusively handled by SHAEF in conjunction with the German Solid Fuels Sub-Section.

3. Method of meeting army requirements: In Germany, Advance Section was charged by Communications Zone with assembling, consolidating and obtaining allocations only for troop requirements. All Military Government, essential civilian, power and utilities, and railway requirements were handled by Army Groups and the First and Second Military Railway Services. Requirements for armies and Advance Section were forwarded to the German Solid Fuels Sub-Section, who were operating all coal mines in the Twelfth Army Group area under the Commanding General of Advance Section. Shipments were made by rail to First and Third U. S. Armies, while Ninth and Fifteenth U. S. Armies were allocated mines in their areas where their requirements were collected by their own truck transportation.

b. Wood

In Normandy, Advance Section instituted an extensive wood-cutting program which was later turned over to Communications Zone. A second wood-cutting program was begun while at Reims; after a few weeks this was turned over to Oise Base Section. Owing to the fluid nature of Advance Section's mission, it was recommended by the Advance Section Quartermaster to Communications Zone that wood-cutting

programs be discontinued by this organization. However, during the five-week period in January and early February, 1944, 3,660 cords of cut firewood allocated by the French Government through the Office of the Chief Quartermaster, Communication Zone, were collected by the 310th QM Battalion and the 961st QM Service Company from the area around Mezieres and Charleville, and shipped to Advance Section dumps at Liege, Verdun and Namur.

C. Summary

1. It was quickly learned that the supply and distribution of solid fuels was completely different from the planning envisaged in England, chiefly because it was not anticipated that the French, Belgian and Dutch mines would be found in such good operating condition. Very little damage had been done to these mines by the Germans. Consequently rehabilitation was kept at a minimum, however, several mines were temporarily damaged by V-1 bombs and production was held up for several weeks.

2. In France, Belgium and Holland the production of coal was under the control of the governments of the respective countries and under the jurisdiction of SHAEF, who were responsible entirely for the allocations of coal. Thus, it was brought about that, not being primarily a military operation, many difficulties were encountered in all three countries: shortage of labor; strikes by miners who demanded more food, clothing and shoes. In spite of wartime conditions, the miners would work only six days per week and, in some cases, only five. National holidays were observed, thus causing a drop in production. The biggest problem of all regarding the production and distribution of coal in Belgium was the black market. Twenty per cent of all coal produced was going to this illegitimate source, and it was only when American and British military personnel were employed to control all distribution that this nefarious black market was minimized. At one time, 200,000 tons per month were being sold and distributed by these black marketeers, and the price per ton of coal asked on the black market rose steadily to approximately 8,000 francs. This can be judged by the fact that the average price charged by U. S. Forces was about 460 francs per ton. All these problems had to be handled very tactfully by all military parties concerned. The reverse was found in Germany, where U. S. Military Forces took over complete production of coal mines and distribution, and German civilian labor operatives were told what to do.

3. One of the greatest difficulties encountered at all times was the supply of pit props to the various mines. One ton of pit props will produce 30 tons of coal and the supply of these are vital to coal mining. Captured pit props were sent to mining areas from time to time to supplement the main source of supply which was obtained from the Ardennes where British and U. S. personnel were busily engaged in cutting and shipping to the mining areas by truck and rail. During the German offensive, the Germans captured the cutting areas in the Ardennes, and to maintain supplies, temporary cutting took place west of the Meuse River in the Charleroi area. Supplies were often critical, but no mines were ever forced to stop production entirely, and the production of coal was always maintained.

4. In spite of all difficulties encountered, including those of rail transportation, shortage of empty rail cars, shortage of locomotives to haul trains, at no time was the supply of solid fuels to the U. S. Forces ever in critical or short supply. To maintain this, Advance Section Quartermaster instituted rigid economy campaigns to insure that adequate supplies would always be forthcoming to using units. During operations in France, Belgium and Holland, representatives from the Quartermaster Section, Hq, Advance Section, were from time to time attending meetings with the various SHAEF Solid Fuels Sub-Sections of these countries, together with civilian coal operators.

5. A total of 11 solid fuels installations were operated by Advance Section during the campaign(s) in Europe. A summary of locations, dates of control by Advance Section and other pertinent data is indicated in Annex F).

CLASS II AND IV

Assault and Beach Build-up Period (CP Catz, France)

1. Class II and IV activities of Advance Section began on the continent on 16 June, 1944 (D+10), when the first increment of personnel, consisting of one officer and one enlisted man, of the Supply Division arrived on Utah Beach and established liaison with the II and IV Section of the First U. S. Army Quartermaster's office, who were then supervising the operation of the beach dumps at Utah and Omaha Beachheads. This group laid plans for taking over these operations and to establish other supply installations on the continent as the army advanced.
2. The actual supervision of QM Class II and IV operations by Advance Section started just after the fall of Cherbourg in the last week of June 1944. Depot Q-1 was established and was initially operated by the 346th QM Depot Company and the first depot issues were cleaning and preserving materials made with the Class I supplies. The 56th Hq/Hq Co, QM Base Depot, arrived on 22 July, 1944, and took over the operation of Depot Q-1. The Class II and IV dumps at Utah and Omaha Beaches were released by First U. S. Army to Advance Section control on the 11th and 27th of July in order named. The 54th Hq/Hq Co, QM Base Depot, was assigned to operate the Utah dumps and the 52nd Hq/Hq Co, QM Base Depot, operated the Omaha dumps.
3. By the end of July, the three major beach dumps were in full operation, and approximately 45,000 tons of QM Class II and IV had been received. At that time daily tonnage figures, being discharged on the continent, for this class of supply had mounted to 1,200 to 1,600 long tons. The first supplies received at the port of Cherbourg were landed on 16 July, 1944, and as the fall storms with the high waves that accompanied them hit the open beaches of Utah and Omaha this port was called on to receive a very large per cent of all supplies landed. In the latter part of September and during the month of October, Omaha Beach, which had initially been the largest of the supply ports handling as high as 75% of total tonnage landed, received a smaller proportion of supplies and was gradually reduced in size.
4. Civilian workers (former TODT labor) and POW's were used to augment and to replace QM Service Companies, some of which had to be released for other duties. These service companies were used as guard companies, and also as supervisory personnel in depots and assisted or replaced depot supply companies. The rapid delivery of supplies from the beaches on a 24-hour per day basis, plus the fact that port haul trucks had to be released for return to the docks as quickly as possible made it impossible to unload mixed loads in the correct storage place; this required a second handling within the depots and necessitated a greater number of supervisory personnel and touch labor than had been anticipated.
5. Civil Affairs supplies, which were also a responsibility of the Supply Division, were very difficult to handle and keep separated from like items of U. S. Army stocks. This difficulty was foreseen and recommendations were made to have all cases of this type of supplies marked with a distinctive marking. This plan was only partially carried out, and because of the speed of the operation together with the fact that much of the supervisory personnel were not entirely familiar with these supplies, many of them were mixed with other stocks. Another factor that contributed to the confusion in the Civil Affairs supplies was the fact that much of it was poorly packaged and the containers either broke and the contents became scattered, or else in the case of items like lard, which was bulk packaged in wooden boxes, liquified in the warm weather. Much extra work had to be done to enable these supplies to be properly stored and distributed. This problem was overcome in time by the use of proper identification markings and proper packaging, but many of the boxes had to go through a process of re-cooperation on the continent. The plan for the distribution of Civil Affairs supplies had to be changed after arriving on the continent. The original plan called for the distribution by CA detachments to "Cantons" (towns or provinces) based on the population, but French authorities objected to this plan as it would entirely disrupt their highly successful rationing system. Arrangements were then made for all supplies

of this type to be turned over to the French Government who, working in conjunction with the CA Detachments, stored and issued these supplies where they were most needed.

6. After the breakthrough at St. Lo, the armies were moving with such speed that it became impractical to set up Class II and IV dumps or depots. At that time all available Transportation Corps facilities were being utilized to move ammunition, gasoline and food to bring them in reach of the armies and many units were having to do without II and IV supplies unless they were picked up by unit transportation. This situation caused much traffic and resulted in some confusion in the established depots. Provisional Truck Companies were activated from unit transportation and were organized into a "Red Ball" truck system, controlled by the Transportation Corps. This additional transportation helped alleviate the situation.

Breakthrough Period
(CP LeMans; then Etampes, France)

When the armies had moved well forward from St. Lo, the establishment of forward depots became imperative. Advance Section turned over to Communications Zone the operational control of all depots and dumps in the Normandy area, and on 31 August, 1944, set up for operations at Etampes, France. A depot for QM II and IV was established at Ablis and a small balanced stock was installed; this depot was turned over to the Third U. S. Army soon after it was opened. "Red Ball" truck lines were in full operation and supplies were moved from the two beach depots and from Cherbourg direct to army areas. This system enabled the armies to move rapidly and have supplies routed to their dumps by Traffic Control points along the "Red Ball" route. By way of a passing note, this "Red Ball" route was a one-way system of roads going into the forward areas and a separate return route. Only convoys carrying supplies to the armies were allowed on this highway and maintenance crews patrolled twenty-four hours a day to keep the trucks rolling toward their destination. Trucks were usually run in convoys of from 5 to 20 vehicles, supervised by a convoy commander, but each truck was documented separately so that if for any reason it became separated from the balance of the convoy it was still routed by the control points to its proper destination.

Pursuit Period
(CP Reims, France)

1. On 8 September, 1944, the Advance Section moved from Etampes to Reims, France. The establishment of the first large Continental Interior Quartermaster Class II and IV Depot was immediately started in that city. The establishment and initial stockage of this depot was an Advance Section responsibility, and the Supply Division was charged with the coordination of this job. This depot was designated as Q-180, and was operated by the 55th Hq/Hq Co, QM Base Depot. It soon became the largest Quartermaster II and IV Depot outside of the continental limits of the United States, and was the main Filler type depot on the continent. Within 3 weeks of its start, the depot had 20,000 long tons on hand. Supplies for this depot were brought in through all the major ports, including Antwerp which had recently been opened for operations. The depot at Cherbourg also had large stocks, and was utilized to supplement the stocks of Q-180.

2. Captured enemy materiel were found in large quantities in this part of France; among these supplies were many items of Class II and IV nature. The control of these supplies was turned over to Advance Section by the armies after they had utilized all they needed for current operations, and Depot Q-180 was designated to receive, classify, store and issue these items. This additional load placed on Depot Q-180, together with the increase in shipments from ports and other depots was too much for the space and personnel available at this one depot. To overcome this situation another depot, designated as Depot Q-256, was established to handle only salvage and captured enemy materiel. This new depot was operated by the 64th Hq/Hq Co, QM Base Depot. By eliminating these items from Depot Q-180, the 55th Hq/Hq Co, QM Base Depot, was able to concentrate all effort on the supply of U. S. items to the armies.

3. With the advent of a winter campaign, plans were made to supply winter clothing and housing items against the armies initial issue requirements. The

OCQM set up priorities for winter items and shipments were made automatically in accordance with availability. During this period, the three armies held equal place as first priority with the Ninth Air Force getting second priority, and Communications Zone units coming last. The principal items required in this winterization program were overshoes, long underwear, gloves, overcoats, sweaters, heavy socks, heavy tentage, tent stoves and cots. In addition to the items being brought forward by transportation on the continent, winter clothing items were flown direct from the UK to airstrips in the vicinity of the army dumps. By the coordinated efforts of all possible means of transportation most of the troops were adequately supplied with the winter clothing and housing items.

Build-up and Enemy Counter-Offensive Period
(CP Namur, Belgium)

1. Prior to the movement of the Headquarters Advance Section from Reims to Namur, a plan was affected with Oise Section to ship forward to Verdun, France (Q-178) and to Huy, Belgium (Q-179-A), stocks that had been earmarked for Advance Section units, as they were called for by the Quartermaster, Advance Section. These two installations were opened solely to supply the troops of Advance Section Ninth Air Force and Twelfth Army Group, located in their respective areas. Supplies were brought forward as rapidly as transportation would permit until a fourteen-day level was established, and then as necessary to replenish stocks of these two depots. At this time, Advance Section had no actual supply responsibility to the armies, as all shipments were made direct from Communications Zone depots except in emergencies and in the procurement of special items. The Supply Division did, however, act as liaison between the OCQM and the Army Quartermasters, and expedited the shipments of the supplies to the army dumps. Estimated requirements covering a twenty-day period were submitted by the armies, and against this overall requisition daily requests were submitted to call these items forward. Ton-nages were allocated on a priority basis by Advance Section, G-4, and shipments were made in accordance with transportation available.

2. When the German Army made its historic breakthrough in December of 1944, these two small depots were pressed into service to supply all kinds of QM II and IV to the units which had suffered losses in clothing and equipment. It was during this action that the Quartermaster Advance Section assumed practically the entire responsibility of supplying the First U. S. Army units from the stocks on hand, and all that could be brought up from the rear depots. First U. S. Army stocks, which prior to the breakthrough had been at Herbestal, Belgium, were loaded on rail cars and sent to the rear (Gembloux, Belgium), to prevent them from falling into enemy hands; and were enroute and therefor not available for issue. Unit after unit was completely re-equipped with new supplies on the basis of "battle losses"; also many individuals who had been separated from their units were re-equipped in the same way, allowing them to go back into action with some unit and eventually to find their way back to their own unit. Units were rushed up from the rear to strengthen our lines without having time to be fully equipped prior to leaving their areas. These units were also supplied from stocks available in the Advance Section area and supplies being rushed forward from Communications Zone depots. Some supplies were ordered forward, and a system of truck-to-truck delivery affected from the Communications Zone truck direct to the trucks of the unit receiving the supplies. All this was accomplished during the time that the Headquarters Advance Section was directly in line of the attack, and at one time the enemy point was only ten miles from the depot at Huy.

3. During the operations on the continent, stocks of QM II and IV items were practically always short of the needs of the armies and Communications Zone troops and it became necessary to publish a list of those items in critically short supply in order to insure that an equitable distribution of the available stocks could be made. Army Quartermasters agreed on a periodic meeting, and representatives of each army, Advance Section and the supplying depots (Q-180 and Q-185) sent representatives to these meetings. The first of these meetings was held at Q-180, at which time an allocation was made based on needs of the armies against the availability of stocks in the depots. At a later date, when the armies had advanced into Germany, the meetings at Q-180 were discontinued and were held in the Office of the Quartermaster, Advance Section, with army and depot representatives attending the meetings. It was agreed that, if stocks were sufficient, Depot Q-180 would

supply the First, Ninth and the northern part of the Fifteenth U. S. Armies. The meeting was conducted for all armies simultaneously and, if at any time the depot normally supplying the respective armies did not have sufficient stock to meet their needs, the other depot would make shipments as required. This saved a great deal of time and eliminated a lot of paper work necessary in the extracting of requisitions. The open discussion and the settlement of the allocation of items in short supply insured a distribution that was agreed upon by all concerned.

4. Shortages of Quartermaster Class II and IV supplies in the hands of the units required that considerable care be given to the proper movement of all available supplies from the ports and depots. With a view to closer coordination of movement of the necessary supplies, a liaison officer representing the Advance Section Quartermaster was sent to the port of Antwerp early in January, 1945, and remained on duty at that port until 20 February, 1945. The main duties of this officer were to see that first priority for movement was given to the supplies that were most urgently needed at any particular time. He was kept constantly informed of the items on the critical shortage list and notified this office of the receipt of any of these badly needed items. This arrangement was highly successful in terms of time and labor saved and eliminated a great deal of trans-shipment.

5. Procurement of items required by units for operations that were not included in the general run of supplies shipped to the continent was another of the functions carried out with success by the Supply Division. The need for these items arose from changes in the tactical situation and also from climatic conditions. The Procurement Branch contracted for these needs with manufacturers in France and Belgium. One of the big needs which arose when our troops were fighting in the snow covered battlefields was white cloth for snow capes for camouflage purposes. Large quantities of cloth were located in Belgium, and arrangements were made for the army trucks to pick up the material directly from the source of supply. Other items that were procured included doubledeck beds, space heaters, office supplies including rubber stamps, and many types of printed forms.

Enemy Collapse and Fadeout Period (CP Bonn, Germany; then Fulda, Germany)

1. Upon moving into Germany, Advance Section lost control of any definite area as all units in Germany assigned to this headquarters were operating in army areas. Necessary arrangements were made with Q-178 and Q-179-A, which were turned over to Oise and Channel Base Sections, respectively, to allow units from Advance Section to continue to draw supplies which had been shipped into these two depots for maintenance. It was not planned that a Class II and IV depot be set up at either of the two temporary stops which were to be made prior to moving into a permanent occupational location. To eliminate a large number of units having to go back to France and Belgium to draw expendable supplies, a stock of the ten most needed cleaning and preserving items were brought up with the Class I shipments and issued with the rations; trips to Q-178 and Q-179-A were limited and only authorized when supplies were urgently needed for operational purposes.

2. The major portion of the activities of the Supply Division during the time when the Headquarters was located in Bonn, Germany, was devoted to the supply of the POW camps being set up along the Rhine River. These activities have been outlined in a separate section of this report covering all phases of POW supply.

3. During the final phase of the operation in Germany, the Supply Division took over installations from the First and Ninth U. S. Armies, and arranged for the disposition of the installations either by closing them out if they were no longer needed, or else turned them over to the occupational forces. On 26 May, 1945, the First U. S. Army Class II and IV Depot at Marburg, Germany, with a stock of about 3500 tons, was taken over by Advance Section and operated under the control of the 56th Hq/Hq Co, QM Base Depot. This was the first time since coming into Germany that units assigned to this headquarters had access to a fully stocked depot. When the Ninth U. S. Army closed its Class II and IV dump at Senalager; the supplies on hand, approximately 2500 tons, were shipped to the Marburg Depot and added to that stock. Units from First and Ninth U. S. Armies which

still remained in the area were served from the Marburg Depot. Plans for the supply of the occupational forces were instituted with the Seventh U. S. Army, and all possible assistance was rendered in the culmination of these plans. On 17 June, 1945, the Class II and IV Depot at Marburg was turned over to this army complete with stock on hand. At that time, Marburg was the only Class II and IV depot under the control of the Advance Section, and by turning it over to the occupational forces this section closed its operations.

Note: A complete list of Class II and IV installations operated by the QM, Advance Section, is embodied in Annex F. A record of tonnages handled and rail cars unloaded by Quartermaster Base Depots under Advance Section control, while the Advance Section CP was located at Reins, Namur, Bonn and Fulda, is embodied in Annex G.

PROCUREMENT BRANCH

1. The establishing of the Procurement Branch was a requisite in the operations of the Quartermaster Section with their assigned mission throughout the different phases of the campaigns. The activities of the Procurement Branch was in support of all functions of the Quartermaster Section, to procure and contract for those items and services not available from U. S. or captured stocks.

2. The function of the Procurement Branch was to coordinate and supervise the activities of those Purchasing and Contracting Officers of Advance Section Base Depots on policy matters, negotiation of contracts and as liaison office of the OCQM Procurement Division, Headquarters, Communications Zone, as well as its own procurement activities.

3. Belgian Liaison Officers, interpreters from France and Holland were attached to the branch during the various phases. Their duties were chiefly to make surveys of local resources, services and aid in accomplishing procurement transactions as directed by the Chief of Procurement Branch, and to span language difficulties. The information obtained was made known to the Divisions concerned and such action taken as desired by them and approved by the Quartermaster. Directives for the procurement of items or services were forwarded to the depot P & C Officer nearest the source for action, or it was acted upon by the Procurement Branch of the Quartermaster Section.

4. The Advance Section upon taking over sectors vacated by the armies, immediately shouldered the responsibility for establishing supply depots, contracting civilian laundries and dry cleaning plants, utilizing and administering civilian labor; investigating, procuring and exploiting to the utmost local resources of materials, both finished and in the raw state, and requisitioning of real estate for use of army and Advance Section troops. This procedure was continuous throughout the different phases, for as the armies moved forward so did the Advance Section, turning over to base sections well organized and established procurement activities.

5. Problems of various natures were at hand throughout the operations. Local governmental agencies were in the process of being completely reorganized, and our manner of conducting business was entirely new to the people of the various countries. Priority release of raw material and labor was a question of decision as to civilian or army needs. Various unauthorized persons and those formed bands of Allied Nationals (resistance movements) were confiscating or laying claim to stocks which caused a controversy or absolute loss of available material to those Procurement Officers working for the needs of the armies. It became necessary to place guards over all stocks which were determined to be of potential value for military and civil affairs in order to obviate as much loss of this nature as possible. The above, along with the discomforts of war, caused a friction of relationship between the Allied Nationals and ourselves, in which diplomacy and tact were required to adjust claims of irregularities in order to obtain the cooperation required in the dealings of procurement activities and negotiation of contracts. Transportation was another factor that was a sore subject. Civilian vehicles were in a rundown state. They needed tires, tubes, gas and various accessories in order to render the services to effect transport of materials needed in the manufacture of items under contract for the U. S. Forces,

6. Confronted with such problems, it was found that in order to effect requirements the Procurement Officers had to furnish transportation, certain raw materials and operating supplies, help in organization of plan of work and, if need be, arrange with the local burgomeister for the required labor. These obligations had to be borne in mind when prices were agreed upon or the costs of such were deducted from the accounts of the contractor.

SUMMARIES OF MAJOR ACTIVITIES BY PHASES

Bristol, England (March to June, 1944):

The period spent in Bristol, England, was utilized chiefly in coaching newly appointed unit Purchasing and Contracting Officers for their ultimate mission of

procurement on the continent. Classes were held in which policies, SOP's and procurement data were studied and discussed. Statistics pertaining to resources on the continent and logistical data were compiled during this time.

Catz, France (21 June to 20 August, 1944):

The Procurement Branch of the Quartermaster Section started operation on the continent on or about 8 July, 1944. By 20 August, 1944, the following had been procured through the combined operations of the 54th and 56th Hq/Hq Co's, QM Base Depots:

Class I (Fresh fruits and vegetables)	\$ 23,542.20
Class II & IV (Principally office furniture)	4,200.00
Services (Civilian labor)	<u>2,560.00</u>
TOTAL	\$ 30,302.20

Le Mans, France (20 August to 30 August, 1944):

Through the combined efforts of the 55th Hq/Hq Co, QM Base Depot, and the Procurement Branch, the following were procured:

Class I (Fresh fruits and vegetables)	\$ 4,658.60
Class II & IV (Printing and office furniture)	11,795.82
Services (Civilian labor)	<u>7,763.66</u>
TOTAL	\$ 24,218.08

Etampes, France (30 August to 8 September, 1944):

During the 9-day stop in Etampes, the Procurement Branch procured the following:

Class I (Fresh fruits and vegetables)	\$ 260.00
Class II & IV (Printing)	20.00
Services (Civilian labor)	<u>15,026.56</u>
TOTAL	\$ 15,306.56

Reims, France (8 September to 25 October, 1944):

During the stay at Reims, the 55th and 62nd Hq/Hq Co's, QM Base Depots, were assigned to Advance Section, and the combined procurement amounted to:

Class I (Fresh fruit and vegetables)	\$ 25,892.62
Class II & IV	13,397.56
Services	<u>38,646.80</u>
TOTAL	\$ 77,936.98

During this period approximately 4,500 rubber stamps were procured, and approximately \$15,697.00 were expended on the printing of various War Department blank forms. All procurement up to 19 October, 1944, was on a cash basis. After this date Reciprocal Aid agreements had been reached with liberated countries of Europe, and was used almost exclusively except in rare cases when the vendor so requested immediate payment.

Namur, Belgium (25 October to 7 April, 1945):

1. The 58th and 62nd Hq/Hq Co's, QM Base Depots, were assigned to Advance Section during this period, and demands placed through 31 December, 1944, totaled:

Class I (Fresh fruit and vegetables)	\$ 22,400.00
Class II & IV	4,610,611.00
Class III	517,967.03
Services	<u>32,497.22</u>
TOTAL	\$ 5,183,475.25

Included in the above was the printing of 22,000 Jerrican posters; \$14,350.39 worth of laundry and dry cleaning services during the months of February and March

1945. During the winter campaign an emergency request was received for white cloth, suitable for snow camouflage capes. An all-out program was put in effect throughout Belgium and within a week 520,000 square yards of white cloth, amounting to approximately \$250,000.00, were procured and transported to the Army Quartermasters. Approximately 800 long tons of straw (\$4,000.00 approximately) were procured in the Namur-Liege area for use in bedding and the construction of air strips. 18,628 double deck bunks, amounting to approximately \$90,000.00, were constructed and allocated to those troops of Reinforcement Depots, Army and Advance Section units. 1,539 rubber stamps, costing approximately \$800.00, were made in the local firms of Namur and Liege for the administration of the various armies and Advance Section headquarters and units. Base Depots in this period locally procured for dunnage 19,328 cubic meters of lumber (\$50,000.00) and 446,203 concrete blocks, slabs and brick (\$200,000.00). Local civilian bathhouses were utilized and a total of 46,690 men were given bathing facilities in this manner during the period of 6 January to 21 March, 1945, costing approximately \$5,000.00.

2. Demands were placed for the manufacture of 2,210,000 jerricans; entire production of ablanket manufacturer; mess kit and trays; heating stoves; oil drums (55 gal); steel sheets; and leather gloves. These items eventually came under the category of "Headquarters" procurement under the jurisdiction of OCQM, Procurement Division, Headquarters, Communications Zone, and were passed to those exercising such jurisdiction for control. The items included under Class III were in general, coal, coke and firewood.

Germany (7 April to 10 June, 1945):

1. Advance Section Quartermaster was charged with the supply and maintenance of some 700,000 prisoners of war in enclosures along the Rhine. Faced with this tremendous task, the resources of local procurement of privately owned stores were exploited to the utmost, since depot stocks were not in sufficient quantity. One of the problems was that a total of approximately 400,000 pounds of bread daily were required, and sufficient U. S. bakery units were not available. Contracts were placed with civilian food commissioners of surrounding areas to mobilize every local bakery to bake bread for the prisoners of war. In some instances large bakeries were taken over under U. S. supervision and operated by POW labor. Also 7,718 tons of fresh potatoes were procured locally and were utilized in both the POW stockade and army messes. Shelter accommodations were also badly needed. Every available source of duck material and tents were procured for this purpose. In a two-week period, 1,127,783 sq. ft. of duck for shelter were procured and shipped to POW enclosures. Typewriters, both standard and portable, were locally procured, totalling 730 portables and 33 standards, for use in administration of POW stockades and issue on approved requisition.

2. After the cessation of hostilities with Germany, greater demands were received for laundry and dry cleaning services, printing services, manufacture of ice cream, ice and other miscellaneous needs that are required in static situation (For summary of Procurement Branch activities on the continent, see Annex J.

QM SUPPLY OF PRISONERS OF WAR

1. Early in April, 1945, Advance Section was charged with the responsibility of the complete operation and supply of Prisoners of War in temporary enclosures on the west bank of the Rhine River. During the early planning stages a mission of 150,000 prisoners was set, to be housed in three enclosures. As the situation developed, and more than the expected number of prisoners were taken by the advancing armies, this estimate was revised and a maximum figure of 1,500,000 was established.

2. The Quartermaster, Advance Section, was called upon to supply the POW Overhead Detachments and Escort Guard Companies activated as administrative personnel to run the enclosures, and to obtain the necessary Quartermaster supplies and captured enemy materiel similar to U. S. Quartermaster supplies which could be utilized in the feeding, clothing and maintenance of the prisoners. The influx of POW's was so rapid, however, that it was realized that normal requisitioning channels would not produce the required supplies and equipment in time. Further, priorities for the disposal of captured enemy materiel in the hands of armies were such that little assistance could be expected from such stocks; armies were using all available stocks for military and displaced persons' needs. As a result, three salvage collecting companies were diverted from their normal tasks and given the assignment of running down every possible lead on captured enemy stocks. High priority on truck transportation within the Advance Section was secured in order to rush located materiel to three central supply points.

3. For the coordination of the activities pertaining to the supply of the POW enclosures, a temporary Prisoner of War Division was organized within the Quartermaster Section. A summary of the duties performed by this division is as follows:

- a. Coordinated the receipts and issues of all types of Quartermaster supplies at the POW Supply Points, which were set up under the 56th Hq/Hq Co, QM Base Depot, in each of the three general areas where the enclosures were established.
- b. Aided in the balancing of supplies being received from the four army areas and from the rear depots.
- c. Maintained records of the supplies on hand and enroute to the supply points.
- d. Established levels of supply and placed requisitions on the rear depots through the Chief Quartermaster, Headquarters, Communications Zone, ETOUSA in an attempt to supply at least those items necessary to maintain the health of the POW's. The basis of issue of Quartermaster items to the POW's was as follows:
 - (1) Class I: POW rations made up from components of captured and U. S. stocks in accordance with POW menus published by Headquarters, ETOUSA. Type "C", "K", or 10-in-1 rations were authorized for use as a last resort; "C" and "K" rations were issued on the basis of 2/3 ration per man per day and 10-in-1 rations on the basis of 1/2 ration per man per day.
 - (2) Class II & IV: Minimum essential to maintain health of prisoners. Order of issue was captured enemy or improvised items, locally procured stocks, U. S. Class "X" items and U. S. Class "B" items. Cooking equipment was issued on the basis of one quart capacity per POW. Cleaning and preserving materials, including DDT Powder and other expendable supplies in accordance with U. S. allowances as set forth in Headquarters, ETOUSA, Circular No. 34, dated 28 Mar 45, with a reduction in soap, laundr to 1 1/2 pounds per POW per month.
 - (3) Class III (Solid Fuels): Allowances for cooking, hot water and clothes drying not to exceed one pound per POW per day.
- e. Exploited all leads on captured enemy materiel and moved all items

which could be used in any way, by the enclosures, to the supply points for issue to the enclosures.

f. Compiled all data available from the above sources, and prepared reports on the daily supply status.

g. Coordinated with the various other sections of this headquarters to insure that the enclosures were equipped in an orderly manner and as rapidly as possible.

4. In the latter part of April, 1945, the 106th Infantry Division took over the actual operation of the enclosures from the Provost Marshall, Advance Section but the Quartermaster, Advance Section, retained the supervisory control of the three POW Supply Points at Rheinburg, Sinzig and Bingen. These supply points were under the operational control of the 56th Hq/Hq Co, QM Base Depot, and were actually operated by the 220th QM Battalion, 4266th QM Battalion and the 219th QM Battalion, respectively.

5. Many of the prisoners received at the enclosures were either wounded or sick, and it became necessary for the Quartermaster to establish cemeteries in the three areas. The 612th QM Graves Registration Company supervised the handling and internment of the deceased prisoners.

6. Soon after VE-Day, the armies stopped sending prisoners to these enclosures, and on 12 May, 1945, the peak population of 782,012 prisoners in twelve enclosures was reached. Soon after this date a process of screening and release was inaugurated, and the strength of the enclosures gradually declined.

7. With the advent of British control of the Rhine provinces, the POW enclosures and the supply point at Rheinberg were turned over to 21st Army Group on 12 June, 1945. This was accomplished by infiltration of British personnel into the positions and establishments in that area during the week of 12 to 19 June, 1945. Stocks of expendable U. S. supplies such as food, fuel, and cleaning and preserving materials sufficient to maintain the population of the enclosures in that area were supplied prior to 12 June, 1945, and excess stocks of these items were withdrawn to the other two supply points. Captured enemy materials, both in the enclosures and supply point, were turned over to the British, and the non-expendable U. S. items were removed as they were replaced by the British.

8. The supervision and supply responsibilities of the POW enclosures was assumed by Advance Section at a time when all the armies were making a final drive to end the European Phase of the war, and at a time when all facilities were being taxed to the utmost, especially the facilities for the transporting of supplies. Millions of rations, thousands of tons of fuel, equipment, clothing and expendable supplies were moved by any means available from the various sources of supply to the POW Supply Points and then direct to the enclosures where they were used.

9. When the Advance Section "Fadeout Plan" was completed, all remaining supply points and equipment was turned over to the agency assuming control of the area presently occupied.

10. A flow chart showing the supply plan for prisoners of war has been prepared, and is attached as Annex K. Annex F gives details concerning the three main POW Supply Points.

GRAVES REGISTRATION

1. The mission of Graves Registration and Effects, Advance Section, was to take over and/or establish, maintain, control and preserve military cemeteries within its area; to bury deceased U. S., Allied and Enemy military dead; to prepare and maintain records of burials and of the collection and disposition of personal effects. The nature of all work involved in this type of QM service is well defined, and like other QM activities, the primary impetus for its operation develops out of the tactical situation.

2. Initially, the first Graves Registration work by Advance Section was begun on the continent 29 June, 1944, when the chief of this branch was assigned the task of evacuating all U. S. and enemy dead from the City of Cherbourg to established military cemeteries. With four EM and one truck secured from the 99th Infantry Battalion, this office began evacuating the dead. The task consisted of clearing enemy dead from hospitals, pill boxes and both U. S. and enemy dead from the city proper.

3. This was just the beginning of the task of sweeping the Cherbourg Peninsula of the dead, and was continued very successfully in this manner until 10 July, 1944, when the 610th QM Graves Registration Company of Advance Section arrived on the continent and took over this responsibility. On 31 July, 1944, the 56th Hq/Hq Co, QM Base Depot, arrived and under its supervision Graves Registration and Effects activities of Advance Section were continued in the Cherbourg Peninsula.

4. Advance Section, Graves Registration and Effects activities followed very much according to the mission assigned, after the first siege of collecting and evacuating the dead from Cherbourg. From then on the type set-up established to carry on this activity for each cemetery operated by Advance Section consisted of one platoon of a Graves Registration Company augmented by from 25 to 75 laborers (POW, Civilian or DP) under the supervision of a Hq/Hq Co, QM Base Depot. The number of laborers used depended upon the size of the cemetery and work to be done.

5. Procedure in collecting the dead for burial was primarily by unit evacuation, however, a part of the Advance Section mission was to sweep the dead from the territory taken over from army. In view of this, teams were organized for this purpose from personnel of the Graves Registration and Effects companies. Sources of information concerning the location of dead were from either official correspondence or other notification from military patrols on duty in Advance Section area, local burgomeisters, priests, civilians, etc. In many instances, false information was received from verbal reports. Upon receipt of notification concerning the location of dead, either isolated burials or unburied bodies, the Graves Registration Company dispatched a vehicle (usually a truck, 3/4 ton/w/1-ton trailer) to disinter or pick up the bodies as the case might be.

6. As Advance Section moved forward new cemeteries were taken over from the armies and the old ones were turned over to the appropriate base section. This cycle of turnover of cemeteries continued throughout the campaign(s). In only one instance was a cemetery actually opened by Advance Section. This one was at Neuville-en-Condroy (near Liege), Belgium, opened 8 February, 1945.

7. When a cemetery was taken over from army, an established routine was followed. In all cases of the transfer of responsibility for operating cemeteries, the records stayed with the cemetery. The Advance Section operating unit immediately completed an inventory of graves which was checked against the records received from the army, and a copy of the inventory was sent to OOCM, Headquarters Communications Zone.

8. Very soon after matters of a technical nature were completed, Advance Section began to develop plans for improvement and beautification to each cemetery taken over, a problem which army did not have the time to handle. Typical among the conditions of the cemeteries when they were taken over by Advance Section were the following: there were no roads laid out within the cemetery; no fences were built around the cemetery; many crosses were not yet put up; there was no landscaping; and the graves were all mounded. A study was made of all these condi-

tions and work was started immediately to improve and beautify the cemeteries so that by the time they were turned over by Advance Section to the appropriate base section they were in excellent condition.

9. During the period when the Advance Section CP was located at Namur, Belgium, the 818th and 819th Hospital Centers were established in the Liege and Verdun Areas to control from 6 to 8 Field Hospitals each and 8 and 9 General Hospitals, respectively. The evacuation of the dead from these hospitals was an important task. At first each hospital evacuated its own dead directly to the cemeteries; however, it was soon evidenced that a centrally controlled collection and evacuation point should be set up, so a new system was inaugurated by each Hospital Center whereby bodies from all hospitals under its control were collected in one point and evacuated once daily from there to the cemeteries for burial. By the invocation of this method transportation was cut to a minimum, and administrative work required was reduced, as well as permitting the cemeteries concerned to organize their activities to include only one daily receipt of the bodies from each hospital rather than having them come in from fourteen or more hospital sources at all hours of the day.

10. During the German breakthrough in December, 1944, Advance Section, Graves Registration personnel were confronted with the problem of helping the armies collect the dead in the "bulge" area. To cope with this situation, the area was divided into 4 sections with a collecting point established in Liege, Fosses, Bar-La-Duc and Marche, Belgium. From past experiences the collecting points were organized with sweeping teams who went out each day to bring in the bodies to a specific point, where vehicles from the cemeteries came to collect the bodies for transportation back to the cemeteries. In this way, contrary to the usual procedure of each team evacuating the bodies it picked up to the cemetery itself, much time was saved and the sweeping teams were uninterrupted in their work. Bodies were evacuated from all collecting points to Neuville-en-Condroz cemetery, with the exception of those from Bar-La-Duc which were evacuated to the Grand Pailly cemetery which was in the southern area. A total of 126 U. S., 16 Allied and 674 enemy dead (816 grand total) were collected and buried by Advance Section from the "bulge" area.

Since arrival on the continent, Advance Section, Graves Registration personnel has continued the search of the battlefields for unburied dead and isolated burials, and have buried 5,070 bodies, of which 694 were disinterments. A summary of cemeteries operated by Advance Section may be found in Annex No. L.

PERSONAL EFFECTS

1. The collection and disposition of personal effects in the Advance Section area was accomplished by the establishment of Effects Collecting Points under the supervision of QM Base Depots with technical supervision charged to the Graves Registration and Effects Branch of the Quartermaster Section, Headquarters Advance Section.

2. All areas in which Advance Section operated contained QM Effects Collecting Points, which were usually located within a QM Class II and IV Depot. A typical organization for carrying out this activity consisted of one officer and sufficient clerical personnel (usually 4 or 5 enlisted men) designated by the Depot Commander, augmented by such depot labor as the handling of packages required. The operations consisted of receiving, recording, sometimes repacking, and loading for shipment effects packages to the Effects Quartermaster, Communications Zone. The utmost precautions were taken to prevent pilferage of the effects packages. The past record of civilians to be employed in this activity were checked especially for honesty.

3. The principal source of personal effects was the armies. Other sources included Advance Section troops and other troops within the Advance Section area; effects from these sources were handled by unit disposition to the collecting point. Some effects, however, were brought in by individuals who had gathered them from isolated, unburied dead. The collecting of effects included the collection of the effects of the deceased as well as those of the hospitalized.

4. In many instances, Advance Section Effects personnel aided individuals in locating lost baggage, or helped in securing foot lockers and other baggage from storage with the Effects Quartermaster, Communications Zone. A major problem of this type was the recovery of baggage of officers which had been stored with the Effects Quartermaster in the United Kingdom.

5. At all times the Graves Registration and Effects Branch of the Quartermaster Section kept abreast of all data included in directives pertaining to personal effects, so that proper information could be disseminated to individuals to units including Civil Affairs detachments, and to QM Effects Collecting Points established in the Advance Section area.

6. Over 90,000 pieces of personal effects were handled by Advance Section. Following is a list indicating the eleven QM Effects Collecting Points set up and operated by the Advance Section Quartermaster during its advance on the continent. The operation of most of these collecting points faded out when they were turned over to sections/base sections as Advance Section moved forward.

<u>Location</u>	<u>Date Established</u>	<u>Operating Unit</u>
Le Mans, France	25 Aug 1944	58th Hq/Hq Co, QM Base Depot
Sommeaus, France	15 Sep 1944	62nd Hq/Hq Co, QM Base Depot
Reims, France	29 Sep 1944	64th Hq/Hq Co, QM Base Depot
Ampsin, Belgium	2 Oct 1944	58th Hq/Hq Co, QM Base Depot
Verdun, France	15 Mar 1945	62nd Hq/Hq Co, QM Base Depot
Munchen-Gladbach, Germany	10 Apr 1945	56th Hq/Hq Co, QM Base Depot
Ingelheim, Germany	12 Apr 1945	53rd Hq/Hq Co, QM Base Depot
Andernach, Germany	14 Apr 1945	56th Hq/Hq Co, QM Base Depot
Bielefeld, Germany	15 Apr 1945	56th Hq/Hq Co, QM Base Depot
Furth, Germany	2 May 1945	53rd Hq/Hq Co, QM Base Depot
Munich, Germany	10 Jun 1945	53rd Hq/Hq Co, QM Base Depot

SALVAGE

Assault and Beach Build-up Period (CP Catz, France)

1. Initial presence of Advance Section QM salvage activities was evidenced when on D+11 one officer and one enlisted man, assigned responsibilities in connection with salvage, arrived on the continent. At this early date, their job was to observe and aid in the supervision of First U. S. Army QM salvage operations.

2. Advance Section QM salvage operations had their beginning in Cherbourg soon after its fall in late June, 1944, when, under the supervision of headquarters personnel, the 229th QM Salvage Collecting Company opened a collecting point to serve all troops in the area. By D+20, all headquarters personnel connected with QM salvage activities had arrived on the continent; and on 1 July, 1944, large scale salvage activities were commenced by Advance Section when the First U. S. Army turned over the salvage dump on Utah Beach. This activity became further extended when a similar turnover was made at Omaha Beach on 18 July, 1944. Due to the enormous quantities of Quartermaster items accumulated in these dumps and because of the urgent need for clothing to be issued to prisoners of war, it was necessary to augment personnel of technically trained and organized units assigned to Advance Section salvage activities with civilian laborers and, in some instances, prisoners of war.

3. One of the greatest problems confronting Advance Section salvage activities at the time of operations in Normandy was the supply of operating supplies to Quartermaster Salvage Repair Companies assigned to both Advance Section and First U. S. Army, as well as the supply of spare parts for general purpose equipment to all units. Although supplies had been brought forward to the continent and all units were expected to arrive on the continent with a minimum of thirty days' spare parts, and operating supplies, the units' supply began to decrease shortly after their arrival on the continent. Supplies of these parts were on ships in the channel awaiting discharge, but due to the low priority of this type of item, the supplies were unavailable to the units in the field. This problem was overcome in part by the use of "Red Ball" air shipments direct from the United Kingdom to Advance Section supply dumps, and in part by ingenious improvisation on the part of the units in the field.

4. Another problem to be confronted was the immediate supply of clothing to prisoners of war. The repair of clothing and shoes became so critical that close scrutiny of clothing which, under normal conditions would have been classified as scrap, had to be made in order to meet the demand placed upon the salvage installations of Advance Section. Advance Section QM salvage operations continued at this pace until the installations were turned over to the Normandy Base Section in August, 1944.

Pursuit Period (CP Reims, France)

1. Advance Section QM salvage activities were slowed down during the period following the breakthrough at St. Lo due to the highly mobile state of the organization; not until the CP of Advance Section was established at Reims, France, (8 September, 1944) were they resumed on a large scale. Throughout the entire continental operations up to this time the supply of spare parts for general purpose Quartermaster items and operating supplies for technical units involved in salvage activities had been an everpresent problem. A plan was eventually evolved which called for all spare parts and operating supplies to be stored in one central depot to be called the central salvage depot. In Reims, two installations were put into operation--a salvage collection point, and a salvage repair installation. The salvage repair installation was the beginning of Depot Q-256, the central salvage depot.

2. At this time, captured enemy materiel was becoming an item of major importance, and the Quartermaster was charged with the responsibility of handling this item by taking possession, posting guards, advising other supply services

of materiel appropriately coming under their jurisdiction, and finally making disposition of all materiel, either to the appropriate supply service or through normal salvage channels.

Build-up and Enemy Counter-Offensive Period
(CP Namur, Belgium)

During the period that Advance Section CP was located at Namur, Belgium, two salvage repair installations were put into operation, one at Huy, Belgium, and one at Verdun, France. The main problems at this time, even though not so large as others in the past, were (1) the resegregation of salvage shipped to Advance Section salvage installations by armies; and (2) the setting up of an installation at Seilles, Belgium, for the receipt, segregation and minor repairing of items of winter clothing to be received from First and Ninth U. S. Armies. The receipt of regular salvage from First U. S. Army soon exceeded the storage and repair capacity of the Advance Section installation, and had to be reconsigned to Depot Q-256, Reims, France. A great majority of the salvage received from the armies, including that received from Third U. S. Army at Verdun, due to their mobility at the time, was not properly segregated and classified and had to be unloaded, segregated, classified, and then shipped to Depot Q-256. The location of the repair and storage installation for the receipt of items of winter clothing from the First and Ninth U. S. Armies was made by Advance Section QM salvage personnel, and its operation was placed under the supervision of the 58th Hq/Hq Co, QM Base Depot. Items of winter clothing returned by Third U. S. Army were processed by Continental Advance Section. Advance Section, however, soon moved to its CP at Bonn, Germany, leaving the operation of these installations under the jurisdiction of Channel Base Section and at Verdun to Oise Intermediate Section.

Enemy Collapse and Fadeout Period
(CP Bonn, Germany; then Fulda, Germany)

1. At first, QM salvage activities were negligible. Shortly, however, First U. S. Army was desirous of turning over its salvage collecting point at Andernach, which contained approximately 450 tons of salvage collected from First U. S. Army units.

2. The one Quartermaster Salvage Repair Company (SM), assigned to Advance Section, was set up at Brohl nearby, and with the aid of one Quartermaster Salvage Collecting Company, the dump was taken over from First U. S. Army. The job consisted mainly of segregation, classification and shipment to rear installations of the accumulation turned over to QM Advance Section. The primary difficulty to be faced was the fact that the only Salvage Collecting Company available for this job had had no previous training in segregation and classification of clothing and equipment, a situation which called for constant supervision of its personnel. Nonetheless, the dump was cleared out in approximately 4 weeks.

3. A problem of the greatest magnitude faced QM, Advance Section, salvage personnel almost immediately after the establishment of the Headquarters, Advance Section CP at Bonn, Germany. Masses of German prisoners were being taken by the armies in their last surge forward. Armies were not able to hold these prisoners and still pursue their tactical mission. It fell to the lot of Advance Section to feed, clothe and shelter an estimated 1,500,000 Prisoners of War. The problem was of such urgency that in order to collect the necessary supplies, three of the four salvage collecting companies assigned to Advance Section had to be withdrawn from salvage collection and placed on collection of captured enemy materiel. With the exception of one detachment of a salvage collecting company which opened a salvage receiving point at Bamberg, Germany, late in May, the three salvage collecting companies continued on the collection of captured enemy materiel until 17 June, 1945, when Advance Section relinquished its salvage responsibilities to Third and Seventh U. S. Armies.

4. Upon the establishment of the CP at Fulda, Germany, and with the cessation of hostilities, First U. S. Army called upon Advance Section, QM salvage personnel to assume the responsibility for some 1500 tons of U. S. and Allied and Enemy salvage at Eisenach and Rothenstein.

5. As was the case at Andernach, this salvage had to be sorted, classified and shipped to installations in the rear. Large quantities of enemy clothing and equipment were found, and as a result a great amount of the tonnage was shipped to POW supply points for issue to POW's under the jurisdiction of Advance Section.

6. During the month of June, every effort was made to clean up salvage stocks which were to be shipped to installations in the rear. Also, plans were made in close cooperation with Third and Seventh U. S. Armies for the operation of installations in the U. S. Occupational Zone and for the turnover of all salvage functions to these armies with the fadeout of Advance Section.

Note: A chart showing the major salvage accomplishments of the Quartermaster, Advance Section, is appended as Annex M. A list of salvage installations operated is included in Annex J.

LAUNDRY

Assault and Beach Build-up Period (CP Catz, France)

1. The Quartermaster was responsible only for the laundry of hospitals assigned to Advance Section, the laundering of salvage handled by the Advance Section salvage installations and that part of the laundry of Advance Section troops which available capacity would accommodate. In other words, the mission did not involve active support of Armies with supplies or services. In actual operations this statement did not prove true. First, the 44,000 lbs of laundry operating supplies requisitioned by the Quartermaster, Advance Section for Advance Section laundry units were largely diverted to First U. S. Army use early in continental operations. Secondly, Advance Section laundry units were frequently loaned to armies to make up deficiencies in available handling capacities.

2. In the planning stage, it was known that the total handling capacity of assigned units, supplemented by civilian capacity which could be estimated to be available on the continent, would not be sufficient to supply laundry service for hospitals, salvage and troops. Military capacity was thought to be sufficient to handle hospitals and salvage. Troop laundry was to be handled by any excess unit capacity, capacity of available civilian plants not devoted to hospital and salvage uses, and the issuance of laundry soap to enable troops to do their own laundering. This necessitated the establishing of these priorities for laundry service: (1) hospitals, (2) salvage, and (3) troops. This priority list went into effect immediately on the continent and remained unchanged throughout Advance Section operations.

3. The initial laundry operations by Advance Section were undertaken in Cherbourg as a result of a survey of civilian laundries made on 2 July, 1944. Within a week sufficient repair work had been performed and enough operating supplies brought in, so that four static civilian laundries, operated entirely by civilians, were attached to hospitals in Cherbourg and placed in production.

4. The initial operation by a military laundry unit was that undertaken by the 633rd QM Laundry Company (SI). Its four platoons processed laundry for two hospitals, a medical depot and the QM salvage installation at Utah Beach. The output of this company totalled approximately 225,000 lbs per week.

5. Laundry operations in the Omaha Beach area were begun about 18 July, 1944, near Ecranneville when the Omaha Salvage Dump was taken over from First U. S. Army. Approximately 220,000 lbs of salvage a week were processed until 20 August, 1944, when the Salvage Dump was transferred to Communications Zone. Hospital laundry requirements in the Omaha Beach Area were limited to the 7th Field Hospital and were met by the 184th QM Laundry Platoon, Hospital Type B.

6. Seventeen laundry platoons, hospital, type B, none of which was commanded by an officer, had been assigned to the Quartermaster, Advance Section, in the United Kingdom for attachment to hospitals on the continent. Beginning on 6 July, 1944, these platoons began to arrive on the continent and, as they arrived, they were placed in the QM Assembly area. In the middle of July, when Advance Section General Hospitals began arriving on the continent, one laundry platoon was assigned to each hospital for administration, rations, quarters and performance of laundry service.

7. During this phase of continental operations, two main difficulties arose in the supervision of the performance of the technical mission of the laundry units. The first problem was that of water supply. Laundry units were set up beside streams where adequate water was available. Behind Utah Beach, however, high tides backed salt water up many of the streams, making laundry operation difficult. At one site the solution was found in pumping water up thirty feet from an abandoned rock quarry. Behind Omaha Beach the water problem took on another form. Adequate supply from swift-moving streams was available, but generally the streams were so shallow that the pumping apparatus would become clogged with dirt and loose material from stream beds. The solution to this was

found in deepening the stream bed and sinking a box of suitable size to form a pool from which clear water could be drawn. The second problem was the supervision of the laundry platoons, hospital, type B. The technical supervision of these units had to be assumed by the Laundry Officer of the Quartermaster Section and this task could at no time be adequately handled by one officer. Officers were not available for such duties, and no adequate remedy was found. In future operations where independent laundry units of this type are used, provision should be made for adequate technical supervision by an officer, preferably by the assignment of an officer to each such unit.

Breakthrough Period
(CP LeMans; then Etampes, France)

Laundry activities during the period of 21 August to 8 September, 1944, when Advance Section was located at Le Mans and Etampes, were negligible except for the service performed by units attached to hospitals. From this period until the completion of operations in Germany, hospital laundry was never a problem and was performed by laundry platoons attached to hospitals or by laundry companies operating for hospitals. The size of Advance Section hospital laundry operations in reality depended only upon how many hospitals were assigned to Advance Section at any one time. No laundering of salvage was accomplished in Advance Section area, but the 640th QM Laundry Company (SM), later to rejoin the Advance Section at Reims, remained at Omaha Beach handling the laundering of salvage.

Pursuit Period
(CP Reims, France)

During the months of September and October, 1944, laundry operations were carried on in three main areas--Reims and Verdun, France; and Huy, Belgium. The salvage installations at Reims and Huy were served by the 640th QM Laundry Company (SM), and the 457th QM Laundry Company (SM), respectively; and all of the excess capacity in each area was given over to the handling of laundry for troops in these areas. In the Verdun area, additional capacity in the form of a platoon of the 633rd QM Laundry Company (SM) was loaned to the Third U. S. Army for attachment to the 32nd Medical Depot.

Build-up and Enemy Counter-Offensive Period
(CP Namur, Belgium)

1. During November, 1944, each QM Laundry Platoon, Hospital, Type B, was reorganized into two QM Laundry Sections, each with a T/Sgt in charge. It was during this period of operations (25 October, 1944, to 6 April, 1945), while Headquarters, Advance Section was located at Namur, Belgium, that the amount of hospital laundry processed grew enormously. This was due to the fact that 17 General Hospitals, each with two QM Laundry Sections assigned, were assigned to Advance Section. Laundry, including hospital laundry, salvage and troop laundry, was being processed at the rate of 500,000 lbs per week.

2. It was also during this period (February, 1945), that additional troop laundry was processed by the attachment of a platoon of a laundry company to each of the 3rd, 11th and 18th Reinforcement Depots of the Ground Force Reinforcement System. This attachment was maintained, and the platoons continued with the depots into Germany.

3. Additional capacity of approximately 90,000 lbs per week was secured in November, 1944, by repairing and expanding with additional equipment the plant facilities of the Belgian Military Laundry in Namur, Belgium. Further capacity of 100,000 lbs per week was secured in the Belgian Military Laundry, Liege, Belgium, in February, 1945, after extensive repairs and expansion of existing facilities with added equipment, but this capacity could be used only intermittently due to repeated damage from enemy V-1 bombs. Plans were drawn up and equipment secured for three static hospital laundries in Liege, but these projects were turned over to Channel Base Section on 6 April, 1945, prior to being put into operation by Advance Section. (See Annex F for static laundries which have been operated.)

4. During the early months of 1945, laundry facilities in the Liege and Namur area were supplemented by the use of available commercial dry cleaning facilities. In March, 1945, all of these dry cleaning facilities, in addition to the available civilian laundry capacity, were put under contract to U. S. Forces.

Enemy Collapse and Fadeout Period
(CP Bonn, Germany; then Fulda, Germany)

1. The movement to Germany left Advance Section with two QM Laundry Sections which were attached to the 180th General Hospital to operate a static laundry as well as mobile laundry equipment for the hospital. Sufficient unassigned platoons of laundry companies also remained to furnish laundry service for hospitals salvage and troops in Third U. S. Army area, first at Ingelheim and then at Furth and in First U. S. Army area at Bad Neidebreisig.

2. With the initiation of the redeployment program, it became evident in June, 1945, that those laundry companies and laundry sections (now designated as Laundry Detachments) would not remain assigned to Advance Section. Consequently, every effort was made through the 63rd and 56th Hq/Hq Co's, QM Base Depots, to contract for all available German civilian capacity to replace the capacity expected to be lost through redeployment.

3. All laundry operations of the Quartermaster were absorbed by the Third and Seventh U. S. Armies within their respective districts of the U. S. Occupational Area upon the fadeout of Advance Section.

STERILIZATION AND FUMIGATION & BATH

Assault and Beach Build-up Period (CP Oatz, France)

1. As planned in England, the mission of the Sterilization Companies and Fumigation and Bath Companies assigned to Advance Section was two-fold: furnishing baths to Advance Section troops, and fumigating clothing in Advance Section area. Sterilizing of clothing was not to be widely employed, since leather articles could not be processed through sterilization equipment. For this reason four fumigation chambers were added to the equipment of each Sterilization Company to be used in fumigating clothing, a process which was not injurious to leather.

2. The initial operations performed on the continent were furnishing shower facilities to troops. This was initiated at Cherbourg on 20 July, 1944, and shortly thereafter at Bouteville (Utah Beach), and Barneville sur Mer (Rest and Rehabilitation Area) by three Sterilization Companies.

3. Very shortly after the initiation of these operations, the Quartermaster was called upon to perform a function which had not been planned as a Quartermaster function--that of delousing Prisoners of War. This process consisted of dusting persons with delousing powder. Fortunately, Advance Section QM Sterilization and Fumigation & Bath Companies had been provided with delousing powder, and personnel capable of performing the job of dusting, were available in these companies. As a result, the 855th QM Fumigation and Bath Company dusted approximately 40,000 POW's in the vicinity of Ste Marie du Mont and Isigny, and the 4227th QM Sterilization Company dusted 25,000 POW's on Utah Beach, in addition to fumigating clothing. The same company also processed POW's by dusting and fumigating clothing at the rate of 800 an hour at St. Lo.

4. On 20 August, 1944, when Advance Section relinquished control of its Beach activities to Communications Zone, Advance Section lost all of its QM Fumigation and Bath Companies, and was assigned only QM Sterilization Companies. The reason for this was that Fumigation and Bath Companies, having lighter and more mobile equipment, were found to be more adaptable to front line use, and were, consequently, assigned to armies. The less mobile Sterilization Companies were assigned to Advance Section.

Breakthrough Period (CP LeMans; then Etampes, France)

During this phase of operations, the furnishing of shower facilities to troops and the dusting of POW's and the fumigation of their clothing was continued. Showers were set up in the vicinity of Le Mans, and approximately 75,000 POW's were processed at the Le Mans and Alencon stockades. Operations were further extended during this period at Ablis, when this dump area became a troop concentration point. Shower facilities were set up there to accommodate all troops.

Pursuit Period (CP Reims, France)

1. With the movement of Advance Section to Reims, the dusting of POW's and the fumigation of their clothing was carried on at Guippes for 15,000 POW's, and at Compiègne for 50,000 POW's. Shower baths were furnished to troops at Sommesous and Soissons.

2. It was also during this period that the 58th Hq/Hq Co, QM Base Depot, sent a forward detachment to Huy, Belgium, at which place shower facilities were made available to all troops.

Build-up and Enemy Counter-Offensive Period (CP Namur, Belgium)

1. The movement of Headquarters, Advance Section, to Namur brought an end to the delousing of POW's by QM Sterilization Companies. During the month of

November, 1944, this responsibility was taken over by the Medical Section, Advance Section. The furnishing of showers, however, was greatly extended and was often operated in close connection with laundries, the personnel of the Sterilization Company operating both showers and laundry facilities.

2. In the northern part of the Advance Section area, showers were furnished to troops at Namur, as well as laundry service to the extent of 80,000 lbs per week to the 3rd and 18th Ground Force Reinforcement Depots, in addition to operating a static laundry in Liege, Belgium.

3. In the southern part of the Advance Section area, an average of 25,000 showers per week was furnished in widely scattered areas. Static bathing facilities, as well as mobile trailers, were operated for troops at Verdun, St Mihiel, Commercy, and Metz, France, and Trier, Germany.

Energy Collapse and Fadeout Period
(CP Bonn, Germany; then Fulda, Germany)

1. Upon the movement of Advance Section into Germany, the 820th QM Sterilization Company, less its equipment, was attached to the Twelfth Army Group for the purpose of delousing all displaced persons crossing the Rhine River westward. The dusting teams were set up at typhus control stations along the Rhine River.

2. The equipment of this company was transferred to the 4231st QM Sterilization Company, which operated four static shower points in towns on the Rhine, and eight mobile shower units. These operations furnished an average of 50,000 showers a week to troops.

3. All responsibilities of Advance Section of this nature, which have been discharged under the command of the 53rd and 56th Hq/Hq Co's, QM Base Depots, were turned over to the Third and Seventh U. S. Armies, respectively, upon the operational fadeout of Advance Section, Communications Zone.

TRANSPORTATION

Throughout the entire history of its operation on the continent, the Quartermaster Section has worked in close cooperation with the Transportation Corps to achieve the maximum possible efficiency in its mission of supporting the armies, Advance Section, and Ninth Air Force troops with Quartermaster supplies. There has been but one major problem, a simple one to define, but in many instances, an extremely difficult one to solve: QM supplies, irrespective of the quantities in which they have been available on the continent, could be delivered to the consumers only in the amounts that could be transported at any given time to the designated storage areas and the designated points of issue; it was essential, therefore, that the Quartermaster Service expend every effort to achieve maximum utilization of the available transportation and reduce to a minimum the time required to load and unload supplies shipped and received by motor, rail and barge.

Assault and Beach Build-up Period (OP Gatz, France)

1. In the initial phase of the operations on the continent, the bulk of the liaison work between TC and QM consisted of determining the type and quantity of QM supplies to be called forward from the United Kingdom by Red Ball requisition; and of establishing priorities for the unloading of critically needed QM supplies afloat in continental waters. This liaison was handled primarily by personnel of Forward Echelon, Communications Zone (FECZ), on duty with the Advance Section Quartermaster prior to the time Headquarters, Communications Zone, was established at Valognes, but requests for such supplies were initiated by the chiefs of the respective supply divisions of Advance Section Quartermaster. It is important to note in this connection that the requisitioning and phasing-in of supplies for the continent was planned as an Advance Section responsibility only for the period D+15 through D+41, but it was actually borne by the Advance Section until the arrival of Headquarters, Communications Zone at Valognes and the return of FECZ personnel to their parent organization on 10 and 11 August, 1944.

2. Subsequent to the assumption of control of the beach dumps by Advance Section and during the latter part of the Normandy phase of the operation, daily telegrams for both First and Third U. S. Armies were processed by the QM Section. This necessitated close liaison between the Quartermaster and the Motor Transport Brigade, which provided the only means of transportation available for the supply of the armies prior to the rehabilitation of rail facilities. A QM liaison officer was continuously present at the Brigade headquarters to initiate requests for the truck transport necessary to supplement the armies own vehicles in accomplishing the delivery of supplies to army truckheads and supply points. Inasmuch as sufficient trucks were not always available, this liaison officer was also charged with the responsibility of keeping armies informed as to what supplies could be shipped to them and when they could be expected.

Breakthrough Period (OP Lefans; then Etampes, France)

1. After the displacement of the headquarters to the Le Mans OP, an informal transportation branch continued to function within the Storage and Distribution Division of the QM Section, performing many of the duties normally borne by the Regulating Station of the army. Representatives of the QM Section were continuously on duty at the Le Mans railway station to check the contents of incoming trains and expedite the flow of rations and fuel to First and Third U. S. Armies. During this period, the rail was being rapidly extended and the trucks of the Red Ball were rolling day and night, trying desperately to keep the on-rushing armies supplied; transportation was the bottle-neck and then, more than ever before, it had to be utilized to the fullest. Through this informal Transportation Branch necessary arrangements were made to forward critical supplies to the end of the rail, or to move them to the 55th Hq/Hq Co, QM Base Depot, just east of Le Mans for unloading or transfer to motor. The burden of motor transportation for Third U. S. Army supplies was borne jointly by Advance Section and army itself and the necessary trucks, to the extent that they were available, were laid-on by the Transportation Branch of the Base Depot upon advice by the

QM Section that a given portion of the army daily telegram must be delivered to the army supply points, the balance to be picked up by army's own vehicles. The rapid forward displacement of supply points combined with communication difficulties, greatly increased the transportation problem for Advance Section vehicles; trucks arrived at a designated supply point only to find it deserted and were, therefore, forced to continue on to the next one. This situation was held to a minimum by close liaison between the Army Quartermaster and the Transportation Branch of Advance Section, and between the Transportation Branch and the Base Depot.

2. During the latter part of August, and just prior to the forward displacement of the headquarters from Le Mans to Etampes, the Quartermaster Sections of the 24th and 25th Regulating Stations were supplemented by officers and enlisted personnel from Advance Section Quartermaster. It was only subsequent to this time that the Transportation Branch of the Quartermaster Section was disbanded and the functions it had been performing turned over to the Regulating Stations.

Pursuit Period
(CP Reims, France)

The next serious problems encountered arose as a result of the winter clothing program and a deluge of more than 16,000 long tons of clothing, blankets and sleeping bags poured into the newly established QM Depot at Reims, France (Q-180) in about a two-week period beginning during the first week of October. Shipments arrived by both rail and motor simultaneously and caught the depot before it was fully organized to handle the problems of unloading and storage promptly and efficiently. As a result, a sizeable backlog of rail wagons and trucks was built up and rigid controls on the part of the Advance Section Quartermaster were necessary to alleviate the situation. Daily reports on unloading activities, and cars and trucks on hand to be unloaded were initiated and pressure was exerted on the depot to speed the handling of these supplies to the greatest possible extent.

Build-up and Enemy Counter-Offensive Period
(CP Namur, Belgium)

1. By the first of November, the two large intermediate depots at Liege and Verdun had been begun and were in the process of building up huge stocks of Class I and Class III supplies for the support of three American armies, Advance Section; and Ninth Air Force troops in Advance Section and army areas. Initially the bulk of the supplies for these two depots was received by rail from Paris, Le Havre and the Normandy depots, however, with the opening of the Port of Antwerp on 28 November, 1944, this tonnage was supplemented and eventually supplanted to a large extent by shipments direct from that major port.

2. The unprecedented volume of tonnage being received and unloaded by these two depots necessitated the revival of the transportation function within the QM Section of Advance Section. Reports were set up to record every six hours the unloading activities of both rail cars and trucks at each of the two depots. These reports were phoned in to the S & D Division by the Transportation Branch of the depots and were recorded on charts for comparison with the figures submitted by the area RTO's to the Transportation Corps of Advance Section. They formed the basis upon which necessary corrective action could be taken to stimulate unloading activity at the depots, to smooth out the arrival of trains and trucks, and to establish embargos when backlogs became too great. (See Annex G for summary of tonnages and rail cars handled of QM supplies in Advance Section installations.)

3. Transportation problems in the Verdun area were complicated by the widely dispersed storage areas of the depot and by the impossibility of predicting storage availability at each installation at any given time in order to enable the shipping agency to consign shipments directly to the area at which they would be unloaded. All shipments to the Verdun installations were consigned to Verdun, which in some cases was ten or fifteen miles away from the unloading point, thus necessitating extensive switching operations. To facilitate the proper spotting of incoming cars and to handle numerous other depot transportation problems, an RTO officer was assigned to the staff of the Depot Commander.

4. Further complications were introduced by the receipt of badly mixed shipments of "A" rations which slowed unloading operations and made proper spotting

of cars extremely difficult. To prepare each Class I storage area for out-loading operations, it was necessary to balance stocks with individual cars of certain items and transfer by truck certain critical items from one area to another. The final complications were added when out-loading of Class I supplies began on 27 November, 1944, to Third U. S. Army. As many as six separate sections of Class I trains were loaded for dispatch daily in order that a balanced shipment could be delivered to each of the army supply points. Loading and unloading operations had to be carried on simultaneously, empty wagons spotted for loading, and loaded wagons marshalled and properly documented prior to dispatch. Throughout this entire period, the transportation problems of the depot were brought to the attention of Advance Section Quartermaster and ironed out with Advance Section TC or, to the extent that the faults lay with the shipping depots, with the Office of the Chief Quartermaster. Reports were received from the depots and forwarded to the OQQM on all bad-order cars received, either improperly documented, non-commodity loaded, unsealed, or showing evidence of substantial pilferage.

5. Transportation problems in the Liege area were somewhat different in that supplies were received by motor and barge as well as by rail, and in addition, daily trains of Class I and Class III were dispatched to both First and Ninth U. S. Armies. The first daily train, containing Class I supplies, was dispatched to Ninth U. S. Army on 25 November, 1944, and to First U. S. Army on 27 November, 1944. Rail shipments and receipts of Class I supplies were handled entirely in the Bressoux yard (Liege), but inasmuch as the storage area was not immediately adjacent to the rail, all supplies had to be trucked to and from the rail sidings. In this area, as well as at Verdun, the receipt of badly mixed cars and trucks of "A" ration components necessitated sorting prior to storage and delayed unloading operations. Initially, sorting was attempted alongside the team tracks, but congestion resulted and a separate sorting area had to be established, to which mixed supplies could be trucked from the railhead prior to final storage. Subsistence supplies were received by ABC motor convoys (Priority run established by TC) from the Port of Antwerp, and Civil Affairs tonnage was also built up largely from receipts by truck. A substantial reduction in turn-around time for truck convoys was accomplished as a closer approach to commodity loading by the shipping agency was achieved, and also by careful control of truck traffic within the depot area.

6. Class III shipments to armies were made to a large extent by reconsigning trains called forward from the rear areas. However, in the early stages of the operation and while a build-up of supplies was in progress, considerable congestion resulted from the simultaneous arrival of a number of trains originally scheduled to arrive over a period of several days. To eliminate the hazard caused by an accumulation of POL trains in an area which was being subjected to heavy buzz-bomb attacks, a reconsignment point was set up in the Ronet yards at Namur and trains called forward from the Charleroi area were redocumented and in many instances dispatched directly to the armies from that point. Quantities in excess of army requirements were received and unloaded in the Herstal-Viregnis area and deficiencies made up from that point as well. With the opening of the Antwerp-Maastricht pipeline, an additional burden was lifted from the rail transportation facilities in the Advance Section northern area in that congestion was further reduced and the overall transportation requirements substantially cut down.

7. During the first three weeks of the Battle of the Bulge, Q-172 did not receive any appreciable rail shipments of Class I supplies, but shipments out of stocks on hand were continued with the result that by 10 January, 1945, approximately 25,000 tons of unbalanced rations were on hand. To correct this situation, substantial quantities of balancing components were required. A daily allocation of 800 tons to be shipped from portside was agreed upon by the chief of the Subsistence Division, with Advance Section, G-4, and G-4, Communications Zone, and was later supplemented by an additional 400 tons of selected items to be forwarded daily from Q-183 in Charleroi. A liaison officer from the QM section was placed on temporary duty with the Port of Antwerp from 10 January to 20 February, 1945. His duties were not only to select and supervise the loading of the required items, but also to work with Transportation Corps representatives at the port to insure: (1) that all available trucks on the ABC run were employed in hauling rations, (2) that ration trains were cleared and departed without delay, (3) that documentation on all outgoing shipments was correct and complete, and (4) that shipments of fresh fruits were dispatched directly to armies in order to avoid undue spoilage that might be occasioned if shipments were made to the depots for reissue with the remainder of the menu.

8. On 27 February, 1945, a Transportation Branch was formally established under the Field Service Division of the QM Section, to absorb the functions that had previously been accomplished on an informal basis. All liaison between the QM Section and Transportation Corps was henceforth handled through this branch, and it was further charged with the responsibility of expediting special shipments, tracing lost cars, and maintaining the records necessary to insure the continued efficient utilization of all transportation facilities at each of the QM depots.

Enemy Collapse and Fadeout Period
(CP Bonn, Germany; then Fulda, Germany)

1. Beginning with the displacement of the CP to Bonn, on 7 April, 1945, and continuing after the move to Fulda on 6 May, 1945, the need for liaison between TC and QM increased still more. Hundreds of thousands of German prisoners of war were pouring into the Advance Section enclosures which were scattered along the west bank of the Rhine River, and at least a minimum amount of supplies were urgently required at the three POW Supply Points which were established at Bingen, Sinzig and Rheinberg. A continuous check was kept on all trains containing POW rations and supplies in order that the Quartermaster and the Chief of Staff could be kept advised at all times of the status of rations enroute, as well as of stock on hand in each of the SP's. This was accomplished by obtaining notification of all shipments from depots in the rear, passing reports from intermediate stations, and reports of arrival from the SP's themselves. Train departure advices were requested from all shipping agencies and wagon numbers were checked off as they were reported to have been received, enabling the Transportation Branch to identify and trace any cars that might be lost or set out short of destination.

2. Frequent requests were received and processed by the Transportation Branch for trucks to haul captured enemy materials for use in POW enclosures. These requests differed from those previously processed in that they were specific requests for special missions of short duration, usually a single trip. Coincident with the handling of such special requests, arrangements were completed providing for the assignment of a truck company at each of the POW Supply Points, and an additional company to haul captured potatoes from the fields to rail loading points for shipment to armies and Advance Section DP's.

3. On one occasion, special arrangements were made for an emergency truck lift of more than 2,000 long tons of rations from Q-179 to Ninth U. S. Army at Herford. More than 190 Advance Section trucks were furnished for this haul, most of them 10 ton semi-trailers, and these were supplemented by 5 truck companies furnished by the army itself. Frequent checks were made with the shipping depot to ascertain the number of trucks and tonnage which had departed, and this information was immediately relayed to the 42nd Regulating Station.

4. Continuous contact with the Rail Movements Branch of TC, Advance Section, was maintained to insure proper disposition of all cars containing QM supplies, which had been set out short of their ultimate destination, and to keep the Transportation Corps informed of changes in consignment points as they occurred. Such liaison played an important role in clearing congestion on the rails within the area of Advance Section responsibility, and in preventing unnecessary delays in the arrival of supplies at their final destination.

5. Experience has proved that the necessary cooperation between QM and TC, can best be accomplished by a definite assignment of the liaison function to a Transportation Branch established within the QM Section. Such a branch can familiarize itself with the workings and the problems of the Transportation Corps, can learn the best way to approach any problem which may arise, and, most important of all, can avoid the friction which so often results when individuals who are not familiar with each other's problems and modes of operation attempt to deal directly one with the other. The Transportation Branch, as a formal organization, was a late arrival in the Quartermaster Section of Advance Section, but in the short period of its existence it has very definitely proved its worth.

ESTABLISHMENT OF INSTALLATIONS

1. In the course of its operations on the continent, the Quartermaster Section was faced with the necessity of clearing, through the proper channels, enormous quantities of property for use in its numerous installations from the Normandy Beaches to the Occupation Zone of Germany. This function, together with the reconnaissance and maintenance of records attendant thereto, was charged to the Field Service Division. The records maintained throughout all the phases of the operation included location, storage capacity, operational capacity and daily operational data for each installation under the control of Advance Section Quartermaster.

2. The greater part of more than 35,000,000 square feet of open storage utilized by the Quartermaster Service in Normandy had already been selected by map reconnaissance during the planning phase in the United Kingdom, but ground reconnaissance was necessary to verify its fitness for use in storing QM supplies, and the necessary clearance had to be obtained through Advance Section G-4, in accordance with established SOP's. The first closed storage on the continent was a warehouse of 25,000 tons capacity, located at Cherbourg, and used for the storage of Class I supplies.

3. During the fall and winter, the Installations Branch processed clearance papers and aided in the selection of sites for the large depots which were established at Verdun and Liege. In the case of the latter, more than 150 supply and billet areas were utilized as a result of the almost continuous bombardment in that area by robot bombs which rendered many buildings untenable and forced their abandonment. In all, these two depots (Q-178 and Q-179) covered more than 25,000,000 square feet of storage space and housed over 10,000 troops scattered over a wide area. In addition to the open storage mentioned above, approximately 450,000 square feet of covered storage was located at Seilles, Belgium, and cleared for QM use to receive, process, and store winter clothing being turned in by the armies.

4. In Germany, the activities of this branch consisted almost entirely of the selection of permanent storage sites and maintenance areas in the Occupation Zone, and processing the necessary papers to secure them for QM use. Approximately 850,000 square feet of covered storage space and more than 5,000,000 square feet of open storage space was located and turned over to the Third and Seventh U. S. Armies for use as occupational depots. In the north, Class I and Class III were to be located in the Glessen area and Class II and IV and Salvage in Marburg. In the south, Class I and Class III were to be located in Nurnburg, and Salvage in Bamberg. A Class II and IV site was of no concern to Advance Section because Third U. S. Army had made their own arrangements for this installation.

TROOP COMMAND

1. On the continent the mission assigned the Troop Command Division of the Quartermaster Section needs little explanation. By the very nature of its designation the implication of its responsibilities is evidenced. Through this division the Quartermaster maintained command control of the Advance Section Quartermaster units for the Commanding General by keeping the units advised of all changes in policy, both operational and administrative, and through inspections made by personnel of this division the Quartermaster at all times was able to keep abreast of the activities within the units. The command function which Chiefs of Advance Section Supply Services exercised was unique inasmuch as the Advance Section was the only Communications Zone Section where the Chief of Service was a commander in addition to being a staff officer. Also, through this division, the Quartermaster exercised control of the Quartermaster units in Advance Section as to location, duties, attachment to depots and battalions, reassignment of units and personnel within the units, and finally the coordination with the other divisions of the headquarters office of the operational missions being performed in the field. From the time of initial operations by the Advance Section Quartermaster on the beaches of Normandy, all but a few of the various types of Quartermaster units in existence have been commanded by Advance Section.

2. Prior to departure from the UK, the Troops Command Division had developed plans for the reception of Quartermaster troops on the continent. Phasing dates for deployment of the units to the continent had been set up and unit commanders had been briefed and issued field orders concerning their respective missions upon arrival on the continent. Thus, operations of the Troops Command Division were to begin on the continent when the Quartermaster troops began to arrive. Certain of the personnel assigned to the division were phased for early deployment to the continent so that they could complete the necessary arrangements for receiving the Quartermaster troops. A method had been set up whereby the Engineer Special Brigades working on the beaches would contact the Troops Section, Adjutant General Section, Headquarters, Advance Section; they in turn would notify the proper section who would in turn give appropriate instructions through AG Troops Section relative to the disposition to be made of the unit(s) involved. The mission of each QM unit was predetermined, but the tactical situation inevitably caused changes of missions. The phasing of units to arrive on the beaches of Omaha and Utah was changed, and the above method would not work in the light of unforeseen tactical developments. It became necessary to have officers from the Troops Command Division meet the units when they arrived, to direct them to bivouac areas and to notify them of the change in mission. Some units, consisting mostly of QM Service Units, were phase-in with the Engineer Special Brigades which landed at the beach on D-Day. QM laundry platoons assigned to hospital units landed on the continent with the hospital units; by D+15 (21 July 1944), bakery units were on the beaches to bake bread for the combat forces. All QM units which arrived with orders to proceed to certain areas which were still held by the enemy had to be met at the landing points and directed to new locations, and many units which were phased to enter ports which had not yet been taken from the enemy also had to be met by these Quartermaster representatives.

3. Thus the Troops Command Division was confronted with a complex problem from the very beginning of its operation on the continent. The troops were arriving; the tactical situation delayed them from beginning their primary mission on the continent; still they were on the continent and could not be left idle; neither could they be left on the beaches for more than 24 hours; hence, a problem of large proportions, not included in the original plans, had to be worked out by the Troops Command Division.

4. Through close cooperation with the G-3 Section of Headquarters, Advance Section, a solution was found. An area was picked and set up as an assembly area for all Quartermaster troops, so when units arrived they were first guided to this location for initial bivouac on the continent. Under the supervision of the 90th QM Battalion (M), the QM Assembly Area was made self-sufficient as to administration and employment of the troops. Labor was needed at the beach dumps accordingly, many of the troops were employed in the early operations of these dumps while they were under the supervision of the First U. S. Army. In some instances, by minor revisions of the early plans, units immediately began their

primary missions, i.e., the QM bakery units began to bake bread for the combat forces; laundry units began their work for hospitals, etc. By the latter part of June, 1944, the tactical situation was such that this condition was overcome and the reassignment of QM units to their respective primary missions was accomplished.

5. In the latter part of June, Cherbourg fell to the Allies and the first QM units were moved from the Assembly Area to begin salvaging and cleaning up the ports in that city for use by allied shipping. In early July, Cherbourg began to develop as a depot site, and QM units were sent there to begin work on their planned mission. Too, the Utah Beach Maintenance Area was taken over by Advance Section from the First U. S. Army, and Quartermaster activities there were put under operation by Advance Section QM troops. On 26 July, 1944, the breakthrough of the armies at St. Lo was made, and five days later Advance Section took over the Omaha Beach Maintenance Area from the First U. S. Army. The Quartermaster, Advance Section, now had in operation dumps in Cherbourg, Utah and Omaha Beaches, and also Gasoline Supply Points and Ration Dumps in five other locations within the occupied area of the peninsula.

6. On 20 August, 1944, the Command Post of Advance Section moved from Gatz to Le Mans, France, and Quartermaster activities on the beaches in Cherbourg and throughout the peninsula were turned over to the Communications Zone.

7. By the time the CP of Advance Section was established in Le Mans, France (26 August 1944), all Advance Section QM units had been moved to the continent and were performing their primary missions. This enabled the Troops Command Division to set into operation its assigned mission. Pursuant to the assignment, personnel of this division were organized with two principle views in mind: First in an administrative capacity it carried out all functions in connection with QM personnel in Advance Section by maintaining close liaison with the Headquarters G-1, G-3 and Adjutant General Sections so that correct and precise policies of the Theater Commander and of the Commanding General of Advance Section could be followed. In turn, all necessary information of this nature was disseminated to the QM units in the field. In accomplishing this administrative function, the nature of the work involved was commensurate with the activities connected with personnel administration in any headquarters organization of the army, consequently no further explanation is made.

8. Secondly, troop command personnel of the QM Section were charged with maintaining for the Quartermaster command, control of the Advance Section Quartermaster troops. It was envisioned early that with the units scattered all over the continent, speed and accuracy in the transmission of orders would be a problem of vital importance, and from this viewpoint the command structure for the control of Quartermaster troops developed.

9. a. HQ/HQ Companies, QM Base Depots, with personnel of each supplemented by the attachment of a QM Group became the pillar of the structure upon which the Quartermaster built and maintained his command of QM troops. By establishing such personnel as an operational headquarters in the field for all QM troops in a specified area, the first channel of command was formed. Divisions were organized within the depot headquarters comparable to divisions within the Quartermaster Section, Headquarters, Advance Section, in order to facilitate the handling of all matters pertaining to a specific type of activity between the two organizations. While at Namur (late February, 1945), the function of the HQ/HQ Detachments of the QM Groups was changed. Prior to this time QM Groups were a channel both for administration and operation between the base depot and the battalions.

b. It was found that the supply operation could move more smoothly if the QM Groups were placed on the staff of the base depot commander. By this procedure, the battalion became the operating and administrative agency over the companies actually performing the work. Accordingly, within the base depot there was only one staff and supervisory agency instead of two.

c. The type of operation conducted from November, 1944, through June, 1945, adapted itself admirably to the above mentioned use of the QM Groups. The administrative work involved in the command of 5,000 troops and the inspections

of 50-60 units, in addition to the supervision which was required to keep the supply operation as a whole functioning efficiently, would have been too much for a base depot to properly handle if it were not augmented by an organization comparable to a QM Group.

d. Activities of a QM Base Depot consisted of all types of QM operations in support of the armies and other tactical units. Hence, the personnel of the QM units in themselves were never sufficient to carry on and maintain all operations. To meet this need, from the beaches of Normandy and throughout the succeeding campaign(s), Quartermaster military personnel was augmented by civilian and POW laborers. (See Annex N).

e. Further emphasis of the command control of QM units in the field is indicated in Annex O which illustrates by example the number and breakdown of units employed to operate the various types of QM installations.

10. Whenever the Advance Section Quartermaster directed the establishment of QM installations in the field, the Troop Command Division was charged with the responsibility of planning a troop estimate sufficient to handle the task. This involved issuance of movement orders and directives to the QM Base Depot under whose supervision the installations were to operate. Briefly, the Troop Command Division directed the movement of QM troops where they were needed, which was a problem of a complex nature in many instances, particularly when there were barely enough to spread throughout all the QM installations. An indication of the accomplishments in performing this task is shown in Annex F which lists each QM installation of Advance Section throughout its operation on the Continent of Europe.

PERSONNEL DATA

1. During its history, Advance Section has had three Quartermasters:

Col Michael H. Zwicker	17 Jan 44 - 15 Jul 44
Brig Gen (then Col) John B. Franks	15 Jul 44 - 11 Aug 44
Col Samuel W. Smithers	11 Aug 44 - 30 Jun 45

2. The following is a list of officers who have been assigned to the Quartermaster Section, Advance Section, and who have been present for duty with it:

Brig Gen (then Col) FRANKS, John B.	Capt CURTIS, James D.
Col BLISS, Arthur	Capt DALY, James V.
Col DICKSON, William K.	Capt DURKIN, Walter J.
Col BELUNDS, John D.	Capt FEINNER, Stanley J.
Col HOSS, Charles A.	Capt GATES, Walter D.
Col JOHNSON, Charles F.	Capt GOETZ, Joseph G.
Col OLANDER, George L.	Capt HASKEY, Anthony F.
Col (then Lt Col) PETTIT, Mortlock S.	Capt HUTCHINSON, Thomas H.
Col SMITHERS, Samuel W.	Capt JACKSON, Harold D.
Col STEWART, Robert S.	Capt JOHNSON, Fredric E.
Col ZWICKER, Michael H.	Capt KARCHAWER, Harry
Lt Col ADAMSON, Kenneth A.	Capt Klaffer, Melvin L.
Lt Col (then Maj) BULLER, James E.	Capt KLUCKA, Karl S. (Medical Officer)
Lt Col GEE, James G.	Capt LEITCH, Robert M. (Medical Officer)
Lt Col GUNTHER, Walter	Capt LEVINE, Walter
Lt Col (then Maj) GURNEE, William H.	Capt MATTHEWS, Emmitt L.
Lt Col HARRIS, James C.	Capt (then 1st Lt) MURRAY, Charles A.
Lt Col HOFFMIRE, Willard O.	Capt NORTH, Temple R.
Lt Col KLOVSTAD, George S.	Capt PATERSON
Lt Col LAW, Robert B.	Capt PELHAM, I
Lt Col (then Maj) SCOTT, George J.	Capt PHILLIPS
Lt Col SIBERT, Franklin R.	Capt RESNIK, r
Lt Col WARFORD, Joseph R.	Capt ROSS, Joh
Maj ARMSTRONG, William H. III	Capt SCHAEFFER
Maj BAGG, James C.	Capt SCHOEN, ;
Maj BARKSDALE, Garland R.	Capt SILVER, I
Maj BOTT, Frederic C.	Capt SPEAR, No
Maj COATES, Theodore P.	Capt (then 1st
Maj (then Capt) FRIERSON, Luther	(Medical Of:
Maj GEORGE, Athol W.	Capt SWARTZ, I
Maj GROSSMAN, Sidney W.	Capt VALLE, F.
Maj GUNTHERP, Cecil H.	Capt WIGREN, I
Maj GUTHRIE, John E.	1st Lt ALEXANI
Maj JAMBERS, Harold J.	1st Lt ANDERSO
Maj LYONS, William M.	1st Lt APPLEBY
Maj MCKENZIE, George Jr.	1st Lt BULL, ;
Maj McNULTY, Joseph M.	1st Lt CARPENTER, John C.
Maj PARKER, Leslie E.	1st Lt GEBELIN, Mathieu (Belg Liaison O)
Maj PIPKIN, James A.	1st Lt CHAUFORD, Earl W.
Maj (then Capt) POE, Dudley L.	1st Lt DOWNES, Eldridge III
Maj ROCHE, John F.	1st Lt DRAPIER, Fernand (Belg Liaison O)
Maj (then Capt) SCOTT, William H.	1st Lt MALLOR, Samuel
Maj (then Capt) STARR, Edward	1st Lt (then 2nd Lt) O'MAHONY, Patrick J.
Maj (then Capt) STEVENSON, George H.	1st Lt (then 2nd Lt) PRESTON, John D.
Capt BEARDSLEY, Ford M.	1st Lt RIDGE, Ralph W.
Capt BEATTY, William S.	1st Lt ROSENGARTEN, Nathaniel S.
Capt BECK, Henry H.	1st Lt THARIN, Duncan C.
Capt BLEWETT, Richard F.	2nd Lt KOLB, Robert H.
Capt BOUGLIAN, Robert G.	CWO BROTHERTON, Walter L.
Capt CAMPBELL, Alexander	CWO HUTCHINGS, Arthur
Capt (then 1st Lt) CHESTER, Arthur M.	CWO KING, Edward F.
Capt COLLINS, George W.	CWO MANZ, Jacob
Capt COVINGTON, Victor T.	CWO RASIK, Frank A.
Capt CRANDELL, Meyer Jr.	CWO SALEMAN, Frederick C.
Capt CULLEN, Dorsey H.	WOJG DIETBERICH, Warren C.
	WOJG SCHROEDER, John H.

3. The following is a list of enlisted men on duty with the Quartermaster Section, Advance Section, on 15 June 1945:

M/Sgt BARGAR, Harlan J.	Cpl PAGE, Earl C.
M/Sgt DALY, William E.	Cpl SMITH, Claude L.
M/Sgt MAIER, John J.	Cpl SMITH, Leonard W.
M/Sgt ZISA, Joseph	Cpl ZASLOW, Gerson G.
T/Sgt CURTIS, Melvin L.	Tec. 5 BALCKOM, Raymond L.
T/Sgt DAILY, Franklin J.	Tec. 5 BALLING, Wayne G.
T/Sgt DARBY, Warren H.	Tec. 5 BATCHELOR, Russell F.
T/Sgt GRAEB, William H.	Tec. 5 CORMIER, Lawrence
T/Sgt HITT, Thomas E.	Tec. 5 DE VITO, James J.
T/Sgt LIEB, Raymond D.	Tec. 5 FENTRESS, Ernest R.
T/Sgt MAPEL, Dexter R. Jr.	Tec. 5 FERIN, Louis F.
T/Sgt PATTERSON, Vernon L.	Tec. 5 FULLER, Murrell H.
T/Sgt PELKEY, Ralph S.	Tec. 5 GAEV, Irvin
T/Sgt SPELIMAN, James A.	Tec. 5 GETMAN, Leland O.
S/Sgt KEAY, Roger I.	Tec. 5 HENRY, Jack A.
S/Sgt MATTHEWS, Joe K.	Tec. 5 HUSAR, Nicholas
S/Sgt RINELLA, Francis S.	Tec. 5 KOZIELCKI, Anthony J.
Tec. 3 DAHLEN, William E.	Tec. 5 LOWENBERG, Daniel E.
Tec. 3 DANZ, James G.	Tec. 5 LOURY, George
Tec. 3 HATFIELD, Jerry K.	Tec. 5 McGIVERON, William H.
Tec. 3 KOPRAL, Andy	Tec. 5 MORTENSON, Robert S.
Tec. 3 PITT, Felix B.	Tec. 5 NOONAN, William J.
Tec. 3 STAYOCH, Ray	Tec. 5 OKUN, Seymour
Tec. 3 SPILLE, Ralph A.	Tec. 5 PARADA, Robert
Tec. 3 WESTON, Warren B.	Tec. 5 PREISS, Edmund
Tec. 3 WILSON, George C.	Tec. 5 PARDUE, Winford
Sgt DAWSON, Willard H.	Tec. 5 RAYBURN, John W.
Tec. 4 BARTLETT, William E.	Tec. 5 RICE, Eugene H.
Tec. 4 BRUMBERG, Milton	Tec. 5 SCHMIDT, Albert H.
Tec. 4 CLEMENS, John E.	Pfc CAPLAN, Martin J.
Tec. 4 CULLINGS, Thomas P.	Pfc DAWDY, Ernest
Tec. 4 CYLINER, Joseph	Pfc DEAN, John
Tec. 4 DENT, George F.	Pfc GARCIA, Frank A.
Tec. 4 ECKER, Milton E.	Pfc HARDIN, Irvin
Tec. 4 GALLAGHER, Thomas A.	Pfc HORTON, Don W.
Tec. 4 GRANT, James R.	Pfc JUAN, Thomas L.
Tec. 4 HAYES, Vernon D.	Pfc KENNEY, Edward R.
Tec. 4 NARBELL, James E.	Pfc KNOX, Hugh W.
Tec. 4 REVER, George H.	Pfc LA FRANCE, Andrew E.
Tec. 4 SALTER, Lloyd W.	Pfc LANE, Seymour S.
Tec. 4 SCHMIDT, Wayne C.	Pfc LEVINE, Sidney
Tec. 4 SCHUERER, Walter F.	Pfc MILLER, Harold E.
Tec. 4 SULLENS, Harold A.	Pfc RODGERS, Robert R.
Tec. 4 TERRY, Barney B.	Pfc SCHULZE, Horst G.
Tec. 4 TOLIVER, Winfield S.	Pfc SIMONS, William
Cpl BOCIAN, Joseph S.	Pfc SMERKO, John P.
Cpl CARLTON, Thomas D.	Pfc STALLI, Henry A.
Cpl CUNNINGHAM, Paul	Pfc STARK, Martin
Cpl HANSOME, Joseph W.	Pfc VILLA, Lazaro J.
Cpl KIRBY, Darrel S.	Pfc WHEATLEY, Arthur P.
Cpl MOSIER, William N.	Pfc WOODY, Harry C.
	Pvt BRANGLIFORTE, Paul

III. DE - ACTIVATION

1. The work of Advance Section has been completed. 30 June 1945 is a day on which Advance Section, Communications Zone, becomes a name only in military annals and ceases to be an active military organization. No efforts or energy have been spared from the completion and fulfillment of its mission. The Quartermaster Section feels proud of its part in the accomplishment of this mission in acknowledgement of which Brigadier General Ewart G. Plank, Commanding General, Advance Section, in a letter of commendation to Colonel S. W. Smithers, Quartermaster, 19 June 1945, said:

"The tremendously broad scope of Quartermaster supply problems which you were engaged in from the break-through of the Armies at St. Lo, throughout France, Belgium and Germany, were of unprecedented magnitude. The tremendous build-up of Quartermaster supplies in the depot areas near Liege and Verdun in preparation for the attack against Germany were accomplished under your direction with marked success. Of all supplies which Advance Section was charged with responsibility for delivery to the several combat Armies, Quartermaster supply service was the most consistent and dependable throughout the campaign."

2. The Quartermaster Section is also justly proud of the following testimonials from the Supreme Commander and the Commanding General, First U. S. Army to the part played by the Advance Section in the defeat of the German Armies:

HEADQUARTERS EUROPEAN THEATER
UNITED STATES ARMY
Office of the Commanding General

23 January 1945

SUBJECT: Citation

TO : The Commanding General, Communications Zone, European T of Opns

Headquarters, Communications Zone, and the Staffs and Troops in Advance Section and Oise Section, Communications Zone, are commended for exceptional service in the emergency created by the German offensive starting December 16, 1944. Quick and decisive action in the Communications Zone resulted in establishing and manning the defenses of the Meuse River crossings and in the rapid transportation of combat troops to critical points, as well as the continuation of supply functions, thus making a major contribution to the stopping of the German threat and making possible a speedy initiation of counter-thrusts.

DWIGHT D. EISENHOWER
General of the Army, U.S.A.
Commanding

TO : The Commanding General, Advance Section, Com Z, ETO.

In grateful recognition of your entire command's deserved and effective service, especially the unflinching flow of supplies and care of the wounded.

JOHN C. H. LEE
Lieutenant General, US Army
Commanding Com Z, ETO

HEADQUARTERS
FIRST UNITED STATES ARMY
Office of the Commanding General
APO 230

10 May 1945

My dear General Lee,

I wish to express to you my appreciation for the highly commendable performance by Brigadier General E. G. Plank and the officers and men of the Advance Section, Communications Zone, ETOUSA, of their mission in support of the First U. S. Army in Europe.

From 20 June 1944 to 11 May 1945, Brigadier General Plank and his officers and men devoted themselves and their facilities unstintingly in the furtherance of operations without parallel in military history. The supply of the First Army involved problems of transporting enormous tonnages across beaches and artificial ports, hauling supplies by motor transportation over great distances, the reconstruction of demolished rail transportation facilities, the equipment of hundreds of thousands of troops for combat in winter and finally the crossing of the Rhine River and the advance of 250 miles into the heart of Germany. To the extent that supplies were available to the Advance Section, Communications Zone, the First Army did not lack the material and equipment which made its victories possible. The history of the battle of Europe will reveal the material and indispensable contribution made by the Advance Section, Communications Zone.

Sincerely,

/s/ Courtney H. Hodges
/t/ COURTNEY H. HODGES
General, U.S.A.

Lieutenant General John C. H. Lee
Commander, Communications Zone
European T of Opns, USA
APO 887
U. S. Army

1st Ind

Hq Communications Zone, European T of Opns, U.S. Army, APO 887, 17 May 1945.

TO: Brigadier General Ewart G. Plank, Commanding, Advance Section,
Communications Zone, European T of Opns, APO 113, U.S. Army.

This commendation from the Commanding General, First U. S. Army, in recognition of your leadership and command is forwarded to you with my personal pride and deep appreciation.

The numerous others which I have received on previous occasions directed to your organization reflect great credit upon yourself and every soldier serving under you.

/s/ John C. H. Lee
/t/ JOHN C. H. LEE
Lieutenant General, US Army
Commanding

EXTRACT COPY

GO 13

Hq. ETOUSA

7 Feb 44

* * * * *

III - ORGANIZATION OF HEADQUARTERS AND HEADQUARTERS DETACHMENT, ADVANCE SECTION, COMMUNICATION ZONE, (PROVISIONAL)

1. Effective this date, the following unit is organized provisionally.
Headquarters and Headquarters Detachment,
Advance Section, Communication Zone (Provisional).
2. This unit will be organized at APO 887 in accordance with Manning Table, 29 January 1944, approved by this headquarters.
3. Personnel and equipment will be furnished from sources available to the Commanding General, SOS, ETOUSA. (AG 322/64 OP)

* * * * *

By command of General EISENHOWER:

R. B. LORD
Colonel, GSC, Deputy Chief of Staff

OFFICIAL :

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

EXTRACT COPY

GO 35

Hq ETOUSA

24 Apr 44

* * * * *

II - ORGANIZATION OF HEADQUARTERS AND HEADQUARTERS DETACHMENT, ADVANCE SECTION, COMMUNICATION ZONE. Section III, General Orders No 13, Hq ETOUSA, 7 February 1944, is amended to delete the words "Provisional" and "provisionally" wherever they appear therein. (AG 322/64 OPGA)

By command of General EISENHOWER:

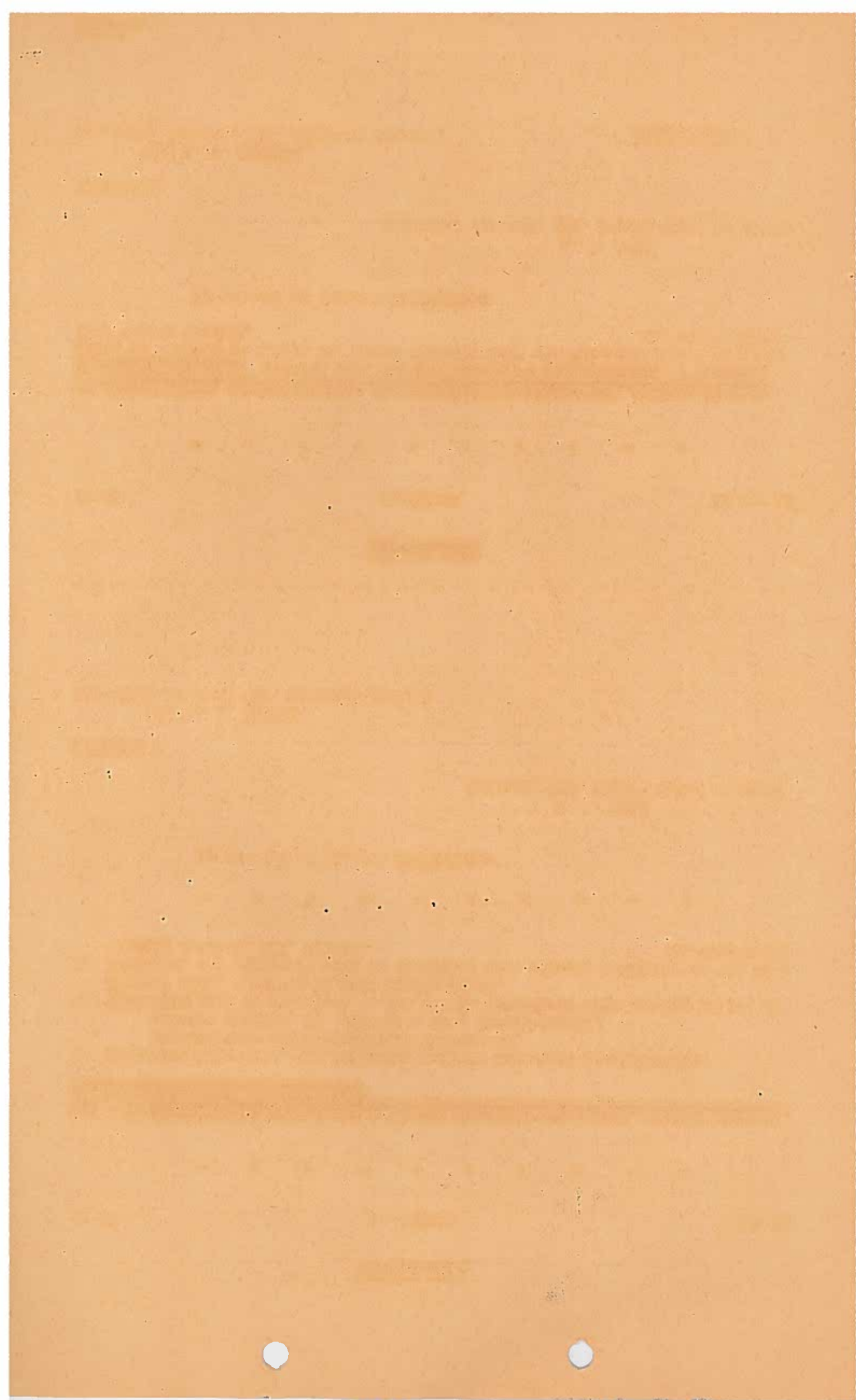
R. B. LORD
Brigadier General, GSC, Deputy Chief of Staff.

OFFICIAL:

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

DISTRIBUTION: F

ANNEX A



ROSTER OF ASSIGNED PERSONNEL INVOLVED
IN MOVEMENT TO THE CONTINENT

Scheduled date of arrival on continent: D/3
Actual date of arrival on continent: D/3

Col John D. Edmunds

Scheduled date of arrival on continent: D/8
Actual date of arrival on continent: D/10

Officers:	Col Michael H. Zwicker	Enlisted Men:	M/Sgt Harlan J. Bargar
	Lt Col James G. Harris		T/Sgt Melvin L. Curtis
	Lt Col Robert E. Law		T/Sgt Ralph L. Pelkey
	Lt Col George J. Scott		T/Sgt Eugene R. Slattery
	Lt Col Joseph R. Warford		Tec. 3 James G. Danz
			Tec. 4 Milton Brumberg
			Tec. 4 George H. Rever

Scheduled date of arrival on continent: D/9
Actual date of arrival on continent: D/11

Officers:	Maj Sidney Grossman	Enlisted Men:	M/Sgt Adolph Leichman
	Maj Joseph M. McNulty		T/Sgt Warren Darby
	Capt William S. Beatty		Tec. 3 George G. Wilson
	Capt Richard F. Blewett		Tec. 4 Walter D. Barry
	Capt Walter D. Gates		Tec. 4 Zeke J. Sadie
	Capt John Schoen		
	1st Lt Theron W. Bull		

Scheduled date of arrival on continent: D/14
Actual date of arrival on continent: D/30

Officers:	Maj Theodore P. Coates	Enlisted Men (Cont):	
	Maj Luther Frierson		Tec. 4 Thomas P. Cummings
	Maj Athol W. George		Tec. 4 Vernon D. Hayes
	Maj John F. Roche		Tec. 4 Charles H. Witman
	Capt Henry H. Beck		Tec. 5 Salvatore Costa
	Capt Ford M. Beardsley		Tec. 5 Leland O. Getman
	Capt Norman P. Spear		Tec. 5 Jack A. Hendry
Enlisted Men:			Tec. 5 Austin L. Hoffman
	M/Sgt William G. Doggett		Tec. 5 Seymour Okum
	T/Sgt Raymond D. Lieb		Tec. 5 Albert H. Schmidt
	Tec. 3 Leland A. Bray		Pfc Martin Stark
	Tec. 3 Felix E. Pitt		Pfc Robert F. Walsh
	Tec. 3 Alfred H. Smith		Pvt William J. Gleason, Jr.
	Tec. 3 Ralph A. Spille		Pvt James J. Harr
	Sgt Julian M. Asher		Pvt Walter A. McNally
			Pvt Sidney F. Polsky

Scheduled date of arrival on continent: D/15
Actual date of arrival on continent: D/26

T/4 Milton E. Ecker

Scheduled date of arrival on continent: D/20
Actual date of arrival on continent: D/25

Officers:	Maj George H. Stevenson	Capt Clifton H. Phillips
	Capt George W. Collins	Capt Morris Swartz
	Capt Victor T. Covington	Capt Edward Starr
	Capt Walter Durkin	1st Lt William R. Appleby
	Capt Joseph G. Goetz	

Scheduled date of arrival on continent: D/20
Actual date of arrival on continent: D/25

Enlisted Men:

M/Sgt Norman M. Ross	Tec. 5 Edmund Preiss
T/Sgt Robert E. Feagens	Tec. 5 Eugene H. Rice
T/Sgt Dexter R. Mapel, Jr.	Pfc Henry Emphay
Tec. 3 William E. Dahlen	Pfc Charles D. Lantz
Tec. 3 Andrew Koprak	Pfc Sabino J. Mastroberardino
Tec. 3 Arthur Pctente	Pfc Carlton E. Spencer
Tec. 3 Raymond A. Stayoch	Pfc William Swartz
Tec. 4 Avis C. Algers	Pfc Arthur P. Wheatley
Tec. 4 Joseph Cylinder	Pvt Alexander B. Adelman (did not join)
Tec. 4 James R. Grant	Pvt Peter D. Bourke
Tec. 4 Lloyd W. Salter	Pvt Joseph Eagen (did not join)
Tec. 4 Wayne C. Schmidt	Pvt Jack A. Finkelstein
Tec. 4 Harold A. Sullens	Pvt Charles F. Helwig
Tec. 4 Barney B. Terry	Pvt Joseph A. Italiano
Tec. 4 Noah Wright	Pvt Charles R. Kinsey
Tec. 5 Russell F. Batchelor	Pvt Raymond E. Myers
Tec. 5 Ernest R. Fentress	Pvt Salvador G. Paradero
Tec. 5 Irvin Gaev	Pvt Andrew F. Samsky
Tec. 5 William H. McGiveron	Pvt Walter H. Stierhoff
Tec. 5 Robert S. Mortenson	Pvt John L. Sullivan
Tec. 5 William J. Noonan	

Scheduled date of arrival on continent: D/22
Actual date of arrival on continent: D/40

Officer:

1st Lt Ralph W. Ridge

Enlisted Men:

T/Sgt James A. Spellman, Jr.

Enlisted Men (Cont):

Tec. 4 Walter F. Schuerer
Pfc George W. Tracey (did not join)
Pvt Erwin R. Glick

Scheduled date of arrival on continent: D/41
Actual date of arrival on continent: D/41

Col George L. Olander

Scheduled date of arrival on continent: D/41
Actual date of arrival on continent: D/54

Officers:

Maj Dudley L. Poe, Jr.
1st Lt Earl W. Crawford

Enlisted Man:

Tec. 3 Norman H. Bergren

QUARTERMASTER SUPPLIES REQUISITIONED BY QUARTERMASTER, ADVANCE SEC, COM Z
FOR USE ON CONTINENT D/15 TO D/41 (BOTH DATES INCLUSIVE)

CLASS I

<u>RATIONS</u>	<u>Advance</u> <u>Sec, Com Z</u>	<u>First</u> <u>U. S. Army</u>	<u>Third</u> <u>U. S. Army</u>	<u>Ninth</u> <u>Air Force</u>	<u>Total</u>
B Rations	6,688,044	7,951,000	744,100	895,942	16,279,086
10-1 Rations	5,383,500	3,592,829	500,410	765,051	10,241,790
C Rations	2,735,267	1,476,085	309,690	189,018	4,710,060
K Rations	1,364,196	1,170,531	284,700	138,539	2,957,966
D Rations	1,702,659	302,920	284,700	292,072	2,582,351
5-1 Rations	97,240	357,370	14,355	-	468,965
B Hosp Sup	190,629	550,000	146,475	-	887,104
RAC Kits	9,430,338	15,692,250	1,813,180	2,090,400	29,026,168
TOTALS	27,591,873	31,092,985	4,097,610	4,371,022	67,153,490
3 oz Heat Units (ea)	1,320,900	-	217,868	-	1,538,768
Bread Baking Ingredients (rations)	784,618	2,096,900	-	-	2,881,518

Total tonnage of all Class I requisitioned - 80,299 long tons.

P. O. L. (Exclusive of Aviation Products)

<u>PRODUCT (gals)</u>	<u>Advance</u> <u>Sec, Com Z</u>	<u>First</u> <u>U. S. Army</u>	<u>Third</u> <u>U. S. Army</u>	<u>Ninth</u> <u>Air Force</u>	<u>Total</u>
80 Octane Gasoline	1,376,568	14,547,685	1,514,455	1,729,585	19,168,293
Diesel Oil	178,777	2,038,940	196,682	224,620	2,639,019
Kerosene	53,607	139,799	8,697	5,616	207,719
SAE 10 Oil	53,607	64,829	8,697	5,616	132,749
SAE 30 Oil	321,545	397,098	52,174	33,693	804,510
SAE 50 Oil	160,772	194,468	26,087	16,847	398,174
SAE 90 Oil	178,639	215,976	28,985	18,719	442,319
Grease #1 (lbs)	211,235	254,997	34,276	22,131	522,639
Grease #2	27,034	32,784	4,402	2,851	67,071
Grease #3	27,034	32,784	4,402	2,851	67,071
Grease #4	2,790	3,429	459	300	6,978
Total long tons	8,804	64,868	6,786	7,501	87,959

SOLID FUEL

	<u>Advance</u> <u>Sec, Com Z</u>	<u>First</u> <u>U. S. Army</u>	<u>Third</u> <u>U. S. Army</u>	<u>Total</u>
Coal* (long tons)	4,168	1,350	251	5,769

* All coal for continental use was packed in 80 lb sacks to facilitate handling by manpower.

CLASS II & IV*

	<u>Advance</u> <u>Sec, Com Z</u>	<u>First</u> <u>U. S. Army</u>	<u>Third</u> <u>U. S. Army</u>	<u>Ninth</u> <u>Air Force</u>	<u>Total</u>
Long Tons	4,263	6,100	460	571	11,394

* Included in the above tonnages were the following quantities of Laundry and Graves Registration Supplies:

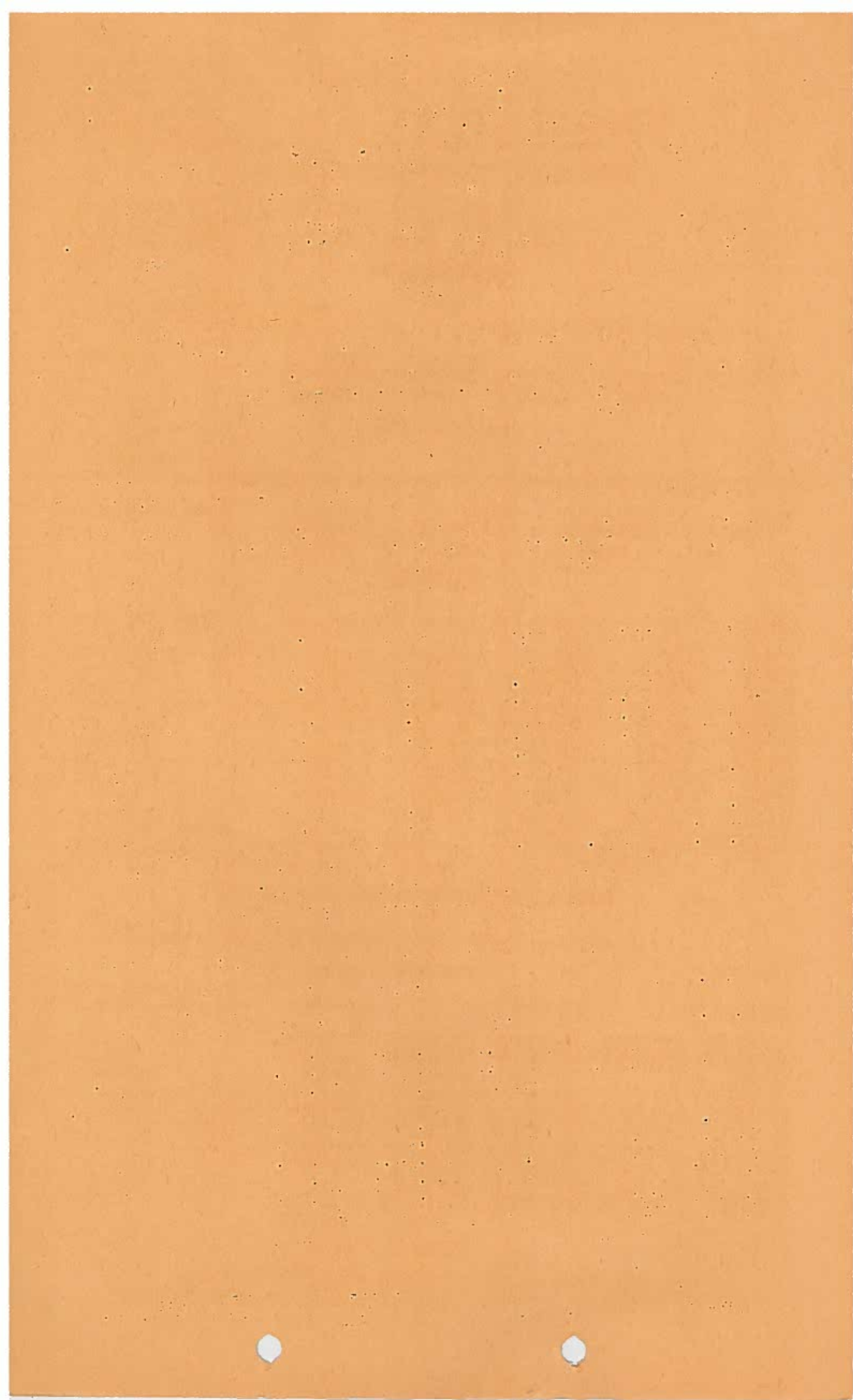
Laundry Supplies

<u>ITEM</u>			
Soap, high titre	12,800 lbs	Sour, laundry	620 lbs
Soap, low titre	12,800 lbs	Bleach, laundry	500 lbs
Soda, laundry	17,280 lbs	TOTAL	44,000 lbs

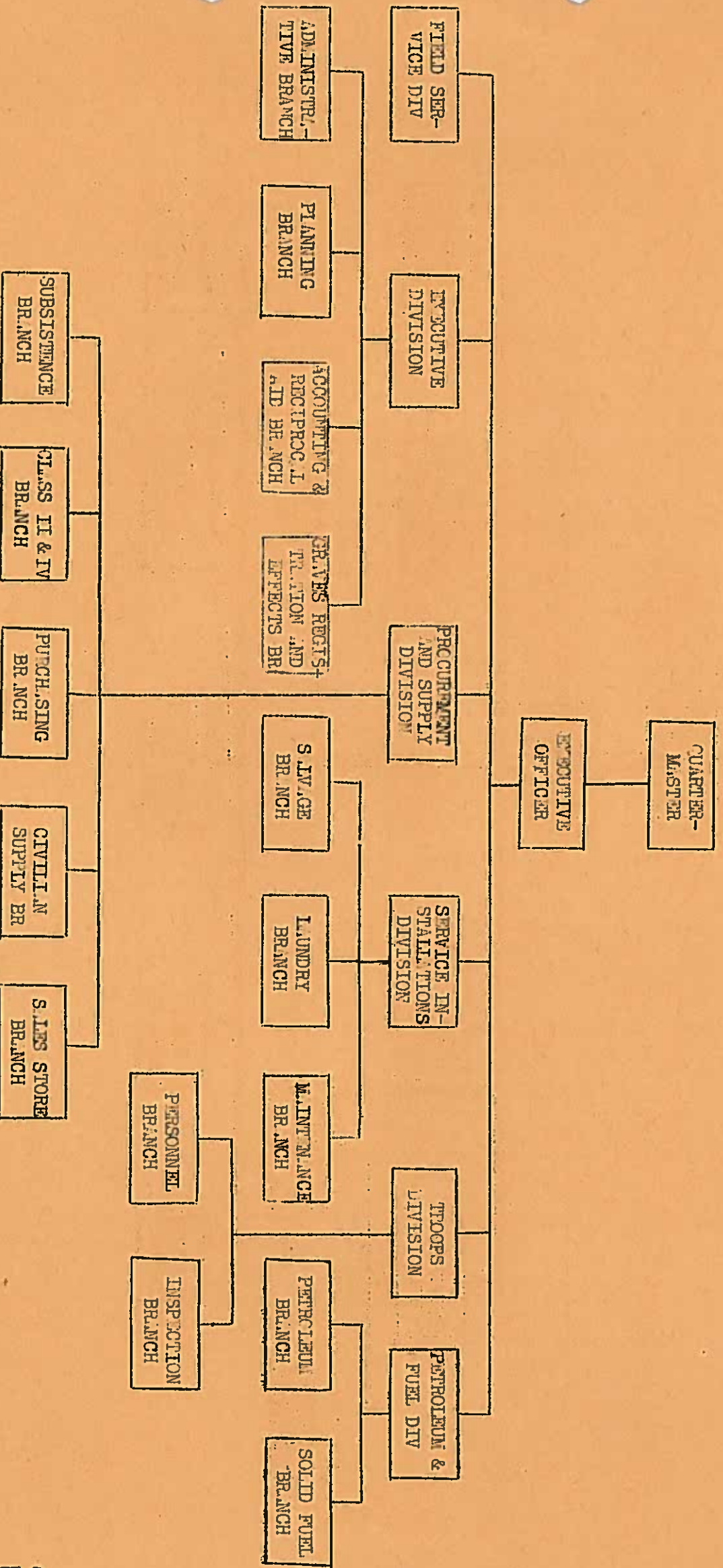
Graves Registration Supplies Requisitioned

Peg, grave marker, wood	10,000 ea	Plates, embossing	2,000 ea
Bags, personal effects	25,000 "	Markers, grave, Cross	16,500 "
Machine, imprint	8 "	Markers, memorial, Jewish	500 "
Bottles, identification	640 "	QMC Form #1, GRS	30,200 "
Pins, blanket, safety	66,000 "	QMC Form #2, GRS	400 "
Pencils, graphite	720 "	WD AGO Form #54	30,200 "

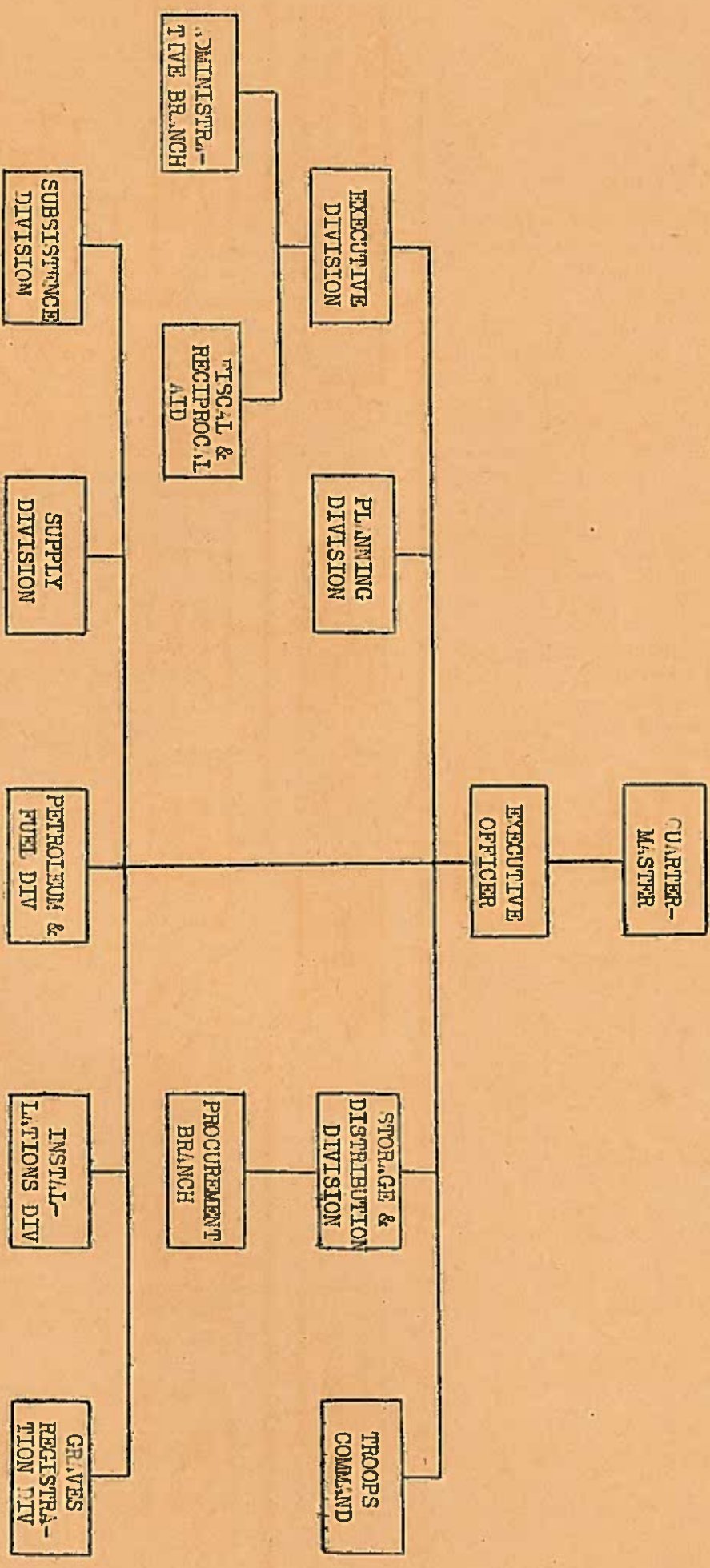
ANNEX C



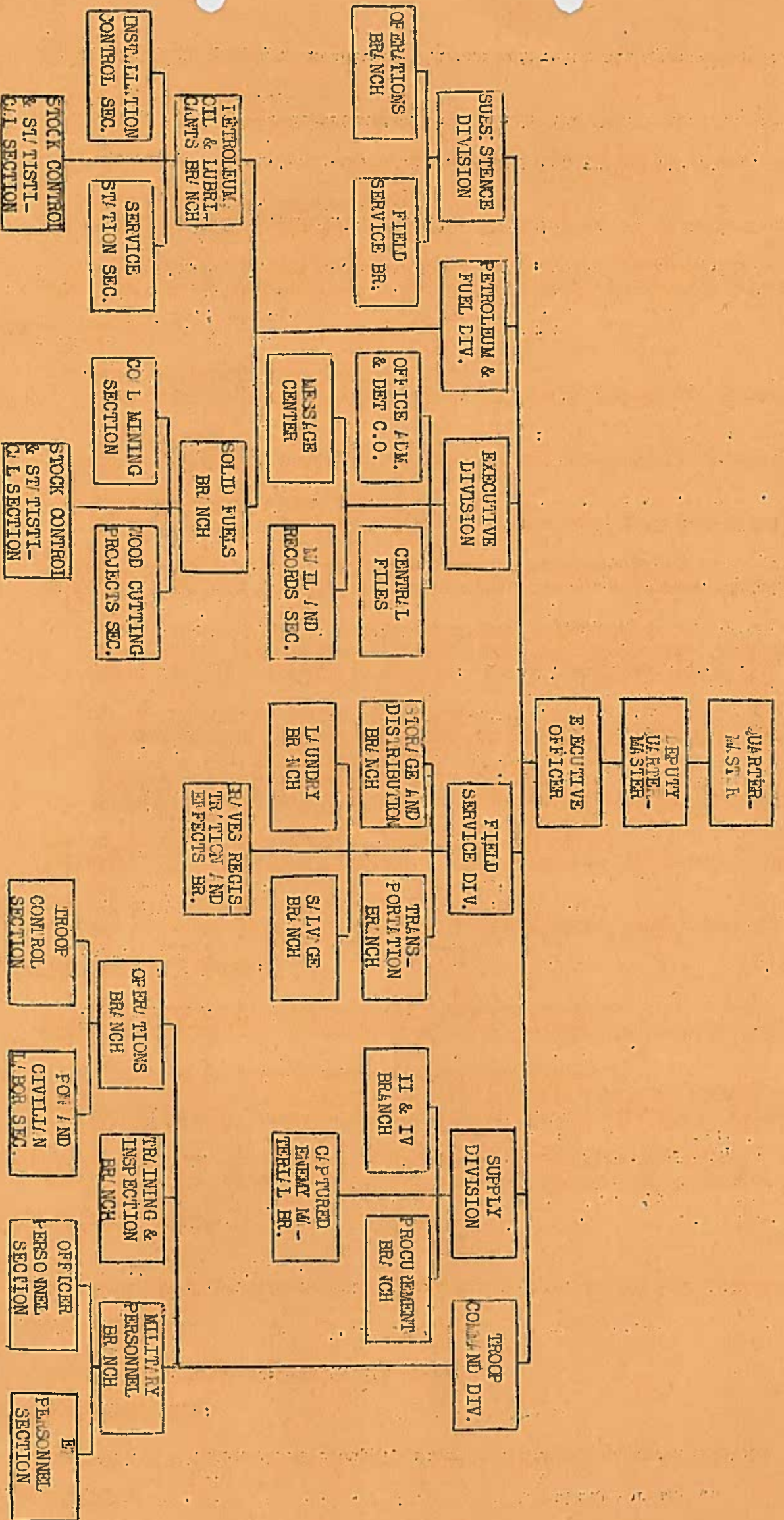
ORGANIZATIONAL CHART
AS OF 2 JUN 44



ORGANIZATIONAL CHART
AS OF 25 JUL 44



ORGANIZATIONAL AND FUNCTIONAL CHART
AS OF 1 MAY 45



(SEE REVERSE FOR FUNCTIONS.)

FUNCTIONS

Quartermaster:

Supervise the Quartermaster supply functions for the Advance Section.

Deputy Quartermaster:

Acts for the Quartermaster in his absence.

Executive Officer:

Supervises and administers all matters and control of the Administrative Section.

Subsistence Division:

Advises the Quartermaster in Class I matters. Coordinates activities of subsistence division, and overall supervision of subsistence operations.

Operations Branch: Coordinates movements of Class I supplies to forward areas. Analysis and maintenance of Class I supply levels in forward areas. Supervision of Class I operations of DP's and Depots.

Field Service Branch: Supervision of units operating in Class I. Analysis of Class I issues in accordance with menu requirements.

Petroleum & Fuel Division:

Advises the Quartermaster in all P. O. L. Activities. Coordinates and controls the distribution of Class III activities.

Petroleum, Oil & Lubricants Branch: Coordinates receipts, issues, distribution and supply of all POL to ADSEC units and Armies.

Installation Control Section: Controls and directs all POL installations in operation, supply and inspection.

Service Station Section: Controls and directs all service stations in operations, supply and inspection.

Stock Control & Statistics Section: Consolidates and checks for accuracy all reports from operating units for submission. Prepares all statistical data required for higher headquarters.

Solid Fuels Branch: Coordinates procurement, issues, receipts, distribution and supply of all solid fuels to ADSEC units and Armies.

Coal Mining Section: Release and distribution of coal from mines operated by civilian agencies.

Wood Cutting Projects Section: Locates and causes to be established logging camps.

Stock Control & Statistics Section: Maintains records and prepares all statistical data required.

Executive Division:

Maintains administrative procedure established for Quartermaster Section, the QM historical records, and performs essential QM housekeeping duties.

Office Administration & Detachment C.O.: Coordinates all QM office administration and QM Detachment Commander.

Central Files: Maintains central files and WD and ETO publications.

Message Center: Makes distribution to units in the field under Advance Section Quartermaster.

Mail & Records Section: Receives mail and maintains all Quartermaster records.

Field Service Division:

Assist the Quartermaster in preparing plans for future QM operations. Coordinates the activities of the field service division. Top Secret Control. Control function for the Quartermaster Section.

Storage & Distribution Branch: Handles Reciprocal Aid, Lend-Lease transaction. Prepares and disseminates statistical data. Requests assignment of property for depot use. Prepares sketches and charts and performs drafting duties for Quartermaster Section.

Transportation Branch: Compiles, maintains and disseminates all information on movements of trains and supplies into intermediate depots.

Laundry Branch: Technical supervision of all QM Laundry, Sterilization, and Bath Companies, and civilian laundry and dry cleaning facilities.

Salvage Branch: Coordinates the collection, classification and repair of U.S. Salvage; repair of items to be returned to original wearer; controls issues of spare parts for field ranges, Coleman lanterns. Technical supervision of salvage collection, classification and repair.

Graves Registration & Effects Branch: Maintains burial records; maintains liaison with Chaplain and Medical Services; coordinates Graves Registration functions with Base Sections and Armies; supervises maintenance of cemeteries; supervises disposition of effects and excess baggage.

Supply Division:

Advise the Quartermaster in Class II & IV activities. Coordinates activities of the Supply Division and overall supervision of supply operations.

II & IV Branch: Coordination and control of flow of Class II & IV supplies to Armies. Control and distribution of Class II & IV to ADSEC units. Control of issue of U.S. and captured stocks to POW enclosures and labor groups.

Procurement Branch: Liaison between General Purchasing Agent, HQ, Com Z and field P & C officer. Procurement of Class I, II & IV and III items not available in depot stocks. Contracts for civilian service.

Captured Enemy Material Branch: Securing information on location of captured enemy material. Securing clearance from Armies concerned on specific lots of materials. Arranging for loading details and transportation of captured enemy material to POW supply points or to appropriate depots.

Troop Command Division:

Exercises control of all QM units in keeping with policies laid down by the Quartermaster.

Operations Branch: In coordination with other sections of the headquarters and other divisions of this section - determines requirements and missions for units; sets and maintains standard of military discipline and operational and administrative proficiency in QM units. Handles PW's and civilians employee matters.

Troop Control Section: Determine requirements for units and recommend allocation of units between subordinate commands within Advance Section; coordinates movements of units with other headquarters and with the Transportation Corps and issues necessary movement instructions; publishes a weekly station list of QM units and daily changes thereto. Publishes movement and attachment orders.

POW and Civilian Labor Section: Coordinates procurement, movement, utilization and release of PW's and civilians with other headquarters and Staff Divisions in this headquarters; coordinates the activities and transfer of personnel in Labor Service units with the Military Labor Service; inspects POW enclosures and Labor Service Co's for compliance with directives on supply, mess, sanitation, pay, morale and discipline.

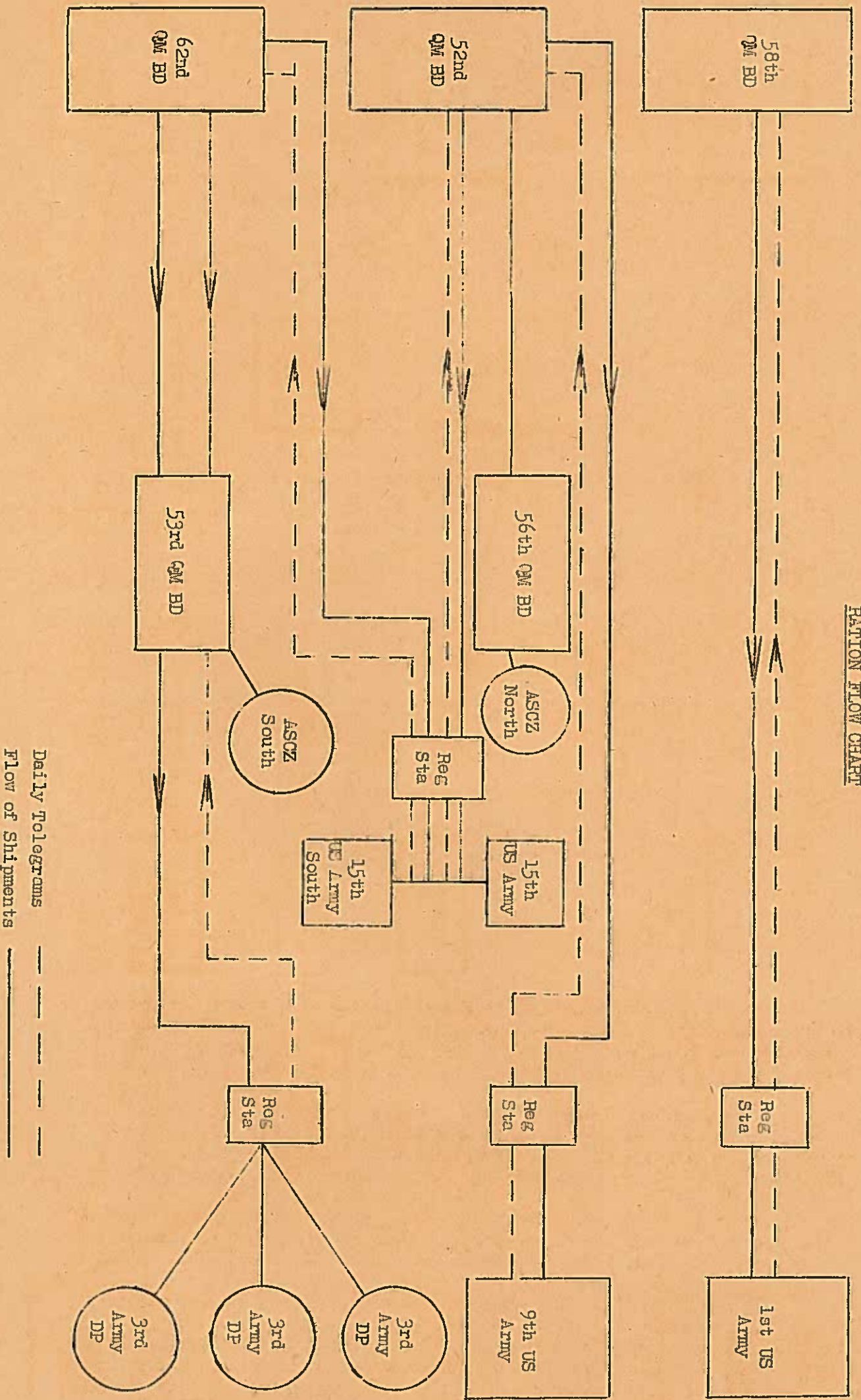
Training and Inspection Branch: Inspects all QM units for administrative and operational proficiency. Recommends policies and takes such action as necessary to maintain a high standard of operation, administration, discipline and military courtesy of QM units; coordinate inspection activities with G-3 and IG. Recommends policies and procedures for security of installations in the field and performs the necessary inspections.

Military Personnel Branch: Handles awards and decorations of personnel. Coordinates and makes final check on administrative matters. Supervises activities in officer and enlisted personnel sections.

Officer Personnel Section: Assigns and transfers all officers under ASCZ QM. Maintains personnel data cards. Processes CCS applications and direct appointments as 2/Lts. Drafts necessary data for promotions and reclassifications. Handles leaves and passes.

Enlisted Personnel Section: Procures and distributes by MCS the EM required by units under ASCZ QM. Handles furlough and pass quotas. Investigates and processes court martial charges. Transfers personnel between units as required. Prepares strength reports.

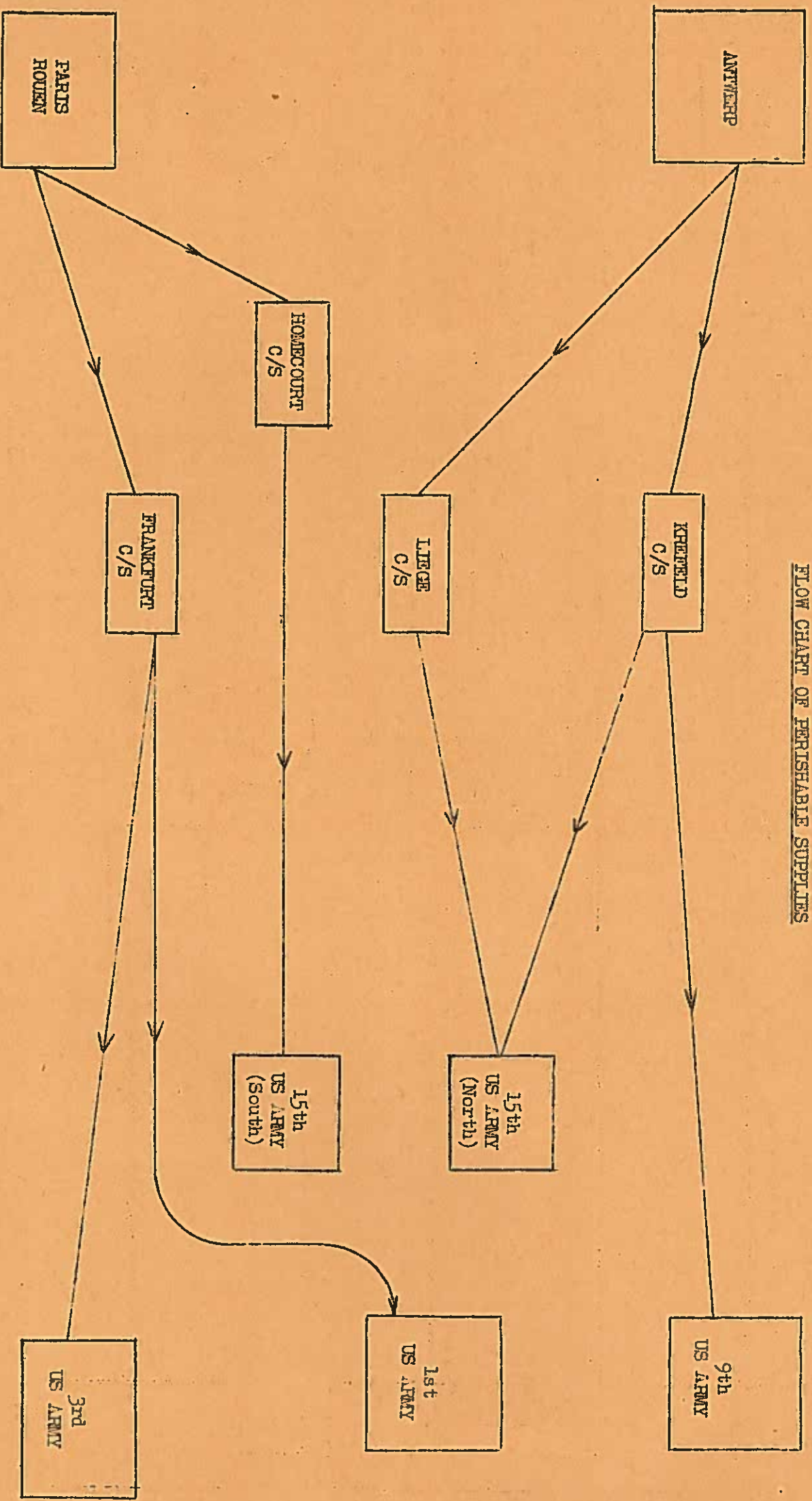
BATTION FLOW CHART



Daily Telegrams
Flow of Shipments



FLOW CHART OF PERISHABLE SUPPLIES



INSTALLATIONS OPERATED BY QUARTERMASTER, DIVANCE SECTION

GEOGRAPHICAL LOCATION	NUMBER	OPENED OR TAKEN OVER		CLOSED OR TURNED OVER		OPERATED UNDER	TYPE
		DATE	FROM WHOM	DATE	TO WHOM		
Cherbourg	Q-202	30 Jun 44	Opened	19 Aug 44	Com Z	56 QMBD	Depot and DP.
Cherbourg	-	7 Jul 44	Opened	19 Aug 44	Com Z	56 QMBD	Cold Stores.
Isigny	-	7 Jul 44	Opened	19 Aug 44	Com Z	52 QMBD	Cold Stores.
Bouteville	Q-201	16 Jul 44	First Army	19 Aug 44	Com Z	52 QMBD	Depot and DP.
Chef Du Pont	Q-203	22 Jul 44	Opened	19 Aug 44	Com Z	52 QMBD	DP.
Barneville sur Mer	-	23 Jul 44	Opened	19 Aug 44	Com Z	52 QMBD	DP.
Mosles	Q-3A	25 Jul 44	First Army	19 Aug 44	Com Z	52 QMBD	Depot.
Isigny	Q-3B	28 Jul 44	Opened	19 Aug 44	Com Z	52 QMBD	DP.
Formigny	Q-206	31 Jul 44	First Army	19 Aug 44	Com Z	52 QMBD	DP.
St Jacques de Nehou	Q-207	3 Aug 44	First Army	18 Aug 44	Com Z	52 QMBD	DP.
Le Mans	Q-110A	17 Aug 44	Opened	29 Aug 44	Loire Sec	55 QMBD	Depot and DP.
Ablis	Q-120	30 Aug 44	Opened	7 Sep 44	Loire Sec	58 QMBD	Depot and DP.
Sommeuses	-	1 Sep 44	Opened	25 Oct 44	Oise Sec	58 QMBD	Transfer Point, dump, and DP.
Soissons	-	1 Sep 44	First Army	25 Oct 44	Oise Sec	62 QMBD	Transfer Point and DP.
Toul	-	15 Sep 44	Third Army	20 Feb 45	Closed out	62 QMBD	Transfer Point and DP.
Liege	Q-179	1 Oct 44	Opened	6 Apr 45	Channel Base Sec	58 QMBD	Depot and DP.
Reims	Q-130T	1 Oct 44	Opened	25 Oct 44	Oise Sec	55 QMBD	Depot and DP.
Verdun	Q-178	1 Oct 44	Opened	6 Apr 45	Oise Sec	62 QMBD	Depot and DP.
Hamecourt	-	2 Oct 44	Third Army	12 May 45	Oise Sec	62 QMBD	Cold Stores.
Huy	-	3 Oct 44	Opened	10 Nov 44	Channel Base Sec	58 QMBD	Depot and DP.
Namur	-	10 Oct 44	Opened	7 Apr 45	Channel Base Sec	58 QMBD	Cold Stores
Liege	-	10 Nov 44	Opened	7 Apr 45	Oise Sec	58 QMBD	Cold Stores.
Namur	-	10 Nov 44	Opened	6 Apr 45	Channel Base Sec	58 QMBD	DP.
Metz	-	16 Feb 45	Opened	23 Mar 45	CONAD	62 QMBD	Cold Stores.
Ehrang	-	19 Mar 45	Third Army	6 Apr 45	Closed out	53 QMBD	Transfer Point for Third Army.
Aachen	-	25 Mar 45	Opened	10 Apr 45	Channel Base Sec	58 QMBD	DP.
Domeldange	-	30 Mar 45	Opened	6 Apr 45	Oise Sec	62 QMBD	DP.
Odendorf	-	1 Apr 45	Opened	28 Apr 45	Channel Base Sec	56 QMBD	DP.
Trier	-	1 Apr 45	Third Army	6 Apr 45	Fifteenth Army	53 QMBD	DP.
Heidesheim	-	7 Apr 45	Third Army	26 Apr 45	Closed out	53 QMBD	Transfer Point for Third Army.
Krefeld	-	13 Apr 45	Opened	17 Jun 45	Seventh Army	58 QMBD	Cold Stores.
Frankfurt	-	13 Apr 45	Opened	17 Jun 45	Third Army	53 QMBD	Cold Stores.
Nurnburg	-	13 Apr 45	Opened	17 Jun 45	Third Army	53 QMBD	Cold Stores.

(Over)

GEOGRAPHICAL LOCATION	NUMBER	OPENED OR TAKEN OVER		CLOSED OR TURNED OVER		OPERATED UNDER	TYPE
		DATE	FROM WHOM	DATE	TO WHOM		
Urmetz	-	26 Apr 45	Opened	17 Jun 45	Fifteenth Army	56 QMBD	DP.
Furth	-	28 Apr 45	Opened	17 Jun 45	Third Army	53 QMBD	Transfer Point and Dump.
Kehl	-	8 May 45	Third Army	17 Jun 45	Third Army	53 QMBD	DP.
<u>P O L</u>							
Cherbourg	-	1 Jul 44	Opened	9 Jul 44	Closed out	3899 GSC	Package dump.
Cherbourg	Q-5	9 Jul 44	Opened	17 Aug 44	Com Z	3899 GSC	Package dump.
Cherbourg	Q-4	10 Jul 44	Opened	17 Aug 44	Com Z	3900 GSC	Bulk storage and decanting point.
Ste Marie du Mont	Q-2, POL #1	16 Jul 44	First Army	19 Aug 44	Com Z	52 QMBD	Package dump.
Foucarville	Q-2, POL #2	16 Jul 44	First Army	19 Aug 44	Com Z	52 QMBD	Package dump.
Chef du Pont	Trkhd #1	18 Jul 44	First Army	12 Aug 44	Closed out	3954 GSC	Package dump.
Barnerville sur Mer	Trkhd #2, Q302	27 Jul 44	Opened	19 Aug 44	Com Z	3940 GSC	Package dump.
La Haye du Puits	Q-6	28 Jul 44	Opened	19 Aug 44	Com Z	210 QM Bn (11)	Bulk storage and decanting point.
La Haye Pesnel	Trkhd #4	3 Aug 44	Opened	19 Aug 44	Com Z	3898 GSC	Decanting Point.
Tourterville	Q-3, POL #1	6 Aug 44	First Army	19 Aug 44	Com Z	52 QMBD	Package dump.
Dungay	Q-3, POL #3	8 Aug 44	First Army	19 Aug 44	Com Z	52 QMBD	Decanting Point.
St Jacques de Nehou	Trkhd #3	8 Aug 44	Third Army	17 Aug 44	Closed out	3954 GSC	Package dump.
Lison	Q-3, POL #4	10 Aug 44	First Army	19 Aug 44	Com Z	52 QMBD	Package dump.
Longueville	Q-3, POL #2	10 Aug 44	First Army	19 Aug 44	Com Z	52 QMBD	Package dump.
Carantan	Q-7	11 Aug 44	Opened	19 Aug 44	Com Z	3933 GSC	Package dump.
Laval	Trkhd #5	11 Aug 44	Opened	19 Aug 44	Com Z	55 QMBD	Decanting Point.
Valognes	Q-5 A	14 Aug 44	Opened	19 Aug 44	Com Z	3934 GSC	Package dump.
Montreuil	Omaha #5	18 Aug 44	First Army	19 Aug 44	Com Z	52 QMBD	Package dump.
Le Mans	Q-110 A	21 Aug 44	Opened	29 Aug 44	Loire Sec	55 QMBD	Decanting Point.
Le Mans	SP 16	24 Aug 44	Third Army	29 Aug 44	Loire Sec	58 & 62 QMBD	Decanting Point.
Ablis	Q-120	27 Aug 44	Opened	7 Sep 44	Loire Sec	58 QMBD	Decanting Point.
Sommeuses	-	15 Sep 44	Opened	25 Oct 44	Oise Sec	62 QMBD	Decanting Point.
Soissons	-	17 Sep 44	Opened	25 Oct 44	Oise Sec	58 QMBD	Package dump.
Hirson	-	22 Sep 44	Opened	26 Sep 44	Closed out	58 QMBD	Rail transfer point.
Lerouvillle	-	23 Sep 44	Third Army	28 Sep 44	Closed out	62 QMBD	Rail transfer point.
Reims	Q-180 T	29 Sep 44	Opened	25 Oct 44	Oise Sec	55 QMBD	Package dump.
Vincennes	Q-346 T	30 Sep 44	Opened	25 Oct 44	Serre Sec	500 QM Bn	Decanting Point.
Alencon	-	1 Oct 44	Opened	25 Oct 44	Loire Sec	503 QM Bn	Bulk storage and decanting point.
Verneuil l'etang	-	11 Oct 44	Opened	25 Oct 44	Seine Sec	500 QM Bn	Decanting Point.
Java	Q-179 P1	28 Oct 44	Opened	24 Nov 44	Closed out	58 QMBD	Decanting Point.
Balecourt	Q-178 P1	29 Oct 44	Opened	6 Apr 45	Oise Sec	62 QMBD	Package dump.

ANNEX 7

GEOGRAPHICAL

GEOGRAPHICAL LOCATION	NUMBER	OPENED OR TAKEN OVER		CLOSED OR TURNED OVER		OPERATED UNDER		TYPE
		DATE	FROM WHOM	DATE	TO WHOM	DATE	UNDER	
Chatrancourt	Q-178 P2	10 Nov 44	Opened	6 Apr 45	Oise Sec	62 QMBD	QMBD	Package dump.
Jendelize	Q-178 P3	10 Nov 44	Opened	6 Apr 45	Oise Sec	62 QMBD	QMBD	Package dump.
Nemur	Q-179 P2	15 Nov 44	Opened	6 Apr 45	Channel Base Sec	58 QMBD	QMBD	Package dump.
Herstal	Q-179 P3	17 Nov 44	Opened	6 Apr 45	Channel Base Sec	58 QMBD	QMBD	Bulk storage and decanting point.
Landres	Q-178 P4	22 Nov 44	Opened	6 Apr 45	Oise Sec	62 QMBD	QMBD	Bulk storage and decanting point.
Jambes Secours	Q-179 P4	4 Dec 44	Opened	6 Apr 45	Channel Base Sec	58 QMBD	QMBD	Aviation Gas package dump.
Flavinne	Q-179 P5	15 Dec 44	Opened	6 Apr 45	Channel Base Dec	58 QMBD	QMBD	Aviation Gas package dump.
Nancy	Q-178 P7	2 Jan 45	Opened	24 Feb 45	6th Army Group	62 QMBD	QMBD	Aviation Gas bulk storage.
Liege	Q-179 P6	2 Jan 45	Opened	6 Apr 45	Channel Base Sec	58 QMBD	QMBD	Aviation Gas bulk storage.
Ligny en Barrois	Q-178 P6	5 Jan 45	Opened	24 Feb 45	6th Army Group	62 QMBD	QMBD	Aviation Gas bulk storage.
Dugny	Q-178 P5	10 Jan 45	Opened	5 Apr 45	Oise Sec	62 QMBD	QMBD	Package dump.
Toul	Q-178 P8	22 Jan 45	Opened	24 Feb 45	6th Army Group	62 QMBD	QMBD	Aviation Gas bulk storage.
Kinkempois	Q-179 P9	8 Feb 45	Opened	6 Apr 45	Channel Base Sec	58 QMBD	QMBD	Package dump.
Autobahn (Noorbock)	Q-179 P7	10 Feb 45	Opened	6 Apr 45	Channel Base Sec	58 QMBD	QMBD	Decanting Point.
Lutferade	Q-179 P8	14 Feb 45	Opened	5 Apr 45	Channel Base Sec	58 QMBD	QMBD	Decanting Point.
Mancleullos	Q-178 P11	18 Feb 45	Third Army	6 Apr 45	Oise Sec	62 QMBD	QMBD	Bulk storage and decanting point.
Virton - St. Merd	Q-178 P10	18 Feb 45	Opened	6 Apr 45	Oise Sec	62 QMBD	QMBD	Package dump.
Trooz	Q-179 P10	1 Mar 45	Fifteenth Army	28 Mar 45	Closed out	58 QMBD	QMBD	Bulk storage and decanting point.
Phoenavillo	Q-178 P9	8 Mar 45	Opened	6 Apr 45	Oise Sec	62 QMBD	QMBD	Aviation Gas bulk storage.
Ehrens	-	23 Mar 45	Opened	11 Apr 45	Closed out	53 QMBD	QMBD	Rail transfer point.
Simmern	-	24 Mar 45	Opened	7 Apr 45	Closed out	53 QMBD	QMBD	Decanting Point.
Bad Kreuznach	-	29 Mar 45	Opened	14 Apr 45	Closed out	59 QMBD	QMBD	Decanting Point.
Stolberg	-	29 Mar 45	First Army	5 Apr 45	Closed out	56 QMBD	QMBD	Package dump.
Horve	Q-179 P12	9 Mar 45	First Army	26 Mar 45	Closed out	58 QMBD	QMBD	Package dump.
Aachen	-	2 Apr 45	Opened	6 Apr 45	Channel Base Sec	56 QMBD	QMBD	Decanting Point.
Duren	-	3 Apr 45	First Army	7 Apr 45	Closed out	56 QMBD	QMBD	Decanting Point.
Erla	-	3 Apr 45	Opened	28 Apr 45	Closed out	56 QMBD	QMBD	Decanting Point.
Votzwiss	-	4 Apr 45	Fifteenth Army	6 Apr 45	Fifteenth Army	56 QMBD	QMBD	Package dump.
Bad Neuhelm	-	5 Apr 45	Opened	14 Apr 45	Closed out	53 QMBD	QMBD	Decanting Point.
Brohl	-	7 Apr 45	First Army	1 May 45	Closed out	56 QMBD	QMBD	Rail transfer point.
Nord Ingelheim	-	7 Apr 45	Opened	24 Apr 45	Closed out	53 QMBD	QMBD	Rail transfer point.
Wegberg	Q-179 P11	9 Apr 45	Opened	21 Apr 45	Fifteenth Army	56 QMBD	QMBD	Decanting Point.
Openheim	-	10 Apr 45	Opened	8 Jun 45	Closed out	53 QMBD	QMBD	Rail transfer point.
Mehlem	-	12 Apr 45	Opened	25 May 45	Fifteenth Army	56 QMBD	QMBD	Bulk storage and decanting point.
Alsfeld	-	12 Apr 45	Opened	22 Apr 45	Closed out	53 QMBD	QMBD	Decanting Point.
Frankfurt	-	18 Apr 45	Opened	17 Jun 45	Seventh Army	53 QMBD	QMBD	Aviation Gas bulk storage.
Stadt - Mockenhain	-	21 Apr 45	First Army	21 Apr 45	Closed out	56 QMBD	QMBD	Package dump.

(30)

M. KERRY

GEOGRAPHICAL LOCATION	NUMBER	OPENED OR TITLED OVER		CLOSED OR TURNED OVER		OPERATED UNDER	TYPE
		DATE	FROM WHOM	DATE	TO WHOM		
Gutersloh	-	21 Apr 45	Opened	15 Jun 45	Ninth Army	56 QMBD	Decanting Point.
Kahl	-	22 Apr 45	Opened	25 May 45	Closed out	53 QMBD	Rail transfer point.
Wurzberg	-	22 Apr 45	Opened	18 May 45	Closed out	53 QMBD	Decanting Point.
Giessen	-	23 Apr 45	First Army	17 Jun 45	Seventh Army	56 QMBD	Decanting Point.
Mittledick	-	23 Apr 45	Opened	8 May 45	Closed out	53 QMBD	Aviation Gas bulk storage.
Hanau	SP 109	24 Apr 45	Third Army	17 Jun 45	Seventh Army	53 QMBD	Package dump.
Fritzlar	-	26 Apr 45	Opened	17 Jun 45	Seventh Army	56 QMBD	Aviation Gas bulk storage.
Hannover	-	27 Apr 45	Opened	17 Jun 45	Seventh Army	56 QMBD	Decanting Point.
Kitzingen	-	30 Apr 45	Opened	25 May 45	Closed out	53 QMBD	Decanting Point.
Furth	-	8 May 45	Opened	17 Jun 45	Closed out	53 QMBD	Rail transfer point.
Burgfarnbach	-	8 May 45	Opened	17 Jun 45	Third Army	53 QMBD	Aviation Gas bulk storage.
Neuhof	-	8 May 45	Opened	17 Jun 45	Seventh Army	53 QMBD	Package dump.
Hockheim	-	9 May 45	Opened	17 Jun 45	Closed out	53 QMBD	Aviation Gas bulk storage.
Zell	-	11 May 45	Opened	31 May 45	Closed out	53 QMBD	Rail transfer point.
Nurnburg	-	18 May 45	Opened	25 May 45	Third Army	53 QMBD	Bulk storage and decanting point.
Kassel	-	16 Jun 45	Opened	17 Jun 45	Seventh Army	56 QMBD	Decanting Point.
<u>SOLID FUELS</u>							
Cherbourg	-	14 Jul 44	Opened	19 Aug 44	Com Z	56 QMBD	Dump.
Utah Beach	-	21 Jul 44	First Army	19 Aug 44	Com Z	54 QMBD	Dump.
Roims	-	8 Sep 44	Opened	24 Oct 44	Oise Soc	55 QMBD	Dump.
Givet	-	8 Oct 44	Opened	26 Mar 45	Closed out	58 QMBD	Dump.
Nemur	-	25 Oct 44	Opened	5 Apr 45	Channel Baso Soc	58 QMBD	Dump.
Anthelst	-	28 Oct 44	Opened	8 Mar 45	Closed out	58 QMBD	Dump.
Liege	-	3 Dec 44	Opened	5 Apr 45	Channel Baso Soc	58 QMBD	Dump.
Verdun	-	3 Dec 44	Opened	5 Apr 45	Oise Soc	62 QMBD	Dump.
Eupen	-	23 Mar 45	First Army	5 Apr 45	Channel Baso Soc	58 QMBD	Dump.
Furstenberg	-	20 Apr 45	Opened	24 May 45	Fifteenth Army	56 QMBD	Mine and Dump.
<u>SUPPLY</u>							
Cherbourg	Q-171	13 Jul 44	Opened	19 Aug 44	Com Z	56 QMBD	Dopot.
Bouteville	Q-2	11 Jul 44	First Army	19 Aug 44	Com Z	52 QMBD	Depot.
Longueville	Q-3	27 Jul 44	First Army	19 Aug 44	Com Z	52 QMBD	Depot.
Ablis	-	29 Aug 44	Opened	7 Sep 44	Closed out	58 & 62 QMBD	Dump.
Soissons	-	1 Sep 44	Opened	25 Oct 44	Oise Intermed.	58 QMBD	Transfer point.

GEOGRAPHICAL LOCATION	NUMBER	OPENED OR TAKEN OVER		CLOSED OR TURNED OVER		OPERATED UNDER	TYPE
		DATE	BY WHOM	DATE	BY WHOM		
Troyes	-	15 Sep 44	Opened	20 Oct 44	Closed out	62 QMBD	CEM Depot*
Sommeaus	-	20 Sep 44	Opened	15 Oct 44	Closed out	62 QMBD	Dump and transfer point.
Reims	Q-180	23 Sep 44	Opened	25 Oct 44	Oise Intermod.	55 QMBD	Depot.
Huy	Q-179A	23 Oct 44	Opened	6 Apr 45	Channel Base	58 QMBD	U. S. & CEM Depot*
Verdun	Q-178	29 Oct 44	Opened	6 Apr 45	Oise Intermod.	62 QMBD	U. S. & CEM Depot*
Munchem - Gladbach	-	11 Apr 45	Opened	1 May 45	Fiftenth Army	56 QMBD	CEM collecting point*
Andernach	-	12 Apr 45	First Army	6 May 45	Closed out	56 QMBD	CEM reconsignment point*
Urmitz	-	26 Apr 45	Opened	17 Jun 45	Closed out	56 QMBD	Dump.
Bielefeld	-	29 Apr 45	Opened	15 May 45	Closed out	56 QMBD	CEM sorting & reconsignment pt.*
Darmstadt	-	14 May 45	Opened	**	Closed out	53 & 56 QMBD	CEM sorting & reconsignment pt.*
Marburg	-	26 May 45	Ninth Army	17 Jun 45	Seventh Army	56 QMBD	Depot.
Erfurt	-	27 May 45	First Army	23 Jun 45	Closed out	56 QMBD	CEM sorting & reconsignment pt.*

* Note: The term CEM signifies Captured Enemy Materiel. Unless this term is used, the operations applied only to U. S. type stocks.

** As of 25 Jun 45 disposition to be made of these installations not determined.

P O T

Rheinberg	-	23 Apr 45	Opened	12 Jun 45	21 Army Group	56 QMBD	(POT Supply Points for QM.)
Sinzig	-	23 Apr 45	Opened	**		56 QMBD	(Med, Ord, Engr, and Sig)
Bingen	-	3 May 45	Opened	**		56 QMBD	(Supplies.)

** As of 25 Jun 45 disposition to be made of these installations not determined.

SALVAGE

Cherbourg	-	30 Jun 44	Opened	20 Aug 44	Com Z	229 Salv. Col. Co.	Salvage Collecting
Bouteville (Utah)	-	1 Jul 44	First Army	20 Aug 44	Com Z	52 QMBD	Salvage Receiving & Repairing.
Longueville (Omaha)	-	13 Jul 44	First Army	20 Aug 44	Com Z	52 QMBD	Salvage Receiving & Repairing.
Longueville (Omaha)	-	1 Aug 44	Opened	20 Aug 44	Com Z	64 QMBD	Spare Parts.
Le Mans	-	6 Sep 44	Opened	8 Sep 44	Loire Sec	529 Salv. Top. Co.	Salvage Repairing.
Reims	Q-256	6 Sep 44	Opened	25 Oct 44	Oise Sec	64 QMBD	Salvage Collecting, receiving, repairing, and Spare Parts.
Verdun	Q-178	1 Oct 44	Opened	5 Apr 45	CONAD	62 QMBD	Receive, sort, repair QM Salvage.
Huy	Q-179A	1 Oct 44	Opened	5 Apr 45	Channel Base	58 QMBD	Salvage Collecting, receiving, repairing, and Spare Parts.
Sellios	Q-179B	1 Mar 45	Opened	5 Apr 45	Channel Base	58 QMBD	Receive, sort, classify, minor repairs.

GEOGRAPHICAL LOCATION	NUMBER	OPENED OR TAKEN OVER		CLOSED OR TURNED OVER		OPERATED UNDER	TYPE
		DATE	FROM WHOM	DATE	TO WHOM		
Andernach	-	15 Apr 45	First Army	14 May 45	Closed out	56 QMBD	Salvage Collecting and Receiving.
Brohl	-	20 Apr 45	Opened	10 May 45	Closed out	56 QMBD	Salvage Repair and Spare Parts.
Bad Kreuznach	-	5 Apr 45	Opened	25 Apr 45	Closed out	53 QMBD	Salvage Repair.
Bamberg	-	1 May 45	Opened	17 Jun 45	Third Army	53 QMBD	Salvage collecting, receiving, repairing, and Spare Parts.
<u>LAUNDRIES</u>							
Cherbourg	-	3 Jul 44	Opened	20 Aug 44	Com Z	195 QMBD	Static Laundry.
Bar le Duc	-	1 Oct 44	Opened	6 Apr 45	Oise Soc	215 QMBD	Static Laundry.
Belg. Military Idry, Namur	-	10 Nov 44	Opened	6 Apr 45	Channel Base	58 QMBD	Static Laundry.
Cincy	-	1 Dec 44	Opened	6 Apr 45	Channel Base	212 and 309 QM Idry Soc's.	Static Laundry.
Liege	-	1 Dec 44	Opened	6 Apr 45	Channel Base	153 and 316 QM Idry Soc's.	Static Laundry.
Belg. Military Idry, Liège	-	1 Feb 45	Opened	6 Apr 45	Channel Base	58 QMBD	Static Laundry.
Aachen	-	1 Feb 45	Opened	23 Jun 45	Channel Base	210 and 308 QM Idry Soc's.	Static Laundry.
Verdun	-	15 Feb 45	Opened	6 Apr 45	Oise Soc	195 and 292 QM Idry Soc's.	Static Laundry.
Aachen	-	1 Apr 45	Com Z	<u>FACTORY</u>		56 QMBD	POW Clothing Factory.

** As of 25 Jun 45 disposition to be made of this installation not determined.

TONNAGES HANDLED

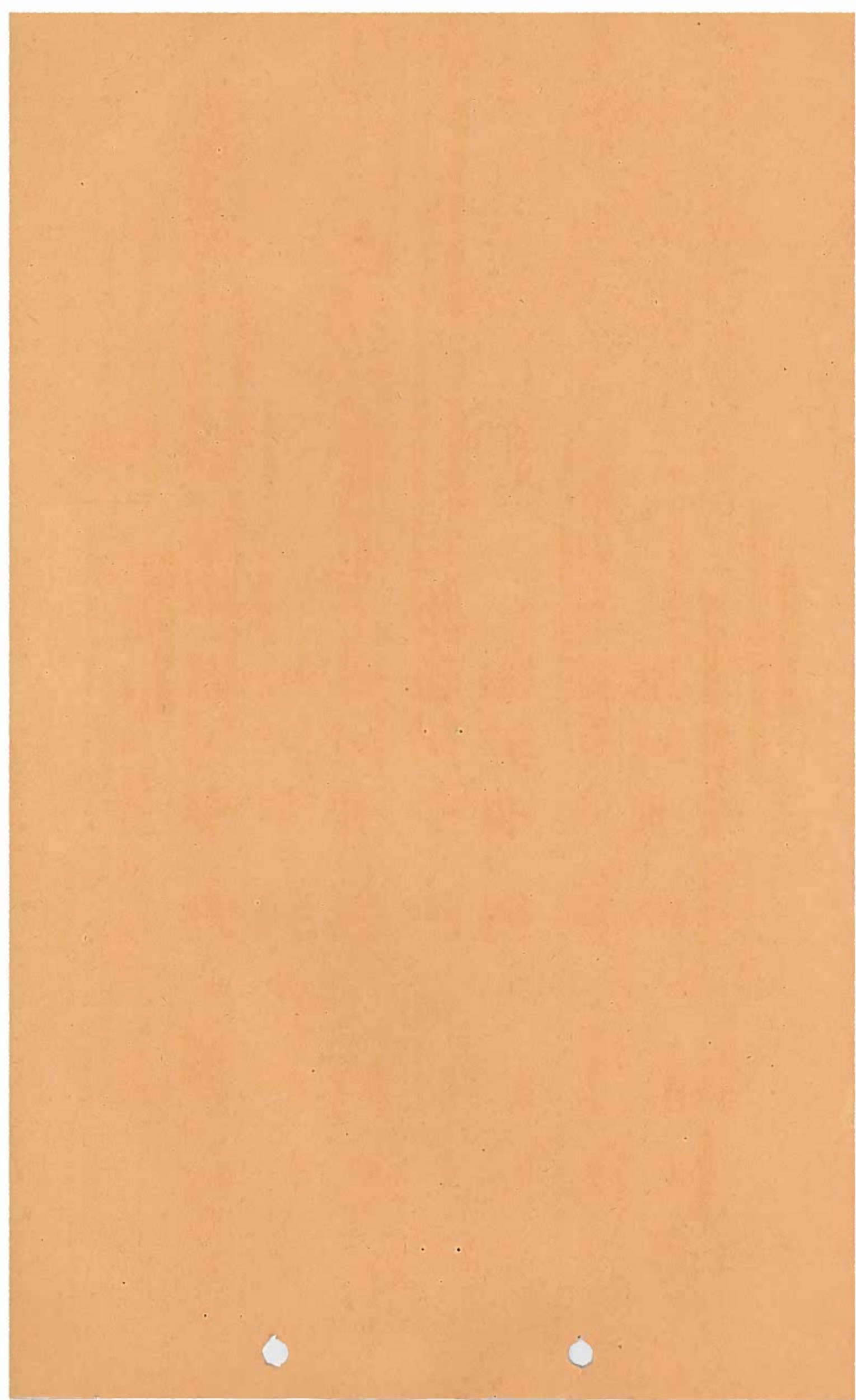
During Period September to June

<u>Base Depot</u>	<u>Location of Depot Hq</u>	<u>Daily Average of Tonnes Handled</u>	<u>Class</u>	<u>Period</u>	<u>Units Served</u>
56th	SOISSONS	761 188 417	I II&IV III	8 Sep to 24 Oct	First US Army; ASC2, IX AF ASC2 ASC2
62nd	SOLLEUSOUS	1,200 353 1,730	I II&IV II	8 Sep to 4 Nov	Third US Army; ASC2; IX AF ASC2; IX AF Third US Army; ASC2, IX AF
55th	REIMS	1,040 782 1,088	I II&IV III	27 Sep to 25 Oct	ASC2; IX AF ASC2 ASC2
56th	LIEGE	6,146 412 4,858	I II&IV III	26 Oct to 5 Apr	First US Army; Ninth US Army; Fifteenth US Army; IX Air Force; ASC2 IX AF; ASC2 Ninth US Army; Fifteenth US Army; IX Air Force; ASC2
62nd	VERDUN	8,021 232 7,700	I II&IV III	26 Oct to 5 Apr	Third US Army; Seventh US Army; XII AG; IX AF; ASC2 Third US Army; Twelfth Army Group; IX Air Force; ASC2 Third US Army; Seventh US Army; XII AG; IX AF; ASC2
53rd	NOHD INGELHEIM, WURZBURG, and ROBTH	3,021 - 6,297	I II&IV III	16 Mar to 17 Jun	Third US Army None Third US Army; IX Air Force; ASC2
56th	NEIDERSHEISIG, KASSEL, and GIESSEN	2,208 512 7,171	I II&IV III	16 Mar to 17 Jun	First US Army; Ninth US Army; Fifteenth US Army; XII AG; IX AF; ASC2 First US Army; Ninth US Army First US Army; Ninth US Army; Fifteenth US Army; XII AG; IX AF; ASC2

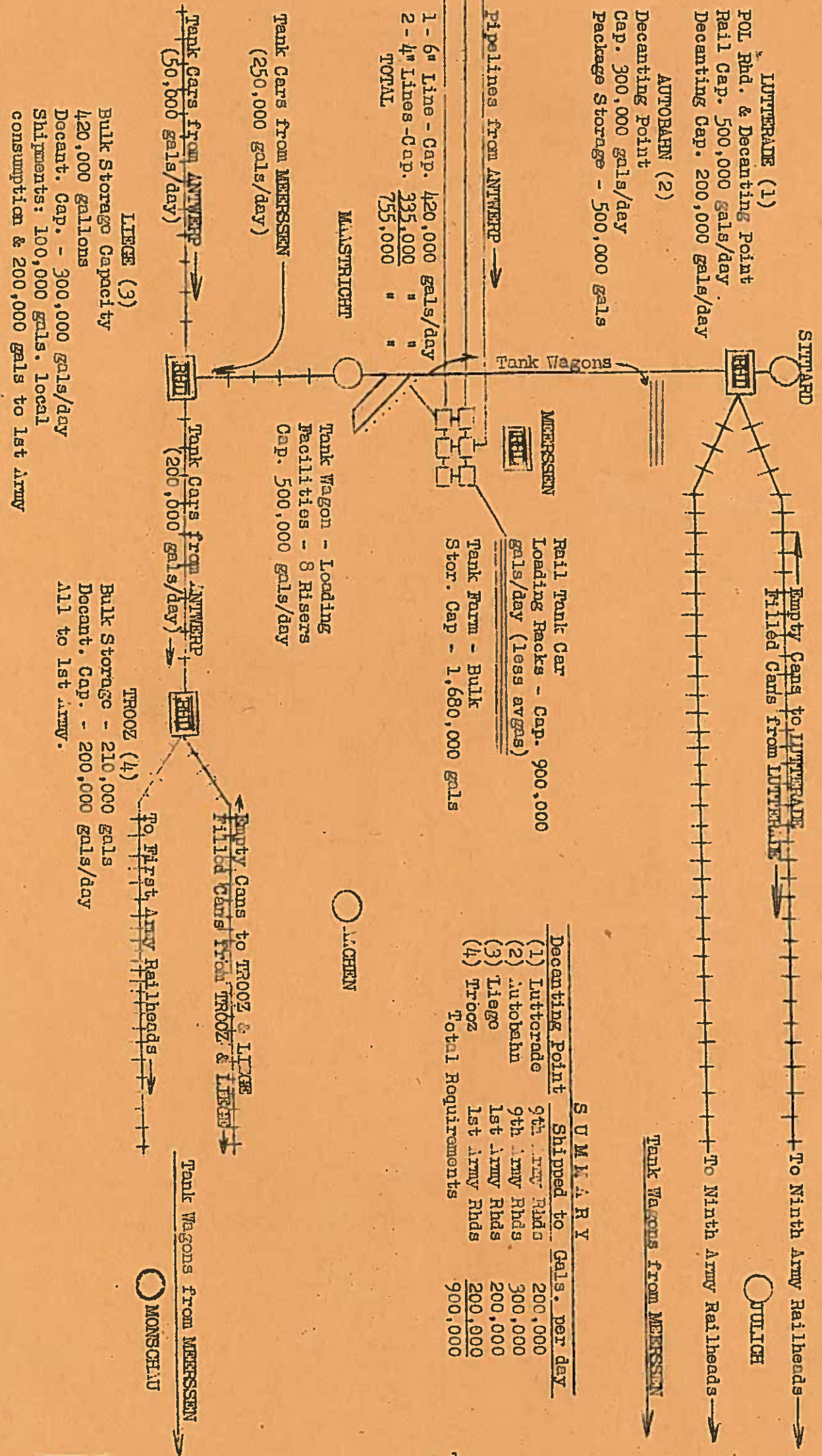
RAIL CAR SITUATION

- 53rd Hq/Hq Co, QM Base Depot, received and handled 20,561 cars of all classes of supply) - 1 Apr to 17 Jun
- 56th Hq/Hq Co, QM Base Depot, received and handled 14,230 cars of all classes of supply)*
- 56th Hq/Hq Co, QM Base Depot, unloaded 29,998 cars of all classes of supply) - 1 Dec 44 - 31 Mar 45
- 62nd Hq/Hq Co, QM Base Depot, unloaded 41,060 cars of all classes of supply)

*Excludes activity at POW Supply Points operated by 56th Hq/Hq Co, QM Base Depot.



POL BULK SUPPLY PLAN - ASCZ NORTH



POL BULK SUPPLY PLAN - ASCZ SOUTH

S U M M A R Y

REQUIREMENTS	GALS/DAY
Third U. S. Army	500,000
ASCZ & Others	100,000
TOTAL	600,000

VIRTON - ST. MARD
Package Stocks
2,000,000 gals



DECLANTING POINTS	G.P.CITY
Landros	300,000
Manciouilles	300,000
TOTAL	600,000

LANDRES
Decanting Cap. 300,000 gals/day
Bulk Storage 210,000 gals
Package Stocks 2,000,000 gals



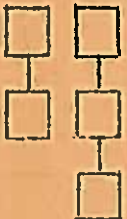
← Empty cans from Third U. S. Army Rhds
Filled cans to Third U. S. Army Rhds →

PACKING STOCKS	GALLONS
Virton - St. Mard	2,000,000
Chatrancourt	1,000,000
Baleyecourt	3,000,000
Jeanclizo	1,000,000
Landros	2,000,000
Uckango	1,000,000
TOTAL	10,000,000

CHATRANCOURT
Package Stocks 1,000,000 gals



TANK FARM
Bulk Storage - 2,100,000 gals



Tank Wagon
Loading Racks

Tank cars from pipeline at Chalons - 600,000 gals/day

← Empty cans to Landros
Filled cans from Landros →

THIONVILLE



UCKANSE
Pkg. Stocks
1,000,000 gals



BALEYCOURT
Package Stocks - 3,000,000 gals



VERDON
9-178



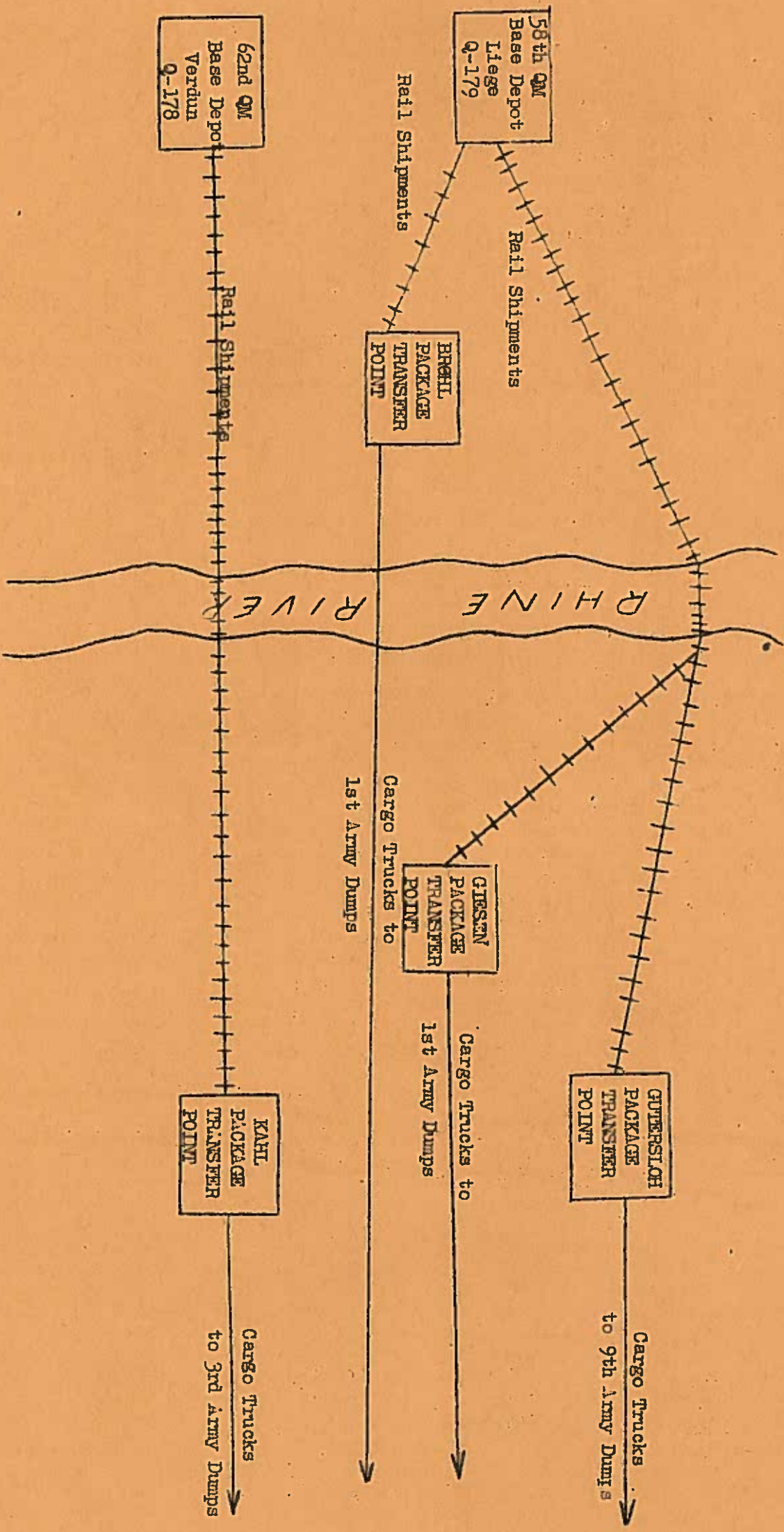
MANCIOUILLES
Decanting Cap. - 300,000 gals/day
Bulk Storage - 210,000 gals

← Empty cans from Third U. S. Army Rhds
Filled cans to Third U. S. Army Rhds →

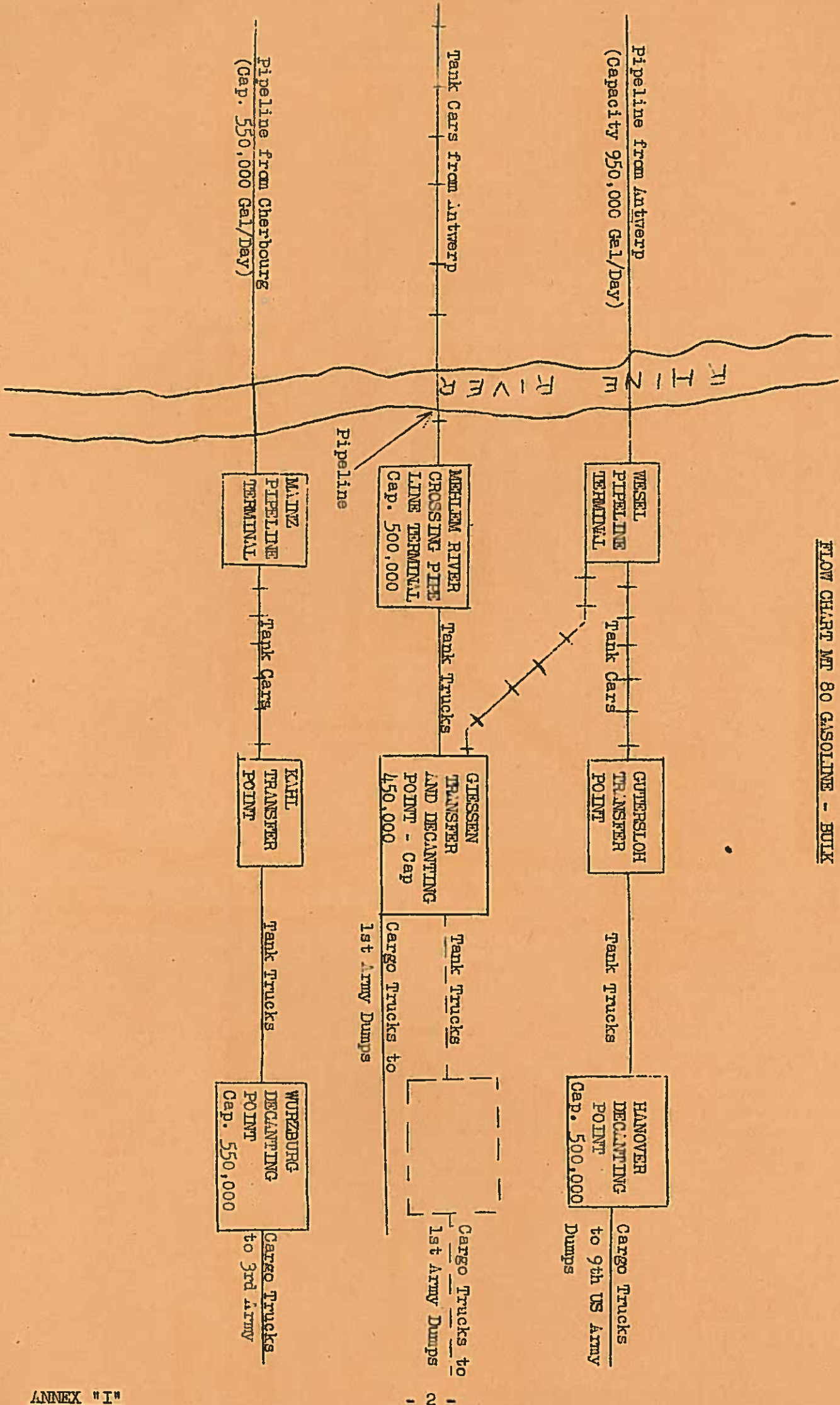
JEANCLIZO
Package Stocks - 1,000,000 gals



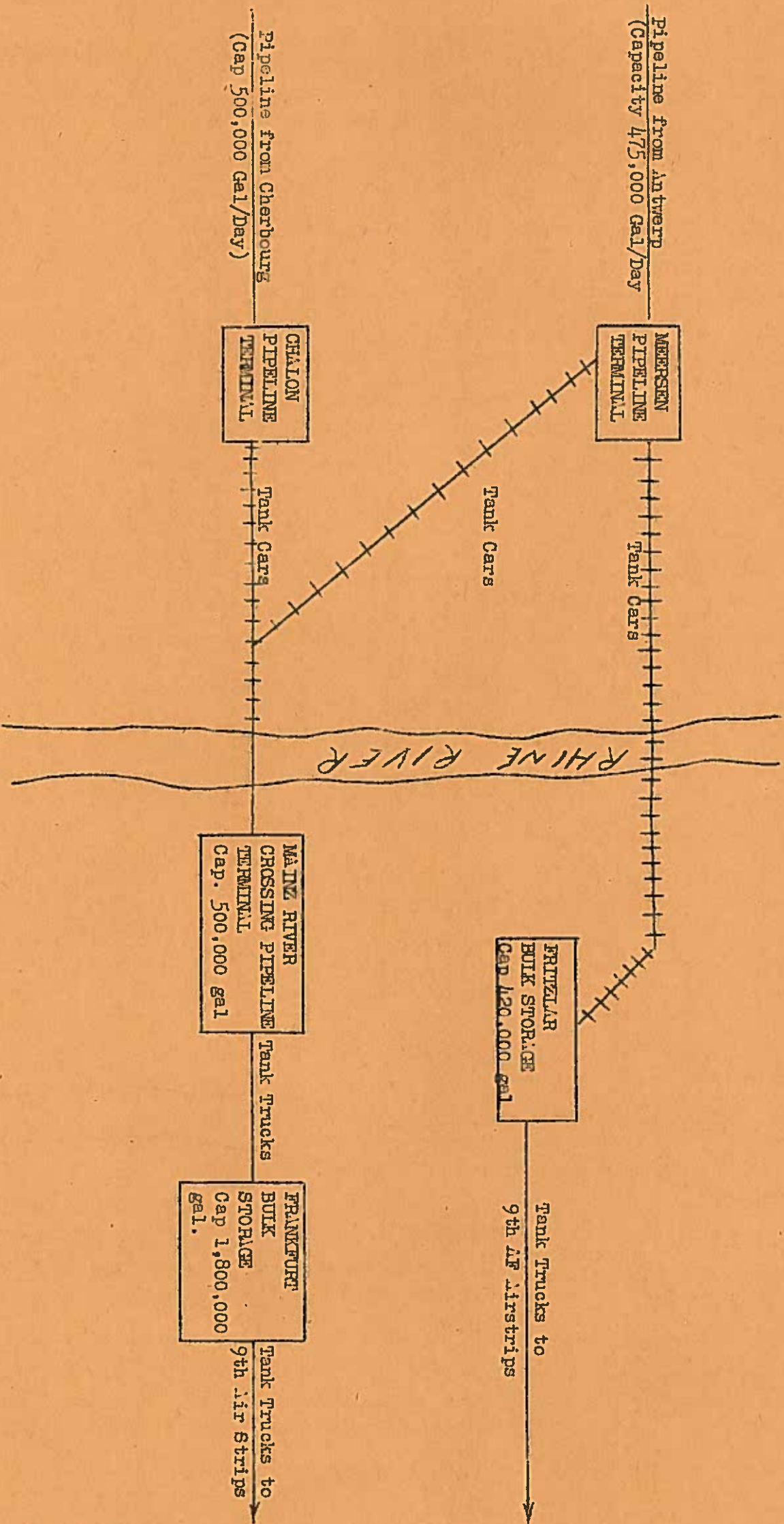
FLOW CHART PACKAGED POL

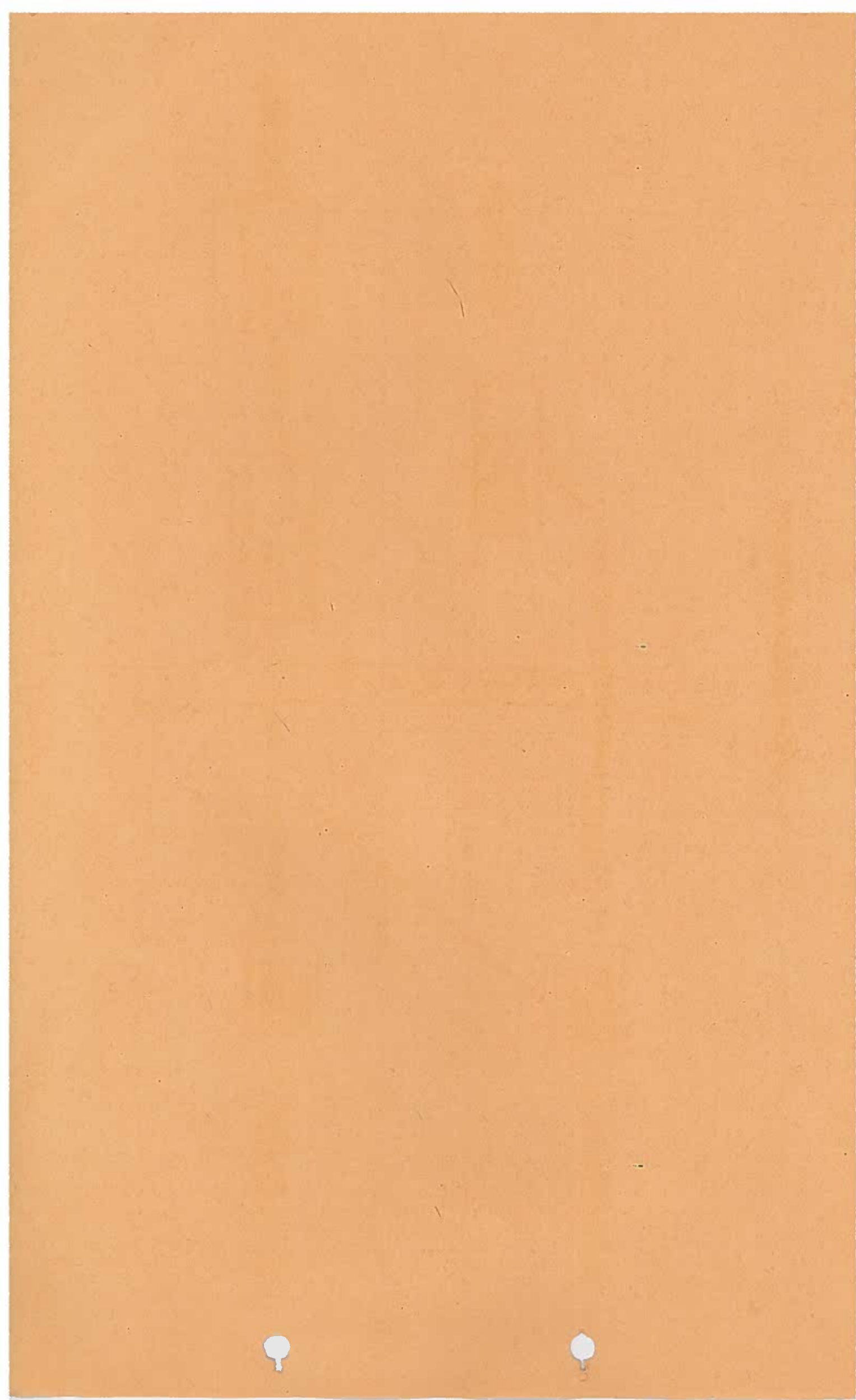


FLOW CHART MT 80 GASOLINE - BULK



PL07 CHART 100 OCTANE GASOLINE - BULK





PROCUREMENT BRANCH ACTIVITIES - 1944

CLASS AND DATE	CLASS I SUPPLIES	CLASS II & IV SUPPLIES	CLASS III SUPPLIES	SERVICES
Gatz, France	\$ 23,542.20	\$ 4,200.00		\$ 2,560.00
Le Mans, France	4,658.60	11,795.82		7,765.66
Etampes, France	260.00	20.00		15,026.56
Reims, France	25,892.62	15,597.56	6.3 L/T	38,646.80
To 31 Dec 44 Namur, Belgium	22,400.00	4,610,611.80 #	50,585.67 L/T	32,497.22

PROCUREMENT BRANCH ACTIVITIES - 1945

MONTH	CLASS I SUPPLIES	CLASS II & IV SUPPLIES	CLASS III SUPPLIES	SERVICES
January	2,399.8 L/T	559.5 L/T	18,117.56 L/T	\$ 14,450.50
February	1,246.7 L/T	911.7 L/T	10,984.27 L/T	2,525.20
March	1,755.5 L/T	6,571.3 L/T	7,378.41 L/T	36,759.60
April	0	24.2 L/T	2,000.81 L/T	1,355.11
MAY	7,718.0 L/T	772.9 L/T	-	3,704.60

NOTE: 1. The items and services procured through the phases on the Continent covered a wide and varied scope, the items ranging from thumb tacks to steel girders, with services falling in the main categories of laundry, dry cleaning and civilian labor. There have been broken down to classes common to the Quartermaster Corps, Class I, Class II & IV, and Class III for the purpose of a tonnage record, with the services converted from foreign exchange into the American dollar.

Represents approximate value of Demands placed.

1880

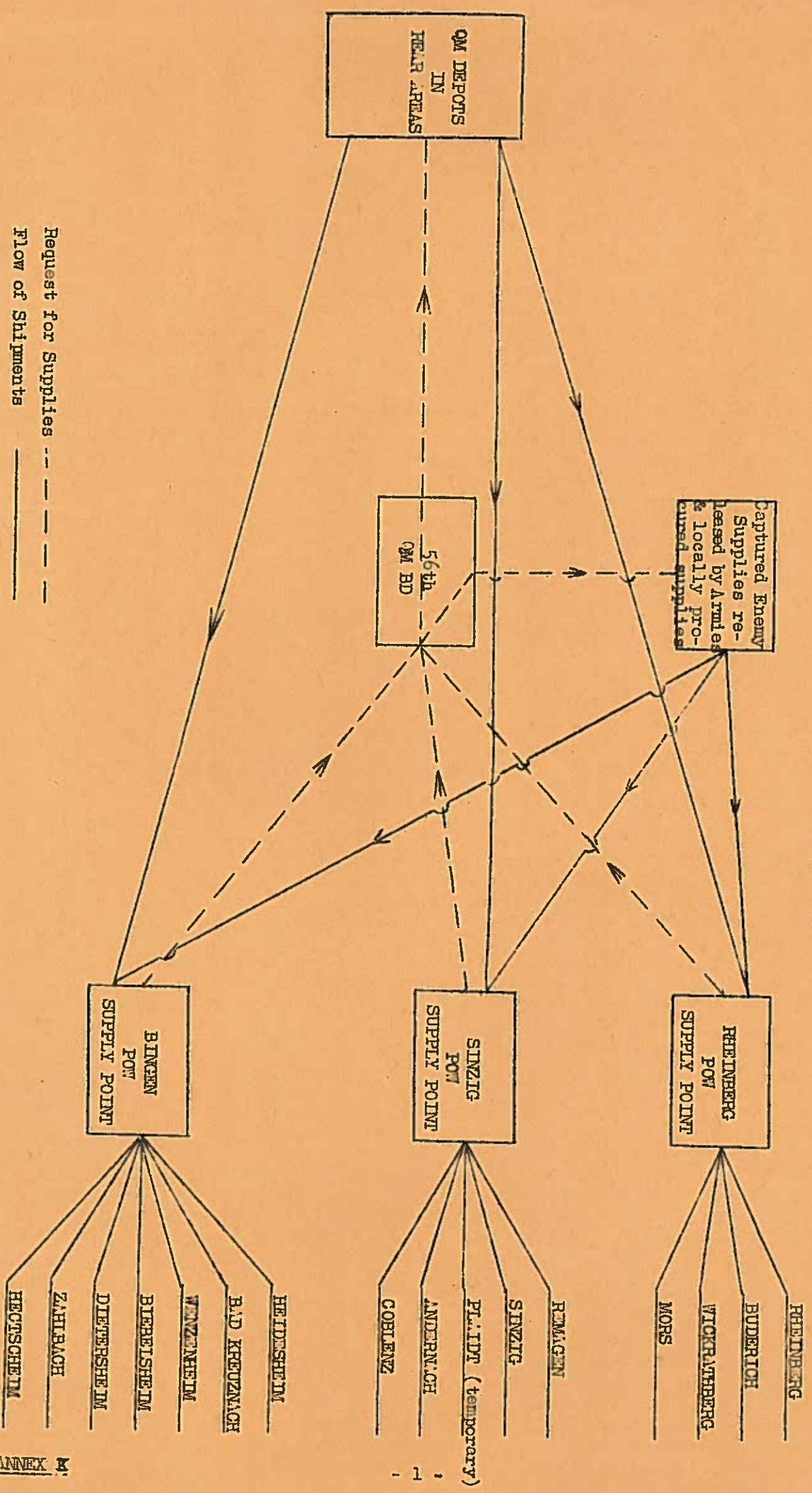
Received of the Treasurer of the Board of Education of the City of New York the sum of \$100.00 for the year ending March 31st 1880

No.	Name	Amount	Total
1	John Doe	50.00	50.00
2	Jane Smith	30.00	80.00
3	Robert Brown	20.00	100.00
4	Mary White	10.00	110.00
5	James Black	5.00	115.00
6	Elizabeth Green	5.00	120.00
7	Thomas Grey	5.00	125.00
8	Sarah Hall	5.00	130.00
9	William King	5.00	135.00
10	Anna Lee	5.00	140.00
11	George Miller	5.00	145.00
12	Elizabeth Moore	5.00	150.00
13	John Taylor	5.00	155.00
14	Mary Anderson	5.00	160.00
15	James Wilson	5.00	165.00
16	Elizabeth Clark	5.00	170.00
17	Thomas Lewis	5.00	175.00
18	Sarah Walker	5.00	180.00
19	William Young	5.00	185.00
20	Anna King	5.00	190.00
21	George Miller	5.00	195.00
22	Elizabeth Moore	5.00	200.00
23	John Taylor	5.00	205.00
24	Mary Anderson	5.00	210.00
25	James Wilson	5.00	215.00
26	Elizabeth Clark	5.00	220.00
27	Thomas Lewis	5.00	225.00
28	Sarah Walker	5.00	230.00
29	William Young	5.00	235.00
30	Anna King	5.00	240.00
31	George Miller	5.00	245.00
32	Elizabeth Moore	5.00	250.00
33	John Taylor	5.00	255.00
34	Mary Anderson	5.00	260.00
35	James Wilson	5.00	265.00
36	Elizabeth Clark	5.00	270.00
37	Thomas Lewis	5.00	275.00
38	Sarah Walker	5.00	280.00
39	William Young	5.00	285.00
40	Anna King	5.00	290.00
41	George Miller	5.00	295.00
42	Elizabeth Moore	5.00	300.00
43	John Taylor	5.00	305.00
44	Mary Anderson	5.00	310.00
45	James Wilson	5.00	315.00
46	Elizabeth Clark	5.00	320.00
47	Thomas Lewis	5.00	325.00
48	Sarah Walker	5.00	330.00
49	William Young	5.00	335.00
50	Anna King	5.00	340.00
51	George Miller	5.00	345.00
52	Elizabeth Moore	5.00	350.00
53	John Taylor	5.00	355.00
54	Mary Anderson	5.00	360.00
55	James Wilson	5.00	365.00
56	Elizabeth Clark	5.00	370.00
57	Thomas Lewis	5.00	375.00
58	Sarah Walker	5.00	380.00
59	William Young	5.00	385.00
60	Anna King	5.00	390.00
61	George Miller	5.00	395.00
62	Elizabeth Moore	5.00	400.00
63	John Taylor	5.00	405.00
64	Mary Anderson	5.00	410.00
65	James Wilson	5.00	415.00
66	Elizabeth Clark	5.00	420.00
67	Thomas Lewis	5.00	425.00
68	Sarah Walker	5.00	430.00
69	William Young	5.00	435.00
70	Anna King	5.00	440.00
71	George Miller	5.00	445.00
72	Elizabeth Moore	5.00	450.00
73	John Taylor	5.00	455.00
74	Mary Anderson	5.00	460.00
75	James Wilson	5.00	465.00
76	Elizabeth Clark	5.00	470.00
77	Thomas Lewis	5.00	475.00
78	Sarah Walker	5.00	480.00
79	William Young	5.00	485.00
80	Anna King	5.00	490.00
81	George Miller	5.00	495.00
82	Elizabeth Moore	5.00	500.00
83	John Taylor	5.00	505.00
84	Mary Anderson	5.00	510.00
85	James Wilson	5.00	515.00
86	Elizabeth Clark	5.00	520.00
87	Thomas Lewis	5.00	525.00
88	Sarah Walker	5.00	530.00
89	William Young	5.00	535.00
90	Anna King	5.00	540.00
91	George Miller	5.00	545.00
92	Elizabeth Moore	5.00	550.00
93	John Taylor	5.00	555.00
94	Mary Anderson	5.00	560.00
95	James Wilson	5.00	565.00
96	Elizabeth Clark	5.00	570.00
97	Thomas Lewis	5.00	575.00
98	Sarah Walker	5.00	580.00
99	William Young	5.00	585.00
100	Anna King	5.00	590.00

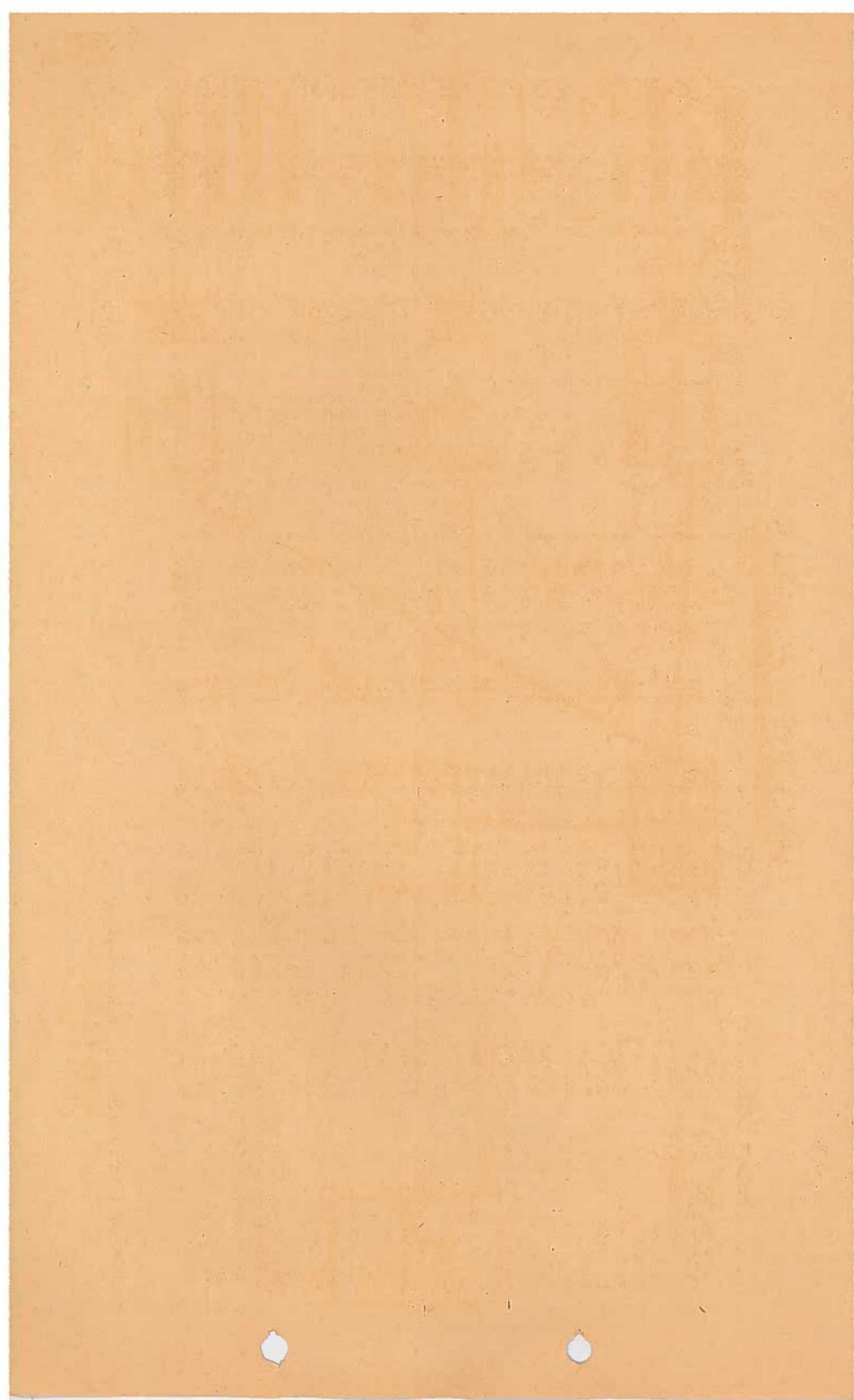
THE BOARD OF EDUCATION OF THE CITY OF NEW YORK

1880

QM SUPPLY PLAN FOR PRISONERS OF WAR



Request for Supplies - - - - -
 Flow of Shipments —————



CEMETERY OPERATIONS, ADVANCE SECTION, COM Z

Cemetery Name	Date	Taken Over From	G. P. Co. Operating	Date	Turned Over		Interments Made by Armies		
					To	U. S. Killed	Enemy	Total	
Ste Mere Eglise No 1	31 Jul 44	First U. S. Army	610	31 Jul 44	Communications	2,203	13	1,000	3,216
St Martins	31 Jul 44	First U. S. Army	610	31 Jul 44	Zone	260	3	189	452
Ste Mere Eglise No 2	3 Aug 44	First U. S. Army	612	3 Aug 44	Zone	4,200	0	0	4,200
Orglandes	3 Aug 44	First U. S. Army	610	3 Aug 44	and subsequently	0	0	6,345	6,345
Blosville	8 Aug 44	Third U. S. Army	610	8 Aug 44	to	4,931	0	0	4,931
St Laurent	7 Aug 44	First U. S. Army	612	7 Aug 44	Normandy	3,790	91	1,295	5,176
La Gambe	8 Aug 44	First U. S. Army	612	8 Aug 44	Base	4,260	0	1,622	5,882
Maringy	17 Aug 44	First U. S. Army	612	17 Aug 44	Section.	2,600	1	2,000	4,601
La Chene Guerin	24 Aug 44	First U. S. Army	611	24 Aug 44	Oise Int Section	1,200	0	700	1,900
Gorron	26 Aug 44	First U. S. Army	611	26 Aug 44	Channel Base Sec	695	3	819	1,517
St Cornelle	29 Aug 44	Third U. S. Army	612	29 Aug 44	Channel Base Sec	448	40	250	738
Villeneuve-sur-Autars	7 Sep 44	Third U. S. Army	612	7 Sep 44	Sine Sector	251	18	216	485
Ste Andre	10 Sep 44	First U. S. Army	612	10 Sep 44	Channel Base Sec	390	13	180	583
Champigneul	20 Sep 44	Third U. S. Army	612	20 Sep 44	Channel Base Sec	526	8	225	759
Solers	18 Sep 44	First U. S. Army	612	18 Sep 44	Channel Base Sec	317	13	184	514
Fosses	23 Sep 44	First U. S. Army	612	23 Sep 44	Channel Base Sec	1,301	22	851	2,174
Overrepen	10 Oct 44	First U. S. Army	612	6 Apr 45	Channel Base Sec	0	0	170	170
Andilly No 1	9 Dec 44	Third U. S. Army	612	15 Feb 45	Continental Adv Sec	3,307	63	0	3,370
Andilly No 2	22 Dec 44	Third U. S. Army	612	15 Feb 45	Continental Adv Sec	0	0	4,813	4,813
Imey	30 Dec 44	Third U. S. Army	612	15 Feb 45	Continental Adv Sec	5,613	0	0	5,613
Grand Failly	2 Feb 45	Third U. S. Army	612	6 Apr 45	Oise Int Section	2,727	18	1,443	4,188
Son	11 Jan 45	Communications Zone	612	6 Apr 45	Channel Base Sec	416	46	231	693
Molenhoek	11 Jan 45	Communications Zone	612	6 Apr 45	Channel Base Sec	795	40	123	958
Foy	16 Mar 45	Third U. S. Army	612	6 Apr 45	Oise Int Section	2,219	26	3,391	5,636
Neuville-en-Condroz	8 Feb 45	Opened by Adv Sec	612	6 Apr 45	Channel Base Sec	0	0	9,626	9,626
Henri-Chapelle No 2	23 Mar 45	First U. S. Army	612	6 Apr 45	Channel Base Sec	17,323	191	0	17,514
Henri-Chapelle No 1	31 Mar 45	First U. S. Army	612	6 Apr 45	Channel Base Sec	6,903	0	5,467	12,370
Hamm	2 Apr 45	Third U. S. Army	612	6 Apr 45	Oise Int Section	1,505	39	962	2,506
Ittenbach	23 Apr 45	First U. S. Army	612	6 Apr 45	Seventh U. S. Army	662	109	448	1,219
Butzbach	2 May 45	Third U. S. Army	612	(Adv Sec) (Fadeout)	Seventh U. S. Army	68,842	757	42,550	112,149

Number of Interments made by Advance Section

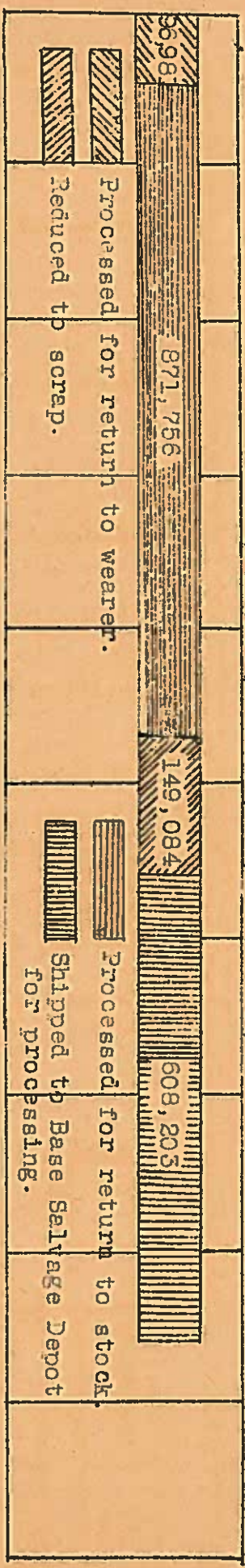
1,505 241 1,798 3,544

POW CEMETERIES OPENED BY QUARTERMASTER, ADVANCE SECTION

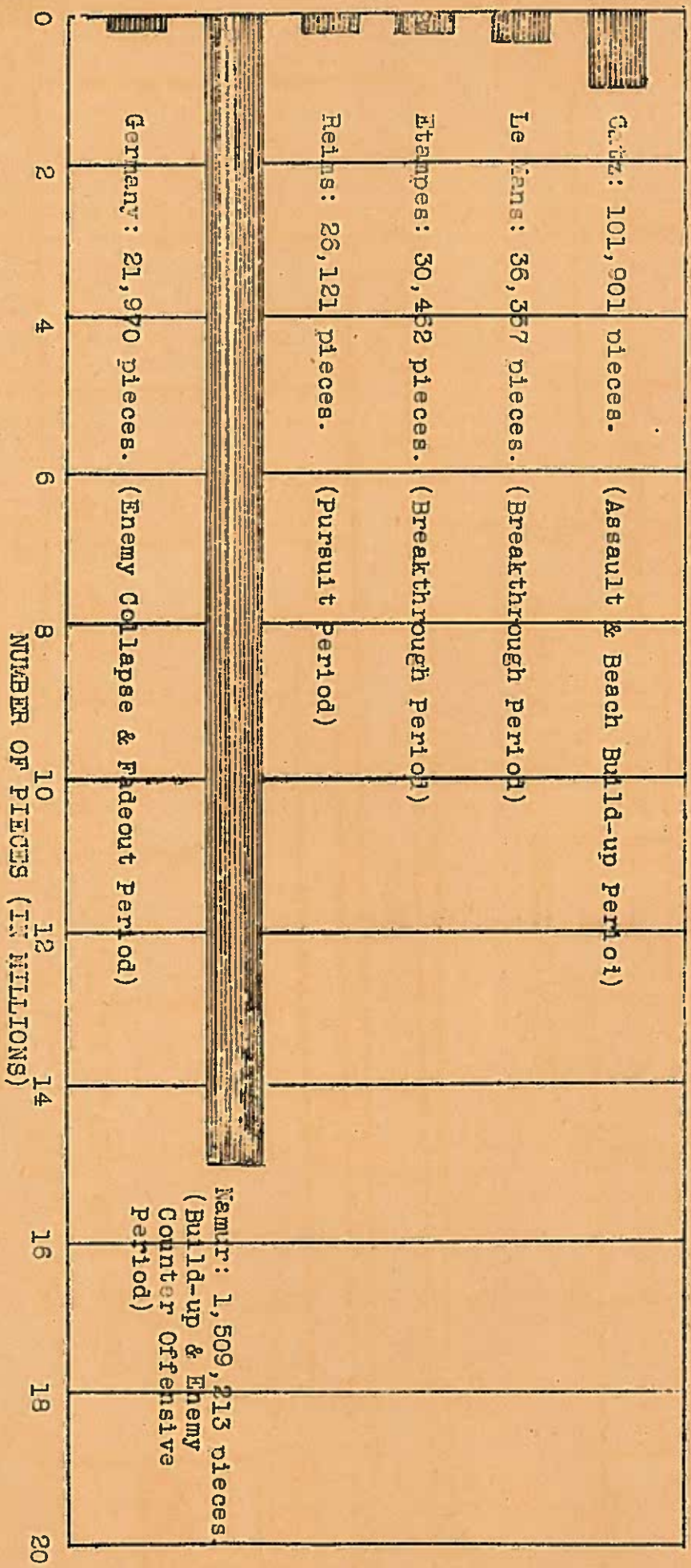
Cemetery Name	Germany	Taken Over		G. R. Co. Operating	Turned Over		Enemy Interments
		Date	From		Date	To	
Buderrich	Germany	4 May 45	Opened by .adv Soc	612	12 Jun 45	British	105
Rheinberg	Germany	26 Apr 45	Opened by Adv Soc	612	12 Jun 45	British	438
Wickrath	Germany	5 May 45	Opened by Adv Soc	612	12 Jun 45	British	106
Sinzig	Germany	28 Apr 45	Opened by Adv Soc	612	(As of 25 Jun 45 disposition)		* 1,022
Bad Kreuznach	Germany	30 Apr 45	Opened by Adv Soc	612	(to be made of these instal-)		* 1,098
Heidosheim	Germany	30 Apr 45	Opened by Adv Soc	612	(latious not determined.)		* 284

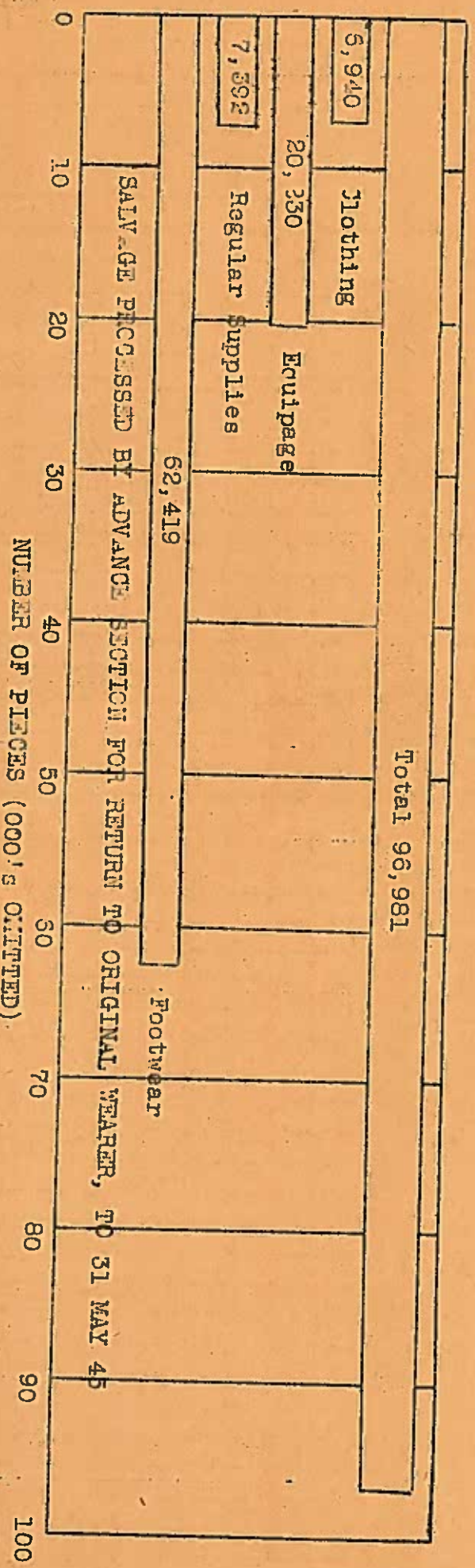
* Interments made as of 25 Jun 45.

SALVAGE PROCESSED BY ADVANCE SECTION
(To 31 May 45 - 1,726,024 pieces)

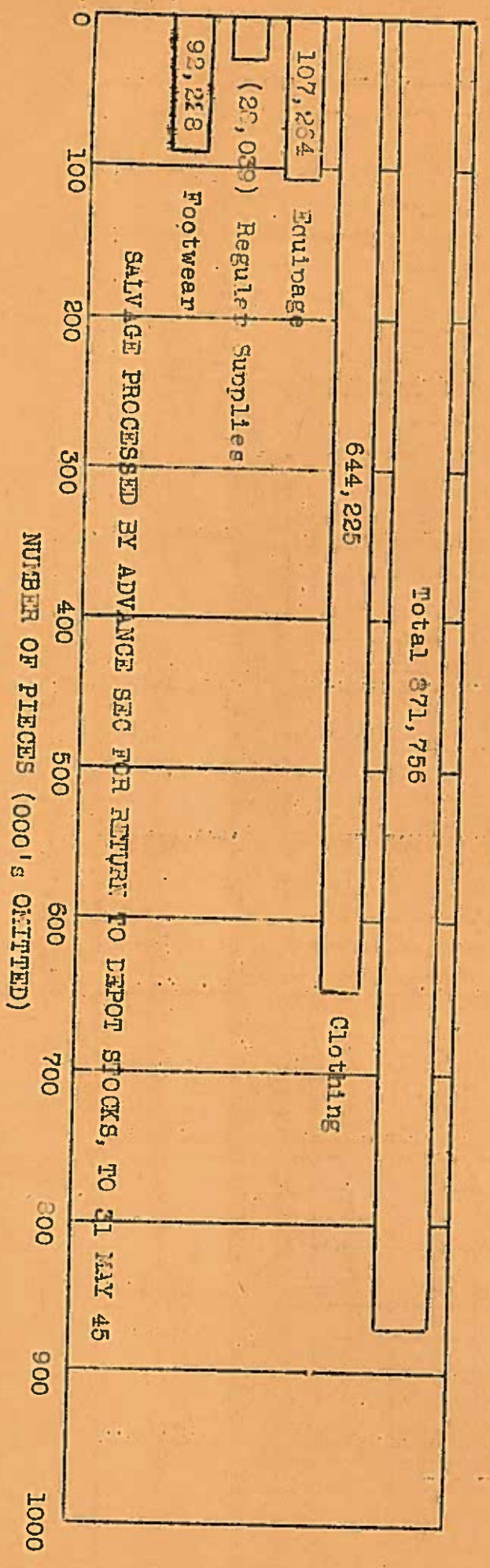


SALVAGE PROCESSED BY ADVANCE SECTION, BY PERIOD

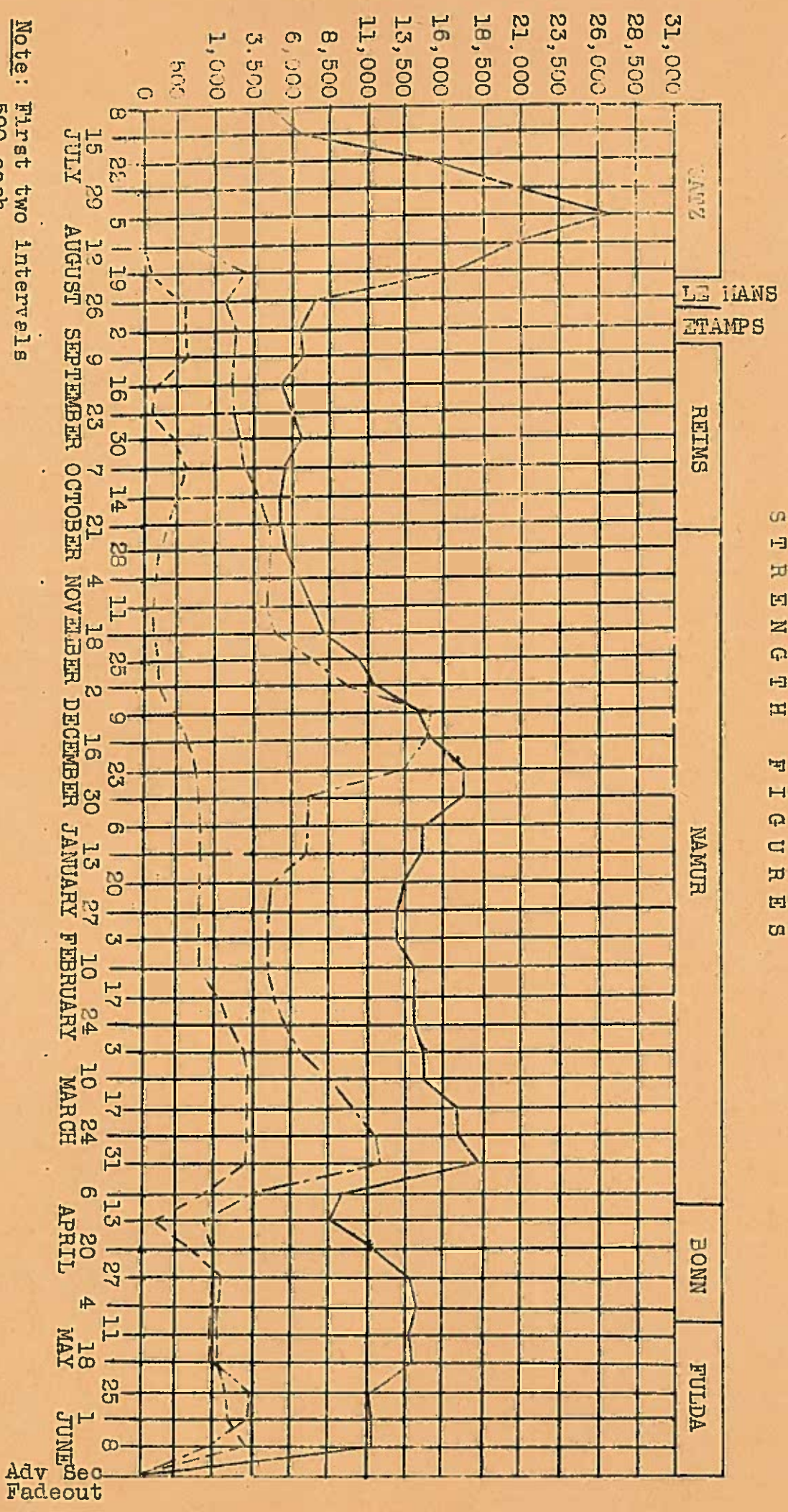


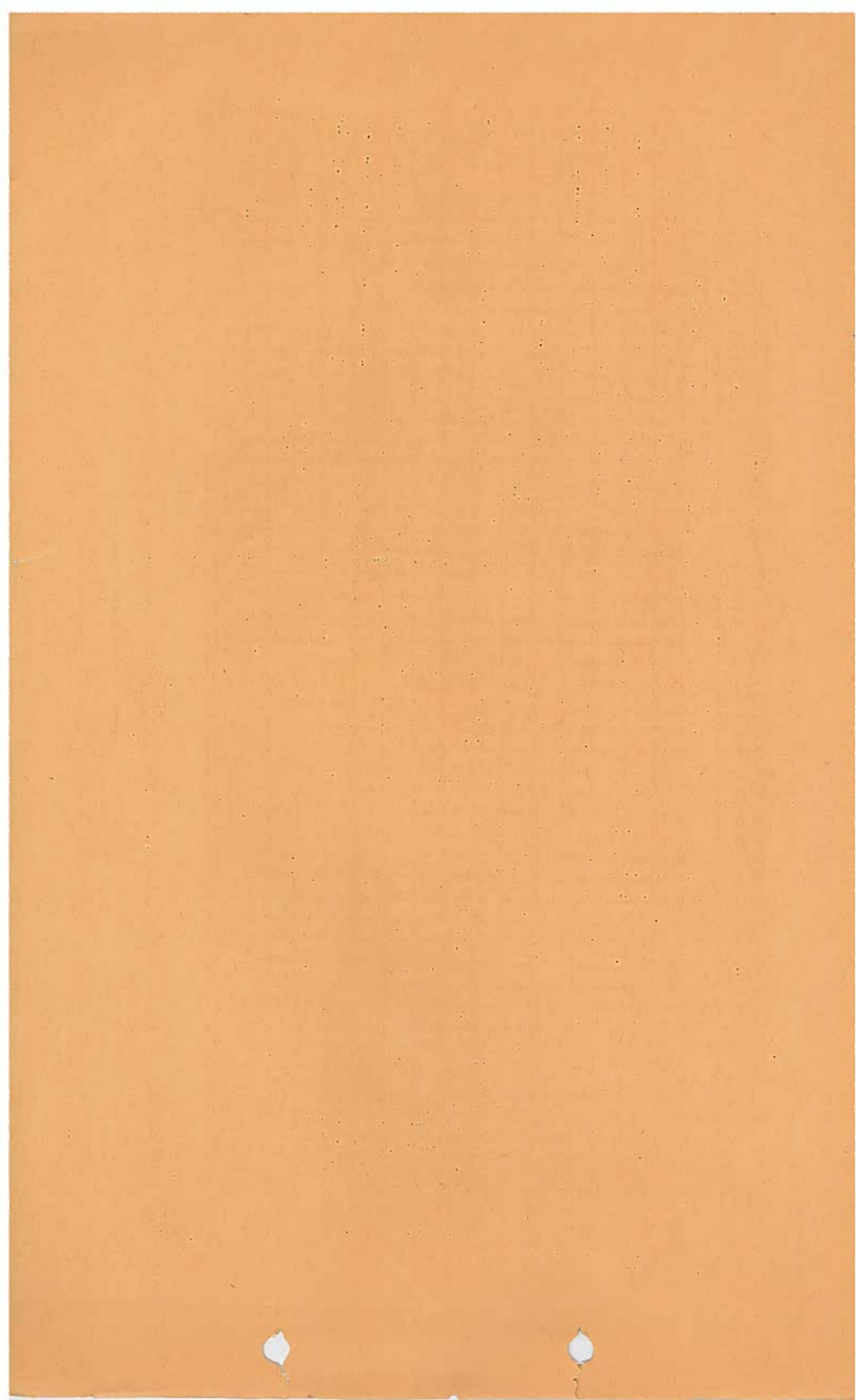


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S T R E N G T H F I G U R E S





TYPICAL BREAKDOWN SHOWING ALLOCATION OF QM UNITS FOR OPERATING QM INSTALLATIONS

HQ & HC CO 62ND QM BASE DEPOT

HQ & HC DET 548TH QM GROUP

Class I		Class II & IV		Class III		Salvage		Separate (Misc)	
5	Bn's	1	Bn	2	Bn's	2	Bn's	1	Bn
3	Bkry Co's	2	Dep Co Sup	2	Comp Bn's	1	Salv Coll Co	2	Comp Bn's
2	Dep Co's Sup	2	Serv	7	Gas Sup Co's	1	Salv Rep	1	Idry Sec
2	Rhd Co's			1	Rhd Co			1	Steril Co
1	Refrig			1	Serv Co			1	Serv Co
11	Serv								

Note: QM personnel augmented by Civilian & POW laborers, pooled and allocated by the Depot Hq where needed. Average number employed: Civilians, 1,310; POW, 5,996.

TYPICAL BREAKDOWN SHOWING ALLOCATION OF QM UNITS FOR OPERATING QM INSTALLATIONS

HQ & HQ CO 58TH QM BASE DEPOT

HQ & HQ DET 595TH QM GROUP

Class I		Class II & IV		Class III		Salvage		Separate (Misc)	
5	Bn's	1	Comp Bn	3	Bn's	1	Ldry Co	1	Graves
2	Comp Co's	½	Serv Co	1	Comp Bn	1	Salv Coll Co	2	Steril
4	Bkry Co's			7	Gas Sup Co's	½	Salv Rep Co	½	Serv Co
2	Dep Co's Sup			1	PPL				
3	Rhd Co's			4	Serv Co's				
	Det Refrig								
11	Serv Co's								

(Over)
1

Note: QM personnel augmented by Civilian & POW laborers, pooled and allocated by the Depot Hq where needed. Average number employed: Civilians, 1,807; POW, 9,045.