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PICTORIAL HANDBOOK
OF
MILITARY TRANSPORTATION



U. S. ARMY TRANSPORTATION CORPS
ETO

PICTORIAL HANDBOOK of MILITARY TRANSPORTATION

• • • • •
OPERATIONAL PHOTOGRAPHS OF THE U. S. ARMY TRANSPORTATION CORPS
EUROPEAN THEATER OF OPERATIONS
• • • • •

1 AUGUST 1945
• • • • •



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FOREWORD

Based on the premise that one picture is worth a thousand words, the photographs of this little volume will tell a long, long story. That story will prove a fertile field for research and for study in military transportation.

These are pictures of operations---they depict the highlights of the greatest transportation mission of all time. Back of these photographs is the monotony, sweat, toil and death of War.

A study of these photographs will aid TC units in other theaters. They will reveal the ingenuity, the skill, the ability to create and improvise which characterized the TC soldier in the ETO as he met and conquered his problems one after another. They will offer and suggest new ideas, assist future training and shape programs of instruction.....And, too, they will record permanently the achievements of the TC in the ETO.

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Mention should be made of the cooperation of the port Public Relations Officers, Capt. Morris Meyer, Lt. Ellis Brandt, Lt. Harold Kathman, Lt. John F. Ronan, Lt. J.R. Napp, Lt. James O. Mays, Lt. Donald Batalia, as well as Capt. A.G. Gregory, T/Sgt. N.E. Kernell, and T/5 R.K. Waldron of MRS.

The interest and day by day cooperation of the following Technical Information Section Staff members have been of inestimable value : Lt. Irwin Swerdlow, T/4 Irwin Ross, T/3 Albert Buckberg, T/3 Wade L. Jolly, T/3 Glenward Blomme, T/4 Emanuel S. Bennett, T/4 Joseph Ives, T/4 Elizabeth Byrne, T/5 Elizabeth Sponseller, Cpl. Winifred Thompson, and Faith Henry, British Civilian.

Finally, let it be said that the keen interest and appreciation of Major General Frank S. Ross, in the photographic media of public relations and the excellent cooperation of Colonel Samuel A. Decker, ACOT, Administration, have been a continued source of inspiration and encouragement.

JAMES W. PUTNAM
Major, T.C.
Technical Information Officer.

THE

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MAJOR
GENERAL
FRANK S. ROSS

CHIEF OF
TRANSPORTATION

E T O



OFFICE OF THE
CHIEF OF TRANSPORTATION
HQ COM ZONE ETOUSA



Maj. Gen. - FRANK S. ROSS



Brig. Gen. - C. R. GRAY JR.



Brig. Gen. - G. C. STEWART



Col. - D. W. TRAUB



Col. - M. A. MURRILL



Col. - C. Z. CASE



Col. - G. BARTLETT



Col. - R. B. WARREN

It is not the critic who counts, not the man who points out how the strong man stumbled, or where the doer of deeds could have done them better. The credit belongs to the man who is actually in the arena: whose face is marred by dust and sweat and blood; who strives valiantly; who errs and comes short again and again; who knows the great enthusiasms, the great devotions, and spends himself in a worthy cause; who, at the best, knows in the end the triumph of high achievement; and who, at the worst, if he fails, at least fails while daring greatly, so that his place shall never be with those cold and timid souls who know neither victory nor defeat.

THEODORE ROOSEVELT



Col. - N. A. RYAN



Col. - S. A. DECKER



Col. - M. G. JEWETT



Col. - T. FULLER



1. THE TRAINMAN



2. THE DRIVER



3. THE DIVER



4. THE PILOT

T.C. G.I.s MEN OF ACTION



Thousands of . . .
Enlisted Men stationed
in the ETO are engaged in the tremendous task of moving
supplies to the armies to do this the . . .
Transportation Corps utilizes all the . . .
transportation facilities available; Highway,
Rail Water and the Air. The diversity of
the transportation operations on the continent creates a great number of highly . . .
technical jobs, some of which are shown
here.



5. AND THE SHOPMAN



6. SOME CONSTRUCT, WHILE



7. OTHERS REPAIR EQUIPMENT



8. MAN BARGES



9. DO EXACTING REPAIRS



10. AND REGULATE MOVEMENTS



1. TOGETHER



2. THE OLD



3. AND THE YOUNG

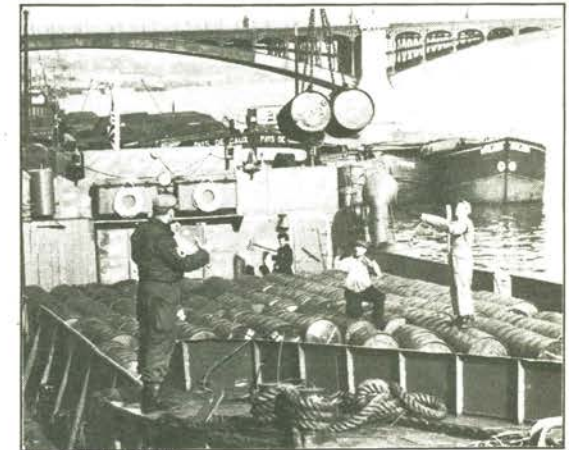
U.S. FRENCH CO-OPERATION



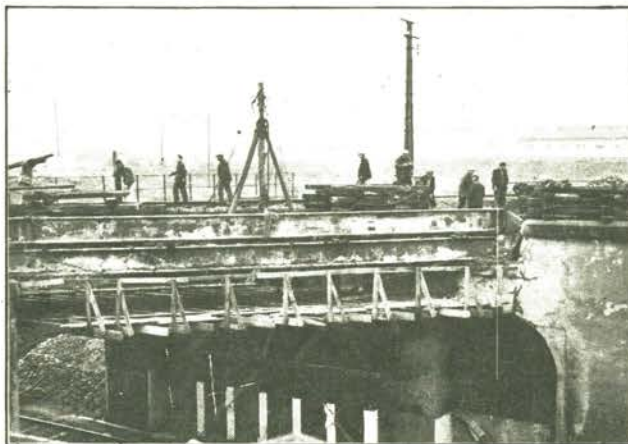
Since the first Transportation Corps men arrived on the continent, the French people have co operated in many ways. In spite of language difficulties and other handicaps, Americans and French have often worked side by side as a team to accomplish more quickly the mission facing both.



4. ON DOCKS



5. ON BARGES



6. REBUILDING



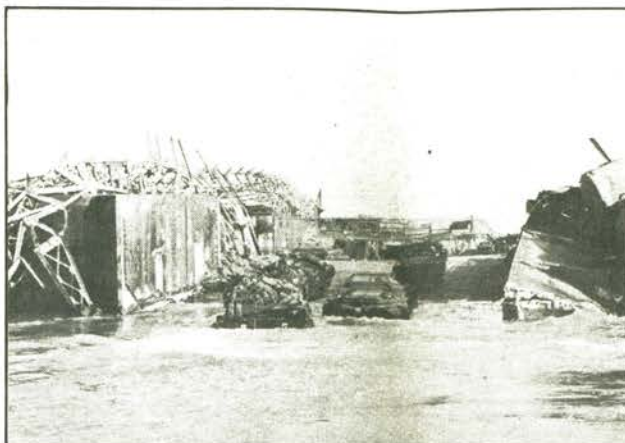
7. AND REPAIRING



8. IN ALLIED UNITY



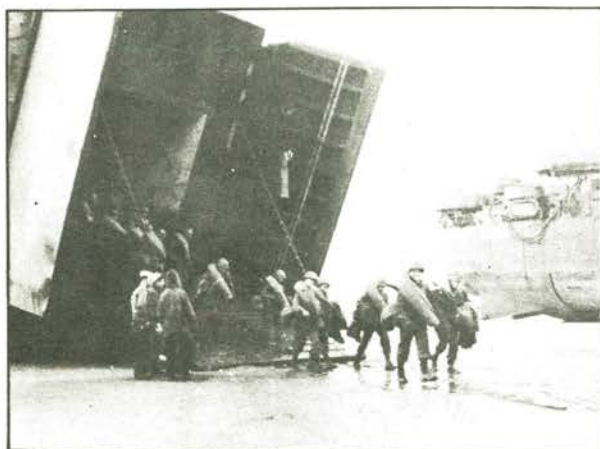
1. A BEACH AFTER D DAY



2. DUKWS AND



3. LANDING CRAFT

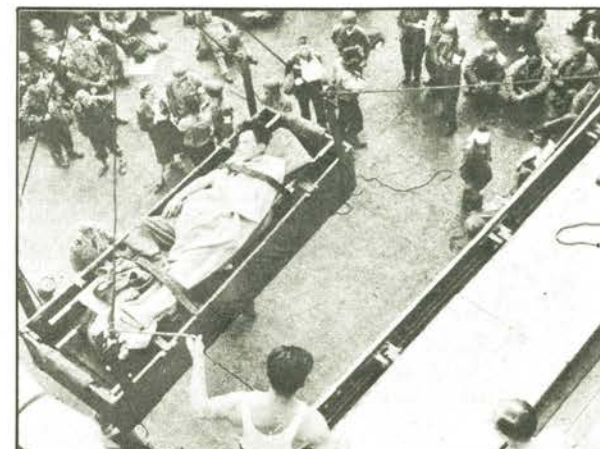


4. BROUGHT TROOPS AND VEHICLES



BEACH ACTIVITIES

The story of the landing of initial supplies, troops and equipment and the clearing of the beaches of Normandy was an intense and a . . . complicated one. Before the beaches closed the Transportation Corps had landed 1991 013 tons of supplies and more than a million troops.



5. AND EVACUATED WOUNDED



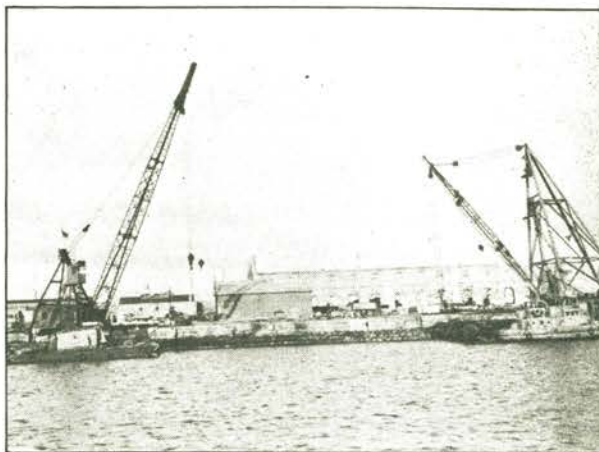
6. PIERS WERE BUILT



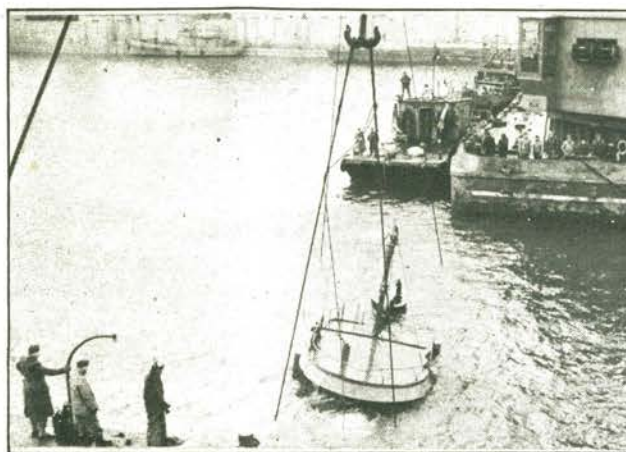
7. FOR SHALLOW DRAFT VESSELS



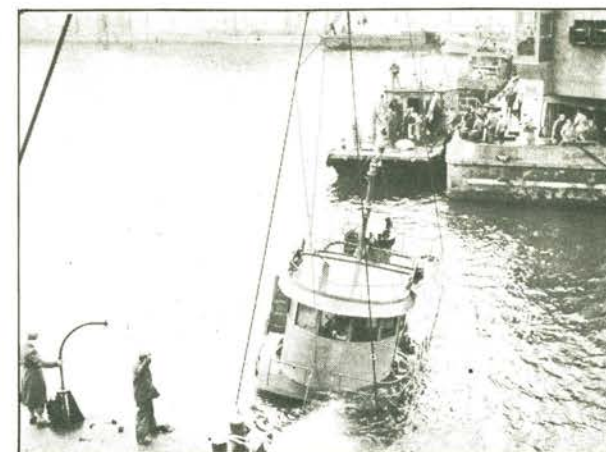
8. FERRYING HEAVY EQUIPMENT



1. RESCUE BARGES ARRIVE



2. PILOT HOUSE BREAKS WATER



3. AND THE TUG EMERGES

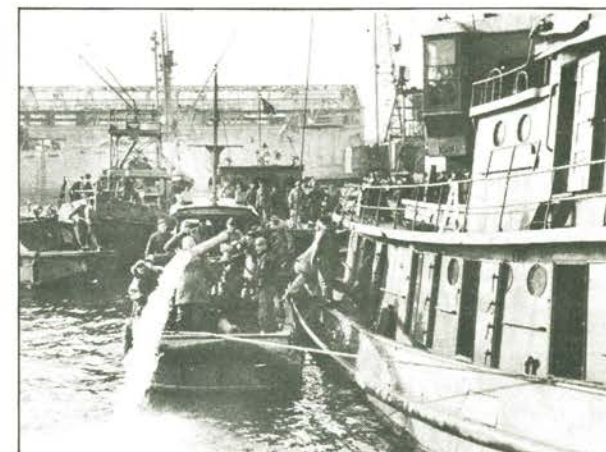


4. MADE READY FOR PUMPING

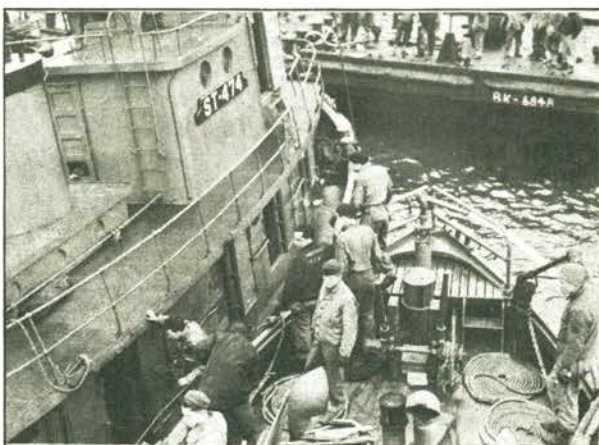


RAISING A TUG

In operating the European Theater of Operations key ports the Transportation Corps must maintain its harbor fleets, this salvage operation put another . . . boat back on the job. . . . These harbor fleets . . . consisting of all types of vessels used in a major port operation have often been called the Army's Navy. . . .



5. WATER IS PUMPED OUT



6. DAMAGE IS CHECKED AND REPAIRED



7. CREW TAKES OVER



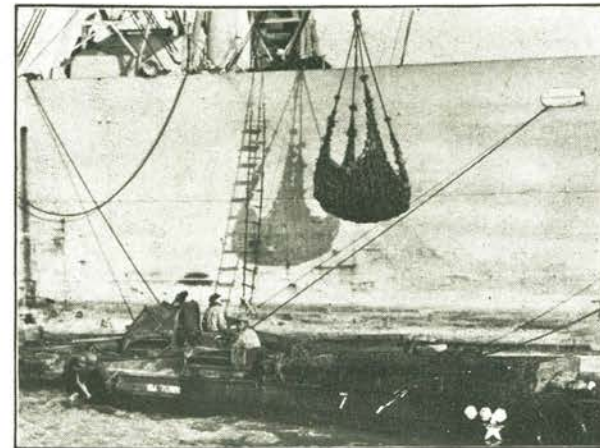
8. AND BACK ON THE JOB



1. OUT TO THE SHIPS



2. TO WAIT THEIR TURN



3. TO LOAD SUPPLIES

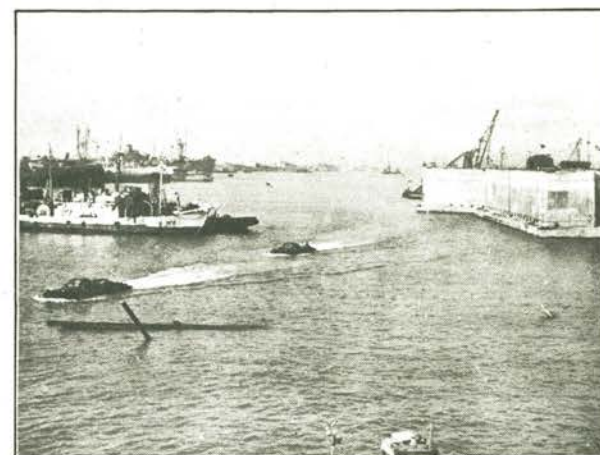


4. AND PERSONNEL



DUKWS IN ACTION IN FRANCE

At the beaches where the supply . . .
ships anchored far off shore, and at
ports where the demolition of quays
prevented the ships from berthing. . .
The Transportation Corps DUKWS played a prominent part
in unloading the vital material needed by the fighting . . .
armies. Over 1,000 T.C. operated DUKWS are now in
the ETO.



5. THEN BACK TO SHORE



6. UP ON THE BEACH



7. TO WAITING TRAINS



8. AND WAREHOUSES



1. T.C. RAILROADERS



2. BUILDING



3. CLEARING



4. REPAIRING

G.I. RAILROADERS IN EUROPE



Since the capture of the Cherbourg peninsular the T.C. railroaders have aided in the reconstruction and have operated more than 10,000 miles of rail network in Europe.

The Military Railways have hauled more than 18,500,000 net tons in less than a year.



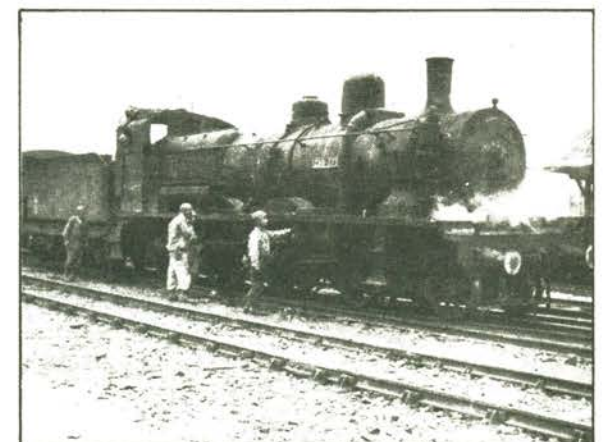
5. CONSTRUCTING



6. AND RECONSTRUCTING



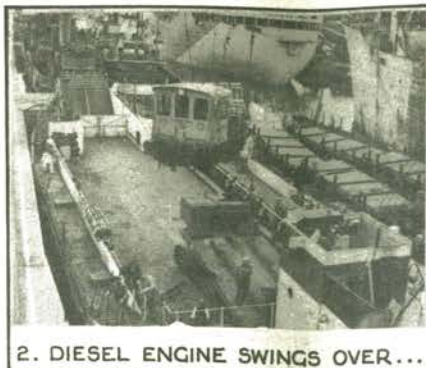
7. MOVED THE FIRST TRAIN



8. AND A THOUSAND OTHERS



1. AT A QUAYSIDE



2. DIESEL ENGINE SWINGS OVER...



3. LANDS ON TANK TRANSPORTER.



4. FLATCAR ON TRAILER.



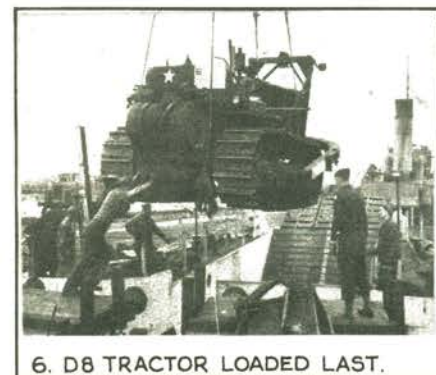
TRUCKS CARRY RAILROADS ON LCT'S.

BEFORE THE CAPTURE OF CHERBOURG, RAIL ROLLING STOCK NEEDED TO SUPPLEMENT CAPTURED EQUIPMENT HAD TO BE LANDED OVER THE NORMANDY BEACHES. U.S. ARMY TRANSPORTATION CORPS EXPERTS DEVISED THIS PLAN BY WHICH FLATCARS WERE PLACED ON M9, 40-TON TANK TRANSPORTERS & THE COMBINATION LOADED

* * * ON AN LCT. FROM THE BEACH, THEY WERE PULLED TO THE NEAREST RAILHEAD BY D8 CATERPILLAR TRACTORS.
* * * IN THIS INGENUOUS FASHION, SIX 25-TON G.E. 150 HP. DIESEL ENGINES AND TWENTY-FIVE 20-TON CAPACITY FLATCARS WERE DELIVERED TO RAILWAY UNITS IN THREE CROSS-CHANNEL TRIPS BETWEEN JULY 7TH AND JULY 11TH 1944



5. ANGLED FOR QUICK UNLOADING...



6. D8 TRACTOR LOADED LAST.



7. LCT FULLY LOADED



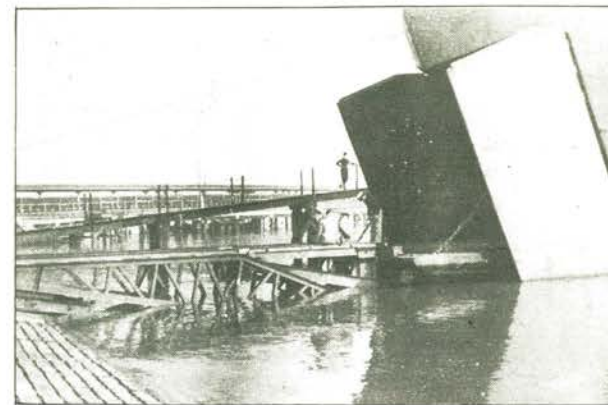
8. READY TO SHOVE OFF.



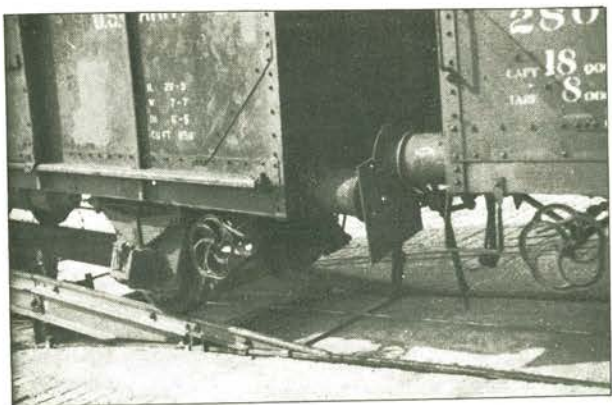
1. THE RAMP ON HARD....



2. AN LST MOVES IN....



3.AND MAKES FAST TO RAMP



4. DOWN THE RAMP....

LSTs CARRY RAILROADS

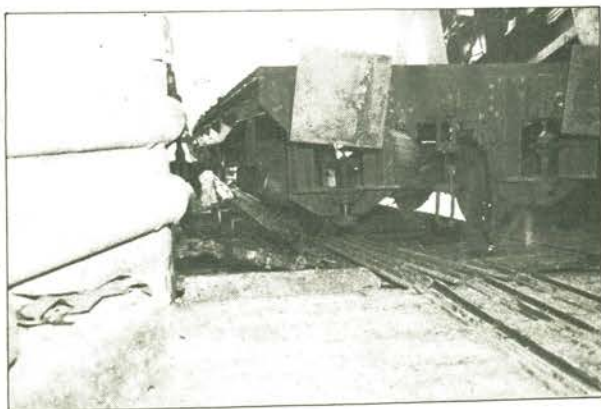


THE U.S. ARMY TRANSPORTATION CORPS, FACED WITH THE NECESSITY OF DEVISING NEW METHODS FOR LANDING ROLLING STOCK ON THE FRENCH

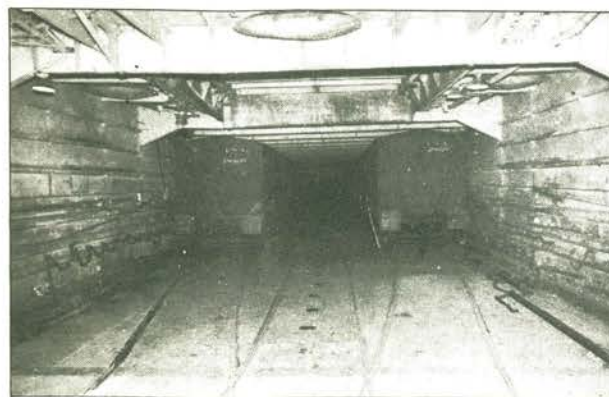
BEACHES, PERFECTED THIS OPERATION. IT IS A TRIBUTE TO THE INVENTIVE GENIUS OF AMERICA AND TO THE YANK RAIL-ROADERS WHO DID THE JOB.



5.OVER....



6.AND INTO THE LST



7. . SETTLED INSIDE



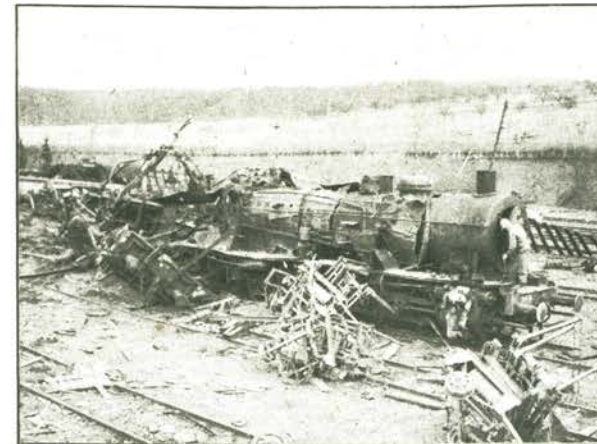
8. VIEW FROM STERN



1. BRIDGES WERE DESTROYED



2. RAIL LINES TORN



3. POWER WAS SMASHED



4. ROLLING STOCK WAS DEMOLISHED

RAILWAY DAMAGE & RECONSTRUCTION



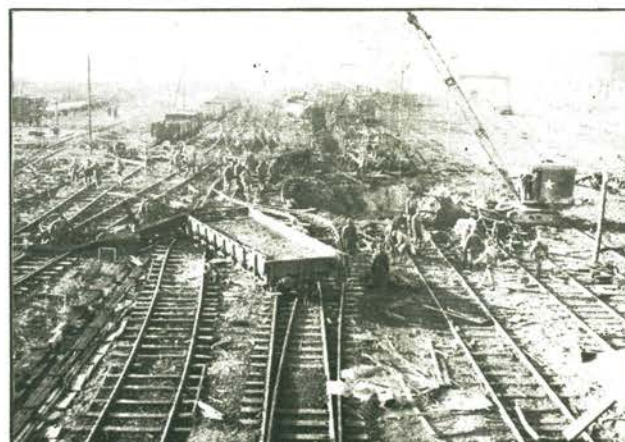
A great amount of the rail facilities in northern Europe were... damaged or completely destroyed by bombs, sabotage and German demolition. Much rolling stock was destroyed and most bridges were blown. In spite of this extensive destruction the Transportation Corps began running trains as early as 11 July 1944.



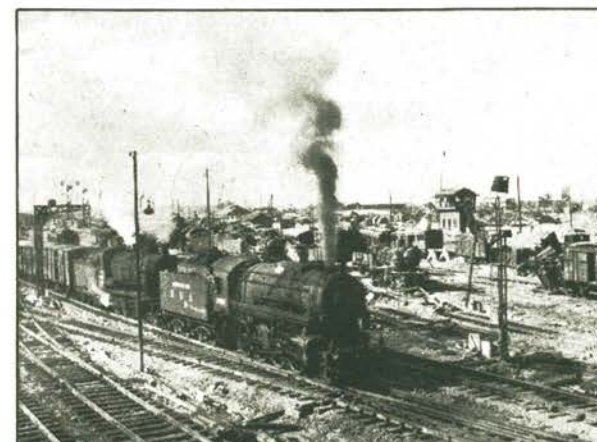
5. COMMUNICATIONS WERE CUT



6. REPAIRS WERE MADE



7. AND WERE BOMBED, BUT



8. SLOWLY THE TRAINS RAN AGAIN



1. BUILDING OF CARS



2. AND THE REPAIR



3. OF DAMAGED EQUIPMENT



5. OR TURNING A WHEEL



RAILWAY SHOP BATTALIONS AT WORK.

In England, France, Belgium and Germany,

Transportation Corps shop men...

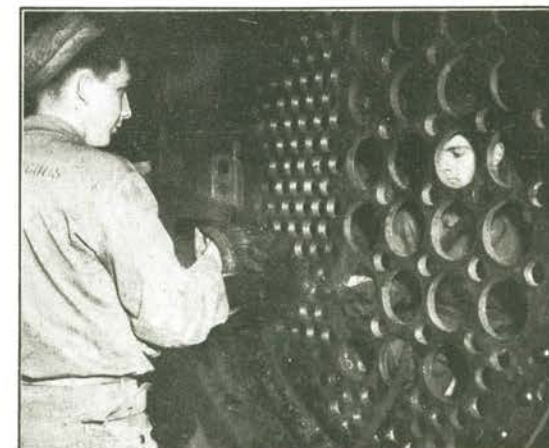
worked day and night assembling...

cars, conditioning locomotives, repairing equipment,

and getting rolling stock and engines on the tracks. It was,

a tough job, colorful only in the sweat involved, but it...

put back into operation the greatest rail system in history.



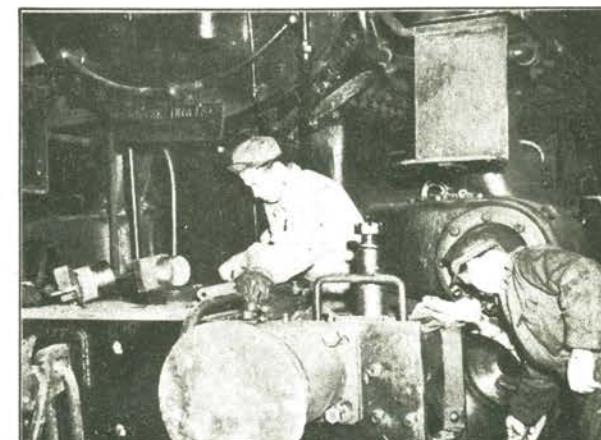
4. OVERHAULING A BOILER



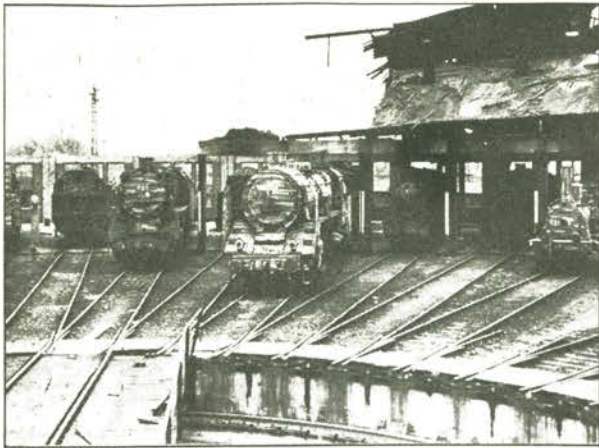
6. IN THE SHOPS



7. MINOR ADJUSTMENTS



8. AND RUNNING REPAIRS.



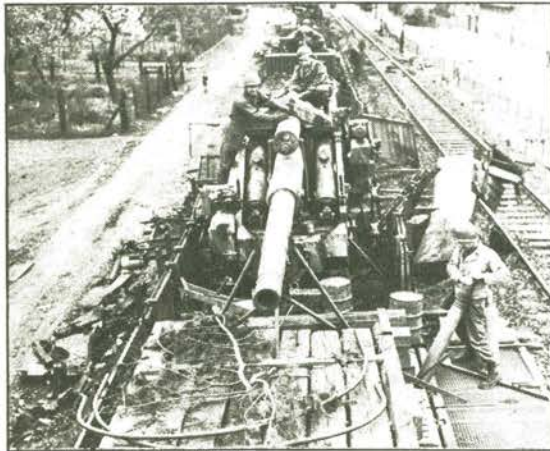
1. CAPTURED YARDS



2. ARE CHECKED



3. EQUIPMENT AND



4. LOADS ARE LISTED



CAPTURED RAIL EQUIPMENT

Since the days of the Normandy campaign the Military Railway Operating and Shop Battalions have received repaired and put back into operation thousands of captured equipment and rolling stock. The equipment found on the continent was of numerous origins of varying ages and in every state of repair.



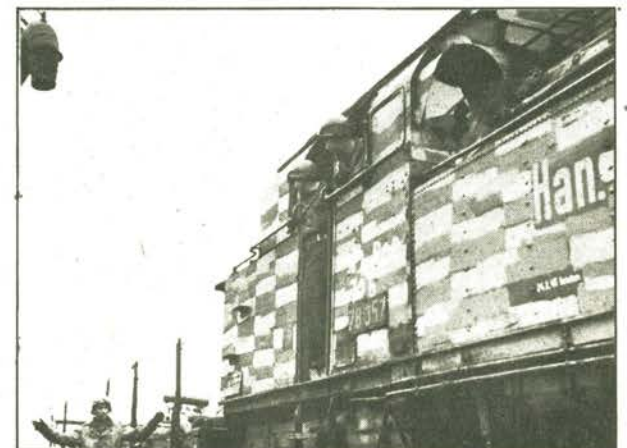
5. DAMAGED EQUIPMENT



6. AND RAILS



7. ARE EXAMINED AND REPAIRED



8. AND THE TRAINS MOVE



HIGHBALLING THE WAR SUPPLIES



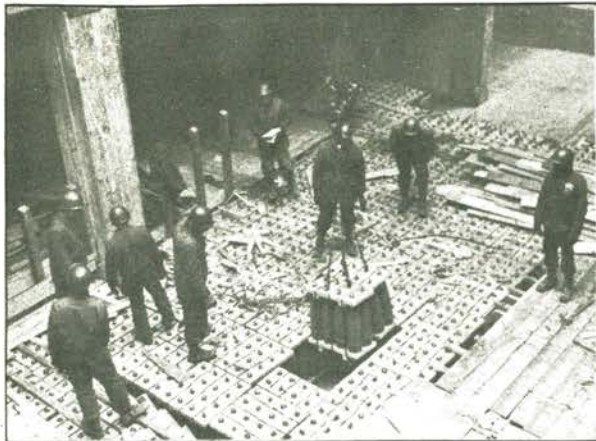
EXEMPLIFYING THE SPEEDY AND CONSTANT DELIVERY OF WAR MATERIAL BY THE MILITARY RAILWAY SERVICE OF THE TRANSPORTATION CORPS, THE TOOT-SWEET EXPRESS

WAS INAUGURATED AS A SPECIAL EXPRESS RUN FROM CHERBOURG TO FRONT LINE RAILHEADS.

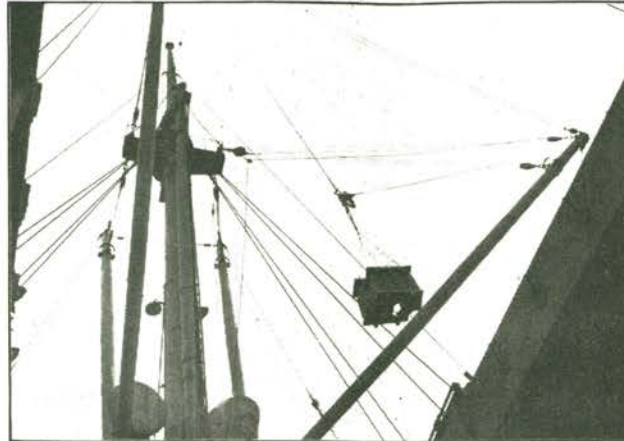
OPERATING ON A 37 HOUR SCHEDULE THE TOOT-SWEET CARRIES ONLY HIGH PRIORITY SHIPMENTS OF PACKAGE SIZE REQUESTED BY THE OTHER SERVICES OF SUPPLY.

ALREADY THE TOOT-SWEET HAS CARRIED THOUSANDS OF TONS OF WAR SUPPLIES TO THE RAILHEADS NEAR THE COMBAT LINES. ON A RUN DURING ITS EARLY DAYS SHE HAULED MORE THAN 75,000 LBS OF BADLY NEEDED TIRES AND TUBES....

THE RIGHT THING, AT THE RIGHT TIME.



1. ARRIVES BY SHIP



2. PROMPTLY UNLOADED



3. FERRIED ASHORE



4. TRANSFERRED TO TRAINS

MOVING AMMO TO THE FRONT



The Transportation Corps with its ships trains and trucks moves the ammunition from its manufacturer to its consumer in the European

Theater of Operations. In a period of four months 843 494 tons of ammunition have been moved forward.



5. THEN TO TRUCKS



6. TO FORWARD DUMP



7. RUSHED TO FRONT



8. AND THE ATTACK!!



1. AFTER SHIPBOARD EXAMINATION



2. THE FOOD IS UNLOADED

MOVING FROZEN FOODS



The great refrigeration system of the Transportation Corps . . . make it possible for soldiers thousands of miles from their initial source of supply to have fresh meat and vegetables regularly.



3. AND MOVED FORWARD



4. BY REEFER TRUCKS



5. AND TRAINS



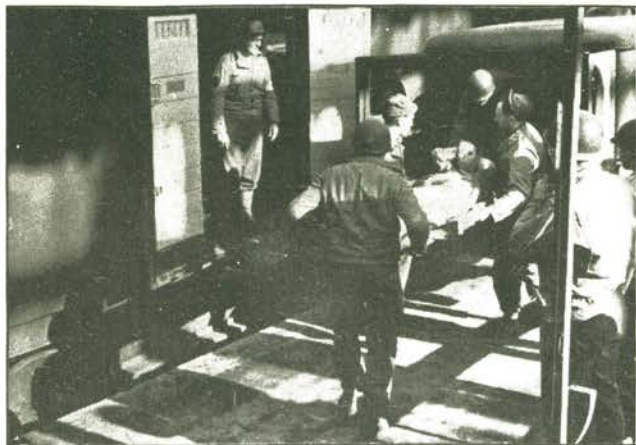
6. TO THE WAREHOUSES



7. THEN TO UNIT TRUCKS



8. AND THE CONSUMER.



1. PATIENT ARRIVES



2. MOVED TO TRAIN



3. MADE COMFORTABLE



4. HOT FOOD AND

TRANSPORTATION OF WOUNDED



The prompt evacuation of the wounded from the battle areas to Base Hospitals in the U.K. and the U.S. is a triumph of modern military movement. The Transportation Corps Hospital Trains and ships have moved 230,114 patients from the Paris area 86,720 patients to the U.K. and 88,684 patients to the U.S. in a period of four months.



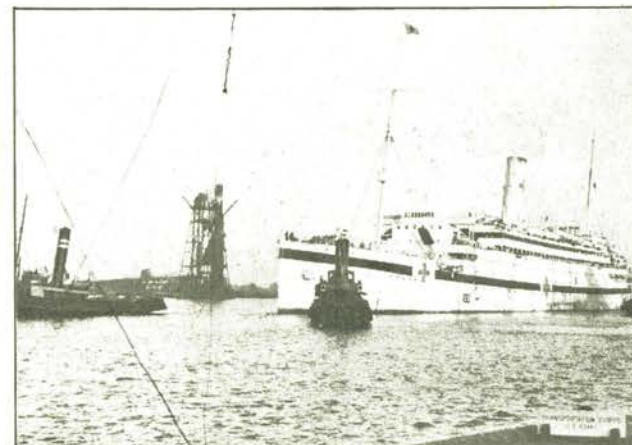
5. MEDICINE PREPARED



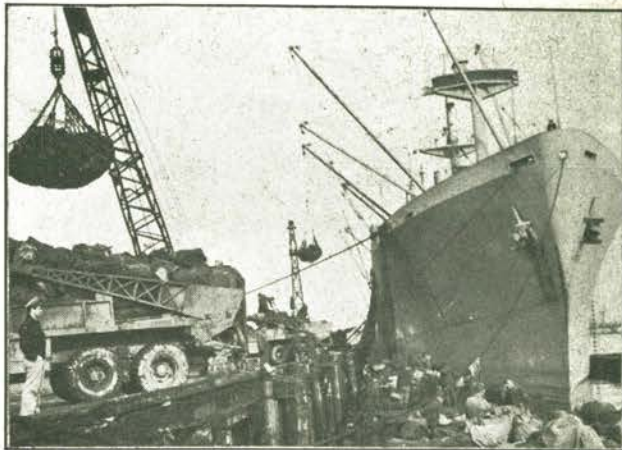
6. TRAIN SPEEDS TO COAST



7. PATIENT FERRIED TO SHIP



8. AND HOMEWARD BOUND



1. MAIL ARRIVES AND IS



2. LOADED ON BARGES AND TRUCKS



3. ALL CONCENTRATE ON MOVING IT



4. TO THE WAREHOUSES



5. TO THE TRAINS



6. FOR UNIT DELIVERY

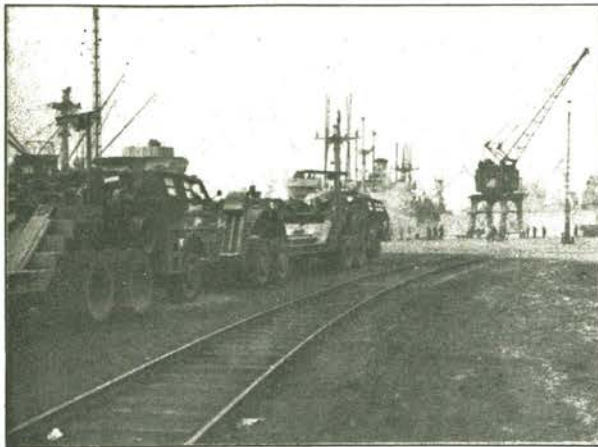
PREREQUISITE FOR "MAIL CALL"



In the year since D-Day
the Transportation Corps
has handled millions of
letters and packages, guaranteeing a high
standard of morale for our troops.



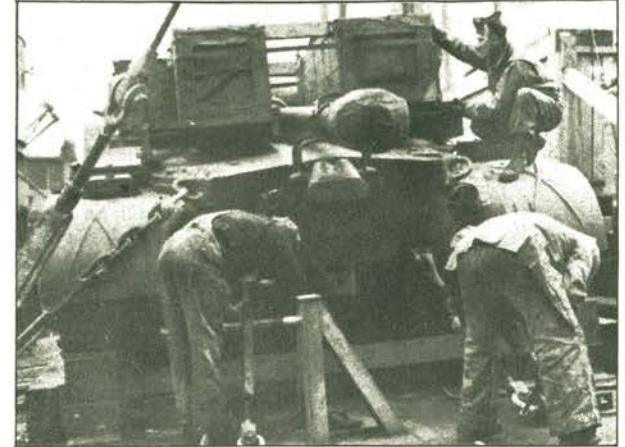
7. AND DISTRIBUTION



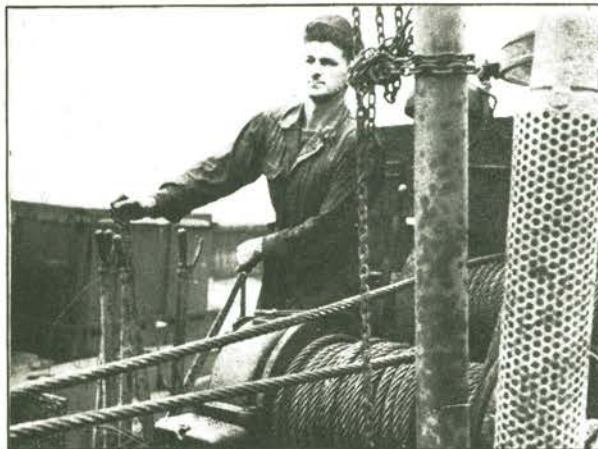
1. TANK CARRIERS MOVE



2. TO QUAYSIDE



3. WHERE TANKS



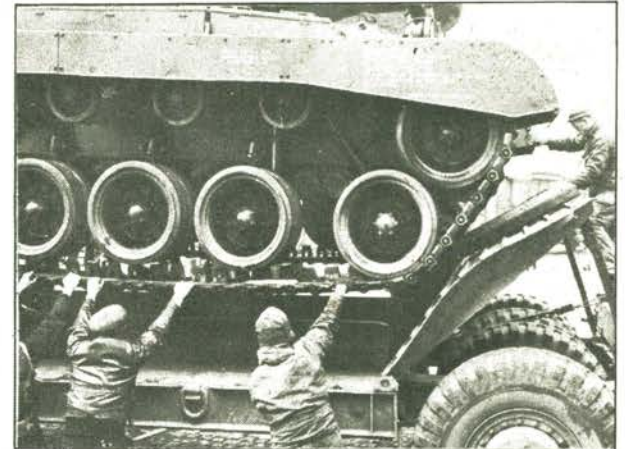
4. ARE UNLOADED



TRANSPORTATION OF TANKS TO THE FRONT

Among the heaviest and most . . . important single items handled by . . . the Transportation Corps were . . . TANKS! These monsters of modern warfare required not only special . . . and efficient handling, but . . . quick delivery: . . .

Thousands of tanks were moved forward by a . . . combination of water rail and highway transportation.



5. TANKS ON TRAILERS



6. ARE TRANSPORTED



7. TO FORWARD POINTS



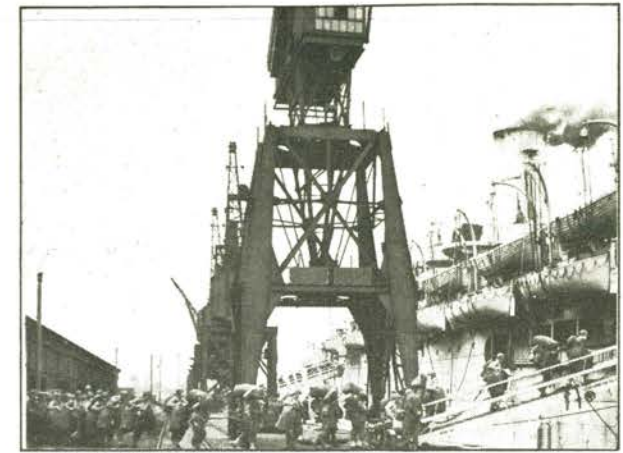
8. WHERE THE CREW TAKE OVER.



1. TROOPS DETRAIN



2. AND WALK



3. TO SHIPS SIDE



4. FOR EMBARKATION



TROOPS AND VEHICLES

In the year following D-Day, the

14th. port embarked nearly . .

2,000,000 personnel and . . .

loaded 400,000 vehicles, on over 11,000 vessels

bound for the continent from the United Kingdom.



5. CONVOY MOVES



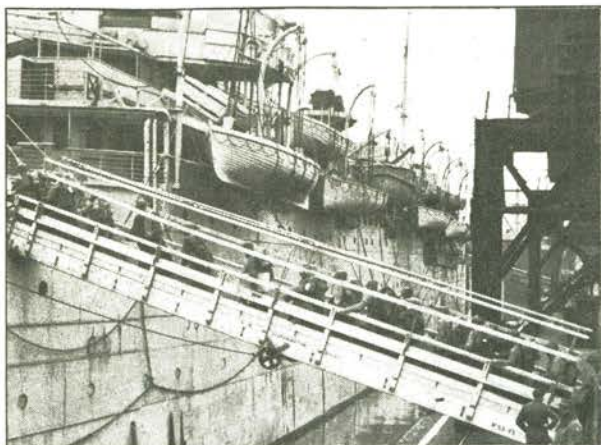
6. TO DOCKS FOR



7. LOADING ON LCT



8. AND MTS



1. EMBARKING TROOPS



2. DEBARKING P.O.W.s



3. LOADING CARGO

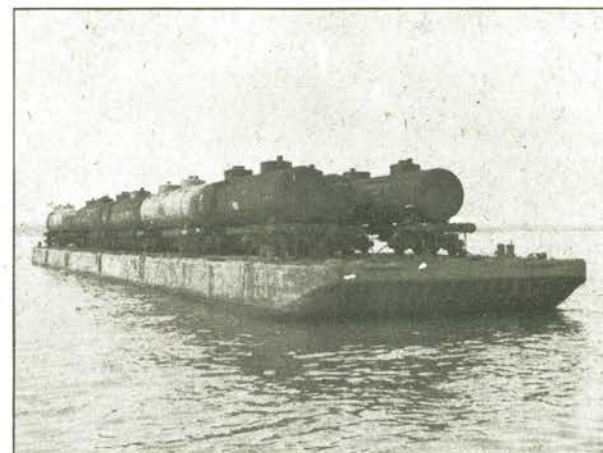


4... AND VEHICLES



There is no other army unit which performs the great variety of projects handled by army transportation corps ports. Each days activity reveals surprise and novelty.

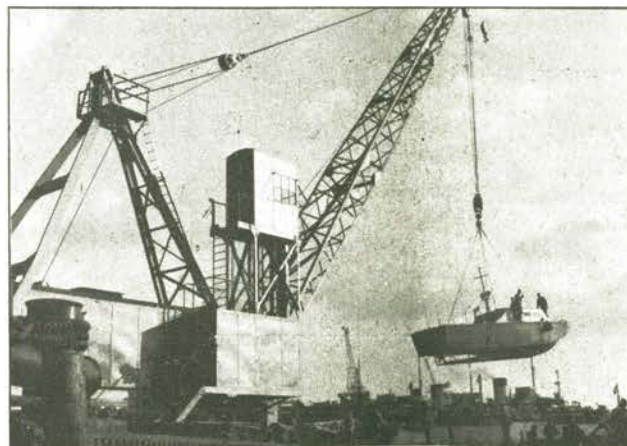
SOUTHAMPTON 14th PORT



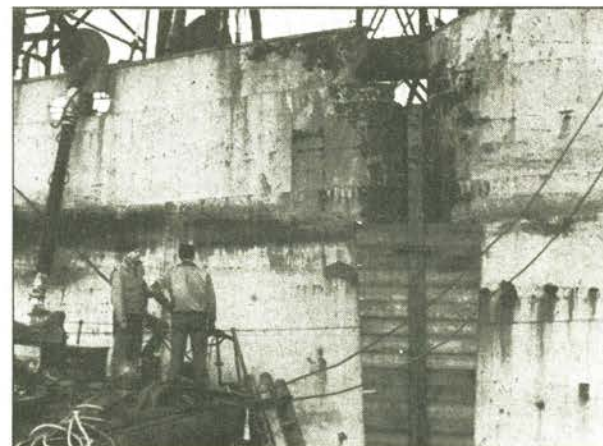
5... RAIL STOCK



6... AND TANKERS



7 ASSEMBLING NEW CRAFT



8. SALVAGING THE OLD



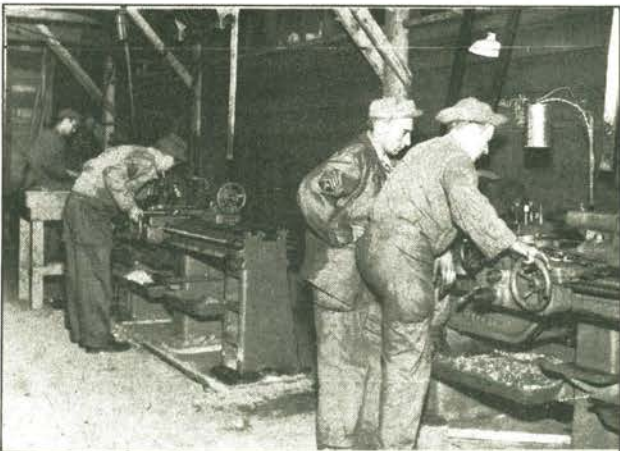
1. ARMY "SMITHIES"



2. CHECKER



3. CARPENTERS



4. LATHE OPERATORS

MARINE MAINTENANCE

"NAME
THE
JOB..."



WE'LL
DO
IT!"

TRANSPORTATION CORPS



5. SHAPER



6. SPLICERS



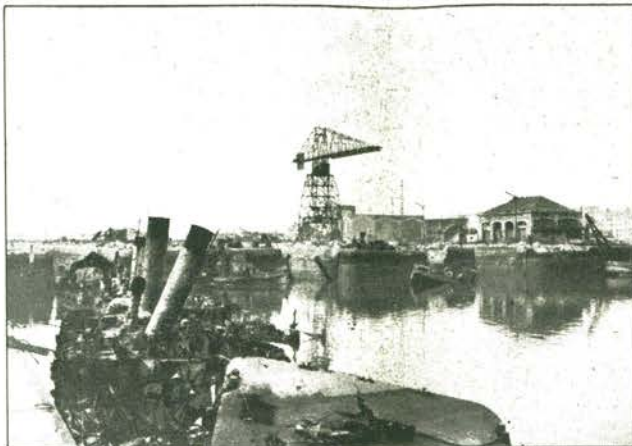
7. PLANER



8. WELDER



1. A GREAT FRENCH PORT



2. FILLED WITH SUNKEN SHIPS



3. WRECKED CRANES



4. BLASTED QUAYS



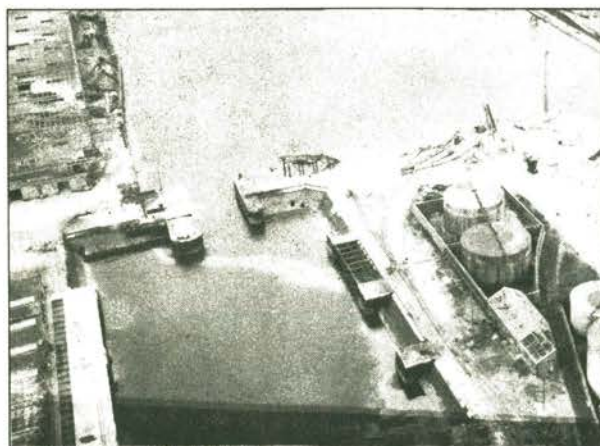
THE PORT OF LE HAVRE

The great port of Le Havre was demolished by the Germans and bombed by the Allies. In spite of the almost hopeless destruction the port facilities were repaired and in a few months the Transportation Corps was clearing thousands of tons of supplies each day.

.....



5. AND SHATTERED HOMES



6. AWAITED THE ALLIES.



7. SOON REPAIRS



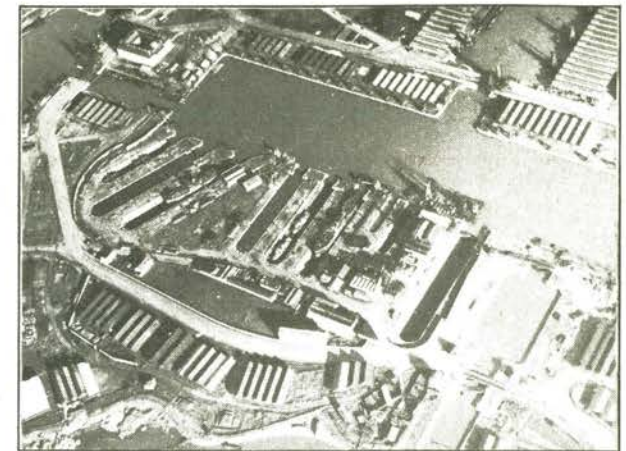
8. AND OPERATIONS BEGAN AGAIN



1. FROM THE AIR



2. THE SCHELDT



3. QUAYS AND BERTHS



4. CRANES

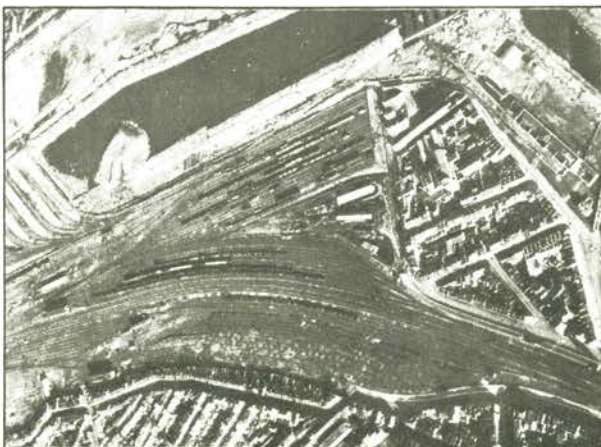


THE PORT OF ANTWERP

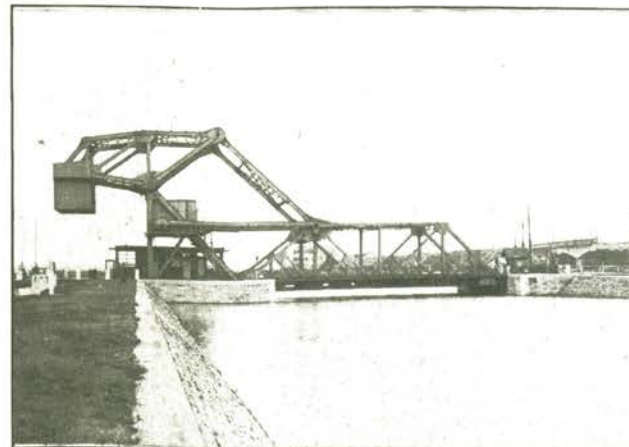
Antwerp, known to Allied Soldiers as the "City of the Purple Heart", was captured almost intact, however the V-1 and V-2 bomb seige which lasted from Oct. 7 1944, to March 31 1945, impeded port operations and caused 628 casualties among the American troops. In spite of the bombs, from 28 November 1944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



5. GRAIN ELEVATORS



6. RAIL YARDS



7. BRIDGES



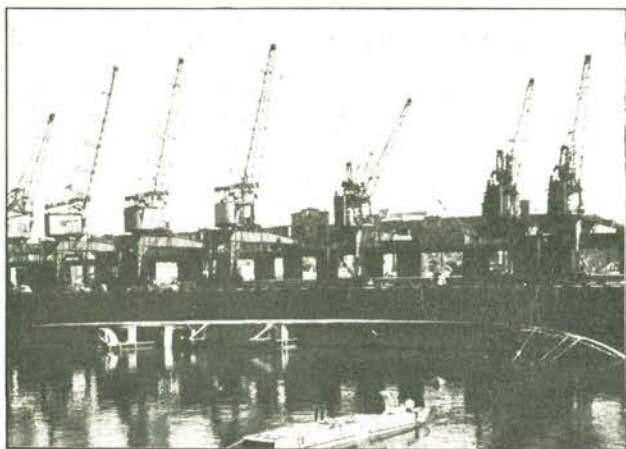
8. AND LOCKS



1. DESTROYED CRANES



3. SUNKEN SHIPS



5. GREAT BASINS



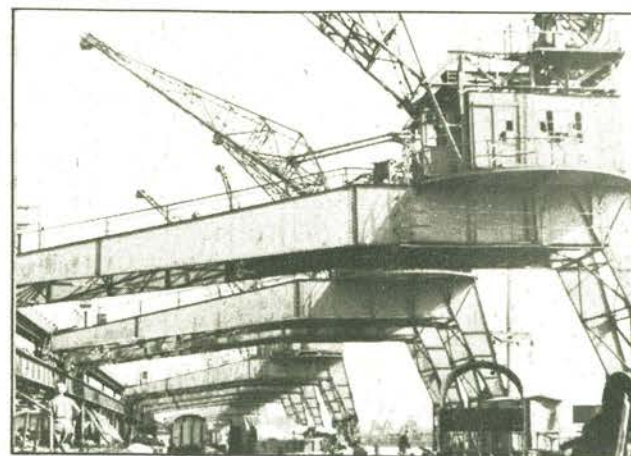
BREMEN ENCLAVE AREA

Bremen and Bremerhaven two of the major ports in northern Germany captured by the Allies represent the final step in the capitulation of the Nazi Regime.

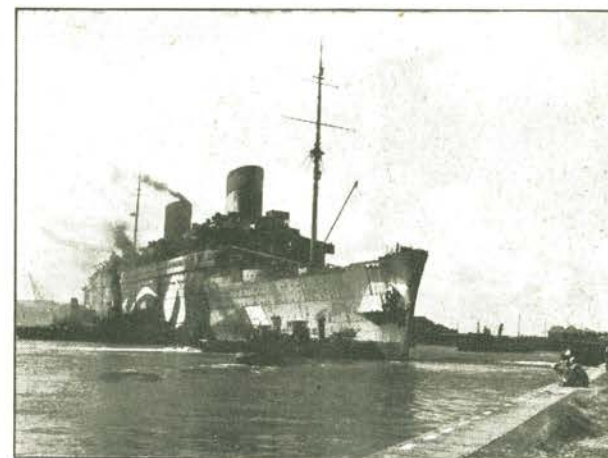
Bremerhaven will be used by the . . . Transportation Corps to supply the Allied occupation Troops



6. BOMBED AREAS



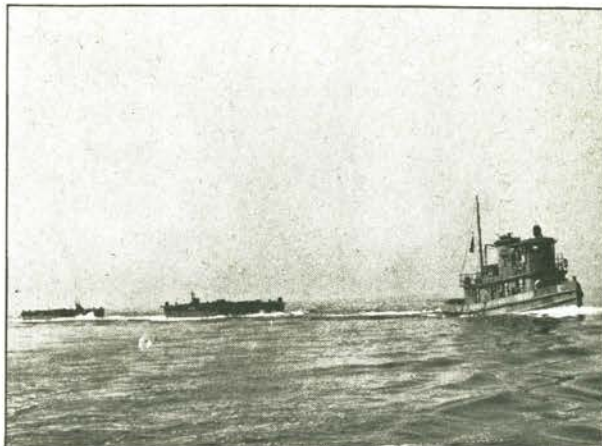
2. UNDAMAGED INSTALLATIONS



4. THE EUROPA



7. AND SURRENDERED SHIPS



1. TUGS



2. J-BOATS



3. FIRE BOATS



4. REPAIRS FORE



The Harbor Craft Companies
of the Transportation Corps
attached to the great . . .
ports play a strenuous and adventuresome
role in the daily operations of these
huge supply headquarters.



5. AND AFT



6. HEAVY TOWING



7. AND OVERHAULING



8 BY THE T.C. SAILJERS



1. ROUTE IS PLOTTED



2. FOR LOADED LCT



3. AS THE PILOT TAKES OVER



4. ROPES ARE CAST OFF

FIRST U.S. LCTs TO REACH PARIS

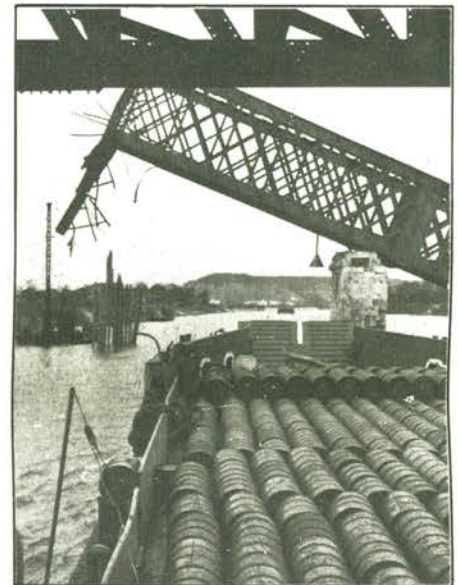


The first LCTs to .
navigate the upper
reaches of the Seine
river arrived at Paris

loaded with lubricating oil. This trip initi-
ates a scheduled run from le Havre to
Paris, planned and executed by the inland
waterways experts of the Transportation.
Corps to supply food and other commod-
ities to the Paris civilian population.

.....

.....



5. LCT PASSES WRECKAGE



6. AND GOES THRU LOCKS



7. PARIS IS REACHED



8. AND UNLOADING BEGINS



1. TYPIST



2. SECRETARY



3. DISPATCHER



4. DRIVER

WACs in the TRANSPORTATION CORPS



At the Transportation Corps centers throughout the European Theater of operations WACs are engaged in essential duties to keep the supplies moving forward, of these 200 serve in the office of the Chief of Transportation.



5. STATISTICIAN



6. OPERATOR



7. STENOGRAPHER



8. CLERK



1. INSPECTIONS



2. MESS LINES



3. TALK



4. TOASTS



DESTINATION, U.S.A.

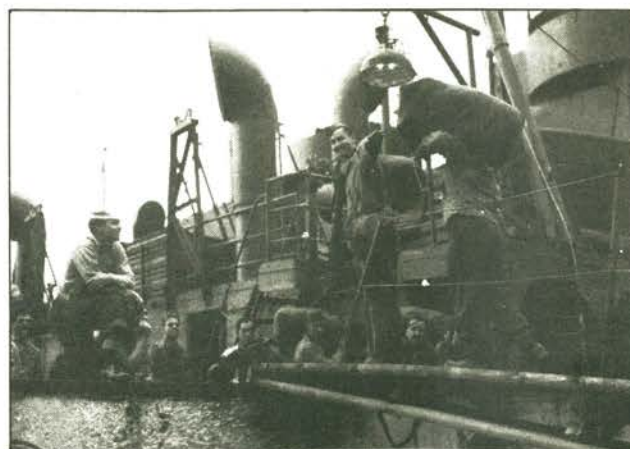
Toward the U.S. or to the
C.B.I. the T.C. is charged
with moving the soldiers in
their last E.T.O. journey, whether it means
toward home or to more fighting in the
Pacific. The Transportation Corps will furnish
the necessary Transportation.



5. SIGHTSEEING



6. PRAYERS



7. PRECEDE EMBARKATION



8. AND FINAL SAILING



DEDICATION AT LIEGE, BELGIUM

Anderson C. J.

Creamer C. H.

Gugger R. D.

Lindsey H. B.

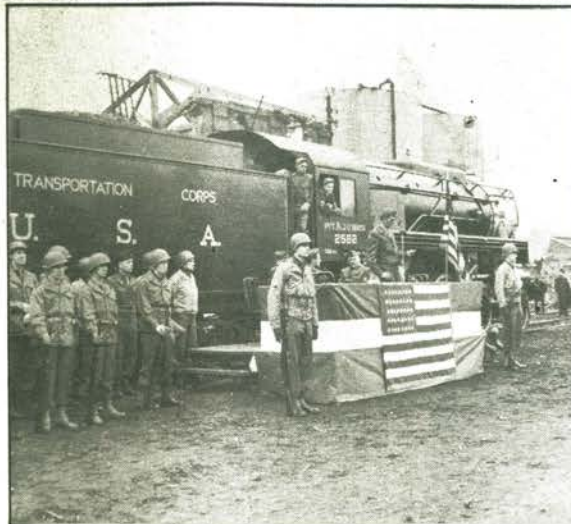
Massaro M. H.

Reiss B.

Wiese E. H.

Auriemma J. A.

McGillis J. M.



In Liege on the 27th February 1945, Major General Frank S. Ross dedicated a locomotive to an M.R.S. soldier, Pvt. H. J. O'Brien, who had lost his life in the performance of his duty.

Within a few weeks other engines shown here were likewise dedicated for comrades who had also made the supreme sacrifice.

Belcastro S. P.

Genovese D. R.

Greco R. J.

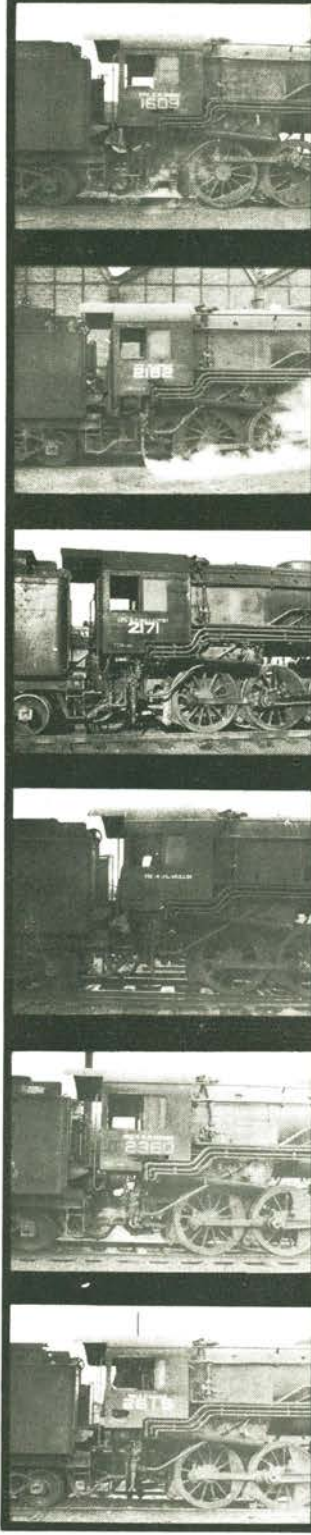
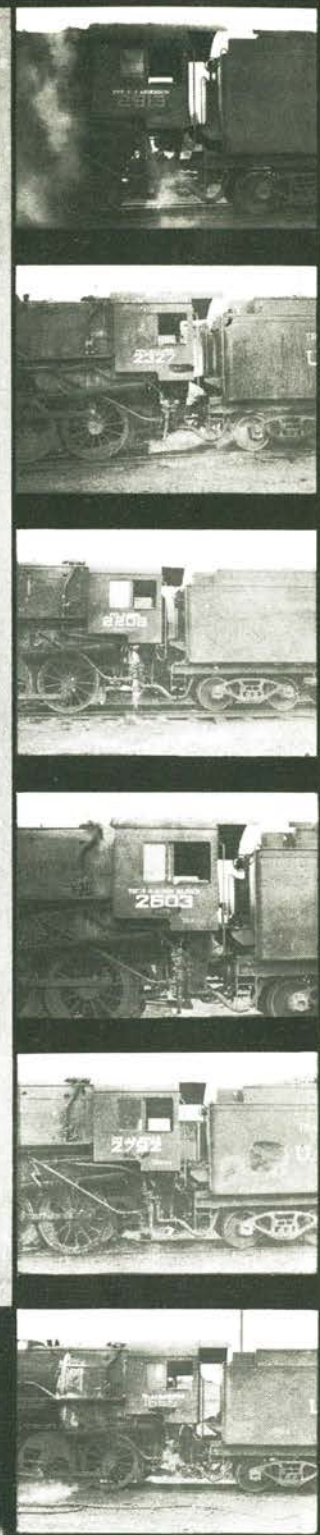
Lewis A. G.

Lance O. L.

Mullin J. L.

Rallo F.

Van Kleek





IN MEMORIAM

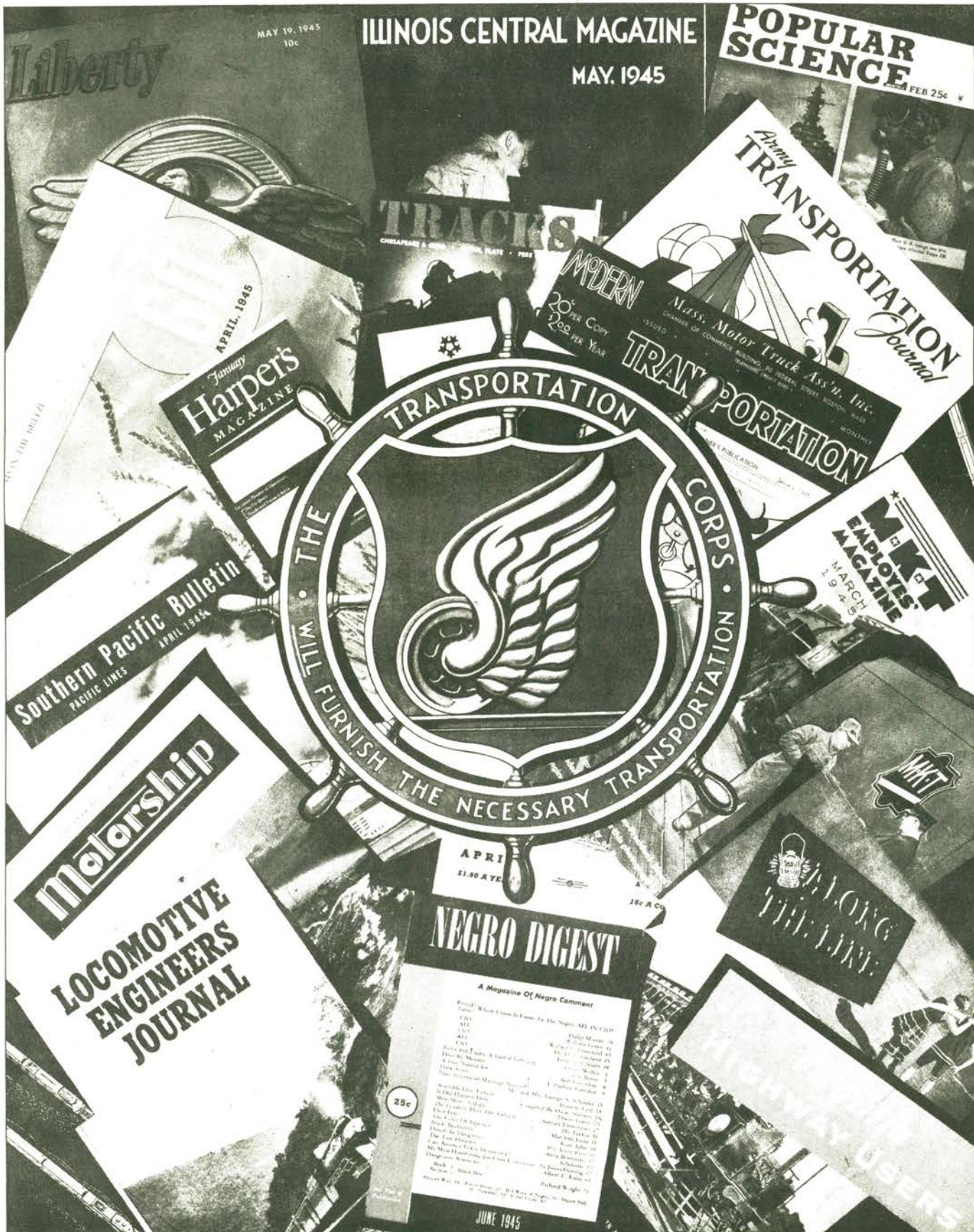
At Cherbourg 20 May 1945, fourteen vessels were dedicated to marine soldiers of the Transportation Corps who made the supreme sacrifice in the performance of their duty.

These were:

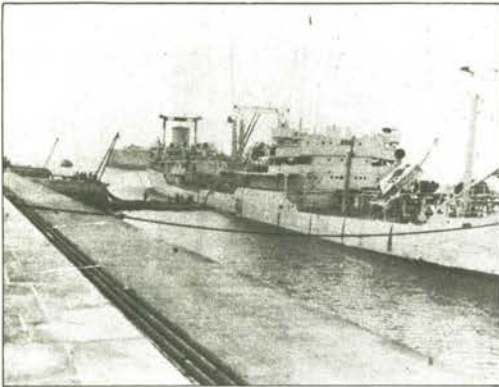
William H. Purcell
Edward F. Sutula
Anthony R. Capitelli
Jeffrie T. Gardner
Robert M. Gonzales
Thomas Janos
James Mc Farlane

Leroy H. Boyer
Robert H. Westcoat
Charles Bittner
Robert De Luca
Edmund Kachnowski
George M. Rockwell
Thorlief Borgosen

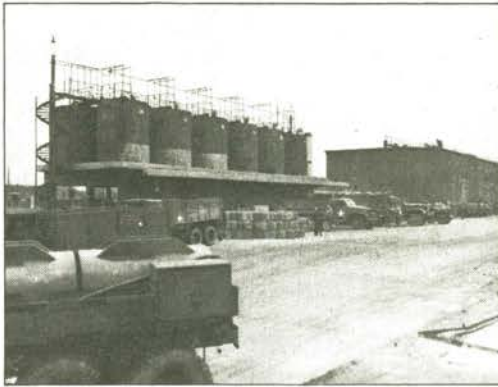
A FEW PUBLISHERS OF THOUSANDS OF TRANSPORTATION CORPS STORIES



- HIGHWAY PUBLICATIONS**
- AMERICAN HIGHWAYS
 - ARIZ. MOTOR TRANS. ASSN.
 - ASSOC. OF CARTRIDGE INTERESTS
 - ASSOC. MOTOR CARRIERS
 - AUTOMOTIVE NEWS
 - BETTER ROADS
 - BUS TRANSPORTATION
 - CAL. HIGHWAY PATROLMAN
 - COLO. MOTOR CARRIERS ASSN.
 - COMMERCIAL CAR JOURNAL
 - CONSOLIDATED COURIER
 - CEN. MOTOR FREIGHT ASSN.
 - DEL. MOTOR TRUCK ASSN.
 - D.C. TRUCKING ASSN. INC.
 - FLEET OWNER
 - FLORIDA TRUCKING ASSN.
 - HIGHWAY HEADLIGHTS
 - INDIANA MOTOR TRUCK ASSN.
 - IDAH. MOTOR TRANS. ASSN.
 - IOWA MOTOR TRUCK ASSN. INC.
 - JOURNAL OF COMMERCE
 - KANSAS MOTOR CARRIERS
 - KENTUCKY MOTOR TRUCK ASSN.
 - LA. MOTOR TRANSPORT ASSN.
 - MASS. TRANSPORTATION
 - MO. MOTOR TRUCK ASSN.
 - MISS. TRANS. ASSN.
 - MO. TRUCKING ASSN.
 - MODERN TRANSPORTATION
 - MONTANA MOTOR TRANSPORT
 - MOTOR TRANSPORT ASSN.
 - MOTOR TRUCK ASSN. OF CONN.
 - MOTOR VEHICLE OF ALABAMA
 - MOTOR VEHICLE OF CAL.
 - NEVADA MOTOR TRANSPORT
 - NEW HAMPSH. TRUCK OWNERS ASSN.
 - NEW JERSEY MOTOR TRUCK ASSN.
 - N. CAROLINA TRUCK OWNERS ASSN.
 - N. WEST. TRUCK AND BUS ASSN.
 - OHIO ASSN. OF COMM. HAULERS
 - OREGON MOTOR TRANS. ASSN.
 - PENN. MOTOR TRUCK ASSN.
 - POWER WAGON
 - PUBLIC ROADS
 - PUBLIC SAFETY
 - REG. MOTOR TRANS. ASSN.
 - R. ISLAND TRUCK OWNERS ASSN.
 - STEERING WHEEL
 - TENN. MOTOR TRANS. ASSN.
 - TRAFFIC WORLD
 - TRANSPORT DRIVERS
 - TRANSPORT TOPICS
 - TRUCK OWNERS ASSN. OF CAL.
 - TRUCKING NEWS
 - UTAH MOTOR TRANS. ASSN.
 - VERMONT TRUCK & BUS ASSN.
 - VIRGINIA M.T. OWNERS ASSN.
 - WASH. MOTOR TRANS. ASSN.
 - WEST VA. MOTOR TRUCK ASSN.
 - WIS. MOTOR CARRIERS
 - WY. TRUCKING ASSN.
 - MODERN TRANSPORT
 - THE ROADWAY
 - QUARTERMASTER REVIEW
 - DACT. WASHINGTON
- RAIL PUBLICATIONS**
- ASSN. OF AMERICAN R.R. OWNERS
 - CO-OP RAILWAY JOURNAL
 - JOURNAL OF COMMERCE
 - MASS. TRANSPORTATION
 - RAILROAD MAGAZINE
 - RAILWAY AGE
 - RAILWAY PURCHASES & STORES
 - SO. WESTERN RY. JOURNAL
 - TRAFFIC WORLD
 - TRAINING
 - RAILWAY GAZETTE
 - CANADIAN N. RY. MAGAZINE
 - BULLETIN OF INT. RY. CON'G.
- BROTHERHOOD PUBLICATIONS**
- BLACKSMITHS JOURNAL
 - BOILERMAKERS JOURNAL
 - BRO'D. OF LOCO. FIREMEN MAG.
 - LOCO. ENGINEERS JOURNAL
 - BRO. OF RY. CLERKS
 - JRD'HODD OF RY. TRAINMEN
 - ELECTRICAL WORKERS JNL.
 - FIREMEN & OILERS MAGAZINE
 - MACHINISTS MO. RY. JOURNAL
 - R. CARMENS JOURNAL
 - THE RAILWAY CONDUCTOR
 - TELEGRAPHERS JOURNAL
 - SHEET METAL WORKERS JOURNAL
 - SLEEPING CAR CONDUCTORS
 - SWITCHMENS UNION OF N.A.
 - TRAIN DISPATCHER
- EMPLOYEES HOUSE ORGANS**
- ALONG THE LINE
 - ATLANTIC COAST LINE NEWS
 - BALTIMORE & OHIO MAGAZINE
 - BESSEMER BULLETIN
 - BAY LINER
 - BOOSTER
 - BOOSTER CLUB BULLETIN
 - BOSTON & MAINE MAGAZINE
 - BURLINGTON BOOSTER
 - CENTRAL HEADLIGHT
 - CHI. FLYER MAGAZINE
 - COTTON BELTER
 - ERIE RAILROAD MAGAZINE
 - FLORIDA DISPATCH
 - FRISCO FIRST
 - GREAT NORTHERN GOAT
 - GREEN LIGHT
 - HEADLIGHT
 - ILL. CENTRAL MAGAZINE
 - MIL. MAGAZINE
 - MKT. EMPLOYEES MAGAZINE
 - MONON OUTDOOR
 - MISSOURI PAC. LINES MAG.
 - MUTUAL MAGAZINE
 - NORFOLK & WESTERN MAGAZINE
 - PULLMAN NEWS
 - REBEL ROUTE NEWS
 - READING RY. MAGAZINE
 - ROCK I. NEWS DIGEST
 - SANTA FE MAGAZINE
 - SO. PACIFIC BULLETIN
 - TRACKS
 - TRAFFIC POINTER MAG.
 - TIMELY TOPICS
 - U.P. BULLETIN
 - ARMY
- MARINE PUBLICATIONS**
- AMERICAN SEAMAN
 - HOUSTON PORT BOOK
 - LOG
 - MARINE AGE
 - MARINE ENG'G & SHIPPING REV.
 - MARINE JOURNAL
 - MARINE NEWS
 - MARINE PROGRESS
 - MOTOR BOAT & POWER BOAT'G.
 - MOTOR BOATING
 - MOTORSHIP
 - NAUTICAL GAZETTE
 - PORT OF MOBILE LOG
 - SEA POWER
 - SHIPPING REGISTER
 - WATERWAYS JOURNAL
 - YACHTING
 - DOCK & PORT AUTHORITY
 - SHIPPING WORLD
 - STEAM & SHIPPING
 - MODERN TRANSPORT
- MISCELLANEOUS**
- ARMY TRANSPORTATION JOURNAL
 - ARMY & NAVY REGISTER
 - ASSOCIATED BUSINESS PAPERS
 - AMER. LEGION MAGAZINE
 - BUSINESS WEEK
 - DIESEL PROGRESS
 - MECHANIC ILLUSTRATED
 - MODERN PACKAGING
 - NATIONAL PETROLEUM NEWS
 - NATIONS BUSINESS
 - POPULAR MECHANICS
 - POPULAR SCIENCE
 - RY EXPRESS AFFAIRS
 - SPRING 3100 POLICE COMM'R



PETROL FLOWS INTO PIPELINES.....



AND IS STORED WHILE PACKAGED..



OR BULK P.O.L. IS LOADED.....



FIRST TO SUPPORT THE ARMIES....



ARE MOTOR TRANSPORT CONVOYS...



WHICH DECANT IN FORWARD AREAS....



RELOAD ON 2½ TON TRUCKS...



P.O.L. TRUCK COMPANIES OF THE TRANSPORTATION CORPS' MOTOR TRANSPORT SERVICE ARE THE FINAL LINK IN THE LONG LINES OF SUPPLY THAT FURNISH OUR ARMIES IN THE E.T.O. WITH PETROL, OIL AND LUBRICANTS. THE SUCCESS OF ARMIES IN BIG DRIVES DEPENDS UPON THE CLOSE SUPPORT OF MOTOR TRANSPORT CONVOYS. MILLIONS OF GALLONS OF PRECIOUS GASOLINE MUST BE TRANSPORTED DAILY TO KEEP THE ARMIES MOVING.



AND ARE CONVOYED....

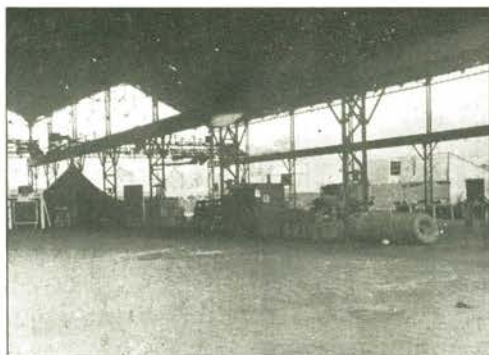


TO ARMY DUMPS FROM WHICH...



PETROL REACHES THE FRONT....

• MOTOR TRANSPORT SERVICE •



1. AT SERVICE STATION



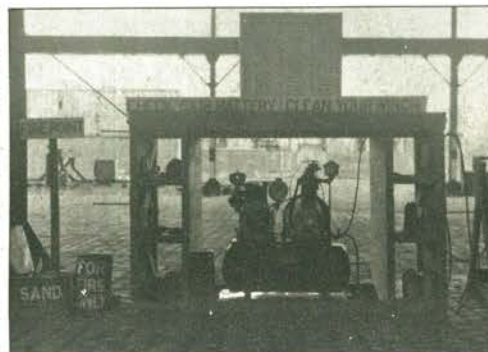
2. FLATS ARE COLLECTED



3. AND SPARES MOUNTED.



4. TEAMS OF G.I.'s



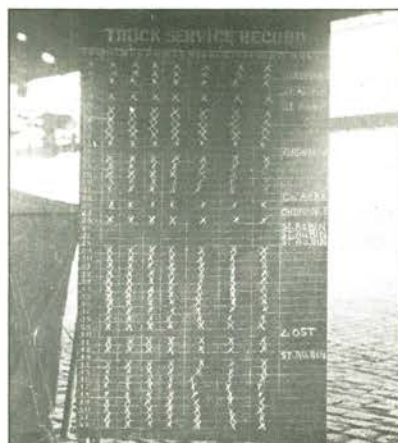
5. WITH PROPER FACILITIES



6. DISPENSE NECESSITIES



7. AND SERVICE TRUCKS.



8. RECORDS ARE KEPT AND



9. TRUCKS KEEP ROLLING.

U.S. STYLE SERVICE STATION in EUROPE

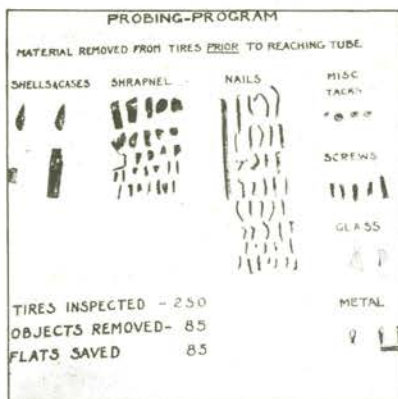
BEHIND THE FRONT LINES AND OFTEN SET UP UNDER DIFFICULT CONDITIONS ARE SERVICE POINTS LIKE THIS WHICH PROVIDE PROPER FACILITIES TO KEEP ARMY VEHICLES ROLLING. TEAMS OF G.I.'s PERFORM THE SIMPLE, TIMELY FIRST & SECOND ECHELON FUNCTIONS THAT HELP TO INSURE THE FULLEST MILEAGE OUT OF ALL VEHICLES WHEN DONE PROPERLY AND AT THE RIGHT TIME.

TRANSPORTATION CORPS E.T.O.

MOTOR TRANSPORT SERVICE



1. REPLACEMENTS



2. PROBINGS



3. INSPECTIONS



4. MAGNETIC PICKUPS



5. REMINDERS



6. REGULAR CHECK UPS



7. PROPER AIR PRESSURE....



8. SERVICE HALTS



9. & TIMELY CHANGES



Maj. Gen. Frank S. Ross

G.I.s
OF THE TRANSPORTATION CORPS' MOTOR TRANSPORT SERVICE E.T.O. CONSERVE TIRES TO STRETCH MILEAGE. "THE GERMAN RAIL SYSTEM," SAYS MAJOR GENERAL FRANK S. ROSS CHIEF OF TRANSPORTATION, "IS BEING DESTROYED SYSTEMATICALLY BY CONSTANT AIR ATTACK. IT CAN'T BE REBUILT OVERNIGHT. WHEN THE ARMIES ADVANCE INTO GERMANY, GASOLINE, RATIONS & AMMUNITION WILL ONCE MORE BE DEMANDED IN HUGE QUANTITIES. ONLY MOTOR TRANSPORT CAN FULFILL THAT DEMAND AND TRUCKS

MOVE ONLY ON TIRES!"

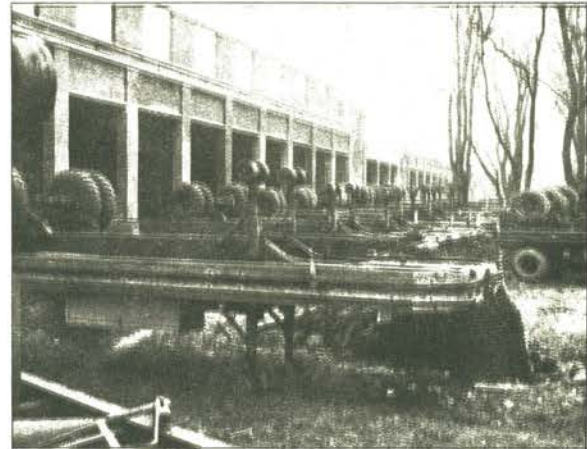


10. PREVENT CASUALTIES





1. CRATED SKID TANKS AND



2. TRAILERS ARE MARSHALLED.....



3. ARRANGED.



4. WELDED.....



5. BOLTED AND.....



6. MADE INTO TANKERS.

10 TON SEMI- TRAILERS CONVERTED TO TANK TRUCKS

10 TON SEMI-TRAILERS WERE CONVERTED INTO TANK TRUCKS BY WELDING & BOLTING FOUR 750 GAL. SKID TANKS TO THE TRAILER BEDS. WITH AN ADDITIONAL LIFT OF 120,000 GALS. PER CO. THUS CONVERTED, TRUCK COS. WERE ABLE TO BRING GAS. TO THE ARMIES

• FOR THE NEW OFFENSIVE. •

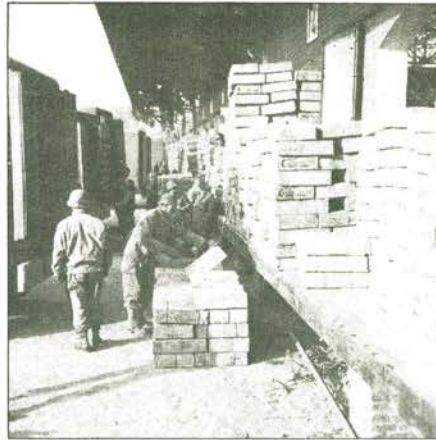
• MOTOR TRANSPORT SERVICE •

TRANSPORTATION CORPS E.T.O.





TONS OF FRESH MEAT



& PACKAGED PERISHABLES



ARE LOADED INTO



REFRIGERATED TRUCKS



WHICH CROSS BELGIUM



AND HOLLAND TO



ENTER THE REICH

FRESH FOOD FOR ARMIES

REFRIGERATED FLEETS
OF THE ARMY TRANSPORTATION CORPS' MOTOR TRANSPORT SERVICE DELIVER FRESH MEAT AND PERISHABLE FOOD FROM THE U.S. TO THE ARMIES EIGHT HOURS AFTER THE SHIPS DOCK AT ANTWERP



AND DELIVER AT FRONT



U.S. Army TRANSPORTATION
CORPS



AT BIVOUAC AREA.....



TRUCKS ARE CHECKED...



& REFUELED WHILE



IN HEADQUARTERS.....



A RADIO MESSAGE....



ALERTS TRUCKERS..



LOADED & DISPATCHED..



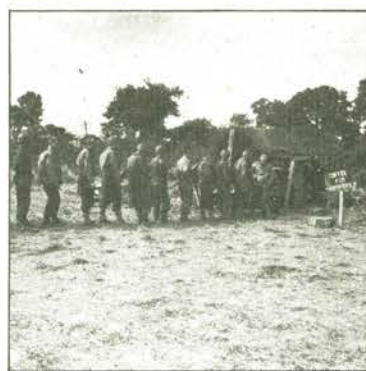
CONVOYS ROLL



ON FAMOUS ROUTE....



RESERVED FOR ARMY...



DRIVERS EAT ENROUTE...



ENCOUNTER DIFFICULTIES...

RED BALL EXPRESS "Miracle of Supply"

AFTER THE BREAKTHROUGH AT ST. LO, MOTOR TRANSPORT SERVICE SUPPORTED THE TACTICAL SITUATION BY FURNISHING THE ARMIES WITH HIGH SPEED DELIVERY OF SUPPLIES. APPROXIMATELY 500,000 TONS OF SUPPLIES WERE HAULED ON THE FAMOUS RED BALL ROUTE DURING ITS 81-DAY CAREER. THE LENGTH OF THIS SUPPLY LINE GREW WITH THE SUCCESSES OF THE ARMIES UNTIL THE ROUND TRIP DISTANCE TO THE BATTLEFRONTS WAS OVER 800 MILES.

• U.S. ARMY •
TRANSPORTATION CORPS.



BUT DELIVER THE GOODS.



1. ON WELL MARKED ROUTES



2. G.I.s ARE INSTRUCTED



3. USING 10 T. SEMI-TRAILERS



4. 3000 GAL. POL. CARRIERS



5. THEY CROSS THE RHINE



6. TO TRANSFER POINTS



7. FOR LOADS



8. AND ENTER AUTOBAHNS



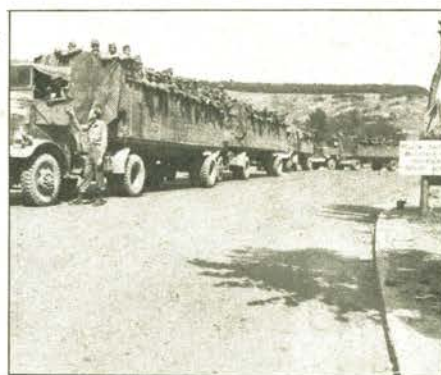
9. TO CONVOY SUPPLIES FORWARD

"YELLOW DIAMOND"

• AUTOBAHN ROUTES •

SUPPLIES FOR THE 7th ARMY'S DRIVE THROUGH GERMANY AND INTO AUSTRIA WERE HAULED ALONG MOTOR TRANSPORT SERVICE'S YELLOW DIAMOND ROUTES. THESE OPERATIONS WERE THE SOUTHERN BRANCH OF THE XYZ PLAN FOR SUPPORTING THE ARMIES IN THEIR MARCH TO FINAL VICTORY. APPROXIMATELY 150,000 TONS OF SUPPLIES WERE DELIVERED DURING THE LAST 40 DAYS OF WAR BY THE 20 TRUCK COMPANIES OPERATING ON YELLOW DIAMOND ROUTES.

U.S. ARMY TRANSPORTATION CORPS.



10. AND RETURN POWs



1. DEPARTURE



2. TO DOCKS



3. LOADING



4. SHUTTLE MOVEMENT....



5. UNHOOKING



6. AT MARSHALLING YARD



7. CONVOY REFORMED



8. "OVER THE ROAD"...



9. TO FORWARD DUMPS

A.B.C. SUPPLY ROUTE *to* RHINELAND

MOTOR TRANSPORT SERVICE 4-5 TON TRACTORS WITH 10 TON SEMI-TRAILERS WERE LOADED AT SHIP'S SIDE, SHUTTLED TO MARSHALLING YARD, ARRANGED ACCORDING TO COMMODITY AND CONVOYED TO FORWARD AREAS FOR THE BUILD-UP TO CROSS THE RHINE. APPROXIMATELY 300,000 TONS OF SUPPLIES WERE HAULED BY 16 TRUCK COMPANIES UNDER HAZARDOUS CONDITIONS IN A PERIOD OF 117 DAYS, 30 NOV. 1944 TO 26 MARCH 1945. THIS ROUTE LED FROM ANTWERP TO GERMANY, THROUGH TERRITORY CONTROLLED BY THE AMERICANS, BRITISH & CANADIANS.

U.S. ARMY TRANSPORTATION CORPS

T.C



E.T.O.