

HEADQUARTERS 80TH INFANTRY DIVISION  
Office of the Assistant Chief of Staff, G-4  
APO 80, U. S. Army

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MEMORANDUM:

TO : Chief of Staff, 80th Infantry Division.

PERIOD FOR HISTORICAL RECORDING  
1 APRIL - 30 APRIL 1945

SECTION I	-	SUPPLY
SECTION II	-	EVACUATION
SECTION III	-	TRAFFIC
SECTION IV	-	MISCELLANEOUS

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## SECTION I - SUPPLY

### 1. Class I

a. The speed of movement and the distances covered coupled with the non-availability of "A" and "B" rations in the fwd Class I SP rendered it impractical to continue the division policy of serving at all times "A" and "B" rations. Operational rations were at times supplemented by fresh meat, coffee and bread.

b. Because of transportation demands there was some delay in the movement of Post Exchange rations. Initially the supply was normal, and the Division diverted 5,000 of its allocation to the Allied Prisoner of War Camp at ZEGENHAIN, GERMANY.

c. Prisoners of War and Displaced persons were subsisted from captured foodstuffs (see list attached annex no. I)

### 2. Class II

a. The sock exchange program that was introduced and strenuously adhered to, was stopped thru the lack of adequate laundry facilities. This daily exchange of socks was well liked by the troops and the cessation of the program met with much disfavor.

b. There was no relief on the shortage status of OD clothing. Long hauls and incomplete sizes allowed little opportunity to replace items worn out or lost.

c. The two 2-1/2-ton trucks authorized per Battalion in excess of T/E for the purpose of transporting bedding rolls was cancelled. Adjustment was made by absorbing these trucks on regular combat loss requisitions.

d. A list of Critical shortages as of the end of the period is attached as Annex II). Special note is made of the extremely critical shortage of 600 x 16 tires and tubes.

### 3. Class III

a. The supply of gasoline was normal with the Division QM operating an advance Division Supply Point. It is interesting to note that a considerable increase in air resupply was being effected. During the period there was a critical shortage of gasoline cans. Extensive searches were executed throughout the Division area to assist in alleviating the situation.

b. The lengthening of the supply lines and the time of travel for resupply made it imperative that a general gasoline conservation program be instituted.

## SECTION II - EVACUATION

Evacuation of casualties presented a formidable problem due to the rapid advances. It was impossible for evacuation hospitals to keep within close distances of the combat troops. At times they were as much as 100 miles behind the front. Fortunately the casualties were light throughout the period, and the ambulances available were able to transfer all cases within reasonable time. Evacuation to the clearing station presented no difficulties. In general the roads were good, and by leap frogging, the clearing station kept one platoon in operation always near the front line troops.

The rapid pace of the advance indicated the need for greater mobility of field hospitals. It was impossible to find enough transportation to move the field hospitals as fast as other troops advanced. Often no field hospital was available for close support, and at times they were 50 to 100 miles to the rear. The demand on Division transportation was so great that trucks could not be spared to move these installations as fast as the combat troops advanced. Only the small number of casualties requiring transportation to field hospitals prevented this handicap from becoming a major problem.

## SECTION III - TRAFFIC

1. The use of printed directional sign was instituted. Several designs were suggested and tested. The adequacy of adaptable material was limited and the cardboard signs used were unsatisfactory. The final type adopted was a light metal sign 8" x 12" with white back ground, black lettering.
2. The movement from KASSEL, GERMANY to GOTHA, GERMANY was the most time consuming ever executed by the Division. The main difficulty ensued thru two factors (1) Inadequacy of sufficient attached transportation, and (2) The lack of traffic control on the part of Higher Headquarters, who had extended a number one priority on the movement and failed to enforce it.
3. During the period several motorized operations were conducted employing Corps Artillery trucks in lieu of the usual QM truck companys. Excellent cooperation and control provided for efficient movement.
4. Trafficabilities during the period were excellent. The autobahn provided more than adequate facilities for free movement. However, several traffic bottle necks were encountered due to inadequate by pass facilities around obstructions.
5. Motor movements through the entire perios were hampered considerably thru the inadequacies of transportation. The Division was re-

quired on many of the moves to furnish its own organic transportation for shuttling foot elements for the Division.

6. In crossing the Isar River at Dingolfing the standard procedure in establishing priority of movement was modified. The two Regimental organizations concerned in crossing were given alternate hours to effect the crossing of whatever they desired. Close liaison and cooperation effected a speedy crossing of all elements. Two TC posts with telephones were used and traffic was prevented from congesting the bridge approach by stopping traffic some distance North of the town. A railroad bridge and a ferry assisted the crossing in one Regimental sector.

#### SECTION IV - MISCELLANEOUS

1. A good percentage of the Division succeeded in getting bathed at Nurnberg. The shower unit did not have the usual exchange of underwear and socks. The Division QM furnished transportation to draw 400 sets of underwear and 400 pairs of socks to assist the bath point in establishing this service.

2. Available laundry service was much overtaxed and unable to meet the divisional requirements.

3. To the concentration enclosure at Weimar (Camp Buchenwald) the Military Government was assisted in the transportation of 18,000 blankets 6,000 sets of underwear and 3,000 drawers.

4. To prevent useless damage to the Carrier, Cargo, M29 instructions were issued that the vehicles were to be transported on long movements by trailer.

5. A mobile Officers Sales store was attached to the Division for a three day period.