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**FM 7-30**

**DEPARTMENT OF THE ARMY FIELD MANUAL**

*Supersedes FM 7-21 (26 Feb 60)*

**SERVICE AND MEDICAL  
COMPANIES INFANTRY  
FOR HISTORICAL USE ONLY  
REGIMENT**

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**DEPARTMENT OF THE ARMY • APRIL 1954**

FIELD MANUAL }  
No. 7-30

DEPARTMENT OF THE ARMY  
WASHINGTON 25, D. C., 21 April 1954

## SERVICE AND MEDICAL COMPANIES INFANTRY REGIMENT

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# CHAPTER 1

## INTRODUCTION

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### 1. Purpose and Scope

This manual tells how to provide logistic support for the infantry regiment and how to coordinate and correlate the logistical activities with the tactical operation they support. The logistical support required by an infantry regiment in combat includes—

*a.* All types and classes of supplies and equipment for units and individuals.

*b.* Medical service and evacuation for sick and wounded.

*c.* Transportation for troops and supplies.

*d.* Maintenance of vehicles, arms, and other equipment.

*e.* Such services as mail, special equipment, clothing exchange, bath and laundry facilities, salvage, graves registration, and the maintenance and submission of required records and reports.

### 2. Functions of Supply

Supply within the infantry regiment involves three separate functions—Determination of requirements and requisitioning, receipt and storage, and distribution. It is the responsibility of all commanders to insure that the determination of requirements is realistic and economical, and reflects only actual

needs for efficient unit operation and maintenance; that requisitions are submitted on time; that supplies are promptly procured; that they are properly safeguarded; and that they are distributed to the right units at the right time and in the right amounts and conditions.

### **3. Principles of Supply**

*a.* Supply is a command responsibility. A commander may delegate supply activities to his subordinates, but the commander alone is responsible for supplying his unit.

*b.* Supply and tactics have an inseparable alliance. The tactical and supply plans are prepared in close coordination. The tactical plan must be one which can be adequately supplied, and the supply plan must support it. Even a well-conceived tactical plan is likely to fail unless it is supported by a sound supply plan.

*c.* Supply plans should provide for continuity in supply operations. Supply continuity requires constant study of future needs and well-timed delivery schedules.

*d.* Supply plans should be flexible enough to meet rapidly changing situations. Flexibility is attained by decentralizing operations and control, by avoiding the accumulation of excess supplies, and by carefully locating installations which are able to move on short notice.

*e.* Units and individuals frequently are separated from their source of supply during combat and this requires them to be temporarily self-sustaining. To meet this condition, supply needs are anticipated,

and prescribed reserves are carried by individuals and vehicles. However, any increase in the amount of supplies carried reduces mobility, so supplies drawn for this purpose must not create an immobilizing excess. The effective application of supply economy keeps the unit in operating condition.

*f.* Combat elements are relieved of all but essential administrative details. Regimental supply personnel prepare supply forms and maintain regimental supply records.

*g.* Supplies are safeguarded to prevent loss, pilferage, and waste. Transportation and equipment are conserved for essential tasks. In prescribing loads to be carried by the individual, commanders insure that each man carries only essential items so that the practice of discarding items of supply and equipment will not be encouraged.

#### **4. Supply Procedures**

*a.* Equipment and supplies to be carried by individuals and units are listed in tables of organization and equipment (T/O & E) and in directives from commanders. As supplies are expended, they are replenished from higher echelon supply points by regimental distributing agencies.

*b.* Requisitions for supplies follow supply channels. Units submit informal requests through their supply officers to the regimental S4, who consolidates when necessary, prepares requisitions, and forwards them to the appropriate division technical service. At division, the requisitions are either filled, if the requested supplies are on hand, or are

consolidated and forwarded to army supply agencies.

*c.* Supplies are made available to units at army supply points and may be drawn either in bulk for the entire division or directly by the units. Supplies drawn in bulk are transported by division agencies to division distributing points where they are issued to units.

*d.* When regiments are to draw directly from army supply points (except class V supplies), the appropriate division technical service will make the necessary arrangements. Regiments are then notified when and where the supplies will be available. The regiment picks up its supplies at the issuing point and transports them to the regimental distributing points where they are issued to the requesting units.

## **5. Supply Economy**

Supply economy is the practice of conserving materials by every individual in the armed forces; it is developed through training and practice until it becomes a habit. It includes conservation, maintenance, safeguarding, recovery, repair, and salvage of food, fuel, clothing, weapons, transport, and all other material. Good supply economy promotes combat efficiency and is inherent in a well-trained, well-disciplined unit. Our national economy and dwindling natural resources, the difficulty of transporting supplies and equipment to units in the field, and the tremendous amounts of material consumed in war demand the practice of supply economy at every echelon. The individual soldier or small unit



fighting for survival cannot be expected to follow rigid standards of supply economy, but neither can they be needlessly wasteful.

## **6. Objectives of Supply Economy**

The objectives of supply economy are attained by training, inspections, and supervision and through a fair policy of punishment and reward. In an infantry regiment in combat, supply economy embraces—

- a.* Thoroughgoing maintenance and classification.
- b.* Development of the individual's sense of personal responsibility.
- c.* Economical and efficient use.
- d.* Careful storage and safeguarding.
- e.* Avoidance of excess accumulations.
- f.* Battlefield recovery and repair or evacuation.

## **7. Classes of Supply**

To simplify supply procedures, supplies are divided into the classes described below (fig. 1).

*a.* Class I supplies consist of those articles which are consumed by personnel or animals at an approximately uniform rate that is independent of local changes in combat or terrain conditions. This uniform rate of consumption permits supply agencies to place balanced stocks in depots and supply points where, in combat, they may be obtained by using units on the basis of a strength report rather than an itemized requisition. Examples are rations and forage.

*b.* Class II supplies consist of supplies and equip-

ment for which allowances are established by tables of organization and equipment, tables of allowances (TA), equipment modification lists (EML), and other lists and letters which prescribe specific allowances for a unit or individual. Examples are clothing, weapons, mechanics' tools, and spare parts.

c. Class III supplies consist of fuels and lubricants except those used in aircraft or in weapons such as flame throwers. Examples are petroleum products such as gasoline, diesel oil, kerosene, fuel oil, lubricat-

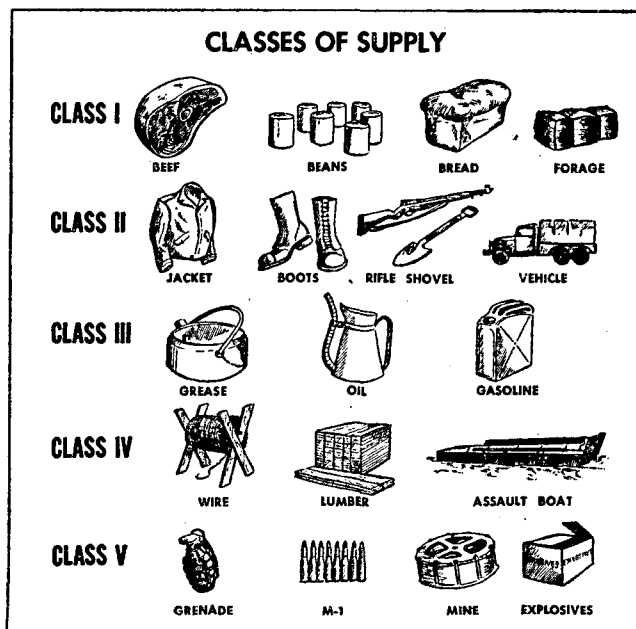


Figure 1. Classes of supply.

ing oil and grease, as well as solid fuel such as coal, coke, and wood.

*d.* Class IV supplies consist of supplies and equipment issued to units or individuals in addition to allowances authorized by the tables or lists described in *b* above. Examples are engineer fortification materials, field wire in excess allowances, special cold weather clothing, and special equipment for amphibious and airborne operations.

*e.* Class V supplies consist of ammunition, explosives, and chemical agents. Examples are small arms and artillery ammunition; grenades and mines; explosives such as dynamite, TNT blocks, fuses, blasting caps, and detonators; pyrotechnics; and chemical agents including flame thrower fuel.

*f.* Miscellaneous supplies consist of those supplies not included in any of the five classes described. Examples are water and Red Cross supplies.

## **8. Regulated Items**

*a.* Regulated items are chiefly scarce, costly, or highly technical articles that must be controlled closely during and after distribution. However, items of any class of supplies may be regulated.

*b.* Lists of regulated items are announced to the infantry regiment by higher headquarters.

## **9. Methods of Distribution**

Supplies are issued to units by either supply point distribution or unit distribution.

*a.* In *supply point distribution* the receiving unit is issued its supplies at a supply point (depot, railhead, truckhead, etc.) and, using its own transporta-

tion, moves those supplies to its own area. For example, supply point distribution is employed when the regiment, using regimental transport, draws its rations from the division class I distributing point and takes them to the regimental class I distributing point. This is the method under which the regiment normally operates.

b. In *unit distribution*, the issuing agency transports the supplies to the receiving unit. For example, unit distribution is made when rations for the regiment are delivered to the regimental class I distributing point by division quartermaster personnel and transportation.

## **10. Regimental Trains**

a. The regimental trains include the vehicles and accompanying personnel that operate primarily to supply, transport, evacuate, and maintain the regiment. The regimental trains may be divided functionally and indented by the mission assigned to specific groups of vehicles and personnel. For example, the ammunition train contains the vehicles and personnel used to transport ammunition for all regimental units. The kitchen train consists of the vehicles and personnel used to transport rations, water, kitchen equipment, and supplies not carried on other transport. To simplify control, company general utility vehicles are usually included and considered as a part of the kitchen train. Other trains may be similarly designated. They include a truck maintenance train, a tank maintenance train, a fuel and lubricant train, and a medical train.

b. The number of vehicles included in any element of the regimental trains will depend upon how the vehicles are used, the method of control, and the tactical situation. The forward portion of the regimental zone of action is cleared of transportation, service personnel, and installations not essential to the logistical support of the regiment.

## CHAPTER 2

# ORGANIZATION AND RESPONSIBILITIES FOR LOGISTICAL SUPPORT

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### Section I. SERVICE COMPANY ORGANIZATION AND PERSONNEL

#### 11. General

Except for medical support, the organization and responsibilities for the logistical support of the infantry regiment are centered in the regimental service company. Service company consists of a company headquarters, an administrative platoon, and a service platoon (fig. 2). Most of the personnel and transport used by the regimental S4 in imple-

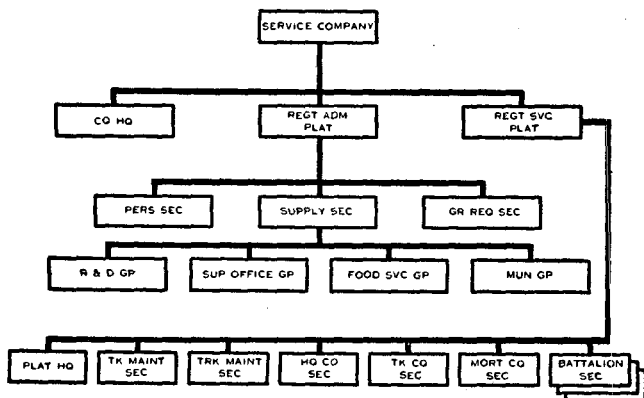


Figure 2. Composition of service company.

menting all phases of the regimental logistical plan, other than medical, are found in the service company. For details of organization, equipment, armament, and transport of the units discussed below, see current tables of organization and equipment.

## **12. The Regimental Supply Officer**

The S4 is the member of the unit staff who plans, coordinates, and supervises the operation of supply, evacuation, transportation, maintenance, and similar functions within the regiment. He is responsible to the regimental commander for making certain that the logistical plan adequately supports the regiment's tactical plan and that it is coordinated with orders of higher commanders. The S4 closely follows the situation. He keeps in close touch with other staff officers of the regiment, the commanders or representatives of regimental or attached units, the division G4, and the division special staff. He disseminates information and instructions through personal contact, messages, paragraph 4 of the operation order or, in special situations, by the use of a regimental administrative order. The S4 establishes an office at the regimental command post with whatever clerical personnel he needs from service company; however, he goes wherever his presence is needed. He keeps the regimental commander informed of the status of logistical support for the regiment. He obtains, stores, and distributes all supplies for the regiment except expendable medical supplies.

## **13. Duties of S4 Relating to Class I Supplies**

The regimental S4 prepares a daily consolidated request for the quantity and types of rations re-

requested by the regiment. He bases this request on the the expected strength of the regiment, furnished by the S1, and the types of rations requested by subordinate units. Consistent with the desires of unit commanders and the situation, he determines the most suitable feeding plan for the regiment and insures that this feeding plan is disseminated to battalion S4's and commanders of the regimental companies or attachments. He supervises the service company commander who, in turn, controls and supervises the kitchens and mess personnel when they are under regimental control. The food service group assists the service company commander in this duty.

#### **14. Duties of S4 Relating to Class II Supplies**

The regimental supply officer is charged with the consolidation of requests for class II items from subordinate units and with the preparation of formal requisitions which are forwarded to the appropriate division technical service supply officer. He exercises control over class II regulated items. He supervises the activities of the service company commander, who is responsible for drawing and distributing all class II supplies.

#### **15. Duties of S4 Relating to Class III Supplies**

The regimental supply officer submits status reports and estimates future requirements when required by higher headquarters. He supervises the activities of the service company commander, who is responsible for drawing and distributing class III supplies.



## **16. Duties of S4 Relating to Class IV Supplies**

The regimental supply officer approves or disapproves requests for class IV items, basing his decisions on the announced policies of the regimental commander. If no policy is established, the S4 makes recommendations concerning such requests to the regimental commander. If the requests are approved, the regimental S4 consolidates and forwards them through command channels. He coordinates closely with the S2 and the S3 to determine requirements for class IV items. He exercises control over class IV regulated items. He supervises the activities of the service company commander who is responsible for drawing and distributing class IV items.

## **17. Duties of S4 Relating to Class V Supplies**

The regimental supply officer recommends to the regimental commander the method of controlling vehicles of the regimental ammunition train. In this matter, he is advised by the regimental munitions officer. He makes certain that the location of the regimental ammunition distributing point facilitates the supply of ammunition. Recommendations for the location of the regimental ammunition distributing point are made to the S4 by the munitions officer. He recommends a route of ammunition advance when the regiment is in the attack. The S4 supervises the control of ammunition items in short supply. He constantly checks the effectiveness of ammunition supply within the regiment and corrects deficiencies or recommends corrective measures to the regimental commander where necessary. He

coordinates with the S3 and the munitions officer to develop estimates of future ammunition requirements where such estimates have been requested by higher headquarters.

#### **18. Duties of S4 Relating to Transportation**

The regimental supply officer supervises the transportation organic to the regiment. This embraces both planning and supervision. The S4 must provide transport for moving both supplies and troops. To accomplish this, he must know the status of vehicles within the regiment and their relative availability. While the organic transport of the regiment is assigned to units with a specific purpose in view, it must be considered as available to the regimental commander for any use which the occasion may demand. Normally, the S4 will develop a "Priority for Use Table" which, upon approval of the regimental commander, becomes a part of the unit's standing operating procedure. This table lists the normal use of each vehicle, the number of vehicles in each unit, and the priority in which they will be used on other than their specifically assigned mission.

#### **19. Duties of S4 Relating to Maintenance**

The regimental supply officer supervises the maintenance of equipment within the regiment. He will be assisted in this duty primarily by the service company commander, the regimental motor transport officer, and the section leaders of the truck and tank maintenance sections of the service company.

PRIORITY OF USE OF 2½-TON TRUCKS

Normal use	Priority of use	Hq Co	Tk Co	Mort Co	Med Co	Bns	Total Serv	Co Hq	Gr	Sup	Svc Plat Hq	Tk Maint Sec	Trk Maint Sec	Hq Co Sec	Tk Co Sec	Mort Co Sec	Bn Sec	Total Regtl
Kitchen	1	1	1	1	1	18	18	1						1		1	15	20
Utility	2	1	1	1	1	15	1	1										20
Orgn Equip	3	1		2	2	3	3		1	1	1							6
CP	4	2				3												5
Fuel	5						4								4			4
P & A	6					3												3
Maint	7			1		3	3					2	1					7
Ammo	8			1			19								6	4	9	20
FDC	9			1														1
Comm	10	1																1
Totals		5	2	4	4	24	48	2	1	1	1	2	1	1	10	5	24	87

*a.* The S4 continually checks the scheduling of maintenance activities within the regiment and, in coordination with the S3, insures that proper schooling and training are conducted.

*b.* He is further responsible for reporting to the commander any violations of established policy with respect to maintenance and supply economy, and recommending corrective measures.

## **20. The Service Company Commander**

The commander of the service company actively supervises the training of all elements of his company and the operations of his company, except the personnel section which is supervised by the regimental S1. He may be called the agent of the regimental S4 and has the following responsibilities and duties:

*a.* He draws and distributes all classes of supplies for the regiment with the exception of expendable medical supplies used in the treatment of sick and wounded.

*b.* He selects the exact site of the regimental trains area and operates and commands it. He allocates portions of the area to the sections and functional groups of his company. He prepares a security plan for the regimental trains area and supervises its execution.

*c.* He supervises all the activities of the service company.

*d.* He keeps the regimental S4 informed on logistical matters and helps him prepare estimates, plans, orders, records, and reports. He recommends im-

provements or corrections for the regimental logistical support system.

*e.* During marches, he controls the regimental trains vehicles remaining under regimental control.

*f.* In accomplishing his mission, he makes full use of the company chain of command and uses all the means of his command.

## **21. The Supply Warrant Officer**

The supply warrant officer is the assistant S4 and performs duties assigned by the S4. These duties include supervision of the regimental supply office group and the receiving and distributing group in the regimental trains area. He provides liaison with supporting supply agencies. The assistant S4 may establish the regimental S4's office in the regimental command post. He acts as direct representative of the regimental S4.

## **22. Unit Administrator**

Under the direction of the service company commander, the unit administrator, who is a warrant officer, may supervise the routine administration in the company, including the preparation of rosters, reports, correspondence, and unit records. He may advise enlisted personnel on such matters as savings, Government bonds, insurance, family allotments, and other personal matters. He also may act as investigating officer in cases involving illness or injuries concerning the personnel in his unit. He may be an agent finance officer paying troops. He may supervise the operation of the company mess and

supply activities as well as the work of other company headquarters enlisted personnel.

### **23. First Sergeant**

Under supervision of the unit administrator, the first sergeant coordinates administration and service activities in the company such as supply, mess, and transportation. He may supervise the preparation of certain records, rosters, and correspondence. He recommends promotions, demotions, disciplinary action, reassignment, commendations, and other personnel actions concerning enlisted men in the company. He supervises the activities of company enlisted men in and out of combat, including the establishment, operation, and defense of the company command post.

### **24. Other Enlisted Personnel**

*a. The mess steward* operates the company mess and is responsible for the preparation of meals for the company. He is assisted by the cooks and cooks' helpers.

*b. The supply sergeant* is responsible to his commander for obtaining, storing, issuing, and delivering supplies to his company. He supervises the work of the armorer and the utility mechanic. He assists in laying out and camouflaging company installations in the regimental trains area.

*c. The company administration clerk* prepares the morning report. He obtains information for entries in the morning report by checking the daily sick report, special orders, unit orders, sign-out book, court-martial orders, general orders, and roll calls of pla-

toon or section leaders. He posts and files orders from higher headquarters, regulations, circulars, training memorandums, bulletins, and manuals. He also does most of the typing concerning administrative functions, and he must be familiar with all administrative procedures in the company.

*d. The communication personnel* include a communication chief, operators for the company radio and switchboard, and a messenger. The radio operates in the regimental AM command net. The switchboard, telephones, and wire are used to establish wire communication among installations within the trains area and to the regimental ammunition supply point. The communication chief assists the company commander by advising him on communication problems and assists in training and supervising other communication personnel in the company. Radio and switchboard operators and messengers perform assigned duties (FM 24-5).

*e. The orderly and truck drivers* perform appropriate duties assigned them by the company commander.

## **Section II. THE ADMINISTRATIVE PLATOON**

### **25. General**

The administrative platoon consists of a personnel section, a supply section, and a graves registration section.

### **26. The Personnel Section**

This section operates under the staff supervision of the regimental S1. It is composed of the regimental military personnel warrant officer, a personnel ser-

geant, and administrative specialists. The military personnel officer, in addition to supervising the operations of the personnel section, is designated as the assistant adjutant. As such, he authenticates special orders and routes correspondence, extracts, reports, and other military documents of a routine nature.

## **27. Duties of Personnel Section**

The personnel section handles administrative functions within the regiment related to personnel management. Generally, these functions fall into one of the following activities:

- a.* Distribution of mail.
- b.* Personnel classification, reclassification, reassignment, transfer, promotion, separation, and retirement.
- c.* Preparation of battle casualty reports and records.
- d.* Preparation of allotments and other administrative matters necessary for proper payment of personnel.
- e.* Maintenance of company and regimental records, reports, rosters, files, and correspondence.

## **28. Personnel Section Headquarters**

*a. Personnel.* One military personnel officer and assistant adjutant and one personnel sergeant administer the personnel section.

*b. Duties.* Personnel section headquarters—

- (1) Supervises and directs the unit personnel group.
- (2) Is custodian of all personnel records and maintains records, reports, rosters, files, and correspondence, as prescribed by AR 345-5.



- (3) Authenticates military pay orders, court-martial orders, special orders, service records, miscellaneous publications, reports, records, and correspondence of a routine nature concerning personnel matters.
- (4) Is interim custodian of unit funds during combat.

## **29. Personnel Subsections**

*a.* To facilitate operations, the personnel section is divided into the following six subsections:

- (1) Administrative and miscellaneous.
- (2) Postal.
- (3) Classification and assignment.
- (4) Pay.
- (5) Morning report.
- (6) Service record.

*b.* This suggested breakdown may be modified to meet changing situations. Where feasible, enlisted personnel should be rotated among the various subsections until they are familiar with all operations of the personnel section.

*c.* The personnel section, although organic to service company, normally will be located at the administration center in the division rear echelon. In the event such a center is not established, the personnel section will be located in the regimental trains area.

## **30. Administrative and Miscellaneous Subsection**

*a. Personnel.* One personnel administrative supervisor, six personnel administrative clerks, and one messenger comprise this subsection.

*b. Duties.* This subsection—

- (1) Prepares and distributes special orders, court-martial orders, miscellaneous publications, and correspondence of a routine nature concerning personnel matters.
- (2) Prepares and processes discharges and service certificates.
- (3) Maintains unit personnel office files of official publications and correspondence.
- (4) Maintains the headquarters file of official publications and correspondence during combat operations.
- (5) Prepares and distributes miscellaneous personnel rosters.
- (6) Processes recommendations for decorations.
- (7) Performs miscellaneous stenographic, clerical, and mimeograph work.

### **31. Postal Subsection**

*a. Personnel.* One mail delivery supervisor and three mail delivery clerks comprise this subsection.

*b. Duties.* This subsection—

- (1) Receives, processes, and dispatches incoming and outgoing mail, including insured and registered matter.
- (2) Sells stamps and money orders when authorized.
- (3) Maintains a postal locator file.
- (4) Supervises unit mail orderlies.

### **32. Classification and Assignment Subsection**

*a. Personnel.* One personnel management supervisor, three management specialists, and two assist-

ant personnel management specialists comprise this subsection.

*b. Duties.* This subsection—

- (1) Prepares and maintains classification records of enlisted and commissioned personnel.
- (2) Prepares efficiency reports for completion by rating officers and forwards these reports to The Adjutant General.
- (3) Assists unit commanders in recommending enlisted personnel for assignment, promotion, demotion, and school assignment.
- (4) Periodically reviews MOS's to determine the proper classification and efficient use of personnel.
- (5) Prepares personnel requisitions.
- (6) Coordinates the assignment of replacements.

### **33. Pay Subsection**

*a. Personnel.* One personnel administrative section chief and two personnel administrative clerks comprise this subsection.

*b. Duties.* This subsection prepares and processes military pay orders and all matters pertaining to or affecting the pay or allowances of all military personnel.

### **34. Morning Report Subsection**

*a. Personnel.* One personnel administrative section chief, one personnel administrative clerk, and one battle casualty clerk comprise this subsection.

*b. Duties.* This subsection—

- (1) Receives, processes, and consolidates reports relative to strength.
- (2) Prepares morning reports for units in combat, based on informal reports.
- (3) Prepares and maintains a locator file. (Sends copy to postal section.)
- (4) Prepares and consolidates reports relative to battle casualties.\*
- (5) Processes letters of condolence.\*

### **35. Service Record Subsection**

*a. Personnel.* One personnel administrative section chief, two personnel administrative clerks, one service record clerk, and one record clerk comprise this subsection.

*b. Duties.* This subsection maintains all service records of enlisted personnel, including the preparation of extracts and indorsements.

### **36. Supply Section**

This section divides itself functionally into four groups—a receiving and distributing group, a supply office group, a munitions group, and a food service group.

### **37. Receiving and Distributing Group**

This group draws and distributes all supplies for the regiment except class V supplies and expendable medical items used in the treatment of casualties. The receiving and distributing group operates the class I breakdown point and the class III distribut-

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\*These duties may be performed by a specially organized section, the battle casualty section.

ing point in the regimental trains area. All class II and IV distributing points established in the regimental trains area, as well as captured material, excess, and salvage collecting points, are also operated by the receiving and distributing group. When necessary, the service company commander obtains additional help from filler personnel, from replacements temporarily in the trains area awaiting assignment, or from details of the mess personnel.

### **38. Supply Office Group**

This group performs the clerical duties connected with supply, such as typing, requisitioning, consolidating requisitions from units, furnishing breakdown sheets to the receiving and distributing group, and maintaining records connected with supply. The supply office group and the receiving and distributing group work together under the supervision of the supply warrant officer.

### **39. Munitions Group**

This group, commanded by the regimental munitions officer, locates, establishes, and operates the regimental ammunition distributing point. It prepares formal requests for ammunition (transportation orders), insures compliance with existing available supply rates, supervises the drawing of ammunition from army class V supply points, and controls ammunition vehicles between regimental and army ammunition supply points. The munitions group also controls any regimental ammunition train vehicles which are retained under regimental control.

#### **40. Food Service Group**

This group renders technical advice and assistance to the regimental mess personnel regarding the most efficient methods for preparing and serving food. They inspect the ration breakdown for the quantity and quality of food issued to the regiment and keep the regimental commander advised as to the status of preparation and serving of food in the regiment.

#### **41. Graves Registration Section**

This section supervises the collection, evacuation, and identification of the dead within the regimental area and the handling of personal effects of the deceased. It is commanded by the regimental graves registration officer. It evacuates the bodies and personal effects to division or army collecting points. This section operates under the staff supervision of the regimental S1. The section establishes and operates a regimental graves collecting point in a secluded portion of the regimental trains area.

*a.* The graves registration section rarely collects the dead from the battlefield because the lower echelons are responsible for evacuation to the regimental graves collecting point.

*b.* The four basic functions of the graves registration section include collecting, identifying, evacuating, and handling the personal effects of the dead. Allied and enemy dead are handled in the same manner as our own dead.

### **Section III. SERVICE PLATOON**

#### **42. Organization**

The service platoon consists of a platoon head-

quarters, a tank maintenance section, a truck maintenance section, a tank company section, a heavy mortar company section, a regimental headquarters company section, and three battalion sections. The service platoon contains the major portion of heavy transport and maintenance vehicles assigned to the regiment.

#### **43. Regimental Motor Transport Officer**

This officer commands the service platoon. He coordinates and supervises the use of the regimental transport and the maintenance activities on the wheeled and tracked vehicles of the regiment. He supervises the installation and activities of the tank and truck maintenance section, the motor park, and the class III distributing point. He coordinates closely with the service company commander on the use of transportation for supply hauls and troop movements. He assists the regimental S4 in preparing the "Priority for Use Table" (see par. 18).

#### **44. Other Motor Transport Personnel**

*a. The assistant platoon leader* assists the motor transport officer and acts as executive officer of service company.

*b. The transportation sergeant* assists the motor transport officer in supervising and coordinating maintenance activities on the wheeled and tracked vehicles of the regiment.

*c. The truckmaster* assists the motor transport officer in controlling the movement and operation of the regimental train vehicles. During movement, he

accompanies elements of the kitchen and baggage train while they are under regimental control.

*d. The ammunition supply sergeant* assists the munitions officer or the motor transport officer in controlling the regimental ammunition train vehicles when these vehicles are under regimental control. He works most of the time with the munitions group.

#### **45. Tank Maintenance Section**

This section performs organizational tracked vehicle maintenance that is beyond the capabilities of tank company maintenance personnel. The section consists of a motor maintenance sergeant; a tracked vehicle maintenance warrant officer; and mechanics, welders, and drivers. This section normally operates in the regimental trains area. It also may have tank company mechanics working with it, either in the trains area or in the tank company area. This section may send a team into forward areas when required for maintenance or repairs.

#### **46. Truck Maintenance Section**

This section performs organizational maintenance on wheeled vehicles of the regiment that is beyond the capabilities of company mechanics. It consists of a motor maintenance warrant officer, the section leader who supervises and coordinates the section maintenance activities; a motor maintenance sergeant, an assistant to the motor maintenance warrant officer who acts as shop foreman; wheeled vehicle mechanics, who perform organizational maintenance on all regimental vehicles. Also included in the section is an ordnance parts specialist who maintains a small



stock of spare parts and keeps records on vehicle parts; a shop clerk; a welder, mechanics, and drivers.

#### **47. Tank Company Section**

This section consists of a section leader, two squad leaders, ammunition handlers, and truck drivers. It includes vehicles of the service platoon employed in support of the regimental tank company. The section leader controls section transportation. He supplies ammunition for the tank company. He is assisted by the ammunition squad leader, the ammunition handlers, and truck drivers. The vehicles used to replenish gasoline and lubricants required by the tank company are controlled by the gasoline squad leader under the supervision of the section leader.

#### **48. Heavy Mortar Company Section**

This section consists of a squad leader, truck drivers, ammunition handlers, and kitchen and ammunition vehicles that serve the mortar company.

#### **49. Regimental Headquarters Company Section**

This section consists of a driver and one kitchen truck and trailer.

#### **50. Battalion Sections**

There are three of these sections. Each consists of a section leader, truck drivers, and the kitchen and ammunition vehicles that serve the battalions. The section leader controls the movement of these vehicles. When vehicles in his charge are under battalion control, he is responsible to the battalion S4 for their movement. When vehicles are under regimental con-

trol, he is responsible to the regimental motor transport officer.

## **Section IV. BATTALION RESPONSIBILITIES**

### **51. Battalion Commander**

This officer has the command responsibility for insuring that supply, evacuation, transportation, and maintenance are provided for his battalion. To assist him in providing this logistical support, he has a staff officer, the battalion S4, who is charged with formulating and administering the logistical plan.

### **52. Battalion S4**

This officer prepares the plan for logistical support of the battalion. Once this plan is approved by the battalion commander, the S4 sees that appropriate information is disseminated to the companies and to other interested personnel. He makes frequent checks with the regimental S4 and with the service company commander to keep himself abreast of the administrative situation. The battalion S4 keeps informed of the tactical situation and coordinates closely with the battalion S3. He keeps the battalion commander informed of the status of logistical support in the battalion.

### **53. Other Battalion Personnel**

*a.* The chief assistant to the S4 is the *battalion supply sergeant* who acts as the principal operator in obtaining and distributing all supplies for the battalion, except ammunition and expendable medical items used in the treatment of sick and wounded.

*b.* The *battalion motor transport officer* assists the

S4 in coordinating and supervising vehicular maintenance activities for the battalion, and in controlling the vehicles that operate under battalion control. The maintenance personnel and equipment of the battalion headquarters company and heavy weapons company are frequently combined to perform maintenance on all battalion vehicles.

*c. The pioneer and ammunition platoon leader is charged with two missions—supplying ammunition for the battalion and performing minor engineering tasks. In addition to commanding his platoon, the pioneer and ammunition platoon leader locates, establishes, and operates the battalion ammunition distributing point. Organic platoon equipment includes the infantry entrenching set (which may be used in minor engineering tasks and in preparing for defense) and decontaminating and demolition equipment.*

*d. Battalion maintenance on communication equipment is done by personnel in the communication platoon.*

## **Section V. COMPANY RESPONSIBILITIES**

### **54. Company Commander**

Each company commander is responsible for the supply of his company. He insures that evacuation of casualties is effected, that company logistical services are rendered, and that company transport is used to maximum advantage.

### **55. Administrative Officer**

This warrant officer is the company commander's assistant for supervising supply and administration.

He relieves the company commander of many administrative details by supervising logistical operations of the company while the company commander is actively engaged in tactical operations.

#### **56. Supply Sergeant**

This noncommissioned officer is the principal agent for supply in the company. In combat, his primary duty will be to operate the company ammunition distributing point and to control company transport not released to platoons. In the heavy mortar company, the supply sergeant will be assisted by the ammunition corporal. The supply sergeant requests, receives, and distributes all supplies for the company except class I supplies and medical supplies.

#### **57. Company Armorer**

This enlisted man assists the supply sergeant in addition to his primary duty of making minor repairs on equipment.

The armorer performs his duties in the forward area, and assists the supply sergeant as directed. Often, he will work in the same area as the company kitchen personnel, making minor repairs on weapons and equipment and arranging for the delivery of supplies from service company forward to his own company.

#### **58. Mess Personnel**

The mess section is made up of a mess steward, cooks, and cooks' helpers. They divide the rations into meals and prepare, deliver, and serve food according to the company feeding plan.

## 59. General Company Responsibilities

a. All unit leaders in the company are responsible for the supply of their units. They discharge this responsibility chiefly by inspecting their units frequently, making their needs known, and insuring that supplies received are properly distributed and used within the unit. Platoon, section, and squad leaders use personnel from their units to assist them in discharging their supply functions.

b. Each company commander must insure that the transport of his company is so employed that it not only supports the tactical operation of his company, but also provides the logistical support required.

c. Vehicular maintenance in all companies other than the rifle companies is performed by company mechanics and drivers. In the rifle companies, first echelon maintenance is performed by the drivers.

## Section VI. DIVISION SERVICES

### 60. Technical Services

The technical services within the infantry division include *quartermaster, ordnance, engineer, signal, medical, chemical, and transportation services*. Under the staff supervision of the G4, these division technical services support the infantry regiment by drawing, storing, distributing, maintaining, and disposing of supplies and equipment for which each particular technical service is responsible. Each of the technical services is also responsible for certain additional services, discussed below, which are available to the infantry regiment.

## **61. Quartermaster Company**

This company provides all quartermaster supply and service to the division. In addition to issuing all food, the company carries one reserve ration for the division. In order to provide gasoline supply, some 1,200 five-gallon cans are used. The company draws and issues all quartermaster clothing and equipment. The administration of the food service program is accomplished by the company. The services that are provided include graves registration, laundry, bath, and clothing exchange. All salvage in the division is received at the quartermaster salvage collection point.

## **62. Division Ordnance Battalion**

This battalion, composed of a forward and a rear company, is concerned with the supply and maintenance of arms, vehicles, and other ordnance equipment. The battalion supervises ammunition supply within the division. Other services provided by the ordnance battalion include recovery and evacuation of ordnance equipment, instructor-inspector service, and disposition of unserviceable equipment and unexploded bombs and projectiles.

## **63. Division Engineer Battalion**

This battalion performs functions both of an operational and a logistical nature. The principal logistical support furnished by engineers concerns supply, storage, distribution, and maintenance of engineer supplies; maintenance, construction, and repair of roads; shelter and utilities; establishment and operation of water supply points; engineer reconnaissance; and technical inspections and advice.

#### **64. Division Signal Company**

This company performs functions both of an operational and logistical nature. It provides supply and maintenance services, and furnishes technical inspections and advice regarding signal equipment as well as providing signal communication for division headquarters to include communications to units operating directly under division headquarters.

#### **65. Division Medical Battalion**

This battalion provides evacuation and hospitalization services, and draws, stores, and distributes medical supplies and equipment.

#### **66. Division Chemical Section**

This section, though small, has the same responsibilities as other technical services in drawing, distributing, and maintaining chemical equipment and supplies, except ammunition. It also may perform technical inspections and render advice on chemical matters.

#### **67. Transportation Corps**

This branch is not represented in the infantry division by transportation corps troops; however, the transportation officer (assistant G4) in division headquarters operates the division traffic regulation headquarters, which routes, schedules, and directs division traffic. He assists the regiment in the solution of all problems involving transportation and traffic control.

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## **CHAPTER 3**

### **INSTALLATIONS**

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#### **Section I. REGIMENTAL INSTALLATIONS**

##### **68. Regimental Trains Area**

The regimental trains area is the focal point for logistical operations in the regiment. Its general location may be stated in the division order. Usually, however, it is selected by the regimental S4 and reported to the division for necessary clearance and coordination. The exact site of the trains area is selected by the service company commander who is in command of the elements located in that area.

##### **69. Characteristics of a Regimental Trains Area**

*a.* Features desirable in a trains area include—

- (1) Convenience to units served; that is, there must be a convenient road net that will allow units to reach the trains area quickly and easily. The road system should contain alternate routes so that movement can still be made even though some roads are cut off by excessive travel, gunfire, or infiltration.
- (2) Noninterference with combat elements; that is, the area must be far enough to the rear so that the trains area does not occupy space needed by tactical units. Moreover,

supply and maintenance vehicle traffic and activities must not impede a tactical unit's freedom of movement.

- (3) A good road net that is available to both the front and the rear.
- (4) An area large enough to permit dispersion of vehicles and activities.
- (5) Concealment from hostile ground and aerial observation.
- (6) Buildings available for supply and maintenance activities.
- (7) A location beyond the range of the mass of enemy light artillery fire.
- (8) Firm ground for parking vehicles.
- (9) A location where no terrain feature, such as an unfordable river, is, or may become, a barrier to supply operations.
- (10) Terrain features which favor defense against air or ground attacks and facilitate local security.
- (11) Sources of water for vehicles, bathing, and laundry.

*b.* It is difficult to find a site which has all these desirable characteristics; however, each is considered in prospective areas and the site is selected which has the characteristics most important to the mission and situation of the regiment. Under average conditions, the regimental trains area is located 5 to 10 miles behind the front lines.

## **70. Elements and Activities in Regimental Trains Area**

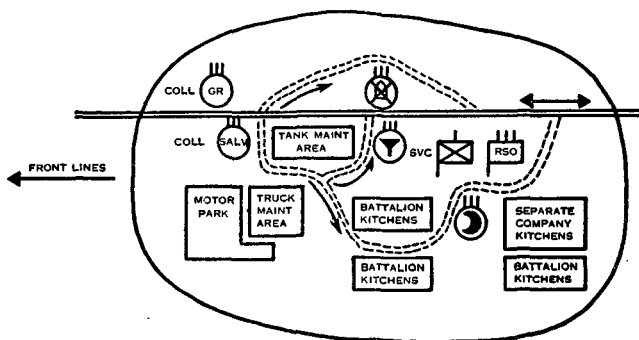
The elements and activities in the regimental trains area include—

- a.* Service company headquarters.

- b.* Regimental supply officer.
- c.* Class I distributing point (or ration breakdown point).
- d.* Kitchen areas for battalions and regimental separate companies (when operating under regimental control).
- e.* Truck maintenance area.
- f.* Tank maintenance area.
- g.* Class III distributing point.
- h.* Bath and clothing exchange units (when allocated to the regiment from division quartermaster company).
- i.* Motor park.
- j.* Salvage collecting point.
- k.* Collecting points for excess materiel, captured enemy materiel, and damaged items.
- l.* Regimental ammunition distributing point.
- m.* Logistical elements of attached units.

## **71. Organizing the Trains Area**

The service company commander, assisted when possible by the regimental motor transport officer, reconnoiters for the exact site of the trains area. After selecting the site, he plans the interior arrangement. The area is divided into subareas for occupation by service installations (fig. 3). The entrance and exit of the trains area are clearly marked. Necessary signs indicating the traffic pattern and location of activities are posted. A well-defined road net helps operations during darkness. To facilitate movement into a new trains area, the service company commander posts guides to lead incoming vehicles and personnel to their areas.



*Figure 3. Regimental trains area. (Arrows indicate traffic circulation plan.)*

## **72. Service Company Headquarters**

This headquarters establishes and operates the company command post. Since this installation serves also as the command post for the trains area, it is centrally located. Activities included in the service company headquarters are the company command post, company food service supervision, and communication.

## **73. Regimental Supply Office**

This office is operated by personnel from the supply section of service company. It prepares formal requisitions and maintains supply records. It is located near the service company command post.

## **74. Class I Breakdown Point**

The class I breakdown point is located near the center of the kitchen areas. Rations are drawn in bulk from higher echelons and broken down into

company lots at this point. It requires space for sorting rations and accessible routes for vehicles. It should be located away from heavily traveled routes to avoid dust.

## **75. Kitchen Areas**

Kitchens are also located away from heavily traveled routes to avoid dust. Kitchen areas require enough space to permit dispersion and to sort rations. Buildings are desirable for temporary storage of rations.

## **76. Maintenance Area**

This area usually includes the tank maintenance section and the truck maintenance section. It is desirable to locate these two sections near each other to facilitate the exchange of tools, assistance, and advice. Although the tank maintenance section normally is located in the regimental trains area, it may be located in the tank company area. The tank maintenance section performs second echelon maintenance which cannot be performed by tank company mechanics. The maintenance area should be large enough to permit dispersion of vehicles undergoing repair. Buildings are desirable for work during darkness and inclement weather.

## **77. Class III Distributing Point**

This installation usually is located in or near the maintenance area. It is located near the main supply route to facilitate the supply of gasoline to vehicles of the regiment.

## **78. Bath Section**

Elements of this section (when supporting the regiment) are located near water sources. The bath section may be located in the trains area, or its elements may be moved forward to serve units of the regiment. Frequently, clothing exchange teams operate with this activity.

## **79. Motor Park**

A motor park is located in the regimental trains area where vehicles under regimental control are dispersed when not in use. A dispatch office is located near the entrance of this motor park. The area should afford firm, well-drained ground and good interior roads or trails. It should afford concealment and be large enough to permit dispersion of the vehicles.

## **80. Collecting Points**

Salvage, excess, and captured enemy materiel collecting points handle items sent to the rear by forward elements. These points may be operated separately or together as one collecting point. They should be located near the main supply route to facilitate unloading and subsequent evacuation to the rear.

## **81. Graves Registration Collecting Point**

Operated by personnel of the graves registration section, this installation is located in a secluded part of the trains area. For morale and sanitary reasons, it is not located in the immediate vicinity of other activities in the trains area. It should be located

near the main supply route to facilitate unloading and subsequent evacuation to the rear.

## **82. Regimental Ammunition Distributing Point**

This installation controls the supply of ammunition to all organic and attached units of the regiment. It may be located in the trains area or farther forward. The location of the regimental ammunition distributing point is recommended by the regimental munitions officer and is approved by the regimental S4. Locating this installation in the trains area facilitates administration, security, and control. When located in the trains area, it is placed near the main supply route and at a point where vehicles transporting ammunition will not create congestion or confusion in the road net. Elements of attached service units may be located in the regimental trains area or with their parent units. Other desirable characteristics of a site, whether located in the trains area or farther forward, include—

- a.* Adequate space for dispersion of vehicles.
- b.* Proximity to good roads, front and rear.
- c.* Location at or near a point where routes to units diverge.
- d.* Ease of identification.
- e.* Concealment from air and ground observation.
- f.* Convenience to units served.
- g.* Firm ground for parking vehicles.

## **83. Communications**

*a.* Messenger, wire, and radio are the primary means of communication used by installations operating in the regimental trains area.



*b.* Visual and sound communication may be used to give air or gas attack warning and for other special signals directed by the company commander.

#### **84. Messenger System**

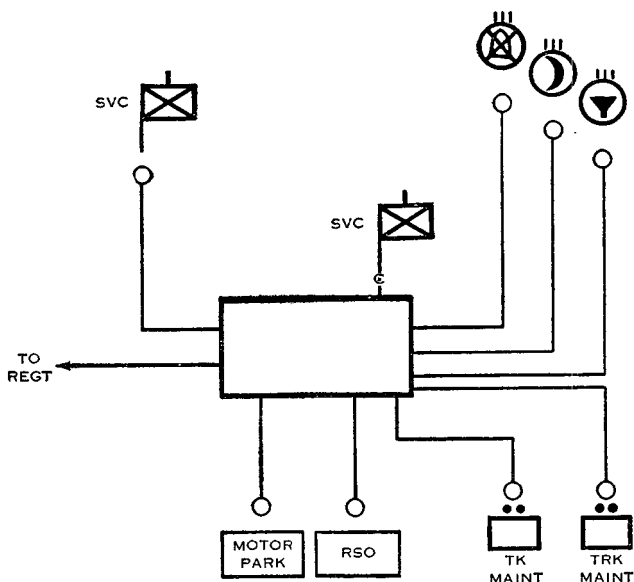
Messengers usually are employed to transport lengthy reports and requisitions. Within the trains area, service company will use its organic messengers. Messages to and from regiment, division, or the units of the regiment may be handled in several ways. The regimental trains area will be one of the scheduled stops for the motor messenger from the regimental command post. This messenger can be used to carry such things as routine requests and reports. Special messages may be carried by mess personnel carrying food to forward areas or by drivers of ammunition vehicles, gasoline vehicles, and vehicles returning to units after being repaired.

#### **85. Wire System**

*a.* Service company is issued a switchboard and telephones to establish a wire net within the trains area (fig. 4).

*b.* The service company commander decides which installations should be tied into this wire system. Since there are a large number of vehicles moving in and around the trains area, wire lines should be installed so as to avoid the bulk of this traffic. Lines should be buried or put overhead as soon as possible. As no field wiremen are authorized for the service company, all communication personnel must be trained to act as field wiremen.

*c.* The regimental communication officer is respon-

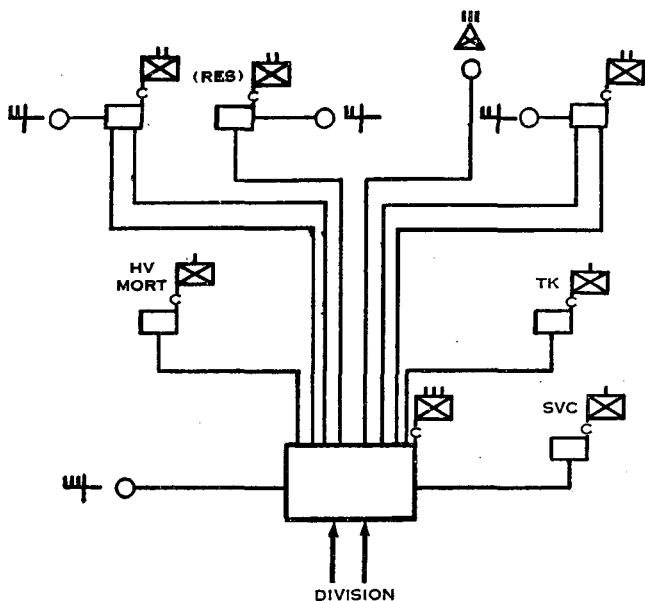


*Figure 4. Service company wire system.*

sible for establishing one or more wire circuits from the service company switchboard to the regiment (fig. 5). This line may be a direct line between the two units or it may be a line from the trains area to a switchboard of another unit of the division. The determining factors are the tactical situation and the distance between the trains area and the regimental command post.

## **86. Radio System**

Radio communication between the regimental trains area and other regimental units is provided in the regimental AM command net (fig. 6). With this



*Figure 5. Regimental wire system.*

net, the trains area can communicate directly with the regiment, the three battalions, and the heavy mortar company. The radio used in this net has enough range to communicate between front line battalion command posts and the trains area.

## **Section II. BATTALION INSTALLATIONS**

### **87. Battalion Trains Area**

*a.* Within the battalion, organic and attached elements furnish logistical support. They perform, on a reduced scale, the same functions for the battalion as the service company performs for the regiment.

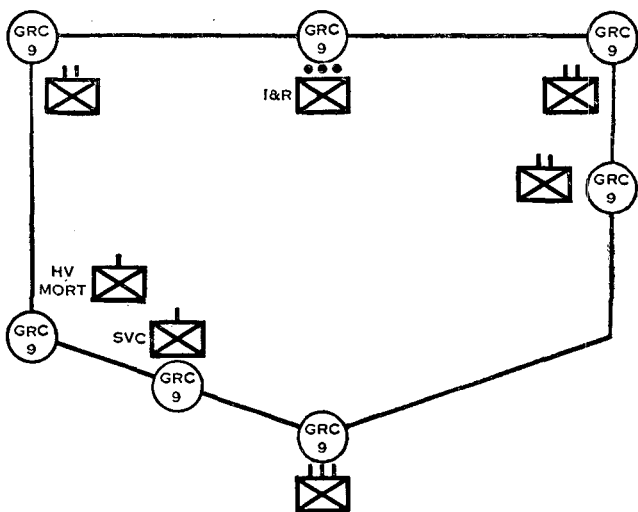


Figure 6. Regimental AM command net.

b. Battalion supply and maintenance operations are conducted primarily in the battalion trains area. The general location for this area may be announced by the regimental S4 in regimental orders; however, its location is usually selected by the battalion S4 and reported to the regiment. The battalion S4 may have the battalion motor transport officer assist him in reconnoitering to find this area. The battalion trains area is located where it can best support the battalion. With regimental approval, it may be located outside the battalion area.

## 88. Characteristics of a Battalion Trains Area

a. Features desirable in a battalion trains area include—

- (1) Convenience to battalion units.

- (2) Good roads to the rear.
- (3) Passable roads and trails to forward companies.
- (4) Concealment from hostile ground and air observation.
- (5) Defilade from hostile small arms fire.
- (6) Adequate space for the dispersion of vehicles and activities.

*b.* The area may be located within range of enemy fire. In such cases, concealment, defilade, and dispersion are major considerations. In terrain where passive protection does not exist and where losses would be extremely high, the battalion installations are reduced to bare essentials. Nonessential vehicles and personnel are located in the regimental trains area. The safety of service personnel, however, should not be permitted to outweigh the delivery of adequate food, fuel, ammunition, and other supplies to the front line units. Considerations for the interior arrangement of the battalion trains area are similar to those for the regimental trains area.

## **89. Elements and Activities in Battalion Trains Area**

Elements and activities in the battalion trains area include—

- a.* A maintenance area.
- b.* A kitchen area (when kitchens are under battalion control).
- c.* Distributing points.
- d.* Collecting points for excess, captured, or damaged material, and for the dead.

## **90. Battalion Motor Maintenance**

*a.* Maintenance personnel of the battalion headquarters company and the heavy weapons company normally are combined and operate in the battalion trains area under the supervision of the battalion motor transport officer. This pooling of personnel, skills, tools, and equipment increases the efficiency of maintenance of battalion vehicles. Drivers not otherwise employed assist the mechanics.

*b.* Vehicles not released to companies and not employed for supply or other purposes are parked in the battalion trains area. Trucks from the regimental service company released to battalion control are also parked here. Drivers disperse and camouflage their vehicles in concealed areas and perform preventive maintenance or assist mechanics. Drivers not employed on maintenance tasks may be used for labor and security.

## **91. Battalion Kitchens**

Kitchens released to battalion control, and not subsequently released to company control, are located in a kitchen area in the trains area. Kitchens are dispersed in concealed locations accessible to vehicles.

## **92. Battalion Distributing Points**

Distributing points which normally are found in the battalion trains area include class III and class V distributing points.

*a.* The battalion class III distributing point is similar to the regimental class III distributing point. Extra 5-gallon cans may be collected and used at this point. Gasoline is issued directly to drivers

who fill their tanks and exchange empty cans for full ones. Resupply for the battalion class III distributing point is obtained from the regimental class III distributing point.

*b.* The battalion ammunition distributing point may be located in or forward of the battalion trains area. It is selected, established, and operated by the battalion pioneer and ammunition platoon leader. Loaded vehicles, awaiting ammunition requests from forward units, are dispersed in the vicinity.

### **93. Battalion Collecting Points**

*a.* A collecting point for salvage, excess items, and captured materiel is located in the battalion trains area. Materiel delivered to this point is evacuated to the rear.

*b.* A collecting point for the dead is usually located near the battalion ammunition supply point. The dead are evacuated directly to the regimental graves registration collecting point if transportation on which they are loaded is proceeding that far to the rear. The dead delivered by carrying parties or by vehicles which must return to the front are evacuated from the battalion collecting points on the first available transportation. Ammunition vehicles are commonly used to evacuate the dead.

### **94. Battalion Communication**

Communication within the battalion trains area must be improvised as equipment and personnel are not authorized. The battalion S4 will make arrangements with the battalion communication officer to bring that installation into the battalion wire, radio,

and messenger system. The operation of the communication system would be essentially like that of the regimental trains area.

### **Section III. COMPANY INSTALLATIONS**

#### **95. Company Supply Area**

A single area usually is sufficient for company supply. Company personnel safeguard and issue the supplies.

*a.* Desirable characteristics for the company supply area include convenience to the platoons of the company, defilade from enemy small arms fire, and concealment from hostile air and ground observation. The company supply area is usually in the vicinity of the company command post.

*b.* The company supply area normally includes the company ammunition distributing point for the rifle companies and the heavy mortar company, and also the tank and heavy weapons companies if they establish company ammunition distributing points. The company supply area serves as a point where needed items of supplies and equipment are brought and held for issue. Issues are made as soon as practicable.

*c.* Within the company supply area, first echelon maintenance is performed by the drivers. Damaged weapons and other equipment requiring repair or replacement and salvage, and excess and captured materiel are evacuated as soon as possible on any available vehicle returning to the rear. The dead are removed from the company area as soon as possible. The location of the dead that cannot be evacuated is marked, if practicable, and reported to the battalion.



*d.* As many of the company personnel as possible are fed at the company mess location. It is selected by the company commander and is usually part of the company supply area. Kitchens under company control are located in the company mess location. Mail, clothing, replacements for damaged weapons or equipment, and similar items are issued to individuals at feeding time or at any other convenient time. Elements of the company unable to come to the company mess location are fed from hot food containers delivered to their positions or are given pre-cooked rations.

## **96. Company Personnel**

The company commander is responsible for selecting the company supply area and distributing supplies. The first sergeant assists the company commander in supervising supply and maintenance activities. The supply sergeant usually is in charge of the company supply area. He will be assisted by the company armorer as well as any additional personnel so designated by the company commander. These men draw, check, and issue company supplies except rations. The armorer, in addition to his supply function, makes minor repairs on weapons and equipment.

## **Section IV. SECURITY OF INSTALLATIONS**

### **97. Security of Regimental Trains Area**

*a.* Local ground security for a trains area is provided by establishing a perimeter defense around the area occupied. If security forces are available, they

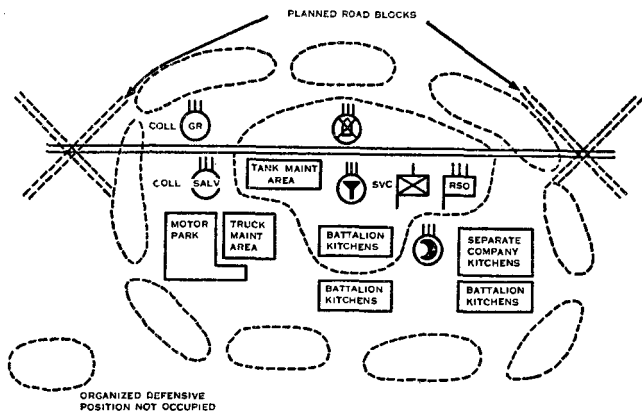
are integrated into the security plan. Planning and establishing the security of the regimental trains area is the responsibility of the service company commander. He is supervised by the regimental S4 in this responsibility.

b. Machine guns on ground mounts are sited, and their fires are coordinated to cover the most likely avenues of enemy approach. Rocket launchers are sited to cover likely avenues of enemy mechanized approach to the area. Particular attention is given to good trails and roads. When enemy mechanized attack is probable, minefields may be laid by qualified personnel if the presence of such minefields will not endanger friendly elements. Minefields must be coordinated by the regimental S3 and S4. The locations of all minefields are marked, recorded, and reported.

c. The perimeter defense is divided into sectors with a leader designated for each sector. Each leader organizes the defense of his sector. Men armed with the rifle are placed where they can best cover gaps in the machine gun fires and protect the machine gun and rocket launcher positions. When possible, defense groups for each sector are composed of the men operating the installations in or near that sector (fig. 7).

d. Each man receives instructions as to his part in the defense, the signals or conditions under which defensive positions are to be manned, and the location of assembly points.

e. A warning system is established and guards are posted at all times. During darkness, or when enemy groups are known or suspected to be operating in



*Figure 7. Security of a regimental trains area with positions unoccupied.*

the vicinity, the number and strength of guard posts are increased. At night, men not on guard or other duty sleep in the immediate vicinity of their assigned defensive positions. In the event of an air attack at night, only passive resistance is given.

*f.* Men who normally work near their defensive positions can use these positions for protection from enemy air attack or long range indirect fire. If the distance from their place of work to their assigned defensive position is excessive, men may prepare individual shelters or foxholes near their work for protection against enemy air attack and long range indirect fire. These positions also serve as alternate defensive positions against enemy ground, airborne, or guerilla attacks.

*g.* The personnel and weapons of service units attached to the regiment are integrated into the trains

area security plan when such sections are located in the trains area.

h. When the regiment is in contact with the enemy, reserve rifle elements may be designated to assist in the overall security of service installations and vehicles making supply hauls. The commander of such security forces coordinates with the service company commander and operates under his control unless instructions to the contrary have been issued. The service company commander integrates the security forces into the plan for the overall security of the trains area. He keeps the commander of the security forces informed of the number and size of supply convoys, time of departure, destination, estimated duration of the haul, and other pertinent information. Extra guards riding vehicles for security purposes will be furnished by the security forces. The commander of the security forces is responsible for the tactical operation of detachments assigned to furnish security. Whenever possible, supply vehicles are formed into convoys to gain maximum protection and conserve security forces.

## **98. Security of Battalion Trains Area**

As the battalion trains area normally is located in the battalion rear areas, protection may be furnished by the usual proximity of the reserve company. As in the case of the regimental trains area, personnel prepare individual foxholes. Full advantage is taken of existing fields of fire. A warning system is established and guards are posted at all times.

## **CHAPTER 4**

### **CLASS I SUPPLIES**

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#### **Section I. TYPE RATIONS; REQUISITION AND DISTRIBUTION**

##### **99. General**

*a.* Class I supplies are items which are consumed at a uniform rate that is independent of local changes in combat or terrain conditions. Class I supplies consist primarily of rations and forage (fig. 8). However, malaria suppressent drugs, salt tablets, civil relief supplies, Red Cross supplies, and certain post exchange items, which are not class I supplies, may be issued through class I supply channels. The uniform rate of consumption of class I items permits supply agencies to place balanced stocks in depots and supply points where they are obtained by using units on the basis of strength rather than itemized requisitions.

*b.* A ration is the allowance of food for one person for 1 day. Ration components and substitutes are determined by the Department of the Army. They are procured and issued by the Quartermaster Corps.

##### **100. Type A Field Ration**

This ration is the basic field ration. It contains a maximum number of perishable foods including



*Figure 8. Type rations.*

fresh fruits, meats, and vegetables. Type A is used whenever and wherever circumstances permit.

### **101. Type B Operational Ration**

This ration corresponds as nearly as practicable to type A; however, nonperishables, such as canned or dried fruits and vegetables and canned meats, are substituted for perishable items. This ration provides an adequate diet over a long period of time. It is designed for use where kitchens are available but where perishables cannot be provided.

### **102. Small Detachment Ration**

This ration, called the five-in-one, is designed primarily for small detachment feeding. It contains food for five men for 1 day. It is used primarily by gun crews, tank crews, wire crews, and other small groups operating separately. To avoid monotony, five different menus are provided. Each menu contains one dry pack consisting of cigarettes, matches, toilet paper, water purification tablets, chewing gum, sugar, salt, can opener, and soap. There are 4,000 calories per ration. The basis of issue is one package per five men per day.

### **103. Individual Combat Ration**

This ration is designed for feeding individual troops in the field or where combat conditions prevent the use of unit kitchens. The ration may be eaten hot or cold. It is packaged in a carton containing three cans of meat-type items, three cans of bread-type units (each containing a confection item, beverage, jam and crackers, and cookies), a fruit unit,

and accessory packets. The packets contain a package of 20 cigarettes, a folder of humidity-resistant matches, soluble coffee, chewing gum, toilet paper, can opener, plastic spoons, water purification tablets, and sugar. There are 3,810 calories per ration. The basis of issue is one ration per man per day.

#### **104. Individual Assault Food Packet**

This packet is designed to provide food for the individual soldier engaged in an assault. Light and easy to carry, it is used in the early stages of an amphibious assault, airborne assault, patrol action, or outpost duty. It should not be utilized for other than the phase of battle for which it was designed, usually not to exceed 24 to 30 hours. The following stipulations concerning the intended uses of this food packet should be noted: This ration is used when the soldier cannot receive a complete ration. It should not be used in excess of 3 days. This packet is not considered as a part of a ration and no quantity of packets constitutes a ration. The assault food packet contains one can of meat, one can containing an oatmeal cookie and several small crackers, and one accessory packet. The food content is equivalent to 900 calories per packet.

#### **105. Individual Survival Food Packet**

This packet consists of precooked or prepared foods especially designed for survival. It is small, light, and easy to carry. It is issued for emergency use only.



## **106. Sundries Pack**

This packet is issued as a supplement to the field ration, either type A or B. It contains items essential to the health and morale of the troops, including toilet articles, tobacco, and candy. It is issued when army exchange or similar sales facilities are not available.

## **107. Aid Station or Hospital Supplement Rations**

These rations, packed separately as special items, contain such items as fruit juices, soups, and milk required as special nourishment for patients. They are issued as class I supplies to medical installations.

## **108. Requisitioning**

*a.* The quantity and type of rations to be carried by individuals, units, and unit trains are stated in division or other orders. Divisions replenish prescribed loads from army class I supply points. In most situations, units draw rations daily and follow a relatively standard procedure in distributing them to the troops (fig. 9).

*b.* A ration cycle is the 24-hour period during which the ration is consumed. Usually, the regiment draws a ration during one cycle for consumption during the next cycle. A cycle may begin with any meal; however, it usually begins with supper because this permits the breakdown and distribution of the rations during daylight hours.

*c.* Companies submit informal requests, stating the number and types of rations required by the company. These informal requests are submitted to the battalion S4, who forwards them to the regimental

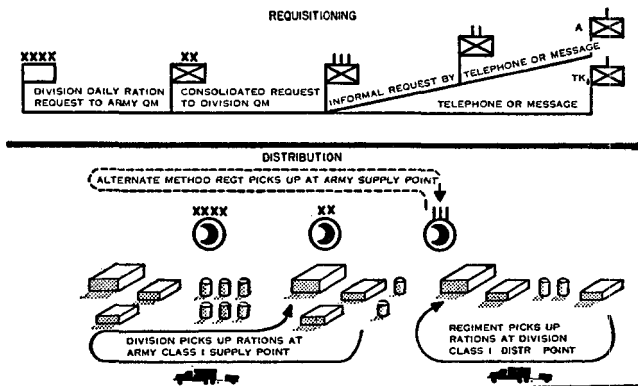


Figure 9. Ration requisitioning and distributing.

S4 without consolidation. Regimental separate companies submit their ration requests directly to the regimental S4. Ration issue is routine, based on the latest estimate of requirements received by the regiment from the regimental separate companies and battalions.

d. The regimental ration request is based on strength estimates. This ration request is a consolidation of the needs of the regiment.

e. The regimental S4 prepares the daily consolidated ration request and submits it to the division quartermaster. The division quartermaster obtains bulk rations from the army class I supply point. These rations are broken down into unit lots at the division class I distributing point and issued to the regiments in accordance with the schedule announced by division.

f. When the division has not established a class I distributing point, the regiment draws its rations

direct from the army supply point in accordance with arrangements made by division agencies.

*g.* The regiment normally uses regimental trucks to draw rations for the regiment. When regimental transport is limited and supply point distribution works an undue hardship on the regiment, rations may be delivered forward to the regimental area by division trucks and personnel.

## **109. Distribution**

*a.* Rations are distributed to regimental units through the regimental class I distributing point. This installation is located in the regimental trains area. It is the place where the service company receiving and distributing group unloads and sorts the rations.

*b.* The amounts of the ration items due a company are determined by multiplying the estimated strength of that company, including personnel attached for rations, by the allowance per man per item. A sample form used for a breakdown of rations is shown in figure 10. After the amounts have been determined, the various items are weighed or counted and divided into company lots. To avoid confusion and to equalize overages and shortages, the ration breakdown is completed before distribution time and should be closely supervised. Records of issuance to units are maintained by the receiving and distributing group.

*c.* If all kitchens are under regimental control and thus located in the regimental trains area, details from each kitchen draw rations and take them back to the company kitchen location.

# FORM FOR BREAKDOWN OF RATIONS

Sheet No. ....

Bill of Fare NO .....

No. of Sheets .....

Date .....

PER 100 MEN		15	70	3	5	60	12	10	17	2	4	3	1	10	2	12	12	3	10
	STRENGTH	BACON	POTATOES IRISH	BEANS STRING #10 CAN	BEEF CORN #6 CAN	BREAD	CHEESE CHEDDAR	COFFEE	EGGS	FLOUR WHEAT	JAM PEACH #2 CAN	LARD SUBSTITUTE	MAYONNAISE	MILK EVAPORATED	ONIONS	PEACHES #2-1/2 CAN	PINEAPPLE #2-1/2 CAN	PORK LUNCH MEAT #6 CAN	SUGAR GRANULATED
UNIT		LB	LB	CAN	CAN	LB	LB	LB	DOZ	LB	CAN	LB	JAR	CAN	LB	CAN	CAN	CAN	LB
ORGANIZATION																			
Hq Co	220	33	155	6	11	132	26	22	37	4	8	6	2	22	4	26	26	6	22
Sv Co	152	23	106	5	7	91	18	15	26	3	6	5	2	15	3	18	18	5	15
TK Co	125	19	88	4	6	75	15	13	21	2	5	4	1	13	2	15	15	4	13
Mort Co	141	21	99	4	7	85	17	14	24	3	6	4	1	14	3	17	17	4	14
*Med Co	112	17	79	3	6	67	13	11	19	2	4	3	1	11	2	13	13	3	11
*Hq Co 1st Bn	138	21	97	4	7	83	17	14	23	3	6	4	1	14	3	17	17	4	14
Co A	181	27	127	5	9	109	22	18	31	4	7	5	2	18	4	22	22	5	18
Co B	178	27	125	5	9	107	21	18	30	4	7	5	2	18	4	21	21	5	18
Co C	163	25	116	5	8	99	20	17	28	3	6	5	2	17	3	20	20	5	17
Co D	151	23	106	5	8	91	18	15	26	3	6	5	2	15	3	18	18	5	15
*Hq Co 2nd Bn	143	21	100	4	7	86	18	14	24	3	6	4	1	14	3	18	18	4	14
Co E	176	26	123	5	9	106	21	18	30	3	7	5	2	18	3	21	21	5	18
Co F	177	27	124	5	9	106	21	18	30	3	7	5	2	18	3	21	21	5	18
Co G	185	28	130	6	9	111	22	19	31	4	7	6	2	19	4	22	22	6	19
Co H	146	22	102	4	7	88	18	15	25	3	6	4	1	15	3	18	18	4	15
*Hq Co 3rd Bn	140	21	98	4	7	84	17	14	24	3	6	4	1	14	3	17	17	4	14
Co I	158	24	111	5	8	95	19	16	27	3	6	5	2	16	3	19	19	5	16
Co K	170	26	119	5	9	102	20	17	29	3	7	5	2	17	3	20	20	5	17
Co L	188	28	132	6	9	113	23	19	32	4	8	6	2	19	4	23	23	6	19
Co M	148	22	104	4	7	89	18	15	25	3	6	4	1	15	3	18	18	4	15
TOTAL **	3194	481	2241	94	139	1909	384	322	542	63	127	94	32	322	63	384	384	94	322
REC'D FROM QM		485	2300	94	134	1920	380	325	540	65	120	95	36	336	60	384	384	96	325

NOTE: Strengths based on probability of losses (casualties, absentees)

\*Personnel of Medical Platoon in Battalion Headquarters Company strength.

\*\*Items short or over in issues are apportioned equitably between units over a period of time.

Figure 10. Suggested form for ration breakdown.

d. If any or all of the kitchens have been released to battalion control, the battalion S4, using one or more of the kitchen trucks, picks up the rations for

his battalion. He takes them back to the battalion, being careful to keep them in company lots, and distributes the rations to the kitchens.

*e.* If the kitchens have been released to company control, companies may pick up their rations individually at the regimental class I distributing point or, more normally, the battalion S4 will use one or more of the kitchen trucks to draw the rations and take them to the battalion trains area. From this point, the rations may either be picked up at the battalion trains area by companies or delivered to the company kitchen location.

*f.* If the regimental separate company kitchens are under company control, details from the company, using available transport, pick up their rations at the regimental class I distributing point (fig. 11).

## **Section II. PREPARATION AND DELIVERY OF FOOD**

### **110. Preparation of Food**

*a.* After rations arrive at the kitchen, the mess steward is responsible for separating them into three meals and preparing the meals to serve to the troops. The company feeding plan, prepared by the company commander, is transmitted to the mess steward through the battalion S4. The mess steward can, if necessary, place food in hot food containers for delivery. Food is either served at the kitchen location or is delivered to the forward company positions.

*b.* When cooked meals cannot be delivered forward by kitchen trucks or lighter vehicles, members of the company mess detail may move in close behind their units with equipment to heat individual rations and prepare hot drinks for front line troops.

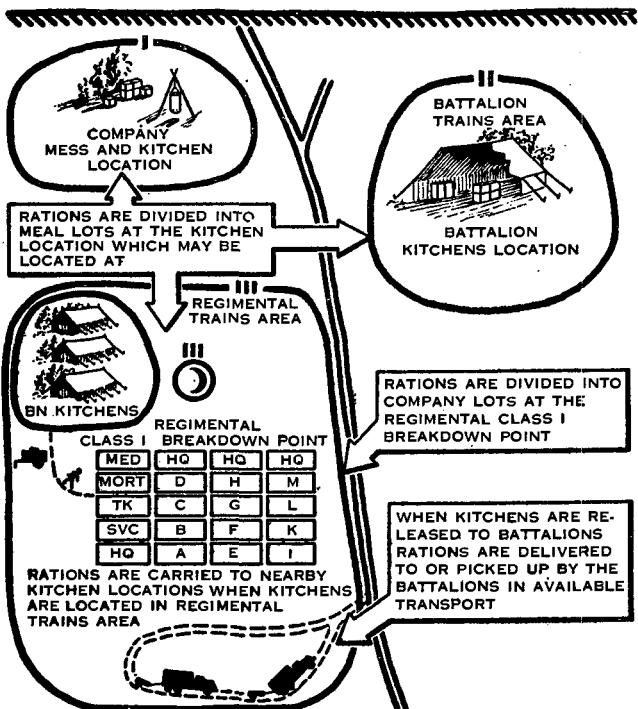


Figure 11. Ration breakdown and distribution.

c. When it is not otherwise practicable to deliver hot food to the troops, one-burner cooking outfits assigned to infantry units may be used by individuals or small groups to prepare food.

### 111. Delivery of Food to Troops

a. Food and water are delivered forward from the kitchen location during darkness, if necessary. Food and water are usually transported to company mess

locations by 2½-ton kitchen trucks or by ¼-ton trucks and trailers. In rough terrain, pack animal or hand-carry may be necessary. When available, indigenous porters should be used for hand-carry in order to conserve the fighting strength of the units.

b. Any combination of methods may be used. Food may come part way forward on 2½-ton trucks and then be transferred to ¼-ton trucks and trailers for further delivery to company mess locations. The food may be delivered to company mess locations using the 2½-ton trucks for the entire trip, or ¼-ton trucks and trailers of the companies may be sent all the way back to the regimental trains area to pick up the food.

c. Often the combat situation will not permit one or more of the front line platoons to come back to the company mess location; these platoons then are fed by delivering the food in ¼-ton trucks, if practicable, or by carrying parties. Hot food containers are returned, when empty, to the company mess location. These containers and those used at the mess location are then taken to the rear, cleaned by the mess personnel, and are ready to be used in serving the next meal.

## **112. Kitchens Under Regimental Control**

When kitchens are located in the regimental trains area, the service company commander supervises meal preparation and delivery of food. He issues necessary instructions, supervises loading of food and water, and controls vehicle movement. He dispatches vehicles forward to the regimental release point where they are released to battalion control. In turn, the battalion S4 conducts the trucks to a

point where he has arranged for guides from each company to meet their company truck and guide it to the company mess location. When feeding is over, vehicles return to the battalion release point and then to the regimental release point, where the service company commander assumes control and guides the vehicles back to the regimental trains area. Meals are delivered to regimental companies by a similar procedure (fig. 12). After drivers become familiar with the location of their companies or battalions, they may be released individually from the trains areas and return individually, if desired.

### **113. Kitchens Under Battalion Control**

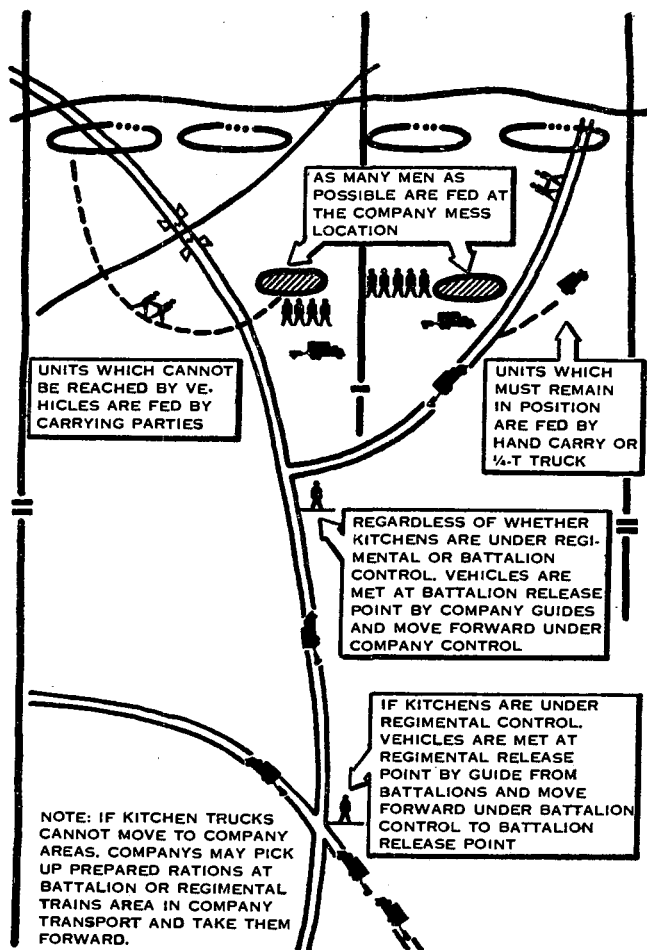
The S4 issues instructions for delivering food and water to the kitchens located in the battalion trains area. He arranges to have guides from companies meet vehicles at a battalion release point or at the battalion trains area and conduct them to and from the company mess locations.

### **114. Feeding Attached and Supporting Personnel**

*a.* There are several ways in which food and water may be delivered to attached elements. The method used depends upon the tactical disposition, terrain, distance from parent units, and the probable duration of the attachment.

*b.* Elements of heavy weapons companies, when employed in support of a rifle company, usually are fed by their parent company. Sometimes difficult terrain or distance from the parent kitchen, however, makes this inadvisable. The ration then is drawn and prepared by the parent company and delivered in





*Figure 12. Delivery of food and water to troops when kitchens are under regimental or battalion control.*

containers to the kitchen of the supported company. The food is carried forward on rifle company transportation. Mess personnel from the parent company go forward with the food. When elements of the heavy weapons company are attached, the above methods may be used or the kitchen of the company receiving the attachments may draw, prepare, and deliver the rations.

### **115. Serving Meals**

*a.* A company mess location is selected by the company commander. It should be near the troops, accessible to vehicles carrying food, large enough to permit dispersion of troops being fed, concealed from hostile observation, and protected from flat trajectory fire. As many men as possible are fed at the company mess location. Hot food is delivered to the remainder of the company in vehicles or by hand-carry as previously described.

*b.* Supper and breakfast usually are served as hot meals. Dinner often is issued cold, either as a lunch or by issuing one-third of an individual combat ration. The time of serving hot meals conforms as nearly as possible to the usual meal hours.

*c.* The feeding plans outlined in the paragraphs below will fit most tactical requirements. Ration distribution is flexible and plans can be modified to meet specific circumstances.

### **116. Regimental Feeding Plans**

*a.* The regimental S4 determines the best plan for feeding the regiment. He then submits this plan to the regimental commander for approval. After ap-

proval, the S4 transmits it to battalion S4's and to commanders of regimental companies or detachments as early as possible. This allows mess personnel maximum time to prepare meals.

b. The feeding plan includes all or part of the following instructions:

- (1) Time and place of ration issue.
- (2) Location of kitchens.
- (3) Vehicles to be employed for delivery.
- (4) Instructions relative to loading food containers.
- (5) Additional items of supply which are to be sent forward.
- (6) Time vehicles will leave kitchen locations.
- (7) Designation of release point.
- (8) Time vehicles are released to battalion or regimental company control and the time they revert to regimental control.
- (9) Any restrictions on movement.

### **117. Battalion Feeding Plan**

The battalion S4 prepares the battalion feeding plan based upon the regimental plan. The battalion plan includes any additional information on supplies to be brought forward and contains instructions on the movement of vehicles while under battalion control. After the plan is approved by his battalion commander, the battalion S4 notifies each company concerned. He arranges for guides to each mess location and arranges for feeding attached or supporting troops. When kitchens are under regimental control, he informs the service company commander of these arrangements.

## **118. Company Feeding Plan**

- a.* Each company and detachment will make its own unit feeding plan based upon the battalion plan.
- b.* These plans will include—
  - (1) Type of ration to be fed.
  - (2) Selection of company mess areas.
  - (3) Arrangements for vehicles and guides and carrying parties.
  - (4) Time of release and return of vehicles.
  - (5) Supervision of vehicles while under company control.
  - (6) Arrangements for feeding attached personnel.

## **Section III. CONTROL OF KITCHEN VEHICLES**

### **119. Methods of Control**

*a.* The control of kitchen vehicles involves supervising the operation of the kitchen as well as the transport that carries the kitchen.

*b.* All factors should be considered in determining the method of control, and the one which most nearly meets the requirements of the situation should be adopted. All methods should be practiced during training until units can operate efficiently under each method of control.

*c.* Kitchens may be held under regimental control, or released to battalion or company control. They may be located in the regimental trains area, the battalion trains area, or the company mess locations (fig. 12). Kitchens are located as close as conditions permit to the troops they are serving. The method of control is recommended by the regimental S4. Depending on the method of control, kitchen

locations are selected by the service company commander, the battalion S4, or the company commander.

*d.* The following factors are considered in determining the method of control:

- (1) The tactical situation.
- (2) The area over which the regiment is deployed.
- (3) Cover and concealment in the forward areas.
- (4) The road net.
- (5) The feasibility of delivering rations on vehicles close to forward troops.
- (6) Enemy observation and fire.
- (7) The type of ration in use.
- (8) Overall efficiency, including conservation and security of vehicles and facility of control.
- (9) The desires of the battalion and company commanders.

## **120. Company Control**

Normally, the release of kitchens to company control will be feasible only in reserve or rest locations or in prolonged static positions.

*a.* Advantages of company control are—

- (1) The kitchen and kitchen personnel are under the immediate control of the company commander.
- (2) Company feeding plans are simpler and easier to change and disseminate than regimental or battalion plans.
- (3) Under favorable conditions, troops can be served hotter and more palatable food.

- (4) The company gains the control and use of the kitchen truck.

*b. Disadvantages of this method are—*

- (1) Mess personnel serving front line units may be exposed to hazards that interfere with the preparation of food.
- (2) The company commander is given an added administrative burden.
- (3) Kitchen trucks are not immediately available at the regimental trains area for use in transporting troops and obtaining rations, water, and other supplies from division distributing points or army supply points.

## **121. Battalion Control**

Under this control, feeding plans are simpler and easier to change and disseminate than are regimental plans. Battalion control relieves company commanders of an administrative burden and gives the kitchen trucks to the battalion for supply hauls or troop movements. It simplifies ration distribution within the battalion and feeding the heavy weapons company elements, which are supporting or attached to rifle companies. It also affords relative security for the kitchens and mess personnel. The chief disadvantage of battalion control is that the vehicles are not immediately available to regiment.

## **122. Regimental Control**

Regimental control of the kitchen provides maximum flexibility and efficiency in the use of kitchen trucks and facilitates ration distribution. It centrally locates the kitchens, permits closer supervision by the service company commander and the food

service supervisor, and relieves the subordinate commanders of an administrative burden. Kitchens, however, are located farther from the troops, thus making transmission of the company feeding plan more difficult and increasing the possibility that the food will not be as hot or as palatable as desired, and the kitchen vehicles are not available to the battalions and companies for other uses.

## **Section IV. WATER**

### **123. Distribution and Requirements**

Although water is classed as a miscellaneous supply item, it is generally delivered with food. The regiment draws its water in 5-gallon cans and 400-gallon water trailers from water supply points established and operated by division engineers. The service company commander or battalion S4, depending on whether kitchens are under regimental or battalion control, takes the empty water cans and water trailers and, using whatever transport is available, replenishes the water supply from the water supply point. If possible, the sterilizing bag is set up at the mess location so that several men can fill their canteens at one time and prevent the waste that would result if 5-gallon cans were used. Some 5-gallon cans may be left in forward areas (fig. 13). Table I shows the average water requirements per day under varying conditions.

### **124. Purification Expedients**

If water is not available at the engineer water supply point, several expedients can be used to make water safe for cooking and drinking. The method

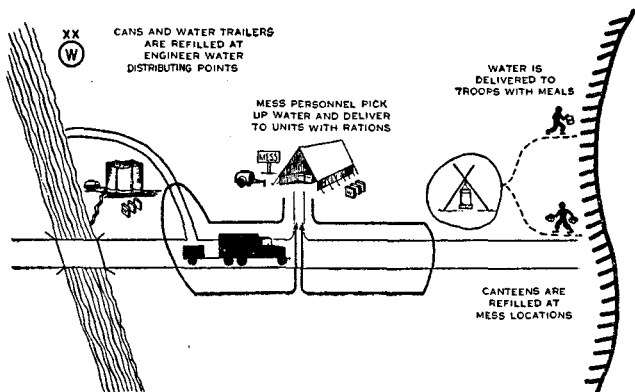


Figure 13. Distribution of water.

ordinarily used by units is to dissolve the contents of (0.5 gram) a calcium hypochlorite ampule in a full water sterilizing bag (lyster bag). Ten minutes after the powder has been added, the chlorine residual is measured, using the test kit found in each box of ampules. If the chlorine residual is sufficient, the water is required to stand an additional 20 minutes before consumption. Another method is to prepare a disinfecting solution by dissolving the contents of one ampule of calcium hypochlorite in a canteen full of water. At least one canteen capful of this solution is then poured into each canteen to be treated. After 30 minutes, the water is safe to drink. Water purification tablets are also issued to individuals and are found in certain types of rations. Instructions for their use are found on each bottle of tablets; ordinarily, one iodine water purification tablet is added to a canteen of clear water, and two tablets are added to a canteen of cloudy water.



After 15 minutes, the water is safe to drink. If water purification ampules or tablets are not available, water should be boiled at least 1 minute. For additional information, see FM 21-10 and TM 5-295.

*Table I. Water Consumption Rates\**

Unit consumer	Conditions of use	Gallons per unit consumer per day	Remarks
Man.....	In combat:		
	Minimum.....	$\frac{1}{2}$ -1	For periods not exceeding 3 days when individual and small detachment feeding is used.
	Normal.....	2 3	When unit feeding is used. Includes small amount for cooking and personal hygiene (no showers).
	March or bivouac	2	Minimum.
	Temporary camp	5 15	Does not include bathing. With bathing.
	Semipermanent camp	30-60	Waterborne sewage system.
	Permanent camp	60-100	
Horse or mule..	Minimum.....	3-5	Drinks from 3-5 gallons at a watering and requires 5 minutes to drink.
Motor.....	Level and rolling country.	$\frac{1}{4}$ - $\frac{1}{2}$	Based on $2\frac{1}{2}$ -ton truck in warm climate.
Motor.....	Mountainous country.	$\frac{1}{4}$ -1	Based on $2\frac{1}{2}$ -ton truck in warm climate.

\*For periods less than 3 days,  $\frac{1}{2}$  gallon water per man per day is the absolute minimum. In hot climates, maximum requirements may exceed values given by 15 to 100 percent.

## **CHAPTER 5**

### **CLASS II AND IV SUPPLIES**

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#### **Section I. CLASS II SUPPLIES**

##### **125. General**

Class II and class IV supplies are drawn and distributed similarly; however, they make up two distinct classes of supply.

##### **126. Class II Supplies**

Class II supplies are those supplies and equipment for which definite allowances are established. Tables of organization and equipment, equipment modification lists, tables of allowances, and other lists or letters prescribe these allowances.

##### **127. Requisitioning**

*a.* Regimental units begin combat with the arms and equipment prescribed by tables of organization and equipment and other lists.

*b.* When arms and equipment are destroyed, lost, or worn out, companies submit informal requests to the battalion S4 for replacements. Such requests may be made by telephone or radio, in person, or by writing. The battalion S4 forwards the requests to regiment without consolidating them. Company commanders normally are required to support their requests for replacement items with a certificate of combat loss or destruction which outlines the cir-

cumstances under which the item was lost or destroyed. This certificate may be submitted at the time the request is made or, if necessary, at a later time.

*c.* The supply office group consolidates the informal requests and prepares formal requisitions which are submitted to the appropriate division technical service supply officer.

*d.* Division technical services may issue the requested items if they are on hand; if not, consolidated requisitions are prepared and forwarded to army supply points. Quartermaster class II requisitions for clothing and other items having variable sizes usually may be forwarded to army supply points without consolidation.

## **128. Distribution**

*a.* Class II supplies are stocked in army depots or supply points, which are operated by army service troops. Motor vehicles, tanks, or similar items of equipment are stocked in army vehicle pools. Items of clothing which are replaced frequently, such as socks and shoes, are stocked in limited quantities at forward army supply points. The forward supply points issue supplies to units by exchanging serviceable items for unserviceable ones or by filling requests bearing an informal certificate of loss in combat.

*b.* Division supply agencies usually draw their supplies in bulk from army supply points. The division agencies transport these supplies to division areas where they are broken down for distribution to units. Sometimes regiments are authorized to draw supplies direct from army supply points. In either

method of distribution, the regiments are notified when and where to pick up their supplies. Occasionally, unit distribution is made by division; that is, division delivers supplies to its component units.

*c.* The receiving and distributing group of the service company picks up supplies from the division, transports them to the regimental trains area, and breaks them down in accordance with unit requests. Supplies are then delivered to or are picked up by companies either directly or through the battalion. The supplies are then issued to the unit or individual requiring them. If a great number of class II items not critically needed at the moment are to be distributed, they are issued when units are out of the front lines in reserve or in a rest area. When items are critically needed, they are delivered to the organization on regimental transportation or distributed with class I supplies. Operational items, such as radios, weapons, and field wire, are issued immediately by unit supply officers. When necessary, special supply points may be set up well forward for distribution to units. Normally, small quantities of class II supplies are distributed with the rations.

## **Section II. CLASS IV SUPPLIES**

### **129. General**

Class IV supplies consist of supplies issued to units or individuals in addition to the type or amount prescribed by established allowances.

### **130. Requisitioning**

*a.* Class IV items normally are requisitioned like class II items, but the exact procedure will depend

upon whether the regimental commander has announced a policy regarding the items desired. For example, a requisition for a major item of equipment, such as one from a battalion for an extra 2½-ton truck, would have to be accompanied by a letter of justification showing reasons why the extra truck is required. In this case and similar ones, the requisitions would be processed through command channels.

*b.* When the commander has announced a policy, as in the case of minor items, class IV supplies may be requisitioned in the same manner as class II supplies through supply channels.

*c.* Requisition procedures, in some cases, may be informal. In requesting fortification materials, for example, the regimental S4 may turn in a simple written request, listing the total amounts desired rather than submitting a formal requisition.

*d.* Often, no requisition or request is required, particularly when fortification materials are involved. Division and higher headquarters will determine requirements and inform the regiment when, where, and in what quantities the supplies will be available.

### **131. Distribution**

*a.* The procedure for distributing class IV supplies is similar to that described for class II supplies. The regiment may go direct to army supply points to draw supplies in accordance with arrangements made by division agencies.

*b.* When class IV supplies are heavy or bulky, every effort is made to deliver them as near using units as practicable so further distribution will be easier.

### **Section III. OTHER TECHNICAL SERVICE ITEMS: FOOT SOLDIER'S LOAD**

#### **132. Engineer Supply Items**

*a.* Engineer entrenching equipment is carried by the pioneer and ammunition platoon of each battalion headquarters company. This equipment is made available to companies in accordance with the battalion tactical plan. Supplies needed by regiments to establish and improve field fortifications are placed at army or division engineer supply points. This is usually done without the supplies being requisitioned.

*b.* The regimental S4 obtains these materials and distributes them to units. Battalions and companies are notified when and where engineer materials will be available and how they will be delivered. The service company commander procures and distributes additional tools and fortification materials. He also recovers the tools after units have finished using them and disposes of them in accordance with instructions from the regimental S4.

*c.* Special engineer items are allocated to units according to the tactical plan. These items, such as assault boats or tanks equipped with bulldozer blades, are accompanied by trained operators. When the equipment is no longer required for tactical purposes, it is returned to the parent unit.

#### **133. Medical Supply Items**

*a.* Medical supplies, other than expendable items used in the treatment of the sick and wounded, are obtained in the same manner as other supplies.

Requisitions are forwarded to the division medical supply officer. He consolidates them, procures the supplies from the proper depot, and distributes them to unit supply officers.

b. In combat, formal requests for expendable medical supplies used in the treatment of the sick and wounded are dispensed with. Company aidmen fill their kits from supplies at the battalion aid station and from kits carried by litter bearers who, in turn, replenish their supplies at the aid station. The battalion aid station replaces its supplies by simply requesting them from the medical company supply section at the collecting station site. These supplies are delivered to the battalion aid station by the ambulance jeeps from the regimental medical company on regular evacuation trips. The medical company draws expendable supplies from the division supply point by informal request. These supplies will be delivered to the medical company by division medical battalion ambulances on regular evacuation trips. A telephone call or a short written list usually suffices. Medical expendable supplies used in combat usually are not bulky or heavy. Items required are handled in the quickest and easiest manner and always on an informal basis.

#### **134. Signal Supply Items**

Nonexpendable signal supplies are obtained at the division supply point following normal requisitioning procedure. The division signal officer establishes a signal distributing point within the division area where a limited amount of signal expendable supplies are carried. These supplies usually consist of items, such as wire and batteries, not carried by units but

frequently needed by them. They are issued on informal requests. The regimental communication officer furnishes the regimental S4 with technical advice concerning signal items. In an emergency, the regimental communication officer may draw supplies direct from the division signal distributing point.

### **135. Foot Soldier's Load**

*a.* To realize the maximum capabilities of the foot soldier, to preserve his strength, and to prevent waste of supplies and equipment, the load carried by the infantryman must be kept as light as possible consistent with the tactical situation and his mission at the moment. He should be required to carry only items essential to his job at a particular time; those items which can be delivered to him for later use should not be loaded on his back.

*b.* It is as much the duty of commanders to relieve the individual soldier of items not needed as it is to furnish him with essential items. This is the paramount factor for giving him the mobility and stamina he needs in combat.



## **CHAPTER 6**

### **CLASS III SUPPLIES**

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#### **Section I. REQUISITION AND DISTRIBUTION**

##### **136. General**

Class III supplies consist primarily of gasoline, fuel oils, and lubricants. They are procured and issued by the quartermaster corps. The quantity of class III supplies used in daily operations varies. Their rate of consumption depends upon the distance the regiment moves, distances to supply points, and quantity of supplies to be hauled.

##### **137. Requisition**

The system for the supply of gasoline is based on this peculiarity: Gasoline requires a container and the containers are not expendable. As there are no gasoline tank trucks in the infantry division, gasoline is transported in 5-gallon cans. The class III section of the division quartermaster company establishes the division class III distributing point, using 1,250 5-gallon cans provided for this purpose. This supply is maintained by exchanging empty cans for full cans at army class III supply points, using division transport. Units of the division draw gasoline by exchanging their empty 5-gallon cans for full ones at the division class III distributing point and also by filling vehicle tanks in rear area. Class III dis-

tributing points of all echelons are located conveniently near other supply points to facilitate this procedure (fig. 14).

### **138. Distribution**

*a.* In the infantry regiment, no 5-gallon cans are specifically allotted for establishing a class III supply point for wheeled vehicles. Each vehicle of  $\frac{3}{4}$ -ton size and larger, however, has two 5-gallon cans as standard equipment. By taking one of these cans from selected vehicles, approximately 120 cans can be accumulated with which the regimental class III distributing point can be established. When the situation warrants and the facilities are available, gasoline may be issued in 55-gallon drums. When 55-gallon drums are used, regiments and battalions do their own decanting. Other expedients may be used to establish the regimental class III distributing point. Extra cans may be requisitioned. One or more fuel and lubricant vehicles of the tank company section of service company may be used to supply gasoline to wheeled vehicles if the tactical employment of the tank company permits.

*b.* The regimental class III distributing point is normally established in the regimental trains area, but may be located farther forward if necessary. Using available cans, regiment issues gasoline to units of the regiment on the empty-can-for-full-can basis. Battalions normally establish small class III distributing points within the battalion trains area. The two important fundamentals in the supply of gasoline are—

- (1) Empty-can-for-full-can basis of issue.
- (2) Whenever a vehicle makes a trip to the rear,

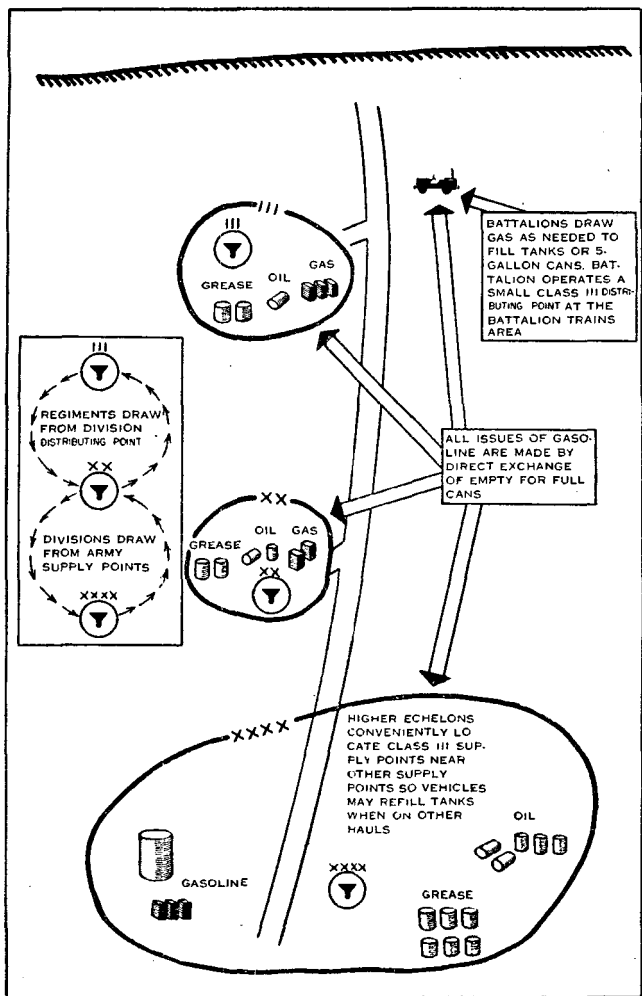


Figure 14. Gasoline and oil supply system.

it fills its individual tank at the rearmost class III distributing point visited.

*c.* Vehicles operating within the regimental area are supplied with gasoline and oil from the regimental class III distributing point. Service company vehicles bring filled containers to this distributing point from rear area class III installations. Vehicles operating in rear of the regimental area are serviced with gasoline and oil at class III supply points established by higher echelons. These are sited at convenient locations along the main supply routes.

*d.* Units and individual vehicles obtain gasoline and oil at the nearest class III distributing point. When available, filled containers are distributed to regimental and battalion ammunition distributing points to service vehicles coming to these points.

### **139. Distribution in a Mobile Situation**

*a.* During movement, class III distributing points may be established along the routes of march. As in other situations, gasoline is issued at these distributing points by exchanging empty containers for full ones.

*b.* The regiment will notify battalion and regimental company commanders of the location and the time of opening class III distributing points. While the method of distributing class III supplies varies with the situation, every effort is made to simplify and speed up distribution.

### **140. Distribution to Tank Companies**

*a.* The tank company of the regiment has a special distribution procedure, because the class III dis-

tributing system described above is not adequate to supply tanks. In the tank company section of the service platoon of service company, there are fuel and lubricant vehicles and 600 5-gallon cans. These vehicles (with cans) normally operate from the regimental class III distributing point. There may be situations, however, when tank company will require forward class III distributing points. In such cases, these distributing points are set up as requested by the tank company commander.

*b.* When the tanks require gasoline, it is delivered to the forward area in the fuel and lubricant vehicles. Tanks may be withdrawn to a designated area for refueling or may be refueled on position, if practicable.

*c.* The tank company consumes large amounts of gasoline and may exceed the resupply capabilities of the division quartermaster company. In such cases, the division will make arrangements for regiment to draw gasoline for its tracked vehicles direct from the army supply point. The fuel and lubricant vehicles of the tank company section of service company are used to obtain the gasoline. Distribution to the tanks is as described in *b* above.

## **Section II. REPORTS AND ESTIMATES**

### **141. Reports**

Normally, no report of the status of class III supplies is required from the infantry regiment. If there are shortages or if large operations are pending, the regimental S4 may be required to submit a daily status report to division. This status report

covers fuel on hand and estimated requirements for the following 24-hour period.

#### **142. Estimates**

*a.* As in the case of status reports, the infantry regiment normally is not required to submit estimates as to future class III requirements. The division quartermaster usually is able to predict requirements without reports from subordinate units.

*b.* When estimates are required, the regimental S4 may base them on the following general factors:

- (1) A regiment in an inactive situation during mild weather uses a minimum of 1,500 gallons of gasoline per day for cooking and administrative hauling.
- (2) When movement is required or during active cold weather operations, the daily consumption rate will increase considerably.
- (3) The S4 or the motor transportation officer should establish and keep current the regimental unit mile, which is the number of gallons of gasoline required to move all vehicles 1 mile.
- (4) Using the unit mile and procedures described in FM 101-10, the S4 can arrive at an approximate estimate for varying combat operations.
- (5) To fill up the regimental vehicles and all gas cans requires over 21,000 gallons.

## **CHAPTER 7**

### **CLASS V SUPPLIES**

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#### **Section I. INITIAL SUPPLY REQUIREMENTS AND CONTROL**

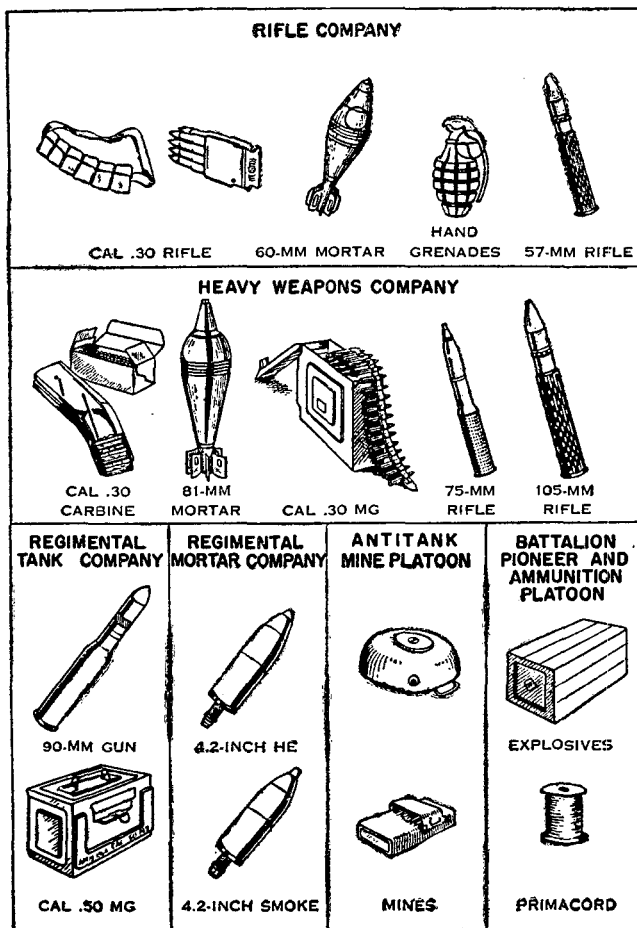
##### **143. General**

*a.* Class V supplies include ammunition, explosives, and chemical agents (fig. 15). The effectiveness of any ammunition supply system is measured by its success in placing required amounts of proper types of serviceable ammunition in the hands of the using troops. Class V supplies have a direct influence on tactical operations and are controlled through command channels.

*b.* The present class V supply system affords units an initial supply of ammunition, a means of estimating future requirements, and a means for controlling items in short supply.

##### **144. Basic Load**

*a.* Units enter combat with a basic load. The basic load is that quantity of ammunition carried by individuals and vehicles of a unit. It includes ammunition carried by the individual soldier, ammunition stowed in self-propelled weapons, and ammunition carried in prime movers and in unit trains. For ammunition items fired from weapons, the basic load is expressed in terms of rounds per weapon; for bulk allotment items, such as grenades, mines, and demoli-



*Figure 15. Typical class V supplies.*



tions, it is expressed in terms of units of measure such as "each" or "pound."

*b.* The basic load is a fixed amount of ammunition established by Department of the Army concurrently with the publication of tables of organization or changes to them. This provides enough ammunition for the unit to accomplish its normal mission. Currently prescribed basic loads for units are shown in FM 101-10.

*c.* The basic load gives a unit sufficient ammunition to initiate combat, to sustain that action until replenishment can be effected and, in addition, to provide a tactical reserve of ammunition to meet emergencies, such as temporary delay in replenishment or unexpectedly heavy expenditures.

#### **145. Commanders' Prerogatives and the Basic Load**

While the basic load is a fixed amount of ammunition which will not be exceeded, certain prerogatives for varying it have been extended to commanders. At the army level, the basic load is subject to variation by the army commander when the transportation provided in tables of organization and equipment is modified by reduction or augmentation tables, or by operational projects. In addition, unit commanders may prescribe the percentage by type of ammunition which makes up the basic load of his unit. For example, if the regimental basic load includes 120 rounds per 81-mm mortar, the regimental commander may prescribe what percentage will be high explosive (light), high explosive (heavy), and white phosphorus (smoke). Likewise, this prerogative may be exercised by all commanders and is subject

only to availability of the desired type of ammunition and the provision that the basic load is not exceeded.

#### **146. Basic Load Replenishment**

Replenishment of the basic load is concurrent with or in anticipation of expenditures. Efficient operation of the ammunition supply system depends upon adherence to this principle. The ammunition supply system within the infantry regiment is based on each unit having in its possession a fixed amount of ammunition (basic load) which is replenished concurrently with or in anticipation of expenditures. Maintenance of the basic load is the responsibility of unit commanders. If units allow their basic loads to become depleted, one or more of the following conditions will result:

*a.* The unit will not be capable of undertaking immediately a mission for which it was designed and organized and which it otherwise could accomplish.

*b.* Higher headquarters will not have an accurate picture of the ammunition on hand in subordinate units.

*c.* The heavy, unexpected demands for ammunition at army class V supply points to replace the depleted basic loads may exceed available supplies.

#### **147. Reserves in Excess of Basic Load**

*a.* Only in exceptional circumstances, such as independent operations or passage across a terrain obstacle, is a unit authorized to obtain and hold reserves of ammunition in excess of its basic load. Under such circumstances, a portion of the army tactical

reserve may be transferred to the physical possession of the unit, in which case army authorization is granted for a specific quantity of ammunition from the army tactical reserve to be in the possession of the unit for a stated period of time. Expenditures from this excess are reported daily to account for the army tactical reserve. Upon expiration of this period, expenditure reports are continued until the ammunition is turned in or, through firing, the unit has reduced its ammunition reserve to its basic load.

b. Units are authorized to draw ammunition in excess of their basic loads in anticipation of expenditures, provided such amounts are for immediate consumption. As an example, suppose a battalion plans to expend, among other ammunition items 150 rounds of 81-mm mortar ammunition in preparatory fires prior to an attack. The battalion would be authorized to draw immediately 150 rounds of mortar ammunition in excess of its basic load so that after firing from its initial position the battalion would move forward with its basic load intact. As another example, suppose that during an action, the pioneer and ammunition platoon leader is preparing to send a  $2\frac{1}{2}$ -ton truck for replenishment of ammunition. In addition to shortages in the basic load existing at the moment, the pioneer and ammunition platoon leader could request and draw ammunition which he expects the battalion to expend prior to the return of the loaded vehicle.

#### **148. Required Supply Rate**

a. The required supply rate is the amount of ammunition estimated to be required to sustain the op-

erations of any designated force without restriction for a specified period. For ammunition items fired from weapons, this rate is expressed as rounds per weapon per day; for bulk allotment items, it is expressed in the appropriate unit of measure per individual, organization, or vehicle per day.

*b.* The required supply rate is computed on and applied to tactical weapons only; that is, weapons in division and crew-served weapons of nondivisional tactical units. The term may be applied to tactical units including divisions, corps, armies, army groups, etc., and may vary within any of these units.

*c.* Each tactical commander must, at specified intervals, submit through channels the required supply rate for his unit. These ammunition estimates are consolidated at each echelon. In this way, ammunition requirements to support planned tactical operations are determined.

*d.* Required supply rates normally are estimated at the division level. Regiments, however, may often be required to submit their recommendations. In special cases, such as independent operations, a regiment may be required to submit a required supply rate.

#### **149. Preparation of Required Supply Rate**

*a.* In preparing required supply rates, each unit commander must consider his mission and past ammunition expenditure data. Estimates must be sound prediction of future ammunition needs; otherwise, unnecessary restrictions and possibly maldistribution or shortages will result. In the absence of past experience, or to augment it, units may use data con-

tained in FM 101-10 relating to estimated expenditures of ammunition under various types of combat.

b. While infantry battalion and regimental commanders seldom will be called upon to submit required supply rates, they must know thoroughly the basic load of their units, where it is carried and, generally, the ammunition requirements for various types of combat.

### **150. Control**

Certain ammunition items will often be in short supply. Because of this, controls must be exercised on specific items. In order to insure the availability of the correct amounts and types of ammunition at the point where need is greatest, commanders must know what ammunition will be required as well as what ammunition will be available. For this purpose, an available supply rate is determined when necessary.

### **151. Available Supply Rate**

a. The available supply rate, which is announced by each commander, is the rate at which units within his command may consume ammunition during a specified period. For ammunition items fired from weapons, this rate is expressed as rounds per weapon per day; for bulk allotment items, the rate is expressed in terms of appropriate units of measurement per organization, individual, or vehicle per day.

b. The available supply rate is essentially a measure used to control the amount of ammunition that may be drawn and expended by a unit. It normally is announced periodically for a specified period.

c. The available supply rate is computed on, and applied to, tactical weapons in tactical units only.

## **152. Levels of Command and the Available Supply Rate**

a. The available supply rate is initiated at theater level and is based on stocks on hand, scheduled arrivals of supply, and the required supply rates submitted by subordinate commands. The available supply rate is announced through command channels to the next subordinate unit.

b. Once the theater rate reaches army level, a comparison can be made of ammunition available, as shown by available supply rates and stocks on hand, and ammunition required, as shown by required supply rates submitted by lower units. When requirements for a particular type ammunition are greater than can be furnished with available supplies, the issue of this particular type must be regulated or controlled. To accomplish this, an army available supply rate is announced to tactical units.

## **153. Flexibility of Available Supply Rate**

The available supply rate is flexible in that when restrictions are necessary, the army commander may impose different restrictions on subordinate commands, depending upon the mission each is to perform. Likewise, the various subordinate commanders may, in turn, impose different restrictions on units of their command. In order to obtain maximum use of the ammunition available, the regimental commander should allocate his available supply rate so that the unit(s) with the most important mis-

sion obtain the most ammunition of the type that is restricted. For example, if division has imposed on the regiment an available supply rate of 20 rounds of 81-mm mortar high explosive (light) ammunition per weapon per day, the regimental commander may impose an available supply rate on the battalions of 25 rounds per mortar per day to each of the two assault battalions and 10 rounds per weapon to the reserve battalions. The regimental available supply rate may be distributed in any way prescribed by the regimental commander and may be changed at any time. The regiment must not, however, exceed the available supply rate imposed on it. Close coordination by the S3 and S4 is essential to insure that ammunition items in short supply are effectually distributed. The special needs of each unit, the tactical situation, the future plans of the regimental commander, and the regimental fire plan are considered when allotting ammunition.

b. It is the responsibility of subordinate commanders to comply with restrictions on the consumption of ammunition in short supply. Issues at distributing points will be checked to insure compliance with these restrictions.

#### **154. Reports**

a. Since maintenance of the basic load is a command responsibility and the ammunition supply system operates on the basis of continuous replenishment, the necessity for daily detailed administrative reports from combat units is eliminated. Tactical commanders, however, may require simple expendi-

ture reports to develop experience data or to facilitate control.

b. If for some reason the basic load is exceeded or certain types of ammunition needed to reconstitute the basic load are not available at army class V supply points, reports of these facts are required. In the absence of such reports, it is assumed that tactical units have their basic load essentially intact or are in the process of replenishing it.

## **Section II. DISTRIBUTION**

### **155. General**

The last two links in the chain of ammunition supply are delivering ammunition to the requesting units and placing it in the hands of the combat infantryman (fig. 16).

### **156. Rifle Company Ammunition Supply**

a. The rifle company commander selects and designates a company supply area within or immediately behind his company area. The company ammunition distributing point is located within this supply area. It is operated by the supply sergeant, assisted by the company armorer.

b. The company commander places balanced loads of ammunition on three of the vehicles and trailers of his company. This insures that ammunition is available for each rifle platoon and for its normal attachments from the weapons platoon. An additional advantage of loads composed of all types of ammunition is that the loss of any one vehicle and trailer will not result in the loss of all of one partic-



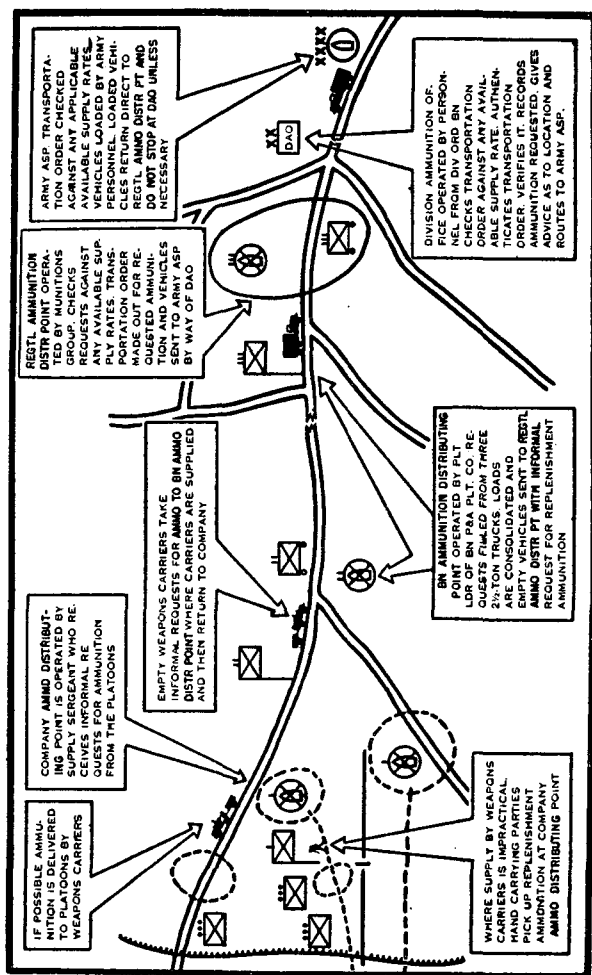


Figure 16. Distribution of class V supplies.

ular type of ammunition. The remainder of the company basic load carried on vehicles is placed on the remaining company  $\frac{1}{4}$ -ton truck and trailer.

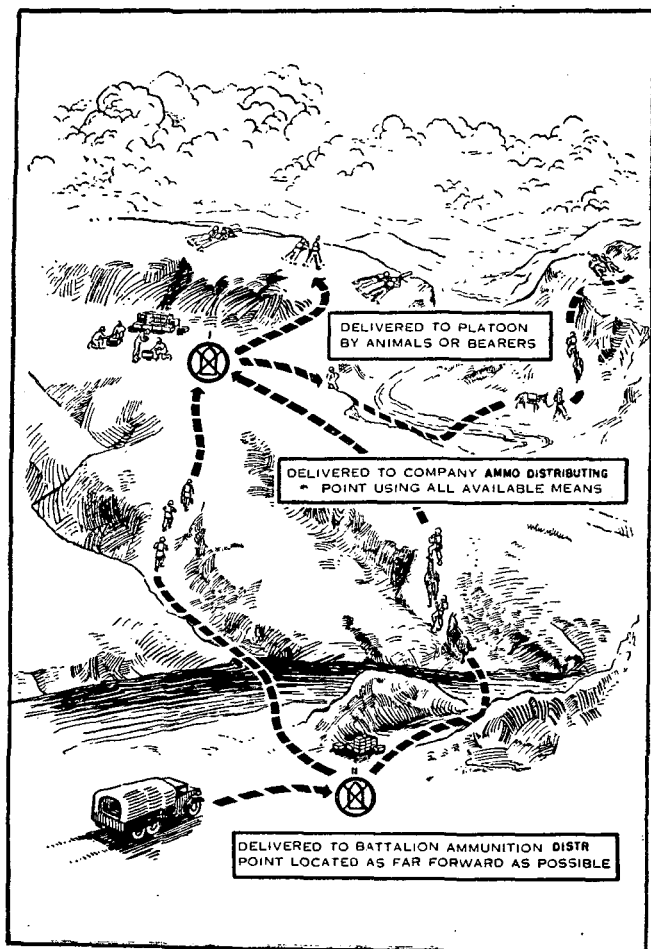
*c.* When conditions permit, all or part of these vehicles may be released to the platoons to haul weapons and ammunition. Vehicles not thus released remain under the control of the supply sergeant and operate from the company ammunition distributing point. If conditions permit, transportation is used to move ammunition forward from the company ammunition distributing point to platoon areas; if not, it is carried forward by hand or by animal (fig. 17). When available, native porters are used for hand-carry to conserve the fighting strength of the units.

#### **157. Expenditure and Replenishment of Ammunition in the Rifle Company**

*a.* As ammunition is expended within the company, the supply sergeant consolidates loads going to the platoons on  $\frac{1}{4}$ -ton trucks in order to free one or more of the vehicles for resupply of ammunition from the battalion ammunition distributing point. The driver of the resupply vehicle picks up ammunition at the battalion ammunition distributing point, using an informal request for the amounts and types needed.

*b.* Before an attack, the company commander may issue extra ammunition in anticipation of expenditures. The amounts and types issued will depend upon the amount estimated to be needed until replenishment can be made.

*c.* In defense, ammunition to be placed on each position is determined by careful estimates of the



*Figure 17. Ammunition supply by hand-carry and by pack.*

amounts that will be expended before replenishment can be effected. Basic loads are replenished from the battalion ammunition distributing point. In the event ammunition at the weapon positions is not fired, it is picked up by the company and returned to the basic load. Any excess is reported to battalion.

### **158. Heavy Weapons Company Ammunition Supply**

*a.* The heavy weapons company ordinarily does not establish a company ammunition distributing point. As platoon weapons carriers normally are released to platoon control during combat, the platoon draws ammunition direct from the battalion ammunition distributing point. A company representative is stationed at this point.

*b.* The transport normally used for ammunition supply consists of platoon weapons carriers and their trailers. When conditions permit operation of vehicles in forward areas, each platoon retains at least one loaded weapons carrier. When the sections are widely separated, a loaded carrier is retained by each section. As the platoon advances, the lead vehicle moves forward while other loaded carriers are echeloned to the rear under control of the transportation corporal or any member of the platoon designated for such duty. These men maintain contact with their platoons.

### **159. Control of Heavy Weapons Company Vehicles**

*a.* Platoon vehicles normally remain under platoon control and will so operate unless otherwise specified by the company commander. The company commander, however, may take control of these vehicles

at any time. Conditions requiring such centralized control include situations where—

- (1) Cover and concealment are available for the vehicles only in a central location.
- (2) Vehicle losses in one platoon necessitate using vehicles of another platoon for its supply.
- (3) Control of the vehicles can be more efficiently exercised by company rather than by platoon.

b. When vehicles are held under company control, the supply sergeant, assisted by the transportation corporals or other enlisted men, controls the movement of carriers between the battalion ammunition distributing point and the platoon area. Should it become necessary to place carriers under battalion control, the transportation corporals remain with their platoon transportation.

## **160. Expenditure and Replenishment of Ammunition in Heavy Weapons Company**

As ammunition is expended, each platoon makes an informal request for ammunition, gives it to the driver, and dispatches the carrier to the battalion ammunition supply point where the request is filled. The carrier then returns to its platoon (fig. 18). Platoons inform the company command post when carriers are dispatched for ammunition and when ammunition is received at the platoon area. Should displacement of weapons be made while a carrier is enroute to the battalion ammunition distributing point, one man is left at the old location to guide the carrier to the new platoon position. The supply ser-

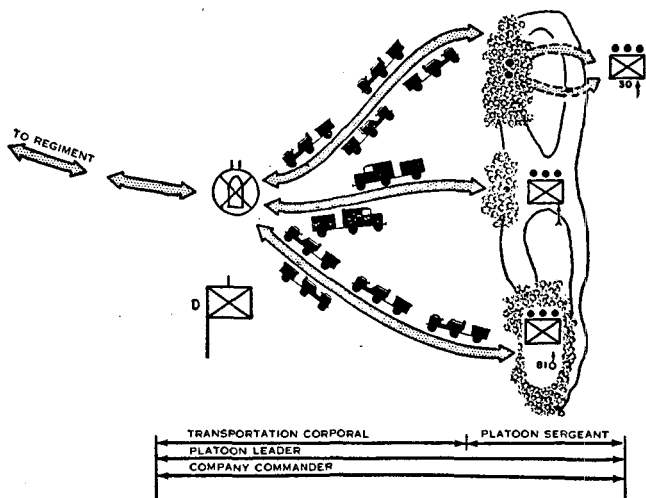


Figure 18. Ammunition replenishment.

geant, who is the principal assistant to the company commander in controlling ammunition replenishment, operates between the battalion ammunition distributing point, the company command post, and the platoon areas.

### 161. Heavy Weapons Supply Point

While the heavy weapons company normally will not establish and operate a company ammunition supply point, the tactical situation as well as terrain conditions may force the company to establish this installation. In such situations, a company ammunition distributing point is selected as far forward as possible and the necessary ammunition is transported to it by the best means available (fig. 17). It is then hand-carried to gun positions by ammunition

bearers from the platoons. Upon request of the company commander, the battalion commander may provide additional personnel to assist in delivering ammunition to platoon areas.

## **162. Control of Heavy Weapons Ammunition**

*a.* The amount of ammunition issued to gun crews before an attack is determined by the company commander or platoon leader. The remaining ammunition loads are consolidated on one or more weapons carriers and empty vehicles are dispatched to the battalion ammunition distributing point for refill, after which they return to their platoon areas. The amounts of ammunition requested will not exceed that estimated to be needed before replenishment can be effected.

*b.* In the defense, the amount of ammunition to be placed on position is the amount that will be needed before replenishment can be effected. In the event ammunition on position is not fired, it is picked up by the company and returned to its basic load. Any excess is reported to battalion.

## **163. Battalion Ammunition Supply Point**

*a.* The battalion ammunition distributing point is selected, established, and operated by the platoon leader of the pioneer and ammunition platoon and such platoon personnel as are necessary. The selection and operation of this installation is supervised by the battalion S4. Vehicles for the battalion ammunition distributing point are from the battalion section of the service platoon of the service company. These vehicles are normally released to battalion control.

b. The battalion ammunition distributing point usually is located within the battalion area or close behind it. It may be located within the trains area or forward of it. Desirable site characteristics for a battalion ammunition distributing point include—

- (1) Adequate space.
- (2) Availability of a good road to the rear and usable roads or trails to the front.
- (3) Location at or near a point where routes to units converge.
- (4) Ease of identification.
- (5) Concealment from hostile ground and air observation.
- (6) Convenience to units of the battalion as regards time and distance factors as well as ease of movement of company transport.
- (7) Defilade from enemy small arms fire.

c. As ammunition is issued, the pioneer and ammunition platoon leader keeps a running account of the amounts and types. When enough ammunition has been issued so the load of the battalion section ammunition vehicles can be consolidated and one of the vehicles thus emptied, this vehicle is sent to the regimental ammunition distributing point. The driver is given an informal request, usually written, for the amounts and types of ammunition needed to replenish the battalion basic load. In addition to any shortages which exist, the pioneer and ammunition platoon leader will also request that amount of ammunition he expects the battalion to expend while the truck is gone. Ammunition at the battalion ammunition distributing point is seldom unloaded except for issue or to transfer loads.



## **164. Regimental Ammunition Distributing Point**

*a.* The regimental ammunition distributing point is selected and established by the regimental munitions officer under the supervision of the regimental S4. It is operated by the munitions group of the service company.

*b.* Locating the regimental ammunition distributing point in the regimental trains area simplifies security, control, and communication and facilitates the messing of the munitions group. The regimental ammunition distributing point is normally located 5 to 10 miles from the front lines.

## **165. Regimental Ammunition Train**

*a.* The regimental ammunition train includes the vehicles and personnel of the service company used to transport ammunition for all regimental units. It consists of the ammunition vehicles from the battalion sections, the tank company section, and the mortar company section of the service company.

*b.* The number of vehicles found in or operating from the regimental ammunition distributing point will depend on the number of ammunition vehicles released to battalion, tank company, and heavy mortar company control. Sections of the regimental train not so released will operate under the control of the munitions officer.

*c.* Battalion sections of the ammunition train usually are released to battalions before they are committed to action and operate under battalion control as previously described. For the tank company and the heavy mortar company sections, the method of control will vary (pars. 168 and 177).

## 166. Transportation Orders

*a.* When ammunition vehicles from the battalion report to the regimental ammunition distributing point, the regimental munitions officer checks the informal unit request against any current available supply rates and prepares transportation orders requesting the ammunition (fig. 19). Where practical, transportation orders are prepared for each vehicle. This precludes transloading when vehicles return to the regimental ammunition distributing point. Each request for ammunition from the army class V supply point must bear the statement: "Required to replenish basic load (or for immediate consumption); expenditures are within authorized available supply rate." If several vehicles are returning for ammunition, they proceed in convoy to the division ammunition office under control of the munitions officer or one of his assistants.

*b.* At the division ammunition office, the transportation order again is checked against available supply rates, after which it is authenticated. The amount of ammunition requested is recorded. Information concerning routes to and location of army supply points is given to the drivers. The division ammunition office is the division commander's agency for administrative control of ammunition. It has no ammunition to issue. Instead, unit transportation goes to the army class V supply point.

*c.* At the army class V supply point, transportation orders are checked for compliance with existing available supply rates. Vehicles then are loaded by army personnel. Loaded vehicles normally bypass the division ammunition office and return to their

(Check one) <input type="checkbox"/> ALLOCATION <input checked="" type="checkbox"/> TRANSPORTATION ORDER <input type="checkbox"/> OTHER (Specify)		<b>AMMUNITION</b>		DATE <i>19 July 53</i>
FROM— <i>85th Inf.</i>		TO— <i>Division Ammunition Officer</i> <i>10th Inf. Div.</i>		THIS <i>1600</i>
LOCATION OF AMMUNITION <i>Army Class V Supply Point No. 6</i>				
INSTRUCTIONS				
AMOUNT	CODE	STANDARD NOMENCLATURE OR DESCRIPTION OF ITEMS		
150	54NBB	<i>Grenade, rifle, AT, M9A1</i>		
99	59JKA	<i>Rockets, Heat, 3.5 in.</i>		
216	R4CHG	<i>Shell, 60 mm mortar, HE</i>		
120	R4HAM	<i>Shell, 81 mm mortar, HE (L)</i>		
12000	T1EHP	<i>Cartridge, rifle, Cal. 30, M1 Grade R</i>		
14880	T1EHV	<i>Cartridge, AP, rifle, auto, cal. 30 (BAR)</i> <i>GENERAL</i>		
8000	T1CAJ	<i>Cartridge, AP, Carbine, cal. 30 M2</i> <i>ME</i>		
<div style="border: 2px solid black; padding: 10px; width: fit-content; margin: 0 auto;">           TRANSPORTATION ORDER            MUST BEAR THIS STATEMENT         </div>				
<i>Required to replenish basic load          (or required for immediate          consumption); expenditures are          within authorized available          supply rate.</i>				
INITIATED BY <i>Smith</i> <i>Ammunition Officer, 85th Inf.</i> APPROVED BY	APPROVING OFFICE NO.	RECEIVING OFFICE NO.	DATE	TIME
		RECEIVED BY		

WD 560 FORM 581  
1 OCT 45

This form supersedes WD AGO Form 581, June 1944,  
which was not to be used after receipt of this form.

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Figure 19. Transportation order for ammunition.

units through the regimental ammunition distributing point. The army class V supply point normally is located at a point not to exceed 8 hours' round trip time from the front line.

## **167. Tank Company Vehicles**

The vehicles which supply ammunition to tank company are organic to the tank company section of the service company.

## **168. Types of Control of Tank Company Vehicles**

Generally, releasing control of tank company vehicles to company or battalion control will occur more often and to a greater degree in the attack than in the defense. However, consideration must be given to the advantages and disadvantages of each method of control. These vehicles may be controlled in the following ways:

*a.* Retained under regimental control, in which case they operate from the regimental ammunition distributing point under command of the regimental munitions officer.

*b.* Released to company control, in which case they operate from the tank company ammunition distributing point under command of the tank company commander and the supervision of the company supply sergeant.

*c.* All or part of the vehicles released to battalions to which platoons of tanks have been attached. In this case, the vehicles operate from the battalion ammunition supply point under command of the battalion pioneer and ammunition platoon leader.

*d.* A combination of any or all of the above methods.

## **169. Regimental Control of Tank Company Vehicles**

*a.* Regimental control of these vehicles relieves the tank company commander of an administrative bur-

den, usually eliminates the need for a tank company ammunition distributing point, and offers greater flexibility and maximum use of vehicles.

*b.* The disadvantages of regimental control are that full use is not made of the communication facilities of tank company, and the lapse of time between the request for ammunition and the actual supply of it probably will be greater.

*c.* Situations favoring regimental control are a shortage of vehicles in the regimental ammunition train, lack of sufficient concealment in the forward areas to permit company or battalion control, and the presence of factors which make it desirable to relieve the tank company commander and battalion commander of the administrative burden of ammunition supply.

#### **170. Tank Company and Battalion Control of Tank Company Vehicles**

*a.* Releasing all or part of the tank company section ammunition vehicles to tank company control or to the control of battalions with attached tank platoons has the advantages of giving control of the vehicles to the commander responsible for ammunition replenishment and affording him an immediate check on the status of ammunition. It also takes advantage of the tank company communication facilities and reduces the lapse of time between the request for and the actual supply of ammunition.

*b.* The disadvantages of tank company and battalion control of the tank company section ammunition vehicles are that an additional administrative burden is placed on the commander concerned, ve-

hicles are less secure in the forward areas, and such control does not afford maximum flexibility.

### **171. Factors Determining Control of Tank Company Vehicles**

*a.* Situations favoring release of all or part of the tank company section ammunition vehicles to tank company or battalion control are—

- (1) Where the tank company is fighting as a unit or is operating on an independent mission.
- (2) Where a battalion with attached tanks is operating alone or at an abnormal distance from the regiment, as in a pursuit phase, or is operating the general outpost.

*b.* Additional factors to be considered in determining how ammunition vehicles of the tank company section will be controlled include past experience and training of the units, condition and number of vehicles in the regimental ammunition train, the terrain and tactical situation, future plans of the regimental commander, and the desires of the commanders concerned.

*c.* Careful consideration should be given all these factors and the method of control adopted which, under the existing conditions, will insure the most prompt and efficient supply of ammunition.

### **172. Ammunition Replenishment for Tank Company Vehicles Under Regimental Control**

In the attack, with the ammunition vehicles under regimental control, ammunition replenishment for tank company is as follows:

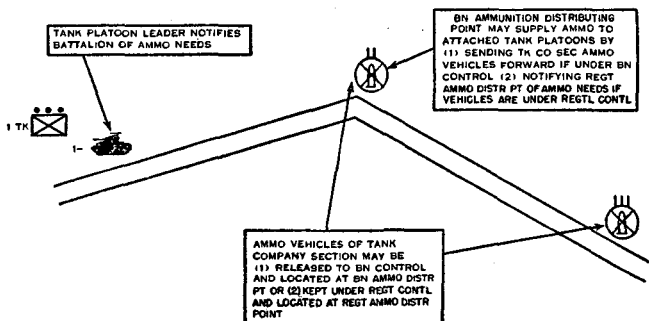
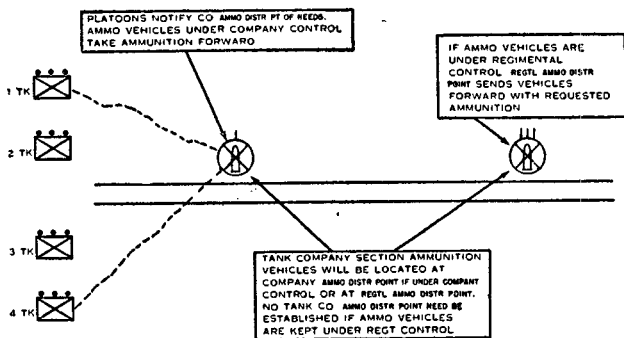


Figure 20. Ammunition supply to tank platoons.

a. When it becomes necessary to replenish tanks attached to battalions, the tank platoon leader makes his ammunition needs known to the battalion S4 who, in turn, informs the regimental ammunition distributing point (fig. 20). The ammunition vehicles with the requested ammunition are then dispatched from the regimental ammunition distributing point to a point selected by the battalion S4. The vehicles are then sent or guided to a prearranged location agreed upon by the battalion S4 and the tank platoon leader. The tank platoon leader then loads his tanks by having the ammunition vehicles go from tank to tank, if practicable, having the tanks return to a central location for loading or, if necessary, by using a  $\frac{1}{4}$ -ton truck or hand-carry.

b. When replenishment has been completed, the vehicles are returned by battalion to the regimental ammunition distributing point where loads are consolidated and empty vehicles are dispatched to the army class V supply point in the same manner as described for battalion section vehicles.



*Figure 21. Ammunition supply to tank company.*

c. The supply of ammunition to tank platoons not attached to other units is a responsibility of the tank company commander (fig. 21). The platoons make their ammunition needs known to the company commander who informs the regimental ammunition distributing point. From this point, supply is identical with that described for tank platoons attached to battalions.

### **173. Ammunition Replenishment for Tank Company Vehicles Under Tank Company or Battalion Control**

In the attack, with all or some ammunition vehicles released to tank company or battalion control, ammunition replenishment for tank company is as follows:

a. The tank company commander will establish a company ammunition distributing point. This installation will be operated by the supply sergeant. Ammunition vehicles will be dispersed around this point. Vehicles with the requested ammunition are



dispatched to the platoon areas where tanks are loaded by one or more of the methods previously described. As ammunition is expended from the company ammunition distributing point, loads are consolidated and empty vehicles sent to the regimental ammunition supply point with an informal request showing types and amounts of ammunition needed.

*b.* If any of the tank company section ammunition vehicles has been retained under regimental control, empty vehicles from the tank company ammunition supply point may refill at the regimental ammunition distributing point, or regiment may exchange loaded vehicles for the empty ones from the company.

*c.* If all the tank company section ammunition vehicles have been released, empty vehicles from the company ammunition distributing point will be sent to the army class V supply point for refill in the same manner as battalion section ammunition vehicles.

*d.* When any tank company section ammunition vehicles are released to battalion control, the battalion commander supplies the attached tank platoons from the battalion ammunition distributing point. Tank platoons make their needs known to the battalion S4, who sends ammunition vehicles forward to a prearranged location. As ammunition is expended, loads are consolidated and empty vehicles are sent to the regimental ammunition distributing point with an informal request for amount and types of ammunition needed.

#### **174. Tank Company Vehicles in the Defense and Retrograde Movements**

*a.* The control of ammunition vehicles and re-

plenishment of ammunition in the defense are as described for the attack. In the defense, it may become necessary to place ammunition at tank firing positions to execute special fire missions and to insure that tanks can give continuous fire support. This action having been approved by the regimental commander, ammunition vehicles of the tank company section are used to place ammunition in concealed and defiladed positions accessible to each tank. Only enough ammunition is placed on a position to last until it can be replenished.

b. During retrograde movements, tank platoons may be supplied by releasing ammunition vehicles on successive delaying positions, or the regimental or higher commander may establish ammunition reserves on rearward positions or en route to them. The regimental S4 informs the tank company and battalion commanders of the location of such reserves.

### **175. Heavy Mortar Company Ammunition Vehicles**

a. The vehicles used to supply ammunition to the heavy mortar company consist primarily of vehicles of the heavy mortar company section of service company. In addition, vehicles of the mortar company headquarters may be used. The mortar platoons of the company also use their platoon carriers for ammunition supply (fig. 22).

b. The heavy mortar company section ammunition vehicles may be controlled in the same way as vehicles of the tank company section. Although the heavy mortar company does not operate alone, control of the ammunition vehicles is similar to that of the tank company; the advantages and disadvantages of different types of control are also similar.

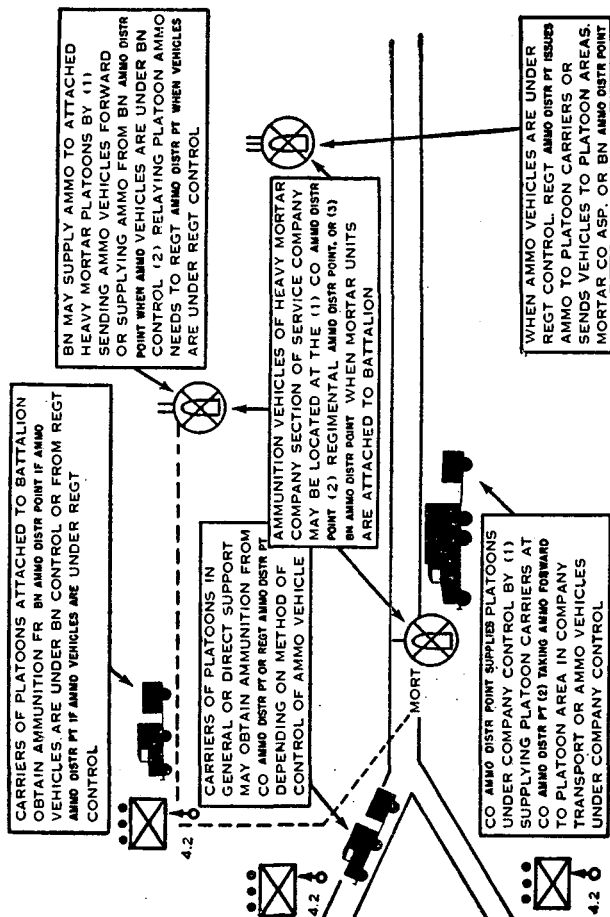


Figure 22. Ammunition supply to heavy mortar company.

## 176. Mortar Company Vehicles Under Regimental Control

In the attack, with ammunition vehicles under regimental control, ammunition replenishment to the heavy mortar company is as follows:

*a.* The company commander establishes a company ammunition distributing point. Mortar platoons not attached to other units obtain ammunition by—

- (1) Delivery to platoon areas by company headquarters vehicles.
- (2) Pickup from the company ammunition distributing point by platoon carriers operating under platoon control.
- (3) Platoon carriers, operating under regimental control, pickup ammunition from the heavy mortar company section at the regimental ammunition distributing point.

*b.* As ammunition is expended from the company ammunition distributing point, a company headquarters vehicle is sent to the regimental ammunition distributing point with an informal request for required amounts and types of ammunition. It is filled from vehicles under regimental control, or regiment may exchange a loaded truck for the empty one from the company. If desired, the regimental ammunition distributing point may dispatch a loaded truck to the company to refill the company vehicle.

*c.* The supply of mortar platoons attached to battalions, with the ammunition vehicles under regimental control, is similar to that for supplying attached tank platoons. The mortar platoon makes its

needs known to the battalion S4, who in turn notifies the regimental ammunition distributing point. The mortar platoons may be supplied from ammunition vehicles controlled by regiment or, if necessary, by the platoon carriers going to the regimental ammunition distributing point.

#### **177. Mortar Company Vehicles Under Company or Battalion Control**

*a.* In the attack, with all or some ammunition vehicles released to mortar company or battalion control, ammunition replenishment is as follows:

- (1) Ammunition vehicles operating under mortar company control are dispersed near the company ammunition distributing point. Platoons not attached to other units may either draw ammunition at the company ammunition distributing point or be supplied in the platoon areas by the heavy mortar ammunition vehicles. As ammunition at the company ammunition distributing point is expended, loads are consolidated and empty vehicles sent to the regimental ammunition distributing point with an informal request for amounts and types of ammunition needed.
- (2) If any of the heavy mortar company section vehicles are retained under regimental control, empty trucks from the company may be filled at the regimental ammunition distributing point or a loaded vehicle may be exchanged for an empty one. If all the ammunition vehicles have been released, the empty vehicles from the company ammuni-

tion distributing point will be sent to the army class V supply point for refill.

- (3) The supply of ammunition to mortar platoons attached to battalions is similar to that in the heavy mortar company. The only differences are that the heavy mortar company section ammunition vehicles, operating under battalion control, will be dispersed at the battalion ammunition distributing point, and that the chain of responsibility is from regiment to battalion. The methods of platoon supply, consolidation of loads, and obtaining replenishment is the same as for the company.

b. The control of ammunition vehicles and replenishment of ammunition in the defense are as described for the attack. Ammunition requirements for defense are carefully estimated before the action. Ammunition placed at gun positions does not exceed the amount estimated to be expended before replenishment.

c. During retrograde movements, resupply to forward areas seldom is made. Sufficient amounts for the contemplated action are left with each unit. Ammunition vehicles are released to company at rear positions, or higher headquarters replenishes ammunition by establishing mobile ammunition reserves on rearward positions or en route to them. The regimental S4 informs the company commander of the location of ammunition reserves. When vehicles necessary to provide mobile reserves for anticipated requirements are not available, limited amounts of ammunition may be placed on the ground.

## CHAPTER 8

### LOGISTICAL SUPPORT DURING OPERATIONS

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#### 178. Support During Movement

The infantry regiment is always prepared to move immediately with its equipment, to defend itself while moving, and to fight at any time. Although the regiment may receive aid from a higher unit, service company provides logistical support during all movements. Tactical moves depend upon the following:

- a.* Imminence of contact with the enemy.
- b.* Transportation available.
- c.* Effectiveness of enemy long-range weapons and aircraft.
- d.* Road and traffic conditions.
- e.* The need for speed.

#### 179. Support During a Route Column Movement

*a.* When ground contact with the enemy is remote, the regiment moves in route column. While the regiment is in this type of movement, a tactical formation is not required.

*b.* Troops may march or may be moved by available motor, rail, or air transportation. Marching foot troops and those moving by motor are issued packaged rations for the noon meal. At overnight halts, unit messes feed hot evening and morning meals. Elements of the regiment moving by rail

establish messes aboard trains or use packaged rations. Troops moving by air are issued packaged rations or are fed in flight. Unit messes are established in the debarkation area.

*c.* Elements moving by motor may use several routes, depending on highways, traffic restrictions, and the effectiveness of enemy long-range weapons and aircraft. When the regiment moves on one route, service company moves as a unit in the regimental column. When more than one route or echelon is used, the company is divided so as to provide support for each of the marching units. This support consists mainly of providing rations, fuel, and vehicle maintenance. Rations normally are drawn before the movement begins. Fuel is drawn from class III distributing points, established along the route of march by higher headquarters. If necessary, regiment may operate this type of supply point. Maintenance for disabled vehicles is furnished by mechanics who follow each echelon or column in organic maintenance vehicles.

## **180. Support During a Tactical Column Movement**

*a.* A tactical column movement is made when ground contact with the enemy is possible but not imminent. Resupply during a tactical column movement depends on enemy activity, disposition of friendly units, and the rate of march. Individual units normally carry sufficient supplies to permit completion of the march. For those meals to be eaten during movement, packaged individual or group rations are issued before the movement. Before the march begins, vehicles are serviced. Fuel tanks and 5-gallon



gasoline cans are filled. Gasoline issued by regiment is replenished from class III supply points.

b. If the regiment has to make an extended tactical column movement, higher commanders attach supply convoys to accompany or rendezvous with the unit at specified times and locations. Supplies are drawn from established supply points as directed by the higher commanders.

c. The disposition of regimental supply trains in a tactical column movement depends upon road and traffic conditions and the mission of individual units. Trains usually accompany the regiment during movement. Ammunition vehicles and company transport, elements essential for combat, are released to units which need them. Other vehicles not immediately needed for combat are placed near the column's rear. Here they are able to furnish needed support and yet not interfere with the movement of vehicles needed in combat.

d. Transportation is released to a unit according to its mission. For example, if a battalion is the advance guard, the battalion section ammunition vehicles are put under its control as are other vehicles needed to accomplish the mission. The battalion's kitchens and company general-utility vehicles will normally remain under regimental control.

e. In a tactical column movement, vehicular maintenance is provided in the same manner as when the regiment is in the route column phase. However, the rear guard reports to the service company those vehicles that need maintenance. A repair team from service company is dispatched to perform the maintenance.

## **181. Support in the Approach March**

*a.* When ground contact with the enemy is imminent, the regiment uses an approach march formation. In this movement, tactical considerations govern and all units are prepared for immediate combat. Units are supplied before the approach march is undertaken. Rations, fuel, and other supplies necessary to initiate combat are issued.

*b.* When a covering force is not in position between the regiment and the enemy, the unit's mission may be to attack directly from the approach march formation. In this situation, the regiment releases the battalion section's ammunition vehicles to battalion control. Company transport is released to company control. Medical vehicles accompany the unit which they are to support. In some situations, normal service installations, such as the regimental trains area and collecting station, may be established. In other cases, as when the position of the enemy has not been determined, regimental installations may remain on vehicles and move by bounds behind the regiment. In either event, the logistical installations are prepared to set up and operate on order. Service and medical companies are ready to initiate prompt supply, maintenance, and medical functions.

## **182. Support in the Assembly Area**

*a.* Before entering combat, the regiment or its elements occupy assembly areas where final preparations are made. Necessary supplies are issued, final orders are given, and final coordination is made. Any equipment which is not immediately essential

for combat is assembled and remains in the area or is placed on company general-utility vehicles.

b. Vehicles under regimental and battalion control which are to operate under subordinate unit control are released to that unit in the assembly area. Vehicles not essential to initiate combat are returned to the battalion or regimental trains area. Vehicles are refueled and empty 5-gallon cans are sent to the rear to be exchanged for full ones.

c. Service company establishes the regimental trains area and the regimental ammunition distributing point. Medical company establishes the regimental collecting station. Battalion medical platoons establish aid stations.

### **183. Support in the Attack**

a. Orders for the attack include a route of ammunition advance (fig. 23) and instructions concerning the employment and control of transport. When the attack begins, service company initiates resupply, maintenance, and evacuation procedures. Medical company elements furnish medical support to attacking units. Installations and supplies are kept as mobile as possible and move forward behind the advancing attack.

b. It is important that feeding plans are prepared promptly and that all troops are fed hot meals when possible. Meals are served at normal intervals, if conditions permit.

c. The methods of distributing gasoline and oil are flexible, particularly in the tank company. When tanks are attached to a battalion, the regiment may do the following:

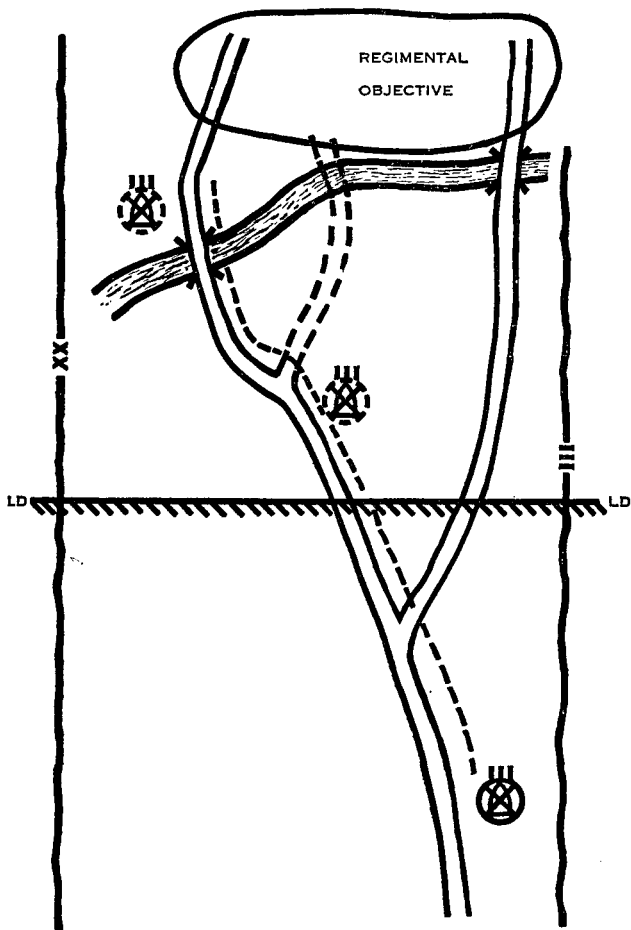


Figure 23. Routes of ammunition advance.

- (1) Supply the tanks with gasoline and oil from the regimental class III distributing point.

- (2) Establish small class III distributing points close behind the forward battalions.
- (3) Release one or more of the fuel and lubricant vehicles to battalion control.

*d.* Regimental and battalion ammunition distributing points advance by bounds along a planned route. This is called the route of ammunition advance. These distributing points provide continuous close support to the attacking echelon. The route of ammunition advance begins at the initial location for the ammunition distributing point. It continues to a location from which troops on the final objective may be served. Designating the route to unit commanders before the attack aids the unit in locating the ammunition distributing point at any time.

*e.* To insure effective preventive maintenance, small teams of service company mechanics may be sent forward to make minor vehicular repairs and inspections.

#### **184. Support During Pursuit**

Logistical support for pursuit operations is similar to that for offensive operations. However, movement is more rapid and supplies are more mobile. Organic transportation often is reinforced by higher units. Installations, such as trains areas, are established on a temporary basis and are prepared for prompt movement forward. Troops are issued small unit or individual rations when the delivery of hot meals is impossible. Gasoline requirements for tanks are greatly increased. Control of ammunition and fuel and lubricant vehicles often is decentralized.

Supplies and equipment not essential to the operation are left under guard in old areas which enables release of additional transportation for moving troops and the necessary supplies.

### **185. Support During Defense**

*a.* Logistical support during defensive operations varies, depending upon whether the defense is established in close contact with the enemy or under the protection of covering forces.

*b.* Immediately following offensive action, defensive positions usually are established in close contact with the enemy. Logistical installations which were used during the offensive may either remain in place or be moved farther to the rear.

*c.* During the defense, food is sent to front-line positions from kitchens located in the regimental or battalion trains area. Attachments to units in defense positions do not change as rapidly as in the offense, therefore the distribution of meals is easier. Troops in exposed positions are fed during darkness or by reliefs at the company mess locations. If practicable, kitchens are released to the control of battalions or companies in reserve. As the position becomes more stabilized, feeding plans are changed accordingly. Unit and individual replenishment on a defensive position is similar to the system used for the offensive. Fuel requirements are less, but ammunition requirements are greater.

*d.* Routes of ammunition advance are not prescribed in the defense as in the offense. A careful estimate of needs is made and ammunition is placed on position. During the conduct of the defense, ammunition is brought as far forward as possible by

weapons carriers using covered routes. It is then hand-carried forward to positions. To avoid revealing the position of weapons and reduce vehicular losses, replenishment ammunition may be delivered under cover of darkness.

*e.* During lulls in fighting, preventive maintenance, arms and equipment repair, and supply issue are carried out.

*f.* Fortification materials, such as barbed wire, sandbags, antitank and antipersonnel mines, logs, lumber, and tools are procured and issued.

### **186. Support in Rehabilitation Areas**

*a.* In a rest area, the primary mission for the regiment or any of its units is training and rehabilitation. During these periods, the following occurs:

- (1) Shortages of equipment are replaced.
- (2) Required reports are submitted.
- (3) Replacements are equipped.
- (4) Records are completed.
- (5) The unit is made ready for further combat.
- (6) Commanders schedule necessary training and other activities, including the repairing and cleaning of equipment.
- (7) Inspections are held.
- (8) When the nature of the next operation is known, estimates of logistical requirements are prepared and steps taken to meet these needs.

*b.* Commanders inspect their units and submit requisitions for the replacement of all shortages in organizational and individual equipment. Supply personnel process these requests and procure and

issue replacement items. Excess items, as well as damaged items, captured material, and salvage are collected and repaired or evacuated.

*c.* Units and individuals repair and clean equipment, individual weapons, and clothing. Communication equipment is checked and repairs made by units where possible.

*d.* Items which cannot be repaired within the regiment are turned in to maintenance elements of the division technical services. They repair or replace the damaged articles. Maintenance and inspection teams may be requested from the division technical services to make technical inspections, repairs, and replacements.

*e.* Vehicular maintenance is intensified during rest periods. Drivers and mechanics inspect and repair unit vehicles. Vehicles are greased and lubricated. Gasoline tanks are refilled just before returning to combat.

*f.* Basic loads of ammunition are checked for completeness and serviceability.

*g.* Items of unit equipment which have been expended are replaced and prepared for combat use. The equipment of newly-assigned replacement personnel is checked to see that it is complete.

*h.* Kitchens normally are released to companies. Unit messes feed hot meals three times daily at normal meal hours.

*i.* Items of supplies or equipment required for training or recreational purposes are requisitioned by the regimental S4. Close coordination of the S4 with other regimental staff officers, particularly the S1 and S3, is necessary so that equipment which is



needed for these purposes is available to units without delay.

j. A bath unit from the division quartermaster company should be made available near the unit area. If the shower unit is located some distance away from the unit area, the S4 provides transportation to and from the bathing area. The division quartermaster may operate a clothing exchange where soiled clothing may be exchanged for clean clothing. If this is impossible, laundry facilities may be improvised.

k. Medical service is furnished by aid stations in unit areas. Aid stations may be operated by the battalion medical platoons and by elements of the regimental collecting platoon. Normal channels are used for evacuation of sick and injured. Physical inspections, inoculations, and sanitary measures are conducted as directed by commanders. Medical service may be centralized if the size of the trains area and location of units permit. This will release medical personnel for training.

### **187. Support in Reserve**

When the regiment or any of its units is in reverse, it is prepared to move immediately in tactical formation. Although the duration of the reserve mission is uncertain, there may be time for the unit to accomplish some of the functions undertaken when the regiment is in a rest area. During these periods, commanders insure that ammunition, equipment, clothing, and weapons are complete and serviceable, and that troops are fed hot meals.

## CHAPTER 9

### MAINTENANCE

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#### Section I. PRINCIPLES OF MAINTENANCE

##### 188. General

*a.* Maintenance is any action taken to keep materiel in a serviceable condition or to restore it to serviceability when it is unserviceable. Essentially, maintenance is the care taken and the work done to keep an item of equipment, clothing, or supply in good working condition.

*b.* Maintenance of materiel includes testing, servicing, classifying as to serviceability, repairing, rebuilding, and reclaiming.

*c.* The unit commander is responsible for the maintenance of all equipment and supplies in his unit. He may delegate maintenance functions to his motor officer, communication officer, and other members of his special or unit staff. He will, however, make frequent personal inspections.

##### 189. Principles of Maintenance

*a.* Commanders are responsible for maintenance within their command and for the supervision and inspection of maintenance activities.

*b.* Preventive maintenance is the keystone of the army maintenance system. Early and thorough preventive maintenance, by correcting small deficiencies, prevents the development of deficiencies requiring

major repair. Preventive maintenance for vehicles is scheduled at definite intervals. This prevents a large number of vehicles from being out of service at any one time. Preventive maintenance includes systematic servicing, inspection, correction of initial failures before damage occurs, detection and correction of abuse, and teaching the proper care and use of equipment.

*c.* Repairs are made as far forward in the combat zone as the tactical situation permits. This eliminates time consuming evacuation measures and returns the equipment to the using unit much quicker.

*d.* Authorized supplies of spare parts are kept on hand within the infantry regiment. For quick and efficient repair, authorized levels of parts and tools must be maintained.

*e.* When possible, repair personnel go to the equipment rather than having equipment evacuated to repair personnel.

## **Section II. SYSTEMS FOR MAINTENANCE**

### **190. Organization**

For flexibility and efficiency, maintenance throughout the army is based upon organizing repairs into categories and echelons. These categories are called organizational maintenance, field maintenance, and depot maintenance (fig. 24). The echelons of maintenance run from first echelon through fifth echelon.

### **191. Organizational Maintenance**

*a.* Organizational maintenance is defined as that work and repair done on unit equipment by unit personnel.

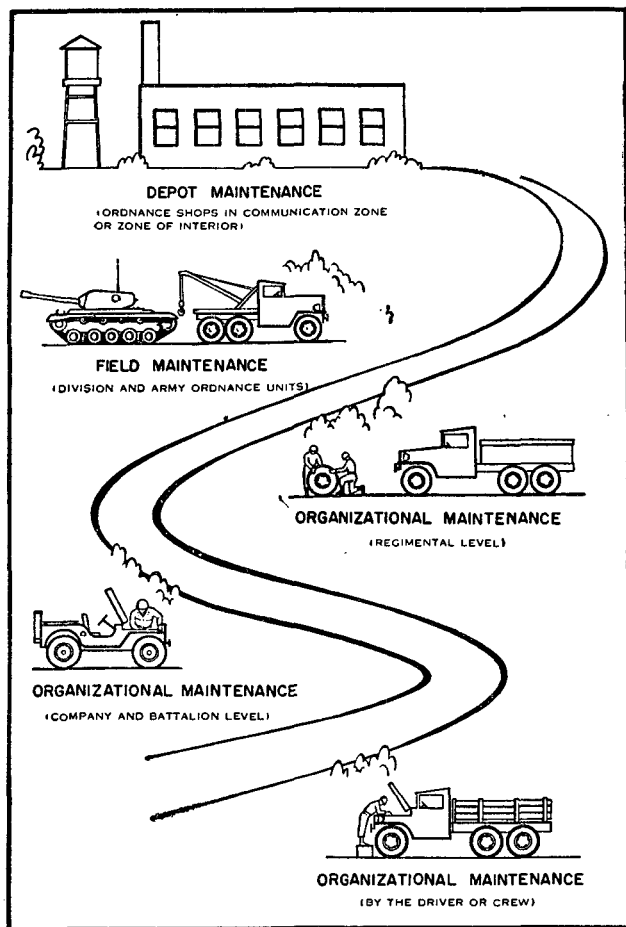
b. Within the infantry regiment, organizational maintenance is performed by drivers, wearers, and users of equipment, and by specially trained technicians or mechanics who are assigned to the unit.

c. Organizational maintenance normally includes first and second echelon work.

- (1) *First echelon maintenance* is that degree of maintenance performed by the user, wearer, or operator of the equipment, in providing the proper care, use, operation, cleaning, preservation, lubrication, and such adjustment, minor repair, testing, and parts replacement as may be prescribed by pertinent technical publications and tool and parts lists.
- (2) *Second echelon maintenance* is that degree of maintenance performed by specially trained personnel provided for that purpose in the using organization. Appropriate publications authorize the second echelon of maintenance, additional tools, and the necessary parts, supplies, test equipment, and skilled personnel to perform maintenance beyond the capabilities and facilities of the first echelon.

## 192. Field Maintenance

a. Field maintenance is that maintenance authorized and performed by a designated maintenance agency in direct support of a using organization. The division ordnance battalion, for example, performs field maintenance on ordnance equipment for units of the division.



*Figure 24. Army organization for maintenance.*

b. Field maintenance is limited normally to the replacement of unserviceable parts, subassemblies, or assemblies. It includes third and occasionally fourth echelon work.

(1) *Third echelon maintenance units* repair assemblies and handle overflow work from lower echelons within the limits imposed by their tools, parts, and testing equipment. Usually, items handled in third echelon maintenance are returned to the using units. Third echelon units will also support lower echelons through technical assistance, maintenance in the unit area by mobile repair crews, and repair parts when necessary. An example of third echelon repair is replacement of a transfer case.

(2) *Fourth echelon maintenance* is performed by units organized as a semifixed or permanent shop to serve lower echelons of maintenance within a geographical area. Fourth echelon maintenance requires and involves a large assortment of parts and assemblies and also more precise tools and test equipment than are available in lower echelons of maintenance. An example of fourth echelon maintenance is installing a new motor in a vehicle.

### **193. Depot Maintenance**

a. Depot maintenance is that maintenance involved in the major overhauling or complete rebuilding of materiel. Depot maintenance is intended to augment stocks of serviceable equipment through the use of

more equipment and personnel of higher technical skill than available in organizational and field maintenance activities. It is not performed in the combat zone.

*b.* Depot maintenance includes only fifth echelon maintenance. Fifth echelon maintenance includes rebuilding major items, assemblies, parts, accessories, tools, and test equipment. It normally operates on a rebuild and return to stock basis. An example of fifth echelon maintenance is the complete rebuilding or overhauling of a vehicle or artillery piece.

#### **194. Inspections**

*a.* Inspections are the means whereby commanders of all echelons within the infantry regiment ascertain the serviceability of equipment and the efficiency of maintenance. There are three types of inspections: Command inspection, technical inspection, and spot check inspection.

*b.* All inspections must be carefully planned and executed. Definite objectives for the inspection are ascertained. Inspectors are briefed as to what they are to inspect and what they are to look for. Reports of inspections are carefully studied to determine trends, efficiency of present maintenance, corrective measures required, and to compare present maintenance with that reflected in previous inspection reports.

*c.* Command inspections are generally of a formal nature and are announced prior to the date of the inspection. Command inspections evaluate operational readiness and determine whether equipment is being correctly used. These inspections evaluate the degree of the supply economy exercised and the

extent of compliance with maintenance directives, as set forth in appropriate publications.

*d.* Technical inspections are performed by technically qualified personnel of maintenance organizations under supervision of technically qualified officers. Technical inspections consist of complete examinations and tests of materiel to determine serviceability and completeness and readiness for use, or a limited examination to determine general serviceability and to classify materiel as to general condition. Such inspections may be made within the regiment by using regimental technicians. They may also be made by personnel of the technical services either at the request of the regiment or as directed by division.

*e.* Spot check inspections are those inspections, usually unannounced, made on a representative portion of certain types of equipment to determine general serviceability and maintenance. They are usually made at irregular intervals and may be conducted by battalion and regimental technicians or division and army technical service personnel.

### **Section III. VEHICLE MAINTENANCE**

#### **195. General**

Organizational maintenance is the only type performed within the infantry regiment. It is performed at three levels. These levels are driver maintenance, company (or battalion) maintenance, and regimental maintenance.



## 196. Organizational Maintenance

*a.* Driver (or crew) maintenance is performed by drivers of trucks and the crews of crew-served vehicles. Drivers use available vehicle tools to perform first echelon maintenance on their vehicles. This includes correct loading and driving; servicing with fuels, lubricants, coolants, and air; inspecting; cleaning; tightening; and the care of tools and accessories. The driver does not lubricate any part of the vehicle where over-lubrication would result in damage. He does not make any adjustment on the vehicle which should be made by a mechanic.

*b.* Each company commander is responsible for the direction and supervision of driver maintenance duties. Driver preventive maintenance services include—

- (1) Before-operation services.
- (2) During-operation services.
- (3) At-halt services.
- (4) After-operation services.
- (5) Weekly services shown on the Vehicle and Equipment Operational Record (DD Form 110). Defects requiring maintenance beyond the scope of the driver are noted on this record and reported so that corrective action may be taken.

*c.* Company maintenance is performed on unit vehicles by company mechanics. In the infantry battalion, vehicle maintenance is performed by the mechanics of the battalion headquarters company. Heavy weapons company maintenance personnel perform the same maintenance operations as does the battalion headquarters company. Like the main-

tenance personnel from battalion headquarters company, they are supervised by the battalion motor transport officer. For efficiency, mechanics of the battalion headquarters company and the heavy weapons company are grouped at the battalion trains area where their tools and skills may be combined under the close supervision of the battalion motor transport officer.

*d.* Company mechanics reinforce driver maintenance and make adjustments, repairs, and minor unit replacements. They perform the scheduled monthly or 1,000-mile preventive maintenance service on wheeled or tracked vehicles. Drivers and crews accompany their vehicles and act as mechanics' helpers during maintenance services.

*e.* Regimental maintenance on wheeled vehicles is performed by the truck maintenance section of service company. This section performs the semiannual or 6,000-mile preventive maintenance service on all wheeled vehicles of the regiment. Although this section normally operates in the regimental trains area, its personnel may often go to forward areas to assist in the maintenance, repair, or evacuation of wheeled vehicles. This section also assists the company mechanics with technical advice, the supply of spare parts, and the performance of overflow repair work.

*f.* Regimental maintenance on tracked vehicles is performed by the tank maintenance section of service company. This section performs the quarterly maintenance service. Personnel of the tank maintenance section of service company and mechanics of tank company may be combined for work in the regimen-

tal trains area or in the tank company area. The tank maintenance section also assists tank company mechanics with technical advice, the supply of spare parts, and the maintenance, repair, or evacuation of tracked vehicles.

### **197. Maintenance Forms**

Certain maintenance forms, records, and reports are prescribed in technical manuals and other publications on equipment. These forms and reports are designed to control and standardize maintenance. Commanders are responsible for their execution. Forms, records, and reports, however, are not to be used as a substitute for practical work, physical check, and active supervision.

### **198. Maintenance During Movement**

*a.* During motor marches, maintenance personnel are placed where they can best service their vehicles. The battalion and regimental separate company maintenance vehicles are at the rear of the battalion and separate company transport, respectively. The tank maintenance section of service company follows the route of the tanks, and the truck maintenance section is at the end of the regimental motor column. To keep vehicles moving, hasty temporary repairs are made to complete the trip. A mechanic with tools and spare parts may be left with a disabled vehicle; however, maintenance personnel should not become separated from their organizations. If mechanics become dispersed, control and supervision is lost, and the remaining vehicles cannot be properly serviced when they arrive at their destination.

*b.* A vehicle should be thoroughly inspected and repaired upon reaching its destination or trains area. While in the trains area and during halts on motor movements, all organizational mechanics, drivers, and crews inspect, repair, and service their vehicles.

*c.* Roads must be kept clear for traffic. At the first indication of a vehicle failure during a motor movement, the driver steers his vehicle off the road, stops, and attempts to correct the trouble. If the driver cannot make the necessary repairs, he remains with his vehicle and waits for the maintenance truck. If roadside repair by mechanics is impossible or would take too much time, the vehicle is either towed, left under guard, or abandoned when specifically ordered to do so by competent authority.

*d.* Vehicles are towed when it is more practical to make the repair in the trains area than at roadside. A driver or other guard is left with any disabled vehicle to await maintenance personnel. Essential combat equipment, including towed loads, is transferred to another vehicle.

*e.* The decision to abandon a vehicle is made only by an officer or warrant officer during retrograde movements. The location of destroyed, abandoned, or guarded vehicles is reported.

*f.* In motor marches, some vehicles near the rear of each organization are designated as spare and towing vehicles. This keeps the essential cargo of disabled vehicles moving. Towing vehicles are equipped with towing bars, ropes, or chains. The trail officer decides whether to repair, tow, or abandon a disabled vehicle.

## **199. Maintenance During Combat**

*a.* Vehicles are put in the best possible condition before combat operations commence. Drivers and crews should receive training in emergency repairs and field expedients. This includes scheduled preventive maintenance service carried on under combat conditions.

*b.* Conditions of climate and terrain may require that some maintenance activities be increased.

*c.* Driver and crew maintenance services are particularly important during combat. Thorough and complete driver or crew maintenance reduces the repair work required of regimental mechanics. An adequate supply of spare parts and tools must be available for maintenance personnel to operate at maximum efficiency. Each unit of the division is authorized those spare parts, assemblies, subassemblies, and tools needed for its maintenance responsibilities; replacement of these items is made through supply channels. Maintenance personnel remain close enough to units being served to give close support. In locating maintenance personnel, the tactical situation, road net, cover, and concealment are considered. Battalion mechanics carry on maintenance activities in the forward areas where vehicles are readily available for servicing. The truck and tank maintenance sections of service company normally operate in the regimental trains area; however, they may also operate in the forward areas or send maintenance teams forward to evacuate or repair disabled vehicles. Those repairs which are beyond the capabilities of regimental maintenance

personnel are reported to the division technical service concerned.

*d.* The commander is responsible for the recovery of his vehicles. When vehicles are abandoned in combat, recovery becomes the responsibility of the command in whose area that vehicle is found. Disabled or abandoned vehicles are promptly recovered to prevent destruction or capture by the enemy. Even though deep within friendly territory, a unit promptly recovers its vehicles to prevent dismantling by other friendly units. Recovered vehicles are inspected, repaired, and placed in operation. Those requiring extensive repairs or salvage are either towed to the next higher maintenance agency or collecting point, or reported. The report includes the location, number, type, and condition of the vehicle.

*e.* Vehicle recovery equipment for the regiment includes a wrecker in the maintenance section of service company and a tank recovery vehicle in tank company and the tank maintenance section of service company. Additional equipment carried on vehicles includes winches and snatch blocks, and towing ropes or chains.

## CHAPTER 10

### REPAIR, SALVAGE, GRAVES REGISTRATION, AND OTHER ACTIVITIES

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#### 200. Repair

*a.* Repair and maintenance activities are emphasized for all items of equipment. Small arms or automatic weapons, when possible, are repaired by the individual users or the unit armorer. Items requiring more extensive repairs are taken to the company ammunition distributing point and from there to battalion or regimental collecting points.

*b.* Regiment, where practicable, repairs the equipment and returns it to supply channels. Where extensive repairs are required, regiment evacuates the damaged materiel to division collecting points, established by the technical services. Damaged equipment not repairable in regiment is replaced by requisition.

*c.* A report concerning damaged equipment that is heavy or bulky and which cannot be evacuated by units of the regiment is sent through maintenance or supply channels. Repairs are made on the spot by service personnel or the equipment is evacuated by special vehicles and crews to appropriate maintenance agencies.

*d.* The repair of signal equipment begins with the using unit. Should a higher echelon of repair be

necessary, the regimental and battalion communication platoons have field radio mechanics assigned to them for this purpose. The regimental communication officer may operate his repair section from the regimental trains area when the regimental command post is displacing frequently. If regimental repair sections cannot make necessary repairs, the equipment is evacuated to the division signal company where the repair is continued. The division company may, periodically, send a team to work in the regimental area to speed the repair of signal items.

*e.* Other technical services in the division perform similar services for the regiment.

## **201. Salvage**

*a.* Unit commanders are responsible for salvage discipline, which includes gathering and moving salvage to collecting points. Normally, the rifle company evacuates salvage to the battalion ammunition distributing point. This is usually done on ammunition vehicles making supply trips to the rear.

*b.* Battalions usually operate a single collecting point for salvage and captured enemy materiel. It normally will be located in the vicinity of the battalion ammunition distributing point. Salvage, excess, and damaged items evacuated to battalion by the companies are in turn evacuated to regiment. The materiel may be left at regimental collecting points or evacuated to division, depending upon the destination of the battalion vehicles.

*c.* A regimental salvage collecting point is established by the receiving and distributing group of



service company in the regimental trains area. Regiment may, if desirable, operate one collecting point for salvage, excess, and captured enemy materiel. When practicable, material brought to this point is segregated into appropriate technical service piles. It is evacuated on vehicles going to division on other supply hauls. The service company commander coordinates the evacuation of such materiel with the dispatch of vehicles going to the rear from the regimental ammunition distributing point.

*d.* Technical services at division establish collecting points for salvage, excess, damaged items, and captured enemy materiel. Technical personnel sort the materiel, classify it, and either evacuate it further to the rear or, if necessary, repair the materiel and return it to supply channels.

## **202. Excess**

Items in excess of the need of the regiment or in excess of authorized amounts are collected and evacuated through supply channels in the same manner as salvage. Every effort is made to collect such excess and return it to division for later issue through supply channels. Such excess includes not only equipment, but also items of individual and organizational clothing.

## **203. Captured Enemy Materiel**

*a.* Captured enemy materiel is collected and evacuated in the same manner as salvage. The regimental commander controls the distribution and use of captured supplies. The waste and wanton destruction of captured materiel is prevented. Subject to limitations of maintenance facilities and class III supplies,

enemy vehicles are used to supplement organic transportation. Captured enemy materiel is always reported to the next higher headquarters where it may be used as a source of intelligence information.

b. Enemy weapons are used only in emergencies. When they are used, friendly troops are notified. This prevents the characteristic sound of such weapons from attracting our own fire. Weapons or equipment that appear to be of new or unusual design are evacuated through intelligence channels.

#### **204. Evacuation of the Dead and Graves Registration**

a. Each company is responsible for the collection of the dead within its area. When possible, each organization evacuates its dead to the next higher echelon's collecting point. Where this cannot be done by the companies, the location of dead is plainly marked.

b. Positive identification of the dead is essential. Identification of dead within the infantry regiment is made from identification tags, from markings on the body, through reports of unit personnel, by personnel acquainted with the deceased, or from markings on clothing. Graves registration personnel keep accurate records, including name, service number, grade, organization, place, cause, and date of death and, if known, location of burial.

c. Dead are evacuated by a systematic procedure. Where possible, each unit of the regiment evacuates its dead to the battalion or regimental collecting points on transport en route to battalion or regimental trains areas. The location of any dead which cannot be evacuated is reported to the next higher

headquarters. As evacuation normally is made on ammunition vehicles returning to the rear, battalion and regimental graves registration collecting points are located in the vicinity of ammunition distributing points. Vehicles handling class I supplies normally are not used in the evacuation of the dead. All commanders insure that the dead are evacuated as quickly as practicable. Prompt evacuation is essential to morale. Where dead are numerous or their evacuation is difficult, battalion and regimental commanders may assist subordinate commanders by making personnel and transportation available to them to assist in the evacuation procedure.

*d.* Personal effects, including money, found on the body are collected by graves registration personnel. Personal effects will not be removed by company personnel. Any personal effects remaining in the company area are collected as directed by the unit commander and evacuated to the graves registration section. These personal effects are censored, inventoried, and placed in a suitable container for shipment. Any equipment and arms are removed and returned to supply channels by the unit, if collected by the unit, or by the graves registration section.

*e.* Isolated burials are avoided. If an isolated burial is necessary, a report is made promptly to the graves registration officer. This report gives the exact location of the grave and the identity of the body. Great care is taken to make certain that identification tags remain with the body. In the event of regimental burial, one tag remains on the body and the other is placed on a marker at the head of the grave.

## **205. Destruction of Vehicles and Equipment**

When necessary, materials are destroyed to deny their use to the enemy. The decision to destroy equipment is made only on authority delegated by the division or corps commander. When ordered, destruction is accomplished as systematically as any other military operation. There is complete disregard for future salvage by our own forces. Plans for destruction are prepared in the event of imminent capture.

## CHAPTER 11

### MANAGEMENT

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#### 206. General

*a.* Management consists of coordinating major operations dealing with supply, evacuation and hospitalization, transportation and service, and in relating these functions to the tactical operations of the regiment. The management function is carried out through the following operations:

- (1) Preparation of logistical estimates.
- (2) Preparation of logistical plans.
- (3) Preparation of the logistical portions of administrative instruction.
- (4) Supervision of the execution of the logistical portion of administrative instructions.
- (5) Preparation of logistical records and reports.

*b.* The regimental S4 has staff responsibility for the function of management and makes full utilization of the service company commander, the regimental surgeon, the regimental motor transport officer, the regimental munitions officer, as well as other individuals and units in the regiment.

#### 207. Estimates

*a.* The logistical estimate is continuous for any operation from the time information first becomes available until the operation is completed. The reg-

imental S4 constantly collects information and determines the status of supply, transportation, medical facilities, and maintenance in the regiment. At any time, the S4 may be called upon by the regimental commander to give an estimate for a particular operation.

*b.* On the regimental level, the logistical estimate is seldom written. The estimate is a mental process employed by the S4 using information which he has gathered. The commander generally is interested only in the conclusions reached. Should an involved operation be planned, the S4 may be called upon to submit a formal written estimate, as shown in FM 101-5.

*c.* Many sources of information are available to the S4 in making a logistical estimate. The principal sources are his assistants, who give details pertaining to their particular fields. Other sources are reports and directives from higher headquarters; information from adjacent, subordinate, or attached units; intelligence studies; data from staff publications such as FM 101-10; data from other staff officers; and information based on the accumulated experience of the unit.

## **208. Plans**

*a.* Once staff estimates have been submitted to the commanding officer and the commander's decision has been made, plans must be completed by the S4 for the support of the projected operation. Planning must be continuous and must begin as early as practicable. At the regimental level, planning is not conducted along formal lines, but must, never-

theless, be complete in every detail. In completing his logistical plan, the S4 must consider the—

- (1) Commander's decision.
- (2) Tactical situation.
- (3) Administrative situation.
- (4) Terrain over which the planned operation is to take place.

*b.* The logistical plan may be broken down into the following parts:

- (1) Supply.
- (2) Medical.
- (3) Transportation.
- (4) Service.
- (5) Miscellaneous.

The logistical plan of the S4 is generally not reduced to a formal written document. However, the plan may be written for unusual or complicated operations.

## **209. Supply Plans**

Supply plans are prepared by the regimental S4. These plans include—

*a.* Consideration of the status of all classes of supply.

*b.* Location of installations.

*c.* Arrangements for pickup, distribution, and breakdown of all classes of supplies.

*d.* Disposition of excess, salvage, and captured materiel.

*e.* Conservation measures.

*f.* Other special supply matters.

## **210. Plans for Class I Supplies**

These include—

- a.* Time and place supplies are to be received or drawn by regiment.
- b.* Location of class I breakdown point.
- c.* Schedule of issue to units.
- d.* Kitchen control.
- e.* Location of release point.
- f.* Location of water points.
- g.* Method of procurement and distribution.

## **211. Plans for Class II Supplies**

These include—

- a.* Requisitioning procedures.
- b.* Time and place that the regiment will receive or draw supplies.
- c.* Schedule and place of issue to units.

## **212. Plans for Class III Supplies**

These include—

- a.* Location of distributing points.
- b.* Time and place regiment will receive or draw supplies.
- c.* Time, place, and method of distribution to units.
- d.* Procedures for establishing regimental class III distributing points.
- e.* Conservation measures.

## **213. Plans for Class IV Supplies**

These include—

- a.* Location of engineer and other distributing points.
- b.* Time, place, and method of distributing fortification materials or additional tools.



*c.* Time and place that items for special operations, such as assault boats or flame throwers, will be received by units, including plans for their return to parent units.

*d.* Allotment of supplies for special operations to subordinate units, including the time and place of issue.

#### **214. Plans for Class V Supplies**

These include the—

*a.* Location and opening time of ammunition distributing points.

*b.* Time and place the ammunition vehicles of the battalion sections are released to battalion.

*c.* Control of ammunition vehicles of tank company and mortar company sections of service company.

*d.* Measures for the control of ammunition expenditures.

*e.* Probable future location of ammunition distributing points (route of ammunition advance in offensive operations).

*f.* Quantities of ammunition to be placed at weapon positions or issued to individuals.

#### **215. Other Plans**

*a.* Salvage and excess plans include—

(1) Location of collecting points.

(2) The methods of collection and disposition.

*b.* Captured materiel plans include—

(1) Location of collecting points.

(2) Means and methods of collection.

(3) Reports to be made about certain items.

- (4) Disposition instructions for different types of items.

*c.* Plans for special supply items (such as post exchange items) are similar to the plans for other items. These supplies are handled by special methods of distribution.

## **216. The Medical Plan**

This plan is prepared by the regimental surgeon, under the staff supervision of the S4. Plans are made for evacuating sick and wounded from forward areas. Hospitalization, as such, seldom will be included in the regimental plans unless a separate combat team is operating with hospital facilities attached. Evacuation plans will include consideration of the following:

*a.* Attachment of battalion medical platoons to battalions of the regiment.

*b.* Location of the regimental collection station.

*c.* Location of medical company headquarters.

*d.* Employment of litter bearer and ambulance sections.

*e.* Evacuation arrangements for separate companies of the regiments and attached units.

*f.* Communications between medical installations.

*g.* Medical supply.

## **217. The Transportation Plan**

*a.* This plan is prepared by the regimental motor transport officer, under the supervision of the service company commander. These plans will include the following:

- (1) Selection of supply routes.

- (2) Traffic priorities prescribed by division and applicable within the regimental area.
- (3) Restrictions on movement in daylight and darkness.
- (4) Designation of light lines.
- (5) Traffic control measures.
- (6) Arrangements for releasing portions of regimental trains to subordinate units.

*b.* Consideration must be given to establishing priorities for the use of vehicles on other than normally prescribed missions. Supply movements must be coordinated closely with troop movements.

## **218. Service and Miscellaneous Plans**

*a.* The service plan is prepared by the service company commander, under the supervision of the regimental S4. It includes the following:

- (1) Location of the regimental trains area.
- (2) Location and organization of maintenance sections.
- (3) Locations and schedules for bath units and clothing exchange units attached to regiment.
- (4) Recovery of damaged vehicles.
- (5) Location of collecting points for salvage, excess, or captured materiel, and for the dead. If service units are attached to the regiment, plans also must be included for their location and proper utilization.

*b.* Consideration must be given to points not covered in the preceding plan. Such miscellaneous plans include the following:

- (1) Security and defense of supply and service installations.

- (2) Security of supply routes.
- (3) Location of rear boundaries.
- (4) Communications within the trains area and between supply installations.
- (5) Instructions concerning maintenance of required records and submission of necessary reports.

## **219. Orders**

When a plan has been adopted, the troops should be informed by means of administrative instructions. Methods of issuing these instructions include the formal administrative order, paragraph 4 of the operation order, fragmentary administrative orders, annexes to orders, verbal directives, written messages, and standing operating procedures.

## **220. Formal Administrative Order**

This order seldom is used at the regimental level. However, special operations, such as airborne, air-transported, or separate regimental combat team operations, may necessitate the use of the administrative order. The regimental S4 has staff responsibility for the preparation of this order. The contents of paragraph 5 are furnished by the S1.

## **221. Paragraph 4 of the Operation Order**

*a.* This often is used at the regimental level for disseminating administrative instructions. Paragraph 4 is prepared by the regimental S4. Personnel instructions to be included in this paragraph are furnished by the S1. The paragraph is submitted to the S3 for incorporation into the operation order. There is no prescribed format for paragraph 4 of

the operation order, but the sequence in the administrative order should be maintained. Ordinarily, paragraph 4 of the operation order will contain only those instructions concerning procedures which must be altered for that particular operation.

b. Most administrative instructions are disseminated by fragmentary administrative orders, written messages, or verbal directives in the course of personal contact. These instructions are issued frequently and may be issued at any time the S4 deems necessary.

## **222. The Standing Operating Procedure**

a. The SOP is a set of instructions giving the procedures to be followed by a particular unit for the performance of those features of operations, both tactical and administrative, which the commander wishes to make routine.

b. A good standing operating procedure will eliminate the necessity for disseminating frequent and detailed administrative instructions. All orders are prepared with the unit SOP in mind. The SOP should be considered a part of every order issued by that unit, and must be considered by anyone who is to receive and execute an order.

c. The SOP serves the following purposes:

- (1) Simplifies the preparation and transmission of orders.
- (2) Simplifies and perfects the training of troops.
- (3) Promotes understanding and team work between commander, staff, troops, and installations.

- (4) Facilitates and expedites operations, both tactical and administrative, by minimizing confusion and error.

### **223. Supervision and Execution of Orders**

The S4, like other staff officers, must see that orders which he has issued in the name of the commander are properly carried out. He must make frequent checks of all installations concerned with supply, evacuation, transportation, or service. He must make frequent visits to the battalions and keep in touch with the battalion S4's as well as with the regimental separate company supply officers. He must constantly survey the performance of duties by his assistants and must insist that these assistants, in turn, supervise closely those functions for which each is responsible. By close surveillance of the execution of orders, the S4 can determine how policies are being carried out and when changes in existing orders are necessary.

### **224. Records and Reports**

On the regimental level, records and reports are held to the minimum. These generally will include the S4 portions of the unit journal, jacket files of all papers pertaining to supply for each unit, maintenance records, allocation of regulated items, work sheets which are necessary for the preparation of reports or of the unit report, and the S4 portion of the command report. Maintaining records will be necessary not only for preparation of reports called for by higher headquarters, but so that the S4 may also build up experience tables and factors to facilitate future planning. The division SOP will set

forth in detail the reports called for by higher headquarters. At a minimum, these will be the unit report called for daily and the command report called for monthly while in combat. It is particularly important for the S4 to know the status of vehicles and other essential items of equipment within the regiment at all times.

## CHAPTER 12

### SPECIAL OPERATIONS

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#### Section I. COLD WEATHER OPERATIONS

##### **225. General**

Logistical support for tactical operations in cold weather, or in arctic conditions, follows the same procedures employed for other combat operations. However, specialized equipment, additional training, and special handling of equipment usually are required. Organization and training are completed before beginning operations. This enables the personnel to familiarize themselves with operating special equipment.

##### **226. Supply**

*a.* Food is consumed at a much greater rate in extreme cold weather as compared to temperate climates because of the amount of body heat required by individuals operating in this type weather. Rations must be of a type not susceptible to damage by freezing. Ration requirements are increased to compensate for loss of air-dropped supplies, increased consumption, and spoilage. For units in the field, water may be stored in insulated 5-gallon vacuum jugs, 5-gallon insulated cans, or in individual containers. Immersion-type heaters may be used to prevent water stored in supply tanks from freezing.



Field distribution of water to troops and small units is handled in several ways. For immediate use, troops or units may fill their containers directly from the source. If this is done, the water must either be boiled or treated with individual water purification tablets. If 5-gallon cans are used to carry water, they are filled only three-quarters full so no water will be spilled and wasted during movement.

b. Many different items of clothing are necessary and a great variety of special organizational equipment is required in the arctic. These items of special organization equipment which should be considered for cold weather operations include casualty evacuation bags, vehicle auxiliary cold-starting aids (slave kits), extra battery chargers, antifreeze compounds, special cold weather hydraulic fluids, cold weather batteries, cargo sleds, mobile heated shelters in which to perform organizational maintenance, and low ground pressure oversnow vehicles. In general, increased stocks of spare parts will be needed for all equipment exposed to extreme cold, especially those which depend on lubrication for long life. Standard weapons, ammunition, vehicles, radios, and other organizational equipment work satisfactorily in the arctic during all seasons, provided they are winterized and equipped with winterization kits as prescribed in technical instructions published by the technical services. Large quantities of white camouflage paint will be needed for vehicles and other equipment. White sheets, which more nearly match the texture of snow than camouflage nets, should be supplied to individuals.

c. Special fuels and lubricants are required to meet extreme cold weather conditions. Fuel and lubricant requirements increase because of incomplete combustion and a greater amount of low gear driving. Large quantities of fuel are also used for heaters and cooking. Alcohol should be provided for mixing with motor fuel gasoline to assist in reducing the freezing of fuel lines. Whenever possible, vehicle fuel tanks should be kept filled to decrease condensation. Caution must be exercised to see that gasoline and alcohol do not fall on exposed flesh. These liquids are liable to cause severe frostbite to the exposed area.

d. Ice mines, used for blowing holes in ice to create water gaps for defense, security, or delaying the enemy, and track (ski) mines, used on ski or snow shoe tracks or trails, are used in great quantities in the arctic. Larger quantities of explosives will be needed in the winter for any excavation, such as constructing fortifications and digging graves. Plastic explosives solidify in extreme cold and cannot be molded or tamped; however, they are still very useful. Dynamite and other nitroglycerin explosives are adversely affected by extreme cold; this type of explosive becomes erratic and dangerous to work with at temperatures below  $-20^{\circ}$  F. TNT retains satisfactory characteristics in extreme cold. Illuminating shells can be expected to be used in large numbers because of the long hours of darkness during the arctic winter. Extreme cold does not affect the accuracy of weapons or the performance of small arms ammunition. Replenishment of ammunition may be restricted; therefore, ammunition economy

and fire discipline is extremely important and should be stressed by the commander.

## **227. Evacuation and Hospitalization**

The danger of a wounded or injured man suffering shock is greatly increased in the arctic. Cold hastens the onset of shock. If medical aid does not reach the casualty or nonbattle loss quickly or if he cannot be transported to a warm shelter in a relatively short time, his chance of recovery is greatly reduced. The following principles for handling sick and wounded in the arctic should be observed to limit the death rate:

*a.* Prompt collection of casualties and nonbattle losses and rapid evacuation to warm shelters.

*b.* Assignment of two company aidmen to each combat platoon. Litter bearer sections of the battalion medical platoon and the collecting platoon must be augmented to permit rapid transportation of casualties and nonbattle losses. The ambulance section of the collecting platoon must be able to provide heated transportation for patients. Oversnow vehicles, sleds, and other evacuation means must be provided.

*c.* Provision of medical treatment facilities within enclosed, heated shelters. Casualty evacuation bags must be available to permit maximum patient comfort and ease of treatment without exposing the casualty and nonbattle loss to the elements.

*d.* Provision for heated shelters at frequent intervals along the route of evacuation to provide warming facilities for casualties, nonbattle losses, and evacuation personnel. Warm drinks for the patients must be available at these installations.

e. Utilization of air evacuation, when available, for serious cases or those cases that cannot be returned to duty.

## **228. Transportation**

Lack of existing road nets, difficulties imposed by wide ranges of temperature, dense timber cover, deep snows in the subarctic, and permafrost and swampy ground throughout the area in the summer complicate the problem of transportation. Various combinations of air, water, wheeled, tracked, and sled transportation will be required. Wheeled vehicles are roadbound to an unusual extent in the arctic during all seasons. Low ground pressure amphibious vehicles are extremely useful for cross-country transportation during all seasons in the arctic. The cold, ice, and snow of arctic winters require special driving and maintenance techniques for wheeled vehicles. Training of drivers and mechanics should include the following:

a. Driving techniques on slippery roads and in deep snow.

b. Proper operation of engine preheaters. This training includes use of the preheaters in bivouac or assembly areas to provide necessary heat for cooling systems, cylinder walls, crankcase, and battery. Idling of motors to keep them warm is avoided as excessive idling results in quick damage to the motors because of low oil pressure.

c. Importance of checking tires frequently. Vehicles left standing develop flat spots on tires. At first, they must be driven slowly to round out tires.

d. Special maintenance procedures. Even though

the most careful training has been given to drivers and mechanics, leaders at all echelons must exercise constant supervision to insure that careful driving speeds are observed and that preventive maintenance is performed in spite of the difficulties imposed by the cold.

## **229. Service**

*a.* Providing shelter for the troops, command posts, kitchens, messes, medical, and service installations may easily become the greatest problem in the arctic.

*b.* Characteristic of some of the maintenance problems to be met are the following:

- (1) Use of proper lubricants.
- (2) Protection of optical instruments from sudden and great changes in temperatures.
- (3) Keeping chains, shovels, and sand with all vehicles.
- (4) Keeping batteries warm and fully charged.
- (5) Necessity for taking vehicles to heated shelters for maintenance. This is required even where the maintenance is only servicing or minor repair work.
- (6) Necessity for completely winterizing all vehicles.

*c.* Requirements for service personnel must be kept to a minimum. There is danger that the organization of the service element will pyramid if service requirements are set higher than the absolute minimum required.

*d.* Vehicles should not be subjected to undue strain when driving because metal is brittle at low temperatures. Trains areas are readily located from the

air unless camouflaged. Vehicles are particularly easy to see. Vehicles may have to be painted white. Future plans for the storage of equipment must always be made. Training must be conducted and care taken that special equipment is worn as prescribed.

## **Section II. MOUNTAIN OPERATIONS**

### **230. General**

Logistical support of units operating in mountain areas is complicated by the difficulty in transporting supplies and personnel. Pack animals and hand-carry are used to much greater extent than in operations over less rugged terrain. This frequently limits the amount of supplies that can be moved and requires improvisation and consideration of every means to get supplies forward. Although the principles of logistical support in mountain operations are similar to those for normal operation, the methods and procedures must be adapted to the situation.

### **231. Supply**

*a.* More food is required in mountain operations than under normal conditions. Mountain fighting is strenuous, and the body requires additional heat in cold weather. Every effort is made to serve hot meals. Kitchen equipment and personnel may be moved forward and remain close behind their units. Canned rations are heated and hot drinks prepared. Extra heating devices, such as field ranges and small detachment stoves, may be used in the forward areas to heat or reheat food, if feeding is delayed. Small cooking outfits and individual heating tablets are

effective in preparing hot food for isolated groups, outposts, or patrols. Although water may be abundant and appear pure, purification is necessary and should be effected by approved methods. The 5-gallon water can is a very satisfactory container for mountain operations. If the regiment is using pack animals, forage requirements must be determined and the forage obtained and delivered.

b. The supply of class II and class IV items is complicated because of the special equipment required. Many of these items will be authorized through special allowances and tables while the need for others will be determined by the current situation. Unit supply officers must be familiar with special items of mountain equipment and items which may be substituted. Because of transportation difficulties, requirements must be carefully estimated. Consideration must be given to the fact that individual items of clothing wear out faster in mountains than under normal conditions of combat. Supplies are delivered as close to using units as possible.

c. Although the use of motor vehicles is restricted in mountain operations, careful consideration must be given to plans for the distribution of gasoline. The vehicles used will consume more gasoline than in normal operations because of extensive low gear driving. Gasoline requirements for cooking will probably be higher than normal because of wider use of small unit burners. Gasoline is obtained through the exchange of empty 5-gallon cans for full ones. Oil and lubricants are obtained as needed.

d. Because of the weight and bulkiness of class V supplies, ammunition distributing points must be

located relatively close to the front lines to reduce the difficulty and delay in delivery imposed by the terrain. Ammunition distributing points, as well as weapons, are sited with the view of reducing the ammunition haul to the minimum. Mortar positions in particular should be located near accessible routes. Every means of transporting ammunition forward is considered.

### **232. Evacuation and Hospitalization**

*a.* The unusual type of terrain that will be encountered in mountain operations will require ingenuity and improvisation upon the part of medical personnel if the medical service of the unit is to function efficiently. The basic principles will still apply in mountain operations, but they must be fitted to the terrain.

*b.* More patients must be carried by litter because of the lack of roads. Because of the narrow trails, steep declines, and deep ravines, the normal four-man litter squad must be enlarged to a six-or eight-man squad to evacuate a casualty or nonbattle loss. Improvised methods of patient evacuation such as the travois (two trailing poles serving as shafts, bearing a litter) or the aerial tramway may be employed. The use of an aerial tramway to span a ravine often will reduce by hours the transportation time for a casualty or nonbattle loss. If pack animals are available, the casualty or nonbattle loss may be transported by the cacolet (a pack saddle adapted for carrying a litter). Whatever means is used, the casualty or nonbattle loss must be evacuated. The problem can be solved by ingenuity and the utilization of the means at hand.



*c.* Because the operation may be quite widely separated, the use of the regimental collecting station may not be feasible. In any event, the casualty or nonbattle loss must be prepared at the unit aid station to withstand extended evacuation to the clearing station. This is usually practicable as operations in mountains move more slowly than those in normal terrain.

*d.* The native population of a mountainous area frequently employs animal transport for its own needs. If there are animals in the area that are suitable for transportation of casualties and nonbattle losses, every effort should be made to procure them for this purpose.

### **233. Transportation**

Motor transportation in mountain operations must be drastically reduced. Supplies usually are transported by stages. They are moved as far forward as possible on vehicles and then transferred to pack animals. The animals shuttle them as close to unit areas as possible. Finally, supplies are moved forward to front line units by hand-carrying parties. Native porters are used wherever possible. When supplies must be moved up vertical cliffs and across deep crevices, improvised cableways, block and tackle, hoists, and winches may be used. Supply by air may be used when necessary.

### **234. Service**

*a.* Motor transportation maintenance assumes unusual importance in mountain operations. Before and during operations in steep terrain, the safety devices of all vehicles must be checked since mechan-

ical failure may cause serious accidents. Proper adjustment of brakes is especially important.

b. Because of delivery difficulties, rolls or packs are seldom dropped except in a coordinated attack on a limited objective. Personnel require this individual equipment because of low temperatures at night.

### **Section III. JUNGLE OPERATIONS**

#### **235. General**

All classes of supplies deteriorate rapidly in jungle areas. Movement is difficult, supply points must be located close behind advancing troops, jungle diseases increase the need for preventive medicine, and severe supply economy must be practiced to survive.

#### **236. Supply**

a. Rations will necessarily consist of nonperishable items. However, to provide healthful nutrition and to maintain morale, hot meals should be served whenever possible. The number of rations which are carried by the individual soldier is governed by such factors as how and in what quantities food is brought forward, when resupply will be effected, and the estimated duration of the operation. Individual or group cooking may be used where carrying parties are not practical. Feeding frequently is done during daylight because of the danger and difficulty of movement at night as well as the possibility of night attacks by the enemy.

b. Class II supplies deteriorate rapidly. Clothing, particularly shoes and socks, lasts only a very short time. Requirements for items of this nature should

be estimated well in advance and special provision made for adequate resupply. Companies and similar units should carry a limited emergency supply of shoes and socks in assorted sizes. Weapons and ammunition often must be limited to that which can be carried by the troops and on the few vehicles capable of moving with the troops. Command decisions must be made concerning the amounts and types of weapons and ammunition to be carried, giving careful consideration to transportation difficulties and to the weapons needed to accomplish the mission.

*c.* The supply of class III items does not normally present a great problem because few vehicles will be in operation. However, battalion and regiment will establish class III distributing points for those vehicles that can be used. Replenishment will be made by the usual method—exchanging empty 5-gallon cans for full ones.

*d.* In addition to authorized allowances, an increased amount of special items of clothing and equipment (class IV supplies) may be needed. Additional unit equipment as well as individual equipment should be available. Large amounts of such materials as concrete and sandbags are seldom used in defensive positions because of transportation difficulties.

*e.* Ammunition and explosives often will present supply problems in the jungle because of their weight and bulkiness. This problem may be solved by using fewer and lighter weapons. However, the best solution is to control ammunition expenditures rigidly, employing only those weapons necessary for the fire mission. Company, battalion, and regimental am-

munition distributing points will be located close behind the front line units to facilitate supply.

### **237. Evacuation and Hospitalization**

*a.* In jungle operations, medical personnel have two principal missions: To implement preventive measures and to care for and transport the sick and wounded. Both of these missions are magnified in jungle operations.

*b.* Disease control is vitally important to prevent excessive loss of personnel by illness. Good hygiene and sanitation are difficult in temperate climates and are even more difficult in tropical climates. The education of commanders and troops in preventive medicine is the only method for a healthy command.

*c.* Jungle terrain is difficult to traverse. Vehicles cannot move in many areas where casualties and nonbattle losses will be found. Therefore, hand-carry of casualties and nonbattle losses is the only method available in many instances. Litter teams must be increased to six or eight men. Native bearers to transport casualties and nonbattle losses are normally available and are easily trained. Trained medical personnel must accompany native bearer to perform emergency medical treatment en route to medical installations.

*d.* A combination of all available means of evacuation is normally required to evacuate casualties and nonbattle losses in jungle operations. Hand-carry, vehicles, boats, and rafts may be used to evacuate patients. Air evacuation may be used at times, but within the infantry regimental area, surface transport normally will have to suffice.

e. All troops must know first aid, personal hygiene, and military sanitation. Training in edible plant life and animal life is important for the survival of those who are cut off or lost.

### **238. Transportation**

Virtually every characteristic of the jungle limits mobility. Therefore, consideration must be given to every available means of getting supplies forward. The use of motor vehicles usually will be confined to beaches or to trails which have been improved. Water transportation, both coastal and inland, is often an economical and positive means of moving supplies. Aircraft, which land or drop supplies, often are effective. The primary requisite for efficient aerial resupply by parachute or free fall is a carefully selected and well-marked drop zone. Good drop zones prevent losses caused by dropping supplies in inaccessible places or where they can be recovered by the enemy. Teams should be organized within the unit to collect the dropped supplies, bring them to a central supply point, and break them down for issue. Pack animals, particularly trained quartermaster pack trains, are a valuable source of transportation when available. The most reliable and most common means of transportation in the jungle is hand-carry, either by troops or by native porters. The use of native porters is preferred as they usually are well acclimated and can carry heavy loads, thus reducing or eliminating the use of combat troops as carrying parties. For maximum efficiency and control, native porters should be closely supervised.

### **239. Service**

Service requirements in the jungle are extremely heavy. Roads and trails must be constructed or greatly improved. Water must be purified, and distributing points must be kept close behind the troops. Maintenance is performed as far forward as possible, usually working much closer to combat units than under normal conditions. It is usually more practicable to bring the service to the item than the item to the service.

### **240. Management**

Supply economy, properly enforced and practiced, will greatly ease many logistical difficulties. Because of the tendency toward rapid decay, supplies and equipment must be constantly cleaned, maintained, and protected. Commanders must make frequent inspections. Troops should be issued extra cleaning, lubricating, and preservative materials.

## **Section IV. AMPHIBIOUS OPERATIONS**

### **241. General**

Logistical support for an amphibious operation differs from that for a normal operation primarily in the utilization of transportation. In planning for support of an amphibious operation, availability of shipping space must be considered.

### **242. Supply**

*a.* Supplies of all classes are divided into increments to coordinate loading and unloading to provide the initial supply for units landing on separate beaches. While each echelon is planned and loaded

as a separate and distinct part, the situation upon landing may result in the simultaneous unloading of several echelons. These echelons are classified as individual reserves, initial reserves, beach reserves, and landing force reserves.

*b.* Field rations are used during an amphibious landing. Generally, one or two rations are carried by each person. Vehicle crews carry their rations in their vehicles. Initial ration reserves generally are loaded with the troops and are landed after the assault troops are ashore.

*c.* All personnel embark with filled canteens. All 5-gallon water cans are filled before they are taken ashore. The commanding officer of the ship is responsible for supplying water en route to the objective and until local sources on land become available. If water sources are not available ashore, empty water cans may be returned to the transport for refilling or may be refilled from tanks installed in landing craft. Transports can furnish water for all personnel at the rate of 2 gallons per man per day. All personnel are issued purification tablets and are thoroughly instructed in their use. Local water sources are not used until the water is purified.

*d.* Salt tablets, malarial suppression tablets, insect repellents, and seasick tablets are issued as needed.

*e.* Individual clothing and equipment to be carried by all personnel are indicated in detail in the regimental combat team commander's order. Generally, an initial reserve of 5 to 10 percent of the individual clothing and equipment for assault personnel is loaded with the landing team. Clothing may be bundled by sizes, and individual weapons and equip-

ment by type. Each bundle is waterproofed and is sent ashore following the assault waves. These articles replace the clothing and equipment lost by men in swimming ashore.

*f.* The higher commander's plans usually provide for the embarkation of all vehicles, with gasoline tanks three-quarters full and crank cases filled with oil. In addition, gasoline in spare 5-gallon cans, and extra oil and lubricants in issue containers accompany each vehicle. Spare cans are placed in the body or cab of the vehicle to prevent damage and the consequent spilling of contents during loading and unloading. Spilled lubricants and fuels are serious fire hazards aboard ship.

*g.* Class IV supplies usually consist of engineer and medical items required in the assault. Additional engineer equipment required for amphibious operations is prescribed by higher commanders. It accompanies the battalion shore party or attached engineer units. Additional heavy equipment for inland construction is given a priority in the assault unit's loading plan.

*h.* Medical supplies are carried by the attached medical units. Additional types and quantities to be taken ashore in the assault are prescribed in the regimental administrative order. The plans also provide for emergency items of call.

*i.* Class V supplies include all ammunition, demolitions, and explosives required in the assault. They are loaded aboard ship in a manner that permits unloading by type and quantity desired. Normally, ammunition to be issued to each man and



weapon crew just before debarkation is placed in an accessible hold or locker.

*j.* An initial ammunition reserve in balanced loads is placed on vehicles for dispatch to the beach as soon as practicable. This reserve also includes emergency bulk or palletized supplies in balanced quantities and types, loaded to make them available on call.

### **243. Evacuation and Hospitalization**

*a.* Amphibious operations require extensive planning by the medical company for the proper support of the unit. Medical planning includes such considerations as augmentation of the company when additional combat troops have been assigned or attached to the regiment, buildup of supplies, and extensive amphibious training.

*b.* Augmentation is accomplished by attaching additional litter bearers, company aidmen, and other medical personnel to the medical company. These additional personnel will probably come from units under army control. Early requests for such augmentation must be made through channels.

*c.* In addition to the increase of personnel, such additional equipment as will be needed initially must be assembled. If special types of equipment or supplies are to be required, procurement must be instituted as early as possible.

*d.* Loading of medical personnel must be performed in such a manner as to permit immediate initiation of medical service upon arrival on the shore. Enough personnel and supplies must be available to permit operation until resupply is made.

Medical equipment and personnel are distributed in small craft in such a manner that the loss of one craft will not disrupt adequate medical service.

*e.* Small craft unloading personnel and equipment on the shore are further utilized to move casualties and nonbattle losses to craft designated for more complete care and treatment of the wounded. In the initial phase, naval craft and personnel are used extensively in the treatment of casualties and nonbattle losses.

*f.* Naval hospital ships can be expected to actively support army amphibious operations in the early stages. They usually arrive with equipment and supplies for the support of ground operations on D-day plus two. Hospital ships provide the only established beds available. They relieve shore units of casualties until the beachhead is expanded enough to permit more elaborate medical facilities.

#### **244. Transportation**

Assault units usually make changes and additions to standard equipment during amphibious operations because of limitations on ship cargo. Such restrictions may limit the organic transport of each assault unit or require substitution of other type and size transport. Normally, the assault unit commander can plan on a 30 to 50 percent reduction in organic transportation.

#### **245. Service**

Services are very limited in the initial phase of an amphibious operation. For this reason, maintenance for vehicles and equipment must be completed prior to the embarkation of the unit.

## 246. Management

*a.* Administrative and logistical plans to support the operation are made as soon as the basic tactical plan is decided upon. Plans are made to—

- (1) Move the landing team to the embarkation area.
- (2) Procure and prepare the supplies, equipment, and troops for embarkation.
- (3) Embark the troops, equipment, and supplies aboard the transport or landing ships.
- (4) Provide for the administration of the troops during the movement to the objective area.
- (5) Debark the equipment and supplies at the proper time and in the prescribed sequence for the landing attack plan.
- (6) Provide for the care and evacuation of casualties.
- (7) Provide for the control and landing of emergency supplies.

*b.* During planning, the following loading forms are prepared by company and detachment commanders:

- (1) Unit personnel and tonnage tables.
- (2) Vehicle summary and priority tables.
- (3) Cargo and loading analysis.
- (4) The cargo manifest.

*c.* The following forms are prepared by the unit loading officer:

- (1) Consolidated unit personnel and tonnage tables.
- (2) Consolidated embarkation and tonnage tables.

- (3) Consolidated vehicle summary and priority tables.
- (4) Consolidated cargo and loading analysis.
- (5) The storage diagram.
- (6) Consolidated vehicle table.

## **Section V. DESERT OPERATIONS**

### **247. General**

*a.* All deserts, regardless of altitude, have certain characteristics in common, such as lack of water, absence of vegetation, large areas of sand, extreme temperature ranges, and brilliant sunlight. The terrain in deserts is not necessarily flat and level. There are hills and valleys, mountains and sand dunes, rocks, shale, and salt marshes, as well as great expanses of sand. There are few roads and trails. Those that exist connect villages and oases. Travel is not, however, confined to roads and trails, but usually is possible in any general direction. There are few landmarks, and maintenance of direction often is difficult. Mirages are a constant source of error. Distances are deceptive and usually are greatly underestimated.

*b.* The effect of weather upon operations must be considered. Seasonal rains may make cross-country movement difficult or impossible. Dust and sand storms reduce visibility, facilitating surprise movement of forces but greatly increasing maintenance problems.

*c.* Desert warfare is characterized by the dependence of movement and operations on supply, particularly the supply of water. Supply will be maintained by vehicles traveling across country and, if

available, by air transport. Time and space schedules developed by experience in other terrain are of little value in the desert. The complete absence of roads in forward areas, the difficulties of maintaining direction, the vulnerability of supply movements and installations to attack by mobile ground forces or aircraft, the danger of sandstorms, and the loading difficulties caused by the necessity for dispersion, all require a new conception of time in movement of supplies. Successful operations are dependent upon cross-country mobility; adequate maintenance, supply, and reinforcement of rapidly moving forces; dependable communications; and the coordinated action of air and ground forces. Mobile ground units or units transported by air assume increased importance.

#### **248. Supply**

*a.* Local sources can not be depended on to supply food for troops engaged in desert operations. Even small long-distance patrols should be supplied with sufficient food to cover the period of their operations. Normal field and combat type rations are suitable for the nourishment of troops in the desert. However, it usually will be impossible to conduct unit messes in the field when troops are within operating range of hostile fighter and bombardment aircraft. Cooking, therefore, will have to be done by individuals and small units. Rations should be so packed that they can readily be broken down for issue to individuals and small groups. They should be of a type that enables individual preparation with a minimum amount of water. This indicates the neces-

sity for a high proportion of canned goods. Every vehicle should carry, as a reserve only and never for daily consumption, 3 days' supply of water and three rations for emergency use. Unit trains should carry one ration and a minimum of  $1\frac{1}{5}$  gallons of water per man. This requirement will influence the personnel and armament capacity of all combat vehicles.

*b.* Estimates of class II supplies are based primarily on the high rate of breakage of vehicular parts expected in desert operations. Clothing and special individual equipment which will add to efficiency and comfort are requested through normal supply channels.

*c.* The fluidity of action in desert operations results in many unexpected movements and unforeseen engagements with mobile hostile forces. Daily estimates of needs in class III supplies will frequently prove inadequate, and emergency reserves must be held readily available. Unit trains should contain at least 100 unit miles of fuel.

*d.* The fundamental principles of the ammunition supply system are adhered to. Unit commanders are responsible for keeping their unit's basic load intact. However, the amount of ammunition carried in combat vehicles often is limited by soft terrain and an extended radius of operations. Mobile stocks may be held available and shifted to meet requirements of forward units.

*e.* Adequate water supply is the problem which dominates all others.

#### **249. Evacuation and Hospitalization**

The large area over which operations normally are carried out in the desert requires that there be an

increase in medical means of evacuation. Installations are located at distances much greater than normal. The evacuation of casualties and nonbattle losses is normally performed by vehicles traveling long distances. Within the infantry regiment, organic evacuation transportation may be augmented by other vehicles of the medical company and by using other military vehicles to transport casualties. Installations must be capable of holding casualties and nonbattle losses to permit vehicles to make trips over the longer distances. At times, evacuation may be limited to night movement for the safety and comfort of the patients. Generally, a high degree of mobility is maintained at the regimental level of medical service. If casualties and nonbattle losses are being held at installations for short periods, sufficient transportation must be available to permit complete evacuation of casualties and nonbattle losses on short notice. This permits the installation to move in its normal supporting role with the tactical unit.

## **250. Transportation**

Movement of troops on foot over considerable distance is not practicable for desert operations. The great distances involved, the lack of concealment, the difficult ground surface, and the excessive water consumption produced by the exertion of marching, limit movement on foot to close combat only. Every type of military vehicle, with the exception of motorcycles, can be employed in the desert when modified for use in such terrain. Sand increases the importance of preventive maintenance. Filters require par-

ticular attention, water requirements are increased, and preventive maintenance services and inspections are intensified.

### **251. Service**

The difficulty of concealing the location of supply and service installations in the desert limits services considerably. Maintenance, as prescribed in present manuals, will keep vehicles in operating condition (FM 25-10). The importance of maintenance must be impressed on all concerned, with special emphasis placed on first and second echelon maintenance. Supervision is difficult under combat conditions because of the difficulty of assembling for inspections.



## **CHAPTER 13**

# **ORGANIZATION AND DUTIES OF MEDICAL COMPANY PERSONNEL**

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### **Section I. INTRODUCTION**

#### **252. Composition**

The medical company, infantry and airborne regiments, consists of a company headquarters, a collecting platoon, and three battalion medical platoons (fig. 25). For details of composition and equipment see the current tables of organization and equipment.

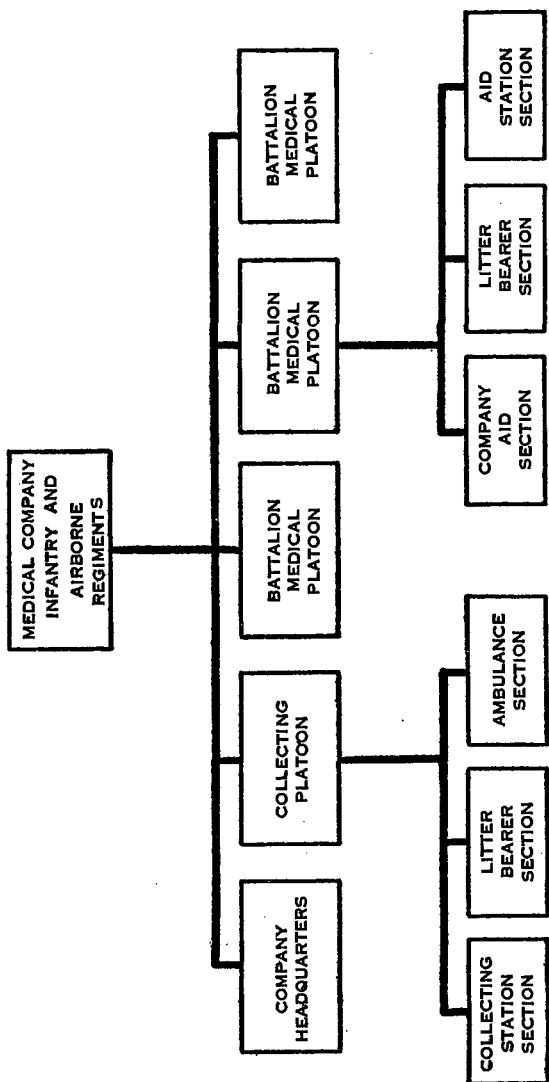
### **Section II. COMPANY HEADQUARTERS**

#### **253. Personnel**

The company headquarters consists of the personnel required to perform the command and administrative duties of the unit.

#### **254. The Regimental Surgeon**

*a.* This officer commands the medical company and is a regimental special staff officer. As a member of the regimental staff, he keeps the commander informed on the medical situation and the capabilities of the medical company. He recommends measures for the prevention of manpower loss from disease, injury, and wounds. This includes the control of communicable, climatic, and nutritional diseases.



*Figure 25. Medical company infantry and airborne regiments.*

*d. The assistant section sergeant* assists in the care of casualties and nonbattle losses.

*e. Medical aidmen* perform technical duties appropriate to their specialty.

*f. The truck drivers* operate and maintain the collecting station vehicles.

*g. The five company aidmen* in the collecting station are normally attached as follows:

(1) Two aidmen to the heavy mortar company.

(2) One aidman to tank company.

(3) One aidman to service company.

(4) One aidman to regimental headquarters and headquarters company.

## **258. Litter Bearer Section**

*a. The section leader*, a Medical Service Corps officer, commands the litter bearer section and makes timely recommendations for its employment. His section normally operates from a site near the collecting station. He closely supervises the litter bearers, personally checking the status of evacuation at the battalion aid stations and along the litter evacuation routes.

*b. The section sergeant* assists the section leader in the operation and supervision of the section.

*c. The litter bearers* of the collecting platoon evacuate casualties and nonbattle losses from the battalion aid stations to the regimental collecting station. The litter bearers are qualified medical aidmen who supervise treatment of casualties and nonbattle losses en route. They are frequently used to reinforce the litter bearers of the battalion medical platoon. Whenever indicated, the litter bearers operate with the ambulance section of the collecting platoon.

## **259. Ambulance Section**

*a. The section leader*, a Medical Service Corps officer, commands the ambulance section and makes recommendations for its employment. The section normally operates from a site near the collecting station. The section leader closely supervises evacuation at the battalion aid stations. He selects ambulance evacuation routes.

*b. The section sergeant* assists the section leader in the operation of the ambulance section.

*c. The truck drivers* operate the vehicles in which casualties and nonbattle losses are evacuated from the battalion aid stations to the regimental collecting station. They may assist battalion medical platoons in evacuating casualties and nonbattle losses who are forward of the battalion aid station. They are qualified medical aidmen.

*d. The ambulance orderlies* assist in evacuating casualties and nonbattle losses from the battalion aid stations to the regimental collecting station. They also serve as assistant ambulance drivers and are qualified medical aidmen.

## **Section IV. BATTALION MEDICAL PLATOON**

### **260. General**

The regimental medical company has three battalion medical platoons identical in organization and functions. Each platoon consists of a battalion aid station, company aidmen, and litter bearers. Each platoon is attached to an infantry battalion in combat to provide medical support.

### **261. Battalion Surgeon**

This officer commands the battalion medical

platoon. As a member of the battalion commander's staff, his duties correspond to the staff functions of the regimental surgeon. He bases his plans on the tactical plan of the infantry battalion commander.

## **262. Duties of Battalion Surgeon**

The battalion surgeon—

- a.* Makes an estimate of the medical situation.
- b.* Prepares a medical plan, assigns duties, and establishes and operates one or more battalion aid stations.
- c.* Personally treats the sick and wounded.
- d.* Has continuous reconnaissance made for the relocation of aid station.
- e.* Maintains contact with his battalion commander and formulates medical plans as the situation develops.
- f.* Keeps the battalion commander informed about the medical situation, including medical supply, and makes recommendations concerning medical service.
- g.* Keeps the regimental surgeon informed of the medical and tactical situations.
- h.* Makes requests of the regimental surgeon for medical support, additional supplies and equipment, and helps in the evacuation of casualties and non-battle losses.
- i.* Supervises measures for the prevention of disease and injury within the battalion.

## **263. Other Battalion Aid Station Personnel**

*a.* *The medical assistant*, a Medical Service Corps officer, is especially trained in emergency medical treatment. He assists the battalion surgeon in the

care of the sick and wounded and in the operation of the battalion medical platoon.

*b. The platoon sergeant*, who is also supply sergeant, is in charge of the enlisted personnel of the platoon. He assists in the care of casualties and nonbattle losses.

*c. The assistant platoon sergeant* assists in the care of casualties and nonbattle losses.

*d. The medical aidmen* receive casualties and nonbattle losses, sterilize instruments, administer hypodermic medication, perform shock nursing, apply splints, and assist in setting up or moving the station equipment.

## **264. Company Aidmen**

*a.* Company aidmen normally are attached to the companies of the battalion on the basis of one per combat platoon. They treat emergency cases on and off the battlefield and place casualties and nonbattle losses in marked, protected places to wait the arrival of litter bearers. The aidmen direct walking wounded to the aid stations. They inform the battalion surgeon of the situation by means of messages carried by litter bearers or, in emergencies, by walking wounded.

*b.* When the time and the tactical situation permit, aidmen initiate emergency tags for all wounded who have been treated. When practicable, they also tag the dead and clearly mark the location of bodies.

## **265. Litter Bearers**

The number of men in a litter team varies with the terrain and the litter haul. Generally, however, there are four men to a team. The team evacuates

the wounded to the battalion aid station. In areas comparatively free from enemy fire, platoon vehicles may be used for this work. Vehicles are used to speed evacuation and conserve the strength of litter bearers. Duties of litter bearer teams include—

- a.* Maintaining contact with the combat elements.
- b.* Moving those wounded who are unable to walk to the battalion aid station.
- c.* Directing or guiding the walking wounded to the battalion aid station.
- d.* Administering emergency treatment to the wounded.
- e.* Assisting the battalion aid station personnel in moving and reestablishing the aid station.
- f.* Acting as messengers.
- g.* Initiating emergency medical tags for the dead and, when practicable, marking the location of the dead.

## **266. Equipment**

A battalion medical platoon has organic medical equipment for the treatment and care of sick and wounded. When vehicles cannot be used, platoon personnel carry the equipment on pack boards. All vehicles, including trailers, can easily be converted into patient carriers.

## CHAPTER 14

### EMPLOYMENT OF MEDICAL COMPANY IN COMBAT

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#### Section I. MEDICAL SERVICE AND SUPPLY

##### **267. Medical Services**

The regimental medical company provides medical service for the regiment. Dental care of the regiment is provided by the division medical battalion. Optical service is provided by army.

##### **268. Mission**

The mission of the regimental medical company is to provide unit medical service. Unit medical service includes—

- a.* Emergency medical treatment.
- b.* Establishment and operation of battalion aid stations and a collecting station.
- c.* Reception, sorting, and temporary care of casualties and nonbattle losses.
- d.* Removal of casualties and nonbattle losses by litter or ambulance to battalion aid stations and to the collecting station.
- e.* Continuous medical care for casualties and nonbattle losses until evacuated from the regiment.
- f.* Continuous supervision of all measures for the prevention of disease and injury within the regiment.



## **269. General Scheme of Evacuation**

Company aidmen give emergency medical treatment to casualties in combat and direct the walking wounded to the battalion aid station or designated ambulance loading points. They place the seriously wounded in marked and protected places for evacuation to the battalion aid station by litter bearers or by  $\frac{1}{4}$ -ton patient-carrying vehicles. Casualties and nonbattle losses are treated at the battalion aid station and are returned to duty or evacuated to the regimental collecting station by ambulance or litter bearers (fig. 26). Casualties and nonbattle losses occurring in the regimental zone of action who are from units not organically a part of the regiment may be treated and evacuated through the existing regimental facilities, or they may be evacuated directly to the division clearing station.

## **Section II. BATTALION AID STATION**

### **270. General**

A battalion aid station is an installation for the treatment of the sick and wounded. It is established by a battalion medical platoon of the regimental medical company and provides medical service for troops operating in the battalion area.

### **271. Location**

The battalion aid station is established as far forward within the battalion area as the tactical situation permits. It may be located farther forward in the attack than the defense. Considerations governing the location for a battalion aid station include the following:

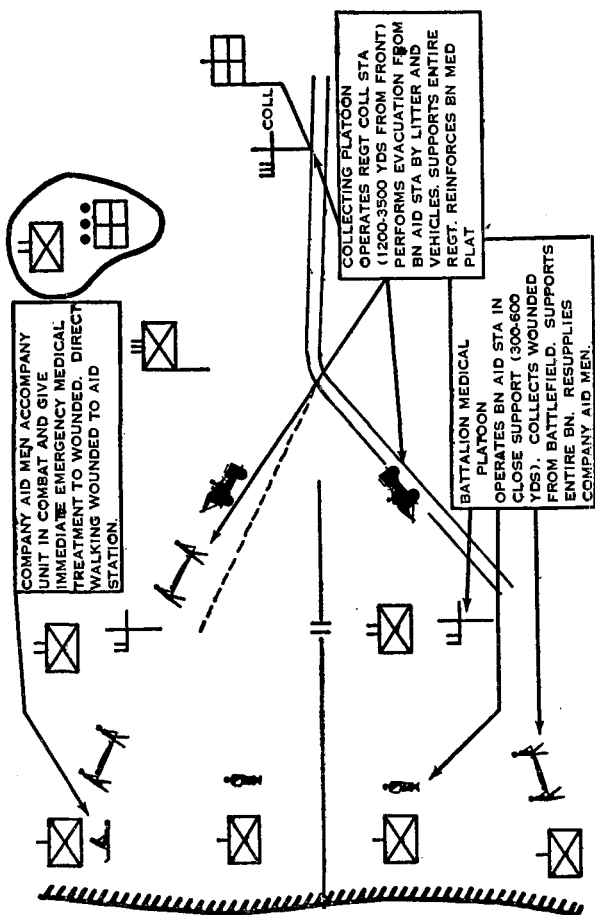


Figure 26. Chain of medical evacuation within the regiment.

- a.* Tactical operation of the supported unit.
- b.* Expected areas of casualty density.
- c.* Protection afforded by defilade.
- d.* Convergence of lines of drift.
- e.* Length of litter haul.
- f.* Concealment and security.
- g.* Protection from the elements.
- h.* Accessible evacuation routes to the front and rear.
- i.* Avoidance of prominent features or installations such as bridges, fords, important road junctions, firing positions, and supply installations (fig. 27).

## **272. Functions**

At the battalion aid station, casualties and nonbattle losses requiring further evacuation are treated and prepared for transportation to the rear. Constant efforts are made to prevent unnecessary evacuation. Casualties and nonbattle losses with minor injuries, wounds, and illnesses are given treatment and returned to duty. Casualties and nonbattle losses are not permitted to accumulate because they impair mobility. Specific functions of a battalion aid station include—

- a.* Receiving and recording casualties and nonbattle losses.
- b.* Examining and sorting casualties and nonbattle losses, and returning the physically fit to duty.
- c.* Treating casualties and nonbattle losses, such treatment being limited to that necessary to prepare them for further evacuation.
- d.* Preventing or treating shock.

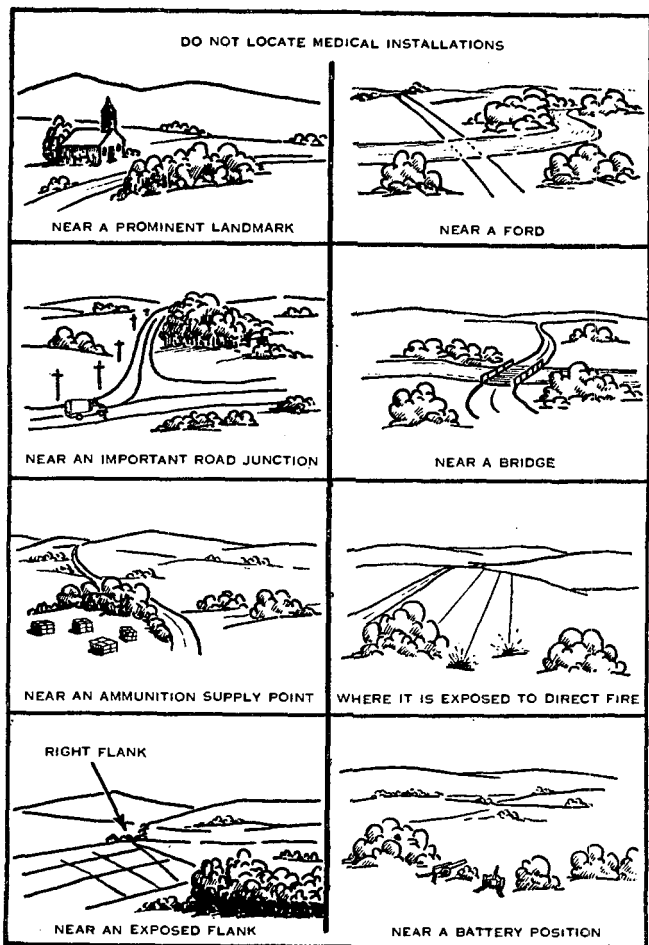


Figure 27. Avoid prominent features or probable targets.

*e.* Providing temporary shelter and protection for casualties and nonbattle losses.

*f.* Providing temporary treatment for combat exhaustion cases.

*g.* Assisting in loading casualties and nonbattle losses on the collecting platoon vehicles.

*h.* Notifying the battalion S1 daily of all casualties and nonbattle losses processed through the aid station, giving name, rank, service number, organization, and status, as directed by the unit's SOP.

### **273. Internal Arrangement and Displacement**

*a.* The internal arrangement of an aid station depends upon the terrain, the tactical situation, the climate, and the expected casualty rate. The aid station is divided into the receiving section, the seriously-wounded section, the slightly-wounded section, and the forwarding section. The organization of these sections is simple. The battalion surgeon allocates operating personnel. The functions of receiving, recording, examining, sorting, treating, and disposing of casualties and nonbattle losses are provided for in every situation. When required, a chemical, biological, and radiological casualty section may also be operated.

*b.* The battalion aid station moves as directed by the battalion surgeon with the approval of the battalion commander. The station may move directly to a new location, or if it is occupied with casualties, move only part of the personnel and equipment to the new site. After the location of the new aid station has been made known to all elements of the battalion, the old station is closed and moved to the new site.

### **Section III. COLLECTING PLATOON, LITTER BEARER, AND AMBULANCE FUNCTIONS**

#### **274. Employment**

*a.* The function of the collecting platoon's litter bearer and ambulance sections is to transport casualties and nonbattle losses from the battalion aid stations and the regimental separate companies to the collecting stations. The plan for their employment is included in the medical plan prepared by the regimental surgeon. Whenever possible, wounded are evacuated from aid stations by ambulance. When vehicles cannot reach the aid stations, litter bearers carry casualties and nonbattle losses to the nearest loading point.

*b.* Depending upon the local situation, part or all of the litter bearer and ambulance sections may be used to reinforce the battalion medical platoons in evacuating the areas forward of the battalion aid stations. When operating in forward areas, these sections come under the control of the battalion surgeon.

*c.* Section leaders supervise the operation of their sections and make necessary recommendations to the regimental surgeon. Some personnel of the litter bearer section may remain near the collecting station. When not actually engaged in evacuation, they assist in the operation of the station. Drivers and assistant drivers not engaged in evacuation perform company vehicular maintenance.

## Section IV. COLLECTING STATION

### 275. General

Sick and wounded of the regiment are collected and treated in the collecting station, the rearmost regimental medical service installation. The collecting platoon of the medical company operates the collecting station.

### 276. Location

It is often desirable to locate the regimental collecting station in the vicinity of the reserve battalion. Other desirable features for its location are—

- a.* A central location with respect to the battalion aid stations.
- b.* Defilade.
- c.* Cover and concealment.
- d.* Accessibility to ambulances.
- e.* Avoidance of prominent terrain features and military installations (fig. 27).

### 277. Functions

The functions of a regimental collecting station include—

- a.* Receiving, sorting, and recording casualties and nonbattle losses.
- b.* Providing adequate treatment for casualties and nonbattle losses.
- c.* Returning the fit to duty.
- d.* Preparing casualties and nonbattle losses for evacuation to the rear.
- e.* Providing treatment for combat exhaustion cases.
- f.* Assisting in loading evacuation vehicles.

*g.* Providing company aidmen to the tank, mortar, service, and regimental headquarters and headquarters companies.

*h.* Notifying the regimental S1 daily of all casualties and nonbattle losses processed through the collecting station, giving name, rank, service number, organization, and status, as directed by the unit's SOP.

### **278. Arrangement and Operation**

The regimental collecting station acts as a buffer against excessive loss of manpower. Whenever possible, casualties and nonbattle losses who are expected to return to duty within a reasonable period are held at the collecting station. The number and kind of patients who may be held will vary. When a considerable number of casualties and nonbattle losses occur, the collecting station may be organized into several sections (fig. 28).

### **279. Receiving Section**

As casualties and nonbattle losses arrive at the collecting station, they are examined at the receiving section. Here they are sorted into seriously wounded and slightly wounded cases. Litters, blankets, and splints which arrive with the patients remain with them. An equal number of these items is sent back to the aid station by return litter bearers or ambulances. This replacement of property is termed "property exchange."

### **280. Seriously-Wounded and Slightly-Wounded Sections**

*a.* Seriously wounded are taken to the seriously-



wounded section. Others are moved to the slightly-wounded section. At the collecting station, more elaborate medical aid procedures are possible than at the aid station. However, treatment is limited to measures necessary to save life and to prepare the casualty and nonbattle loss for further evacuation. Hot food and drinks prepared at the company kitchen may be available for feeding.

b. Ordinarily, the collecting platoon commander is in charge of the slightly-wounded section. This enables him to divide his time between professional treatment and his command duties. The assistant platoon commander devotes his full time to the seriously-wounded section. Enlisted personnel assist in either section. They attend cases of shock and perform such duties as sterilizing instruments, administering plasma, and giving hypodermic injections.

### **281. CBR Casualty Section**

This section is established when it is necessary to treat casualties resulting from chemical, biological, or radiological (CBR) warfare. It is operated by personnel assigned from the collecting platoon. This section should be located far enough away from the other station's sections to prevent contamination of other patients. Personnel working in this section wear protective clothing and are equipped with CBR protective devices. Plans are prepared in advance for equipping, establishing, and operating this section.

### **282. Forwarding Section**

After a casualty or nonbattle loss has been treated, an entry showing treatment and disposition is made

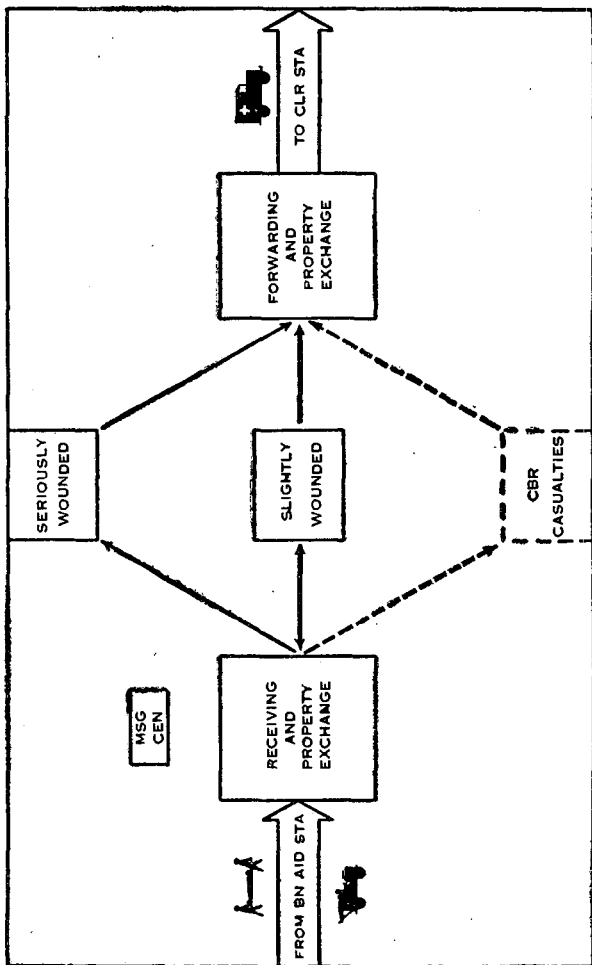


Figure 28. Organization of a regimental collecting station.

on the back of his emergency medical tag. He is then sent to the forwarding section to await evacuation to the division clearing station. The wounded who do not require further evacuation are treated in the collecting station and are returned to their units. The forwarding section is operated by a non-commissioned officer who supervises the evacuation of patients. He keeps an informal record of the number evacuated. Medical property accompanying casualties and nonbattle losses from the collecting station is replaced by the division medical battalion through property exchange.

### **283. Combat Exhaustion**

If the situation permits, personnel suffering from combat exhaustion may be held at the regimental collecting station. They are separated from other casualties and nonbattle losses and are provided with medication, hot food, and an adequate place to rest. Those unable to return to duty after a short period of rest are evacuated to the division clearing station for further observation and treatment. The regimental commander is notified daily of the number of these cases being held at the collecting station.

### **284. Displacement**

As directed by the regimental surgeon, the collecting station must move its location according to the demands of the tactical situation. The regimental surgeon designates either the slightly wounded or seriously wounded section as the first echelon. The first echelon closes, moves, and opens at the new location. This section cares for all wounded until the collecting station movement is completed. After

evacuation of patients at the old site the remaining sections move to the new location as a unit or in echelon.

### **285. Air Evacuation**

When casualties and nonbattle losses entering the collecting station are in need of immediate hospital surgery, air evacuation may be requested by the regimental surgeon. Fixed-wing aircraft may be used when suitable landing facilities are present. Rotary-wing aircraft are used otherwise. Only a small percentage of the unit's total casualties and nonbattle losses are evacuated by air. The majority is evacuated by normal surface transportation. Casualties and nonbattle losses may be evacuated from battalion aid stations by air, but they are normally allowed to accumulate at the regimental collecting station where sorting and preparation for evacuation can be done with greater care and efficiency. Air-evacuated casualties and nonbattle losses are normally taken to a mobile army surgical hospital located in the vicinity of the division clearing station or to an evacuation hospital located in the forward area of the corps administrative zone.

## **Section V. COMPANY HEADQUARTERS**

### **286. Functions**

The company headquarters include the command and administrative personnel. They establish and operate the command post, unit mess, motor park, unit supply, and the necessary liaison.

## **287. Command Post**

A company command post is established in the vicinity of the collecting station. The command and regimental staff administrative details, for which the regimental surgeon is responsible, are performed here.

## **288. Liaison**

*a.* During combat, liaison must be maintained between the battalion aid stations and the collecting stations to insure prompt and continuous evacuation of casualties and nonbattle losses from the aid stations by the litter bearer and ambulance sections of the collecting platoon. It is the dual responsibility of the regimental and battalion surgeons to keep each other notified of the locations of their medical installations. Available means of communication include radio, telephone, liaison agents, and written and oral messages. Ambulance drivers, litter bearers and, at times, patients serve as messengers. There is only one liaison agent in the medical company. When the situation requires, additional liaison agents—available personnel from the company headquarters or collecting platoon—are used. These liaison agents accompany the battalion medical platoon until the aid station is established. They then return to the collecting station, or a predetermined point between the aid and collecting stations, to guide the litter bearers or ambulance drivers to the aid station site.

*b.* Liaison with the division medical battalion is the responsibility of the medical battalion commander. The division liaison agent is normally from the

platoon of the ambulance company that evacuates casualties and nonbattle losses from the collecting station.

## **Section VI. MEDICAL SERVICE DURING SPECIFIC OPERATIONS**

### **289. Route Column**

During route column, the regimental medical company may move as a unit, or the battalion medical platoons may accompany their respective infantry battalions. Medical units normally move immediately behind the marching troops they support. To transport personnel who get sick or injured on the march, it is important to have at least one ambulance or designated vehicles clear of personnel and equipment. When assistance is needed, the regimental surgeon requests additional ambulance service from the division medical battalion. Although medical support follows the troops supported, it should in all cases precede maintenance vehicles and any vehicles designated to pick up route marking personnel.

### **290. Tactical Column**

*a.* In a tactical column, the regimental medical company is disposed to care for march casualties and nonbattle losses and to support tactical operations. The regimental surgeon accompanies the regimental staff and keeps informed of the tactical plan.

*b.* Battalion medical platoons accompany their battalions. The battalion surgeon moves with the battalion command group. The company aidmen move with their companies. The medical assistant, aid station personnel, and litter bearers are at the

rear of the battalion. In a foot march, these personnel march at the rear of the foot elements.

*c.* Medical vehicles carrying aid station equipment follow the column's combat vehicles. One ambulance from the collecting platoon is attached to each battalion medical platoon during the march. It evacuates casualties and nonbattle losses from within the column.

*d.* The medical company headquarters and collecting platoon march at the rear of the regimental foot elements. Vehicles of the company headquarters and the collecting platoon move with the regimental headquarters company transportation.

*e.* The regimental surgeon may request ambulances from the division medical battalion to accompany the marching troops. These ambulances are employed under his control and are used to collect and evacuate march casualties and nonbattle losses. When only one division ambulance is with the regiment, it accompanies the collecting platoon at the rear of column. If additional ambulances are available, one accompanies each battalion medical platoon. When the regiment deploys for combat, division ambulances revert to division control.

## **291. Casualties in Tactical Column**

*a.* A march casualty or nonbattle loss is given treatment by a company aidman. March casualties and nonbattle losses not able to continue the march ordinarily are given permission by their squad leaders to report to a company officer. The company officer has two courses of action: He may direct the soldier to report to a medical officer or medical assist-

ant; or he may authorize the soldier to drop out of the column and wait for medical help.

b. The disposition of the casualty or nonbattle loss depends upon the results of the medical officer's examination. The soldier may continue the march; he may be placed in a medical vehicle for later examination and disposition; or he may march at the column's rear under medical observation. The unit commander is informed of the disposition of each casualty and nonbattle loss by the medical officer in charge. An indorsement, forwarded to the commander on the soldier's written permit, is an effective means of notification. Casualties and nonbattle losses separated from their organizations are tagged by the medical officer. Casualties and nonbattle losses keep their arms and equipment.

c. If march casualties and nonbattle losses are numerous, the collecting platoon of the regimental medical company may establish and operate march collecting posts. Posts are located at predetermined sites along the route of march. A march collecting post consists of personnel equipped with litters, dressings, blankets, and other equipment. Casualties and nonbattle losses are collected, treated, and held for evacuation by ambulances from the divisional medical battalion. Large security elements are provided with detachments from the battalion medical platoon. These medical detachments may be enlarged by personnel assigned from the medical company collecting platoon or the division medical battalion.



## 292. Approach March

*a.* In the approach march, the medical unit's location depends upon the formation used by the combat element. Usually, this location is similar to that used in a tactical column. Battalion medical platoons accompany their battalions. Company aidmen move with their companies.

*b.* Company aidmen deploy with their respective companies when the battalion deploys. Litter bearers deploy in such a manner as to be able to cover the widening battalion front. The remainder of the medical platoon marches along the axis of advance. It moves in a formation similar to that used by the infantry. If necessary, personnel hand-carry aid station equipment. In order to be informed of the situation, the battalion surgeon remains with the battalion command group as long as possible. The remainder of the medical company continues marching in the tactical column formation.

*c.* When the unit occupies an assembly area or goes into an attack position, the disposition of medical personnel remains unchanged. The regimental surgeon accompanies the regimental command group to receive the regimental order and make recommendations. He then issues his order at the company command post. The battalion surgeon remains with the battalion commander or the battalion staff until he receives the order. The surgeon then rejoins the aid station and issues his order.

*d.* While in an assembly area, company aidmen obtain additional supplies from the aid station. The litter bearers are issued litters and additional dressings. The aid station personnel remain in a state

of readiness. Company headquarters and collecting platoon personnel remain in readiness for forward displacement. Liaison is established between the battalion aid stations and the collecting station.

### **293. Development of the Attack**

*a.* When the regiment deploys for the attack, the regimental surgeon dispatches litter bearers or ambulances to each aid station. The platoon transportation joins its platoon, and the collecting platoon's ambulances revert to regimental control.

*b.* Detailed orders are issued to medical personnel. The battalion order designates the initial location of the battalion aid station. The initial location for the collecting station is given in the regimental order.

*c.* Aid station personnel move to their initial installations. They remain mobile and ready to displace forward until the establishment of the aid station. Reconnaissance for new forward aid station sites is continuous.

### **294. Medical Service During the Attack**

*a.* During the attack, the company aidmen follow the leading platoons, locate the wounded, and administer emergency treatment. The wounded are placed in marked and protected locations to await the litter bearers' arrival. Litter bearers search the area for wounded and carry the nonwalking casualties to aid stations.

*b.* Battalion aid stations are established at locations indicated in the operation order. When the aid station displaces forward, aid station personnel assist in the search for casualties. The wounded and their attendants are left at the old aid station site to

be picked up by personnel from the collecting platoon.

### **295. Evacuation During the Attack**

*a.* The company headquarters and the collecting station are kept mobile as long as possible. The collecting station is set up as required. Casualties are evacuated from the battalion aid stations by ambulance or by collecting platoon litter bearers. Evacuation service is continuous, and casualties are not allowed to accumulate at battalion aid stations.

*b.* In the regimental separate companies, company aidmen administer emergency medical treatment and arrange transportation to the nearest medical installation. Since the separate companies are all motorized, litter bearers seldom are used. Casualties are transported by unit vehicles or by ambulances called from the collecting platoon.

*c.* The division medical battalion evacuates wounded continuously, thereby keeping the collecting station free to move forward. Collecting platoon personnel evacuate troops who become casualties and nonbattle losses in the rear portion of the regimental zone of action.

*d.* The medical company headquarters is established near the collecting station. Liaison with battalion aid stations is maintained throughout the operation.

*e.* Medical battalion ambulances may evacuate casualties and nonbattle losses from battalion aid stations, through the collecting station, then finally to the division clearing station. Collecting stations are not bypassed in the above chain of evacuation, be-

cause the less serious casualties and nonbattle losses are treated there and returned to duty. When practicable, ambulances from the collecting platoon evacuate battalion aid stations and sometimes operate forward of the battalion aid station to shorten the litter carry.

### **296. Medical Control During the Attack**

Battalion surgeons keep the regimental surgeon informed of the tactical and medical situations. The regimental surgeon maintains supervision over medical service throughout the operation. He keeps the division surgeon informed of the regimental medical situation.

### **297. Medical Service During the Defense**

*a.* In the defense, the battalion medical platoons of the front line regiment are dug in. Their defensive positions are as well-established as those of the supported infantry battalion. The battalion aid station generally is in the reserve company's rear area. This position lessens the threat of minor enemy penetrations. The location of the battalion aid stations is specified in the battalion defense order.

*b.* The collecting station of a front line regiment is in the reserve battalion's rear area. The location of the collecting station is specified in the regimental defense order.

*c.* If the regiment is in reserve, the battalion medical platoons and the collecting platoon remain mobile. The employment of the medical unit must always parallel the employment of the supported unit.

## **298. Retrograde Movements**

In all types of retrograde movements, the battalion aid stations and the collecting station displace rearward by bounds. Temporary aid stations and regimental collecting points are established along the avenues of rearward movement. Available transportation is used to evacuate the wounded. The collecting platoon may be called upon to furnish litter bearer or ambulance reinforcements for the battalion medical platoons. The division ambulance company promptly evacuates all casualties and nonbattle losses from the regimental collecting points. If it is necessary to abandon wounded, personnel and supplies from the medical company are left with them under the protection of the Red Cross flag. The decision to abandon casualties or nonbattle losses is a command decision.

## **299. Medical Service in the Regimental Trains Area**

One company aidman from the collecting platoon is attached to service company to furnish emergency medical treatment. The sick and wounded are evacuated from the regimental trains area by ambulance or by service company transportation. They should be taken to the nearest medical installation. The service company commander is responsible for knowing the location of medical installations and arranging for evacuation. Medical installations which may be located in the vicinity of the regimental trains area include the—

- a.* Division clearing station.
- b.* Artillery battalion aid stations.
- c.* Engineer battalion aid stations.
- d.* Regimental collecting stations.

### **300. Medical Service in Camp or Bivouac**

In camp or bivouac, the regimental medical company functions as a unit and establishes a regimental dispensary. When the units of the regiment are widely scattered, separate battalion dispensaries are set up. Arrangements are made for evacuation by the division ambulance company.

### **301. Special Operations**

*a.* The regimental medical company supports the regiment in jungle, mountain, and arctic warfare. It often is reinforced for such missions. Additional personnel and equipment are obtained from the division medical battalion or from corps and army medical units. At times, combat troops may have to be used to aid or replace litter bearers. The use of combat troops for medical evacuation purposes is a command decision.

*b.* Casualties and nonbattle losses are usually in poor physical condition and must be treated under adverse conditions. Since evacuation is slow and laborious, greater dependence is placed on the company aidmen and battalion aid stations. When casualties and nonbattle losses are heavy and the wounded must be carried over long distances, litter relay posts may be established. Company aidmen are carefully trained. They should be able to sort casualties and nonbattle losses. A small amount of supplies is kept in their company area because casualties and nonbattle losses may have long periods to wait before evacuation. The battalion aid station is prepared to hold casualties and nonbattle losses for a longer time in special operations.

## **Section VII. COMMUNICATIONS**

### **302. General**

The regimental medical company uses messenger, wire, and radio communication (fig. 29). Visual and sound means may be used during emergencies.

### **303. Messenger Service**

Messages can be sent through normal message center channels at each echelon of command. However, litter bearers and walking wounded may be used to carry messages from company aidmen to the battalion surgeon. Litter bearers and ambulance drivers may also be used to carry messages from the battalion surgeon to the regimental surgeon.

### **304. Wire**

Wire communication for battalion and regimental medical installations is provided through the infantry wire system. Telephones, which are organic to the medical company, are used at medical installations. They are tied into the battalion and regimental wire net by the battalion's and regiment's communication platoons.

### **305. Radio**

*a.* The man-packed radio, which is organic to the medical company and is found at the battalion aid station, is employed in the battalion command net. The battalion surgeon keeps abreast of the supported infantry battalion's tactical situation through this net. He is thus able to give more adequate support. He can communicate directly with the companies of the battalion as well as the battalion command post.

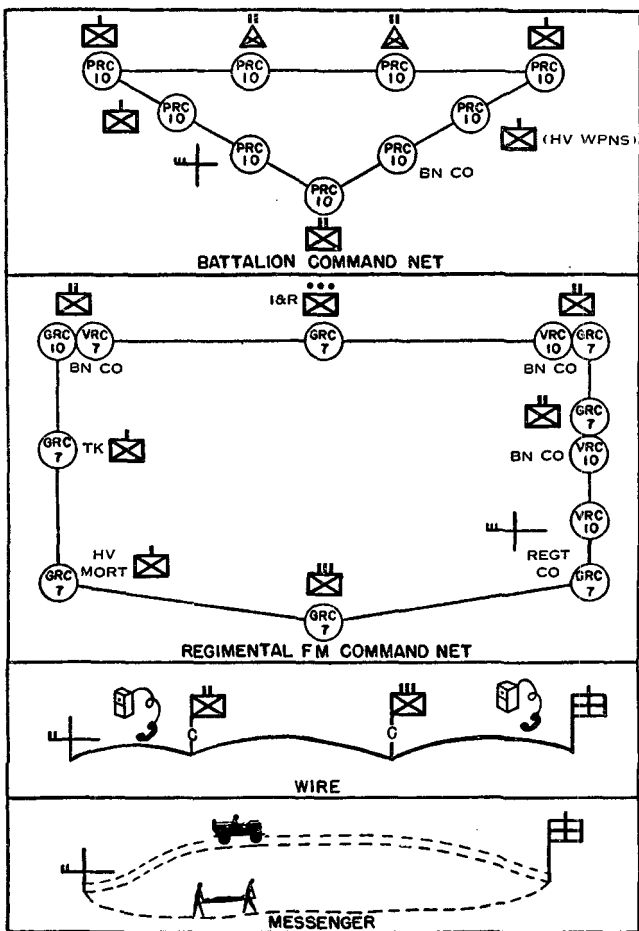


Figure 29. Communication within the medical company.



b. The battalion surgeon must relay his messages to the regimental surgeon through the battalion command post. The regimental surgeon (medical company headquarters) has a vehicular type radio employed in the regimental FM command net. If it becomes necessary for the battalion surgeon to make personal contact with the regimental surgeon, he may receive permission to report into the regimental FM command net. However, this may not be possible because of the range limitation of the man-packed radio employed at the battalion aid station (fig. 29).

### **306. Personnel**

No communication personnel are authorized for the medical company. Therefore, it is the medical company commander's responsibility to see that enough personnel are trained in communication procedures, especially radio, to efficiently operate the communication system. The regimental communication officer should give assistance in this training.

## **Section VIII. ADMINISTRATION, MAINTENANCE, AND MESS**

### **307. Administration**

a. Regimental medical company headquarters personnel perform administrative functions for their company and for the regimental surgeon. Administrative functions include disciplinary measures, promotions, records, pay, and other matters. The medical company commander's duties and responsibilities are the same as those of any other company commander.

b. A patient's roster (casualty report), prepared by each battalion aid station and regimental collecting station, is used by the surgeon as a source of information. It lists the sick and wounded treated and their disposition.

c. Administrative functions performed by the regimental surgeon include correspondence and the following medical reports and records:

- (1) *Sanitary report*. This is submitted periodically to the regimental commander (SR 41-45-1).
- (2) *Emergency medical tags*. The first Army Medical Service soldier to see a patient initiates a tag, if possible. The tag is completed and signed by the first Army Medical Service officer treating the patient. So far as practicable, the company aidmen and litter bearers also should fill out emergency medical tags for the dead.
- (3) *Morbidity report*. This is usually submitted monthly, but may be required at more frequent intervals.
- (4) *Completed cases of sick and wounded*. This report is submitted monthly.

d. The surgeon also submits medical information to the regimental S4 for the inclusion in the unit report. Other reports on diseases are submitted as required.

### 308. Maintenance

The motor officer operates a motor park near the collecting station. He is assisted by the motor sergeant, mechanics, and drivers. Company level main-

tenance is performed on all vehicles, and periodic inspections are made to keep vehicles in good operating condition. Individual drivers are continuously supervised to see that they carry out their maintenance operations. Repairs that cannot be performed by the medical company mechanics are referred to the service company truck maintenance section. Other medical equipment is maintained by supporting medical maintenance units.

### **309. Company Mess**

A kitchen is operated by the mess personnel of company headquarters. The kitchen and the kitchen vehicle and trailer are organic to the medical company. The kitchen is ordinarily located adjacent to the regimental collecting station. It prepares hot food for patients and for members of the company who are on duty at the collecting station. Personnel of the battalion medical platoons who are attached to infantry battalions eat with the units to which they are attached.

## **Section IX. SUPPLY AND EQUIPMENT OF WOUNDED**

### **310. Supply**

*a.* Supplies, except medical expendable items, are secured in the same manner as provided for other elements of the regiment. Battalion surgeons and sections leaders keep the regimental surgeon informed of the status of their equipment and their supply requirements.

*b.* When not in combat, medical supplies are obtained in the same manner and through the same

channels as other supplies. The regimental S4 may request the regimental surgeon to assist him in checking medical items on the consolidated regimental requisitions.

*c.* In combat, expendable medical supplies are obtained informally and in the quickest manner. Ordinarily, informal requisitions are submitted through the chain of evacuation. Litter bearers and ambulances carry the battalion aid station's informal requests to the regimental collection station. On their return trip, they take the requested supplies back to the aid station. A small reserve of medical supplies for the battalion aid stations is maintained at the collecting station. These supplies and those used by the collecting station itself are in turn obtained by informal requisitions to the division medical supply point. The medical battalion ambulances which evacuate the regimental collecting station carry the informal requisitions and deliver the supplies on their return trip. When ambulance service is irregular, the regimental surgeon may send a vehicle to procure supplies from the division medical distributing point. Installations of the regimental medical company avoid accumulating large quantities of surplus supplies which would impair their mobility.

*d.* Medical items accompanying patients being evacuated are exchanged. Exchange items include litters, blankets, and splints. The exchange is made by a trade for like items at each succeeding medical installation which receives the patient. This procedure keeps adequate quantities of these items at forward medical installations.

### **311. Disposition of Arms and Equipment**

Patients ordinarily retain their individual weapons until they arrive at the regimental collecting stations, where weapons are collected from patients who are to be evacuated. The regimental S4 is responsible for the prompt removal of these weapons from the collecting station. Patients evacuated from the regimental area retain certain equipment and personal effects. These items are listed in the unit's standing operating procedure and usually include mess equipment, helmets, and personal effects.

## **CHAPTER 15**

### **ORGANIZATION, DUTIES, AND OPERATIONS OF AIRBORNE SERVICE COMPANY**

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#### **312. Composition**

The service company, airborne infantry regiment, consists of a company headquarters, a regimental administration platoon, and a regimental service platoon (fig. 30). The division reinforces an airborne infantry regiment operating separately with personnel from the airborne QM company (PS&M). Generally, the functions of the airborne service company are the same as those of the service company of an infantry regiment. Duties in the company are the same as those for corresponding personnel in the infantry regimental service company.

#### **313. Company Headquarters**

Service company headquarters of the airborne infantry regiment includes the regimental S4, the company commander, and personnel who assist in the control and administration of the company.

#### **314. Administration Platoon**

The administration platoon is composed of a personnel section, a graves registration section, and a supply section.

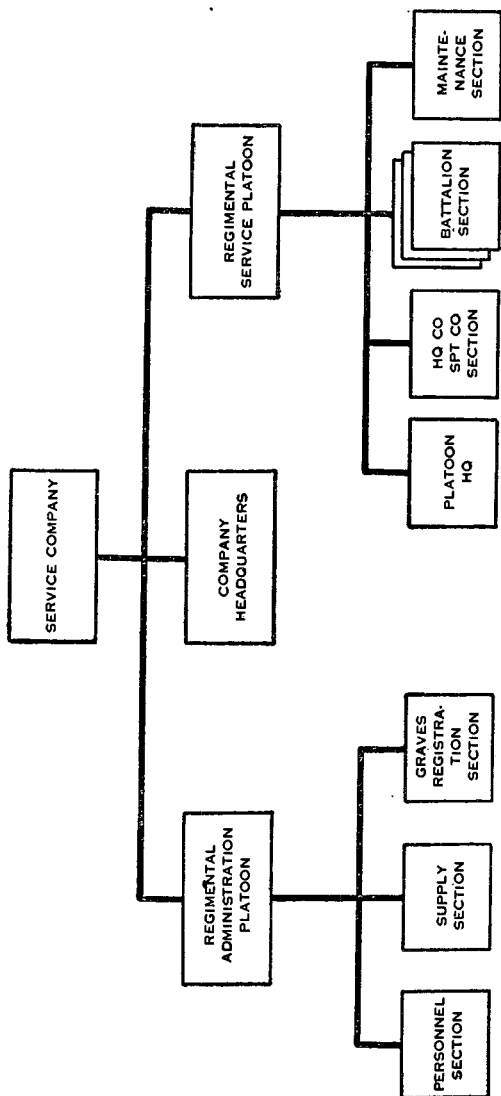


Figure 30. Composition of service company, airborne infantry regiment.

### **315. Service Platoon**

The regimental service platoon is composed of a platoon headquarters, a maintenance section, a headquarters company and support company section, and three battalion sections.

### **316. Mission**

The airborne service company provides combat support for the airborne infantry regiment in the same manner as the service company of an infantry regiment.

### **317. Supply**

Initially, the supply system of an airborne operation differs in some respects from that of the usual ground offensive operation. The system of supply must be established simultaneously with the planning of assault operations. Detailed planning before and during the marshalling of troops is mandatory. Supply requirements are estimated carefully to make certain that they will be adequate to support the operation. The timing and method of supply delivery are made a part of the tactical planning so that supplies will be on hand when they are required. It also avoids burdening tactical elements with unnecessary supplies and unnecessary administrative responsibilities.

### **318. Types of Supply**

In planning airborne operations, supplies of all classes are divided into three phases—assault supply, followup supply, and maintenance and buildup supply.



*a. Assault Supplies* are those which accompany the assault elements of airborne units into the objective area. Such supplies are issued before the unit moves into the marshalling camp. They are carried into the assault in the following manner:

- (1) *Unit prescribed load*: The load on individuals, in aerial delivery containers, and in unit vehicles of the airborne assault echelon.
- (2) *Additional supplies*: Supplies placed in the service elements' vehicles and in bulk-loaded assault cargo aircraft.

*b. Followup Supplies* are those delivered direct to assault airborne forces. Delivery is made by powered cargo aircraft, parachute, or free drop. It is packaged to correspond with anticipated daily requirements and is discontinued as soon as practicable. The three categories of followup supply are—

- (1) *Automatic*: Scheduled amounts of followup supply are planned for delivery to assault airborne units starting within 48 hours after the assault landings have been made.
- (2) *On call*: Normally, 2 or 3 days of followup supply is prepared for delivery to all units employed in the airhead. It will not be delivered, however, unless it is requested by a unit. Expanded amounts of on-call supplies are replenished immediately.
- (3) *Emergency*: Provisions are made for delivery of supplies to meet unforeseen circumstances. Units in the airhead request supplies by item.

*c. Maintenance and Buildup Supplies* are brought into the airhead for delivery by normal supply pro-

cedures. When practical, these supplies are delivered by air directly to the using unit in the airhead.

### **319. Plans**

*a.* Instructions from higher commanders indicate the quantity and type of supplies to be requisitioned and drawn to accompany units going into combat. Special equipment and supplies and substitution of equipment normally are necessary for airborne operations. The quantity and type depend upon the—

- (1) Initial combat requirements.
- (2) Carrying capacity of the aircraft to be used.
- (3) Availability of aircraft for air dropping early logistical support.
- (4) Availability of supply by either air-landed or ground means.

*b.* The tactical situation directly affects the regiment's supply plan. The following factors are considered in supply planning:

- (1) The regiment's disposition on the drop and landing zones.
- (2) The expected time interval between the beginning of the assault phase and arrival of the followup echelon.
- (3) The particular mission of the regiment in the assault phase.

*c.* The supply plan must support the base camp, marshaling area, and combat phases of an airborne operation.

- (1) Base camp plans include requisition and distribution of supplies, substitution of weapons and vehicles, storage of baggage and equipment, plans for the followup

echelon and assault supplies, showdown inspections, and preparation of aerial delivery containers.

- (2) Marshaling area plans include the movement of troops, equipment, and supplies to the marshaling camp; final preparation for combat; and loading into aircraft ready for take-off. One of the principal service company functions during marshaling is the preparation of accompanying supplies for parachute drop and air landings.
- (3) Combat plans include recovery and distribution of assault supplies; receipt, recovery, and distribution of followup supplies; receipt, classification, storage, and distribution of maintenance and buildup supplies; the receipt of followup supplies in the followup echelon; and plans for the recovery and distribution of captured enemy supplies.

### **320. Transportation**

Throughout the assault phase of the operation, the regimental supply system is handicapped by limited personnel and vehicles. The bulk of supplies and vehicles accompany the followup echelon. Usually, only a few personnel of service company accompany the regimental S4 in the assault echelon. Vehicles in the assault phase are limited in number and size by the availability and capacity of the aircraft. When possible, airborne units use captured vehicles until the followup echelon has joined the regiment. All captured vehicles are placed under the supervi-

sion and control of the regimental S4. These vehicles are inspected, serviced, and put into good operational condition before being used. Enough mechanics accompany the assault echelon to repair, service, and maintain organic and captured vehicles. Schools for repairing, servicing, and maintaining captured vehicles are conducted before an operation.

### **321. Aerial Resupply**

*a.* The regimental S4 may often be given the responsibility of handling an air resupply drop. His duties in meeting such responsibilities include—

- (1) Checking and processing the resupply requests.
- (2) Selection and preparation of the drop zone.
- (3) Recovery and distribution of supplies.
- (4) Recovery and storage of parachutes and containers.

*b.* In checking the emergency air resupply request, the regimental S4 will insure that each request includes—

- (1) The type and quantity of item requested.
- (2) The location of the drop zone by map coordinates.
- (3) A code letter to identify the drop zone.
- (4) Time the drop is requested.
- (5) Information of the enemy near the flight route and drop zone.

*c.* Emergency air resupply requests are radioed through supply channels to the next higher headquarters. Information copies of the resupply request are given to the regimental air and artillery liaison officers.

*d.* In preparing the drop zone, the regimental S4 must—

- (1) Select a suitable drop zone.
- (2) Organize a defense around the drop zone.
- (3) Mark the drop zone.
- (4) Arrange for a drop zone control party.
- (5) Organize drop zone recovery teams.

*e.* A suitable drop zone is a cleared area near a good road net. It must be large enough to receive the supplies being dropped, easily recognizable from the air, and easily accessible to incoming aircraft. Supplies dropped in inaccessible places are apt to be lost because of terrain conditions or enemy fire. Care must be exercised to see that supplies are not dropped in these places or in locations where the enemy may recover them.

*f.* Reserve troops may be used to organize a drop zone defense. A perimeter defense is organized on the most suitable terrain around the drop zone. It must be capable of defending the drop zone with fire and maneuver and must be able to stop armored attacks. The S4 must insure that friendly artillery and mortar fire missions near the drop zone do not endanger the resupply aircraft. Firing will not be conducted until after the last aircraft has cleared the immediate area near the drop zone.

*g.* The officer in charge places a "T" made of panels on the drop zone to mark it for incoming aircraft (fig. 31). The "T" is positioned with regard to the wind speed and direction, the shape and size of the drop zone, and the flying formation. It is generally placed in the center of the drop zones. He marks each side with panels. He places a code letter,

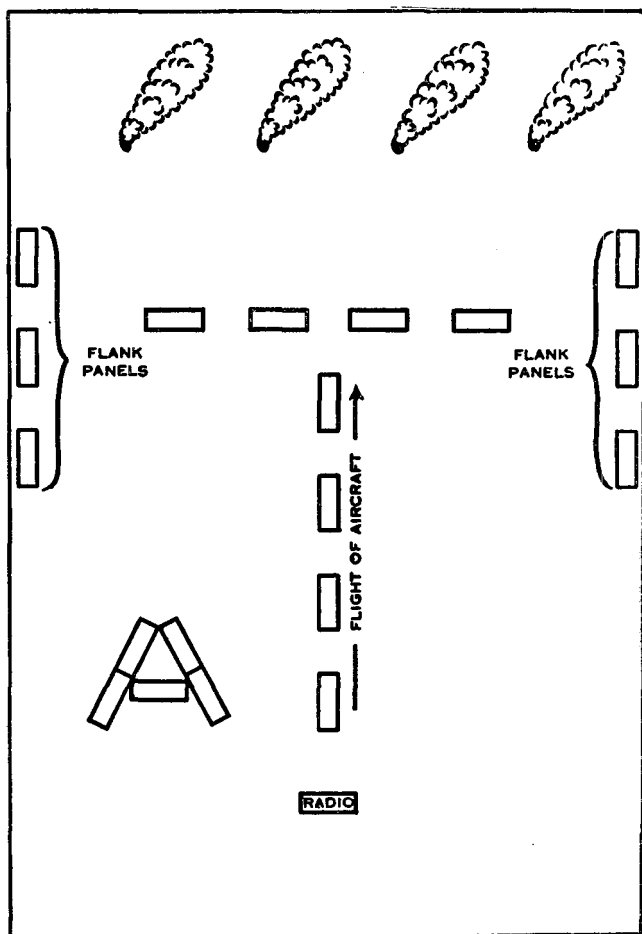


Figure 31. Drop zone marking for aerial supply.

per current SOI, near the "T." He uses smoke on the downwind side of the "T" to guide the incoming aircraft. For night missions, he uses lights or fires to mark the drop zone. If available, he uses electronic aids, such as radar beacons, to guide the incoming aircraft at night and in inclement weather.

*h.* If available, air force personnel make up the drop zone control party. Ground to air very high frequency (VHF) radio is placed near the "T." If the radio at the "T" fails, organic army aircraft flying locally may be used as radio relay stations. Colored smoke that contrasts with the color of the drop zone is set off 5 minutes before the estimated arrival time of the incoming resupply aircraft and is continuous throughout the resupply drop.

*i.* Drop zone recovery teams quickly secure all supplies and move them to the regimental distributing points as soon as the drop is completed. Parachutes and containers are recovered and sent to the rear as soon as practicable. Extreme care must be taken to preserve these expensive items for eventual reuse. Supplies are issued to units immediately.

### **322. Assault Echelon**

Service company personnel who normally accompany the assault force are the regimental S4, munitions officer, ammunition sergeant, supply sergeant, record clerk, truck drivers, automotive mechanics, ammunition handlers, utility repairmen, and graves registration personnel. The remainder of the service company personnel, except those staying in the base camp, accompany the followup echelon into the

assault area. Personnel remaining in the base camp usually include the personnel section.

### **323. Salvage and Captured Materiel**

Except for samples of new enemy weapons or equipment which are needed for intelligence purposes, salvage and captured enemy materiel normally are not evacuated by air. They are collected and held for later disposition. The urgent need for supplies during an airborne operation requires the recovery and maximum use of salvage and captured materiel.



## CHAPTER 16

### ORGANIZATION, DUTIES, AND OPERATIONS OF AIRBORNE MEDICAL COMPANY

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#### **324. Composition**

*a.* The airborne regiment's medical company is composed of a company headquarters, a collecting platoon, and three battalion medical platoons (fig. 25).

*b.* The duties of the airborne medical company personnel are the same as the duties of corresponding personnel in an infantry regiment.

#### **325. Mission**

The mission of the medical company is to provide unit medical service by—

*a.* Furnishing emergency medical treatment.

*b.* Establishing and operating aid stations and a collecting station for receiving, sorting, and temporary care of casualties and nonbattle losses.

*c.* Removing casualties and nonbattle losses by litter or ambulance to battalion aid stations and the collecting station.

*d.* Furnishing medical care for patients during evacuation.

#### **326. Assault Echelon**

*a.* Regimental medical company personnel who normally accompany the assault force are the regi-

mental surgeon, first sergeant, and a messenger; the collecting platoon less the assistant platoon leader; and the battalion medical platoons. The number of vehicle drivers accompanying the assault force is determined by the number of available aircraft capable of transporting vehicles. The battalion medical platoons accompany their respective battalions, each platoon including a liaison agent from the collecting platoon. The battalion medical platoons may also be reinforced by litter bearers from collecting platoons.

b. The remainder of the medical company, with the exception of base camp personnel, accompany the followup echelon into the airhead. A personnel records clerk and only enough company aidmen to care for the base camp personnel remain in the base camp area.

### **327. Evacuation**

a. In airborne operations close behind enemy front lines, normal ground evacuation and hospitalization procedures may be possible shortly after contact with friendly forces is made. When the airhead is to be located a great distance behind enemy lines, all casualty and nonbattle loss evacuation is by air until the link up with ground forces. In planning for an airborne operation, the medical company commander considers the length of time before friendly ground contact will be made and the availability of evacuation by air. His plans must include the holding of casualties and nonbattle losses in the unit medical installations until friendly ground contact is made or air-landed operations permit evacuation. Aero-

medical evacuation is a responsibility of the air force until link up is accomplished with surface forces.

b. The regimental medical installations are initially near the center of the airhead and close to the landing zone selected for air evacuation. After a forward airfield has been established in the airhead, the wounded may be evacuated by aircraft. Aircraft arriving with supplies at a forward airfield may be converted into ambulance aircraft for the return trip. After friendly ground forces are contacted or when the airhead has been expanded sufficiently to permit the establishment of corps or army medical service, evacuation and hospitalization procedures are similar to those for other ground combat.

### **328. Supply**

The medical company normally takes enough supplies into an airhead to last for 3 days. Until ground contact with friendly forces has been established, the medical company depends upon aerial delivery of medical supplies.

### **329. Transportation**

The medical company may be handicapped by lack of transportation until the followup echelon joins the regiment and ambulances or other vehicles can be brought in. For an airborne assault, the transportation usually will be limited to  $\frac{1}{4}$ -ton trucks and  $\frac{1}{4}$ -ton trailers. Other transportation is air-landed after an airhead or forward airstrip has been established.

## CHAPTER 17

### TRAINING

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#### 330. General

Observance of the basic principles outlined in this chapter will aid service and medical companies in training personnel for their logistical support mission in combat.

#### 331. References

- a.* ATP 7-300, Infantry Regiment.
- b.* ATP 7-302 (OCAFF, 12 Dec. 50), Airborne Infantry Regiment.
- c.* ATP 8-200, Medical Company, Infantry Regimental Medical Company, Airborne Infantry Regiment.

#### 332. Training Objectives

*a.* The objective of the service company training program is to train company personnel and integrate them into sections that are capable of providing the personnel, supply, maintenance, and other services necessary for the logistical support of the infantry regiment in combat.

*b.* The objective of the medical company training program is to train medical personnel and integrate them into functional units that are capable of providing the medical service required by the infantry regiment in combat.

### **333. Training Plans**

*a.* Company training plans are based on training memorandums from regiment or division. Training memorandums show the overall training mission, the phases of training and the time allotted each phase, and a detailed plan showing training common to all units and training peculiar to one unit or a group of similar units. Other information in the training memorandum is related to training areas and facilities, schools, special instructions, and administrative instructions concerning such matters as uniforms, equipment, records, reports, schedules, and availability of personnel for nontraining duties such as guard, fatigue, and leaves of absence.

*b.* Training is carefully scheduled and planned to progress from the basic to the advanced. Training during a given time interval, such as a week, is planned to contain a variety of essential subjects.

*c.* Training schedules and lesson plans include details for arms and equipment, training aids, text references, area of instruction, and time. The application of prior instruction to current instruction is stressed.

### **334. Conduct of Training**

*a.* Instruction, whether classroom, field, or on-the-job, is presented in an understandable and interesting manner. Full advantage is taken of training aids. Training films and slides, charts, maps, sand tables, diagrams, models, and blank forms are all effective. For detailed information on training aids, see FM 21-8. Individual and organizational equipment are used where practicable.

b. Instructors, both officers and enlisted men, must know the basic principles of army instructional methods. Instructors study the methods of presentation as well as the subject matter itself (FM 21-5).

c. It is mandatory that all training be supervised. When appropriate, on the spot corrections are made.

### **335. Cadre Training**

Immediately preceding the arrival of fillers, the cadre will receive intensive schooling to include methods of instruction and a review of pertinent subjects. Plans are also made for the reception and processing of fillers.

## APPENDIX

### REFERENCES

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AR 220-70	Companies—General Provisions.
AR 700-105	Motor Vehicles.
AR 750-5	Maintenance, Responsibilities, and Shop Operations.
SR 41-45-1	Monthly Sanitary Report.
SR 110-1-1	Index of Army Motion Pictures, Kinescope Recordings, and Film Strips.
SR 310-20	Indexes—Military Publications.
Series	
SR 320-5-1	Dictionary of United States Army Terms.
SR 320-50-1	Authorized Abbreviations.
FM 5-15	Field Fortifications.
FM 5-20	Camouflage, Basic Principles.
FM 7-10	Rifle Company, Infantry Regiment.
FM 7-15	Heavy Weapons Company, Infantry Regiment.
FM 7-20	Infantry Battalion.
FM 7-24	Communication in Infantry and Airborne Divisions.
FM 7-25	Headquarters Company, Infantry Regiment.
FM 7-35	Tank Company, Infantry Regiment.
FM 7-37	Heavy Mortar Company, Infantry Regiment.
FM 7-40	Infantry Regiment.
FM 8-10	Medical Service, Theater of Operations.
FM 10-5	Quartermaster Operations.
FM 10-63	Graves Registration.

FM 19-25	Military Police Traffic Control.
FM 21-5	Military Training.
FM 21-8	Military Training Aids.
FM 21-10	Military Sanitation.
FM 21-11	First Aid for Soldiers.
FM 21-15	Individual Clothing and Equipment.
FM 21-25	Elementary Map and Aerial Photograph Reading.
FM 21-30	Military Symbols.
FM 21-40	Defense Against Chemical Attack.
FM 21-41	Soldiers Manual for Defense Against CBR Attack.
FM 21-60	Visual Signals.
FM 24-5	Signal Communications.
FM 24-18	Field Radio Techniques.
FM 24-20	Field Wire Techniques.
FM 25-7	Pack Transportation.
FM 25-10	Motor Transport.
FM 31-25	Desert Operations.
FM 31-70	Basic Arctic Manual.
FM 31-71	Operations in the Arctic.
FM 31-72	Administration in the Arctic.
FM 57-20	Airborne Techniques for Divisional Units.
FM 57-30	Airborne Operations.
FM 60-10	(Title classified).
FM 70-10	Mountain Operations.
FM 72-20	Jungle Warfare.
FM 100-5	Operations.
FM 100-10	Administration.
FM 100-15	Larger Units.
FM 101-5	Staff Organization and Procedure.
FM 101-10	Organizational, Technical, and Logistical Data.
TM 5-637	Inspections and Preventive Maintenance Services for Kitchen Equipment.
TM 8-220	Medical Department Soldier's Handbook.
TM 10-260	Quartermaster Salvage, Theater of Operations.



TM 10-275	Principles of Cold Weather Clothing and Equipment.
TM 10-466	Handling Petroleum Products.
TM 10-701	Range, Field M-1937.
TM 12-255	Administrative Procedures.
TM 21-300	Driver Section Training and Supervision, Wheeled Vehicles.
TM 21-305	Driver's Manual.
TM 21-306	Manual for the Full-Track Vehicle Driver.
TM 37-2810	Motor Vehicle Inspection and Preventive Maintenance Services.
TM 57-210	Air Transport of Troops and Equipment.
TM 57-220	Technical Training of Parachutists.

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