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By RW **DAMH. Date** 30 JAN 01
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SPECIAL STAFF, U.S. ARMY

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OCCUPATION FORCES IN EUROPE SERIES, 1948
The Fourth Year of the Occupation, 1 July - 31 December 1948

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HEADQUARTERS
EUROPEAN COMMAND
Office of the Commander-in-Chief

AFO 403
July 1949

SUBJECT: Occupation Forces in Europe Series

TO : All Concerned

1. The Department of the Army has directed that a current history be maintained of the activities of the United States Occupation Forces. The preparation of the history of the U.S. Army of Occupation in Germany is the responsibility of the Historical Division, European Command. Histories of the U.S. Air Forces in Europe and the Office of Military Government, U.S., are prepared independently by those organizations, and the United States Naval Forces in Europe has its own channels for reporting. On 1 January 1949 the United States Forces in Austria (USFA) assumed responsibility for the history of USFA.

2. The Occupation Forces in Europe Series, published by the Historical Division, EUCOM, consisting of studies, monographs, and consecutive narratives constitutes an official history. Each publication in the Series is based upon careful examination of pertinent correspondence, directives, and other documents, and is a digest and summary of the periodic reports of operations which are submitted to the Historical Division by all staff divisions and major units of the European Command. Before publication each manuscript is reviewed for accuracy and completeness by the appropriate staff divisions or subordinate command having a primary interest in the subject.

3. The publications in this Series attempt to furnish a factual and complete account of leading problems and their solutions, major operations, and lessons learned in the course of the occupation. They are, therefore, immediately valuable in orienting key personnel arriving for duty in the European Command. They also serve as source material for current instruction in Command and Staff schools of the Army, and eventually will be used in the preparation of a definitive history by the Department of the Army.

4. In order to make all facts available for these purposes, persons to whose attention these publications come are invited to forward comments and criticisms to the Historical Division, European Command, AFO 403, U.S. Army.



C. R. HUEBNER

Lieutenant General, USA
Acting Commander-in-Chief

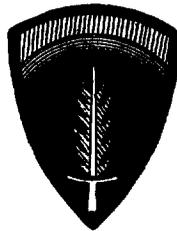
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The Fourth Year of the Occupation

1 July — 31 December 1948



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Occupation Forces in Europe Series, 1948

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By *RW* **DAMH, Date 30 JAN 01**

HISTORICAL DIVISION
EUROPEAN COMMAND
KARLSRUHE, GERMANY
1949

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VOLUME FIVE

The Major Commands

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- Chapter I: International Trends and Events and Their Effects upon the Occupation Forces
- II: Organization, Policies, and Administration of the European Command
- III: Commander in Chief, EUCOM
- IV: Deputy Commander in Chief and Chief of Staff and Secretary, General Staff
- V: The Advisers
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- VIII: Budget and Fiscal Division
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	XXVIII:	Quartermaster Division
	XXIX:	Signal Division
	XXX:	Transportation Division
	XXXI:	Finance Division
Volume	V:	THE MAJOR COMMANDS, Chapters XXXII to XXXVIII

Statement of Lower Classification

The contents of the following Chapters are RESTRICTED:

Chapter XXXII: MILITARY POSTS DIVISION

XXXIV: AMERICAN GRAVES REGISTRATION COMMAND,
EUROPEAN AREA

XXXV: COMMANDING OFFICER, SPECIAL TROOPS,
AND HEADQUARTERS COMMANDANT

CHAPTER XXXII

Military Posts Division

CHAPTER XXXII

Military Posts Division

1. The Office of the Director of Posts

a. Organization and Personnel

By order of the Deputy Commander in Chief, EUCOM, the Office of the Director of Posts was established on 15 June 1948 as the sixth general staff division in EUCOM Headquarters. ⁽¹⁾ The establishment of the Division became necessary as a result of the inactivation earlier in the year of the First and Second Military Districts, formerly responsible for the supervision of military posts. The office consisted only of the Director, together with his executive and administrative officers. Brig. Gen. P.E. Gallagher served as Chief of the Division, and 1st Lt. L.W. Howe served as executive officer until replaced by 1st Lt. Thomas L. Stafford at the end of the period. CWO N.J. Hromadka joined the Division as Administrative

Officer in September.

b. Mission

(1) Inspection of Posts. The Director of the Military Posts Division was responsible for inspecting all military posts and installations under the jurisdiction of the Commanding General, U.S. Army, Europe, to insure the proper execution of Army policies and procedures throughout the Command, and to improve and unify administrative standards. Although the formulation of policies and directives was not a function of the Division, the Director brought to the attention of the appropriate general or special staff division any recommended changes in policy. In performing inspections, the Director was authorized the use, on a part-time basis, of personnel assigned to other staff divisions of EUCOM Headquarters. (2) The results of inspections were brought to the attention of the Commanding General, USAFEUR, at personal conferences, rather than through detailed and voluminous reports. Short random notes were submitted by members of inspection teams to the Director, Military Posts Division, for review, and if further action was required at the EUCOM staff level to correct deficiencies, extracts were furnished to the appropriate staff divisions for action. Finally, complete notes on inspections were forwarded by cover letter from the Director, Military Posts Division, to the post commanders of the military posts inspected, for the correction of deficiencies. (3)

(2) DCinC's Monthly Conferences. The Military Posts Division was responsible for the Deputy Commander in Chief's monthly conferences with

all military post commanders, held each month in the Command Building at Heidelberg. Heads of all MCOM staff divisions having interest in the conferences attended to discuss policies and procedures with the post commanders, and to effect uniform and improved standards of administration throughout the European Command. The Military Posts Division was charged with administrative matters pertaining to the conferences and with setting up the agenda for the Commanding General, USAFEUR, after consultations with general and special staff divisions. Briefs of all staff divisions were consolidated for presentation at the conference, and all notes or discussions were limited to material to be discussed at the conferences.

(3) "Little Post Commanders' Meeting." In addition, a "Little Post Commanders' Meeting," initiated at the direction of the Chief of Staff, was conducted each month at one of the military post headquarters. The meeting, attended by all post commanders, was presided over by the Director, Military Posts Division, and was devoted to discussions of problems pertaining to S - 1, S - 2, S - 3, S - 4, and other sections. The problems and suggested solutions were in turn presented by the Director, Military Posts Division, to the Commanding General, USAFLF, and to the appropriate general and special staff divisions. ⁽⁴⁾

2. Posts Supervised

During the period under review the number of military posts decreased, with the discontinuance of the Regensburg Post, from thirteen to twelve. At the end of December the Military Posts Division was providing Command

Table 1-- Military Post Commanders, 15 July and 31 December 1948

<u>Post or Sub-Post</u>	<u>APO</u>	<u>15 Jul 48</u>	<u>31 Dec 48</u>
AUGSBURG	178	Brig. Gen. C.A. Pierce	Brig. Gen. C.A. Pierce
Füssen	178A	Maj. David Ross	Maj. David Ross
Sonthofen	178A	Lt. Col. H.O. Welch	Col. M.M. Potter
Kaufbeuren AF Base	61	Col. Bertram C. Harrison	Col. Robert C. Paul
Landsberg AF Ammo Dep	61A	Col. C.E. Peeler	Lt. Col. R.M. Edmonds
BERLIN	742	Col. Robert A. Willard	Col. William F. Rehm
Tempelhof AF Base	742A	Col. H.W. Dorr	Col. Carl R. Feldman
BREMENHAVEN	69	Col. H.T. Mayberry	Col. H.T. Mayberry
FRANKFURT	757	Brig. Gen. R.E. Duff	Brig. Gen. R.E. Duff
Bad Nauheim	807	Col. R.B. Wheeler	Col. R.E. Wheeler
Darmstadt	175	Col. Malcolm Byrne	Col. Malcolm Byrne
Griesheim Ord Dep	757	--	Col. J.W. Proctor
Hanau	757	Col. C.H. Prizer	Lt. Col. J.D. Gregorie
Hanau Sig Dep	757	Col. Frank J. Schaal	Col. Frank J. Schaal
Höchst	757	--	Lt. Col. T.F. Smith
Rhein-Main Air Base	57	Col. Walter S. Lee	Col. Walter S. Lee
GARITSCHE	172	Col. G. Thayer	Col. J. Hunter
Murnau	172	Lt. Col. B.C. Hamilton	--
Oberammergau	172	Col. J.E. Raymond	Col. Zachery W. Moores
HEIDELBERG	403	Col. H.P. Perrine	Col. H.P. Perrine
Karlsruhe	403	Lt. Col. C.H. Rue	Lt. Col. C.H. Rue
Mannheim	403A	Col. A.F. Dickerson	Lt. Col. R.H. Springer
MUNICH	407A	Col. S.R. Tupper	Col. S.R. Tupper
Bad Tolz	1	Lt. Col. H.C. Plapp	Lt. Col. H.C. Plapp
Bad Bibling	1A	Maj. A.V. Robinson	--
Berchtesgaden	541	Col. Russell T. Finn	Col. Russell T. Finn
Dachau	407	Lt. Col. H.C. Fisher	--
Deggendorf	407A	Col. R.G. Freihube, Jr.	Lt. Col. Harry A. Balff
Erding Air Dep	207	Col. A.S. Artater	Lt. Col. R.H. Williams
Fürstenfeldbruck AF Base	208	Col. M.E. Stewart	Col. J.C. Cresthwaite
Landshut	225	--	Col. G.B. Hudson
Murnau	172	--	Lt. Col. S.A. Arnodiga
Neubiberg AF Base	407	Col. C.T. Edwinson	Col. C.T. Edwinson
Oberpfaffenhofen AF Dep	203	Col. P.C. Ashworth	Col. P.C. Ashworth

Table 1--Military Post Commanders, 15 July and 31 December 1948
(Continued)

<u>Post or Sub-Post</u>	<u>AFO</u>	<u>15 Jul 48</u>	<u>31 Dec 48</u>
Regensburg	225	--	Col. James H. Howe
Straubing	305	--	Lt. Col. R.M. Manter
N NURNBERG	696	Brig. Gen. D.L. Ruffner	Brig. Gen. D.L. Ruffner
Ansbach	696	Lt. Col. George P. Bull	--
Bamberg-Coburg	696	Col. Halver C. Myrah	Lt. Col. P.G. Holister
Bayreuth	696	Maj. Wm. R. Nagel	Lt. Col. Edward W. Sears
Erlangen	696	Col. H.D. Finley	Col. John Messick
Grafenwohr	114	--	Col. E.G. Thayer
Schwabach-Roth	696	--	Maj. R.A. Locke
P PLZENBURG	225	Col. A.L. Campbell	--
Deggendorf-Passau	305	Maj. E.H. Day	--
Grafenwohr-Weiden	114	Col. A.R.S. Barden	--
Landshut	225	Lt. Col. G.E. Hudson	--
Straubing	305	Lt. Col. F.J. Achatz	--
S STUTTGART	154	Brig. Gen. Arnold J. Funk	Brig. Gen. Arnold J. Funk
Bad Mergentheim	300	Lt. Col. C.K. Dillingham	Lt. Col. C.K. Dillingham
Böblingen	154	Lt. Col. John Clapper	Maj. Edmond J. Padgett
Esslingen	154	Capt. Stanley Lyons	Capt. Stanley Lyons
Göppingen	154	Capt. Lon K. Redman	Capt. Lon K. Redman
Ludwigsburg	154	Capt. A.A. Kastner	Capt. A.A. Kastner
Schwabische Hall	154	Maj. R.M. Darrah	Maj. Ralph A. Poe
W WIMZLAR	169	Col. O.L. Davidson	Col. O.L. Davidson
W WIESEADLN	633	Brig. Gen. Joseph Smith	Brig. Gen. Fay R. Upthegrove
W WURZBURG	800	Col. Robert C. Aloe	Brig. Gen. Lewis C. Beebe
Aschaffenburg	800	--	Lt. Col. C.B. Sturges
Bad Kissingen	62	Lt. Col. E. Herendeen	Lt. Col. E. Herendeen
Hammelburg	800	Capt. H.B. Hylbert	Lt. Col. J.F. Puett
Kitzingen	800	Capt. H.B. Hylbert	Lt. Col. J.F. Puett
Schweinfurt	62	Col. W.T. Hamilton	Maj. C.F. Ryan

supervision for the following posts: Augsburg, Berlin, Bremerhaven, Frankfurt, Garmisch, Heidelberg, Munich, Nürnberg, Stuttgart, Metzlar, and Würzburg. The Director of Posts did not inspect the Wiesbaden Military Post, which was not a major command, but reported administratively to Command Headquarters through USAFL. Table 1 gives a complete list of posts and sub-posts and the names of their respective commanders as of 15 July and 31 December 1949. Berlin, Bremerhaven, and Wiesbaden were the only military posts having no sub-posts.

3. Administrative Changes

a. Merger of Posts

To conserve manpower and supplies, the Darmstadt Post was made a sub-post of the Frankfurt Military Post on 1 July. The 7818th Station Complement Unit which had administered the Darmstadt Post was discontinued and its personnel were transferred to the 7811th Station Complement Unit.

b. Transfer to USAFE

On 3 July the area within the town limits of Kempten and Mendelheim, in the Augsburg Military Post area was designated a part of the Kaufbeuren Air Base, an exempted air station. With this transfer, the U.S. Air Forces in Europe became responsible for the administration and logistic support of units stationed in Kempten and Mendelheim.

c. Transfer of Kreis Weilheim

On 15 August the district of Weilheim in Bavaria, including the EUCOM Engineer School at Weilheim, was transferred from Garmisch

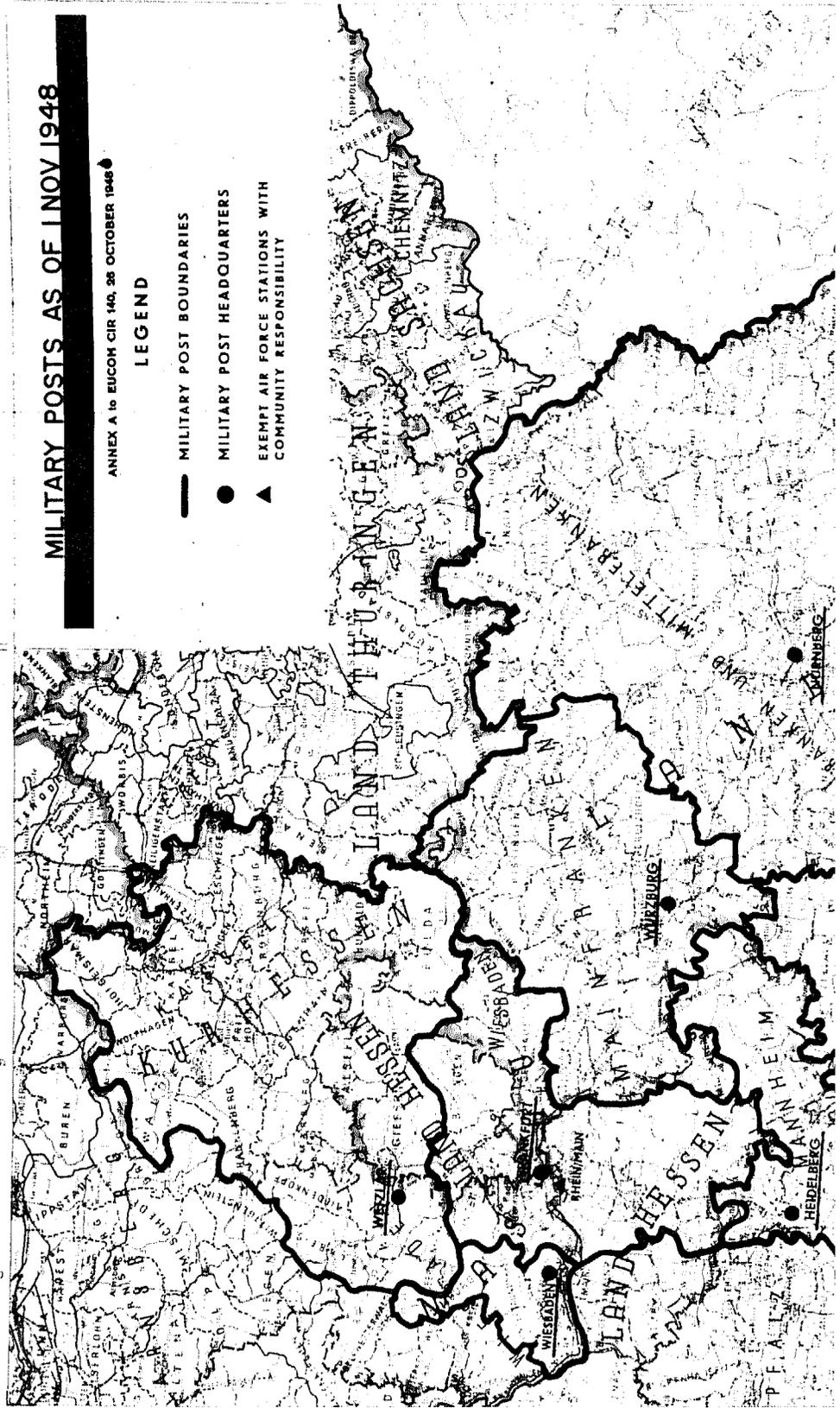
U.S. ZONE GERMANY

MILITARY POSTS AS OF 1 NOV 1948

ANNEX A to EUCOM CIR 140, 26 OCTOBER 1948

LEGEND

- MILITARY POST BOUNDARIES
- MILITARY POST HEADQUARTERS
- ▲ EXEMPT AIR FORCE STATIONS WITH COMMUNITY RESPONSIBILITY



(11)
Military Post to the Munich Military Post. The Commanding Officer,
Munich Military Post, acquired general court-martial jurisdiction over all
persons subject to military law in Weilheim except those serving with the
U.S. Air Forces in Europe, the U.S. Constabulary, or the 1st Infantry Di-
(12)
vision.

d. Discontinuance of Regensburg Military Post

The discontinuance of the Regensburg Military Post, announced
(13)
on 20 August, became effective on 1 November. The 7814th Station Com-
plement Unit, which had administered the Regensburg Post, was discontinued,
and the area formerly assigned to the Post was divided between the Military
Posts of Nürnberg-Fürth and Munich. Although EUCOM Headquarters granted
increased allocations of personnel and equipment to the Munich and Nürnberg-
Fürth Posts to enable them to fulfill their additional responsibilities,
(14)
savings in both men and supplies were expected to result from the move.

4. Post Boundaries

The accompanying map (Map 1) shows post boundaries as of 1 November
1948. Those sections of Württemberg and Baden which were in the U.S.
Occupied Zone were included in the Heidelberg and Stuttgart Military Posts.
Sections of the Laender of Hesse and Nassau located in the U.S. Occupied
Zone were included in the Military Posts of Wetzlar, Wiesbaden, and Frank-
furt. Land Bavaria was divided among the Military Posts of Würzburg,
(15)
Nürnberg-Fürth, Augsburg, Munich, and Garmisch. Map 1 also indicates the
districts of which each military post was composed.

5. Command Inspections

a. Posts Visited

General Gallagher made the following Command inspections of
(16)
military posts and sub-posts during 1948:

<u>Post or Sub-Post</u>	<u>Date of Inspection</u>	<u>Duration</u>
Nürnberg, Regensburg, Augsburg, and Munich	14 Jun 48	8 days
Stuttgart	24 Jun 48	2 days
Wetzlar and Würzburg	27 Jun 48	4 days
Garmisch	23 Jul 48	4 days
Munich, Berchtesgaden	9 Aug 48	8 days
Nürnberg	29 Aug 48	6 days
Augsburg, Sonthofen, and Füssen	18 Sep 48	4 days
Würzburg, Hammelburg, Bad Kissingen, Schweinfurt, Kitzingen and Bad Mergentheim	27 Sep 48	4 days
Stuttgart	4 Oct 48	4 days
Frankfurt	18 Oct 48	3 days
Wetzlar	5 Nov 48	4 days
Bremerhaven	15 Nov 48	4 days
Nürnberg	5 Dec 48	6 days

6. Post Populations

The total number of persons -- American and Allied, military and civilian -- supported by the military posts increased by more than 6,000

during the period under review. As reported by post commanders, the total number of persons assigned permanent quarters at EUCOM posts and sub-posts increased from 135,556 on 15 July 1948 to 142,218 at the end of (17) December. The number of persons stationed at each of the military posts (18) at the end of the year 1948 is shown below:

<u>Post</u>	<u>Military</u>		<u>Civilian</u>		<u>Depen-</u> <u>dents</u>	<u>Total</u>
	<u>U.S.</u>	<u>Allied</u>	<u>U.S.</u>	<u>Allied</u> <u>neutral</u>		
Totals	<u>101,902</u>	<u>280</u>	<u>9,942</u>	<u>2,191</u>	<u>27,903</u>	<u>142,218</u>
Augsburg	7,396	74	153	15	1,888	9,526
Berlin	5,428	22	1,173	50	845	7,523
Bremerhaven	2,380	20	326	123	1,162	4,011
Frankfurt	19,156	47	2,760	582	5,907	28,452
Garmisch	639	--	84	5	293	1,021
Heidelberg	10,014	29	1,256	483	2,841	14,623
Munich	17,287	47	1,577	103	5,566	24,580
Nürnberg	16,341	8	948	198	3,041	21,036
Stuttgart	5,987	17	598	224	1,943	8,769
Wetzlar	5,281	--	219	47	1,506	7,053
Wiesbaden	6,402	15	635	40	2,052	9,144
Würzburg	5,091	1	208	321	859	6,480

7. General Provisions Relating to Posts

At the request of Maj. Gen. Carter B. Magruder, Chief of Staff of the U.S. Army in Europe, all previous directives pertaining to the administration of military posts were consolidated into a EUCOM circular, "Command and Administration of Military Posts," published 26 October. The circular defined a post as "a command comprising a geographical area designated by this headquarters," and a sub-post as "a geographical area of a post that is technically a part of and administered by a military post." (19) (20)

Sub-post commanders were directly responsible to their respective post commanders. Since post commanders reported direct to EUCOM Headquarters, military posts were considered major commands with the exception of Wiesbaden, which reported to USAFE. Units which depended upon a military post for logistic support and which did not further post operations were known as lodger units. Military posts had the following obligations to units attached to them for logistic support: the supply of common-users items; the provision of hospital and sanitation facilities; the evacuation of personnel; the provision of quarters, to include the repair and construction of necessary installations; and the provision of service by Machine Records Units (MRU).

8. Mission of Post Commanders

In broad outline, post commanders were assigned the following major responsibilities:

(1) To support organizations and individuals of the U.S. military forces and agencies stationed within the area of their military posts, as authorized by EUCOM orders.

(2) To provide those supplies, housekeeping services, and essentials of living that were authorized to organizations and individuals assigned or attached to their posts. In the event an exempted air installation within a post lacked the necessary facilities, the post commander was required to grant access to post facilities to personnel of the installation in question.

(3) To maintain an intelligence section for providing liaison with other intelligence agencies within their respective posts.

(4) To maintain law, order, and internal security within their posts, and to enforce proper military conduct, bearing, and appearance on the part of all personnel stationed there.

(5) To discharge obligations to displaced persons and refugees in accordance with the CINCEUR - IRO Agreement and with instructions from EUCOM Headquarters. Wiesbaden was the only military post exempted from such responsibilities, its functions in that respect being assumed by the Frankfurt Post.

(6) To perform necessary construction work within their posts.

(7) To support or operate establishments or agencies contributing to the support of other posts or major commands as directed by LUCOM Headquarters.

9. Specific Duties of Post Commanders

Specific duties of post commanders entailed the following responsibilities: ⁽²³⁾ to determine and fill requirements of assigned units for military personnel; to supervise MRU accounting for military personnel of units other than Air Force assigned or attached to the posts as specified in attachment orders; to provide religious services, operate postal installations, publish orders, and assign living quarters for authorized personnel; to insure clearance of property accounts and payment of personal indebtedness by all persons about to leave the post or sub-post; to provide instruction

under the Troop Information and Education Program; to eliminate undesirable personnel from units within the post, excepting those of the U.S. Constabulary, the 1st Infantry Division, the U.S. Air Forces in Europe, and the EUCOM Training & Education Center; to administer civilian employees; to supervise the utilization and security of prisoners, operate a post stockade, and provide coverage of the post by military police; to exercise court-martial jurisdiction; to prepare budget estimates of appropriated dollar funds and German marks required in operating the post; to collect all money owed the U.S. Government for commissary sales, meals, billets, and other supplies and services; to insure the prompt payment of all personnel of their commands; to control all nonappropriated funds of units assigned or attached to the post for administration; to keep costs accounts for post operations, EUCOM Headquarters; to review reports of survey originating within the post, with authority to relieve persons of pecuniary liability for amounts of \$1,500 or less; to maintain an intelligence section; to repatriate eligible displaced persons sentenced to imprisonment by military government courts; to conduct check and search operations of displaced-persons assembly centers and installations; to supervise the training of military units assigned or attached to the post; to procure and supply noncontrolled items for all U.S. Army and Army-sponsored personnel on the post; to supervise all action concerned with the acquisition and release of real estate on the post; to inspect organizational maintenance of equipment belonging to units assigned or attached to the post, except those attached only for operations or logistic support; to supervise construction work and the field maintenance

of engineer equipment; to provide utilities, housekeeping and other services for all assigned and attached units, and other personnel supported by the Army; to support the Army Assistance Program to German Youth Activities; and to arrange medical service, including dental, veterinary, and sanitation services.

10. Responsibilities Towards Exempted Installations

a. Inspections

In a directive of 13 November, Lt. Gen. Clarence P. Huebner, Commander of the U.S. Army in Europe, expressed concern over the lack of cooperation and coordination between post commanders and the commanders of exempted Class II installations, other than Air Force Installations, located within the confines of military posts, and cited the responsibility of post commanders for regular inspections of such installations. Sub-post commanders were also authorized to inspect all installations except those of the Air Force within their respective areas of jurisdiction. In making the inspections, post commanders were requested especially to note standards of discipline, efficiency, and adherence to LUCOM policies on the part of the installations, but they were not authorized to prepare efficiency reports covering installation commanders.

b. Technical Service Installations

The relationship between commanders of technical service installations and the commanders of military posts was precisely defined in LUCOM regulations published in October. Technical service installations

frequently had subsidiaries located in other military posts and in such cases the satellite installations were supported by the post or sub-post in which they were located. Through the military post such installations obtained military personnel to support the installation; quarters for personnel; transportation for dependents, their household goods, and privately owned vehicles; guards and German employees for housekeeping purposes; and leave and travel orders.

11. Relations with Exempted Air Installations

Post commanders had no control over commanders of exempted air installations, who reported through Air Force channels to the Commanding General, U.S. Air Forces in Europe. In all cases requiring joint action, post and air installation commanders were requested to cooperate. Military Posts normally did not support the personnel of exempted air installations, but such personnel were permitted to use post exchanges and other facilities in the event that none were available at their particular installations. Exempted installations existing during this period, and the military posts in which they were located, are listed below:

(28)

Military post

Exempted installations

Augsburg

Kaufbeuren Air Base
Landsberg Air Ammunition
Depot

Munich

Erding Air Depot
Fürstenfeldbruck Air Base
Neubiberg Air Base
Munich Air Base
Oberpfaffenhofen Air Depot
Oberwiesenfeld Signal Depot

Nürnberg-Fürth

Bruck Air Ordnance Depot
Industriehafen Storage Depot
Roth Air Ammunition Depot

Frankfurt

Rhein-Main Air Base
(including Zeppelinheim Air
Ammunition Depot)

Berlin

Tempelhof Air Base

In addition to the above named installations, U.S. Air Forces in Europe administered and supported the military post at Wiesbaden, where USAFE Headquarters was located.

12. Relations with the Office of Military Government

Military government offices and personnel were given logistics support by the military posts or air installations in which they were located. Commanders were required to obtain approval from the appropriate Land Director of Military Government before using for other purposes any living quarters previously assigned to his personnel. Military government detachment commanders were responsible to the post commanders for the discipline, conduct, and appearance of MG personnel and for the preservation

and proper use of U.S. Government property assigned to them. Post commanders maintained liaison with military government at both the Land and Kreis levels.⁽²⁹⁾

13. The 7970th CIC Group

Counterintelligence operations were conducted within all posts and air installations by the 7970th Counter Intelligence Corps Group, the members of which were fully supported by post commanders. The 7970th CIC Group detailed liaison officers to all post commanders to advise them of investigations pertaining to their posts. In the event of major security incidents, the 7970th CIC Group conducted counterintelligence phases of the investigation in coordination with the post or installation commander.⁽³⁰⁾

14. Post Highway Patrols

a. Establishment of Patrols

The responsibility for controlling traffic and enforcing laws in the U.S. Zone of Occupation was transferred to the post commanders from the U.S. Constabulary late in the period.⁽³¹⁾ Post commanders were directed to organize a post highway patrol which would function under their command, with technical supervision provided by the Provost Marshal, EUCOM. The mission of the highway patrols was to enforce law and order, control traffic, safeguard property, and investigate all incidents involving occupation personnel in the rural areas and on the highways of the zone. Each military post was directed to form a provisional platoon of military police to patrol the area of the post, which was subdivided when necessary into sectors where detachments were stationed for operations.

No additional personnel were allocated to the posts for the patrols, which were composed of existing authorizations for military police; however, additional equipment could be drawn in accordance with the number of stations established and personnel detailed to patrol duty. The (32) patrols used radio communications, supplemented by telephone and teletype. Post highway patrols were authorized the use of motorcycles, jeeps, sedans, and command and reconnaissance vehicles.

b. Patrol Operations

Each post highway patrol comprised a platoon headquarters in the office of the post provost marshal, together with one or more station units. When necessary, the station units functioned on a 24-hour basis. The platoon commander supervised the operations of units under his control. All platoon and station commanders were directed to make a progressive survey on the time, place, and duration of the peak requirements for personnel. The station units dispatched motor vehicle patrols for the following purposes: to maintain traffic control, discipline, and safety on the roads; to protect personnel outside the limits of cities in which posts and sub-posts were located; to assist in emergency situations; and to coordinate its activities with all local authorities concerned. EUCOM Headquarters recommended that a member of the German civil police accompany the post highway patrol on its missions. In exercising technical supervision of highway patrol units, the Provost Marshal, EUCOM, was authorized (33) direct communication with post commanders.

15. Real Estate Holdings

During this period, military post commanders continued their efforts to reduce their expenses for real estate holdings throughout the U.S. Zone. On 30 June 1948, military posts held 19,129 buildings through requisitions and 1,153 through confiscation. Monthly rentals for the requisitioned buildings amounted to 8,305,181 DM. (34) Although the number of requisitioned buildings increased to 19,240 by 30 September, monthly rents decreased to 7,749,824 DM and confiscated buildings decreased to 1,093 by that date. Sixty confiscated buildings excess to Command needs were released to the German authorities. At the end of December requisitioned buildings at military posts numbered only 19,074, for which 7,307,983 DM was paid in rent; and confiscated buildings numbered 1,074. Because the maintenance of property records (Engineer Form 1266) by the various military posts was not considered satisfactory, the Chief Engineer revised the method (35) of recording real estate at the end of December.

FOOTNOTES

1. EUCOM GO No. 57, Pt. I, 15 Jun 48.
2. Ltr, EUCOM, sgd Lt Gen C.R. Huebner to Brig Gen P.E. Gallagher, Dir of Posts, 28 May 48, sub: Duties of Director of Posts, US Army, Europe.
3. Information furnished by Brig Gen P.E. Gallagher, Dir Mil Posts Div, 16 Dec 49.
4. Ibid.
5. EUCOM Dir Posts Rpt of Opr, 1 Jun - 30 Sep 48; 1 Oct - 31 Dec 48.
6. EUCOM Cir 41, sec I, par 2, 48.
7. EUCOM AG Div MR Br Stat Sec, Strength and Quarters Report ECAGX - 31, 15 Jul 48; 31 Dec 48.
8. EUCOM GO No. 37, 22 Apr 48; Frankfurt Mil Post GO No. 9, 1 Jul 48, sub: Establishment of Sub-Post within Frankfurt Military Post, AG 300.4 FPSE/SC.
9. Ltr, EUCOM, 28 Jun 48, sub: Discontinuance of the 7818 Station Complement Unit and Organization of the 7867 Headquarters and Service Company, AG 322 GOT - AGO; ltr, EUCOM, 9 Jul 48, same subject.
10. Cable SC - 25553, 3 Jul 48, EUCOM sgd Huebner.
11. EUCOM Eng Div Rpt of Opr, 1 Jul - 30 Sep 48, p. 1.
12. EUCOM GO No. 75, secs I - III, 13 Aug 48.
13. Cable SX - 2404, 20 Aug 48, EUCOM to Mil Posts at Munich, Nurnberg, and Regensburg, sub: Discontinuance of Regensburg Military Post.
14. EUCOM GO No. 80, secs I - V, 26 Aug 48.
15. Ltr, EUCOM, 24 May 48, sub: Military Posts and Post Boundaries, AG 092 GOT - AGO.
16. USAREUR, Off of Dir of Posts, Log of Inspections of Military Posts, 48.
17. EUCOM AG Div MR Br Stat Sec, Military Post and Sub-Post Strength Report, ECAGX - 31, 15 Jul 48; 31 Dec 48.
18. Ibid.

19. IRS, CofS USAREUR sgd Brig Gen C. B. Magruder to Dirs, OPOT, Log, and Posts Divs, 15 Oct 48, sub: Responsibilities of Post Commanders within Exempted Installations; EUCOM Cir 140, 26 Oct 48, sub: Command and Administration of Military Posts.
20. EUCOM Cir 140, sec V, par 9a, b, 26 Oct 48.
21. Ibid.
22. EUCOM Cir 140, sec VII, 26 Oct 48.
23. Ibid., pp. 7-17.
24. Ltr, EUCOM sgd Lt Gen C. R. Huebner to CG's of Mil Posts, 13 Nov 48, sub: Coordination between Post Commanders and Commanding Officers, Class II Installations.
25. Ibid., EUCOM Cir 140, sec VII, par 17b(2) (e), 26 Oct 48.
26. Ibid., sec IX, par 18.
27. EUCOM Cir 141, 26 Oct 48, sub: European Command Technical Services.
28. Ltr, EUCOM, 24 May 48, sub: Military Posts and Post Boundaries, AG 092 GOT - AGO.
29. EUCOM Cir 140, sec IX, 26 Oct 48.
30. Ibid.
31. Ltr, EUCOM, 29 Oct 48, sub: Law Enforcement and Traffic Control, AG 010.8 GPA - AGO.
32. Ltr, EUCOM, 13 Dec 48, sub: Establishment of the Post Highway Control, AG 010.8 PMG - AGO.
33. Ibid.
34. EUCOM Engr Div Rpt of Opr, No. 44, 1 Jul - 30 Sep 48, p. 18.
35. Ibid., No. 45, 1 Oct - 31 Dec 48, p. 20.

CHAPTER XXXIII

Bremerhaven Port of Embarkation

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Commander-in-Chief
European Command

CHAPTER XXXIII

Bremerhaven Port of Embarkation

1. Mission

The Bremerhaven Port of Embarkation (BPE) continued its triple role as port, military post, and major command during the last six months of 1948 with no major changes in its mission or its assigned duties. (1) The processing and shipping of alien war brides through the port increased the workload of the Port Operations Branch in this period. New airlift installations at Celle and Fassberg in the British Zone required logistics support from the supply units of the Engineer, Quartermaster, and Ordnance Sections. In accordance with Command-wide policies, the port continued to reduce installations in Bremen and the Bremen Enclave and to consolidate port functions around Bremerhaven. Personnel shortages continued to present a problem throughout the port area.

2. Changes in Organization

A few minor organizational changes took place during the period under review. Effective 1 September the Transportation Section was transferred from the Chief of Port Operations to the Chief of Services. The formulation of policies and procedures pertaining to Transportation Corps supplies became the responsibility of the Transportation Corps Supply Depot when these functions were transferred from the EUCOM Transportation Division to the Commanding Officer, BPE, on 15 July. The 319th Station Hospital at Bremerhaven was reorganized from a 400-bed to a 300-bed hospital, effective 1 November. During the fourth quarter the Bremen Ordnance Maintenance shops were closed and their workload was transferred to the Field Maintenance Shop in Bremerhaven.

3. Changes in Key Personnel

Minor organizational changes resulted in several redesignations of titles and new officer spaces during the third quarter, and replacements were assigned in various key positions throughout the half year. Early in the third quarter the position of Chief of Staff was discontinued and Col. George H. Moloney, who had served in this capacity since 15 March 1948, was renamed Executive Officer. Effective 15 July the Chief of Port Operations, Col. Wilmar W. Dewitt, was ordered to act also as Deputy Port Commander with respect to operations of the actual port area. During the third quarter Lt. Col. Horace F. McFeely was appointed to fill the new position of Deputy Chief in the Port Operations section; Maj. Alexander F. Leith

assumed command of Headquarters and Headquarters Company, 17th Transportation Major Port, replacing Maj. Robert E. Tolle; Lt. Col. Carl H. Trik replaced Col. Raymond L. Hill as Port Engineer; and Lt. Col. Enos B. Thornton replaced Lt. Col. George Lennox as Port Signal Officer. During the fourth quarter Col. S. I. Zeidner was replaced by Col. C. K. Darling as Chief of Services, and Capt. Edward H. Landers replaced Capt. James R. Showers as Troop Information and Education Officer.

4. Personnel Shortages

A shortage of enlisted personnel resulting from redeployment, and cuts in indigenous personnel required by budget reductions, combined with increasing workloads to create a serious problem for port installations. An intensive recruiting drive by Headquarters and Headquarters Company, 17th Transportation Major Port resulted in the reenlistment or extension of enlistment of 70 percent of its personnel. The 382d Military Police Battalion was severely handicapped by shortages throughout the period, and only 230 enlisted men were present for duty during December. Many enlisted replacements were young and inexperienced, as in the Quartermaster Section, and required extensive on-the-job training to be of service. The Maintenance and Repair Section and the Transportation Corps Supply Depot cut their indigenous personnel to meet budget reductions.

a. The 319th Station Hospital

The 319th Station Hospital at Bremerhaven, serving post personnel and all EUCOM patients being evacuated to the United States, encountered shortages in administrative and technical personnel as the result of redeployment and of reductions accompanying its reorganization. Enlisted men received during the third quarter to fill key administrative positions required on-the-job training. By the fourth quarter, Germans were being assigned to duties normally performed by enlisted men in the lower grades, and remaining enlisted men were being used as supervisors and technicians. Although an effort was made to train them for supervisory and technical duties, most of the men were not fully qualified to profit from such training. The dental clinic, while faced with an increased workload, operated with a 50 percent decrease in dentists, and only one of the three German dentists assigned to meet the shortage began work during this period. The shortage of nurses was eased by the arrival of five Department of the Army civilian nurses, although they worked only a 40-hour week and performed no night duty.

5. Personnel Increases

In contrast to the general personnel situation, some increases in port operations personnel took place during this period. The 7749th Staging Area increased from 274 in September to 345 in December. When lack of supervision over the maintenance of vessels and loading and unloading operations was found to be lengthening turn-around time and resulting in damage, pilferage, and errors in checking of cargo, eleven additional marine superintendents

in the Water Division and six additional checker supervisors in the Transportation Section were assigned to improve operational efficiency and security.

6. Cargo Operations

Cargo discharged and loaded at the port totaled 441,519 weight tons in the second quarter of 1948, 554,614 weight tons in the third (105 vessels), and 459,124 in the fourth (91 vessels). Average turn-around time for ocean-going vessels increased from $2\frac{1}{2}$ days in the third quarter to $2\frac{3}{4}$ days in the fourth.

a. Cargo Discharged

The average amount of cargo discharged per ship per day increased 5.9 percent, to 501 tons in the third quarter, and continued to increase, reaching an average of 571 tons in the fourth quarter. Total cargo discharged for the third quarter was 531,025 tons, an increase of 25 percent over the second quarter figure of 425,193 tons. The third quarter total included 431,958 tons of petroleum, oil, and lubricants (POL) cargo, an increase of 95,843 tons over the preceding three months. POL tonnage discharged during the fourth quarter dropped to 294,522 tons, while the total cargo discharged for this period decreased 19.5 percent to 427,267 tons. Thirteen tons of State Department civil affairs cargo were discharged during the third quarter for shipment to Austria. Included among the 99,054 tons and 132,745 tons of general cargo discharged during the third and fourth quarters, respectively, of 1948, were the following special types:

<u>Type of cargo</u>	<u>1 Jul - 30 Sep</u>	<u>1 Oct - 31 Dec</u>
Mail	1,898	3,190
Baggage	682	1,615
Household goods	505	517
Private vehicles	1,886	1,104

b. Cargo Loaded

Cargo loaded at the port for outshipment totaled 23,589 tons for the third quarter and 31,857 tons for the fourth, compared with 16,326 during the period April to June. Military cargo outloaded during this period, by quarters, was as follows:

<u>Type of cargo</u>	<u>1 Jul - 30 Sep</u>	<u>1 Oct - 31 Dec</u>
Totals	<u>23,589</u>	<u>31,857</u>
Mail	805	1,089
Baggage	701	1,193
Household goods	3,978	4,306
Engineer	2,774	404
Ordnance, general	1,956	2,039
Ordnance, vehicle	3,205	3,363
Ordnance V	9	5,217
Miscellaneous (gas cans, private cars, etc.)	10,161	14,246

c. Cargo on Hand

Cargo awaiting outloading at the close of the period totaled 887 tons, with 819.7 tons called forward and 72 tons available in depots. Discharged cargo on hand awaiting clearance increased from 1,854 tons at the end of the third quarter to 4,920 tons at the end of the fourth as general cargo discharges increased and no additional personnel were authorized to handle the workload. Discharged cargo was cleared from the

port by various means of transportation as follows:

<u>Means of transport</u>	<u>1 Jul - 30 Sep</u>	<u>1 Oct - 31 Dec</u>
Total.	<u>98,754</u>	<u>129,713</u>
Road.	128	255
Rail.	96,300	126,814
Barge	32	3
Consignee	433	1,432
Own power	1,861	1,209

POL clearance is not shown because this tonnage was discharged and cleared at the same time.

d. Volume of Freight in Terms of Cars

The freight car situation was as follows for the two quarters under review:

	<u>1 Jul - 30 Sep</u>	<u>1 Oct - 31 Dec</u>
Cars ordered from German Reichsbahn in Bremen.	14,555	12,544
Cars received	11,919	10,726
Cars loaded	11,919	10,612
Cars spotted (placed for loading and unloading).	12,531	10,759

7. Passenger Traffic

Personnel movements through the port increased substantially during the period. Incoming military personnel increased 129 percent and outgoing alien war brides increased 132 percent between 30 September and 31 December. For the first time in the history of the port, military replacements exceeded losses, while war brides seeking transportation to the United States prior to the expiration of the Alien Spouse Act on 27

December brought a record number of dependents to staging area facilities. Total personnel handled increased from 45,112 in the second quarter of 1948 to 53,334 in the third and 73,336 in the fourth. This heavy increase, amounting to approximately 37.5 percent called for outstanding efforts on the part of all available personnel to maintain efficient port operations.

a. Debarkations

There were twenty-two arrivals of Army transports, carrying 17,065 troops, dependents, and other passengers during the third quarter, and forty-six arrivals, carrying 32,525 passengers, during the fourth quarter. Figures for debarking passengers follow:

<u>Incoming passengers</u>	<u>1 Jul - 30 Sep</u>	<u>1 Oct - 31 Dec</u>
Total.	<u>17,065</u>	<u>32,525</u>
Army.	12,780	29,281
Army Nurse Corps.	3	--*
Navy.	72	76
Prisoners	1	--*
Prisoners of war.	2	1
Dependents.	2,836	2,511
DA civilians.	743	457
US civilians.	486	55
German civilians.	--*	103
Congressmen	3	--*
IRO personnel	--*	3
Deportees	64	24
Repatriates	43	4
(Passengers - different nationalities).	32	10

* Not listed

b. Embarkations

A total of 36,080 persons departed from the European Command through BPE during the third quarter, and 40,811 embarked during the fourth quarter. Figures for embarking passengers follow:

<u>Outgoing passengers</u>	<u>1 Jul - 30 Sep</u>	<u>1 Oct - 31 Dec</u>
Total.	<u>36,080</u>	<u>40,811</u>
Army.	16,781	19,557
Army Nurse Corps.	11	--*
Navy.	46	43
General prisoners	271	143
Dependents.	2,007	1,691
Alien dependents.	2,692	6,241
US patients	356	488
DA civilians.	883	752
US civilians.	3	164
German civilians.	206	175
Fiancees of Canadian soldiers	12	96
Fiancees of US citizens	79	133
Displaced persons	11,381	9,826
Repatriates	356	466
Emigrants	986	1,000
(Passengers - different nationalities).	10	36

* Not listed

c. Shipment of Pets

The staging area processed and shipped to the United States 1,621 dogs and 11 cats and received from the United States 77 dogs and 4 cats during the period under review.

8. Maintenance and Repair Activities

The Maintenance and Repair Section of the Water Division made repairs and secured cargo on eighty-one Army and Army-chartered transports and cargo

vessels during the six-month period. The section completed 739 job orders involving repairs on sea-going vessels, harbor craft, floating equipment, and material handling equipment in the port area.

9. Hospital Ship Service

On 4 August a hospital ship, the USAHS Comfort, began servicing the European Command for the first time since December 1947. During the earlier part of 1948 the 319th Station Hospital had encountered difficulties in evacuating certain classes of patients via Army transport. Transports continued to be used for the evacuation of ambulatory patients.

10. Shipment of Private Cars

The Vehicle Processing Section received 2,073 privately-owned vehicles and shipped 3,829 to the United States during the last half of 1948. During the third quarter the section put into effect new measures to lower pilferage and damage to cars during transit. These measures included the refusal to accept vehicles containing personal property; preparation of a detailed check-list covering the condition of the car, to be signed by a responsible authority at each stage of processing and transportation; movement of cars from processing station to loading quays only on the day of loading; and improvement in security measures, including an increase in guards, at the processing station. As a result, there was little pilferage during the fourth quarter.

11. Ammunition Shipments

During the third quarter of 1948 the Ordnance Section received 14,555 tons of ammunition shipped from the United States. These shipments were a new responsibility of the section and required coordination with the Water Division, the Rail Transportation Section, and the Engineer Section to insure proper handling, shipping, and fire prevention security. Shipments received and disposed of during the fourth quarter totaled 13,920 tons.

12. Scuttling of Enemy Gases

The scuttling of two condemned ships with over 5,000 tons of captured enemy toxic gases on board was handled by the Chemical Section during the period. The Philip Heimken, with 2,362 tons on board, was sunk on 24 July. The Marcy, carrying 2,965 tons, was sunk on 24 August. The disposal was accomplished in the North Sea burying ground for such poisons and was expected to be the last to be made. Seven men received minor burns from mustard gas during the outloading.

FOOTNOTES

1. EUCOM EPR Rpt of Opr, 1 Jul - 30 Sep 48; 1 Oct - 31 Dec 48. This chapter is based upon these documents unless otherwise indicated.

CHAPTER XXXIV

American Graves Registration Command

European Area

CHAPTER XXXIV

American Graves Registration Command

European Area

1. Changes in Organization

During the last half of 1948 there were three major changes in the organization of the American Graves Registration Command, European Area. (1)

On 1 November a Fourth Zone was activated with jurisdiction over the United Kingdom and Eire and charged with return and reinterment operations in those areas. Certain detachments of the 7887th Headquarters Group AGRC were discontinued and personnel from Detachment "C" were assigned to the newly activated United Kingdom Area Detachment, 7855 Zone 1, pending receipt of a (2) TD for the Fourth Zone. The second change was movement of the reduced Second Zone headquarters from Carentan to a more economical location in Granville, France, and the third was transfer of responsibility for Luxemburg, including Hamm Cemetery, from the First to the Third Zone, to equalize the

COMMAND ORGANIZATIONAL CHART
 AMERICAN GRAVES REGISTRATION COMMAND
 EUROPEAN AREA

1 Nov 48

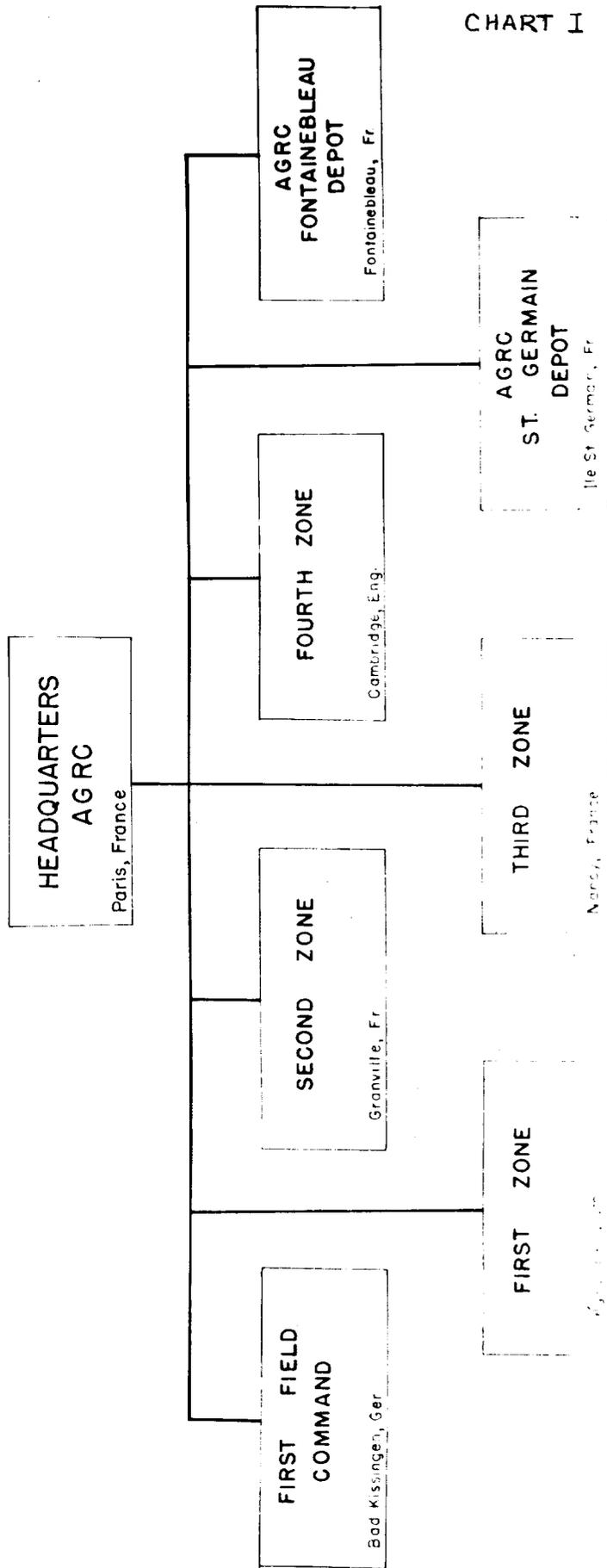


CHART I

(3)
zone workloads. During this period all service troops of the AGRC St. Germain Depot were consolidated into the 7761 AGRC Depot Company. Chart 1 (4) shows the Command organization at the end of 1948. A minor change was effected in Headquarters, AGRC-EA, on 10 August when the Claims Section was transferred from Headquarters Commandant and Command Provost Marshal Section (5) to the Judge Advocate Section.

2. Changes in Key Personnel

Changes in personnel of Headquarters, AGRC-EA, included the assignment of Lt. Col. James M. Scott as Staff Judge Advocate and Col. Edward F. French (6) as Command Signal Officer. First Lieutenant Robert G. Matte replaced 1st (7) Lt. James Murphy as Aide-de-Camp to General Peckham on 9 November. In July Col. Dewitt Ballard assumed command of the First Zone, and in December Lt. Col. Edward F. Stephenson was appointed Commander of the Fourth Zone.

3. Progress of Phase-out Plans

On 1 July the AGRC-EA began its fourth year of operations with emphasis shifting from accelerated disinterment schedules to the Return Program and reinterment program operations. Its mission of maintaining temporary cemeteries was completed, and phase-out plans designed to meet the current target date of 30 September 1949 for termination of Command functions were progressively put into effect during the period under review. Command Phase-out Boards and the OPOT Division of AGRC-EA submitted close-out plans to the Office of the Quartermaster General (OQM) for consideration, but final approval had not been received by the end of the year. Representatives of

the OQMG and American Battle Monuments Commission (ABMC) worked out plans and schedules for transfer of the ten permanent cemeteries in the European Area to ABMC upon completion of reinterment operations by the AGRC-EA.

a. Reduction in Civilian Personnel

In August Manpower Boards were appointed for headquarters and subordinate units to effect a 10 percent reduction in civilian personnel during the third quarter and a 25 percent reduction during the fourth. In implementing phase-out plans, 20 quartermaster companies (FOS) were (8) deactivated. All Field Operating Section (FOS) personnel not required after 1 January 1949 were to be released. Throughout the period a recruiting program was conducted, and by 31 December 115 enlisted men, or about 50 percent of those eligible for discharge or return to the United States, had reenlisted or extended. Redeployment and reduction of civilian employees, however, resulted in steadily diminishing personnel strengths which necessitated readjustments by a number of sections throughout the Command to accomplish their assigned functions. A comparison of strengths on 1 July, 30 September, and 31 December is shown below.

	<u>1 Jul</u>	<u>30 Sep</u>	<u>31 Dec</u>
Total	7,852	6,285	4,721
Officers and Enlisted	1,407	1,322	1,084
Civilians in Clerical and Technical Positions	3,587	3,072	2,646
Local Resident Laborers	2,858	1,891	991

b. Release of Installations

Camp John B. Franks at Carentan was released to the French and Cardiff Port to the British on 30 November. Liverpool was surveyed for possible future shipments of remains from the United Kingdom. Area No. 3 of the AGRC Fontainebleau Depot was returned to the French and the Excelsior Hotel at Nancy was scheduled to be released by Third Zone Headquarters on 31 December. Second Zone Headquarters was scheduled to close on 1 April 1949, at which time the Granville and Cherbourg installations would be released, and the cemeteries at St. Laurent and St. James placed directly under AGRC-EA Headquarters. Preparations were made to consolidate Command Headquarters installations and to release a number of buildings in the Paris area by early 1949.

4. Close-out of Temporary Cemeteries

The last of the 37 temporary cemeteries were closed for Return Program operations with Benediction ceremonies on the following dates: St. Andre and Hochfelden on 5 and 11 July, respectively; Grand Faily and Fosse on 12 July; Champigneul and Foy on 2 and 23 August, respectively; and Neuville-en-Condroz on 20 September. Except for close-out of abandoned sites, and interim maintenance functions at permanent cemetery sites pending their transfer to the American Battle Monuments Commission, the cemeterial maintenance mission of the zones was ended. Upon completion of disinterment operations in the temporary cemeteries, the Command returned a further 17 sites to host nations, including Champigneul, Gorrion, Le Chene Guerin, Limey, Luynes, Marigny, St. Andre, St. Corneille, Ste Mere Eglise No. 1 and No. 2,

Solers, Villeneuve-sur-Auvers, Fosse, Foy, Molenhoek, Brookwood and Malmo. By the end of December only the Grand Faily, Andilly, and Hochfelden former temporary cemetery sites remained to be derequisitioned. The host nations concerned had accepted responsibility for all but five of the derequisitioned sites by the end of 1948. In August and September the OPOT Division of the AGRC-EA took action to terminate responsibility for the former cemetery site at Lisnabreeny where a small claim by the landowner was holding up final acceptance by the host nation.

5. Search and Recovery Operations

a. General

The target date for completion of search and recovery operations was 31 December 1948. However, in December the date for completion of operations in occupied zones of Germany and Austria was established at 1 June 1949. An average of 25 search and 10 recovery teams operated in France, Belgium, The Netherlands, Luxembourg, and the occupied zones of Germany and Austria throughout the period. Liaison with the British and French in their zones was close and satisfactory, and relations with the host nations were generally excellent. These operations resulted in the recovery of 345 bodies which were brought to the Central Identification Section at Neuville-en-Condroz, Belgium.

b. Operations in Soviet Occupied Areas

Teams working in Soviet occupied areas encountered numerous difficulties in obtaining clearances, and throughout the six-month period were able to spend only 128 days in the field, during which 110 remains were

(9)
recovered. Operations within the Soviet zone of Austria were fairly satisfactory, although activities were suspended for about three weeks in October and November, and in December teams were able to visit only three locations in both Austria and Germany. Disinterment of a mass burial in Graz, Austria, received the cooperation of British authorities. The Austria Detachment was permitted to make only one trip to Czechoslovakia during the third quarter, and none in the fourth. Current data on all outstanding cases there were submitted to the Czech Ministry of Interior, which agreed to check each case and report to the Austria Detachment through the Military Attache in Prague. Entry into Romania and Hungary was not permitted, and the files for these two countries and Czechoslovakia were brought to Headquarters, First Field Command, for possible solution of cases through case history study and association. Administrative research on listed cases in Poland and in Spain also continued through the fourth quarter. No clearances were obtained for entry of teams into Lithuania or Russia. Despite the political situation in Berlin, operations were permitted in the Soviet zone of Germany, mainly in the provinces of Brandenburg, Madgeburg, Sachsen-Anhalt, and Mecklenburg. Teams were notified to suspend activities for 16 days in November because of Soviet holidays. When activities were resumed, the Soviet authorities directed that future operations be limited to combination search and disinterment teams consisting of five men each, and the practice of clearing only one team a week to the field was continued. Although the Soviet authorities in Berlin were furnished with itinerary data in advance, the komandatura in the area of operations

further restricted activities by deleting certain towns and villages already approved. The use of the air lift to evacuate remains from Berlin was continued during the period.

c. Unusual Operations

In October a plane was raised from the bottom of Gamburg Lake in Denmark, and the body of the deceased pilot identified. Excavations were begun the following month to recover a B-17 buried in a field near Beinheim, France. The most hazardous operations were conducted in mined areas, such as the Hürtgen Forest, in western Germany, from which 25 American deceased were recovered and evacuated during the last quarter.

6. Permanent Cemeteries

a. International Aspects

With reinterment operations well under way in four of the ten permanent cemeteries, the AGRC-EA entered the final phase of negotiations with host nations for rights in perpetuity to land needed for permanent sites. During the third quarter, rights of entry into the St. James and St. Avold cemeteries were granted by the French Government. The St. James grant involved an agreement to construct a short road for communications. Efforts to secure disputed property at Draguignan continued through December, and the American Ambassador was asked to assist in completing land agreements for the site. The Luxemburg Government granted a formal right of entry into the cemetery at Hamm, informing AGRC-EA that the necessary real estate had been procured. AGRC-EA representatives attended a conference in Luxemburg to complete arrangements, and in October a convention providing for the use of

the site in perpetuity and without taxation was presented to the U.S. Government. Based upon this convention, a model document was prepared for issuance to other host nations with the suggestion that it be used in formulating their own instruments of transfer. (10) The Netherlands Government granted a formal right of entry for construction work at the Margraten Cemetery, informing AGRC-EA that necessary property had been acquired, and a conference was held with Netherlands officials to settle details concerning rights in perpetuity and zoning regulations. During the last quarter the Belgian Government granted a formal right of entry to permit construction work in the permanent cemetery at Neuville, and negotiations for land at Henri Chapelle were under way. Rights of entry for construction work at the Cambridge Cemetery had not been received by the end of the period, but by tacit approval the British Government allowed reinterment operations to begin. The Brookwood World War I cemetery in England was returned to the ABMC. During the last quarter the British Foreign Office informed the Command that no more American deceased could be brought into the United Kingdom, and the problem was referred to the OQMG for instruction.

b. Reinterment Operations

During the period, reinterment operations lagged behind estimates because of excessive fall rains. Consideration was given to the possibility of changing target dates, since the OPOT Division of AGRC Headquarters reported that the Command was falling slightly behind in the reinterment schedule. Measures were taken to speed up the flow of interment directives to allow contractors to operate without delay. Reinterment operations were

begun during the third quarter at Draguignan and Cambridge, and continued at Henri Chapelle and Epinal. Good progress was reported for the first three cemeteries, with approximately 100 bodies buried daily at Henri Chapelle. Plans were formulated for the transfer of Draguignan and Cambridge to the ABMC in the near future. In November reinterments were commenced at St. James, St. Laurent and Hamm. Progress was retarded at Margraten because of rainfalls, but preliminary grading operations were completed in November, and the first overseas burials were made on 1 December. During December, preliminary grading operations continued at St. James, St. Laurent and St. Avold, and were initiated at Neuville. Permanent interments were begun at St. Avold on 6 December, and by the end of the month overseas burials were being made at all permanent cemeteries except Neuville.

7. Return Program Operations

a. Disinterment and Processing

Disinterment operations and the processing of remains in preparation for casketing were conducted during the third quarter in the cemeteries at Fosse, Foy, Solers, St. Andre, St. Avold, Andilly, Hochfelden, Grand Faily, and Champigneul. By 30 September disinterments had been completed in all of these sites except Margraten. On 8 October disinterments and processing were completed at Margraten, and Return Program operations were begun in Neuville during the same month. Although muddy conditions and a shortage of local labor retarded disinterments, these operations were completed on 10 December. Processing of these remains continued throughout the

fourth quarter. All remains resolved for overseas burials were transferred from the temporary sites to the permanent cemeteries. Processing and casketing operations continued at the casketing points in Antwerp and Cherbourg. Between August 1947 and December 1948 the AGRC-EA had exhumed 147,254 remains of World War II dead.

b. Shipments

During the six-month period, 26,987 casketed remains were shipped to the Zone of Interior, bringing the total of remains shipped to the United States from the beginning of operations to the end of 1948 to 61,863. An additional 45 bodies of American deceased were returned to countries other than the United States, in compliance with the wishes of relatives. The USAT Carroll Victory, sailing from Antwerp on 6 November, was the last regularly scheduled mortuary ship from Western Europe. Subsequent shipments of remains were made on Army transports returning to the ZI from Bremerhaven. The USAT James E. Robin departed Cardiff Port with the last bulk shipment of remains from the United Kingdom on 25 November, and the port was closed for AGRC-EA operations. Two shiploads of caskets arriving in October were to be the last until definite estimates of requirements resulting from isolated recoveries could be obtained.

8. Miscellaneous Operations

A new project was inaugurated during the period to resolve the status of unknown dead in U.S. military cemeteries. From July to December the status of all unknowns in 13 permanent and temporary cemeteries was finalized. The question of reserving ground for deceased brothers and friends, whom

next-of-kin had requested be buried side by side, was discussed several times during the period. The OPOT Division was instructed to request OQMG for early information when such cases arose in order that no permanently buried remains would have to be disinterred. A similar problem was encountered regarding the burial of general officers. In November instructions were issued designating the exact spot in each cemetery where each general officer was to be interred.

9. Supply

a. Shortage of Caskets

Low estimates of casket requirements presented a major supply problem at the beginning of the period, but the arrival of two shipments in September eased the situation. During the period seven ships arrived from the United States with 35,839 caskets.

b. Surplus Supplies

Consistent with phase-out plans, the Command disposed of surplus supplies and equipment as rapidly as possible. Ten tons of signal supplies were shipped to the European Command and authorization was received in December to ship 7,600 tons of excess property, although movement of supplies was hampered by cuts in AGRC-EA transportation funds. As of 31 December, 12,400 tons of supplies had been released, of which 5,700 tons were consigned to EUCOM, and 1,800 tons to the French and Belgian Governments under terms of bulk turn-over agreements. Salvage materials totaling 4,900 tons were purchased by French firms. In December the Fourth zone began closing out the Cambridge Camp and turning over excess supplies to the U.S. Air Force in England.

c. POL Supplies

A shipment of 47,700 barrels of 72 octane gasoline, estimated to be sufficient for AGRC-EA operations until the close-out date of 30 September 1949, was received in December for handling by the French under contract. A new POL contract was drawn up with the Standard Francaise des Petroles because of the numerous changes which had been made in the original contract between the Pools des Carburants and Western Base Section.

10. Budget and Fiscal

Budget requirements for the Command declined steadily as close-out operations progressed. The AGRC-EA requested \$4,295,600 for the third quarter of 1948, of which \$4,075,900 were for cemeterial expenses. The estimate was questioned by the Memorial Division of the OQMG, but AGRC representatives were able to justify most of the requirements at a conference held in Washington during the quarter. Funds allotted for the fourth quarter totaled \$3,061,458, of which \$2,810,000 were for cemeterial expenses. Estimates of \$2,501,200 for the three months ending 31 March 1949 were submitted to EUCOM Headquarters and the OQMG in November, and estimates of deutsche mark requirements for the German Fiscal Year 1949 (1 Apr 49-31 Mar 50) were forwarded to EUCOM Headquarters in December.

11. Morale and Welfare

In compliance with DA Circular 231, VD Control Councils were replaced by Army Character Guidance Councils in the subordinate Commands on 1
(11)
November. A weekly "Orderly Hour" was also established in the units to consider problems presented by enlisted men. Literacy surveys were made

during the period, and all enlisted men having AGCT scores of less than 70, or whose formal education had not extended beyond the fifth grade, were given Literacy Placement tests. Those failing to qualify as literate were sent to a basic training school in Frankfurt, Germany, for a 12-week course. In accordance with DA Circular 146 (20 May 48) an education survey was conducted among all Regular Army officers, and those having less than two years of college education were given General Educational Development tests. Officers who passed the tests were encouraged to enroll in USAFI or university correspondence courses. A campaign was also conducted to bring all enlisted men up to a four-year high school educational level, and those below that level were advised to take High School Level General Educational Development tests. Throughout the period, GED tests were taken by 125 officers and enlisted men. The Career Guidance program was emphasized during the period, and a lecture on Career Training given by a representative of the General Staff at Washington was attended by all TI&E students.

12. AGRC-EA Operations as of 31 December

Search and recovery operations during 1948 were conducted in 13 countries, and 1,366 remains were recovered from isolated graves. Of these, 311 were located in the Soviet-occupied zone of Germany. By the end of the year 151,916 of the 156,225 dead in the European Area had been accounted for, and 23,180 remains permanently interred. Unknown deceased identified by the Identification Section at Neuville during 1948 numbered 1,494, leaving 6,583 or 4.47 percent of the total burials in U.S. military cemeteries still unknown by the end of 1948.

FOOTNOTES

1. AGRC-EA Rpt of Opr, 1 Jul-30 Sep 48; 1 Oct-31 Dec 48. Except where otherwise indicated, this chapter is based upon these documents.
2. AGRC-EA GO No. 30, par 2, 29 Nov 48.
3. AGRC-EA GO No. 28, sec IV, 26 Oct 48.
4. AGRC-EA GO No. 27, 1 Oct 48.
5. AGRC-EA Staff Memo No. 5, change 2, 9 Aug 48; See AGRC-EA Rpt of Opr, 1 Oct-31 Dec 48, p. 11.
6. AGRC-EA GO No. 21, 9 Jul 48; 25, 16 Sep 48.
7. AGRC-EA GO No. 29, 9 Nov 48.
8. AGRC-EA GO No. 31, 14 Dec 48.
9. AGRC-EA Rpt of Opr in the Soviet Zones, 1st Fld Cmd, 1 Jul-30 Sep 48; 1 Oct-31 Dec 48.
10. AGRC-EA Minutes of Cmdr's Conf, 8 Nov 48, p. 3.
11. AGRC-EA GO No. 26, 27 Sep 48.

CHAPTER XXXV

Commanding Officer, Special Troops, and Headquarters Commandant

CHAPTER XXXV

Commanding Officer, Special Troops, and Headquarters Commandant

1. Establishment of Headquarters Commandant (Rear)

In preparation for the movement of EUCOM Headquarters from Frankfurt to Heidelberg, General Clay directed on 15 January 1948 that Headquarters, European Command (Rear) be established in Heidelberg. Shortly thereafter the Office of the Headquarters Commandant, European Command (Rear) was established, effective 2 February 1948, as a special staff section stationed at Heidelberg. Col. Russell O. Smith was named Headquarters Commandant and Commanding Officer, Special Troops, Headquarters European Command (Rear). Prior to the removal of EUCOM Headquarters to Heidelberg and the discontinuation of Headquarters Command, EUCOM, in Frankfurt, Brig. Gen. R. E. Duff, Frankfurt Military Post Commander, served as Commandant of Headquarters Command, EUCOM.

2. Activation of 7891st Headquarters Company (Rear)

a. Functions

The organization which originally took over those duties of Headquarters Command, EUCOM, which devolved upon Heidelberg with the transfer of EUCOM organizations, was the 7891st Headquarters Company (Rear). Activated in Frankfurt on 1 February 1948, the 7891st Headquarters Company was transferred to Heidelberg the following day, and assigned during the transfer operations to Headquarters EUCOM (Rear). The Company, under command of Colonel Smith, was organized as a carrying unit for administrative personnel of Headquarters, Special Troops, as well as the enlisted clerical force of all sections of Headquarters EUCOM (Rear).⁽⁴⁾

b. Problems Encountered

The Company was originally very small, consisting of a cadre of six officers and twenty-one enlisted men. The strength of the organization increased as General and Special Staff Divisions of Headquarters EUCOM arrived from Frankfurt, until by 1 June 1948 the assigned strength was 8 officers and 697 enlisted men. At this time the Company was redesignated the 7891st Headquarters Company, European Command. The small commissioned staff and the still insufficient number of enlisted men to handle the Company's expanding responsibilities created problems of administration, supply, and training seldom encountered in a TO&E unit. Supply operations, particularly, were hampered by a lack of trained personnel. With the exception of a small cadre, all enlisted personnel were assigned to EUCOM General or Special Staff Divisions for duty. Duty requirements precluded release of more than 75 - 80 percent of personnel during any one training period, making it difficult to comply with existing training directives.⁽⁵⁾

3. Activation of 7888th Headquarters Special Troops

Owing to the complicated nature of the transfer of EUCOM Headquarters from Frankfurt to Heidelberg, extraordinary organizational methods were employed. The transfer of additional elements of EUCOM Headquarters to Heidelberg and the attachment of more personnel to 7891st Headquarters Company placed a heavy strain on EUCOM Headquarters personnel. To relieve that strain, the 7888th Headquarters Special Troops was activated on 21 February under the command of Colonel Smith and assumed the functions of the 7891st Headquarters Company, which was assigned to it on the same day. The mission of the new unit was to provide administrative, maintenance, and security personnel for the elements of EUCOM Headquarters. It was also organized, in part, as a carrying unit for the commissioned staff of the Commanding Officer, Special Troops in accordance with its grades and (6) duties. The 7888th Special Troops was responsible for supplying administrative personnel for the maintenance of Headquarters Caserne, Patton Barracks, and Headquarters EUCOM Annex I (formerly the IRO building). The 62d Military Police and the 574th Ordnance MAM Companies were assigned to the unit for the security of Headquarters Caserne and Patton Barracks and for the maintenance of all motor vehicles assigned to EUCOM Headquarters and Headquarters Special Troops. A 7787th Air Liaison Detachment was also assigned to the unit. With the establishment of EUCOM Headquarters at Heidelberg, 7888th Special Troops was designated a major command, and attached to Headquarters.

4. Formal Designation of Headquarters Commandant

The movement of EUCOM Headquarters from Frankfurt to Heidelberg had been completed by the beginning of the period under review. Headquarters EUCOM (Rear) became Headquarters, European Command, on 1 June 1948, and the Headquarters Commandant Section was established as the sole agency for administering Headquarters Command functions. Colonel Smith was formally designated Headquarters Commandant, succeeding General Duff, and continued to perform those duties incident to the temporary office of Headquarters Commandant, European Command (Rear), which he had filled during the transfer of EUCOM organizations to Heidelberg. The functions of the Commandant were not combined with those of the post commander, as they had been in Frankfurt. Colonel Smith served in a dual capacity, however, as Commandant and Commanding Officer, Headquarters Special Troops, and was assisted by Lt. Col. Norman K. Jackson, Deputy Commandant and Executive Officer of Special Troops.

5. 7888th Headquarters, Special Troops

a. Organizational Changes

During the third quarter of 1948, the 36th and 65th Machine Records Units were assigned to 7888th Special Troops upon their transfer from Frankfurt. Effective 20 December, 7888th Headquarters Special Troops was redesignated 7888th Special Troops, Headquarters EUCOM. At the same time the 7891st Headquarters Company was discontinued, after a thorough study of its duties and accomplishments indicated that the organization was too unwieldy to properly administer, train, supply, and billet the enlisted

personnel of EUCOM Headquarters. The Company was reorganized into a headquarters company and four lettered companies, A, B, C, and D, assigned to 7888th Special Troops. Personnel and equipment authorizations were rescinded upon discontinuation of the 7891st Company, and all personnel, equipment, and unit funds were transferred to 7888th Special Troops. (9)

b. Strength of Assigned Units

When the 7891st Company was discontinued, it had an assigned strength of over nine hundred enlisted men, with an authorized T/D of only six officers and thirty enlisted men to staff the Company's administration section. This personnel was redistributed among the new companies of 7888th Special Troops. Comparisons of strength and of assigned units comprising Special Troops on 1 July and on 31 December are given below: (10)

<u>1 Jul 1948</u>	<u>Officers</u>	<u>Enlisted Men</u>
Total	<u>22</u>	<u>1,244</u>
7891st Hq Co.	11	1,040
62d Military Police Co.	3	120
574th Ordnance MAM Co	4	81
7787th Air Liaison Det.	4	3
 <u>31 December 1948</u>		
Total	<u>52</u>	<u>1,211</u>
Hq and Hq Co, 7888th Special Troops.		
Company A, 7888th Special Troops	2	273
Company B, 7888th Special Troops	2	229
Company C, 7888th Special Troops	2	215
Company D, 7888th Special Troops	2	49
574th Ordnance MAM Co	5	74
62d Military Police Co.	5	119
7787th Air Liaison Det.	7	8
36th Machine Record Unit.	4	66
65th Machine Record Unit.	6	74

The headquarters, as a major command, employed approximately 800 Germans during the third quarter. By 31 December the authorization of German employees paid from appropriated funds had been reduced to 700 by the civilian personnel reduction program. A reallocation of personnel was made throughout 7888th Special Troops, reducing strength in all units to authorized levels.

6. Operations of 7888th Special Troops

a. General Activities

As additional divisions and sections moved from Frankfurt to Heidelberg, the provision of housing, supply, messing, and recreational facilities for approximately 1,200 troops became the major concern of 7888th Special Troops. During the period 7888th Special Troops supervised the reconditioning of buildings at Campbell Barracks (formerly Headquarters Caserne) to accommodate the offices of EUCOM Headquarters, and the improvement of quarters in Patton Barracks. Until 1 November, a utilities section employing sixty German laborers was responsible for the general upkeep of Patton Barracks, and for maintaining a central heating plant, paint, and plumbing shops.

b. Centralization of Headquarters Buildings

In accordance with the Commanding General's wish that all EUCOM Staff Divisions be located within one area, a study was made of space requirements and availability. Staff Divisions located in EUCOM Annexes I and II were to be moved into buildings at Campbell Barracks. It was expected that for maximum utilization of space in the caserne a number of offices would

be shifted, and that attics and basements would be remodeled to provide additional office space. Work orders and projects to accomplish centralization of Headquarters were submitted before the end of the year.

c. Morale of Troops

To maintain morale of troops in the face of overcrowded conditions, unfinished quarters, and inadequate facilities, a program of athletics and other recreational activities was undertaken on a broad scale. Patton Theater was opened seven days a week instead of four, and the Lounge was completed as a first priority project. Construction continued on the Patton Service Club, and the Casino at Campbell Barracks was scheduled to open in early 1949. To inspire pride of organization in the troops assigned to EUCOM Headquarters, a retreat parade was held every Friday for which arrangements were made, despite inconvenience, to transport an Army band from Frankfurt Military Post to Heidelberg. By the third quarter the 427th Army Band, stationed at Mannheim, was available for retreat parades. All assigned units and the 7777th Infantry Platoon Honor Guard participated in the parades, which were made the occasion for presentation of citations and awards.

d. Training

Training schedules in compliance with existing directives were established by 7888th Special Troops, and attendance at Army Specialists Training Schools was encouraged. By the third quarter all assigned units had completed range-firing practice, a program which had been set up early in the existence of Special Troops. To qualify enlisted personnel for duty on general and special courts-martial, courses in military justice were conducted for all first-three-graders of the Command.

e. Central Motor Pool

A consolidation of all Staff and Divisional Motor Pools of EUCOM Headquarters into a Central Motor Pool under the supervision of the 574th MAM Company was initiated in April and completed by 30 September. By direction of the OPOT Division, EUCOM Headquarters, vehicles from Heidelberg Military Post and the 519th Car Company were transferred to the 574th Ordnance MAM Company on 1 July on a 60-day loan basis, pending submission of a revised Equipment Modification List. ⁽¹¹⁾ Several new parking lots were constructed, and all vehicles were dispatched from a single office. It was expected that centralized control would reduce accidents and unauthorized use of government vehicles.

FOOTNOTES

1. EUCOM GO No. 3, 15 Jan 48.
2. EUCOM GO No. 13, 30 Jan 48.
3. EUCOM GO No. 30, 22 Mar 48.
4. EUCOM 7891 Hq Co Rpt of Opr, 1 Feb - 20 Dec 48.
5. Ibid.
6. Interv with Col R. O. Smith, CO, Sp Trp, 24 Oct 49.
7. EUCOM GO No. 44, 10 May 48.
8. EUCOM 7888 Hq Sp Trp Rpt of Opr, 1 Apr - 30 Jun 48.
9. EUCOM 7888 Sp Trp GO No. 14, 17 Dec 48.
10. EUCOM 7888 Sp Trp Rpt of Opr, 1 Jul - 30 Sep 48; 1 Oct - 31 Dec 48.
11. IRS, Dir OPOT to CO Sp Trps, 25 Jun 48, sub: Proposed Motor Pool for Headquarters, European Command.

CHAPTER XXXVI

U.S. Air Forces, Europe

CHAPTER XXXVI

U.S. Air Forces, Europe

1. Mission

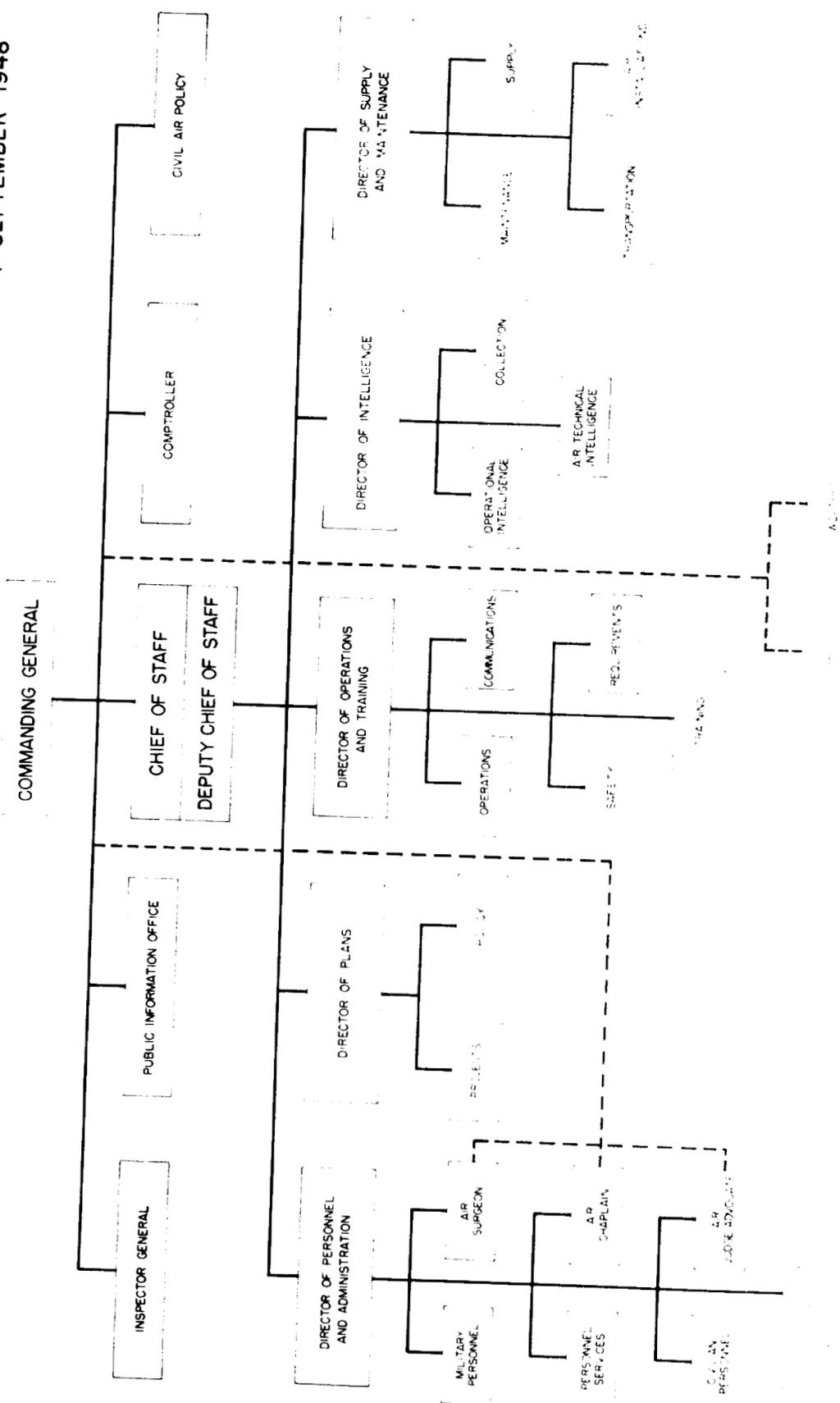
The recommendations made by Lt. Gen. Lauris Norstad, USAF, in March (1) 1948 relative to the mission of the United States Air Forces in Europe (USAFE) were adopted practically verbatim as the official mission of USAFE by Air Force Regulation 20 - 29, 4 May 1948. Although this official mission remained unchanged during the period 1 July - 31 December 1948, the primary mission for USAFE became the sustaining of the military and civilian populations of Berlin by air. Previously planned operations were set aside in order to accomplish this goal. This primary mission and the tense international situation which resulted in the reactivation of the 3d Air Division (2) in England halted the planned reduction operation of USAFE and launched a new program of expansion.

* For detailed account of Berlin Airlift and support by EUCOM, see EUCOM Hist Div monograph, the Berlin Air Lift, 21 Jun - 31 Dec 48; and USAFE monograph, USAFE and the Berlin Airlift 1948, Supply and Operational Aspects, 1 Apr 49.

UNITED STATES AIR FORCE IN EUROPE HEADQUARTERS ORGANIZATION CHART

1 SEPTEMBER 1948

CHART



Reorganization of Headquarters, USAFE

2. Reorganization of 1 August 1948

Headquarters, USAFE, which had been under the A-Staff plan since its organization on 16 August 1945, was reorganized under the directorate plan on 1 August 1948. The directorates established and the officers assigned to them were:

Director of Personnel and Administration. . .	Brig. Gen. James F. Powell
Director of Plans	Lt. Col. William A. Tope
Director of Operations and Training	Brig. Gen. John F. McBlain
Director of Intelligence.	Col. William C. Bentley, Jr.
Director of Supply and Maintenance.	Brig. Gen. Max F. Schneider

The following Staff Sections were established and staff appointments announced:

Public Information Office Section	Maj. Reade F. Tilley, Jr. (Public Information Officer)
Inspector General's Section	Col. Alonzo M. Drake (Inspector General)
Air Comptroller's Section	Lt. Col. Derryfield N. Smith (Air Comptroller)
Civil Air Policy Section.	Col. Walter G. Bryte, Jr. (Civil Air Coordinator)

Chart 2, USAFE Headquarters Organization Chart as of 1 September 1948, shows this directorate organization in detail.

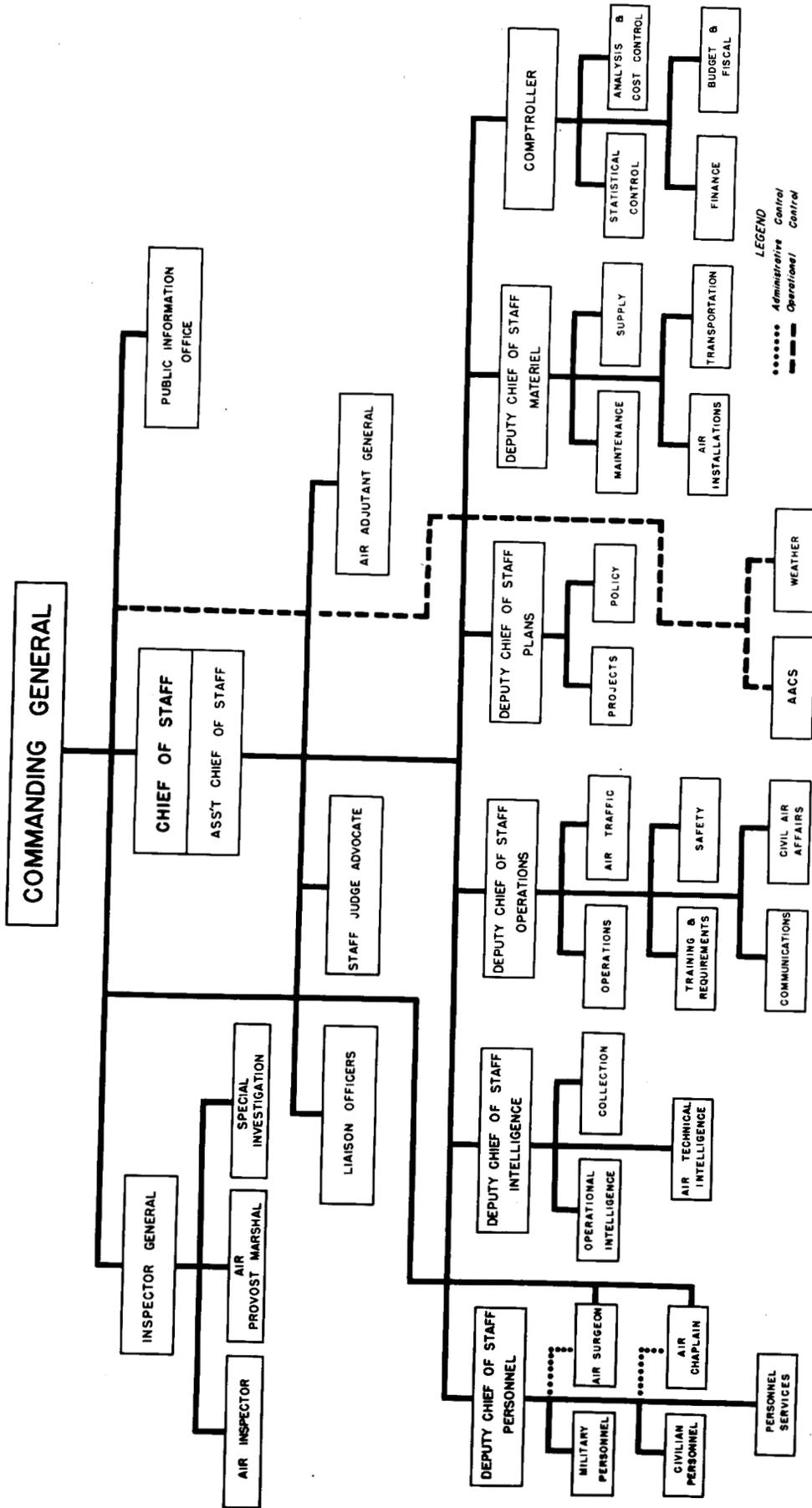
3. Personnel Changes during Directorate Stage

Lt. Gen. Curtis E. Lemay remained as Commanding General of the U.S. Air Forces in Europe until 16 October when he was succeeded by Lt. Gen. John K. Cannon. The Chief of Staff, Brig. Gen. A.W. Kissner, was succeeded by Maj.

HEADQUARTERS USAFE
AIR STAFF AND SPECIAL STAFF

CHART III

1 DECEMBER 1948



LEGEND
 Administrative Control
 - - - - - Operations/Control
 Prepared by Stot. Control Comptroller.

Air Chaplain Maj. Charles W. Marteney
 Public Information Office. Maj. Reade F. Tilley, Jr.

The Deputy Chief of Staff, Personnel, assumed administrative supervision over the offices of the Air Surgeon and Air Chaplain. Chart 3 shows the complete Air Staff and Special Staff organization. There were no changes in this

(5)

Gen. Robert W. Douglass, Jr., at the same time. Brig. Gen. Thomas C. Darcy was appointed Special Assistant to the Commanding General, USAFE, on 19 Oct-
 (6)
 ober. Brig. Gen. Joseph Smith was succeeded as Commander of the Berlin Air-
 (7)
 lift operation on 31 July by Maj. Gen. William H. Tunner but remained as Commanding General of the Wiesbaden Military Post and of the 7100th Headquarters Command Wing.

4. Reorganization on 22 November 1948

The organizational structure of Headquarters, USAFE, was changed again on 22 November. The directorates instituted on 1 August were replaced by
 (8)
 Air Staff Divisions and Special Staff Sections. The Air Staff Divisions and the officers assigned to them were:

Assistant Chief of Staff.	Col. Raymond L. Winn
Deputy Chief of Staff, Personnel.	Brig. Gen. James F. Powell
Deputy Chief of Staff, Plans.	Col. Willard R. Wolfinbarger
Deputy Chief of Staff, Operations.	Brig. Gen. John F. McBlain
Deputy Chief of Staff, Intelligence.	Col. William C. Bentley, Jr.
Deputy Chief of Staff, Materiel.	Brig. Gen. Max F. Schneider
Comptroller.	Lt. Col. Derryfield N. Smith

The Special Staff was composed of the following sections and officers:

Inspector General.	Col. Alonzo M. Drake
Air Adjutant General.	Lt. Col. Berthold E. Nowotny
Staff Judge Advocate.	Lt. Col. Francis W. Schweikhardt
Air Surgeon.	Col. Loyd E. Griffis
Air Chaplain.	Maj. Charles W. Marteney
Public Information Office.	Maj. Reade F. Tilley, Jr.

The Deputy Chief of Staff, Personnel, assumed administrative supervision over the offices of the Air Surgeon and Air Chaplain. Chart 3 shows the complete Air Staff and Special Staff organization. There were no changes in this organization or staff during remainder of the period under review.

New Wing-Base Organization of USAFE on 1 July 1948

5. Reorganization on Wing-Base Plan

The United States Air Forces in Europe was reorganized on a wing-base plan, effective 1 July 1948, to conform with the new wing-base organization of the United States Air Force (USAF), which had been effected in accordance with Air Force Regulation No. 20 - 15, 27 June 1947. USAFE Organization Chart of 1 July 1948 shows the new wing-base organization, including the chief redesignated units and installations (See Chart 4). The extent of the reorganization is shown by the following list of changes during the month of July, most of which were occasioned by the change into the wing-base plan.

<u>Type of change</u>	<u>Number</u>
Total.	<u>348</u>
Activation of T/O&E units.	39
Army units relieved from assignment.	32
Assignment of installations.	10
Assignment of units.	38
Assignment of units to Zone of Interior.	13
Attachment of units.	19
Discontinuance of units.	22
Discontinuance of Installation	1
Establishment of detachment.	1
Establishment of divisions	2
Establishment of task force.	1
Inactivation of units.	72
Organization of non-T/O units.	57
Organization of units.	6
Reassignment of units.	2
Redesignation of unit, ,	1
Redesignation of installations	19
Relief from attachment	1
Reorganization of units.	12

Many more changes followed during the period under review but most of them were occasioned by the establishment of the 3d Air Division and by the Berlin Airlift operation and are recounted in succeeding paragraphs.

6. Nature of the Wing-Base Organization

a. Organization

The wing-base organization, as established at each base, depot, or post, was composed of the following principal elements: (1) wing headquarters and headquarters squadron, which provided command and staff functions over the various groups; (2) combat or tactical group, consisting normally of three combat squadrons which were to maintain a state of readiness and carry out assigned missions; (3) maintenance and supply group, composed of a maintenance and a supply squadron; (4) air base group, composed of the following squadrons: communications, air police, installations, food service, and motor vehicle; and (5) station medical group. (11)

b. Advantages

The wing-base organization provided the following advantages over the old command structure: (1) a strong central control with decentralized operations; (2) clean-cut command channels without split jurisdiction or responsibility; (3) actual command positions for company grade officers; (4) responsibility on unit commanders for the housing, clothing, payment, promotion, employment, and administration of personnel; (5) mobility and flexibility; and (6) basic functional units not exceeding 250. (12)

3d Air Division Organization and Changes

7. Reactivation

The United States Air Force returned to the United Kingdom on 16 July upon the reactivation of the 3d Air Division as the 3d Air Division (Provisional) and its establishment at Marham, England, under the operational control of USAFE, with Col. Stanley T. Wray as Commanding Officer. Col. Wray was succeeded by Maj. Gen. Leon W. Johnson on 7 August. On 23 August, the 3d Air Division (Provisional) was discontinued and Headquarters, 3d Air Division, was established. On 8 September, Headquarters, 3d Air Division, was moved from Marham, England, to Bushey Park, Teddington, Middlesex, England.

8. Aircraft and Units Assigned to 3d Division

a. Bombardment Groups

On 15 July, USAF Headquarters ordered the Strategic Air Command to dispatch two medium bombardment groups of B - 29 aircraft to the United Kingdom. Accordingly, the 307th Bombardment Group was sent on temporary duty to Scampton, England; two squadrons of the 28th Bombardment Group were sent to Marham; and one squadron of the 28th Bombardment Group was sent to Waddington. By November, the U.S. Air Force had ninety B - 29 aircraft at seven RAF bases in England. A rotation of thirty aircraft every three months was planned: The first new group of thirty arrived in late November. Four RB - 29 weather reconnaissance aircraft were also sent to England in November

on 90-day temporary duty to fly routine patrols over the North Atlantic and
(19)
North Sea.

b. 59th Air Depot Units

During September, the following units were assigned to USAFE and
further assigned to Headquarters, 3d Air Division, with station at the rec-
ently established Burtonwood Air Force Depot at Burtonwood, Lancashire,
(20)
England:

Headquarters and Base Service Squadron, 59th Air Depot
2d Air Ammunition Squadron, Air Depot
303d Air Repair Squadron, Air Depot
324th Air Supply Squadron, Air Depot
2d Air Vehicle Repair Squadron, Air Depot
2d Motor Transport Squadron, Air Depot

On 11 October, Headquarters and Headquarters Squadron, 59th Air Depot Wing,
was organized at Burtonwood and the above units were assigned to that organ-
(21)
ization.

c. 313th Troop Carrier Wing Units

Effective 7 November, the 313th Maintenance and Supply Group and
the 313th Air Base Group and supporting units were assigned to USAFE, stationed
(22)
at Burtonwood, and attached to the 59th Air Depot Wing. The Headquarters
and Headquarters Squadron, 313th Troop Carrier Wing, and Headquarters, 313th
Troop Carrier Group, were stationed at the Fassberg RAF Station in the British
Zone, where USAFE acquired lodger rights for the duration of the airlift
operation. The two units stationed at Burtonwood had as their mission the
maintenance of C - 54 aircraft used on the airlift operation. The first
(23)
C - 54 requiring maintenance arrived at Burtonwood on 5 November.

d. Other Units

On 27 November, USAFE organized and assigned three Base Complement Squadrons to the 3d Air Division, the 7460th at Lakenheath; the 7461st at Scampton, and the 7462d at Marham. Effective 20 December, Headquarters and Headquarters Squadron, 7470th Air Base Group and the 7471st Air Police Squadron were organized at Bushey Park, England, assigned to USAFE, and further assigned to the 3d Air Division.

9. United Kingdom Air Materiel Area (UKAMA)

In October, an Air Materiel Area Headquarters and Depot which had been organized at Burtonwood under the direction of the Commanding General, Air Materiel Command, USAF, was redesignated the United Kingdom Air Materiel Area (UKAMA), with the mission of providing logistical support for all Air Force activities in the United Kingdom. Effective 1 November, the Burtonwood Air Force Depot was placed under the command jurisdiction of the Commanding General, UKAMA, and all the 59th Air Depot Wing units were attached to UKAMA although they remained assigned to the 3d Air Division. On 18 November, the 313th Maintenance and Supply Group and the 313th Air Base Group were relieved from attachment to the 59th Air Depot Wing and attached to UKAMA. On 20 November, the 59th Air Depot Wing was discontinued and its personnel and equipment made available to UKAMA.

Berlin Airlift Organizational Changes

10. Initial Commands

a. Commands

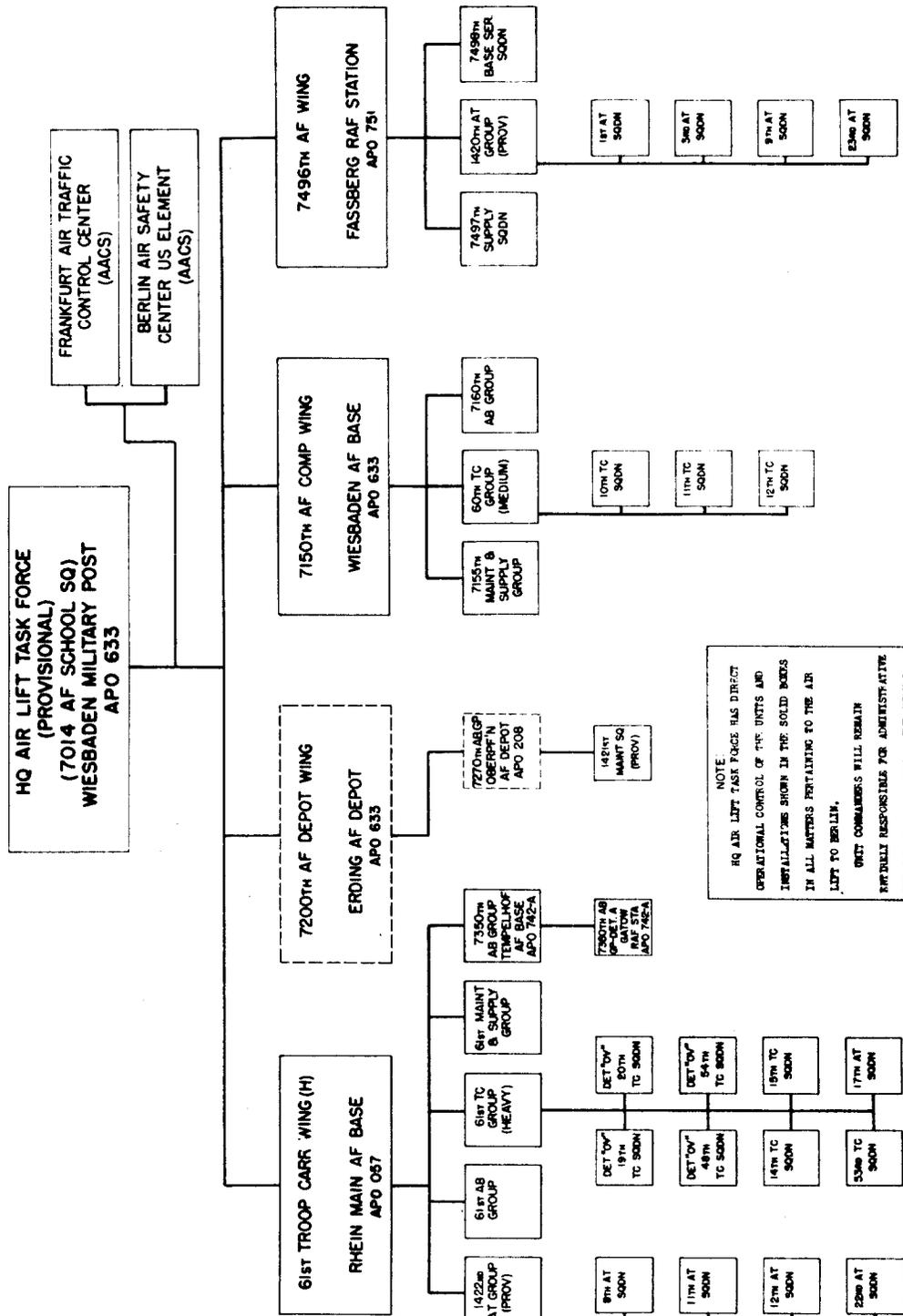
A temporary organization known as the Berlin Airlift Task Force with headquarters at Camp Lindsey, Wiesbaden, and headed by Brig. Gen. Joseph Smith, was, with British cooperation, supplying the western sectors of Berlin on 1 July 1948. On 29 July, the establishment at Wiesbaden of the 7499th Air Division, to be known as Airlift Task Force (Provisional) was announced. The Division came under the jurisdiction of USAFE and was attached to the 7100th Headquarters Command Wing for logistical support. (30) Maj. Gen. William H. Tunner assumed command of the new organization on 31 July. (31) On 5 September the designation 7499th Air Division was discontinued and replaced by that of Headquarters, Airlift Task Force (Provisional). (32)

b. Mission of the Airlift Task Force (Provisional)

The mission of the Airlift Task Force (Provisional) was to airlift supplies to Berlin and other points as directed by the Commanding General, USAFE; to exercise operational control of personnel and equipment allocated to the Task Force; and to exercise operational control over all aircraft using the Frankfurt-Berlin air corridor and the air space allocated to the airlift mission in any other corridor. (33)

AIR LIFT TASK FORCE (PROVISIONAL) ORGANIZATION AND INSTALLATION CHART

AS OF 10 SEPTEMBER 1948



NOTE
HQ AIR LIFT TASK FORCE HAS DIRECT OPERATIONAL CONTROL OF THE UNITS AND INSTALLATIONS SHOWN IN THE SOLID BOXES. IN ALL MATTERS PERTAINING TO THE AIR LIFT TO BERLIN, UNIT COMMANDERS WILL REMAIN PRIMARILY RESPONSIBLE FOR ADMINISTRATIVE DETAILS AND WILL RETAIN THEIR NORMAL COMMAND RESPONSIBILITIES.

c. Units Attached to the Airlift Task Force (Provisional)

The following units were attached to the Airlift Task Force (provisional) on 29 July for operational control: (34)

61st Troop Carrier Wing
60th Troop Carrier Wing
7150th Composite Wing
7350th Air Base Group
7014th Air Force School Squadron
17th Military Air Transport Service Squadron
19th Troop Carrier Squadron
20th Troop Carrier Squadron
48th Troop Carrier Squadron
54th Troop Carrier Squadron

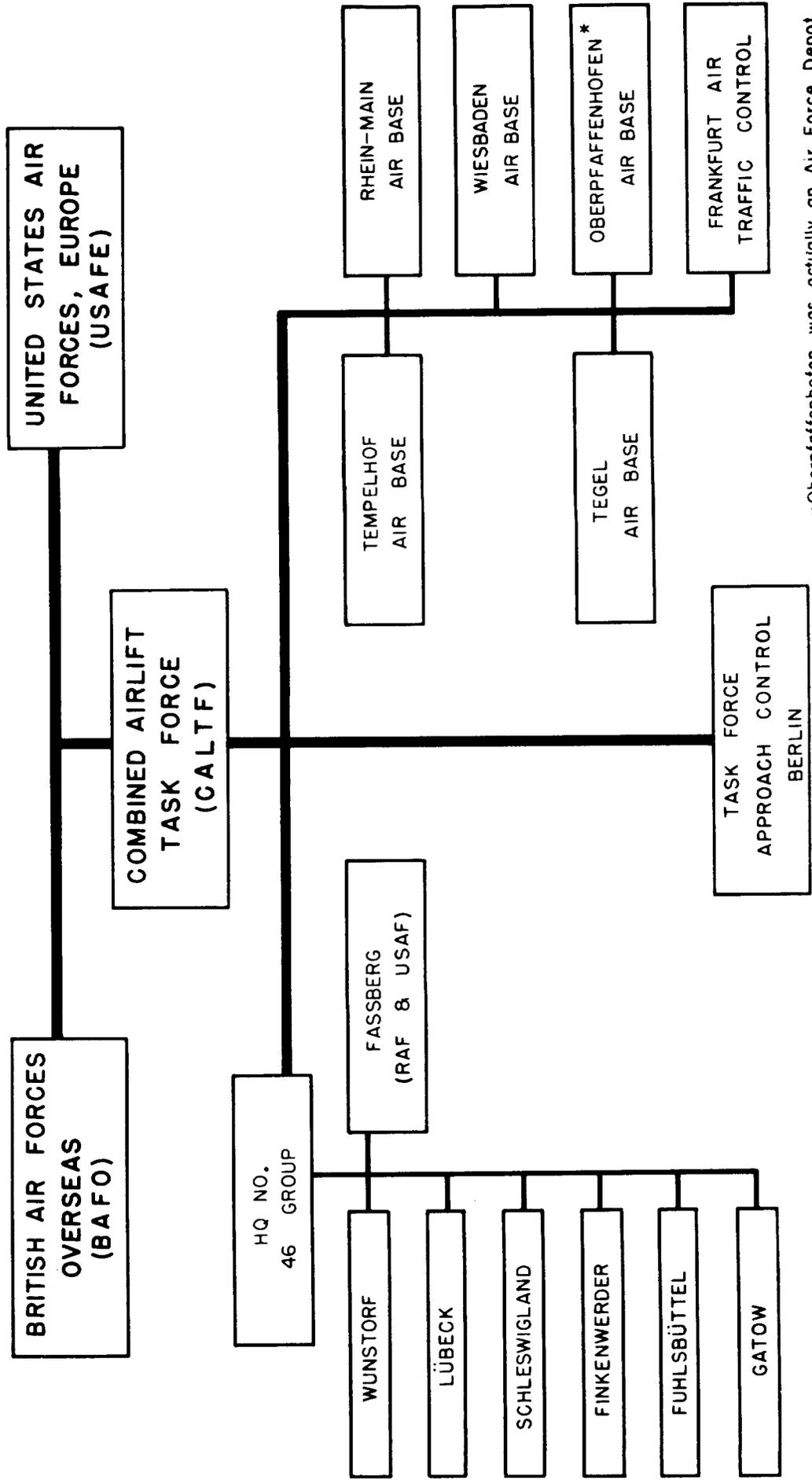
The Airlift Task Force (Provisional) Organization and Installation Chart as of 10 September 1948 shows the organization and the units and installations attached as of that date. (Chart 5).

11. British-American Command

a. Motivation and Discussions

At the outset of joint participation in the airlift by the U.S. Air Force and the Royal Air Force it became evident that a unified command merging their coordinated but independent efforts was necessary in order to utilize the resources of each participating service in the most advantageous manner. However, a difference of opinion arose in August between Headquarters, USAFE, and Headquarters, BAFO (British Air Forces of Occupation), as to the form and extent of the proposed joint control of the airlift. The British opinion was that a joint control of traffic in the vicinity of Berlin by a master controller would be sufficient. The United States attitude, affirmed by General Lemay, was that operational control of all traffic control centers

COMBINED AIRLIFT TASK FORCE



*Oberpfaffenhofen was actually an Air Force Depot.

Source: Incl No. 1 to Ltr, Air Hq BAFO and Hq USAFE, n.d., to Maj Gen William H. Tunner, sub: Ltr Dir. for a Combined USAFE - RAF ALTF, 1st Ind. dated 16 Oct 48.

and air corridors and of all air traffic into and out of all airdromes connected with the airlift should be placed in one headquarters. The problem was referred to the Chief of Staff, USAF, and the British Air Ministry for (35) solution.

b. Establishment of Combined Airlift Task Force (CALTF)

In the middle of October, a letter directive issued jointly by Headquarters, BAFO, and Headquarters, USAFE, officially announced the establishment of the Combined Airlift Task Force (CALTF). (36) Maj. Gen. William H. Tunner, USAF, was designated Commander with headquarters at Wiesbaden, and Air Commander J.W.F. Merer, RAF, was named Deputy Commander with headquarters at Buckeburg. Gen. Tunner assumed command of CALTF on 28 October, and at the same time Col. Theodore R. Milton, USAF, and Col. Glen R. Birchard, USAF, (37) were assigned as Chief of Staff and Deputy Chief of Staff respectively. (38)

Chart 6 shows the organization of the Combined Airlift Task Force.

c. Mission and Functions

The primary mission of the Combined Airlift Task Force was to deliver to Berlin in a safe and efficient manner the maximum tonnage possible consistent with the combined resources of equipment and personnel made available. The major functions of Headquarters, CALTF, were to be operational in nature rather than administrative. The Commanding General was given command over all U.S. units and operational command over RAF units engaged in the airlift. He was granted authority to direct Wing, Base, and Station Commanders where administrative and logistical support was necessary for the furtherance of the mission of CALTF. In addition, he was responsible

for the regulation of all traffic using the Berlin air corridors and was empowered to direct the operational aspects of all traffic control agencies, facilities, and services assigned to support the airlift. (39)

12. 1st Airlift Task Force

Shortly after the establishment of CALTF in accordance with the USAF - RAF merger agreement, USAFE Headquarters presented General Tunner with plans for the reorganization of the USAF element. The new organization, designated the 1st Airlift Task Force, was activated at Wiesbaden on 4 November, at which time the Airlift Task Force (Provisional) was discontinued. The mission of the 1st Airlift Task Force was: "to transport cargo and personnel between the Western Zones of Germany and Berlin in order that the policy of the commander in Chief, European Command, with respect to Berlin will be effectuated . . . and be prepared to accomplish emergency missions as directed by the Commanding General, USAFE." (40) The staff of the 1st Airlift Task Force, coinciding approximately with that of the USAF element of CALTF, controlled the administration, policies, operations, and personnel of the USAF element. (41) (42)

13. Utilization of British-Controlled Air Fields

a. Agreement for use of Fassberg RAF Station

The British Operation PLAINFARE and the U.S. Operation VITTLES were coordinated from the early days of the airlift even though working as separate units. Negotiations with the British initiated on 4 August, for the use of the Fassberg RAF station in the British Zone resulted in an agreement placing USAFE units on a lodger status at Fassberg. USAFE units provided their own aircraft and maintenance but were dependent on the British for such

services as construction and base maintenance. The British continued to man
(43)
the entire base and to use it for the operation of their own aircraft.

b. Assignment of USAFE Units to Fassberg

On 11 August USAFE Headquarters established the 7496th Air Wing at the Fassberg RAF Station, assigning it to the Airlift Task Force (Provisional). Its mission was to furnish administration and supplies to the 1420th Air Transport Group (Provisional) which had begun arriving from the United States on 10 August and was based temporarily at Wiesbaden until operations
(44)
at Fassberg should be authorized. The 7496th Air Wing continued to operate at Fassberg until 9 November when USAFE assigned the 313th Troop Carrier Wing and the 29th, 47th, and 48th Troop Carrier Squadrons to Fassberg and discontinued the 7496th Air Wing. All personnel on duty with this wing were then absorbed by units of the 313th Troop Carrier Wing. The supporting units of the 7496th Air Wing were discontinued on 16 November and replaced by base service units of the 513th Troop Carrier Group, which was activated at the Rhein-Main Air Force Base on 19 November. The 1420th Air Transport Group (Provisional) was discontinued on the same date and its personnel and
(45)
equipment transferred to the 313th Troop Carrier Wing.

c. Operations out of Fassberg

Airlift operations between Fassberg and Berlin were inaugurated on 21 August. The flight time from Fassberg to Gatow airfield in Berlin was fifty-five minutes and the return trip sixty-five minutes. Each aircraft could make six round trips daily instead of the three round trips made by
(46)
aircraft from the Rhein-Main and Wiesbaden airbases. Only C - 54 aircraft were used at Fassberg, and because of proximity to the Ruhr coalfields the
(47)
cargo was almost exclusively coal.

d. Use of RAF Station at Celle

The anticipated increase in the Berlin Airlift fleet necessitated the establishment of a second airfield for USAFE aircraft in the British Zone. Discussions began on 25 September at a meeting held at BAFO Headquarters at Buckeburg between General Tunner and Air Marshal Sir Arthur P. M. Saunders, Air Officer Commander in Chief, BAFO. The RAF Station at Celle was selected because of its excellent approaches to the Berlin air corridors and because it presented only moderate construction problems. USAFE was to (48) have the same lodger rights as at Fassberg. Construction at Celle required the rebuilding and lengthening of the runway to 5,500 feet, rebuilding taxiways to support C - 54 aircraft, installation of high intensity runway lights, and rehabilitation of the barracks blocks. On 16 November USAFE organized (49) the 7480th Air Force Wing and its supporting units for duty at Celle. Air- (50) lift operations from Celle began on 13 December.

14. Development of Tegel Air Base

a. Construction Agreement

The lack of airfields in the western sectors of Berlin limited the amount of tonnage which could be transported by the airlift operations. The (51) three bases then in use were in the U.S. and British Sectors. USAFE decided to develop another airfield in the Schleisplatz Tegel Section in the French Sector. On 25 August, an agreement for the construction of an airfield at Tegel was reached between General LeMay and General de Brigade Jean Gareval, French Military Governor of Berlin. The work was to be accomplished

by the U.S. Engineers at the Berlin Military Post in conformity with plans approved by USAFE. The French were to aid construction by placing equipment, material, and German manpower at the disposal of the U.S. Engineers. (52)

b. Operational Agreement

By the terms of the agreement for the operation of the new airfield, USAFE assumed all operational control and responsibility in regard to aircraft and airdrome operations. Upon inactivation of Headquarters, Airlift Task Force (Provisional) or its successor, the operational control responsibility was to revert to the French Military Government with as little delay as possible, not to exceed ninety days from such inactivation. It was stipulated that in case the blockade was lifted and later reimposed by the Soviets, operational control of Tegel would revert to USAFE within five days of the reimposition. The French authorities were, however, to retain administrative control of the airfield during the airlift operation, provide for the security of the base, and maintain utilities and roads. The supplies and equipment necessary for the operational control were to be furnished by USAFE. All communications and navigational equipment installed by USAFE was to be removed by USAFE upon discontinuance of operations. All military aircraft of the U.S. Armed Forces were to have the permanent right to use the Tegel airfield without landing charges or other fees. (53)

c. Construction and Initiation of Operations

Construction work began on 9 August. The runway was built in seventeen days by 18,000 Germans, 40 percent of whom were women, under the supervision of 10 United States officers and 130 enlisted men. The airfield

was dedicated on 5 November, and regular operations began on 18 November
(54)
when a British Dakota (C - 47 type) landed with 6,800 pounds of coal.

15. Naval Participation in Airlift

a. Units

Arrangements were completed in October for direct operational participation in the airlift by naval units. Instructions outlining the Navy's participation were issued by the Commander, Military Air Transport Service, and concurred in by the Chief of Naval Operations, U.S. Navy, in late October. USAFE Headquarters and the Commanding General, Airlift Task Force (Provisional), were notified that two naval squadrons to be furnished by the Military Air Transport Service were scheduled to be in Germany and ready for operations by 15 November. These units were designated as Naval Transport Squadrons (55) VR - 6 and VR - 8 and were to be stationed at the Rhein-Main Air Force Base. Each squadron was composed of twelve cargo-type R - 5D aircraft (Air Force Type C - 54). The squadron personnel were placed on 180 days' temporary duty in the European Command with the Airlift Task Force (Provisional). Three crews were assigned to each plane, each crew consisting of a pilot, a co-pilot, an aerial engineer, and maintenance personnel. The Naval complement for each squadron totaled 88 officers and 372 enlisted men. The first Naval contingent, a part of the VR - 8 Squadron, arrived at the Rhein-Main Air Force Base on 9 November and was attached to the 61st Troop Carrier Group. Naval participation in the airlift commenced on 10 November when a VR - 8 Squadron aircraft took off on its first mission to Berlin. The first VR - 6 contingent arrived on 10 November and was attached to the 1422d Troop Carrier (56) Group (Provisional), also at Rhein-Main Airbase.

b. Status of Naval Officers in Airlift

On 12 November, Maj. Gen. Robert W. Douglas, Jr., Chief of Staff, USAFE, stated that the addition of the U.S. Navy air units to the airlift would not result in the placing of Naval Staff officers on the Airlift Task Force Headquarters level. Naval Staff officer activities were to be limited to the level of groups and squadrons. (57)

16. Rerouting of Non-Airlift Air Traffic from Rhein-Main Air Force Base

A study was conducted on the effect on the airlift of the operation of other than airlift aircraft on the Rhein-Main Air Force Base. As a result of the findings submitted to the Commander in Chief, European Command, on 16 October, the number of landings of other than airlift aircraft was limited to ten daily. All other landings previously made at Rhein-Main were assigned to other airfields in Germany, such as Stuttgart and Munich-Riem. The ten daily non-airlift landings still permitted at Rhein-Main were assigned as follows: (58)

- 3 Military Air Transport Service (MATS)
- 1 European Air Transport Service (EATS)
- 2 American Overseas Airlines (AOA)
- 2 Pan American Airlines (PAA)
- 1 British European Airways (BEA)
- 1 Military contract and charter operators

17. Units Attached to Airlift as of 28 December 1948

As of 28 December 1948, the main units assigned to the 1st Airlift Task Force by station were: (59)

Celle RAF Station	317th Troop Carrier Wing and units thereof 7480th Air Force Wing and units thereof
Fassberg RAF Station	313th Troop Carrier Wing and units thereof 513th Air Base Group and units thereof 513th Maintenance and Supply Group and units thereof 513th Station Medical Group
Oberpfaffenhofen Air Force Depot	7169th Weather Reconnaissance Squadron
Rhein-Main Air Force Base	61st Troop Carrier Group and units thereof 513th Troop Carrier Group and units thereof VR - 6 Naval Transport Squadron VR - 8 Naval Transport Squadron
Tempelhof Air Force Base	7350th Air Base Group, including detachments at Gatow and Tegel
Wiesbaden Air Force Base	60th Troop Carrier Group and units thereof 7150th Air Force Composite Wing

USAFE Organization on 31 December 1948

18. Other Changes in Organization

Major changes occurring in the USAFE Wing Base organization as it was established on 1 July, other than those recounted in the discussion of the (60) 3d Air Division and the Berlin Airlift, were as follows:

- (1) The Roth Air Ammunition Depot was discontinued as of 15 July,
- (2) The 36th Fighter Wing, composed of eighty-two F - 80 type aircraft, was assigned to USAFE on 4 August and stationed at Furstenfeldbruck Air Force Base, replacing the 7300th Air Force Composite Wing which was discontinued on 13 August.

(3) The Oberwiesenfeld Signal Depot at Munich was discontinued on 16 September.

(4) The 7165th Air Force Composite Group and supporting units were organized at the Wiesbaden Air Force Base on 3 November.

19. USAFE Installations and Units as of 31 December 1948

Following is a list of the USAFE installations and the main units and organizations assigned and attached to them as of 31 December 1948: (61)

<u>Installations</u>	<u>Units</u>
Burtonwood Air Force Depot, Warrington, England	313th Air Base Group 313th Maintenance and Supply Group
Bushey Park RAF Station, Bushey Park, England	Headquarters, 3d Air Division 7470th Air Base Group
Celle RAF Station, British Zone, Germany	7480 Air Force Wing 317th Troop Carrier Wing
Darmstadt Control Site	7402d Aircraft Control and Warning Squadron
Erding Air Force Depot	7200th Air Force Depot Wing
Fassberg RAF Station, British Zone, Germany	313th Troop Carrier Wing 513th Air Base Group 513th Maintenance and Supply Group 513th Station Medical Group
Freising Control Site	604th Aircraft Control and Warning Squadron
Furstenfeldbruck Air Force Base	36th Fighter Wing (jet)
Hof Control Site	603d Aircraft Control and Warning Squadron

Kaufbeuren Air Force Base	60th Troop Carrier Wing
Lakenheath RAF Station, Lakenheath, England	22d Bombardment Group
Landsberg Air Force Ammunition Depot	7280th Air Base Group
Marham RAF Station, Marham, England	97th Bombardment Group
Neubiberg Air Force Base	86th Fighter Wing
Oberpfaffenhofen Air Force Depot	7290th Air Base Group 7169th Weather Reconnaissance Squadron
Rhein-Main Air Force Base	61st Troop Carrier Wing 513th Troop Carrier Group VR - 6 Naval Transport Squadron VR - 8 Naval Transport Squadron
Rothwesten Control Site	601st Aircraft Control and Warning Squadron
Scampton RAF Station, Scampton, England	301st Bombardment Group
Tempelhof Air Force Base	7350th Air Base Group
Tulln Air Force Base, Tulln, Austria	7360th Air Base Group
Wiesbaden Air Force Base	60th Troop Carrier Group 7150 Air Force Composite Wing
Wiesbaden Military Post	Headquarters, USAFE 7100th Headquarters Command Wing Headquarters, 1st Airlift Task Force

Maintenance and Supply Operations

20. Automotive Maintenance Changes

All USAFE air ordnance depots were discontinued with the closing of the Brück Air Ordnance Depot as a regular USAFE installation on 5 May, and of the Munich Air Ordnance Depot on 5 June. The facilities at these former depots were retained and placed under the command jurisdiction of the Commanding Officer, Erding Air Force Depot, to be operated by German contractors as Vehicle and Equipment Rebuild Plants. Two other similar contract plants were operated under the supervision of the Erding Air Force Depot at Ulm and Weinhelm. Vehicle maintenance facilities were continued in operation at the Erding depot which, in addition to its other duties, was responsible for providing depot maintenance on all Air Force special purpose and special equipment vehicles and field maintenance on all USAFE vehicles. (62)

21. Aircraft Maintenance Organization

A standard Aircraft Maintenance Organization was established in August for all USAFE installations with assigned aircraft and authorized aircraft maintenance facilities except those having a Table of Organization and Equipment maintenance squadron. (63) Wing and base commanders were directed to appoint Installation Aircraft Maintenance Officers who should be responsible for the planning, organization, supervision, control, and coordination of all sections of the Aircraft Maintenance Organization.

22. Engineer Activities

The expansion of USAFE activities occasioned by the Berlin Airlift increased the extent of the construction program at other USAFE installations and necessitated the construction, already discussed, at Tegel in Berlin. The 7390th Air Force Engineer Group was activated at the Rhein-Main Air Force Base on 1 July upon the inactivation of the 831st Engineer Aviation Battalion. Its mission was to execute the new construction projects approved for that base. The 862d Engineer Aviation Battalion, based at the Landsberg Air Force Ammunition Depot, sent various companies and detachments to several USAFE air bases for the execution of approved projects.

23. Maintenance and Supply for the Berlin Airlift

a. Maintenance in the Command

The Oberpfaffenhofen Air Force Depot was charged with the responsibility for performing all 200-hour inspections and field maintenance on the C - 54 aircraft of the airlift and for providing all required electronics maintenance, including both radio and radar repair. As early as July, however, it had been planned to establish a major maintenance inspection base for the accomplishment of the 200-hour inspections on C - 54's at Burtonwood, England. The Burtonwood Air Force Depot, however, was not ready until November. During the four months in which these inspections were centered at Oberpfaffenhofen, the number of inspections completed were 45 in August, 108 in September, 139 in October, and 96 in November. In Burtonwood, twenty such inspections were completed in November and forty-seven in December. The figure for December represented only 27 percent of the 200-hour inspection

needs of the airlift, but this was the first full month of operation at
(64)
Burtonwood and capacity output had not been achieved.

b. Maintenance in the United States

All C - 54 aircraft were required to return to the United States for their 1,000-hour inspections, which were to be conducted under the jurisdiction of the Air Materiel Command. On the basis of the 126 aircraft of this type assigned to the airlift on 15 August, 22 were to be in this inspection pipeline at all times. By the end of November, only sixty-seven had been sent for 1,000-hour inspection, of which, only eighteen had been returned. However, fifty additional C - 54's had been assigned to the airlift to keep the number operating fairly constant. These replacements were not adequate since some of them already had engine time in excess of 700 hours and were soon due for return to the United States for their 1,000-hour inspections. The major factors behind this bottleneck were the general shortage of both
(65)
C - 54's and ferrying crews.

c. Rhein-Main Air Force Base Supply Activities

The Rhein-Main Air Force Base was designated as a specialized depot for parts peculiar to C - 54 aircraft which it was to maintain on a 60-day level, and was the only depot authorized to requisition such parts from the United States. It also provided testing and electronics equipment for such
(66)
aircraft.

d. Erding Air Force Depot Activities

The Erding Air Force Depot was the chief USAFE supply installation and as such was required to maintain an adequate stock of supplies to accomplish

depot maintenance. It processed reparable supplies, provided common items of Air Force supplies to all bases operating C - 54's, and performed maintenance of C - 54 components, other than electronics items, which represented work above the capabilities of the Oberpfaffenhofen Air Force Depot. (67)

24. Replacement Orientation

On 6 July USAFE Headquarters announced a replacement orientation training program to be conducted under the supervision of the 7010th Air Force Casual Processing Squadron at the DCOM Replacement Center at Marburg. (68) Except for officers of the grade of colonel or higher, all replacement personnel, most of whom arrived in the Command via Bremerhaven, were sent directly to Marburg for a 10-day training course of fifty-six hours of instruction. The few replacements who arrived in the Command by air were to report directly to their permanent stations, where they were given a similar course. (69) Limitations of time and space at the Marburg Center, however, often necessitated curtailment of the course of instruction and on 23 July USAFE Headquarters instructed commanders of all installations to institute supplemental training for replacements who did not receive the full course at Marburg. (70)

25. Intelligence Training

On 23 July USAFE issued a directive revising the intelligence training policy to meet the diverse intelligence training requirements of all USAFE organizations, and to train all personnel in their part in carrying out the intelligence mission of USAFE. The various command wings became responsible for the intelligence training of individuals and units under their jurisdic-

tion. All personnel were divided into three categories: Category A - intelligence personnel to be developed into highly trained intelligence agents; Category B - officer and air crew personnel who, as the principal information collecting group, were to receive the most intensive intelligence collection training; and Category C - administrative and service personnel who were to receive intelligence training in safeguarding military information and base security. The intelligence training was coordinated with the over-all USAFE (71) training program.

26. Military Police Training

On 19 August USAFE issued a directive establishing a general policy with respect to the operation of Air Police Squadrons. The objective was to make the air police of USAFE a "corps d' elite" and to instill a desire in airmen to become members of this organization. The training program was designed to develop the qualities of pride, honor, loyalty, confidence, initiative, and teamwork. The physical, mental, and moral qualifications were high and commanders selected candidates by personal interview. The candidates selected attended accredited military police schools, with full advantage taken of the EUCOM Military Police School which USAFE personnel could attend on a Command quota basis. The first selectees were of the type who could later be in- (72) structors in preliminary or refresher courses at their own stations.

27. Officers' Interim Training Program

On 9 September USAFE issued instructions providing for an officers' interim training program at installation level since the Berlin Airlift

operation had necessitated the discontinuance of the USAFE School Center. All officers who had already completed the course and who were eligible in accordance with the provisions of USAF Letter No. 50 - 15, 30 March 1945, were to participate. The courses of instruction were to be as outlined in the handbook Interim Training Program for AAF Officers.

Significant USAFE Statistics

28. USAFE Troop and Civilian Personnel Strength

a. Troop Strength

The troop strength of USAFE showed an increase of 13,504 men in the last six months of 1948. The strength of assigned and attached military personnel on 31 December was 5,438 officers and 30,055 enlisted men. A tabulation of the troop strength on 31 December follows:

	<u>Officers</u>	<u>Enlisted men</u>	<u>Total</u>
Total, USAFE Troop Strength.	5,438	30,055	35,493
Sub-total, USAFE Assigned Troop Strength.	3,403	19,613	23,016
Birkenfeld Control Site	18	245	263
Brück Vehicle Rebuild Plant	3	11	14
Burtonwood Air Force Depot, England	53	683	736
Bushey Park, England.	76	134	210
Celle RAF Station	34	381	415
Darmstadt Control Site.		6	6
Erding Air Force Depot.	238	2,099	2,337
Fassberg RAF Station.	306	1,202	1,508

	<u>Officers</u>	<u>Enlisted men</u>	<u>Total</u>
Frankfurt Air Returnee Center)	47	69	116
Frankfurt Air Traffic Control Center)			
Freising Control Site.	29	294	323
Furstenfeldbruck Air Force Base.	282	1,582	1,864
Hof Control Site	13	162	175
Headquarters, USAFE.	515	663	1,178
Headquarters Command, USAFE.	249	1,879	2,128
Kaufbeuren Air Force Base	226	969	1,195
Landsberg Air Force Ammunition Depot	90	1,008	1,098
Marburg Casual Processing Depot.	55	220	275
Munich-Riem Air Force Base	2	10	12
Munich Vehicle Rebuild Plant	2	10	12
Neubiberg Air Force Base	182	1,296	1,478
Oberpfaffenhofen Air Force Depot	114	1,064	1,178
Rhein-Main Air Force Base.	568	2,339	2,907
Rothwesten Control Site.	18	269	287
Tempelhof Air Force Base	58	363	421
Tulln Air Force Base, Austria.	42	218	260
Ulm Vehicle Rebuild Plant.	1	6	7
Weddewarden Port of Embarkation.	65	1,275	1,340
Weinheim Vehicle Rebuild Plant	2	7	9
Wiesbaden Air Force Base	115	1,149	1,264
Sub-total, Attached Organizations			
Troop Strength.	2,035	10,442	12,477
5th Airways and Air Communications Service			
Wing.	273	1,974	2,247
18th Weather Squadron.	105	287	392
Military Air Transport Service	292	1,313	1,605
1st Airlift Task Force	553	4,822	5,675
3d Air Division, England	512	2,046	2,558

b. Civilian Personnel Strength

The civilian personnel of USAFE, including attached organizations, consisted of 1,010 United States and Allied or neutral civilians and of 23,367 German and non-German residents, or a total of 24,377 civilian employees, as of 31 December 1948.

29. Aircraft Status

a. Active Aircraft

The average daily potential of active aircraft under the jurisdiction of USAFE, exclusive of the B - 29 bombardment groups in England and the C - 54 and C - 82 aircraft assigned to the airlift, was as follows in December 1948: 251 in commission; 93 awaiting maintenance; 16 awaiting parts; 3 awaiting T/O compliance; and 8 grounded for other reasons. A summary by type and model with crew assignments follows:

Type and model	On hand	In commission	Awaiting maintenance	Awaiting parts	Awaiting compliance	Other	Crew assignment
Totals	<u>368</u>	<u>251^b</u>	<u>93</u>	<u>16</u>	<u>3</u>	<u>5</u>	<u>424</u>
B - 17. . .	20	12	8	0	0	0	5
B - 26. . .	17	10	2	2	3	0	28
RB - 26 . .	8	6	1	1	0	0	--
F - 47. . .	90	70	16	2	0	2	131
F - 80. . .	77	53	20	3	0	1	74
C - 45. . .	2	2	0	0	0	0	---
C - 47. . .	125	81	37 ^a	5	0	2	186
C - 54. . .	4	1	3	0	0	0	---
C - 82. . .	4	1	2	1	0	0	---
T - 6 . . .	13	8	3	2	0	0	---
L - 5 . . .	8	7	1	0	0	0	---

a This figure is shown as 30 in EUCOM Monthly Rpt of DCinC, 31 Dec 48, p. 72. It is presumed that 37 is correct since it agrees with both the horizontal total of 125 and the vertical total of 93.

b This figure is shown as 257 under "Average Daily Potential for December 1948" and as 251 under "12 Months Summary" in EUCOM Monthly Rpt of DCinC, 31 Dec 48, p. 72. It is presumed that 251 is correct.

The figures for C - 47 aircraft include C - 53 and C - 117 aircraft. The crew data represents a daily average of T/O&E-assigned crews only.

b. Inactive Aircraft

The total of 841 inactive aircraft during December were accounted for as follows: 162 in storage; 505 excess, including those on loan to other agencies; 27 salvaged, including authorized salvage and reclamation; 16 disposed of to the Office of the Foreign Liquidation Commissioner; and 131 other, (78) including aircraft transferred to other commands.

30. Total Hours Flown by USAFE Aircraft

The monthly total number of hours flown, which was only 12,744 in June 1948, the month preceding the period under review, increased nearly threefold in July, and nearly fourfold in September, as a result of the Berlin Airlift. On 30 September, however, all C - 47 aircraft engaged in the Berlin Airlift were replaced by C - 54's which had much greater capacity and there was a consequent decrease in the hours flown in the following months. The number (79) of hours for each type of flying during these months was as follows:

<u>Type of flying</u>	<u>Jul</u>	<u>Aug</u>	<u>Sep</u>	<u>Oct</u>	<u>Nov</u>	<u>Dec</u>
Total hours. . .	<u>35,647</u>	<u>43,989</u>	<u>47,833</u>	<u>44,973</u>	<u>30,830</u>	<u>35,307</u>
Operational . . .	3,449	4,203	4,573	3,605	3,462	2,147
Proficiency . . .	769	849	1,909	1,917	1,718	1,706
Administrative. . .	1,731	1,562	1,490	2,030	1,585	998
Transport	29,698	37,375	39,861	37,421	24,065	30,456

31. Airlift Statistics

a. Tonnage Lifted

The tonnage lifted monthly in the Berlin Airlift operation by the Americans increased from 39,971 tons in July to 73,658 tons in August, 101,846 in September, 115,792 in October. In November the tonnage dropped to 87,979, but in December it was up again to 114,267. The total tonnage hauled by Americans during the 6-month period was 535,014, of which 349,294 tons were coal, 161,278 tons were food, and 24,445 tons were of miscellaneous cargo. The British lifted a total of 196,327 tons during the same period. (80)

b. Airlift Hours Flown

The hours flown monthly on the airlift were 30,629 in July, 32,370 in August, 42,865 in September, 36,811 in October, 27,518 in November, and 36,042 in December. The replacement of C - 47's by the larger C - 54's enabled the lifting of more tons in less flying time after September. These figures are based upon the average flying time for each type of aircraft and are not actual. (81)

c. Airlift Flights Accomplished

The flights accomplished monthly were 7,529 in July, 9,728 in August, 12,753 in September, 12,146 in October, 8,843 in November, and 11,660 in December, making a total of 63,540 completed cargo flights into Berlin during the six months under review. (82)

d. Airlift Costs

The cost analysis of the Berlin Airlift indicated expenditures of \$3,873,584 for July, \$4,795,194 for August, \$5,558,167 for September,

\$5,877,863 for October, \$6,529,006 for November, and \$7,965,774 for December, or a total of \$34,599,588 for the six months. These figures represent dollar costs only. The breakdown of the costs for December by percentages was as follows:

(83)

<u>Cost elements</u>	<u>Percent of total cost</u>
Total cost.	<u>100.00</u>
Fuels and lubricants	22.01
Deferred costs	19.03
Flight personnel	9.07
Flight maintenance	7.59
Transportation Corps support	4.77
Flight service	3.87
3d Echelon aircraft maintenance.	3.16
Subsistence and undistributed costs.	11.19
Runway and ground maintenance.	4.12
Administrative overhead.	11.66
Automotive vehicles.	2.63
Other.	0.90

FOOTNOTES

1. EUCOM Hist Div, Occupation Forces in Europe Series 1947 - 48, 1 Jan - 31 Mar 48, V, 97 - 98.
2. See EUCOM Hist Div Occupation Forces in Europe Series 1947 - 48, 1 Jan - 31 Mar 48, V, 106 - 107; 1 Apr - 30 Jun 48, V, 62 - 63.
3. USAFE GO No. 60, 29 Jul 48.
4. USAFE GO No. 84, 16 Oct 48.
5. USAFE GO No. 85, 16 Oct 48.
6. USAFE GO No. 86, 19 Oct 48.
7. ALTF (Prov) GO No. 1, 31 Jul 48.
8. USAFE GO No. 101, 19 Nov 48; No. 102, 20 Nov 48; No. 105, 29 Nov 48.
9. USAFE GO No. 48, 24 Jun 48.
10. USAFE Hist of Hq USAFE for Jul 48, p. 5.
11. Ibid, p. 12.
12. Ibid, pp. 11 - 12.
13. USAFE GO No. 54, 16 Jul 48.
14. USAFE, Hist of Hq USAFE for Aug 48, p. 27.
15. USAFE GO No. 67, 23 Aug 48.
16. USAFE GO No. 71, 4 Sep 48.
17. Cable WX - 85818, USAF to SAC, USAFE, and MATS, 15 Jul 48; A - 35142, SAC to USAFE and USMA, London, 17 Jul 48.
18. USAFE 7100th Hq Comd Wing Wkly Pub, Wiesbaden Post, 25 Nov 48.
19. Eur. ed. Stars and Stripes, 22 Nov 48.
20. USAFE GO No. 75 and 77, 13 - 25 Sep 48.
21. USAFE GO No. 82, 9 Oct 48.

22. USAFE GO No. 95, 11 Nov 48.
23. USAFE, Hist of Hq USAFE for Nov 48, p. 24.
24. USAFE GO No. 102, 20 Nov 48.
25. USAFE GO No. 112, 20 Dec 48.
26. USAFE GO No. 88, 27 Oct 48.
27. USAFE Hist of Hq USAFE for Oct 48, p. 20.
28. USAFE GO No. 100, 18 Nov 48.
29. USAFE GO No. 102, 20 Nov 48.
30. USAFE GO No. 59, 61, 29 Jul 48.
31. ALTF (Prov) GO No. 1, 31 Jul 48.
32. USAFE GO No. 70, 2 Sep 48.
33. Ltr, Gen LeMay CG USAFE to Gen Tunner, 30 Jul 48, sub: Instructions to Commander, Airlift Task Force (Prov).
34. USAFE GO No. 61, 29 Jul 48.
35. USAFE Hist of Hq USAFE for Aug 48, p. 24.
36. Ltr, Air Hq BAFO & Hq USAFE n.d., sub: Letter Directive for a Combined USAF-RAF Airlift Task Force. Approximate date of this letter is 13 Oct 48.
37. CALTF GO No. 1, 28 Oct 48.
38. Ltr, Air Hq BAFO & Hq USAFE, n.d., sub: Letter Directive for a Combined USAF-RAF Airlift Task Force, incl No. 1.
39. Ibid.
40. USAFE GO No. 91, 3 Nov 48.
41. Ltr Lt Gen Cannon CG USAFE to Maj Gen Tunner CG 1st ALTF, 17 Nov 48, sub: Letter of Instructions. USAFE AG 381, Project VITTLES (1948) II.
42. USAFE Hist of Hq USAFE for Nov 48, p. 20.

43. USAFE Hist of Hq USAFE for Aug 48, p. 16.
44. Ibid., p. 15.
45. USAFE GO No. 101, 19 Nov 48.
46. USAFE Hist of Hq USAFE for Aug 48, p. 17.
47. Ibid., Sep 48, p. 14.
48. Ibid., Nov 48, p. 26.
49. USAFE GO No. 96, 16 Nov 48.
50. USAFE GO No. 110, 13 Dec 48.
51. USAFE Hist of Hq USAFE for Nov 48, p. 27.
52. Agreement between Lt Gen LeMay CG USAFE and Brig Gen Gareval, French Military Governor, Berlin, 25 Aug 48. Copy in files of USAFE Historical Office.
53. Ibid.
54. USAFE Hist of Hq USAFE for Nov 48, pp. 32 - 33.
55. USAFE GO No. 107, 1 Dec 48.
56. USAFE Hist of Hq USAFE for Nov 48, pp. 35 - 38.
57. USAFE Staff Meeting Log Weekly Staff Meeting at Hq USAFE, 11 hours, 12 Nov 48.
58. USAFE Hist of Hq USAFE for Oct 48, pp. 19 - 20.
59. Interv with 1st Lt Ruth P. Boehner, USAFE Historian, 30 Sep 48.
60. USAFE GO No. 53, 13 Jul 48; No. 63, 4 Aug 48; No. 66, 13 Aug 48; No. 78, 25 Sep 48; No. 92, 3 Nov 48.
61. USAFE Hist of Hq USAFE for Dec 48, Appendix X, Hq, USAFE, Assigned and Attached Units as of 31 Dec 48.
62. USAFE Hist of Hq USAFE for Aug 48, pp. 29 - 32.

63. USAFE Reg 20 - 13, 18 Aug 48, sub: Organization - USAFE Installation Aircraft Maintenance Organization.
64. USAFE Monograph, 1 Apr 49, USAFE and the Berlin Airlift 1948, Supply and Operational Aspects, pp. 94 - 102; USAFE Ltr 65 - 60, 9 Aug 48, sub: Supply and Maintenance Procedures for Airlift Task Force (Prov).
65. USAFE Monograph, 1 Apr 49, USAFE and the Berlin Airlift 1948, Supply and Operational Aspects, pp. 137 - 141.
66. USAFE Ltr, 65 - 60, 9 Aug 48, sub: Supply and Maintenance Procedures for Airlift Task Force (Prov).
67. Ibid.
68. USAFE Reg 50 - 16, 6 Jul 48, sub: Training - Replacement Personnel.
69. USAFE Ltr 37 - 12, 8 Jul 48, sub: Orientation of Replacement Personnel.
70. USAFE Ltr 37 - 16, 28 Jul 48, sub: Replacement Orientation and Training Program.
71. USAFE Reg 50 - 9, 23 Jul 48, sub: Training - Intelligence Training of US Air Forces in Europe.
72. See EUCOM Hist Div Occupation Forces in Europe Series 1947 - 1948, 1 Apr - 30 Jun, V, 65, for a discussion of this center.
73. USAFE Reg 125 - 2, 19 Aug 48, sub: Air Provost Marshal - General Policies Pertaining to Military Police.
74. USAFE Ltr 50 - 6, 9 Sep 48, sub: Officers' Interim Training Program.
75. EUCOM Monthly Rpt of DCinC, 31 Dec 48, p. 70. Total Officer strength is shown as 5,402 in this report. The total of the figures given in the breakdown, however, is 5,438, which figure USAFE Hq confirmed as being correct.
76. EUCOM Monthly Rpt of DCinC, 31 Dec 48, p. 71.
77. Ibid., p. 72.
78. Ibid.
79. Ibid., p. 73.
80. Ibid., p. 75
81. Ibid.
82. Ibid.
83. Ibid., p. 76.

CHAPTER XXXVII

Relations with the Office of the Military Governor
for Germany (U.S.)

CLASSIFICATION CHANGED TO: **CANCELLED**
AUTHORITY *Commander-in-Chief
European Command*

CHAPTER XXVII

Relations with the Office of the Military Governor for Germany (U.S.)

1. Legislative Matters

a. Coordination Between U.S. and U.K. Military Governments

By early 1948, it had become apparent that much legislation enacted by military governments of the United States and United Kingdom was not identical and, in some cases, conflicted. In view of the decision to treat both zones uniformly, COMGUS, on 22 March, ordered coordination with the British (1) for reconciliation of all such laws and regulations. Accordingly, a joint committee was established to review gazettes of the two military governments. By 20 May, thirty-two meetings had been held by this committee to discuss revisions. In accordance with the findings of this group, three new ordinances

(2)
were promulgated by OMGUS and thirteen other separate pieces of legislation
(3)
revised and agreed upon by OMGUS and the British.

b. Role of EUCOM in Joint Legislation

Contrary to customary procedure, EUCOM was not represented at the conference between officials of the two military governments. On 6 August, the Civil Affairs Division (CAD), EUCOM, was designated the coordinating agency between EUCOM and OMGUS on legislative questions. In September, the Legal Division, OMGUS, forwarded to CAD the thirteen pieces of legislation
(4)
concurring in by the British. After coordination with the Personnel and Administration, Intelligence, CPOT, Logistics, Judge Advocate, Provost Marshal, and Finance Divisions, and the Political Adviser, CAD found laws on the following five subjects were unacceptable to the interested branches of EUCOM: crimes and offenses; control of literature, radio broadcasting, news services, films, and theatrical and musical entertainments; movement of
(5)
property and goods; foreign exchange control; and repeals and interpretations. Non concurrence by divisions of EUCOM Headquarters resulted in an immediate delay in the promulgation of this legislation during which time revisions were effected. Action was also taken to insure participation of EUCOM in future joint discussions, with CAD providing liaison for that purpose.

2. Authority of German Police over Occupation Personnel

The problem of reconciling U.S.-U.K. legislation posed the question of authority of German police over occupation personnel, especially since German

police in the British Zone already had some powers of arrest and detention. EUCOM opposed the broadening of German police authority in this respect. The Judge Advocate expressed the opinion that granting such authority was contrary to the supremacy of an occupying power unless a concomitant right of supervision and control were asserted by the occupation authorities. The Judge Advocate held that: no United States soldier or civilian working with the Army should be amenable to trial in German courts for violation of traffic regulations; that German customs officials should have no authority over occupation personnel; and that military government legislation on foreign exchange control did not apply to occupation personnel. (6)

3. Noncoordinated Action

In September, actions were taken by the Joint Export-Import Agency (JEIA) and OMGUS which were of considerable concern to EUCOM but which were completed without its concurrence. Among these were JEIA's effort to place additional charges on United States businessmen accommodated in Army facilities; its announcement that U.S. businessmen would no longer be authorized post exchange privileges; and the tentative OMGUS-British agreement placing hunting and fishing by occupation personnel and registration of vehicles owned by such personnel under German regulations. EUCOM protested these actions to General Clay and they did not go into effect during the period under review. CAD was assigned the responsibility for maintaining liaison with OMGUS, JEIA, and BICO on matters in this category. (7)

4. Coordination of Airlift Responsibilities

The respective roles of CMGS and EUCCM in supplying western Berlin by air were coordinated primarily by the Berlin Airlift Coordinating Committee (BEALCOM), meeting at Frankfurt, and the Airlift Staff Committee, located at Berlin. The Airlift Staff Committee, representing CMG Berlin Sector and the French and British commandants in Berlin, fitted the requirements of the various requesting agencies, including military requirements presented by the S - 4, Berlin Military Post, into monthly forecasts of tonnage to be lifted to Berlin by British and United States planes. Through BEALCOM, representatives of the British and U.S. Air Forces, Transportation Division (EUCCM), British Military Government, and the Transport, Food and Agriculture, Coal and Commerce, and Industry Groups of the Bipartite Control Office-- using the statements of requirements forwarded by the Committee in Berlin-- agreed on monthly schedules governing the amounts and types of supplies to be moved to each of the airfields used in forwarding cargo to Berlin. (8)

5. German Currency Reform

On 1 July, all major commands and interested agencies of EUCCM received instructions in connection with the German currency reform accomplished by Military Government Laws 61 and 63. In general, all German employees of individuals or agencies formerly paid in 10-cent reichsmarks were to be paid in 30-cent deutsche marks. In addition, detailed instructions for the payment

of the required bonus were given. Wages of limited numbers of specified employees of the EUCCOM Exchange System, Class "B" Messes, the Stars and Stripes, and EUCCOM recreational centers (Garmisch and Berchtesgaden) were to be charged to the German budget. (9)

6. Illegal Border Crossings

Early in July, there was a pronounced increase in the number of illegal border crossers from the Soviet Zone of Germany into the U.S. Zone. Causes for this increase were believed to be the recent currency reform and the Berlin situation. The probability that the new deutsche marks would be more stable than currency in the Soviet Zone was cited as the cause for this influx. (10)

7. Demilitarization

a. Captured Enemy Ammunition

By terms of an arrangement with OMCUS, EUCCOM discontinued supervision of demilitarization on 31 December 1948. By that date, approximately 160,000 tons of nontoxic and 55,000 tons of toxic captured enemy equipment had been disposed of by outshipment, demilitarization, or scuttling. Only 3,022 long tons of unserviceable material not considered a threat to the security of the occupation remained to be disposed of. (11)

b. Destruction of Enemy War Installations

Although previously unreported enemy war installations had been discovered in the preceding three years, the total number of installations

to be destroyed had decreased progressively by mid-1948. By the end of the year, installations were primarily of barrack-type and were being used to alleviate the critical housing shortage. The Engineer Division, EUCOM, re-surveyed all existing war installations during the last quarter of 1948 to ensure that the war potential of the buildings retained had been eliminated. (12)

8. Disposal of Surplus Property

Under provisions of the German Bulk Sale Agreement of 23 January 1948, all uncommitted Army and Air Force surplus property in the U.S. Zone of Germany as of 31 January 1948 was to be transferred to the Germans. This transfer was completed on 30 September when 423,000 tons of surplus material were released to STEG, the designated receiving agency for Germany. In addition, 55,000 tons of Engineer equipment were turned over to STEG when the program for consolidation of Engineer depots was completed during the period. (13) (14)

9. Real Estate

In line with OMGUS policy, military posts continued their programs to reduce real estate costs. As of 31 December, there were 19,074 facilities under requisition and 1,074 under confiscation as compared with 19,129 and 1,153 respectively on 30 June. Monthly rentals dropped from 8,305,131 DM to 7,307,983 DM during the six months. In September, all commanders and chiefs of technical services were directed to derequisition as many industrial plants as possible without impairing production. These high-rental (15)

plants, had been retained on requisition in whole or in part to support re-
(16)
building programs or procurement requirements. Another project undertaken
by EUCOM was the transfer of displaced persons from "town groups" to barrack-
type installations. This program was instituted to ensure the most economical
use of facilities by the decreasing displaced persons population and to release
(17)
rented installations as expeditiously as possible.

FOOTNOTES

1. OMGUS Staff Memo No.17, 22 Mar 48, sub: Reconciliation of US - UK Legislation and Regulations.
2. OMGUS Ord No. 28, sub: Control of Persons Entering U.S. Zone; No. 29, sub: Expulsion of Undesirable Germans; No. 30, sub: Expulsion of Non-Germans.
3. Ltr, OMGUS to CofS,--Aug 48, sub: MG Legislation Now Subject to Amendment or Repeal, AGO 10.6 (LD). Copy in SGS EUCOM File No. 322 OMGUS.
4. IRS, CAD to CofS, 19 Nov 48, sub: MG Legislation Now Subject to Amendment or Repeal. Copy in SGS EUCOM File No. 322 OMGUS.
5. EUCOM CAD Rpt of Opr, 1 Jul - 30 Sep 48, pp. 51-52.
6. EUCOM JA Rpt of Opr, 1 Oct - 31 Dec 48, pp. 11-12; 1 Jul - 30 Sep 48, p. 50.
7. EUCOM DCinC's Wkly Staff Conf Rpt No. 37, par 1a, 14 Sep 48.
8. EUCOM Hist Div Monograph, The Berlin Air Lift, 21 Jun - 31 Dec 48, Occupation Forces in Europe Series, pp. 18-19. For further details on Organizational relationships involved in the airlift, see also pp. 10-24.
9. EUCOM DCinC's Wkly Staff Conf Rpt No. 27, par 4, 6 Jul 48.
10. Ibid, par 8e.
11. EUCOM Log Div Rpt of Opr, 1 Oct - 31 Dec 48, pp. 3, 5.
12. EUCOM Engr Div Rpt of Opr, 1 Oct - 31 Dec 48, pp. 19-20.
13. EUCOM Log Div Rpt of Opr, 1 Jul - 30 Sep 48, p. 3.
14. EUCOM Engr Div Rpt of Opr, 1 Jul - 30 Sep 48, pp. 10-11.
15. Ibid, p. 18; 1 Oct - 31 Dec 48, p. 20.
16. Ltr, EUCOM to all Comdrs and Chfs of Technical Services, 24 Sep 48, sub: Derequisition of Industrial Plants, AG602 GSP - AGO.
17. EUCOM Staff Study, Dir CAD to CofS, 27 Dec 48, sub: Clarification of Policy Concerning Utilization of Rented Facilities for Displaced Persons.

CHAPTER XXXVIII

Relations with U.S. Forces, Austria

CHAPTER XXXVIII

Relations with U.S. Forces, Austria

1. Plans in Event of a Blockade of Vienna

Throughout the period relations between EUCOM and the United States Forces in Austria (USFA) were effected by the fact that the latter remained alert to a possible duplication in Vienna of the Berlin blockade. All rumors were carefully checked by USFA and Soviet actions were studied to detect as early as possible any move toward a blockade of Vienna. Some concern was caused by a report that the Soviets had requested a survey of the Vienna-Linz railway for repairs, but as there were no further developments, it was accepted as a routine, or possibly a "feeler" measure. At the request of the Provost Marshal, United States check points were re-established on the Vienna-Linz highway at the Vienna city limits and at the Enns Bridge during the last quarter. This step was taken to maintain a record of the passage of United States personnel to and from the Soviet Zone in the interest of their security.

2. OPOT Activities

a. Security Planning

During the period the OPOT Division, USFA, was primarily concerned with security planning for Austria, particularly USFA, in the event of an emergency. The Protective Security Plan was kept up to date and training for field operations was emphasized. A Reserve Officers program was also established for the purpose of bringing up to date the training of additional Reserve Officers who were familiar with the situation in Austria. USFA tactical units were consolidated into one Regimental Combat Team, consisting of an infantry regiment, a field artillery battalion, and an engineer combat company. For maximum utilization of available manpower and closer supervision of supply functions, plans were made for the transfer in January 1949 of certain (3) Special Staff Sections from Vienna to the U.S. Zone of Austria.

b. Request for Reorganization of the USFA Command

A request for a major reorganization within the 30 June and 31 December 1949 Occupational Troop Basis for USFA was sent to EUCOM for transmittal to the Department of the Army on 26 November 1948. The purpose of this reorganization was to increase the effectiveness of USFA in the event of an emergency. While there had been no reduction in troop requirements for occupation duty, it appeared that the organization and equipment of certain units could be adjusted, primarily by converting service-type units into ground-type units. The plan included the formation of a Regimental Combat Team less one infantry battalion augmented by one reconnaissance battalion commanded and supported by division-type

headquarters and service units. This reorganization would provide greater tactical capabilities in the event of an emergency without appreciable loss of operational efficiency in the continuation of USFA's current mission. The request was approved by Headquarters EUCOM and forwarded to the Department of the Army on 10 December 1948.

3. Plans for Vienna Blockade

During the period plans were developed by USFA and approved by the Department of the Army for logistical support of Vienna in the event of a blockade by the Soviets. Essential shipment of supplies and equipment to Vienna was initiated.

4. EUCOM Support of Emergency Plans

Within EUCOM, efforts were made towards supplementing USFA's emergency plans. Correspondence between Maj. Gen. C. B. Magruder, Deputy Chief of Staff, Brig. Gen. W. B. Palmer, Director of the Logistics Division, and Lt. Col. G. H. Pierre, Acting Chief of the Supply Branch, all of EUCOM, dealt with the existing stockpiles in Vienna, plans for stockpiling additional supplies, lack of storage space, necessary equipment and material for construction of new runways, and expected requirements for engineer troops. On 19 October the last shipment of engineer equipment requested for the construction of an airfield at Vienna was shipped from the U.S. Zone of Germany.

5. Security Directive, October 1948

In October a security directive issued by order of General Clay defined the responsibilities of the various commands, including forces in Austria, in maintaining security in the European Command. As of 1 November, the Commanding General, USFA, was charged with providing for the security of the U.S. Zone of Austria and prescribing practice alerts and field exercises for his Command. In the event that any troops of the 1st Infantry Division (to be maintained as a EUCOM reserve) were committed, the Commanding General of either USFA or the U.S. Constabulary was to assume command of such troops. One constabulary battalion or squadron was to be prepared at all times to cross the Austria-German border within eight hours to assist the Commanding General, USFA, and the latter was responsible for control of all reinforcements as they crossed into Austria. He was to coordinate plans with the Commanding General, USAFE, for air action in suppression of disturbances, and was responsible for the physical security of key indigenous signal facilities (Austrian Posts and Telegraph). He was authorized to request emergency communications assistance directly from
(5)
EUCOM Headquarters.

6. Occupational Troop Strength

The prescribed manning level of 9,951 military spaces established by the Department of the Army as a minimum personnel requirement for Austria was not maintained during the latter half of 1948. On 21 July the troop strength of USFA was 743 below the prescribed level. Personnel forecasts

for August and September indicated that 1,355 additional military persons would be lost through redeployment, rotation, or return to the United States under the provisions of the Alien Spouse Act. During July, USFA had received only 130 enlisted men as replacements and there were no indications that available replacements would increase in the succeeding months. Early in August General Keyes wrote General Huebner on this matter. General Huebner replied that EUCOM had been promised 5,000 replacements per month beginning in August and continuing throughout the year, and that if these replacements were received, EUCOM should be able to bring USFA up to manning strength by the latter part of September or early in October. He added that, in any case, only the Berlin Airlift had a higher priority than USFA for replacements. ⁽⁶⁾ By 31 December the actual strength had risen to 9,919 only 32 spaces below the allotted manning level.

7. Planned Strength for Personnel, 31 Dec 48 - 31 Dec 49

In view of redeployment rates, USFA requested new authorized and manning strengths for 30 June and 31 December 1949. In August EUCOM was notified by the Department of the Army that the planned personnel strength for Austria for 31 December 1948 and 30 June 1949 was 945 officers, 75 warrant officers, 29 nurses, and 8,900 enlisted men. Except for five additional warrant officers, the strength for 31 December 1949 was to be the same. ⁽⁷⁾ Upon direction of the Chief of Staff, EUCOM, OPOT, EUCOM informed the Personnel and Administration Division in December that for the duration of Operation VITTLES all units of the European Command were to be maintained

at a minimum of 90 percent authorized strength, and replacements were to furnished in packets of sufficient size to bring units up to 100 percent strength. USFA was among the organizations to be given priority for the allocation of military personnel as replacements during the period. (8)

8. Civilian Personnel

a. EUCOM Civilian Personnel Team

The EUCOM Assistance Team of Civilian Personnel Administration and Management submitted a report of survey in the third quarter stating that USFA's civilian personnel administration was satisfactory. The Team recommended, however, that an Employee Utilization Section be established in lieu of a Placement Section, that German labor officers operate under the direction of the U.S. Civilian Personnel Officer, and that a Chief of Payroll and Administration be appointed, responsible for writing up procedures on payroll functions and disseminating information on changes affecting the status of employees. A USFA Placement Technician attended the EUCOM Civilian Personnel Employee Utilization School in Frankfurt (9) between 20 and 30 September 1948.

b. Responsibility for USFA Civilian Personnel Management

Responsibility for the administration of DA civilian affairs in the USFA Command was delegated by the EUCOM Commander in Chief to the Commanding General, USFA, in accordance with a EUCOM circular of September 1948. (10)

9. Intelligence

As regulations for traffic through the Berchtesgaden salient were in

need of revision on a peacetime basis, an interim arrangement was made between OMGUS and the Zone Command of Austria, until such time as the Austrian Government would be able to negotiate directly with Germany. As a result, traffic was permitted to move freely between the Austro-German frontier controls at Schwarzback and Melek, and documentation was handled by Austrian and German border control authorities. Constabulary commitments on the German side were withdrawn, and USFA concurred with EUCOM in rescinding a directive restricting nationals of the occupying powers to certain border points. (11)

10. Logistics

a. Fiscal Operations

Headquarters, USFA, was designated as an autonomous operating agency, beginning with Fiscal Year 1949, for appropriations for government relief in occupied areas. The operating agency number assigned to Austria was 82. (12)

b. Transportation

A consolidation of the fiscal functions of EUCOM and USFA was put into effect on 1 August 1948 with regard to preparing transportation accounts for payment. A new military freight warrant, which was the standard international bill of lading used by European carriers, went into effect on the continent, with modifications to make it applicable to U.S. Military Forces. With the new form only one set of warrants was necessary for a consignment, regardless of the number of countries through which a

shipment passed. The Fiscal Branch, Office of the Chief of Transportation, EUCOM, was thus enabled to process for payment all transportation bills on the Continent. Previously, the Budget and Accounting Division of the Transportation Section, USFA, had handled bills for services performed within Austria.

c. - Shipment of Relief Supplies Across Germany

The Budget and Accounting Officer, USFA, received a bill from OMGUS for \$4,264,700.05 for transportation services rendered by the German economy for shipment of relief supplies across Germany from Bremerhaven to the Austrian border during the period 1 July 1947 - 30 April 1948. USFA had been allocated \$2,732,946.60 to cover such shipments for the period 1 July 1947 - 31 December 1947 only. This meant a deficit for USFA of \$1,531,753.45. Upon request, the Department of the Army sent an allocation for the amount of the deficit on 3 September. However, the bill from OMGUS seemed to be inaccurate and the Budget and Accounting Officer went personally to the Logistics Division, EUCOM, to check its accuracy and to secure supporting documents. EUCOM Logistics agreed to recheck the bills and submit them to USFA, along with work sheets used in the computations.

d. Purchase of Car Seals in Trieste

The purchase of car seals necessary for the security of in-transit supplies loaded in Trieste, formerly performed by the EUCOM Transportation Division, became the responsibility of the USFA Port Agency in Trieste during the last quarter of 1948. The new policy eliminated considerable paper work in claiming reimbursement from the State Department, and it

became unnecessary to ship seals across Germany from Belgium since they
(15)
could be procured as economically in Trieste.

e. Shipment of Household Goods

On 1 July, EUCOM authorized USFA to ship the household goods of personnel in the Vienna Area Command to the United States on grounds of military necessity whenever circumstances so warranted. During the last quarter EUCOM extended the authorization to include privately owned automobiles. Where the movement of organizations within the Austrian Command resulted in surplus household goods, the European Command authorized the shipment and storage of such goods in advance of the owner's return to the United States on permanent-change-of-station orders.

f. Signal

Arrangements were completed in the last quarter with the Blue Danube Network and the office of the Chief Signal Officer, EUCOM, to have the Munich-Salzburg program circuits paid from Central Welfare rather than appropriated funds.

g. Equipment Authorizations

In August a letter prepared by the Logistics Division, USFA, regarding equipment authorizations was approved by the Deputy Chief of Staff, and organizations and units were directed to have all items of authorized equipment on hand or on requisition. EUCOM was advised of the action, and
(16)
informed that stock control levels were being reviewed.

h. Disposal of Surplus Property

The termination date for new declarations of surplus was established at 31 October 1948. The program for disposal by the Office of the Foreign Liquidation Commissioner (OFLC) of surplus property in Austria ended when that agency notified EUCOM Logistics Division on 1 November that 3,413 long tons of unsold Ordnance surplus were unsalable and must be withdrawn from declaration. Usable components were to be salvaged and the remainder sold in Austria as scrap. Between 1 June 1946 and 31 October 1948, 13,880 tons of surplus, valued at \$7,340,000 were disposed of by the (17) OFLC.

i. Commissary Investigation

Upon USFA's request for authority to appoint a Board of Officers to investigate apparent losses in the Vienna Sales Commissary, EUCOM replied that the Commanding General, USFA, had authority to appoint such Boards of Officers without prior EUCOM approval except in the following special cases: (1) when it became apparent that waiver of accountability would be required for a certain period of time; (2) when it became necessary to waive auditing requirements for a given period; (3) whenever records were in such shape that a Board of Officers would be required to determine by inventory the accountability involved. (18)

j. POL Supplies

During the third quarter USFA found it necessary to requisition gasoline over and above its regular allocation. In the month of August 10,000 gallons in addition to the allocation of 333,105 gallons had to be

obtained from EUCOM. In the month of September 20,000 gallons had to be
(19)
obtained in addition to the allocation of 329,836 gallons. One-third of
all POL products issued in USFA after 1 July was charged to Civil Affairs
funds, effective 31 December 1948. The sum of \$117,407.74 for products
issued between July and December was credited to Quartermaster Service
Allocation 129. During the last quarter, 1,004,095 gallons of rationed
(20)
gasoline were allocated to USFA.

k. American Express License

In November USFA authorized the American Express Company, which
had previously been licensed to operate in Austria by the EUCOM Commander
in Chief, to extend certain banking services to authorized personnel in
accordance with WD Circular 247. The Company's transactions were limited
to persons engaged in activities for USFA, and to tourists or other persons
whose activities were not inimical to the United States or the Austrian
Command. In December American Express was permitted to issue money orders
(21)
and cashier's checks for PCIRO, Pan American Airways, and the U.S. Legation.

l. Registration of Private Automobiles

Instructions were received from the European Command that after 1
January 1949, businessmen would not be authorized to register privately
owned vehicles nor to receive POL products from USFA sources unless their
(22)
activities were directly in support of the Austrian Command.

11. Displaced Persons

The 430th CIC Group in USFA was assigned to assist the Displaced

Persons Commission by conducting loyalty and integrity investigations of applicants for visas to the United States under the Displaced Persons Act of 1948. Logistics support on a reimbursable basis was to be provided by EUCOM Headquarters to personnel of voluntary and governmental agencies working with the commission.

a. CIC Conference

To discuss the CIC's requirements for the above mission, a conference was held at Berchtesgaden on 26 September with Mr. Ugo Carusi, the head of the Displaced Persons Commission. A cable was prepared and dispatched to the Department of the Army on 29 September, giving the following estimate of expenses for the period 1 October 1948 to 1 July 1949:

Total	\$260,000.00
Pay for Austrian personnel	90,000.00
Pay for DA Civilians	97,000.00
Real estate rental	10,000.00
Expendable supplies	4,000.00
Transportation (rental of 48 $\frac{1}{4}$ -ton trucks)	56,000.00
Printing	3,000.00

Of the estimated \$260,000 it was requested that \$100,000 be allocated to USFA immediately and that arrangements be made for making the balance
(23)
available as needed.

b. Additional Personnel for DP Operations

The plans for the Displaced Persons Commission indicated that its staff in the U.S. Zones of Germany and Austria would number between sixty and eighty persons, of whom forty-five to sixty would be assigned to Germany and

fifteen to twenty to Austria. In addition, the U.S. Public Health Service staff was to be increased by six persons in Germany and two in Austria, and personnel in the U.S. Consulate offices would be increased by 100 in Germany and 20 in Austria. Twelve to fifteen representatives of the Immigration and Naturalization Service were to be stationed at embarkation points in Germany, (24) mostly at Bremerhaven.

c. Allocations to DP Commission

In October \$50,000 was allocated by the Department of the Army to the DP Commission in Austria in response to the cable of 29 September, and an exchange of cables between the Department of the Army and USFA Headquarters established that the funds were intended for screening operations only. At the same time, an additional \$60,000 was called forward by USFA (25) to support the screening operations of the 430th CIC.

12. Training

a. Service Schools

Quotas for USFA were allotted to the following EUCOM Army service schools during the period:

- Literacy Training Center
- TI&E School
- 7717th Quartermaster School
- Engineer School
- Band Training Center
- Property Accounting
- Signal School
- Ordnance School
- 7712th Intelligence School
- Military Police School

During the last quarter, the TI&E adviser, although assigned to the 7700th

TI&E Group, EUCOM, was attached to the OPOT Section, USFA, to direct the information and education program. Informal conferences were held with TI&E officers from Zone Command, Austria, and from Trieste, and on 16, 17, and 18 November, the TI&E adviser attended a EUCOM TI&E Conference in Garmisch, Germany.
(26)

b. Food Examinations

Examinations in the first career field, Food Service, USFA, were given during the last quarter by the AG Career Management and Guidance Branch, with the aid of EUCOM teams established for the purpose. Of the 238 applicants, 218 were approved to take the examination. More than half of this number were promoted to Grades Two, Three, and Four under one-time grade adjustment or regular promotions.
(27)

FOOTNOTES

1. USFA ODDI Rpt of Opr, 1 Jul - 30 Sep 48, p. 1.
2. Ibid., 1 Oct - 31 Dec 48, p. 2.
3. USFA Rpt of Opr, 1 Jul - 30 Sep 48, pp. 1-7; 1 Oct - 31 Dec 48, pp. 39-40.
4. IRS, DCofS to Dir Log, 26 Jul 48; IRS, Sup Br to Dir Log, 27 Jul 48; IRS, Dir Log to DCofS, 28 Jul 48.
5. Ltr, EUCOM to All Cmdrs under Hq EUCOM, US Naval Forces in Germany, 1 Oct 48, sub: Security Directive, US Occ Zones, Germany and Austria, AG 371.2 GOT - AGO.
6. Ltr, Lt Gen G. Keyes CG USFA to Lt Gen C. R. Huebner CofS EUCOM, 4 Aug 48; Ltr, Huebner to Keyes, 13 Aug 48.
7. Cable W - 87378, DA from Dir Orgn & Tng to EUCOM, 11 Aug 48.
8. IRS, Dir OPOT to Dir P&A, 30 Dec 48, sub: Priority for Allocation of Personnel, AG 370.5 GOT.
9. USFA AG Rpt of Opr, 1 Oct - 31 Dec 48, pp. 5-7.
10. EUCOM Civ Pers Cir 7, 17 Sep 48.
11. USFA G - 2 Rpt of Opr, 1 Jul - 30 Sep 48, p. 11.
12. Cable WX - 85096, DA Chf Bud Div to EUCOM, info USFA, 2 Jul 48.
13. USFA Transp Sec Rpt of Opr, 1 Jul - 30 Sep 48, p. 12.
14. USFA Log Div Rpt of Opr, 1 Jul - 30 Sep 48, sec II, p. 2; USFA Transp Sec Rpt of Opr, 1 Jul - 30 Sep 48, pp. 11-12.
15. USFA Transp Sec Rpt of Opr, 1 Oct - 31 Dec 48, p. 5.
16. USFA Log Div Rpt of Opr, 1 Jul - 30 Sep 48, Sup Sec, p. 2.
17. EUCOM DCinC's Wkly Staff Conf Rpt No. 47, 22 Nov 48, p. 15.
18. USFA Log Div Rpt of Opr, 1 Jul - 30 Sep 48, sec II, p. 1.

19. USFA QM Rpt of Opr, 1 Jul - 30 Sep 48, sec III, p. 3.
20. USFA Rpt of Opr, 1 Oct - 31 Dec 48, p. 50
21. USFA Log Div Rpt of Opr, 1 Oct - 31 Dec 48, p. 2.
22. USFA Rpt of Opr, 1 Oct - 31 Dec 48, p. 48.
23. USFA Log Div Rpt of Opr, 1 Jul - 30 Sep 48, sec V, pp. 2-3.
24. EUCOM DCinC's Wkly Staff Conf Rpt No. 34, par 25, 24 Aug 48.
25. USFA ODDI Rpt of Opr, 1 Oct - 31 Dec 48, p. 6; USFA Log Div Rpt of Opr, 1 Oct - 31 Dec 48, par 3.
26. USFA OPOT Rpt of Opr, 1 Oct - 31 Dec 48, p. 13.
27. USFA AG Rpt of Opr, 1 Oct - 31 Dec 48, p. 20.

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