

Of the Train Officers, 1st Lt. Daniel E. Martin, commanding Co. E of the 423rd Motor Supply Train was by far the most capable and efficient. The other officers seemed to have very meager knowledge of company administration matters, handling men in the field, and the duties of officers in general.

The majority of the enlisted men of Co.'s E & F of 423rd Motor Supply Train were raw recruits with little or no military training, many of whom had not driven a motor truck before although they all claimed to have had experience with passenger vehicles. Considering this fact, the success of the Convoy is quite remarkable as the roads encountered through the mountains of the West required driving skill of the highest order. The men were poorly equipped at the start due to the fact that many of them joined the outfit at the very last minute.

The enlisted personnel of Service Park Unit #996 was of a higher order as most of these men had been in the service for a year or more and many of them were very excellent automotive mechanics.

The Supply Officer, 1st Lt. Howard G. Shockey, also acted as Mess Officer until the Convoy reached North Platte, Neb., with the result that he was considerably over-worked, and both assignments necessarily suffered. At North Platte, however, Lt. Shockey was relieved by the assignment of Capt. Richard J. Gervine as Mess Officer. Capt. Gervine is an old soldier and his long experience as a regular army mess sergeant resulted in excellent meals being served during the second half of the journey.

The work of the Publicity Officer, Lt. Wm. Doron, in preparing the people along the route for the arrival of the Convoy was in a large measure counteracted by the exaggerated and misleading statements which he issued or permitted to be issued through the public press. It is to be regretted that after having read the newspaper accounts of the Convoy, the people of many communities were somewhat disappointed when the train of trucks arrived.

Co. E of the 5th Engineers was easily the best disciplined and the most efficient organization of the Convoy, and too much credit cannot be given the Commanding Officer, Capt. A. E. Hitchey, for his ability as an officer, and to his men for the extraordinary work which they did under his direction in repairing roads and bridges, without which the expedition must have failed.

The excellent health enjoyed by practically the entire personnel during the whole trip was unquestionably due to the effective work of Lt. Col. Taylor E. Darby and the Medical Detachment under his command. All matters of camp sanitation and preventative measures were handled in extremely satisfactory manner. This was also a well disciplined and efficient unit.