

REPORT

A - Material (Con'td)



If deemed essential, these could be provided with folding seats for transporting personnel, accommodating twenty men. For such work, the light truck is so far superior to the heavy as to admit of no comparison. The heavy should be confined to rear areas, in supply depots and the like, on hard surfaced roads; and in general on short hauls.

Further, for any type of work, the two types should not be mixed in one train, as this impairs the efficiency of the lighter faster type.

B - Personnel and Administration.

1. The truck train was composed of two truck companies, a repair unit, engineer unit and medical unit. Officers stated that many men in the two truck companies were raw recruits, of no experience.

At the beginning of the trip, discipline among the enlisted personnel of the M. T. C. was almost unknown. This condition was probably the worst in the S. P. O. 595. This lack of discipline was largely due to inexperience, and poor type of officers. It resulted in excessive speeding of trucks; unauthorized halts; unseemly conduct, and poor handling of truck in the convoy.

These conditions were vastly better in engineer and medical units.

The Commanding Officer stated that he had no opportunity of drilling and disciplining the men before starting, nor of choosing officers. He bettered conditions gradually, but was confronted with the problem of accomplishing this while maintaining a pre-arranged schedule of travel daily. In this connection, special mention should be made of a Lieut. Martin, who commanded one M. T. C. Company. He was an exception to the general rule, worked hard and was of vast assistance to the Commanding Officer.

It is not believed that the enlisted men were inferior in type to any other body of soldiers, but they lacked training and good officers.

2. In conducting this trip, two scouts were mounted on motorcycles who reconnoitered roads and placarded same for guidance of train. The engineer unit was charged with making bridges, culverts, etc., passable.

During the latter part of the trip an engineer truck was kept twenty-four hours ahead of train to perform this work, and this arrangement avoided many unnecessary delays.

3. The schedule of travel was easily ~~maintained~~ maintained up as far as Omaha, Nebraska. A total delay of four days was accumulated after this point was passed, but all were unavoidable. It is believed the Commanding Officer would have been unwise in pushing on at any of the points where he delayed to make minor repairs and rest his men.