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THE QUARTERMASTER CORPS

by

Major General Henry Gibbins
The Quartermaster General

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THE QUARTERMASTER CORPS

INTRODUCTION

As an introduction to the operations of the Quartermaster Corps, four slides will be shown which give a panoramic view of Quartermaster operations in time of war. These slides start with the sources of supplies and end with distribution to units in the front lines.

SLIDE 1. - QUARTERMASTER SUPPLIES

This slide shows some of the sources of Quartermaster supplies. Our depots are the backbone of our supply system. The principal control agencies in the Quartermaster Corps are The Quartermaster General in Washington, and the Zone Quartermasters in the field.

SLIDE 2. - ZONE OF INTERIOR

This slide shows the shipment of supplies to an overseas Theater of Operations, a contiguous theater, and distribution to posts, camps, and stations in the Zone of Interior.

SLIDE 3. - COMMUNICATIONS ZONE

Here is a Communications Zone that has been established after many months of war. As we all know, the extent of the organization of a Communications Zone will depend upon many factors.

SLIDE 4. - COMBAT ZONE

This is a picture of distribution of supplies in the Combat Zone. It shows the various installations that may be established and the types of transport utilized to make distribution. We believe that Quartermaster transportation should deliver supplies to combat trains.

WORLD WAR

The task of the Quartermaster Corps in a major war may be indicated by a comparison of some World War figures on supply with corresponding figures for a normal year.

SLIDE 5. - SUPPLY OBLIGATIONS

	Fiscal Year 1935 (Incl. CCC)	Fiscal Year 1918
Subsistence	$ 87,400,000	$ 426,700,000
Forage	3,000,000	92,800,000
Fuel	3,500,000	21,400,000
Clothing & Equipage	70,500,000	1,238,000,000
Construction Material	4,600,000	130,400,000
Motors	14,000,000	190,100,000
Miscellaneous	9,000,000	93,200,000
	$ 192,000,000	$ 2,192,600,000

This chart is self-explanatory. Anyone who understands the responsibilities borne by procuring officers and the difficulties involved in buying 200 millions worth of supplies in one year can appreciate the task when this amount is increased by two billions of dollars for a like period.

SLIDE 6. - WATER TRANSPORT

This slide shows the number of troops and cargo tonnage transported for these periods.

Water Transportation
1918 - 1935

Passengers	-	1935 - 57,930
		1918 - 1,000,000
Cargo, short tons	-	1935 - 170,000
		1918 - 2,360,000

Peak - July, 1918 - 306,350 Troops - 829,000 Tons

TOTAL during WORLD WAR - 2,075,834 Troops
5,153,000 Tons.

The peak month is particularly interesting as it shows what can be done in a major effort. You will note that

during the month of July, 1918, there were shipped to France 300,000 men and 800,000 tons of cargo.

SLIDE 7. - ORGANIZATION, O.Q.M.G. - PEACE

The organization of the Office of The Quartermaster General, which directs the operations of the field establishment is shown on this slide. It consists mainly of three operating divisions, Supply, Transportation, and Construction, the chiefs of which are the three brigadier generals assistants to The Quartermaster General. In addition to these operating divisions, there is the Administrative Division, which coordinates the activities common to two or more of the operating divisions and is charged specifically with matters such as Fiscal, Personnel, Memorial, and War Plans and Training.

SLIDE 8. - ORGANIZATION, O.Q.M.G. - WAR

This organization is based on two principles, expansion of the existing organization and decentralization of operations to Zone Quartermasters and other agencies to such an extent consistent with retention of control in the Office of The Quartermaster General. The only new division is the Intelligence Division. This division will be charged with all matters pertaining to information, statistics and the preparation of historical data.

SLIDE 9. - FIELD AGENCIES, QMC - PEACE

This slide shows the geographical location of field agencies operating directly under The Quartermaster General. They number sixty-four (64). It can readily be seen that our peace time operations are highly centralized, particularly in rail and water transportation, construction and procurement. This centralization is necessary in time of peace to effect economy in funds and personnel and to insure compliance with all laws and regulations in effect. In time of war, a great number of additional Quartermaster installations must be established.

In the event of a major war, our operations must be decentralized to some extent to the field - if we expect the Quartermaster wheel to turn.

SLIDE 10. - QUARTERMASTER ZONES

This slide shows the zone or territorial organization of the United States to effect Quartermaster supply in time of war. Decentralization is the basis of the organization. There are nine Quartermaster Zones, which operate directly under The Quartermaster General and are coterminous with corps areas. The boundaries of some of our nine procurement areas are shifted slightly to include the whole of certain industrial localities within a particular procurement area. For example, the Philadelphia procurement district includes the Camden industrial area. Each Zone Quartermaster will organize his office along the lines of the Office of The Quartermaster General, including the functions of Supply, Transportation and Construction.

SLIDE 11. - TYPE ORGANIZATION, QUARTERMASTER ZONE

Corps areas call upon their Zone Quartermasters for all quartermaster services. Zone Quartermasters have such authority and responsibility as determined by instructions from The Quartermaster General. Each Quartermaster Zone is, one might say, a communications zone for a corps area and plays its part in the supply of the Army as a whole.

CONSTRUCTION

Let us take the principal functions of the Quartermaster Corps in turn and discuss them in peace and the transition to war.

SLIDE 12. - CONSTRUCTION DIVISION, O.Q.M.G.

The Construction Division of the Office of The Quartermaster General is organized as shown on this slide.

The Quartermaster General is charged by law with:

"The direction of all work pertaining to the construction, maintenance, and repair of buildings, structures, and utilities other than fortifications connected with the Army; with the operation of utilities: Provided, That utilities pertaining

exclusively to any branch of the Army may be operated by such branches."

"The acquisition of all real estate and the issue of licenses in connection with Government reservations."

In time of peace all the work pertaining to planning and design for new construction is performed in this office. A new construction project travels a long, tedious road from the time it is conceived, the plans and estimates prepared, until funds are appropriated and the project completed.

Since the World War great progress has been made in the methods of handling construction. Outstanding is the preparation for the consideration of Congress of comprehensive long range plans for necessary permanent construction at military posts. These construction programs cover a period of years and establish priorities of projects for the entire Army in the United States and the foreigh possessions.

In peace, new construction projects are supervised by constructing quartermasters who report directly to The Quartermaster General. The maintenance and operation of utilities are functions of local quartermasters.

In war, each Zone Quartermaster has an assistant for construction, and constructing quartermasters operate under Zone headquarters.

Under existing regulations, the responsibilities for new construction in war are divided between many agencies and confusion may be the result.

a. The Corps of Engineers is charged with construction in the theater of operations, and the Quartermaster Corps in the zone of interior. Shall we have both of these services procuring construction materials from the same manufacturers in this country in time of war?

b. Corps Commanders are charged with all construction necessary in connection with the mobilization of their commands. The Quartermaster General is charged with all other construction, other than fortifications.

c. The Assistant Secretary of War is charged with supervision of all construction required in connection with procurement or production. Supervision of all other construction is a responsibility of the General Staff.

d. These conditions are known and regulations are being rewritten.

Analyzing construction problems, they are problems of supply - supply of plans, labor and materials. The big construction companies can be easily diverted to handle important projects in time of war, provided they are supplied with construction materials. The big problem is, therefore, one of procurement of materials.

In a major war with the demands of the Army and industry expanding its facilities there is little doubt but what new construction will again reach tremendous proportions.

The following slides show some recent construction projects.

SLIDE 13. - RANDOLPH FIELD, TEXAS.
SLIDE 14. - HOSPITAL, FORT SAM HOUSTON, TEXAS.
SLIDE 15. - INTERIOR - WATER TREATMENT PLANT, FORT KNOX, KENTUCKY

P.W.A. & W.P.A. ACCOMPLISHMENTS

The Public Works Administration and the Works Progress Administration have been very generous to the Army.

These funds have been distributed to Army posts and stations throughout the United States. During the past year consideration has first been given to deferred maintenance, since maintenance funds in the past decade and a half averaged approximately one-half of one percent annually of the valuation of the physical plant of the War Department. Normal maintenance of comparable industrial and civic plants averages approximately 3½% annually. It can readily be appreciated that the Army welcomed an opportunity to remedy certain deplorable conditions which were the result of this accumulated deferred maintenance.

TRANSPORTATION

The organization of the Transportation Division of the Office of The Quartermaster General is shown on this slide.

SLIDE 16. - ORGANIZATION, TRANSPORTATION DIVISION, O.Q.M.G.

The Quartermaster General is charged by law with "the transportation of the Army by land and water, including the transportation of troops and supplies by mechanical or animal means; with the furnishing of means of transportation of all classes and kinds required by the Army."

WATER TRANSPORT

The principal duties of the Water Transport Branch are:

a. Supervision of the operation of the Army Transport Service.

b. Control and coordination of War Department traffic on Army Transports.

c. Supervision of the maintenance of these transports and a large fleet of harbor boats and Coast Artillery vessels.

SLIDE 17. - SHOWS THE U.S.A.T. "REPUBLIC"

In addition to the normal duties of Water Transport during the past year the passenger transport REPUBLIC was completely overhauled at a total cost of half a million dollars, and a new mine planter, the LT. COL. ELLERY W. NILES, has been constructed at a cost of three quarters of a million dollars. New fire detection, fire fighting and life boat equipment has been installed on our vessels to achieve greater safety at sea. The conversion of several harbor boats from coal to oil burners will result in substantial savings to the Government in operating costs.

SLIDE 18. - SHOWS THE DOCKS AT FORT MASON, CALIF.

Whether the Army or Navy will operate transports in time of war is a question to be determined in each specific

war plan. In general, the Joint Board has decided that it is the task of the Army: "to provide and operate all vessels for the Army, except when naval opposition by the enemy is to be expected, in which case they are provided and operated by the Navy."

The operation of ports of embarkation and the loading and unloading of transports will, in any event, be performed by the Army.

It is unfortunate that we have been repeatedly called upon in time of peace to defend the retention of our transport service on the grounds of economy. In our last four wars, it was necessary to transport large bodies of troops and supplies by ocean transport.

Our small Army Transport Service - particularly its shore establishments and trained personnel - is invaluable as a nucleus upon which to build in time of a major emergency. We should be able to defend the retention of this service purely on military grounds.

COMMERCIAL TRAFFIC

SLIDE 19. This slide shows the SCHEME OF TRAFFIC MANAGEMENT, RAIL.

This Branch of the Transportation Division controls and coordinates all War Department traffic of passengers, freight and express moving by commercial railways, steamship lines, motor lines and air lines.

Special rate agreements are made with all railroads of the country for the movement of passengers and freight and these agreements result in tremendous annual savings to the Government.

In peace and war, The Quartermaster General, as Traffic Manager for the War Department, must retain control of rail movements. In peace, this control results in economy and, in war, it prevents congestion and confusion. Of course, in war, some authority is delegated to Zone Transportation Officers. The Chief of the Transportation Division, Office of The Quartermaster General, controls and coordinates all rail movements through the Transporta-

tion Officers in the nine Quartermaster Zones. Transportation Officers located at corps area headquarters, posts, camps and depots, deal with the Zone Transportation Officers. Representatives of the Association of American Railroads are located at all important points and facilitate movements. The A.A.R. organization parallels the Army organization.

The main difference between the peace and war procedure is that the many agencies in the field, in time of war, deal with their Zone Transportation Officers instead of directly with the Office of The Quartermaster General, as they do in peace time. Control of rail traffic must be retained, however, in Washington whether the movement is inter-corps area or intra-corps area. Corps Area Commanders will make all arrangements for intra-corps movements but must obtain clearances from the Zone Transportation Officers to prevent interference with important inter-corps area movements.

The present Quartermaster Organization and that planned for war are based on years of experience and take advantage of the highly efficient organization of the railroads. The guiding principle is to carefully determine our requirements, furnish these to the roads, and not interfere with their operations.

MOTOR TRANSPORT

The next four slides show the development of military motor vehicles from 1912 to 1937.

SLIDE 20. - TRUCK, 1912
SLIDE 21. - TRUCK, 1918
SLIDE 22. - TRUCK, 1937, 6 x 6
SLIDE 23. - TRUCK, 1937, 4 x 4

The $1\frac{1}{2}$-ton, 4 x 4, is the truck that we consider should be used almost exclusively in the forward areas.

SLIDE 24. - FIRE TRUCK

These fire trucks are constructed at Holabird, utilizing the frame and many parts of the obsolete Class B Truck. The construction of these fire trucks has saved the Government an appreciable sum.

SLIDE 25. This slide shows a 1½-TON TRUCK TOWING 1-TON, 2-WHEEL TRAILER

We have procured a number of 1-ton, 2-wheel trailers and they have been issued for test, to determine their practicability to supplement the payload capacity of cargo vehicles.

The responsibilities of the Quartermaster Corps in motor transport consist of: development, design, procurement, maintenance, storage and issue of wheeled motor vehicles of the Army used for the transportation of personnel and cargo.

STANDARDIZATION OF MOTOR VEHICLES

The Army now has about 28 different makes and models of passenger cars and 143 makes and models of trucks. In a major emergency, the maintenance of this number of different vehicles in the Theater of Operations would be an impossible task. In the Zone of Interior, it would not present so difficult a problem, as full advantage may be taken of commercial repair facilities and stocks of spare parts.

The only solution to this problem appears to be some degree of standardization with the adoption of standard vehicles in each capacity classification.

A degree of standardization can be accomplished by the elimination of non-essential truck types and the reduction of requirements to not to exceed nine (9) chassis classifications:

1/2-ton, 4 x 2 and 4 x 4;
1-1/2-ton, 4 x 2 and 4 x 4;
2-1/2-ton, 4 x 2 and 4 x 4;
5-ton, 4 x 2 and 4 x 4;
7-1/2-ton, 6 x 6.

These nine (9) classifications may be further reduced for the Theater of Operations by the elimination of all 4 x 2 types and the use of multi-wheel drive vehicles, due to their greater cross country ability.

A higher degree of standardization is possible in the heavier types by the use of unit interchangeability or dimensional standardization. This type of standardization contemplates the design of vehicles so that units of different manufacturers may be used interchangeably.

Another degree of standardization is practicable by the procurement of vehicles of one make in each capacity classification. This would mean the selection of manufacturers and the purchase of all vehicles of certain capacities from the designated manufacturer. However, under existing laws, motor vehicles must be purchased on competitive specifications, after advertising. This tends to eliminate the possibility of this method of standardization during peace time. As will be pointed out later, this type of standardization is practicable in time of a major emergency, and may be used to obtain the motor transport required after M-Day and before the fabrication and availability of the standardized types classified as required types, adopted types, standard. By using this method of standardization, passenger cars can be restricted to one light, one medium, and one heavy type manufacturer. Requirements for 1/2-ton and 1-1/2-ton capacity trucks can be met by one manufacturer for each capacity. Included in these two sizes are reconnaissance, pickup, general cargo and dump trucks and ambulances. The production capacity of each of the two largest quantity production manufacturers is about 70,000 vehicles of all types per month, which exceeds our initial requirements for vehicles of the types manufactured by these facilities.

We must recognize certain general truths, the most important of which are:

1. That at the start of a war we must take the motor vehicles which industry is then producing and which will most nearly meet military requirements.

2. That certain military needs can only be met with vehicles having exceptional cross country ability.

3. That a measure of standardization of vehicles be secured as soon as possible, in order to reduce the maintenance problem in the Theater of Operations.

4. That the maximum interchangeability of assembly units be secured.

MAINTENANCE OF MOTOR VEHICLES IN A MAJOR EMERGENCY

SLIDE 26. This slide shows the ENGINE ASSEMBLY SHOP - HOLABIRD QUARTERMASTER DEPOT

After vehicles are procured comes the problem of maintenance, and in time of war this is indeed a problem, and can be satisfactorily met only by limiting types and standardizing vehicles to such an extent that the supply of necessary spare parts and replacement units can be assured.

SLIDE 27. - MOBILE 3D ECHELON EQUIPMENT

These three trucks show the recently developed equipment for Quartermaster Light Mobile Maintenance Units. This is 3d echelon maintenance. All equipment can be procured commercially from a number of sources. The middle truck is the wrecker; the one on your left is the machine shop truck; and the one on your right is the spare parts truck.

Second echelon maintenance equipment has been standardized in unit equipment sets appropriate for companies, battalions, and regiments.

SUPPLY

SLIDE 28. - ORGANIZATION, SUPPLY DIVISION, O.Q.M.G.

The organization of the Supply Division of the Office of The Quartermaster General is shown on this slide.

Those duties charged by law to The Quartermaster General that are supervised by the Supply Division of his office are:

> "The purchase and procurement for the Army of all supplies of standard manufacture and all supplies common to two or more branches, but not with the purchase or procurement of special or technical articles to be used or issued exclusively by other supply departments; with the storage and issue of supplies."

From the standpoint of control, procurement, storage and distribution are closely related, and you will note

that all of these functions are supervised by one officer of The Quartermaster General for each group of related articles. These groupings correspond closely to divisions in industry.

Procurement is one of the most important functions of the Quartermaster Corps. It includes all matters pertaining to the purchase of supplies or to their manufacture, including production, inspection, delivery and acceptance.

Storage involves the handling, arrangement, care and protection of stock awaiting shipment.

Distribution has to do with the centralization or decentralization of stocks and their control to facilitate prompt delivery to consumer and effect economy.

The Quartermaster General's Office makes no purchases but it controls and coordinates all purchases.

Articles for which uniformity is essential or for which requirements for the whole army can be consolidated for reasons of economy are designated for centralized purchase by selected depots. For example, the Philadelphia Quartermaster Depot procures clothing, tentage, flags, and many other items; the Boston Quartermaster Depot - boots and shoes; the Jeffersonville Quartermaster Depot - harness, saddlery, stoves and kitchen utensils, and the Washington Quartermaster Depot - typewriters and blank forms.

The following slides show some of our active depots.

SLIDE 29. - NEW YORK GENERAL DEPOT
SLIDE 30. - ARMY BASE, BOSTON
SLIDE 31. - PHILADELPHIA QUARTERMASTER DEPOT
SLIDE 32. - CHICAGO QUARTERMASTER DEPOT
SLIDE 33. - JEFFERSONVILLE QUARTERMASTER DEPOT

In addition to the active depots, there are reserve and comparatively inactive depots at New Cumberland, Schenectady, Columbus, New Orleans, and Seattle. Reserve depots play a comparatively minor role in time of peace, except in times of floods and other disasters, but they will play a most important part in supply of a Theater of Operations in time of war.

SLIDE 34. - NEW CUMBERLAND GENERAL RESERVE DEPOT

PROCUREMENT PLANNING

Procurement Planning is carried on under the direct supervision of the War Plans and Training Branch of my office. Recognizing the importance of procurement planning, eighteen officers are assigned exclusively to this work - three in Washington and fifteen in the field. It is my policy to restrict these assignments to graduates of The Army Industrial College.

RECENT DEVELOPMENTS

The Supply Division has made many new studies and developments during the past year.

SLIDE 35. - This slide shows development of a PORTABLE GASOLINE-WOOD BURNING KITCHEN.

SLIDE 36. - This is the GASOLINE HEATING UNIT FOR PORTABLE RANGE.

Exhaustive tests of a modified war-time rolling kitchen indicated the desirability of providing a portable, gasoline-wood burning range capable of being transported in a motor truck and of preparing hot foods while in motion, as well as on the ground. Military characteristics for a portable type range have been approved and early development of a completely satisfactory type is assured.

Study and experiment in connection with the development of an Emergency Ration have been continued and a ration has now been developed which it is believed will prove satisfactory in every respect.

REMOUNT

SLIDE 37. - FRONT ROYAL QUARTERMASTER REMOUNT DEPOT
SLIDE 38. - REMOUNT STALLION, DON 4TH
SLIDE 39. - LOU LADY AND HER FIVE FOALS

Remount is now a Branch of the Supply Division. In time of war, this Branch becomes a Division of the Office of The Quartermaster General.

In these days of motorization, it is interesting to note that the Italians, in addition to their motors, used over 80,000 animals in Ethiopia.

The purchase of horses and mules for the Army and the operation of the Army horse breeding plan are functions of the Remount Branch. This Branch operates three remount depots and seven procurement offices (Remount Areas) strategically located in the horse breeding sections of the country. The remount depots are located at Front Royal, Virginia, Fort Reno, Oklahoma, and Fort Robinson, Nebraska.

The object of the Army horse breeding plan is, primarily, to encourage the production within the United States of a large number of good half-bred horses, which will be available for use by the Army in an emergency, and secondarily, to provide mounts for the Army in peace time. The operation of the plan is simple. Stallions are purchased and conditioned at remount depots. When in condition for stud duty, they are assigned and shipped at Government expense to civilian agents, who agree to maintain the stallions without expense to the Government, and to breed not less than a specified number of mares. The agent receives no pay directly from the Government, and the Government has no prior claim on the foal. However, about eighty (80) percent of all the animals purchased by the Army are sired by Remount stallions. Under the breeding plan we maintain on the average approximately 700 stallions, distributed about the country in the various breeding zones. During the past year, 3,762 remounts were purchased.

CIVILIAN CONSERVATION CORPS

I would like to conclude with a few words on some of the lessons we have learned from the CCC.

The problems involved in supply, transportation and shelter in the mobilization of the CCC gave to the Quartermaster Corps its greatest test since the World War. The training of Quartermaster personnel was invaluable.

Time was a most important factor from the supply standpoint in the early days of the CCC. The variety of supplies for an armed force would, of course, be much greater. When it is considered, however, that the Quartermaster Corps was called upon to feed, clothe, transport and supply approximately 300,000 men in addition to its regular duties and under peace-time laws, the magnitude of the task can be appreciated.

At the beginning of the CCC mobilization, the procurement of many items was centralized at certain depots, in accordance with our normal method of procedure. During May, 1933, procurement was decentralized, and depots at New York, Philadelphia, Chicago, San Antonio, Jeffersonville, and San Francisco commenced the procurement of all classes of supplies required for the CCC within its supply area. In the interest of economy, centralized procurement was later resumed.

The CCC could not have been equipped in such a short time, except for the availability of stocks in depots of such items as ranges, mess kits, tentage, bedding, clothing, and other items.

We learned many valuable lessons as a result of our experiences in handling supply in the mobilization of the CCC, the most important of which are:

First - Generally speaking, our organization is sound.

Second - The real value of the Quartermaster Corps manufacturing plants at Philadelphia and Jeffersonville was fully demonstrated. These plants not only increase production in the early stages of mobilization, which is a critical period, but provide us with a laboratory to train inspectors, determine production costs, and permit experimental and development work.

Third - In the early stages of a major emergency, decentralization of procurement of all but a few items must be effected, if the Quartermaster Corps is to perform its mission.

Fourth - The importance of maintaining a War Reserve of critical items cannot be over emphasized.

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(Note: All slides on file in the Office of The Quartermaster General.)

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Discussion following General Gibbins' Lecture

Colonel Jordan: The General has agreed to answer any questions which the class may desire to ask.

Q. I would like to ask, sir, about the base out in Honolulu, as to whether under the war plan that was to be expanded in case of operations on the Pacific?

A. Well, now can we answer that question? Of course it is to be expanded. Everybody understands that the troops are to go out there right away. As to whether we will need any further installations --

Col. Walsh: I don't think we need any additional installations.

Q. I would like to get more information about the relation of the procurement districts in the Quartermaster zones. We refer to them in the Ordnance as "procurement districts." But, if I understand, you mentioned Quartermaster "zones." Just what is the relationship?

A. We made that change because, you see, you have no organization in the Ordnance similar to our Corps Area Quartermaster. Of course you have Corps Area Ordnance. Col. Walsh, will you answer that question?

Col. Walsh: I don't know that there is any particular reason. We found a very good word that we liked. It was a question of using the word "area" or "district" or "zone." I don't think that there was any particular reason for that word.

Colonel Jordan: Of course the War Department procurement word "zone" conflicts with us. That is one of the reasons why the class hasn't gotten the idea across of the "zone", of that name.

Col. Walsh: On the other hand, we have a procurement area in our Quartermaster Zone, not for procurements. Just as the General explained in his lecture, our procurement area, for example, the Philadelphia Procurement District, or whatever you might want to call it, includes the industrial locality but the Quartermaster Zone that we have does not, that is, insofar as districts are concerned.

Q. Is procurement in war centered in a district or zone or area, as you call it, under the Quartermaster General or does it come under the Zone Quartermaster?

A. The Zone Quartermaster.

Colonel Scowden: I want to say a word about that zone set-up. The Quartermaster General ~~command~~ contemplated originally, before the present Mobilization Plan, ~~called for~~ procurement districts for procurement of supplies. Then the country was divided up into [redacted] construction districts under which the Quartermaster General could handle construction matters. Then in addition there were transportation districts set up and he was to handle matters in connection with transportation. Then there were remount districts. Those areas were all different and you had, as I understand it, sixty or seventy different people reporting to the Quartermaster General from those various districts, so in order to decrease the load on the Quartermaster General we set up those nine zones and those nine are under Deputy Quartermaster Generals. On the staff of each Zone Quartermaster there is a ~~is~~ construction man, also a procurement man, a transportation man, etc. So instead of having seventy or eighty independent people reporting you just have nine zone Quartermasters. It is my understanding that each of those would be a

Deputy Quartermaster General and would have given to him all the delegated duties that the Quartermaster General ~~could do~~. can delegate.

Q. Will that tend to permit competition between the zones in time of war? How will you overcome that? It seems to me you are setting up nine purchasing agents competing with one another.

A. That is controlled in the Quartermaster General's Office.

Col. Walsh: Each one of our procurement plans carries with it a distribution sheet. That distribution sheet shows, among other things, the load to be placed on each Quartermaster Zone for that particular item. For example, we take item A; it might be that five zones are procuring for the entire United States that item. Another item, possibly design zones, all have facilities allocated to them for procurement. We have quantities right now allocated to each one of these zones for each one of our items that we believe will give us some difficulties in procurement. I don't know whether that explains it.

Q. When we were at Holabird we saw this maneuver, the anti-aircraft gun. I have also seen plane maneuvers. Where is the line between the two departments in procurement plans?

A. Well, there is a line. It is not a very definite one. Captain Wilson, explain that in terms of Army regulations.

Captain Wilson: Under the latest 650-15 which has been released the Quartermaster is responsible for all prime maneuvers of the wheel track type and the Ordnance with track laden type.

Q. General, the Corps Commander, in case of mobilization, is charged with construction of certain facilities. Now, has he on his staff

Quartermaster men who can design these buildings for him and lay things out for him or is that something that is going to be looked out for after the mobilization? In other words, he has got to make plans. Now, sir, who is making them for him?

A. We have the plans, I believe. Have we got a construction man here? We have types of plans that are now being submitted to the General Staff. I think when they are approved that that will obviate any of that trouble.

Construction officer: Yes, sir, they have already been drawn and submitted.

Colonel Jordan: I can visualize some Corps Area assistants because I have seen some of them go out and travel across the country and they will see a nice open field and they will pick that out for a site of some corps area installation, not thinking of the water supply and the electric light supply and a number of things of that kind. How does the Corps Area Commander tie in and get that advice?

A. I think that is all regulated in the War Department, mobilization points and all that. I think that is regulated by G-4. He knows just where he is going to build now and all those plans have been drawn for him so all he has to do is to use the plans that are furnished him. As for the sites, I imagine that that isn't -- Walsh, aren't they coordinated in the War Department?

Col. Walsh: I don't know that they all are but we have hopes that the present mobilization regulations on construction will be revised, and they are being revised by the General Staff at this time. We have

hopes that the Corps Area Commanders' hands will be tied a little on that. He will only be permitted to make very minor construction and repairs and that construction will be done by construction Quartermasters who will come under our zone quartermasters. We were a little afraid that the Corps Area Commander was loose on doing anything he wishes in the way of construction. There will be a little bit of competition in the procurement of materials between the War Department establishments and the corps area establishment.

Q. I would like to ask about the supply lines in the Third War Department Zone (indicating on map). Say there was a field army operating here (pointing). You cross several procurement zone districts. Who is responsible for the supply? How does it originate? How does the flow of supply work where you cross those different lines?

A. Well, where you cross lines, why it is regulated here in Washington, but as long as it is within the Quartermaster Zone, why it is all regulated there.

Q. I meant you had a field army operating down in this section in this Third Zone. You cross several of the Quartermaster Zones.

A. Now of course if you want to go to any great detail it is just this, that in the mobilization plans they know how many troops are going to be concentrated in a certain corps area. The supply problem is worked out for them in advance. In other words, if that Zone Quartermaster can't get the supplies, why they are shipped from some other Quartermaster Zone. They may be procured in some other zone. That is all worked out.

Col. Walsh: I would like to say a word on this. If this army were operating in this area (indicating on map) this area would then become a theater of operations and the plan has been described, of course, in the Mobilization Plan. But if an army were operating in this area it would become Operations and that entire force would be charged with the local supply in that area.

Q. We read something, sir, of the relatively new duties of the Director of Procurement in the Treasury Division. May I ask what influence that has had upon the Quartermaster activities in general?

A. Well, I can't say that it has had any especially. Of course, there are certain things that are purchased for the Army as a whole and for the Government as a whole on what they call the general schedule. That is handled by the Procurement Division of Treasury. They make certain yearly contracts - I don't know if you are familiar with that. They call them general schedule supplies. They make yearly contracts for all the items and if a procuring officer wants anything on that general schedule, any quartermaster, no matter where he may be located, he simply refers to that contract. He has all that information. But as far as interfering with any of our procurement, I can say that they have not.

Q. General, perhaps the answer to this is known by any Quartermaster officer at present -- I don't know, sir, -- but what would be the general nature of the duties expected to be performed by a Corps Area Quartermaster upon mobilization?

A. Well, he performs the ordinary duties. I don't think -- under the Mobilization Plan he has a supply. Hasn't he a supply or does he have a depot, Walsh?

Col. Walsh: He would carry on his duties very similarly to the way he does now except that he would call upon Zone Quartermasters or his Corps Area for all supplies. It would be up to him to consolidate requisitions for the different posts and he would call upon the Zone Quartermaster for all his supplies. He would have one place to call on. He would carry on his duties just the same as he does now.

Colonel Jordan: Will you please explain to the class why it is necessary to have a Zone Quartermaster and a Corps Area Quartermaster, both of whose areas are conterminous?

Col. Walsh: There is one very good reason, I think, Colonel, and that is if we establish depots of any kind, which we must establish, new ones throughout the United States, we would put these under the Corps Area Commander, and the War Department would lose control of these supplies. Of course, as we all realize, we procure a great quantity of supplies for certain items in certain corps areas. Now if those supplies would come under the control of that Corps Area Quartermaster, I think the troops mobilized in that corps area might get along a little bit better as far as those items are concerned. It is largely a method of controlling supplies. You have got to have a central control.

Colonel Jordan: We have found that out in the Ordnance and it is largely necessary. General Gibbins, I want to express to you our appreciation for taking the time and coming here and talking to us.

General Gibbins: Thank you. I feel that some of our questions were not clearly answered, I think largely for the reasons that they go into such detail. If there is anything they want cleared up, though, we will be glad to sit down and clarify any of your questions.