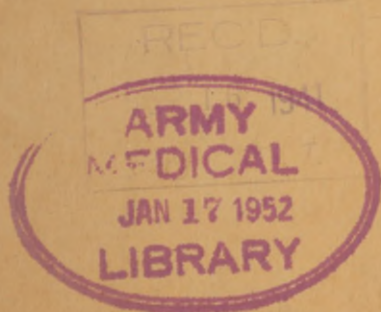


WAR DEPARTMENT

INFANTRY FIELD MANUAL

•  
SERVICE COMPANY AND  
MEDICAL DETACHMENT  
(SUPPLY AND EVACUATION)  
RIFLE REGIMENT

July 18, 1941





INFANTRY FIELD MANUAL



SERVICE COMPANY AND  
MEDICAL DETACHMENT (SUPPLY AND  
EVACUATION) RIFLE REGIMENT

Prepared under direction of the  
Chief of Infantry



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INFANTRY FIELD MANUAL  
 MEDICAL DETACHMENT  
 SUPPLY AND EVACUATION  
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## INFANTRY FIELD MANUAL

## SERVICE COMPANY AND MEDICAL DETACHMENT (SUPPLY AND EVACUATION) RIFLE REGIMENT

## SECTION I

## GENERAL

■ 1. REFERENCES.—For details of organization, armament, and transport of the service company, rifle regiment, see Tables of Organization; for equipment, see Table of Basic Allowances. For operation and maintenance of motor transport, see section II and FM 25-10. For fundamentals of administration, see FM 100-10; for logistical data, see FM 101-10 and FM 7-55. For supply operations, see section III.

■ 2. ORGANIZATION.—The service company of the rifle regiment comprises a company headquarters, a regimental headquarters platoon, and a transportation platoon (see fig. 1).

■ 3. MISSIONS.—*a.* The service company is primarily the regimental supply unit. It performs the following general missions:

(1) Furnishes part of the enlisted personnel for regimental headquarters: the adjutant's (S-1) section, including a group under the personnel adjutant; the operations and training (S-3) section; and the regimental supply officer's (S-4) section.

(2) Receives and distributes all supplies.

(3) Performs second echelon motor maintenance for the regiment.

(4) Furnishes supply and maintenance transportation and personnel for battalions and separate companies of the regiment.

*b.* Incident to *a*(2), (3), and (4) above, the service company establishes, operates, and controls in combat—

(1) *Regimental distributing points* for—

Rations and water (class I supply).

Gasoline and oil (class III supply).

Ammunition (class V supply).

Engineer supplies (class IV supply).

(2) The *regimental train bivouac* (area of regimental rear echelon elements), usually containing—

(a) Regimental supply officer's (S-4's) section, less personnel, if any, at the regimental command post.

(b) Service company headquarters (bivouac headquarters).

(c) Transportation platoon, including—

Command group (platoon headquarters).

Maintenance section, less detached mobile crews.

Ammunition train.

Kitchen and baggage train.

(d) Mess and supply personnel and kitchens of all companies when not required in forward area (usually operate in the bivouac of kitchen and baggage train).

(e) Regimental ration (class I) distributing point (usually near kitchen locations).

(f) Regimental gasoline and oil distributing point.

**§ 4. COMPANY HEADQUARTERS.—a. Organization.**—Company headquarters includes the personnel necessary to assist the company commander in the control and administration of the company. Company headquarters personnel are divided, according to their duties, into two groups—the company command group and the company administration group.

**b. Company command group.**—(1) The command group is composed of the—

Company commander.

First sergeant.

Chauffeur with command and reconnaissance car.

Messengers and orderlies.

(2) The company commander assists the regimental supply officer in effecting regimental supply (see sec. III), and commands the service company. He is responsible for the discipline, administration, and training of his company (see par. 7). The special training of personnel performing duties under the supervision of officers not a part of the company is a responsibility of the officers concerned. During marches the company commander commands the regimental motor echelon, which consists primarily of regimental trains (less detachments) together with any company transport under regimental control. In combat he is charged with the establishment, defense, and operation of the regimental train bivouac, and controls all installations and personnel therein.



This duty is performed under the supervision of the regimental supply officer when the trains are under regimental control, and under the supervision of a designated representative of the division commander when the regimental trains are under division control.

(3) The first sergeant is in charge of enlisted personnel of the command group. He assists the company commander in the interior administration of the company and in the control of its several elements.

(4) One orderly is usually assigned to the regimental supply officer and one to the company commander.

(5) The messengers are employed by the company commander. Messengers required by the supply officer are assigned to the supply section of the regimental headquarters platoon.

(6) The command and reconnaissance car is used by the company command group. Transportation for the regimental supply officer is provided from headquarters company vehicles.

(7) During marches the command group moves at the head of the regimental motor echelon. During combat it establishes and operates the headquarters of the regimental train bivouac.

*c. Company administration group.*—(1) The company administration group is composed of personnel whose duties relate primarily to the company mess, supply, and personnel administration. It comprises—

Mess sergeant, cooks, and cook helpers.

Supply sergeant, armorer-artificer, and carpenter.

Corporal (company clerk).

Chauffeur of kitchen and baggage truck.

Basic privates.

(2) The mess sergeant is responsible to the company commander for the training of the cooks and cooks' helpers, and for the operation of the company mess which is usually established near other company kitchens in the regimental train bivouac. He is responsible for feeding service company and attached personnel at or near the regimental train bivouac and service company personnel at the regimental command post.

(3) The supply sergeant is responsible to the company commander for company supply, and is charged with

supervision of the work performed by the armorer-artificer and the carpenter. In combat he may be required to supervise the preparation of shelter, facilities, and concealment measures in the regimental train bivouac.

(4) The company clerk performs his duties with the regimental personnel group.

(5) Basic privates assist the supply sergeant or perform such other work as the company commander directs.

(6) During marches the company administration group and the company kitchen and baggage vehicles march with components of the kitchen and baggage train in the regimental motor echelon. During combat they usually bivouac and operate in that part of the regimental train bivouac assigned to the kitchen and baggage train.

*d.* Motorcycles with side cars assigned to company headquarters are usually made available to the munitions officer and ammunition sergeant of the supply section (regimental headquarters platoon).

■ 5. REGIMENTAL HEADQUARTERS PLATOON.—*a. Composition.*—The regimental headquarters platoon consists of a staff section and a supply section.

*b. Staff section.*—(1) The staff section consists of the following personnel:

Personnel adjutant.

Master sergeant (regimental sergeant major).

Master sergeant (regimental personnel sergeant).

Technical sergeant (operations sergeant).

Staff sergeants (color sergeants).

Staff sergeant (stenographer).

Sergeant (headquarters clerk).

Sergeant (mail clerk).

Corporal (headquarters clerk).

Corporals (mail clerks).

Corporal (assistant to chaplain).

Headquarters clerks, messengers, and basic privates.

(2) The personnel adjutant, regimental personnel sergeant, one or more clerks of the staff section, and the company clerks of all companies constitute the regimental personnel group. This group is a part of the personnel (S-1) section. In garrison it may operate with the remainder of the section. In the field it is separated from the regi-

mental command post and usually operates in and moves with the division or corps rear echelon. The regimental personnel group maintains those administrative and personnel records of the regiment and its companies which are not kept by the adjutant or by company commanders.

(3) The regimental sergeant major and one or more clerks of the staff section form that part of the personnel (S-1) section that works under the regimental adjutant at the regimental command post. They prepare the unit journal and other S-1 records and reports under the adjutant's supervision. The sergeant major may also be charged with receiving incoming messages and with supervising their delivery to addressees, circulation to interested staff officers, and return for entry in the journal. For duties of adjutant and personnel officer, see FM 7-40.

(4) The operations sergeant is the principal enlisted assistant to the regimental S-3. He and one or more clerks of the staff section perform their duties with the regimental command group under supervision of S-3. During marches they move with the regimental command group. During combat they work at the regimental command post.

(5) The regimental color sergeants have custody of the regimental colors, and perform such guard duties and other tasks as the regimental commander prescribes. In combat they may assist the headquarters commandant in controlling straggling, guarding prisoners, and protecting and moving regimental baggage. They operate in and from the regimental command post, or the regimental train bivouac, depending on the combat duties assigned to them.

(6) The stenographer, clerks, and messengers of the section are distributed by the executive between the S-1 and the S-3 sections. On the march and in combat they move and operate with the sections of headquarters to which they are assigned.

(7) The mail clerks operate under supervision of the adjutant. In combat they perform most of their duties in the regimental train bivouac. During marches they usually accompany the receiving and distributing group of the supply section (see c(4) below).

(8) The chaplain's assistant performs the duties prescribed by the chaplain.

c. *Supply section.*—(1) The supply section consists of the following personnel:

Regimental munitions officer.

Master sergeant (regimental supply sergeant).

Staff sergeant (chief of receiving and distributing group).

Sergeant (regimental ammunition sergeant).

Clerks, messengers, and basic privates.

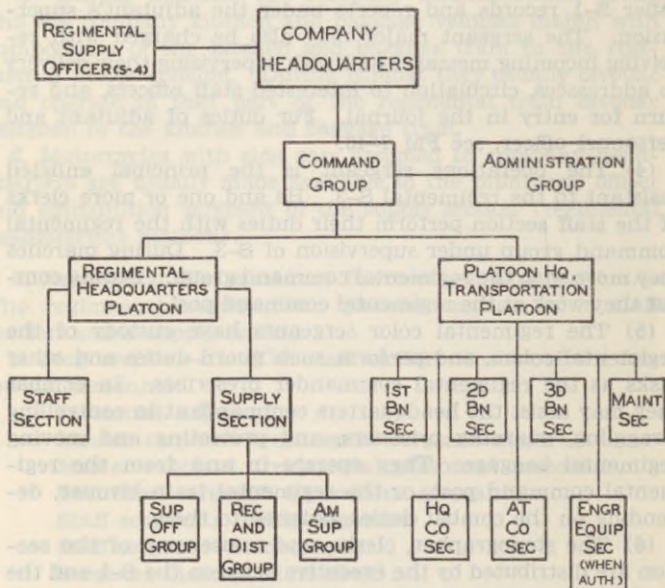


FIGURE 1.—Service company organization.

(2) The supply section is composed of personnel required to operate the regimental supply service in conjunction with the transportation platoon. It is controlled by the regimental supply officer (S-4), who organizes it into three groups:

Supply office group (S-4 section).

Receiving and distributing group.

Ammunition supply group.

(3) The supply office group constitutes the regimental supply officer's (S-4's) section and operates directly under him. It maintains the supply records of the regiment; consolidates and prepares requisitions, records, and receipts; compiles reports and performs such other duties as the regimental supply officer may require. During marches it usually accompanies the command group of the transportation platoon. In combat it operates in the regimental train bivouac, except for such clerks as the regimental supply officer may place at the command post. The group usually comprises:

- 1 master sergeant (regimental supply sergeant).
- 2 headquarters clerks.
- 1 stock clerk.
- 2 messengers.

(4) The receiving and distributing group operates under the direct supervision of the service company commander. It receives all supplies, except ammunition and other class V items, from supply agencies of higher echelons, and sorts, apportions, and issues them to elements of the regiment. It operates the regimental distributing points for class I supply (rations, forage, and water); for gasoline, oil, and fuel (class III); and for engineer supplies (class IV). During marches it usually accompanies the command group of the transportation platoon. The group usually comprises:

- 1 staff sergeant (chief of receiving and distributing group).
- 2 record clerks.
- 3 basic privates.

(5) The ammunition supply group, under the supervision of the regimental supply officer, operates the regimental ammunition distributing point, takes charge of components of the ammunition train under regimental control, is responsible for the filling of vehicles at the regimental distributing point or the division ammunition distributing point, and for their subsequent release to battalions and the antitank company. The group comprises the munitions officer and one ammunition sergeant. Labor for transferring loads generally is furnished by personnel of the battalion ammunition and pioneer sections. Transportation for the munitions officer and ammunition sergeant is provided by the two motor-

cycles with side cars (and drivers) of the company headquarters.

(6) For details of supply operations, see section III.

■ 6. TRANSPORTATION PLATOON.—*a. Composition.*—(1) The transportation platoon consists of—

Platoon command group (platoon headquarters).

Three battalion sections.

Headquarters company section.

Antitank company section.

Engineer equipment section (when authorized).

Maintenance section.

(2) The personnel and vehicles of the transportation platoon, together with the medical detachment vehicles and their operating personnel, constitute the regimental trains (see pars. 8 and 9).

*b. Command group.*—(1) The command group comprises the entire platoon headquarters, consisting of the following personnel and vehicles:

Platoon commander (regimental transport officer).

Master sergeant (transportation chief and mechanical inspector).

Sergeant (ammunition train sergeant).

Sergeant (platoon truckmaster).

Chauffeur with command and reconnaissance car.

Motorcyclist with motorcycle and side car.

(2) The regimental transport officer is responsible to the service company commander for the administration, inspection, and training of the platoon; for the mechanical condition of its vehicles; and for the operation of its components while under regimental control (except such parts of the ammunition train as may be performing their supply mission under command of the munitions officer). In combat the transport officer assists the service company commander in the establishment, defense, and operation of the regimental train bivouac, and assumes control of the bivouac and its elements when the company commander is absent or incapacitated. For detailed duties, see duties of unit motor officer, FM 25-10.

(3) The transportation chief is the principal enlisted assistant to the regimental transport officer, and is usually charged with maintenance inspections and supervision of

motor vehicle records and reports prepared by the record clerk of the maintenance section. During marches and combat he performs such duties as the transport officer prescribes. See duties of motor sergeant, FM 25-10.

(4) The ammunition train sergeant usually accompanies parts of the ammunition train that are under regimental control, and carries out the orders of the transport officer or the munitions officer relative to their operation.

(5) The platoon truckmaster assists in controlling the movement and operation of the regimental trains, usually accompanying parts of the kitchen and baggage train while they are under regimental control.

*c. Battalion sections.*—(1) Each battalion section consists of the following personnel and vehicles:

Section commander (battalion supply officer).

Staff sergeant (section sergeant and battalion supply sergeant).

Sergeant (section truckmaster).

Chauffeurs, assistant chauffeurs, and vehicles of the ammunition train and kitchen and baggage train (see par. 9).

Motorcyclist and motorcycle with side car.

Basic privates.

(2) The section commander becomes a battalion supply officer during periods of tactical training and in operations, when the battalion supply echelon is operative. (See par. 15.) When not acting as battalion supply officer he is a section commander, responsible to the platoon commander for training and operation of his section. As battalion supply officer he commands the ammunition and the kitchen and baggage components of the section except while they are under regimental control. For his duties as battalion supply officer, see paragraph 16e.

(3) The section sergeant is the principal enlisted assistant of the section commander. He becomes battalion supply sergeant when the section leader becomes battalion supply officer; as such he works in the battalion area under supervision of the battalion supply officer. He may be directed to accompany parts of the battalion section of the trains when deemed advisable.

(4) The section truckmaster is responsible for the movement of vehicles entrusted to his charge. In periods of

tactical training and in operations he usually accompanies the battalion kitchen and baggage train. When vehicles in his charge are under battalion control he is responsible to the battalion supply officer for their movement; when they are under regimental control he is responsible to the regimental transport officer.

*d. Antitank company section.*—The antitank company section comprises chauffeurs and vehicles of the ammunition train and the kitchen and baggage train that serve the antitank company (see par. 9).

*e. Headquarters company section.*—The headquarters company section comprises chauffeurs and the kitchen and baggage vehicles of the train that serve the headquarters company (see par. 9).

*f. Engineer equipment section (when authorized).*—The engineer equipment section consists of chauffeur(s) and cargo truck(s) carrying such unit intrenching equipment and other engineer matériel as may be authorized by Table of Basic Allowances or released to the regiment by higher headquarters.

*g. Maintenance section.*—(1) The maintenance section consists of the following personnel and equipment:

Maintenance officer.

Staff sergeant (chief mechanic).

Clerk (record clerk).

Motor mechanics and welder.

Chauffeurs and basic privates.

Trucks carrying tools and light portable equipment for second echelon motor maintenance.

(2) The section is charged with performing second echelon maintenance for all components of the regiment, except such second echelon maintenance as can be performed by company motor mechanics (see par. 11b). The section is organized by the maintenance officer into a shop group and four mobile crews. Each mobile crew is provided with a light truck. One mobile crew is assigned to operate with each battalion, and one crew is available to operate with either the antitank company or the headquarters company. In combat the maintenance section operates in and from the regimental train bivouac. See paragraph 11 for motor maintenance operations. For complete details of motor maintenance personnel, see FM 25-10.



*h. Marches.*—(1) During marches the transportation platoon, less sections released to subordinate units, comprises a part of the regimental motor echelon, which usually moves by bounds in rear of the foot echelon. During uncovered movement, vehicles of the ammunition train, if not already released to subordinate units, precede other components of the platoon and travel in the order in which they will probably be released.

(2) The maintenance section, less detached mobile crews, marches at the rear of the motor echelon, prepared to repair or tow disabled vehicles.

*i. Combat.*—For conduct of the platoon in combat see sections II and III.

■ 7. TRAINING.—The enlisted personnel of the service company are trained, first, in the basic duties of all infantry soldiers, particularly in the use of the weapons with which armed and care of themselves in the field, and, second, in their specific duties in the service company (MR 3-1).

## SECTION II

### REGIMENTAL TRAINS AND MOTOR MAINTENANCE

■ 8. CLASSIFICATION OF MOTOR TRANSPORT.—*a.* The motor vehicles of the regiment are divided into two general classifications: company transport and regimental trains.

*b. Company transport* consists of vehicles assigned to companies or detachments for command, communication, weapon carrying, and other tactical purposes. In offensive combat these vehicles remain close to the unit they serve. In defensive combat they may be withdrawn to a bivouac under battalion or regimental control.

*c.* The train of a unit is that portion of the unit's transportation, including personnel, operating under the immediate orders of the unit commander primarily for supply, evacuation, and maintenance (FM 100-10). The *regimental train* consists of the vehicles and operating personnel of the transportation platoon of the service company (see par. 6), and the vehicles and operating personnel of the regimental medical detachment (see sec. IV). Regimental trains are classified by function as—

Ammunition train.

Kitchen and baggage train.

Engineer equipment train (when authorized).  
Maintenance train.  
Medical detachment train.

■ 9. REGIMENTAL TRAINS.—*a. Ammunition train.*—(1) The ammunition train comprises the train vehicles and operating personnel used to transport ammunition for all units of the regiment. The ammunition train is divided into three battalion sections and the antitank company section (see Tables of Organization for allotment).

(2) All sections are a part of the transportation platoon of the service company, which operates under regimental control. Sections are released to the units they are to serve in time to permit issue of ammunition before deployment. After issue of ammunition, emptied vehicles revert to regimental control in order to refill. While under regimental control they are commanded by the munitions officer. Ammunition train vehicles may be allotted to designated units or be pooled.

*b. Kitchen and baggage train.*—(1) The kitchen and baggage train comprises the vehicles and operating personnel used to transport rations, water, kitchen equipment, and authorized impedimenta not carried on company transport. Certain company mess and supply personnel usually accompany the kitchen and baggage vehicles that serve their respective companies. The kitchen and baggage train includes one or more cargo trucks for each company and battalion headquarters detachment in the regiment, and cargo trailers for certain of these vehicles (see Tables of Organization).

(2) These vehicles are grouped into the battalion sections, antitank company section, and headquarters company section of the transportation platoon of the service company. The service company kitchen and baggage vehicles are assigned to company headquarters but usually operate as a part of the train.

(3) The kitchen and baggage train generally moves and bivouacs under regimental control (sometimes divisional control) under command of the regimental transport officer (commander of transportation platoon). Parts are released to subordinate units as necessary.

*c. Engineer equipment train* (when authorized).—The engineer equipment train transports such unit intrenching

equipment and other engineer matériel as may be authorized by Table of Basic Allowances or released to the regiment by higher headquarters. It usually marches and bivouacs under regimental control. It may be released to a designated battalion or battalions, or loads may be distributed under regimental control to subordinate units, as required.

*d. Maintenance train.*—For description, see paragraphs 6g and 11.

*e. Medical detachment train.*—Transports medical supplies and certain medical personnel (see sec. IV for operation).

*f. Designation of trains.*—(1) Trains may be designated by unit as—

*1st Infantry train*, denoting that portion of the regimental transportation, including personnel, operating under the immediate orders of the regimental commander primarily for supply, evacuation, and maintenance.

*Train 1st Battalion, 1st Infantry*, denoting ammunition and kitchen and baggage vehicles and personnel of the transportation platoon allotted to the 1st battalion section, together with any attached medical and maintenance vehicles and operating personnel.

(2) Trains may also be designated by unit and function as—

*Ammunition train, 1st Infantry.*

*Ammunition train, 1st Battalion, 1st Infantry*, denoting ammunition components of 1st Battalion section.

*Kitchen and baggage train, 1st Battalion, 1st Infantry*, denoting kitchen and baggage components of 1st Battalion section.

■ 10. REGIMENTAL TRAIN BIVOUAC.—*a. General.*—(1) The regimental trains, less components released to battalion control, are bivouacked during combat under control of the regimental or higher commander, and under the direct command of the service company commander, or under an officer, usually the transport officer, to whom the command may be temporarily delegated by the service company commander. When not being used for supply, evacuation, or maintenance, vehicles comprising the trains are concealed in the regimental train bivouac.

(2) The regimental train bivouac usually contains, in addition to trains, various administrative installations and personnel (see *c* below).

(3) The location of this area is an important part of the supply plan which is submitted by the regimental supply officer for approval by the regimental commander. The regimental supply officer consults the service company commander, and frequently the regimental transport officer, before submitting his recommendations on the bivouac area. The decision on the location of the bivouac area is a regimental commander's function that he does not usually delegate to a subordinate.

(4) During rapidly moving situations, the regimental train bivouac may merely be a temporary assembly area for trains and administrative personnel.

(5) The size of the area required for the bivouac may vary from approximately  $\frac{1}{4}$  square mile to 1 or 2 square miles, depending primarily on the concealment afforded, the road net, and the features favoring defense against air and mechanized attack.

(6) The regimental train bivouac and the installations and personnel in the bivouac are commanded by the service company commander (see par. 4b).

*b. Characteristics.*—The following characteristics are sought in selecting an area for the regimental train bivouac:

(1) Location out of range of probable fires of hostile light artillery.

(2) Accessibility to a road to forward troop locations and to the rear.

(3) Concealment from hostile air and ground observation.

(4) Large enough to permit dispersion of vehicles and activities.

(5) Hard standing for motor vehicles.

(6) Features favoring defense against air and mechanized attack.

(7) Location causing no interference with friendly troop movements.

(8) Location forward of any barrier that may become impassable for motor transportation.

(9) Containing water (and fuel, if wood ranges are in use).

(10) Containing buildings usable as shelter for supply and maintenance activities.

*c. Interior arrangement.*—The bivouac area is divided into subareas by the service company commander, usually with the assistance of the regimental transport officer. Division into the following subareas is usually appropriate (see fig. 2):

- (1) Kitchen and baggage train bivouac, containing—  
Components of kitchen and baggage train.  
Company kitchen locations.  
Mess and supply personnel of all companies of the regiment.
- (2) Ammunition train bivouac, containing all components of the ammunition train when they are not actually performing their supply mission or released to subordinate units.
- (3) Maintenance section area.
- (4) Train bivouac headquarters area, usually containing—  
Service company headquarters.  
Regimental supply officer's (S-4's) section.  
Receiving and distributing group of supply section;  
ration distributing point (near kitchen locations);  
gasoline and oil distributing point (accessible to vehicles).

*d. Signal communication.*—Rapid means of signal communication are required between the regimental command post and the regimental train bivouac, and also between the regimental train bivouac and division headquarters. Motor messengers, radio, and, when practicable, wire communication are the means ordinarily utilized.

*e. Security.*—Provision for all-around defense against ground attack and defense against air attack must be made by the commander immediately upon occupation of the regimental train bivouac. The methods for defense of a locality are applied according to the provisions of FM 7-5. Means for defense organic to the service company are supplemented as the regimental commander may direct. It is the duty of S-4 to advise the regimental commander relative to the security measures required for all supply units and installations.

■ 11. MOTOR MAINTENANCE.—*a. General.*—The maintenance of motor vehicles is conducted in conformity with FM 25-10

and AR 850-15. Maintenance within the regiment is limited to first and second echelon maintenance.

*b. First echelon maintenance.*—First echelon maintenance is that performed by chauffeurs using tools and supplies

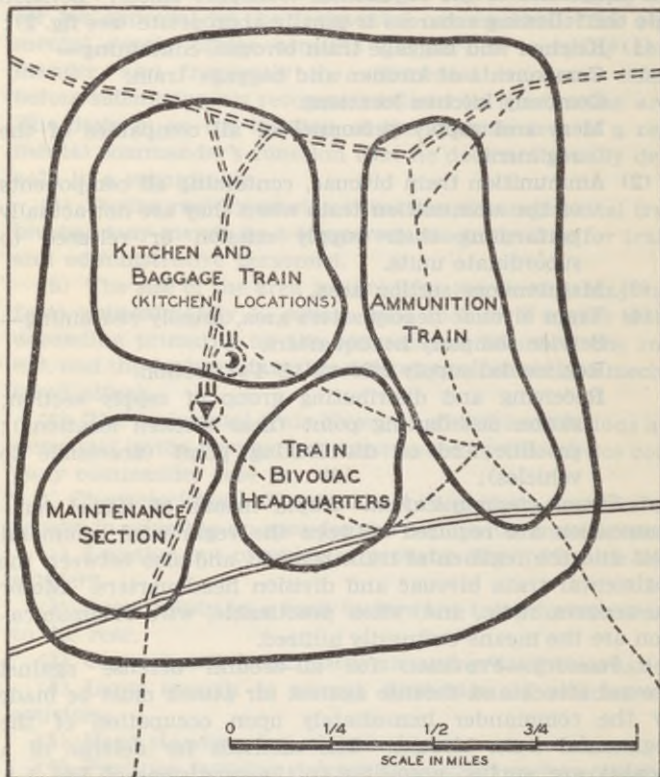


FIGURE 2.—Regimental train bivouac.

NOTE.—The width, depth, area, and interior arrangement of the regimental train bivouac will vary within wide limits in different situations, depending primarily on the road net, cover afforded, and features favoring defense against mechanized attack (see par. 10).

available on their vehicles (see FM 25-10 and AR 850-15 for details). Motor mechanics to assist in performing this main-

tenance, and such second echelon maintenance as is practicable, are assigned to the headquarters, antitank, and heavy weapons companies. First echelon maintenance includes correct driving; servicing with gasoline, oil, water, and air; inspecting; cleaning and lubricating; tightening and minor adjustments; care of tools and accessories. The commander of each company having organically assigned motor vehicles is responsible for the direction and supervision of first echelon maintenance of those vehicles. He assigns definite maintenance duties to chauffeurs and prohibits them from doing other maintenance work except in emergencies. The chauffeur is responsible to the company commander for preventive maintenance functions within the limits of his ability and the equipment available to him. He inspects his vehicle before, during, and after each operation and reports defects. The company commander makes regular inspections of his company's vehicles and causes appropriate adjustments and minor repairs to be made. Repair requirements beyond the capabilities and facilities of the company concerned are reported to the maintenance officer of the service company.

*c. Second echelon maintenance.*—Second echelon maintenance embraces preventive maintenance, minor repairs, unit replacements, and inspections. Second echelon maintenance, except for that performed by motor mechanics of the using companies, is a mission of the service company. The maintenance officer uses the personnel and equipment of the maintenance section of the transportation platoon to perform second echelon maintenance on all vehicles of the regiment. Vehicles requiring third or fourth echelon maintenance are ordinarily reported through command channels to higher authority, and immediate steps are taken to have them evacuated for repair or replacement. In emergencies the service company may have to perform some third echelon maintenance.

*d. Third and fourth echelon maintenance.*—Normally performed by quartermaster or ordnance personnel (for details see FM 25-10 and AR 850-15).

*e. Inspections.*—It is the duty of all commanders to make regular and frequent inspections of their motor vehicles and of the operating and maintenance activities of their com-

mand. Maintenance inspections are made as prescribed by FM 25-10 and AR 850-15.

*f. Maintenance during marches and combat.*—(1) During marches and tactical operations every opportunity for performing motor maintenance is utilized. Company motor mechanics ride at the rear of company transport groupings. During halts they make preventive maintenance inspections, adjustments, and minor repairs. When a vehicle breaks down, a company motor mechanic stops with it in order to diagnose the trouble and repair it if practicable.

(2) The maintenance section of the service company is disposed during marches and combat so as to render the most efficient service to the regiment. Some of the section marches at the tail of the regimental motor echelon. Mobile crews are attached to battalions or to battalion sections of the regimental trains, and one crew is usually attached to the antitank company.

(3) Temporary roadside repairs are often made to disabled vehicles so that they can reach their destination or the bivouac of the maintenance section (in regimental train bivouac), where further repairs are made. When a vehicle drops out, it is driven, pushed, or towed to the side of the road and placed under any available cover. If possible the trouble is diagnosed and repaired at this point. If the service company maintenance personnel decide that repair is impossible within the time limit imposed by the situation, the vehicle is either towed or abandoned. If towed, it is repaired when the unit halts or goes into bivouac. The decision to abandon a vehicle, either temporarily or permanently, is made only by an officer or noncommissioned officer who has been given this authority. A vehicle abandoned in route march is reported to the next higher headquarters in order that it may be picked up by a suitable maintenance or salvage unit. For the detailed procedure on abandonment, see FM 25-10.

(4) During combat the maintenance section operates a mobile repair shop in the regimental train bivouac. To this point are brought vehicles disabled beyond roadside repair but not to the point of abandonment. Sometimes it is preferable to send repair crews to make repairs on disabled vehicles at the spot where disabled.



## SECTION III

## REGIMENTAL SUPPLY

■ 12. REFERENCES.—For definitions, fundamentals and methods relating to supply, see FM 100-10; for logistical data, see FM 101-10 and FM 7-55.

■ 13. BASIC FACTORS AND PROCEDURE OF REGIMENTAL SUPPLY.—  
*a.* Supply is a responsibility of command and cannot be delegated.

*b.* The mission of the regimental supply service is to procure and to furnish troops with the supplies they need at the required time and place.

*c.* Flexibility and mobility in supply operations are promoted by disposing supplies in depth and by keeping supply vehicles loaded to the maximum extent practicable.

*d.* Commanders of battalions and companies are responsible for making timely requests for supplies and for distributing supplies received to the units of their commands within their own areas.

*e.* Troops are not encumbered with unnecessary supplies. Allowances are held to the minimum deemed necessary to initiate and sustain combat until replenishment from the rear can become effective.

*f.* Routine requirements of subordinate units of the regiment are supplied automatically. Wherever practicable, their other requirements are anticipated by supply officers and procured without request from the companies or detachments concerned.

*g.* A requisition is a request for supplies. A requisition may be sent to the regimental supply officer by any element of the regiment at any time. Requisitions can be made orally or in writing. Written and oral requisitions go to the regimental supply office where they are consolidated and sent to the appropriate supply agency.

*h.* (1) The channels of supply, both for requisition and distribution, follow the channels of command during tactical operations.

NOTE.—In the square division, the infantry brigade is in the channel of supply only for brigade headquarters units.

(2) The regiment requests and receives supplies from the division, and distributes them to battalions and other ele-

ments of the regiment. Battalion headquarters receives requests from companies, forwards them to the regimental supply officer, receives supplies from the regiment, and issues or makes them available to companies.

*i.* A unit is responsible for the supply of attached units. Any personnel widely separated from their own supply facilities are supplied by the nearest available unit without formal arrangement. This includes the feeding of personnel separated from their kitchen facilities.

*j.* Troops should be provided with three meals daily; when practicable two of these should be hot.

■ 14. **PRESCRIBED SUPPLIES.**—The infantry regiment carries on individuals, company transport, and regimental trains, supplies of all categories adequate for at least 24 hours of combat. More than sufficient quantities of certain types of ammunition for 1 day of intensive combat (unit of fire) are carried. (See par. 19*b*.) (See Table of Basic Allowances and FM 7-55 for prescribed supplies and equipment.)

■ 15. **ORGANIZATION FOR SUPPLY.**—The regimental supply service usually operates in three echelons during active operations: the regiment, battalion, and company. When the regiment is in garrison or camp, supply is usually direct from regiment to company; the battalion echelon as such is then inoperative.

■ 16. **DUTIES OF OFFICERS IN ECHELONS OF SUPPLY.**—*a. Regimental supply officer (S-4).*—(1) The regimental supply officer commands the regimental supply service and is responsible to the regimental commander for its functioning in accordance with the orders of higher headquarters and the tactical plan of the regiment. His sphere of activity includes the entire regimental area. His duties require him to keep in close touch with S-3 and the tactical situation, with the service company, with subordinate commanders and the troops, with the division G-4, and with all supply establishments. The S-4 section usually operates in the regimental train bivouac, but the regimental supply officer keeps in close touch with the regimental command post and personally goes wherever his presence is needed.

(2) In general, the regimental supply officer is charged with those duties of the supply and evacuation section of a

staff that apply to the infantry regiment (see FM 101-5). Specifically his duties relate to planning for and supervising matters concerning the following:

(a) Procurement, storage, transportation, and distribution of all supplies (coordination as necessary with S-3).

(b) Location of supply, medical, and maintenance installations (coordination with S-3).

(c) Maintenance of equipment.

(d) Salvage (as directed by higher authority).

(e) Collection and disposal of captured supplies (coordination with S-2 for examination of matériel and with division G-4 for disposition).

(f) Construction, procurement, operation, and maintenance of facilities relating to supply, shelter, and transportation, but exclusive of fortifications.

(g) Evacuation of personnel.

(h) Evacuation of supplies in retrograde movements and arrangements for destruction of those supplies that would otherwise fall into the hands of the enemy (coordination with S-3).

(i) Traffic control (coordination with S-3).

(j) Recommendations as to protection of the regimental train bivouac and other rear supply installations (coordination with S-3).

(k) Property responsibility and accountability.

(l) Preparation of administrative plans, paragraph 4 of written field orders, and fragmentary administrative orders (coordination with S-3 and other staff officers as necessary; directions to the surgeon, service company commander, and the munitions officer).

b. *Service company commander.*—The service company commander is the principal agent of the regimental supply officer (S-4) in the execution of approved supply plans, except for ammunition, pyrotechnics, antitank mines, and chemical supply. He commands the regimental train bivouac (see pars. 3, 4, and 10), and deals directly with the regimental transport officer and the battalion supply officers. He usually supervises the receipt and distribution of all supplies except ammunition and other class V items and medical supplies sent direct to the medical detachment. (See also par. 4b.)

*c. Munitions officer.*—The munitions officer is assistant to the regimental supply officer. During combat he commands sections of the regimental ammunition train while they are under regimental control. He also commands any company weapon carriers that may be employed under regimental control to obtain ammunition at supply points established by higher headquarters. He is charged with procuring ammunition and other class V items and distributing them to battalions and other combat units of the regiment in accordance with the approved plan and unit needs. He establishes and operates the regimental ammunition distributing point. He prepares ammunition records and reports.

*d. Regimental transport officer.*—The regimental transport officer is the commander of the transportation platoon, and employs elements of his platoon as directed by the service company commander to procure and distribute supplies and perform second echelon maintenance on regimental motor vehicles (see par. 6*b* for other duties).

*e. Battalion supply officer (S-4).*—(1) The battalion supply officer performs supply duties as directed by the battalion commander (see FM 7-5).

(2) He prepares the battalion supply plan, basing it on the regimental supply plan and instructions of the battalion commander.

(3) He commands the battalion section of the ammunition train and the kitchen and baggage train when it is operating under battalion control. He deals directly with officers in the regimental echelon of supply on all details relating to the movement of supplies and trains.

(4) He ascertains the supply requirements of companies and attached units through personal contact.

(5) In combat he commands such personnel of the ammunition and pioneer section of the battalion headquarters detachment as are made available to him for ammunition supply (see par. 19*g*).

(6) He establishes and operates the battalion ammunition distributing point. At this point he takes control from the battalion transport officer of weapon carriers reporting for ammunition refill, causes them to be refilled there or at the regimental ammunition distributing point, and returns them to control of the transport officer for distribution to companies.

(7) He reconnoiters for covered routes between the battalion and regimental distributing points and points of release of trains, and regulates the movement of vehicles on these routes so as to avoid congestion.

(8) The foregoing duties require the battalion supply officer's presence primarily at distributing points and with components of the trains under battalion control. He keeps in close touch with the battalion commander to receive instructions that will enable him to coordinate supply operations with tactical requirements.

*f. Battalion transport officer.*—(1) The battalion transport officer commands the battalion headquarters detachment and weapon carriers and such other company transport as may be grouped under battalion control. (For details see FM 7-5).

(2) When so directed by the battalion commander, the battalion transport officer releases personnel of the ammunition and pioneer section to the battalion supply officer to assist in ammunition supply. He controls the movements of company weapon carriers between company areas and the battalion ammunition distributing point. His control is exercised through instructions to the representatives of unit commanders concerned.

■ 17. CLASS I SUPPLY.—*a. General.*—(1) Class I supplies are those which are consumed at an approximately uniform daily rate irrespective of combat operations or terrain, and which do not necessitate special adaptation to meet individual requirements. Rations and water are the principal class I items for Infantry.

(2) A ration is the allowance of food for one person for one day. The garrison ration allows ration savings and is ordinarily prescribed in peace. The field ration is ordinarily issued in time of war, national emergency, or field training. It is issued in kind and the ration savings privilege is suspended. Its components and substitutes are prescribed by the War Department or the commander of the field forces, and may consist of field ration, *A*, *B*, *C*, or *D*, or combinations of these.

(3) *Field ration A* corresponds in general to the peacetime garrison ration and is generally perishable. Being perishable it is not suitable as a reserve ration.

(4) *Field ration B* is the same as field ration *A*, except that nonperishable substitutes replace perishable items. This ration is suitable as a reserve ration.

(5) *Field ration C* is a cooked, balanced ration in cans. Each ration consists of three cans of prepared meats and vegetables and three cans of crackers, sugar, and soluble coffee. As this ration is not perishable, it is suitable for use as a unit reserve or individual reserve.

(6) *Field ration D* consists of three 4-ounce chocolate bars per ration. It is a nonperishable ration and is suitable for use as an individual reserve.

(7) A combination of field rations *C* and *D* may constitute the field ration.

(8) One or more meals of field rations *C* or *D* should be issued prior to deployment for combat.

*b. Procurement of rations.*—(1) Rations are received and distributed daily by a relatively standard procedure. They are ordinarily obtained by the regiment during one 24-hour period for consumption during the next 24-hour period. In the combat zone it is usually necessary to draw rations in bulk, divide them into company lots, and distribute them as cooked meals, all under cover of darkness. Consumption of a given ration issue—that is, the ration cycle—begins with either breakfast or supper.

(2) In combat the daily strength report takes the place of the usual requisition for rations. Companies and detachments transmit their strength reports through command channels to regimental headquarters. There the S-1 section makes a consolidated report and sends it to division headquarters; one copy is prepared for the regimental supply officer. This report is the basis on which rations in bulk are issued to the regiment by the division quartermaster one or more days later. At the time of issue the regimental supply officer or his representative makes adjustments with the division quartermaster to meet any differences shown by the most recent strength report.

(3) Issue is made through the division supply point—generally the railhead (or truckhead) but sometimes a division dump. There are two methods of distribution:

(a) *Railhead (or dump) distribution.*—In this method the regiment sends transportation and personnel to the railhead (or dump) to obtain rations.

(b) *Unit distribution.*—In this method the division quartermaster transportation delivers rations to the regimental distributing point.

(4) The division quartermaster unit usually furnishes labor for loading at the railhead or dump. The receiving and distributing group of the service company, assisted by such additional personnel as are available and required, unloads and sorts at the regimental distributing point. The rations received are checked against itemized lists furnished at the time of issue.

*c. Distribution of rations.*—(1) The regimental distributing point is ordinarily established at the location of the kitchen and baggage train or other convenient point in the regimental train bivouac. The amounts due each company are determined by multiplying the strength of each unit by the prescribed allowance per man per item. Once these amounts are determined, the various items are weighed or counted and divided into company lots. This break-down should be completed before beginning distribution in order to avoid confusion and to permit a fair division of any overages or shortages.

(2) Company lots are turned over at the regimental distributing point to details from company mess groups who carry them to the kitchens. If the kitchen locations are beyond hand carrying distance from the distributing point, one or more kitchen trucks of a battalion section are used for delivery.

*d. Preparation and delivery of rations to troops.*—(1) Meals are prepared by each company mess detail on field ranges—

(a) At kitchen locations in the regimental train bivouac;

(b) At battalion kitchen bivouacs located farther forward than the regimental train bivouac;

(c) At the company mess location in the area occupied by the company; or

(d) In the kitchen truck while in movement or at a halt.

(2) During combat, meals are usually prepared entirely or in part at a rear kitchen location (usually in the regimental train bivouac; sometimes in battalion kitchen bivouacs). From there meals are transported in food containers close to troop locations by kitchen trucks. One truck (with trailer, if necessary) may be used to deliver food to more than one company if a shortage of vehicles or tactical circum-

stances require, otherwise, one truck is used for each company. Since tactical considerations ordinarily preclude daylight movement of kitchen trucks into areas of forward companies, a hot supper is prepared and loaded on kitchen trucks by dusk. At dark the trucks are moved under regimental control (if they are going from the regimental train bivouac) to a regimental point of release. From here they proceed under battalion control to a battalion point of release. From this point they are led by company guides under company control to company mess locations where supper is issued.

(3) The company mess location should afford concealment from hostile observation and should provide defilade from hostile fire. It should be as near the troops to be fed as tactical conditions permit. The company commander selects the company mess location, sends a guide to meet the kitchen truck at the battalion point of release, and upon its arrival sees that his troops and that nearby troops who are separated from their kitchens are fed. Food containers are carried forward by carrying parties to troops who cannot come to the mess location. Arrangements are made by the company commander to have carrying parties at the mess location when the truck arrives. They are told the latest hour at which empty containers must be returned for use in delivering the next hot meal.

(4) Breakfast is usually issued as a hot meal and lunch as a cold meal. They are prepared at rear kitchen locations or when the situation permits at company mess locations. The gasoline field range, unlike the wood burning range, has a concealed, smokeless flame; therefore, with proper camouflage discipline it can be used in company mess locations with less danger of disclosure. Breakfast and lunch are prepared during the night and are issued at the latest hour of darkness that satisfies tactical requirements and permits return of containers and withdrawal of trucks into the train bivouac before daylight.

(5) When a complete ration is on hand at dark, kitchen trucks may go forward from the bivouac and issue all three meals before returning. In this event, supper is prepared at the bivouac and breakfast and lunch at the company mess locations or at some other convenient forward locations.



This procedure requires only one round trip between the regimental train bivouac and company mess locations during the night and often may be advisable because of traffic conditions. However, this procedure entails greater difficulty for mess personnel and may be impracticable when units are in contact.

(6) When, for any reason, cooking in the forward area is impracticable, the following procedure may be used: At dark, kitchen trucks carry supper forward to company mess locations, and, as soon as emptied food containers are reloaded, return to bivouac. While this is taking place, company mess personnel at the bivouac begin preparation of the hot breakfast and cold lunch. Kitchen trucks then carry these two meals forward. This procedure involves two trips forward during the night and sometimes may be impracticable.

(7) The regimental supply officer determines the best plan for rationing the troops, considering the method of distribution prescribed by division, the ration cycle, tactical situation, terrain, weather, availability of trucks, routes, and traffic conditions. When approved, this plan is communicated to battalion supply officers and to commanders of companies and detachments not in battalions. Details of the plan are transmitted to the service company commander as early as practicable in order that he may give timely instructions to mess personnel of the various companies.

(8) The ration plan includes such of the following instructions as are appropriate:

(a) Location of kitchen bivouac(s) (usually in regimental train bivouac).

(b) Place of preparation of each meal (regimental train bivouac, advanced regimental or battalion kitchen areas, or company mess locations).

(c) Number of kitchen and baggage vehicles per battalion to be employed for delivering food to troops (usually one truck per company; two per battalion when necessary to conserve transportation or reduce vehicular traffic).

(d) Additional items of supply that are to be sent forward to troops.

(e) Hour(s) kitchen trucks will leave bivouac for delivery of meal(s) to troops.

- (f) Hours and places of release to battalions and of reversion to regimental control.
- (g) Restrictions upon movement.
- (9) Upon receipt of instructions from the regimental supply officer, the battalion supply officer makes his plan.

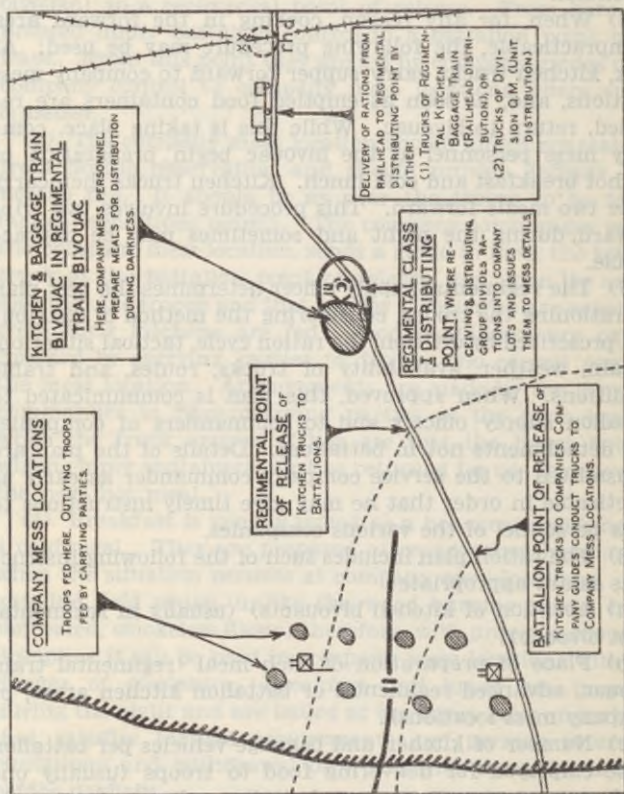


FIGURE 3.—Ration distribution.

It includes additional supplies to be brought forward, how to move kitchen and baggage vehicles while under battalion control, and suitable point(s) of release to companies. When his plan is approved by the battalion commander, he advises each company concerned and arranges for company guides

to meet and conduct trucks from the battalion point of release to company mess locations. He arranges to have certain companies mess the battalion headquarters and headquarters detachment and any other troops in the battalion area who are without messing facilities or are widely separated from their companies. He informs mess personnel at the kitchen locations of these arrangements in time to insure appropriate loading of vehicles. He also makes certain that water and other required supplies and equipment are loaded, and that vehicles, upon release to the battalion, proceed properly to the battalion point of release. After completion of messing, he supervises the movement of vehicles from the time they return to battalion control until they pass to regimental control.

(10) The foregoing procedure usually meets tactical requirements but is modified as necessary to meet special circumstances. Ration distribution must be kept flexible, and the regimental supply officer often must modify the normal procedure. The responsibility of each unit for distribution of rations and water begins when it receives notice from the next higher echelon of the time and place where supplies will be available, and ends when the supplies are released to the next lower echelon.

*e. Water supply.*—Filled water cans are carried by kitchen and baggage vehicles as part of their normal loads. Water is replenished locally wherever practicable. Water not known to be potable is chlorinated before being made available for drinking and cooking purposes. When local sources are limited, division engineers may establish and operate one or more division water distributing points at which water cans are refilled. When kitchen and baggage vehicles are under regimental control, the service company commander is responsible for refilling water cans at distributing points, in accordance with prescribed schedules. Filled cans are usually sent forward with meals. Canteens are refilled at company mess locations; this can often be expedited by emptying cans into water sterilizing bags having multiple outlets.

■ 18. CLASS III SUPPLY.—*a. General.*—(1) Class III supplies for the Infantry consist primarily of gasoline, lubricating oil, and grease.

(2) The regiment carries a reserve of gasoline and oil in

containers. This is generally distributed to individual motor vehicles. These containers and the fuel tanks of vehicles are refilled at every opportunity.

*b. Distribution.*—(1) During covered movement class III distributing points may be established by the regimental service company or by higher headquarters along routes of march. At such points resupply may be effected by exchanging empty for filled containers, or by the direct filling of vehicle tanks from multiple-outlet tank trucks.

(2) During combat class III supply points are established by higher headquarters at railheads and other convenient locations on the main supply routes. Individual vehicles sent to rear-area supply establishments are serviced with gasoline and oil at these points. Other vehicles are usually resupplied through the regimental gasoline and oil distributing point (which is established in the regimental train bivouac or other suitable location). Filled containers are brought to this point from the class III supply point in rear by vehicles of the service company or division quartermaster unit. A number of filled containers may be distributed in the regimental train bivouac, and also near the regimental ammunition distributing point, in order to refill vehicles coming to these establishments and to exchange filled containers for empty ones. Filled containers may also be sent forward when meals are delivered to the troops.

(3) The method of distributing class III supplies varies with the situation. Every effort is made to simplify and expedite distribution. The service company commander, assisted by the regimental transport officer, carries out the distribution of class III supplies as directed by the regimental supply officer.

*c. Estimated expenditures.*—(1) Estimates of gasoline and oil requirements should be made daily in advance by supply officers. Estimates of future gasoline expenditures are usually figured in terms of the "unit mile" but are transmitted to the next higher authority in terms of gallons. The "unit mile" is the amount of gasoline in gallons required to move all vehicles of the unit 1 mile. Each officer responsible for unit supply determines his unit mile. Estimates take into account the following:

- (a) Types and number of vehicles likely to be used.

(b) Distances likely to be traveled—

In any movement of the unit as a whole.

In probable supply activities.

In reconnaissance and other activities.

(2) Oil requirements in gallons are calculated normally at three percent of gasoline requirements in gallons (for logistical data, see FM 101-10).

(3) Regardless of estimated requirements, fuel tanks and reserve containers of all vehicles are refilled each day if practicable.

(4) Gasoline for kitchens is computed separately.

■ 19. AMMUNITION AND OTHER CLASS V SUPPLY.—*a. General.*—

Class V supplies include ammunition, pyrotechnics, antitank mines, and chemicals. Requirements and supply procedure depend upon the tactical situation. As a general procedure, ammunition is trucked as close to the using weapons as possible. When a unit empties an ammunition carrying vehicle, this vehicle is sent immediately to the ammunition distributing point of the next higher unit with a request for the amount and types of ammunition desired. Each unit commander is responsible for supplying his subordinate units with class V items after they have been made available to him. When any battalion leaves the regimental column its section of the ammunition train is released to it. The anti-tank company section of the ammunition train is ordinarily retained under regimental control until called for by the antitank company.

*b. Ammunition loads.*—The unit reserve of ammunition prescribed in Tables of Basic Allowances for infantry units is carried on company weapon carriers and prime movers, and on vehicles of the regimental ammunition train. These tables also prescribe the individual reserve carried for emergency use by the individual soldier. Prior to entry into combat, riflemen are issued extra ammunition in amount prescribed by the commanders concerned.

*c. Covered movement.*—In route marches all sections of the ammunition train usually move in the regimental motor echelon. Weapon carriers of rifle and heavy weapons companies are usually assembled in the regimental motor echelon, but in a movement entirely by motors, weapon carriers accompany their units. Motor echelons move by bounds

behind the corresponding foot echelons, halting in previously reconnoitered concealed areas off the road. When the ammunition train and weapon carriers are under regimental control they are commanded by the regimental munitions officer. Prime movers and ammunition carrying vehicles of the antitank company are commanded by company officers and move as required by the company mission.

*d. Uncovered movement.*—During an uncovered advance, weapon carriers and the ammunition train are usually in the regimental motor echelon, but the carriers of the leading battalion(s) make shorter and more frequent bounds between suitable halting areas and are subject to direct call of the battalion commander. A battalion section of the ammunition train is released to any battalion making an uncovered advance in order that extra ammunition may be issued. After the issue is made the section reverts to regimental control.

*e. Covered approach.*—In covered approach, weapon carriers move under battalion or company control. Battalion sections of the ammunition train move by bounds under battalion or regimental control; they are usually released to leading battalions. If extra ammunition is to be issued before the approach march begins, ammunition trucks are released to the companies concerned. As soon as the issue is completed the trucks are returned to battalion control. When assembled under battalion control, weapon carriers and the battalion ammunition train are commanded by the battalion transport officer or the battalion supply officer, depending upon seniority.

*f. Uncovered approach.*—In an uncovered approach, weapon carriers must be readily available to their units. Therefore, they should move under company control when practicable. Extra ammunition may be issued before the approach march begins.

*g. Assembly and attack.*—(1) If extra ammunition has not already been issued to riflemen, ammunition train vehicles are usually released to rifle companies in the battalion assembly area. The train vehicle serving the heavy weapons company remains under battalion control for refilling weapon carriers. The battalion commander designates the route along which ammunition will be advanced and the battalion ammunition distributing point to which trucks return im-

mediately after ammunition issue. The loads of partially emptied trucks are consolidated or in some situations are dumped in order to obtain empty vehicles for immediate dispatch to the regimental ammunition distributing point for refill. The loaded trucks are usually held at the battalion ammunition distributing point until emptied or moved forward along the route of ammunition advance. As soon as emptied, each ammunition truck is sent back to the regimental ammunition distributing point.

(2) Work at the battalion ammunition distributing point is performed by personnel of the battalion ammunition and pioneer section under supervision of the battalion supply officer. He may use the personnel made available to him as follows: to transfer loads; to carry ammunition by hand from the forward limit of movement of ammunition carrying vehicles; to attach to companies as ammunition bearers where necessary; and to send as loading details with vehicles going back for refill.

(3) The battalion supply officer is responsible for the movement of ammunition from the regimental ammunition distributing point to the battalion ammunition distributing point, and for any movement *by hand* from there to company areas. This movement by hand is performed by personnel of the battalion ammunition and pioneer sections.

(4) The battalion transport officer is responsible for weapon carrier movements between the battalion ammunition distributing point and the company areas.

(5) Company commanders are responsible for distribution to their platoons forward of the point of delivery by battalion personnel. When weapon carriers are unloaded, they may be used under battalion control to bring ammunition forward from either the battalion or regimental ammunition distributing point.

(6) When the antitank company guns go into position, enough ammunition to meet their probable needs is placed at their positions. If the prime mover can be kept near the gun, most of the ammunition is kept on it. When the prime movers are emptied, they are reloaded from the section truck or ammunition train truck. Section trucks are sent to the regimental ammunition distributing point for refill. When the ammunition train truck is emptied, it is refilled as directed by the munitions officer. When antitank company

elements are attached to battalions, their vehicles are routed through the battalion ammunition distributing point on their way back for ammunition.

(7) The regimental attack order usually announces the regimental ammunition distributing point and the route of

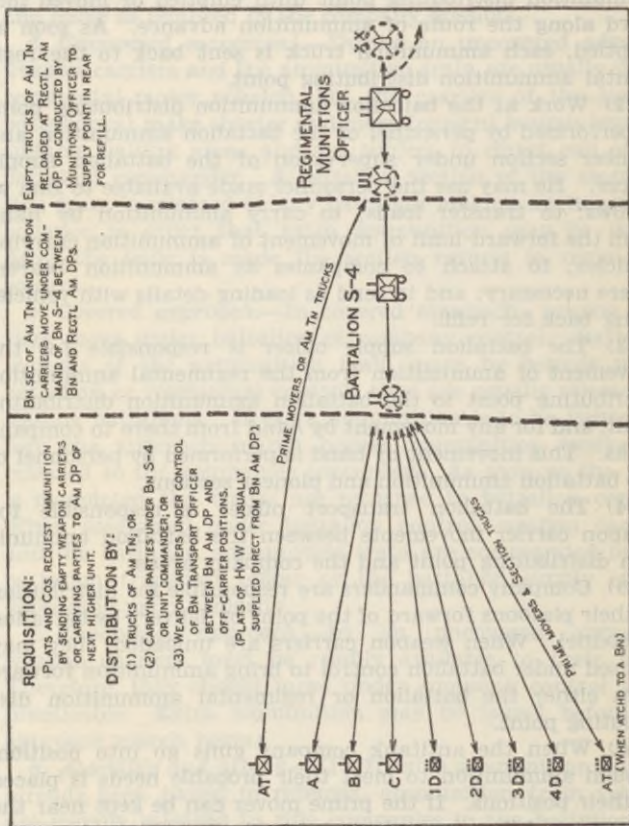


FIGURE 4.—Ammunition supply; request and distribution.

ammunition advance. This distributing point is established and operated by the munitions officer under the supervision of the regimental supply officer. The munitions officer controls the movements of ammunition vehicles not released



to subordinate units. He insures the prompt refilling of empty weapon carriers returning to the regimental ammunition distributing point. He dispatches empty ammunition train vehicles to the division or other ammunition supply point. Ammunition is ordinarily obtained from the supply point of the division or higher unit only after authority has been obtained from the division ammunition office (established by the division ordnance officer). After the ammunition has been drawn, the munitions officer or his representative reports the fact to the division ammunition office.

(8) When the situation warrants, one or more battalions may be required to return all vehicles of the ammunition train to the regimental ammunition distributing point. Ordinarily ammunition train trucks are not unloaded at the regimental ammunition distributing point, unless the probability of heavy expenditures makes it advisable to send all or part of them back for additional ammunition. When ammunition is to be stocked at the regimental ammunition distributing point, labor details must be provided. They are obtained from battalion ammunition and pioneer sections or other available units.

(9) As the attack progresses, the battalion and regimental ammunition distributing points are advanced by bounds, following the announced routes of ammunition advance. Locations are reconnoitered in advance. Only enough ammunition is unloaded at successive weapon positions to meet the probable needs prior to further advance.

*h. Pursuit.*—When notified of an impending pursuit mission, the regimental commander should immediately cause his supply of ammunition to be replenished, and should ascertain the plans of higher authority for establishing supply points along the route to be followed. When the establishment of adequate supply points is not contemplated, the regimental commander should request additional transportation and supplies in the amount deemed necessary for the accomplishment of the assigned mission. In all other details the supply of ammunition in a pursuit is similar to that prescribed for the attack except that supplies should be retained mobile on vehicles to the greatest extent practicable.

*i. Defense.*—In defense the method of ammunition supply

varies in the following particulars from that used in attack:

- (1) No routes of ammunition advance are prescribed.
- (2) A part or all of the initial loads of ammunition vehicles and an additional reserve may be dumped on the position. The minimum of ammunition to be dumped on a position initially is sufficient to obviate resupply prior to dark. These stocks are usually placed on the ground near initial and probable weapon positions. In some situations, it may be advisable to create small battalion and regimental dumps. (In the absence of a specific directive, the quantity of ammunition to be dumped in the regimental area is the responsibility of the regimental commander.)
- (3) When the position is being occupied out of contact with the enemy, company weapon carriers may be taken under regimental control for use with the ammunition train to haul ammunition from supply points to the position. Loads of ammunition train vehicles can often be delivered at company positions.
- (4) Vehicles not required in the forward area are withdrawn to the regimental train bivouac or other suitable location. Ammunition carrying vehicles are refilled prior to being placed in bivouac.

*j. Retrograde movements.*—Plans for ammunition supply in a retrograde movement should insure the following:

- (1) *Supply of covering force.*—This may be accomplished by the transfer of ammunition from other units or by the release of ammunition train vehicles. An accurate estimate of probable needs is necessary to avoid the necessity for abandoning or destroying ammunition when the force withdraws.

- (2) *Supply of delaying units.*—Delaying units provide themselves with such stocks of ammunition as they are able to move from the position. Limited additional stocks are placed along the route of withdrawal at the selected delaying positions.

- (3) *Establishment of stocks on new position.*—The plan of ammunition supply on the new position will be determined by the mission.

*k. Characteristics of ammunition distributing points.*—Desirable characteristics of regimental and battalion ammunition distributing points and dumps are—

- (1) Convenience to units served.
- (2) Location at or in rear of point where routes to subordinate units converge.
- (3) Facility of motor movement to the rear.
- (4) Concealment from air and ground observation.
- (5) Deflade from hostile small arms fire.
- (6) Ease of identification by day or night.
- (7) Adequate space for truck turn-around and transfer of loads.

*1. Ammunition reports.*—Ammunition reports are made by the regimental S-4, assisted by the munitions officer, in conformity with instructions of higher headquarters.

■ 20. CLASS II AND CLASS IV SUPPLY.—*a. General.*—(1) Class II supplies comprise articles for which allowances are established by Tables of Basic Allowances. Type items are clothing, gas masks, arms, trucks, radio sets, tools, instruments, and certain medical items.

(2) Class IV supplies comprise articles which are not covered in Tables of Basic Allowances and the demands for which are directly related to the operations contemplated or in progress (except articles in classes III and V), such as fortification materials, construction materials, and machinery. Engineer fortification material and signal and medical supplies are the principal class IV items of concern to Infantry.

*b. Class II supply.*—(1) Clothing and individual equipment are ordinarily replaced during periods when the regiment is not engaged in combat.

(2) When weapons or prescribed items of individual or organizational equipment are required during combat to replace ones damaged, destroyed, or lost, companies send requests to the regimental supply officer, who has requisitions consolidated and sent to division headquarters. The appropriate division supply service makes the necessary arrangements for procurement of the items requested and notifies the regimental supply officer when and where to obtain them, or arranges for delivery to the regiment by division transportation. When a credit for any item has been allocated, an informal request may be made by the regimental supply officer and sent with regimental transportation to the appropriate supply point of higher headquarters. The service company commander is charged with receiving and distribut-

ing class II supplies, for which purpose he uses personnel of the receiving and distributing group, and available vehicles and personnel of the transportation platoon. Small amounts are usually involved and delivery is often made directly to company supply sergeants who arrange to have the items carried forward.

(3) Companies send back damaged weapons and equipment to their supply sergeants by kitchen trucks or other transport going to the rear. The armorer-artificers make such repairs as they can. Supply sergeants arrange with the S-4 section to turn in articles damaged beyond local repair. These articles are sent to the appropriate division supply service for repair or replacement.

*c. Engineer.*—(1) When authorized by the Table of Basic Allowances or allotted by higher headquarters, engineer intrenching equipment and the vehicle(s) for its transport constitute a part of the regimental trains, that is, a section of the transportation platoon of the service company. When the tactical situation requires, this equipment is released to one or more battalions or is distributed to designated units.

(2) When a position is to be organized for defense, the division may release intrenching equipment to the regiment, and establish one or more distributing points for engineer supplies. The regimental supply officer notifies subordinate units when and where engineer material will be delivered to working parties, and arranges for delivery. Ordinarily he has the service company commander assisted by the regimental transport officer and the receiving and distributing group take charge of distribution. When distribution has been completed, division engineer vehicles are usually returned at once to division control. Supplies required by regiments for maintaining and improving field fortifications are placed at the division distributing point, usually without their requisition. Supplies are obtained at this point and distributed to units by regimental train vehicles in accordance with instructions of the regimental supply officer.

*d. Signal.*—(1) Company commanders send requisitions for signal equipment and supplies through command channels to the regimental supply officer who has a consolidated requisition sent to the division. The regimental communication officer prepares the requisition submitted by the company commander of headquarters company for signal equip-

ment and supplies required by all sections of the communication platoon.

(2) The division signal distributing point is ordinarily located near the division command post. The receiving and distributing group usually is charged with obtaining signal supplies from division and delivering them to the companies concerned. Sometimes the division signal company delivers signal supplies to the regiment; in emergencies headquarters company vehicles are sent directly to the division signal distributing point to obtain needed supplies.

*e. Medical.*—(1) Supplies needed by the medical detachment are requisitioned by the regimental surgeon. Companies and detachments of the regiment submit requisitions through command channels to replenish their prescribed medical equipment. All requisitions are consolidated in the regimental supply office and forwarded to the division medical distributing point where the supplies are made available to the regiment. Usually the supplies are received by the receiving and distributing group and distributed by it to the units concerned. The regimental section of the medical detachment normally takes charge of distribution within the medical detachment.

(2) During combat, elements of the medical detachment obtain emergency requirements by informal request, the surgeon with each echelon calling on the next medical unit in rear for replenishment (see par. 26).

■ 21. **INDIVIDUAL ROLLS.**—During marches, available space on vehicles of the kitchen and baggage train is used to carry bedding rolls and individual rolls. These rolls are delivered to units during long halts when the duration of the halt and weather conditions warrant. Supply officers under whose control sections of the train are marching are responsible for expediting delivery of rolls. Battalion supply officers are charged with delivery of rolls to companies and detachments of the battalion and with picking up the rolls at the prescribed time. During offensive combat, rolls are usually sent forward with supper and are sent back to the train bivouac when trucks return after the issue of breakfast. In defensive situations, troops in forward defensive areas often may keep their rolls with them.

■ 22. **ADMINISTRATIVE PLANS.**—*a. S-4 plan.*—The regimental

administrative plan (S-4 plan) is prepared by the regimental supply officer. It is based on the orders of higher headquarters, the tactical plan of the regimental commander, and the terrain (see FM 101-5). This plan, when approved, becomes the basis for orders to subordinate units and to personnel in the regimental echelon of supply. It includes such of the following matters as are applicable:

(1) *Ammunition supply.*—(a) The location of the ammunition supply point of the next higher unit and its hour of opening.

(b) The time and place of release of ammunition trains to subordinate units and the time and place they revert to regimental control.

(c) The issue of extra ammunition (unless decision is left to battalion commanders or is covered in standing operating procedure).

(d) Location of regimental ammunition distributing point.

(e) Route of advance of ammunition (in attack only).

(f) Ammunition to be dumped on position (defense only).

(2) *Class I (rations and water) supply.*—(a) The hour and place at which class I supplies are to be received by the regiment.

(b) The hour and place at which distribution to kitchens begins.

(c) The hour and place at which kitchen vehicles are released to subordinate units: to deliver supper; to deliver breakfast and cold lunch.

(d) The hour and place at which kitchen vehicles revert to regimental control: after delivery of supper; after delivery of breakfast and cold lunch.

(e) Location of water distributing points, if any, and the method of procurement and distribution of water.

(3) *Gasoline and oil (class III supply).*—(a) Location of distributing points available to vehicles of the regiment.

(b) Time and place at which the regiment is to draw.

(c) Time, place, and method of distribution to vehicles of subordinate units.

(4) *Engineer supplies.*—(a) Location and hour of opening of distributing points.

(b) Time and place intrenching equipment will be received by regiment.

(c) Time and place intrenching equipment will be made

available to subordinate units; time of reversion of vehicles to regimental control.

(5) *Individual rolls.*—(a) Time and place of release to subordinate units, and vehicles to effect delivery.

(b) Time and place to be assembled by subordinate units for collection by regiment.

(6) *Evacuation.*—Location of regimental aid station.

(7) *Traffic.*—(a) Designation of main supply road.

(b) Traffic priorities prescribed by higher headquarters.

(c) Restrictions (daylight traffic, use of lights at night, etc.).

(d) Traffic control by military police of higher headquarters.

(8) *Trains and company transport.*—(a) Hour and place of release to regimental control, if under control of higher headquarters.

(b) Location of regimental train bivouac, and its defense.

(c) Location of company transport bivouacs, if vehicles are withdrawn to regimental control, and their defense.

(d) Instructions regarding withdrawal of transport from forward areas.

*b. Supplementary plans.*—Based upon the approved S-4 plan, the service company commander prepares plans for the movement of trains and handling of supplies by personnel under his command. The munitions officer and the commander of the transportation platoon assist in this planning and work out details affecting supply elements under their control. S-4 supervises supplementary planning as may be necessary to insure conformity with the general plan.

*c. Plans by subordinate units.*—Upon receipt of administrative orders from the regiment, battalion supply officers and the commanders of the antitank company, headquarters company, and attached units make necessary plans to carry out provisions affecting their units.

■ 23. ADMINISTRATIVE DETAILS IN FIELD ORDERS.—*a. Regiment.*—(1) Any or all of the items of the approved S-4 plan may be included in paragraph 4 of the regimental field order. Usually, however, it is limited to such of the following items as are applicable:

Location of regimental ammunition distributing point.

Route of advance of ammunition (for attack only).

Amount of ammunition to be placed on position (defense only).

Location of regimental aid station.

Engineer distributing point(s) and supplies available.

Traffic restrictions.

Location of regimental train bivouac.

Location of bivouac(s) of company transport, when under regimental control.

(2) Elements of the approved S-4 plan that pertain to particular units or individuals are usually transmitted orally or by message to those concerned. Ordinarily this is done after issuance of the regimental field order. In rapidly moving situations orders on administrative matters are issued in fragmentary form.

*b. Battalion.*—(1) Administrative matters in a battalion field order may include such of the following items as are applicable:

Hour and place of issue of extra ammunition, if not already issued.

Location of battalion ammunition distributing point.

Route of advance of ammunition (in attack only).

Amount of ammunition to be placed on position (in defense only).

Disposition of company and train vehicles.

Location of battalion aid station.

(2) Any additional directions of an administrative nature may be included in the order or issued later in fragmentary form to those concerned.

#### SECTION IV

#### MEDICAL DETACHMENT—EVACUATION OF SICK AND WOUNDED

■ 24. REFERENCES.—For details of the composition and equipment of the medical detachment, infantry regiment, rifle, see Table of Organization and Table of Basic Allowances. For military sanitation and first aid, see FM 21-10. For medical service and evacuation within the infantry division and the regiment, see FM 8-10 and FM 100-10. For field sanitation, see FM 8-40. For records of sick and wounded, see FM 8-45. For splints, appliances and bandages, see FM 8-50. For medical reference data, see FM 8-55.



■ 25. GENERAL MISSION.—The medical detachment is an integral part of the regiment. The mission of the detachment is to conserve the strength of the regiment by preventive medical and sanitary measures, and appropriate medical, surgical, and dental treatment. Personnel of the detachment evacuate the sick and wounded to battalion or regimental aid stations, where they are received, sorted, given temporary care, and such emergency treatment as its limited facilities will permit. Those cases requiring further treatment are evacuated by collecting units of the division medical service farther to the rear.

■ 26. ORGANIZATION AND FUNCTIONS.—*a. General.*—The medical detachment is divided into a headquarters section and three battalion sections, designated, respectively, 1st, 2d, and 3d battalion sections. Each section normally serves its designated battalion in combat. However, in garrison or camp, the regimental surgeon may pool all sections, and in combat he may, if necessary, reinforce any one section from another.

*b. Headquarters section.*—(1) The headquarters section consists of the detachment headquarters and the regimental aid station group. The detachment headquarters performs the interior administration of the detachment. The regimental aid station group consists of medical and dental officers, their assistants, aid station personnel, chauffeurs, trucks, and equipment. In combat, the headquarters section provides medical service for regimental headquarters, for companies that are not parts of battalions, and for any other elements of the regiment not located in battalion areas. It furnishes limited dental service for the entire regiment. Aid station service may be extended to the regimental reserve prior to its commitment in order that its own battalion section may remain in readiness for movement. In emergencies, personnel of the headquarters section may be used to reinforce or replace personnel of battalion sections.

(2) Dental officers and technicians are assigned to the headquarters section. The duties of the dental surgeon and his assistants include dental inspection and classification of all troops in the unit, supervision of the instruction in oral hygiene, and the treatment or correction of dento-oral diseases, injuries, abnormalities, and deficiencies. In combat the dental personnel are employed as any other personnel of

the medical detachment. They may be used in the regimental aid station or attached individually to any battalion section.

*c. Battalion sections.*—(1) Each battalion section consists of medical officers, medical and surgical technicians, litter bearers, chauffeurs, trucks, and equipment to operate a battalion aid station, provide company aid men, and furnish litter service. The section is organized into three groups: aid station group; litter bearer group; and company aid group.

(2) In combat two or more company aid men of the company aid group are usually assigned to each rifle company to dress wounds and provide first aid. Each company aid man is equipped with pouches containing first-aid packets, bandages, emergency medical tags, and other items for administering first aid. An emergency medical tag is attached to the clothing of an injured man. On it the company aid man enters the name and organization of the patient and a brief description of the injury and treatment given. This tag remains with the injured man until he is ready for duty or reaches a fixed hospital.

(3) Litter bearers carry wounded unable to walk to the battalion aid station, where the aid station personnel administer further treatment. They also maintain contact with the companies in front of them, direct and assist ambulant sick and wounded to the aid station, assist the aid station squad in moving and reestablishing the aid station, and, when necessary, administer first-aid treatment.

(4) The slightly wounded and malingerers are sent back to their companies. Aid station lists are prepared giving data on the casualties passing through the station and their disposition. Serious casualties requiring evacuation to hospitals are held at the aid station site until picked up by collecting personnel or ambulances of the division medical unit. Walking wounded are directed to collecting stations. Only emergency treatment is given at aid stations; hemorrhage is arrested, bandages readjusted, wounds re-dressed if necessary, antitetanus serum administered to all wounded, and emergency medical tags verified.

*d. Unit operation.*—The distribution of medical personnel is varied to meet existing conditions. In permanent and semipermanent camps, where the detachment may operate

as a single unit, it establishes one or more dispensaries.

*e. Training.*—For training of regimental medical detachment, see FM 8-10.

■ 27. EQUIPMENT AND SUPPLY.—*a.* The medical equipment and supplies of the detachment are packed in standard chests. The supplies are adequate for the essential treatment of the command for approximately one day of combat.

*b.* The regimental surgeon is responsible for the medical supply of the detachment. Routine medical supply is effected by requisition on the division medical supply officer through the regimental supply officer. In combat, the surgeon often makes informal requests direct to the division medical unit, which may send supplies forward in ambulances or trucks. Items such as litters, blankets, and splints, which accompany evacuated casualties to the rear, are replaced automatically. When the ambulances or bearers from the division unit return to the regiment, they bring along items of equipment corresponding to the ones taken out on the previous trip. For details of medical supply, see FM 8-10.

■ 28. REGIMENTAL SURGEON.—*a.* The senior medical officer present with the regiment commands the medical detachment and is regimental surgeon. He serves as a special staff officer on the regimental commander's staff, and coordinates with other members of the staff on tactical and administrative matters.

*b.* The regimental surgeon performs the following duties:

(1) He organizes the medical detachment and assigns personnel to the several sections.

(2) He conducts so much of the training of the detachment as is not given in conjunction with the training of combat elements of the regiment.

(3) He supervises the instruction of the regiment in personal hygiene, field sanitation, and first aid.

(4) He makes medical and sanitary inspections, and keeps the regimental commander informed of the medical situation in the regiment.

(5) He establishes and operates the regimental dispensary, and supervises the operation of battalion dispensaries.

(6) He is responsible for the supply of the detachment and requisitions for necessary medical and dental supplies and equipment. For procedure, see FM 8-10.

(7) He keeps all records and renders all reports that are required.

c. During combat or when combat is imminent, the surgeon recommends the site for the regimental aid station and the routes of evacuation. He makes a medical estimate of the situation and prepares the medical plan which he submits to the regimental commander. When necessary he asks for additional personnel to serve as litter bearers. He makes arrangements with the division surgeon for the evacuation of aid stations and keeps him informed of the tactical situation within the regiment. He checks on the status of medical supplies in all units of the regiment and takes steps to insure timely replenishment.

d. During combat the surgeon supervises the collection and evacuation of wounded. He keeps informed of the action, and takes measure to provide replacements, or reinforcements of medical personnel, and replenishment of supplies. He secures assistance, when necessary and practicable, from the division medical unit. He keeps the division medical unit informed of the tactical situation in the regiment. When one battalion is to undertake a special mission, the surgeon can clear the battalion of wounded by having the regimental aid station move to its vicinity, or by requesting priority evacuation of its aid station.

e. The surgeon also supervises the preparation of casualty lists and other required records. One copy of each casualty list is sent to the regimental commander and one to the division surgeon. For details of the functions of the regimental surgeon, see FM 8-10.

■ 29. BATTALION SURGEON.—The senior medical officer in each battalion section is the battalion surgeon. His staff duties within the battalion correspond to those of the regimental surgeon within the regiment. His command duties are not so extensive. His duties in combat are to—

a. Reconnoiter for possible aid station sites and prepare a medical plan based on the tactical plan of the battalion.

b. Dispose the battalion section as appropriate.

c. Establish the aid station, supervise its operation, and personally assist in the care and treatment of casualties.

d. Supervise the operation of the litter squad.

e. Keep in contact with the battalion commander and his

future plans and project his own plan to correspond.

*f.* Keep the commander informed of the medical situation and make appropriate recommendations.

*g.* Send back information to the regimental surgeon and the division medical unit, and make appropriate requests for support, or for evacuation of casualties.

*h.* Perform such other duties as the battalion commander may require.

■ 30. MEDICAL SERVICE IN CAMP OR BIVOUAC.—In camp or bivouac, the headquarters section of the detachment, or the entire detachment functioning as a unit, may establish a dispensary which operates for the entire regiment. In certain cases separate battalion dispensaries may be set up within each battalion area. The regimental commander, on recommendation of the regimental surgeon, designates the methods to be used and the hour of sick call. Sick call usually is held immediately after the camp or bivouac is established. Arrangements are made to have men requiring evacuation removed from the regiment by divisional medical units. Prophylactic stations are set up and operated at each dispensary.

■ 31. MEDICAL SERVICE ON THE MARCH.—*a.* During marches the regimental surgeon accompanies regimental headquarters. The headquarters section, less personnel and vehicles with the surgeon, usually marches with that part of the regimental trains accompanying the combat units.

*b.* Battalion medical sections accompany their battalions; the battalion surgeon with the battalion command group, company aid men in rear of their respective companies. The assistant battalion surgeon and the aid station squad march in rear of the foot elements of their battalion. Medical trucks with the aid station equipment and litter bearer squad move with vehicles of the battalion motor echelon.

*c.* Motor ambulances from the division medical unit are attached to marching troops for the collection and evacuation of march casualties. They move in rear of the headquarters section trucks (see *a* above), and are under the control of the regimental surgeon. On development of the regiment, ambulances revert to division control.

*d.* Sick and disabled soldiers are ordinarily reported by squad leaders to the company officer marching in rear of the

company. Company aid men render such first aid as is required. The unit commander may direct the soldier to report to the medical officer at the next halt, or he may issue a pass authorizing him to drop out of the column, and await the arrival of a medical officer. The assistant battalion surgeon, marching with the medical section in rear of the foot elements of the battalion, examines such individuals. He returns passes to the company commanders concerned showing thereon the disposition of soldiers examined.

*e.* March collecting posts are established by units of the division medical unit and are evacuated by motor ambulance. When higher headquarters announces that such posts are to be available for a particular march, the regimental surgeon advises battalion surgeons, who utilize these posts to relieve the unit of noneffectives.

*f.* Advance, flank, and rear guards are furnished an appropriate detachment from the medical section of the battalion concerned. This detachment may be augmented by additional personnel, supplies, and transportation from the headquarters section or from division medical units.

■ 32. MEDICAL SERVICE DURING DEVELOPMENT AND ATTACK.—*a.* *Initial dispositions.*—(1) Upon development of the regiment, the transportation and equipment of battalion medical sections join their respective sections. If motor vehicles cannot continue moving forward, battalion aid station equipment is placed on litters and carried to aid station sites. Detailed orders are issued to medical personnel. The initial locations of the battalion aid stations are designated in the battalion attack order.

(2) As battalions move forward for combat, company aid men and litter bearers follow designated companies.

(3) Aid station personnel move to the initial aid station location but remain prepared to move forward unless developments require the immediate establishment of the station at that site. Reconnaissance for new aid stations starts as soon as the advance of the attacking echelon has made suitable sites available.

*b. Attack.*—(1) During the attack, company aid men follow by bounds in rear of leading platoons, locating and tagging the wounded and administering first aid. Walking wounded are directed to the aid station. Locations of those unable to

walk are indicated to litter bearers or are marked. Litter bearers search the area for wounded and carry nonwalking wounded to the aid station. While the aid station squad is advancing behind the attack, its personnel search the area for casualties. When the number of casualties justifies it, the aid station is set up, but only necessary equipment is unpacked. When the aid station displaces, nonwalking wounded are left in groups to be picked up by collecting personnel of the division medical unit. If necessary, an attendant is left with the group.

(2) The headquarters section of the medical detachment is kept mobile in the vicinity of the regimental command post. It maintains contact with battalion aid stations and with the division collecting stations. Casualties occurring nearby are given treatment by the headquarters section. Equipment is unpacked and a regimental aid station is set up when required.

(3) Although, it is normal for regimental medical personnel to evacuate wounded to aid stations and for division medical personnel to collect and evacuate wounded from aid stations, division collecting personnel and ambulances work as far forward as practicable to shorten the litter haul and lighten the task of the regimental personnel. In emergencies, combat personnel may be *specifically* detailed to assist in evacuation.

*c. Pursuit.*—In pursuit, the medical personnel with the direct pressure force functions as in the attack. The medical detachment with an encircling force moves by motor when the force moves by motor. When contact is gained, the procedure for an attack is followed.

■ 33. MEDICAL SERVICE DURING DEFENSE.—In a defensive situation the medical service is usually organized more completely than in an attack. Battalion aid stations are located farther to the rear to prevent overrunning of the site in a local reverse. Battalion aid stations are set up and are improved progressively during the period of occupancy. The regimental aid station is established in the vicinity of the regimental command post. Routes of evacuation providing cover for litter bearers are selected and marked. In stabilized situations, company aid posts are established at places near company command posts where the sick and injured

may receive first aid and from which litter bearers can evacuate serious cases to the battalion aid station.

■ 34. MEDICAL SERVICE DURING RETROGRADE ACTION.—During a withdrawal, a delaying action, or a retreat, aid stations displace rearward by bounds. Temporary aid stations are set up near the avenues of rearward movement. All available transportation is utilized to evacuate wounded and prevent their capture. When wounded must be abandoned a portion of the medical detachment with the necessary supplies is left with them, under the protection of the Red Cross flag.

■ 35. AID STATIONS.—*a.* An aid station is an installation for the first-aid care and treatment of the sick and injured established under combat conditions by a section of the unit medical detachment (FM 8-10). The regimental section and each of the battalion sections are equipped to establish and operate an aid station.

*b.* The regimental aid station ordinarily serves the regimental headquarters and companies that are not parts of battalions. It is in the same echelon of evacuation as are battalion aid stations. However, it may take over casualties of a battalion aid station that is forced to move before it can be evacuated. It may be established in the area of the regimental reserve so that the section with the reserve may remain in readiness for movement. In some situations the regimental aid station is not established and headquarters section personnel may be used elsewhere.

*c.* A battalion aid station is established by a battalion section to serve a battalion, including any supporting personnel in the battalion area and any detachments from the battalion.

*d.* Desirable features sought in selecting an aid station site are—

- (1) Protection from direct enemy fire.
- (2) Convenience to troops served.
- (3) Economy in litter carry.
- (4) Accessibility to supporting medical troops.
- (5) Proximity to natural lines of drift of wounded.
- (6) Facility of future movement of the station to the front or rear.
- (7) Proximity to water.
- (8) Protection from the elements.



e. Terrain features or military establishments that invite enemy fire or air action are avoided as sites for aid stations. Especially to be avoided are prominent landmarks, bridges, fords, important road intersections, positions of artillery and heavy weapons, ammunition dumps, and other distributing points.

f. The functions of an aid station are—

(1) Reception and recording of casualties.

(2) Examination and sorting of casualties; returning the fit to duty.

(3) Dressing or re-dressing of wounded; treatment limited to that necessary to save life or limb and to prepare patients for evacuation for short distances; administration of narcotics and prophylactic sera.

(4) Prophylaxis and treatment of shock and exhaustion with hot food and drinks.

(5) Temporary shelter of casualties, when practicable.

(6) Transfer at the aid station of evacuees to the supporting medical echelon (usually to ambulances or bearers of a collecting company).

g. For aid station operating procedure, see paragraph 32 and FM 8-10. For a type arrangement, see FM 8-10.

h. For aid station equipment, see Table of Basic Allowances.

■ 36. RELATION OF REGIMENTAL MEDICAL SERVICE TO SUPPORTING MEDICAL ECHELON.—a. Casualties are evacuated from battalion and regimental aid stations by a division medical regiment or battalion, consisting of collecting, ambulance, and clearing units.

b. In combat, contact agents from a collecting company usually join battalion sections of the medical detachment when the battalions move into assembly areas. After battalion aid stations are established, these contact agents serve to guide litter bearers from collecting stations to the aid station. When the aid station displaces, the battalion surgeon notifies the collecting station of the new aid station location by means of these contact agents.

c. Litter bearers or motor ambulances of the collecting company evacuate casualties from aid stations to division collecting stations. These are usually located between 1,200 and 3,000 yards in rear of the front line. At the collecting station casualties are again sorted.

d. Casualties requiring further evacuation are transported by motor ambulance from the division collecting stations to the division clearing station, some 4 to 7 miles in rear of the front line. In this clearing station, sorting again occurs. Casualties requiring further evacuation to the rear from the division area are turned over to a medical unit of a higher echelon for movement to evacuation hospitals. Ordinarily an ambulance unit of the Army medical service renders this evacuation service.

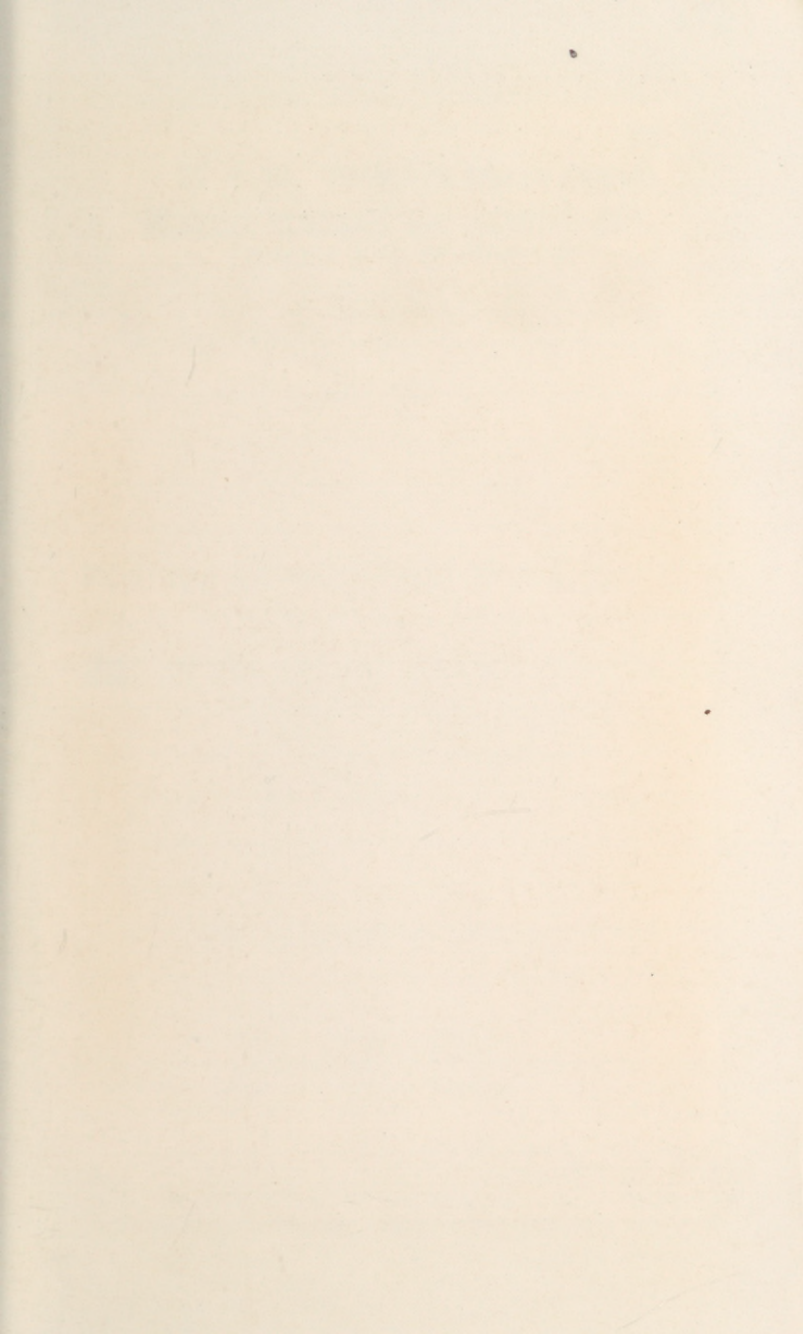
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FM 7-30, Infantry Field Manual

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26

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