

MEHUN NEWS

VOL. 1

ATELIER de MEHUN-SUR-YEVRE, (CHER), FRANCE, FRIDAY, MAY 16, 1919

NO. 14

SHOPS ENGINEERING IMPORTANT WORK

**This Division Started Last Fall to
Co-ordinate Work in Shops.**

By Ord. Sgt. N. L. FLECK

An Engineering Division is one of the essential organizations of any large mechanical enterprise, its purpose being to design, plan and furnish necessary information to enable the manufacture of the product. The Division as originally organized here consisted of a Drafting and a Planning Section. The Drafting Section furnished the drawings and specifications for the production of the work, and the Planning Section furnished the shops with orders to proceed with the work, plans for the process of manufacture, and its route through the shops.

The Drafting Section was organized in September, 1918. The work then done was the designing of tools and jigs for the manufacture of mobile repair shop tools, and of parts for the 75 mm gun. Since the Armistice the section has devoted most of its time to designing boxes and crates for the shipment of artillery, and various miscellaneous jobs.

The Planning Section was organized October 1st. Its first duty was to systematize and co-ordinate the work-

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LEAVE TO JOIN PRESS SPECIAL

Sgt. 1/c W. L. Gantz, Sgt. T. E. Hays, Sgt. Floyd W. Maxwell and Pvt. T. E. Weigel of this camp left Wednesday for Paris where they joined the A. E. F. Press Special on a tour of the S. O. S. and the European battlefields. It is conducted by G. H. Q for the men of former newspaper affiliations in the States and who are now in the service. The train will arrive at Mehun on Sunday afternoon at 5:00 o'clock when the party will be conducted on a trip of inspection through the Shops.

THIRD ARMY OFFICERS COMING

A party of thirteen officers of rank from the Army of Occupation will arrive at the Ordnance Repair Shops Friday afternoon where they will be taken on a tour of inspection of the Shops. The officers are all from the active units of the Third Army and are on a trip through the S. O. S. The party is made up of Major Generals McGlachlin, Howze, Hersey, and Ely commanding the 1st, 3rd, 4th and 5th Divisions respectively; Brigadier Generals Neville, commanding 4th Marine Brigade; Craig, Chief of Staff Third Army; King, Chief of Staff, Third Corps; Wells, Chief of Staff, Fourth Corps; Sladen, commanding Fifth Brigade and Colonels Van Horn, Brees, Kingman and Williams.

POST BASEBALL TEAMS PLAY STRENUOUS GAMES

Beginning Sunday with a ten inning game between the Montierchaume and the Mehun Officer teams the baseball slate has been well filled this week. Sunday Montierchaume in the final go defeated Mehun by a score of 9 to 4. Star plays were frequent on both sides. Mehun's Officer team also showed themselves adept in the gentle art of base stealing. Star stick wielders for Mehun were Capt. French and Col. Wesson.

Tuesday and Wednesday Romorantin played a series of two games. Tuesday's game was won by Romorantin, with a final score of 4 to 2. Features of the game were Sappers work behind the bat and his snappy "pegging" of runners to second base. Sturjer, pitcher for Romorantin had something on the ball and delivered 15 strikeouts to the Mehun stick artists.

In Wednesday's game Romorantin again pulled a victory winning over Mehun by the score of 7 to 6. At the end of the 3rd inning Romorantin lead with a score of 4 to 0 but Mehun rallied and put up stiff opposition.

A feature much appreciated by the fans and players at the games was the good music by the post band.

ORDNANCE WORK AT BASE PORTS

**Base Section Starting Point For Ord.
Activities in A. E. F.**

By Ord. Sgt. L. M. MIDDLEMAS

The Base Section may be called the starting point of all Ordnance activities in France. It is the general region which includes the base ports, and their storage warehouses, the great reservoir in which was to be accumulated the 45 days reserve of Ordnance supplies, which was the regulator on the great influx of material for the use of the Intermediate and Advance Sections. The first in operation was St. Nazaire, Base Section No. 1, an old seaport at the mouth of the Loire river, with a basin capable of accommodating all but the largest ships.

At each base section was located an Ordnance representative, designated as Base Ordnance Officer. His assistants were assigned as needed for the work in hand. The Base Ordnance Officer was a member of the Staff of the Commanding General of the Base Section and in addition was charged with the duty of being the intermediate and final authority for all matters relating to Ordnance in the Base Section.

Base Section No. 1 had its headquarters at St. Nazaire and its ports at

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MANY SHOWS HERE NEXT WEEK

Three shows will make their debut in Mehun next week and local men will have a variety of amusements. "Lots of Variety" is slated for an entertainment at the "Y" on Monday evening, May 19th, on Thursday evening "Jada" a well balanced vaudeville show in which the principals are two ladies and three men of the "Y" Overseas Theatre League, will appear here. On Saturday and Sunday nights the "Kerhon Players" with a cast of eleven men will be the attraction.

The Mehun News

PUBLISHED WEEKLY BY THE ORDNANCE TROOPS
AT ATELIER DE MEHUN-SUR-YEVRE, A. P. O. 741.

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Our Personnel Ninety-seven officers and 175 Ordnance sergeants was the nucleus on April 6, 1917, of the Ordnance organization that had to be built up in a year and a half to 6,000 officers and 30,000 enlisted men, specially skilled and trained in highly technical work. Some few specialists and manufacturers were enlisted and commissioned at once, and with the help of the engineering societies and manufacturers of the country, a small enlisted and commissioned reserve corps was gathered. The immediate Ordnance problem in 1917 was the mobilization of industries for war work, but in November it was determined to recruit a personnel of tradesmen by voluntary enlistment at once, even though they could not all be sent to France immediately.

In a month's campaign of advertising the Ordnance Department enlisted 9,000 men, representing over 60 trades and professions. Every man was personally interviewed by an officer and, with few exceptions, only high grade tradesmen were enlisted.

The first of these men to come to Mehun was Company C of the Second Battalion, from Camp Dodge, in February, 1918. Before two months the men of the Second Battalion were scattered in every part of France on every class of ammunition, artillery or construction work. The Third, Fourth, Fifth and Sixth Battalions, and Depot Companies 17 to 39, followed during the Spring and Summer, and were likewise sent out to all points where skilled men were needed.

Never, perhaps, in the history of any country, has there existed military companies equal in personnel to the Ordnance Battalions and Depot Companies that came to France in 1918. From 20 to as high as 60 per cent. of a company were college graduates;

the remainder, for the most part, were skilled mechanics, or clerks and stenographers. From June until the Armistice there was not a call from the armies for skilled workmen or specialists that could not be filled, and for the Peace Conference we furnished interpreters in over thirty languages.

These men came in voluntarily to do the work at small army pay for which they were getting good salaries in civil life, because they knew that the work was necessary for the maintenance of a modern army. Few men in the Ordnance in the A. E. F. were permanently placed. They were sent where their services were needed, selections to fill vacancies being made by trade qualification and not by name. Their work took them any place from the Base Ports to the most advanced artillery or machine gun positions and the men now in this camp embrace men who have served with every division and almost every unit in France.

See France In our second issue we reminded you of the famous and historic country you were living in, and spoke of taking advantage of your spare time to see what you could of the old towns before leaving. Now the fine weather is here, and 36 hour passes are being granted to visit more distant points. Twenty percent of the men of the post can be absent over Saturday afternoon and Sunday. Do not leave this country without having visited some of the historic points. Learn a little of the language at least; read some French history; and visit some of the picturesque places of these provinces.

GEN. PERSHING TO MARSHAL FOCH

AMERICAN EXPEDITIONARY FORCES,
OFFICE OF THE COMMANDER-IN-CHIEF.
March 28, 1918.

To General Foch:

"I have come to say to you that the American people would hold it a great honor for our troops were they engaged in the present battle. I ask it of you in my name and in that of the American people.

"There is at this moment no other question than that of fighting. Infantry, Artillery, Aviation—all that we have—are yours to dispose of as you will. Others are coming who will be as numerous as may be necessary. I have come to say to you that the American people would be proud to be engaged in the greatest battle of history.

"PERSHING."

A carload of Optical Instruments was shipped Saturday and one more was sent out Tuesday. 362 Instruments were overhauled and packed in one day.

A VISIT TO NORTHERN FRANCE

By Corp. THOMAS C. BOONE.

The fourteen-day "permissionaire" cannot spend a portion of his time more profitably and pleasantly than by traveling in Northern France. Four days is ample time to tour this part of France and visit the principal points of interest. The train service has been restored in the devastated area along the British front, and trains run frequently.

Few cities offer so interesting an attraction as Rouen, which has probably played as important a part in the history of France as any other city. Situated on the banks of the Seine, adorned by many towering and magnificent buildings, surrounded by high hills, one of which is surmounted by the church and monument of Jeanne d'Arc, the panorama of the city offers a most charming birdseye view.

The colossal size and beauty of the cathedral, begun in the 13th century and one of the finest examples and monuments of Gothic architecture in Europe leaves an indelible impression on the mind. The tower Jeanne d'Arc, the last remains of a castle dating back to the reign of Phillip Augustus, in which Jeanne d'Arc was imprisoned just previous to her death, is to be found in the heart of the city. The exact spot where she was burned to the stake is marked by a white marble slab embedded in the sidewalk, and bearing the inscription that she was burned there. Among other sights worthy of particular note are: The Palais de Justice, built as far back as 1484; the curious, richly colored, and large clock on the municipal belfry, and which has only one hand, the residents relating that the other was stolen by the Germans in the Franco-Prussian war; and the mammoth steel trans-shipping bridge across the Seine, from which a ferry is suspended by steel rods.

From Rouen it is but a few hours' ride to Amiens, a large railroad center and very much coveted. Although it was shelled very violently, the greater part of it is habitable and the life of the city is running along normally.

From Amiens to Armentieres by way of Lille, the train goes through a part of the British front, where some of the most fierce battles of the war were fought. We pass through such well known places as Albert, Arras, Vimy, and Lens, all of which are entirely demolished. Along both sides of the railroad track for the entire distance there is a continuous network of trenches, barbed wire entanglements and earth cut up with shell holes.

ON THE ROAD TO MEHUN-sur-YEVRE

(With Apologies to Kipling.)

One should go out to Camp Marmagne
Which has much, and little lacks,
And has every kind of species
God has made, except the "Waac's."
There's the Louisiana Negro,
Marguerite, and slick Chinee,
Anglo-Saxon, Swede and Dago
Bustling round for you to see.
She was working in some Small Arms,
And had been there but a week
When espied by a sergeant
Whose godfather was a Greek.
He was smitten when he saw her,
Frenchy coy and tres petite,
And she yielded to his glances,
So he kissed her tout-de-suite.
With all of these tribes and nations
Our daily life is replete,
With a lot of situations,
Some of which are hard to meet.
But, in spite of petty worries,
We are knocking out the job,
And quite some praise to Allah,
We'll soon be home on U. S. sod.

THE K. P.'s LAMENT

A sign there was, some time ago,
In Red, and White, and Blue,
The message ran: "For Uncle Sam,
Your country calls to you,
The U. S. needs you in France,
A chance for you is made,
The Ordnance Corps needs thousands more
Enlist now at your trade."
But since I entered army life,
'Tis sad to say, but true,
Of things I've done, there isn't one
That I signed up to do.
I've loaded cars with T. N. T.,
On guard I've done my trick,
And in the mud, a ditch I dug,
They handed me a pick.
I've made up beds and picked up butts,
I've drilled from morn till night;
A boulevard I've pounded hard,
I've stacked up dynamite.
I've polished shoes and shoveled coal
Till every bone was sore,
've cut down trees, and on my knees
I've scrubbed the mess hall floor.
I've done a thousand different things,
And wore a smile all times,
But at a book, ne'er got a look,
As called for by the signs.
And if at war, for volunteers,
Another call is made,
I'll grab my pen, sign up again,
But NEVER at "my trade."

ON KITCHEN POLICE

K. P. PERMANENT.

Oh, kitchen police is the duty that creases
A lot of wrinkles on your brow,
It keeps a guy hustling, when detailed for
rustling
The daily allowance of chow.
The "Murphies" I'm peeling have set my
mind reeling,
I've done seven billion and three,
When I get away from this job, I'll be gray
on my knob,
From K. P.

But there's no escaping from scrubbing and
scraping
The pans and the pots and the plates;
And bringing in fuel and lading out gruel,
And paring the onions by crates.
My nerves are all shaken from smelling the
bacon,
The coffee, the beans and the tea;
My hunger's departed, who in — was it
that started
The darned old K. P.?

I thought I'd be fighting the Germans, and
righting
The wrongs the papers portrayed;
But here I am wearing an apron and bearing
The task of a scullery maid.
My drilling is easy compared with the greasy
Hard labor they've handed to me,
This cleaning of fishes and juggling of dishes
On this blamed old K. P.

Say, when by a drive at the Boches we arrive
At the widely known town of Berlin,
And cheerfully—rather—we'll reach out and
gather
The Kaiser and Hindenburg in.
I've got a suggestion to settle the question
Of what shall we do with them. Gee!
I'd thrill to be viewing the pair of them doing
This darned old K. P.

THE "GOLDBRICKER'S" PRAYER

Our Father, who art in Washington,
Honored be Thy Name;
Give us this day our delayed pay,
And forgive us our A. W. O. L.'s,
As we forgive the buglers, mess sergeants,
And all those who wear bars;
Lead us not into the Army of Occupation,
Deliver us from the fatigue squad,
For thine is the Army, the M. P.'s,
The Q. M. and Field Clerks,
For ever and ever,
Ah, Oui!

CAMP TATTLER

How must a "hand shaker" feel
when he goes out of the army a "buck"
after writing all of the nice things
about his officer who censors his mail?

Can there be any significance in
the fact that when the lights blew out
in camp the other night, "Bullsheviki"
Torino was reading Kipling's "Light
that Failed"?

Jack Reville, dauntless souvenir
hound of the 1st Company has his eye
on one of those 300 gallon tanks to
fill with vin rouge when his home
state goes dry in July.

It happened but we found out the
truth later. Oh, yes. A train came
in on time yesterday but they never
told us that it was the train that start-
ed the day before from Vierzon.

Sgt. Sapper: "Let's have a game of
tennis".

Sgt. Ames: "Nope, 'Scotty' Glynn
almost got into the brig last night for
raising a racket".

Hick: "Oh! Hank I wanted to
come over in the worst way."

Hank: "Well! boy why didn't you
come over with me on the Amerika—
I came over in the worst way".

Can you imagine how heart-broken
the "franc hound" must be when he
has been saving all his pay days that
he got at 5.45 and have to pay 6.05
to get U. S. money when he goes
back home?

After reading the article concerning
Captain Brest and the accountability
of the flag pole hole, Lieutenant Quen-
nel the C. O. of the Shrinking Divi-
sion has decided that his presence will
be badly needed if they decide to wash
and convoy the flag.

COULD YOU AFFORD IT?

Ten years after the Revolutionary
War, army pay was as follows:
Captain, per month \$35.00
Sergeant, per month 5.00
Private, per month 3.00
Privates had deductions of 90c for
clothing and hospital stores.

"A. E. F."

I wonder what those letters mean?
They're on most all that we see;
They're after our names and on our mail,
But what they mean I can't compree.
There's only one place these letters can fit
To us guys that are waiting the finish,
And to us they apply about three times a day
As to "Always Eatin' Fish."



ORDNANCE WORK AT BASE PORTS

(continued from page 1.)

St. Nazaire and Nantes, the latter the overflow port, opened in January 1918, and accomodating ships not exceeding 6000 tons. Under Nantes was included Usine Brulee, the dock where most of the ammuniton and explosives were hanèled after July 1918. This Base Section is a fair representative of all, except for a few changes made to meet purely local conditions — as, for example, London, which acted as intermediary in the large purchases made in Great Britain.

At first, the work at St. Nazaire was simple — various Ord. Sgts. identified the Ordnance Material and had it shipped to Nevers. In Oct. 1917 a Base Ordnance Officer was assigned and then the work commenced on a vast scale. One of the first tasks performed was that of securing the land for the proposed Base Depot. The fact that the only land available was flooded in the Spring and Fall only added to the difficulties to be overcome. The work of filling and construction started early in 1918.

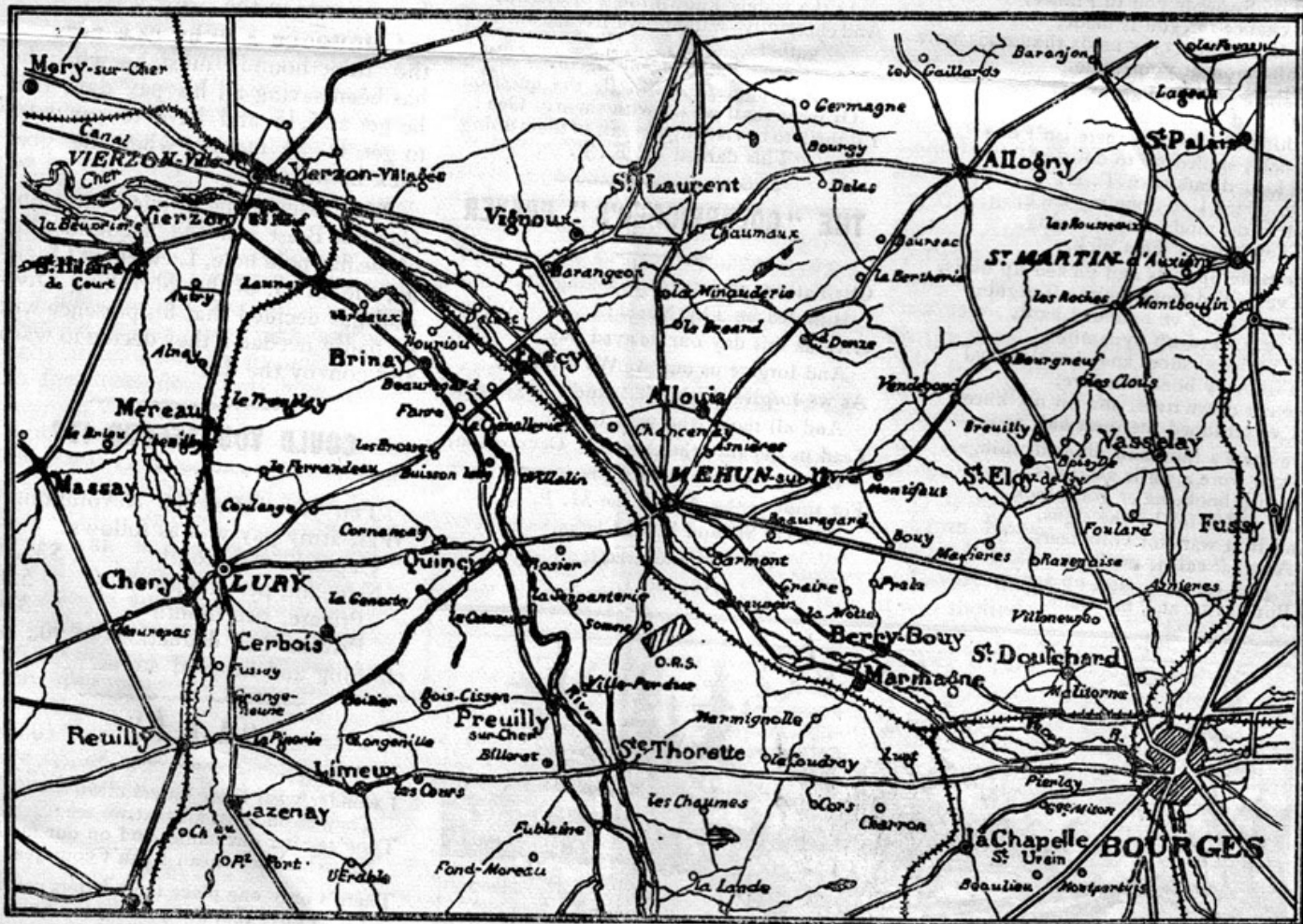
In January 1918, the Ordnance personnel at St. Nazaire consisted of 6 Officers and 14 enlisted men. One Officer was assistant to the B. O. O., one was Ordnance Officer at Nantes. None of the facilities were controlled by the Ordnance Department, but were furnished and operated by other departments. Upon the arrival of a ship containing Ordnance, the A. T. S. furnished an extract copy of the manifest to the Base Ordnance Office. This was telegraphed to Ordnance Hq. S. O. S., then at Tours, requesting disposition, which would be given by a return telegram. The Ordnance dock officer detailed the necessary Ordnance men to duty on that cargo. The work of unloading, loading and labeling was done by A. T. S. men, relying on the Ordnance men for information about Ordnance supplies and their disposition, so the value of properly trained men may be imagined, especially in view of the rather technical nature of much of the Ordnance then being handled. A large part of the material coming through was construction material which had to be watched closely due partly to the need for certain parts first. The usual

destination was Mehun-sur-Yevre, from which point it could be re-assigned. For Ordnance material the dispositions furnished were Gievres, Is-sur-Tille and Jonchery.

With the coming of Spring everything began to speed up; more boats arrived, and the commencement of operations coincident with the increase in size of the American army in France caused more demands to be made on the Ordnance Department, and more trained men were added to each ship and dock, both day and night. These men checked the material as it came off the boat and kept track of its location on the docks. Other men looked after the checking and loading on cars. In one instance a call came in at midnight for steel helmets to go out under convoy, and we were told that they were urgently needed. By noon the next day they were under way.

The system used in checking enabled the Ordnance officers to get statistics as to shrinkage of material, loss and damage en route. Speed was evidently the watchword on the other side and as a result cargoes were often badly mixed. Straight carload lots were

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MAP OF COUNTRY SURROUNDING THE ORDNANCE REPAIR SHOPS

PICTURESQUE TOWN OF MEHUN HAS ROMANTIC HISTORY

The name Mehun comes from the Roman word Maidunum which has a Celtic origin. It is one of the very ancient towns of France. In the valley on the left bank of the Yevre there was formerly a megalithic monument known as "the great rock" which was a druid altar. It was a large flat stone supported by two vertical stones. It was destroyed in 1870.

The Roman Road from Bourges to Tours passed through the western part of Mehun, but the town itself was not of much importance in Roman days.

The first mention of Mehun in modern history is in 820 when it belonged to the parish of Allouis. For three centuries it was a fortified town belonging to local families. Many of the streets still bear the names of their former owners. About the year 1197 when it belonged to the Archbishop of Bourges the chateau was repaired by Philippe of Mehun, who furnished 300,000 pounds for the work. His daughter, Mathilde, married Cobert of Courtenay, of the Royal Family of France, who gave to the town its first charter of enfranchisement in 1209. In 1251 the fief was sold for a thousand pounds to Henry of Sully. Later it was given to Jean of Luxemburg, King of Bohemia, passing through his daughter to Jean, Duke of Normandy. After the treaty of Bretigny the town was given to Jean-le-Bon, Duke of Berry. This Prince constructed a superb castle which was finished in 1386. At the death of Jean, Mehun was again united to the crown of France. Charles VII spent much time in the castle and died here of hunger; starving himself because he feared his enemies were poisoning his food.

In 1562 Mehun was occupied by the Protestants and the church was burned. When Charles IX was besieging Bourges he occupied Mehun, and in 1589 Marshall de la Chatre burned the suburbs of the town. During the 17th. century also Mehun was



JEANNE D'ARC, the maid of Orleans, has a place in the heart of the American soldier that has never been attained by any foreign hero or heroine. This has resulted from the close association of the American army with those places in which she lived, and from the love of the principles of freedom and righteousness for which she fought.

Five hundred years ago the France nation was dying. Its northern provinces were in the hands of the enemy. Exhausted and discouraged from a long struggle, it was ready to submit to disgraceful terms. This young girl, inexperienced in war, but confident in the power of right, arose, and, by her spirit and dash, put new courage into the French leaders and armies, and brought triumph to the cause. She promised them that for a thousand years France would not again be trodden under the heel.

In 1917 France was again cruelly oppressed, and another enemy was battering in her last reserves. The young American nation, inexperienced in war, came, and in that very same spot where Joan lived and prayed to be allowed to aid in expelling the foe, they lived and begged to use their young force to succour the warriors that were falling.

It is a strange coincidence that the first American contingent encamped and trained at the early home of Jeanne d'Arc; that a most important American concentration camp was in the town where she concentrated her troops; that the whole American system of supply was located in the same provinces and the same towns where she recruited her armies and made her headquarters; that five American hospitals were in the city where she went to recuperate after being wounded; and that the Americans took up their work and made their initial drive on the same ground where she was captured and was lost to France.

the scene of long continued fighting.

At the time of Joan of Arc the main part of town was enclosed by vast walls, and it was known as "le grand fort de Mehun". It had two gates, the one at the east called "l'Horloge" still stands intact. They were connected by the "rue des Ponts", now known as Rue Jeanne D'Arc.

The Old Town of Mehun



THE MEHUN POTTERY PLANT A VERY INTERESTING PLACE

A place of great interest to the American soldiers stationed near Mehun is the old pottery works on the outskirts of the town between the road to Marmagne and the canal.

This section of France has always been famous for pottery ware, and this particular plant, established over a hundred years ago, is representative of the largest works. Several kinds of clay are used, some of which is procured locally, but the two best kinds are obtained from Limoges and England.

The processes used in the plant are mostly by hand, and the actual molding requires little skill, as it is done in plaster paris molds. The artistic skill is required in the making of these molds. After molding the clay articles are baked at a low heat. This hardens them but does not glaze the surface. The glaze is obtained by dipping in a special solution and rebaking at a higher heat. The clay is white, and the final color of the dish is determined by the color of the glazing solution. The gilding and decorating of the ware is done by hand.

BOURGES A VERY OLD CITY

When Caesar marched through Berry the Gauls burned their villages in order to hinder him, but the Biturges begged Vercingetox, chief of the Gallic Armies, to spare their town "the most beautiful of all Gaul". Caesar took and occupied the town which he called Avaricum. The Gallic city was situated on a small hill surrounded by marshes, and communicated with firm land by a narrow passage, now the Rue Nationale. A thick wall built of logs filled with dirt and covered with stones surrounded the town. The Romans constructed a new wall of stone, a section of which still stands. The only remains of the old Gallic town are the relics of bone wood and iron preserved in the Bourges museum. After the Roman period the name was changed to the original name of Bourges.

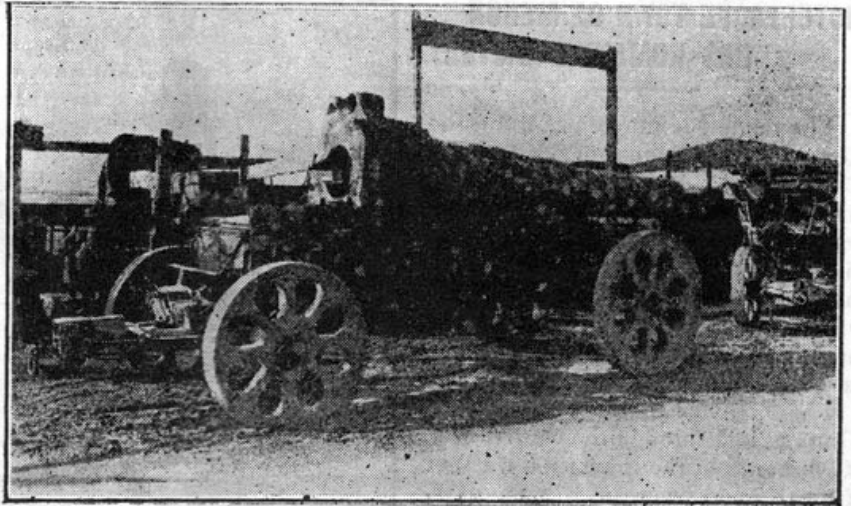
MAMMOTH GERMAN GUN MOUNT ARRIVES AT REPAIR SHOPS

Two of the largest guns yet received at the Ordnance Repair Shops arrived last week from the front as a part of the ordnance turned over to the Allies by the terms of the armistice. The guns are of the 420 mm. howitzer type and were manufactured in the Krupp factories in 1916. They have a range of 16 miles and throw a projectile weighing about 1,400 pounds. It was used by the Huns in bombarding the forts of Verdun, near where they were picked up, and it is also the same as those used against the Belgian forts in 1914.

The total weight of one of these massive pieces when in firing position is 120 tons. When brought in here they were dismantled into five parts, the lightest part weighing 22 tons, and the heaviest 36 tons. Eleven 10-ton tractors of the caterpillar model were required to haul them over the 351 miles from where they were picked up at Spincourt, about 35 miles northeast of Verdun, to the Shops here.

A convoy of 87 ordnance men and three officers, under the command of Captain J. W. Peairs, was required to bring the guns here. The long haul demonstrated the capacity of the equipment to stand up under the stress of rough road travel. The convoy train consisted, in addition to the tractors, fourteen cargo trucks and eight trailers, a gas truck, one water truck and a German repair truck.

The guns are now in the process of dismantling in the Gun Shops here and will be thoroughly cleaned and crated for shipment to the States, where they will be used as trophies. These



GUN AND TRANSPORT WAGON OF GERMAN 42 CM. GUN.

guns were never considered to be a success by artillery men. Owing to their great weight it is impracticable to move them and place in position with any speed. It has been found that the railway mount is the most practical heavy gun for field use, and the United States was being equipped with 8, 10, 12 and 14-inch heavy railway guns.

ORDNANCE WORK AT BASE PORTS

(Continued from page 4.)

necessary to keep the material moving efficiently by avoiding the necessity for re-sorting. However ships soon began coming with better arranged cargoes.

The greatest handicap up to this time was lack of unloading facilities. The arrival in the summer of 1918 of American pontoon cranes of 75 ton capacity was the solution. Shortage of cars was another great handicap—where cars were available direct load-

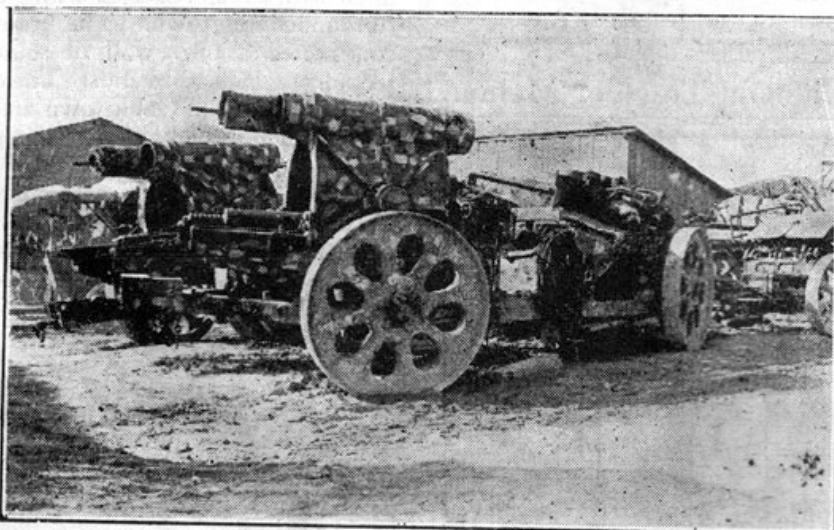
ing was secured and only half the labor and time was required. The limited capacity of French cars, 10 and 15 tons, prevented large loads, and required more maneuvering of rolling stock. In the early summer a number of American cars arrived.

Also, during August, 1918, B. O. D. No. 1 commenced operation as a storage warehouse. This enabled most of the material to be cleared from the docks and put under cover without loss of time, resulting in an enormous saving of perishable goods in bad weather. The use of Montoir as a consolidation point showed that the ideal method was to have a central sorting station clear of the docks, to which material may be sent as unloaded and from which sorted material could be loaded and sent in carloads.

Originally the Ordnance Department was charged with the care of various motor vehicles and tractors. With the exception of tractors, all these were turned over to the newly organized M. T. C., and the Ordnance Officer was charged merely with keeping the records of their arrival in port and their final disposition.

The Armistice came just as the vast machinery was in full swing. Orders then began to come in for reshipments and the procedure was reversed.

Evacuation camps were established and ordnance issue depots were installed at each camp and billeting area for the purpose of completing the equipment of homegoing troops. An Ordnance Officer and the necessary number of men were drawn from the original personnel and placed in these. The same machinery and many of the same men are still busy at the same places, but now overseeing the shipment of all our captured guns and other equipment.



RECOIL MECHANISM OF 42 CM. GUN AND ITS TRANSPORT WAGON.

HISTORY OF ORDNANCE REPAIR SHOPS, A.P.O. 741

An Outline of the Early History of the Project and the Story of the Construction of the Shops in France—Edited by Major George S. Brady, Historical Officer, Under Direction of Colonel C. M. Wesson.

THE provision of Ordnance repair facilities for the American Forces in France was the purpose contemplated by the Chief of Ordnance in Office Order No. 47, which established the Division of American Ordnance Base Depot in France. Colonel D. M. King was relieved from duty at Rock Island Arsenal in July, 1917, and ordered to Washington to take charge of the project, and directed to proceed with the design and procurement of the necessary buildings, machinery and equipment, and to secure the personnel required for operating the various shops and establishments then proposed. It had been learned through the French High Commission that no existing shops or facilities would be available for the repair of Ordnance material for the American Expeditionary Forces.

Steps were at once taken to assemble the required commissioned personnel, and, in order to expedite the design and purchase of material con-

tracts were negotiated early in August with the firm of Stone & Webster, of Boston. They at once opened offices in the building occupied by the Division of American Ordnance Base Depot in France, and the preliminary work which the undertaking involved was promptly begun.

The project, at its inception, contemplated the erection, at a point then undetermined, of a complete Ordnance establishment, which would combine, at one center, repair and warehousing facilities, consisting of approximately thirty-eight buildings, estimated to cost in the neighborhood of twenty-five million dollars when erected and equipped. As soon as the tentative plans were completed three officers were dispatched to France, September 1917, with instructions to submit the project to the Commander-in-Chief,

and to return as promptly as possible with the information required to complete that part of the work that must of necessity be done in the United States. In the meantime, the procurement of the buildings, machinery, equipment and materials was actively under way. The organization was being perfected, and the commissioned personnel was being carefully selected and assembled. On October 22, 1917, the first shipment of material was made from the United States, consisting of one steel warehouse.



OVERHAULING GERMAN ARTILLERY, GUN SHOP No. 2

By November, 1917, plans were well under way, and a good idea existed of the personnel which would be required to run the plants as projected. A large number of officers had been selected and assigned for duty with the Division. Schools were started at Rock Island, Watervliet and Frankford Arsenals to familiarize all these reserve officers with Artillery and with Arsenal methods. It developed that enlisted personnel would not be available from other sources, and officers were sent out to various parts of the country for the purpose of recruiting men of mechanical training. About 9,000 men were enlisted in the Ordnance Department for this Division during the months of November and December. As many of these men as possible were sent to the Arsenal Schools. The remaining

men were sent to camps where accommodations could be found for them.

The work of design was practically completed, orders for approximately 90 per cent. of all the buildings, machinery, equipment, etc., had been placed, and this material was reaching the port well in advance of the capacity for shipment overseas. Representatives of Stone & Webster had then been in France several months to arrange for the receipt and care of material on arrival, and to prepare for the active prosecution of the construction work, which, however, they were only permitted to supervise, as all construction work was taken over by the Engineer Corps.

Colonel King, accompanied by a group of 35 officers, sailed for France on February 18, 1918, with the intention of actively undertaking the erection of the shops and equipment then arriving. He left in the United States a sufficient organization to complete the work of purchase and shipment.

There had already sailed as much of the enlisted personnel as it was possible to dispatch under the A. E. F. program, and other units were organized and awaiting the priority schedule for the shipment of troops.

Construction Begins

On January 30th, 1918, three Stone & Webster construction men arrived in camp at Beauvoir, near Mehun-sur-Yevre, to start work on "Plant B" of the original American Ordnance Base Depot project. Capt. H. Austill with Company D, 501st Engineers, had already started work of laying track and had laid about 600 feet. The first eight cars of material had arrived from St. Nazaire on January 28th.

The French track gang connected the yards to the main line of railroad on February 15th. Warehouse No. 1 was staked out on February 16th.

Thirty-seven cars of material had arrived and were unloaded up to this date. On February 27th Captain Austill turned over 25 enlisted men to the Stone & Webster engineers, and they were placed at work on the excavation of Warehouse No. 4. Five hundred Chinamen arrived in camp on February 28th and began on March 2d the excavation for the foundation for Gun Shop No. 2. Major Finnell, of the 501st Engineers, arrived at the camp on March 1st, and took charge of operations. Lieut.-Colonels Ricker and Fulton, Ordnance officers, arrived on March 1st, but the camp remained in charge of the Engineers.

On March 30th the concrete foundations for Warehouse No. 4 were completed and those for the Carriage Assembly Shop were about half finished. The excavation for Gun Shop No. 1 was complete and the erection of the steel for Warehouse No. 4 was started. An Ordnance officer was placed in charge of this work. Considerable machinery began to arrive during the week ending March 30th, and most of the available labor was being used in unloading cars of material and equipment, so that it interfered with the construction work. Two hundred and fifty Ordnance men, Company C, Second Battalion, arrived on April 13th and were put to work on construction. On April 27th all the sheet iron work on Warehouse No. 4 had been completed and during the following week so much of the interior grading had been done that the

Ordnance men began the storage of material in it.

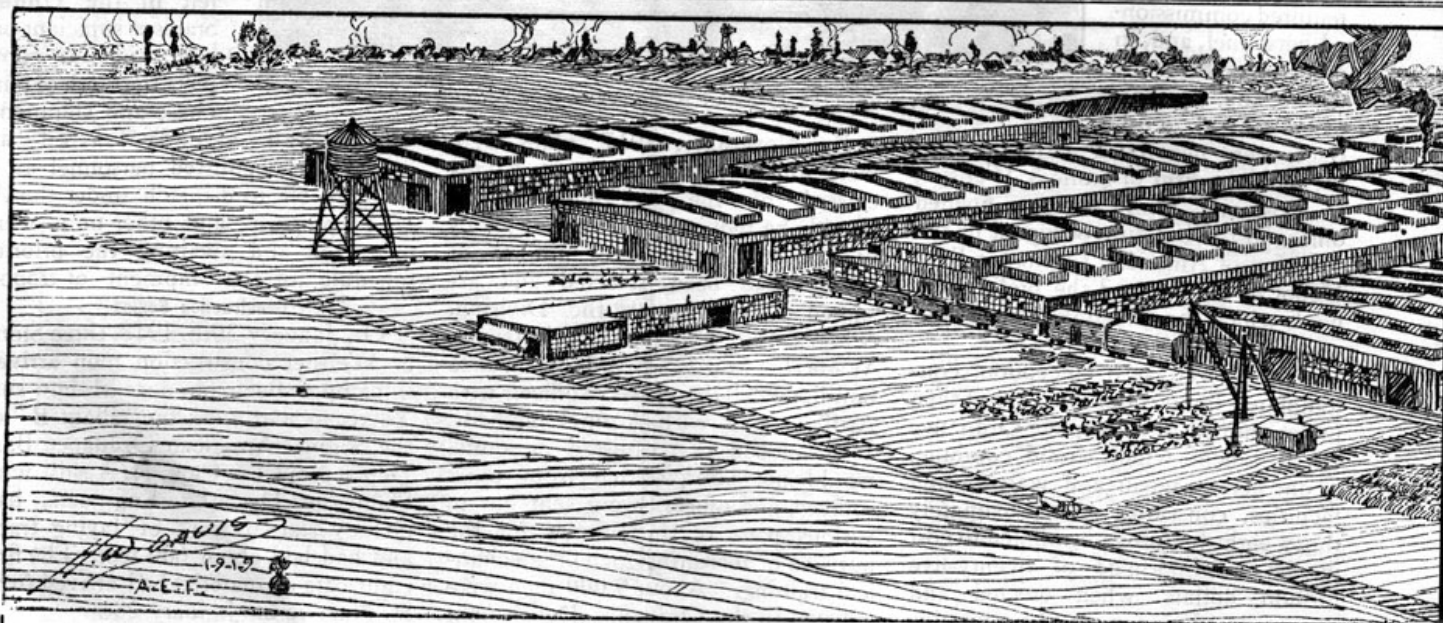
The filling of orders for Ordnance material for other points in France was begun early in April. About April 12th, Lieut.-Col. Ricker was relieved from duty at the camp and Lieut.-Col. Fulton was placed in charge of the Ordnance Detachment. About April 25th, two Ordnance men were put at work on storehouse records and six men checking in the yards. On April 30th Capt. J. E. Ericson took charge of the organization of a receiving and shipping storehouse. A Bucyrus Steam Shovel was being used as a derrick for loading and unloading cars. About May 15th some parts for the 15-ton Locomotive Crane ordered by the Ordnance Department arrived, and the assembling of this crane was started at once.

Concentration Camp Formed

On May 20th, 180 enlisted men of the Signal Corps arrived in the Camp, and on May 25th, 750 men of the 318th Engineers arrived. 150 of the Chinese workmen were withdrawn at this time. On June 1st the number of men in the camp totaled about 1600. About the end of May, Lt. Col. A. V. Maish conceived the idea of having all Ordnance men, except those actually with army units, sent to this camp from the ports for classification and distribution to points where needed. It was hoped that by making the camp a distribution point, the services of the men could be utilized on the construction work while they were

waiting classification and assignment. Under this arrangement the third Ordnance Battalion of 750 men arrived in camp on June 13th. They were quartered in Warehouse No. 4, which was then roofed over, and they were placed at work on the steel construction, and on the unboxing and cleaning of machinery. During the month of July, Ordnance Depot Companies, 22, 23 and 24 and the 4th Battalion, totaling in all about 1100 men arrived on the post. All these men were interviewed and catalogued according to trade qualifications, and orders for tradesmen for Ordnance Shops and the field armies were filled by order of the Chief Ordnance Officer from this personnel.

Considerable extra work was realized from this plan of a classification camp, but it was found to have many drawbacks. Men were withdrawn from the construction work, for transfer with only a day's notice, thus breaking up work gangs. Usually the best men were picked to fill orders, resulting very often in the gang bosses and skilled mechanics being taken from the work, making organization of the work very difficult. This matter was brought to a head in August, when the 27th Depot Co. arrived followed by orders for more men than the Company contained, and Depot Companies 32 to 39 with about 1,800 men followed at once by orders for approximately 1,500 men for immediate shipment. During this month of August about 2,000 Ordnance men arrived at



GUN SHOP No. 2 SOMME WAREHOUSE No. 5
 WATER SUPPLY TANK REAMER SHOP CARRIAGE MACHINE SHOP
 ADMINISTRATION BUILDING GUN SHOP No. 1 OPTICAL INSTRUMENT REPAIR AND SMALL
 75 FT. DERRICK

the Post while orders were filled for 2,279, usually in small lots of less than 15. Request was made to the Chief Ordnance Officer to allot enough men for a permanent force at the Shops to take care of the supply and messing of these large numbers of transient men, and to provide enough skilled tradesmen to maintain a skeleton organization on the Post. This request was granted, and approximately 900 men were set aside for this purpose. These were formed into three companies; a Headquarters Company of 400 men, a Mechanics Company of 450 men, and a skeleton organization of a Casual company. This latter was to receive the casuals of the provisional companies arriving from the States, and being broken up here. Later two more casual companies were formed.

During June the work of erecting steel, and of roofing the Carriage Assembling Shop was being done by Ordnance enlisted men under the supervision of Ordnance Officers. The erection of Gun Shop Number 1 was being done by some of the 501st Engineers in charge of an Ordnance Officer. Most of the Engineers, including the Chinese attached were employed almost continuously on the roads and railroad tracks.

The Ordnance personnel consisted of the skilled mechanics enlisted by the Ordnance Base Depot Division in November and December, 1917. However, about the 1st of June one company of the 38th Engineers, electricians, and one battalion of the 318th

Engineers, construction men, arrived and did excellent work. The 318th Engineers remained in camp only five weeks. A Negro labor battalion of the 525th Engineers arrived about the 1st of August. Some of these Negroes were put to work on the roofing under the supervision of Ordnance officers. Nearly all of the skilled labor, including most of that used on the power line to Bourges, was furnished from the Ordnance companies.

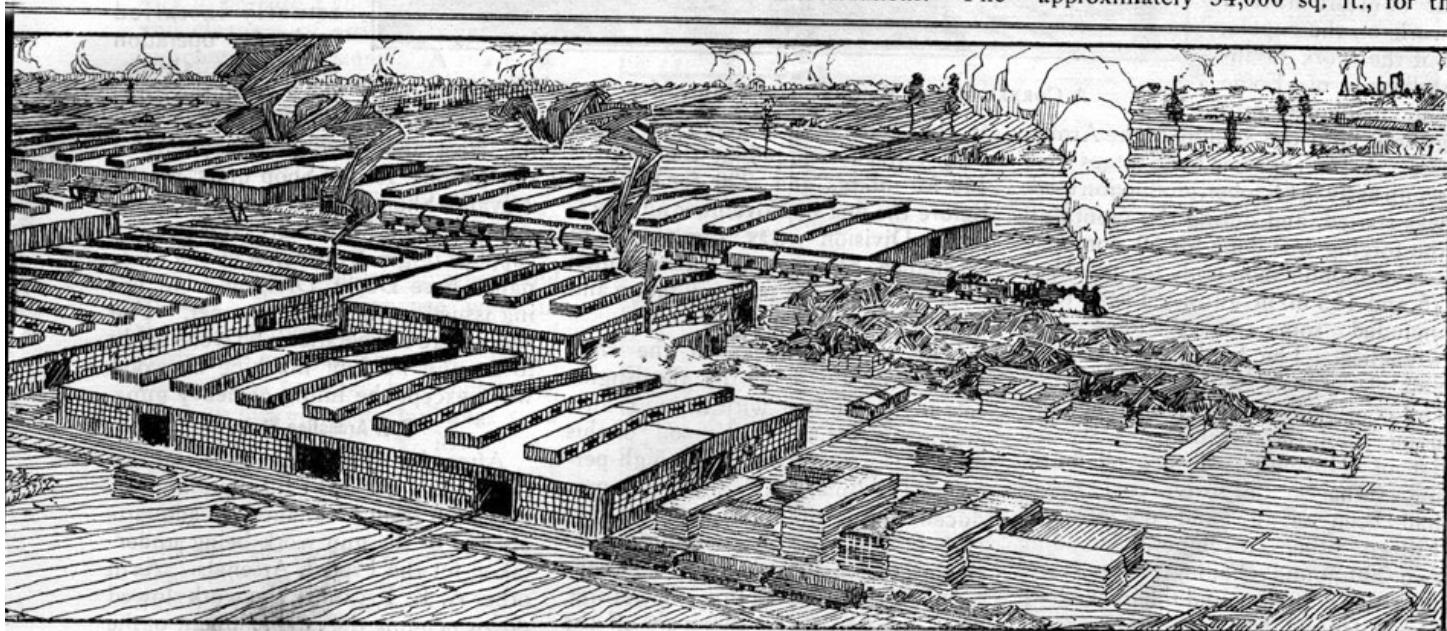
Machine Shop Installed

The original project for the American Ordnance Base Depot, called for about 1,800 machines of all kinds. These were for "Plant A" at Is-sur-Tille, "Plant B" at Mehun, and for the various smaller shops at other points in France. The first machines arrived at the Mehun Plant during the last week in March. In June a small temporary machine shop was started to take care of the needs of the construction men, but the permanent buildings were not ready for any machinery installation until the middle of July. By that time many of the machines had been reshipped to other points, but before the armistice had been signed over 400 machines of all kinds had been set up and placed in service. At that time five well equipped shops were in operation.

About the middle of July the work of setting up the machinery and shafting in the Carriage Machine Shop was begun. The lumber taken from the boxes was used to build the forms for the concrete foundations. The

stringers for the overhead shafting were made from railroad ties. In spite of the shortage of cement, and the great handicap of constantly shifting personnel, there were installed ready for operation before Sept. 1st, approximately 130 machines, and 30 more were in the shop being set up. All the overhead line shafting was complete. As the electric power from Bourges could not be obtained for at least another month, it was decided to install oil engines. The shop was divided into 4 sections, each of which was furnished with a 50 H. P. Bessemer Oil Engine. These were ready to run on September 15th. Production work was immediately started, several repair jobs were done and some tools made. The first official order from Ordnance Headquarters was for a magneto gear, which was placed in the Machine Shop on September 24th. Up to November 11th there were 69 machines installed in the Wood Shop and 93 men were employed. This shop was then taking care of all the camp and plant carpenter work except erecting barracks, was making and repairing small arms boxes; and had begun production work on orders from Ordnance Headquarters.

During the month of August the Carriage Assembly Shop was being used partly to quarter Ordnance Troops and partly for the unboxing and storage of machine tools. On Sept. 7th it was determined to use seven bays approximately 34,000 sq. ft., for the



AREHOUSE No. 4

RMS SHOPS

FORGE SHOP AND FOUNDRY
WOODWORKING SHOP

WAREHOUSE No. 3

SALVAGE PILES
LUMBER YARD

MEHUN-SUR-YEVRE: CHATEAU CHARLES VII

repair of small arms. The space had to be cleared of machinery and graded. No lumber was available for work benches other than that salvaged from the machine tool boxes. It was found that a great deal of the equipment which had been ordered for the Small Arms Shop had either not arrived or had been shipped to other shops in France. Part of the Parkerizing Plant for the bluing of the rifle parts had gone to Is-sur-Tille and most of the acids had been shipped to that plant. On the 14th of October actual production work was started with 58 men dismantling rifles and preparing the rifle parts for cleaning and bluing. Spare parts for the model 1903 Rifle were received from Gievres in such quantities that assembling of these rifles was begun about the 20th of October.

Up to November 11, or less than a month from the start of the work, a total of 39,002 rifles and 122 Browning Machine Guns had been repaired or assembled and shipped. The force had by this time increased to 320 men.

The first week in September work was started on the installation of machinery in the Forge and Foundry. Lack of cement halted work on the cupola, but the work of installation of Forge Shop machinery pro-

gressed until the signing of the Armistice. As soon as some hand forges were set up early in October, production work was started, and during the month all the forging was done for 50 complete sets of mobile shop tools for repair of 75 and 155 m/m guns. These tools included some heavy forge steel wrenches. The hardening of lathe and planer tools for the machine shop and considerable case hardening was done from the beginning. By the 1st of November thirteen oil burning furnaces and seven coal forges had been set up and put into use. Fifteen other machines, including two 200 pound Bradley Helve Hammers and a 2000 pound Chambersburg Steam Hammer had been set up ready for operation.

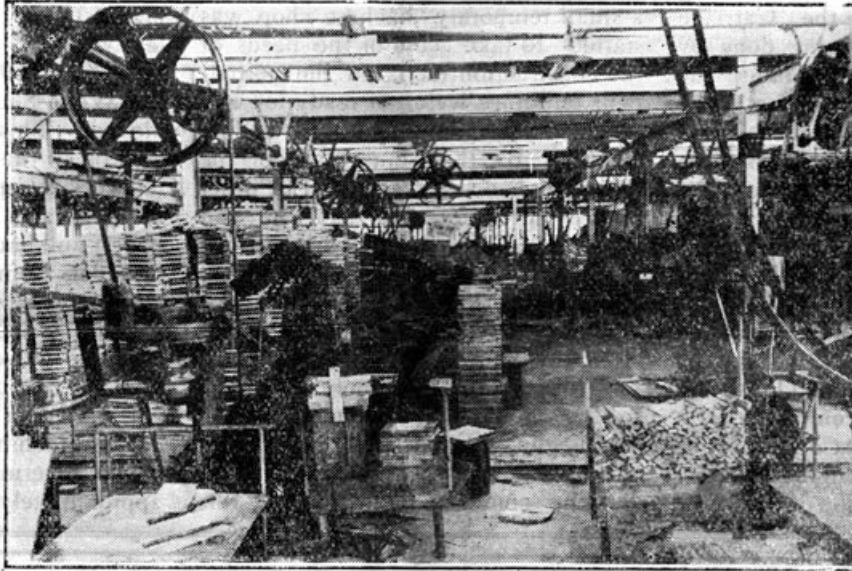
Electric installation was begun about the first of June by a company of the 38th Engineers. Capt. Kutz

arrived at that time with about 70 men, and shortly after brought the remainder of his company. In addition, about 30 Ordnance electricians were assigned to assist him in the interior wiring for power and lighting. About the middle of August, by an agreement with the French, work was begun on the power line to Bourges. Linemen from the 38th Engineers with about 15 electricians and a French interpreter from the Ordnance, went to work on this line, and aided the French at the Bourges Power Plant. The Plant and transmission lines were ready about the first of October and the Power was turned on Oct. 7th. No 30,000 volt insulators were available when the line was built, and those installed were for 16,000 volts. The line is being operated

was built by making two furrows with the scraper and piling the soft earth in the middle. This was an impassable trough of mud after each rain, and much labor was wasted in trying to keep it in repair. In September Lieut. Col. Finnell, of the 501st Engineers, then in command of the camp, set a company of infantrymen on the grading of the old Roman road which ran from Gun Shop No. 1 in a direction parallel to the camp, meeting an old farm lane which ran in the direction of camp. This route nearly doubled the distance from the shops to the camp, and was never used by anyone going to the plant. It was abandoned after nearly two months labor had been spent on it.

When the armistice was signed on November 11, five shops and two complete and distinct

storehouses were in operation. The number of men actually employed in the shops and warehouses totaled 1,044 distributed as follows; Machine Shop 280, Forge Shop 135, Woodworking Shop 93, Small Arms Shop 320, Ordnance Shop Warehouse 111, Mehun Supply Depot 60, Office and Drafting Room 45. Four hundred and thirty-eight machines were actually installed ready for operation in these shops. Since April the Ordnance



A CORNER OF THE WOODWORKING SHOP, MEHUN-SUR-YEVRE

ance shop warehouse had been issuing steel and other raw materials to the Mobile Repair Shop units, to the Advance Shops, and to camps throughout France. Machinery and general supplies originally ordered by the Ordnance Base Depot Division were being issued in the same manner. The shops were in operation and were ready to do any kind of machine or wood work except the lining of heavy guns.

The railroad tracks in the shop yards were laid down by the Engineers in the Spring with little, if any, grading or ballast. The soil of this section is a rich loam with a high percentage of lime. Any slight rain produced a pasty mud to a depth of several inches. As a consequence of this, the unballasted track was constantly sinking, spreading and shifting, and locomotives and cars were off the track almost daily. As the tracks became absolutely unusable, they would be repaired by the Engineers. The truck road from the shops to the camp

Post Armistice Work.

After the signing of the Armistice there was a general cancellation of orders both from Ordnance Headquarters and of the gun work being undertaken for the French Arsenals. As in other A. E. F. camps, the work slowed down pending the establishment of the general ordnance policy. Towards the end of November it was determined to send all artillery to Mehun for overhauling and reshipment to the

States. Colonel C. M. Wesson arrived from Tours on November 23rd. to take command of the Camp. The first artillery arrived from the armies on December 6th.

A policy was decided upon with Ordnance Headquarters at Tours whereby all artillery would be overhauled here, but that only the 75 mm and smaller sizes would be crated. Instead of rebuilding the Small Arms it was decided to disassemble all rifles, clean the parts, and pack them in boxes for shipment to the States. Lumber for crates and boxes began to arrive in quantities early in December.

After the Armistice a general policy of no further construction work except that absolutely necessary was adopted. But in order to handle the heavy artillery, which had to be stored in the yards on account of limited covered storage space, it was necessary to build plank roads through the shops and extending into the yards to meet the road being built by the 525th Engineers from the camp to the shops. This latter road, 18 feet wide, was built of railroad ties during the months of December and January. Before its completion it was impossible to get nearer than a half mile of the shops with a truck on account of the deep mud. The steel Administration Building, which was 75 % complete on November 11th was finished in December and the offices of the Department heads were concentrated in it.

Early in December it was necessary to prepare a shop for overhauling and cleaning of artillery sights and fire control instruments. A space 60 by 80 feet was fitted up, and the work of saving the optical instruments and preventing further deterioration was begun at once.

On the shop construction and maintenance work a force of about 150 Ordnance men were kept. These included the millwrights, plumbers and tanners. For maintenance work in the camp a force of about 200 colored Ordnance men was employed. These men erected barracks, built sidewalks, fitted up miscellaneous buildings such as Hospital, K. of C., Y. M. C. A., camp bath house, delousing plant, and took care of all maintenance work in the camp.

One of the great problems that entered into the working of the shops was the changing personnel due to the operation of the evacuation camp. Ordnance men from the first and second armies and from other shops and depots in France were sent here for

(continued on page 14.)



Officers assigned to Shops: Lt. Col. A. B. Hubbard, Lt. Col. W. W. Doe; Majors, G. S. Brady, J. E. Ericson, O. V. Dodge, Jr., J. E. Tompkins; Captains, J. E. Felsted, G. D. Sturtevant, J. O. Maxwell, D. J. Walsh, J. B. Haney, F. L. Peterson, J. F. Hanley, V. G. DeCamp, G. A. Wahl, W. S. Lawson, R. O. Hanson, A. Brest, J. W. Peairs, J. L. Aney, R. J. Ballard, C. Barnard, J. M. Barnard, P. J. Geaudreau, J. W. Hinchcliff, R. E. Hubert, C. H. Palmer, F. E. Rusk, E. G. Sanders; 1st Lieuts., E. W. Tatman, K. D. Brown, B. C. Hoey, G. W. Brown, E. G. Lutz, E. A. L. Phelps, C. W. Tholen, L. A. M. Bushnell, J. E. Allen, B. D. Ballantine, L. A. Cady, J. E. Hancock, C. F. Jennings, R. S. Jones, A. F. Malow; 2nd Lieuts., B. H. Wilder, T. W. King, C. T. Wilmot, H. Friedman, B. S. Long, B. L. Wilcox, C. P. Storms, A. A. Myrberg, I. L. McCollister and J. M. Rawlins.



Officers Military Department: Lt. Col. A. G. Gillespie; Majors W. A. Sabin, M. F. McAleer; Captains J. O. Bradshaw, V. Barcas, K. J. Zellaer, H. Tallant, T. K. Thompson, O. L. Hemphill, W. F. French, E. F. Westlake, C. McClure, T. M. Dunlap, W. W. Miller; 1st Lieuts., B. W. Perkins, V. G. Katzenstein, G. W. Watkins, E. V. Reed, L. Nichols, L. W. Webb, G. S. Schaller, G. H. Boyer, J. W. Sheppard, O. H. Waldschlager, L. D. Snyder, J. E. Downey, L. B. McCaffrey, L. C. Guenther, R. M. Schiller; 2nd Lieuts., H. O. Bernstrom, G. A. Giorloff, A. W. Quenell, L. J. Gage Jr., L. W. Cherry, D. A. Thompson, S. W. Emerick, F. J. O'Hearn, W. T. Ballantyne, M. A. Baranick, W. Hough, G. D. Wands, O. M. Olson, F. S. Kelsey, D. F. Wilson, H. T. Cummings; 1st Lieuts., Chaplains, F. Felner and C. J. Greene.



Col. C. M. Wesson Commanding Officer; Lieut. Col. A. G. Gillespie Military Dept.; Lieut. Col. A. D. Hubbard Inspection Dept.; Lt. Col. W. W. Doe Shops Dept.; Maj. G. S. Brady Administration Dept.; Maj. J. E. Ericson Salvage Dept.; Maj. O. V. Dodge Stores Dept.; Capt. W. E. French Adjutant.

TIMELY SUGGESTIONS FOR THE SOUVENIR "HOUNDS"

JUS' TH' THING FER TH' BABY T' PLAY WITH
PEANUT WHISTLE OFF OF PARLEY VOO ENGINE
BRAKEMAN
THE ENGINEER
ONE OF THOSE FUNNY FRENCH ENGINES
IT'LL BE JUST TH' CHEESE FOR M' GIRL TO WEAR ON HER HAT
EACH ONE OF THEM NICKS REPRESENT A BAWLIN' OUT
THAT LAST ONE
FOR THE BRIG INMATES.
THE OFFICE FORCE SHOULD TAKE HOME THEIR RIFLES WHICH THEY HAVE SO HEROICALLY USED—
IF I STRING 'EM ON A CHAIN THEY'LL MAKE A NICE NECKLACE FOR GLADYS—
HUN PUTT-PUTTS
ONE OF THE WHEELS WILL MAKE A SWELL WATCHCHARM
1919 A.E.F.
AFT' ITS DRIED OUT AN PULVERIZED IT'LL MAKE FINE FACE POWDAH FO MAH LITL EVA
MEHUN MUD
IM GONNA HAVE TH' RUDDER FOR A POCKET PIECE
AN' I WANTS TH' BARREL FER A CIGARET HOLDER.
THOSE SMALL ARMS BOYS CAN MAKE SOME NIFTY NECKLACES SUGGESTION NO. 1.
THE BULL GANG SHOULD SECURE ONE OF THOSE BIG HUN BEAN SHOOTERS AND DEVIDE IT AMONGST THEM —
NAW— I AINT A STENOGRAPHER— BESIDES I CANT DO THAT KIND OF HEAVY LABOR ON ACCOUNT OF MY EARS— I WAS GASSED UP AT CHATTY THEORY AN— WAS SENT DOWN HERE TO BE EVACUATED
IT'S ME ONLY CHANCE— ME GIRL BACK IN TH' STATES MARRIED A CONCHIE.
IT'LL SOUND SWELL ON ME VICTROLA AT HOME
PERSONNEL CLERK
HE'S AFRAID HE'LL BE ASSIGNED PERMANENTLY
SUGGESTION NO. 2
MAKEE VELLY BON RICK SHAW
OH—YOU'RE SO GOOD TO ME LOYAL
DUTCH LIMBER
PROCURE A FEW BLANK RECORDS AND REGISTER A FEW OF THESE ALIBIS— IT'LL PLEASE THE FOLKS
IT CAN BE PUT TO TWOFOLD USAGE AS A CIGAR CLIPPER OR A MECHANICAL MANICURING SET
SOME BODY AUTTA TAKE THE FLAG POLE
THAT BIG PAPER CUTTER FOR THE PRINTING SECTION
SAUGERS
MAJOR ESCALEER
THE BAND
SEPTEMBER
AND THIS— WE OFFER FOR THE BENEFIT OF OUR CHINESE READERS—

MANUFACTURING WAR MATERIAL IN U. S.

Methods Used By Ordnance Department In Equipping A. E. F.—From a Report of Col. James L. Walsh, Executive Assistant to the Chief of Ordnance, U. S. A.

At the outbreak of war, the total commissioned personnel of the Ordnance Department was 97 officers, whose collective knowledge of this subject represented the sum total of ordnance knowledge available to the War Department; but 11,000 technically trained ordnance officers were required for the first 5,000,000 men.

The design of ordnance is a highly specialized form of mechanical and chemical engineering, and its production a highly specialized industry. The engineering knowledge was limited to a microscopic circle; the industrial facilities for production were correspondingly limited. Six Government arsenals and two large private concerns comprised within their organization the sum total of knowledge of the special processes incident to ordnance manufacture. How far this filled our actual requirements can be appreciated from the fact that at the time the armistice was signed there were in the United States nearly 8,000 manufacturing plants, employing more than 4,000,000 persons, engaged in the production of ordnance.

During the war the motorization of artillery proceeded at an unprecedented rate. Tractors now pull guns, motor ammunition trucks displace caissons and limbers, complete machine shops mounted on motor trucks supplant the old forge limbers, and battery and store wagons; machine guns are now mounted on mechanical means of transport in the light and heavy tanks. Even the

larger field guns are being mounted on self-propelling platforms, a caterpillar tractor providing not only means of transportation for the gun it mounts, but also means for aiming it.

These changes bring others in their wake. The higher speed of motor-drawn artillery vehicles demands rubber tired wheels. The substitution of the automatic rifle for the ordinary shoulder rifle entails a tremendous increase in the capacity of the ammunition train, until the cumulative effect passes beyond ordinary computation.

The estimated cost of the ordnance required to equip our first 5,000,000 men was nearly \$13,000,000,000.

Ordnance being in general non-commercial, it was necessary in most instances to design the plant, to construct the buildings and facilities, and manufacture the machinery before starting production. The production, for instance, of "smokeless" powder, a single component of artillery ammunition, involved the construction of vast plants, one of which consisted of more than 1,000 factory buildings, spread over 1,800 acres.

Every 18 pounds of finished smokeless powder requires 14 pounds of cotton and 700 pounds of mixed acids for its nitration, so we made the gun-cotton to the extent of more than half of a billion pounds on this side of the water and saved the weight required for the shipment of the raw materials.

Of shoulder rifles, there were produced in the nineteen months of our participation in the war over 2,500,000—a quantity greater than that produced during that period by France or England notwithstanding our handicap of a standing start. At the signing of the armistice, America was producing at a rate twice that of England and five times that of France.

Of small arms ammunition (for pistols, rifles, and machine guns) 2,879,148,000 rounds were produced during the nineteen months between April 6th, 1917, and Nov 11, 1918.

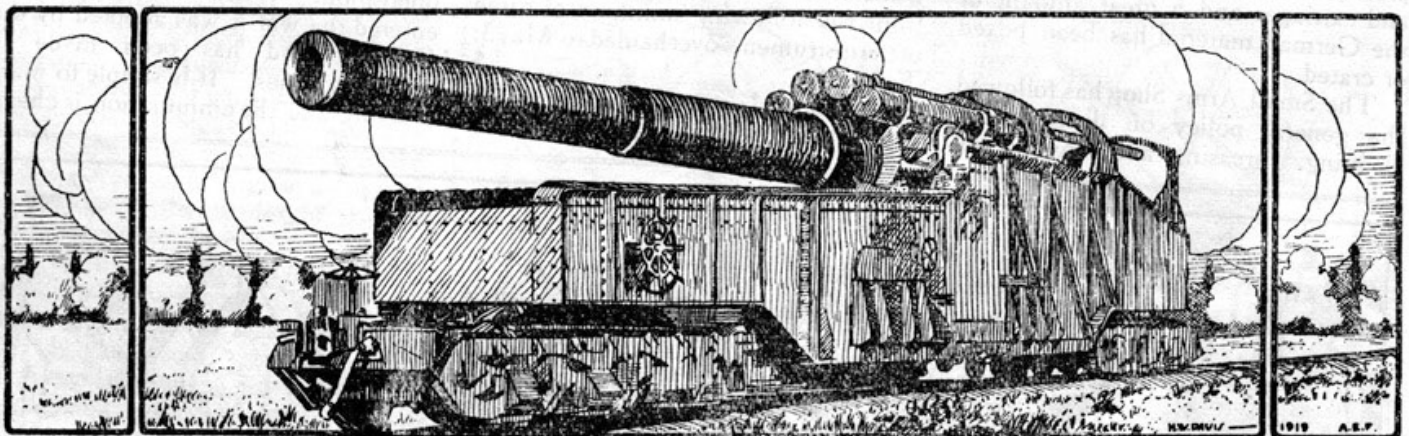
Of machine guns and automatic rifles, America produced during the period from April 6, 1917, to Nov. 11, 1918, a total of 181,662—the average monthly rate of production during the months immediately preceding the signing of the armistice indicates that America was producing 27,270 per month, more than twice as many automatic rifles and machine guns per month as France, and nearly three times as many per month as England.

As to artillery ammunition, a typical instance is the 75-mm project. Of this calibre four and a quarter million of high explosive shells, more than a half million of gas shells and over seven and a quarter million of shrapnel had been produced complete when the armistice was signed. From Jan. 18, 1918, to November 11, 1918, a total of six and a quarter million rounds of 75-mm ammunition were expended by American artillerymen.

The ordnance objective was advisable a rate of production adequate for an army of 5,000,000 men. To win that objective we had to allot time for the building of plants and the development of manufacturing methods capable of such a rate of production. We were building to make ultimate victory absolutely certain, and there never was a moment when the ordnance program did not absolutely guarantee the ultimate defeat of Germany.

The fact that the American munitions program alone was greater than that which Germany could attempt after forty years of preparation for war is but little realized in this country,

(continued on page 15.)



U. S. ARMY 14 IN. RAILWAY GUN—BUILT AT WATERTOWN ARSENAL—WEIGHT OVER 500 TONS

HISTORY OF ORD. REPAIR SHOPS

(continued from page 11)

evacuation to the States after they had completed their work with their respective units. The men began to arrive here early in December. The first three evacuation companies were formed early in January. The men for these companies were selected by a system of rating devised by the Chief Ordnance Officer's office. It was based on length of service, dependents and certain other qualifications. The percentages of all in the camp were found and those having the highest percentage were drawn. Thirty-six companies, containing a total of 3911 men and 89 officers, have been made up and sent to the ports up to May 10th. It has placed a great handicap on the shop as it often occurs that the men selected were skilled men needed on special work. The men selected to convoy material to the United States are chosen from the same percentage list.

The Artillery Repair Shop has employed an average of seven hundred men. The work accomplished to the first of May has included:

8 inch Howitzer	99
9.2 Howitzer	24
155 mm Schneider Howitzer	318
155 mm G. P. F. Gun	128
75 mm Gun, complete	835
75 mm Gun, spare	232
37 mm Gun	124
Tractors, 10 and 5 ton	33

In addition to the above, caissons, limbers and much spare material was overhauled. Over 500 German guns ranging from 76 mm to 240 mm including over forty heavy, 210 howitzers and six railway mounts were completely overhauled. The 75mm guns and carriages and a great amount of the German material has been boxed or crated.

The Small Arms Shop has followed the general policy of dismantling, cleaning, greasing and boxing the

parts of rifles and machine guns for shipment to the United States. Such rifles as were in good condition were not dismantled, but were thoroughly cleaned and boxed. The German rifles sent as trophies were cleaned and prevented from further deterioration. They were packed ten in a box for shipment. An average of 20 Ordnance enlisted men, 200 French women and 450 Chinamen have been employed on this work. The following includes some of the principle material which has been overhauled in this shop up to May 3rd.

U. S. Rifles	171,760
British Rifles	1,778
German Rifles	62,574
Colts Pistols	6,365
Revolvers, Colts and S. & W.	3,797
Chauchat Rifles	1,608
Browning Auto Rifles	2,771
Heavy Machine Guns	2,374
German Machine Guns	617
Machine Gun Tripods	3,331
U. S. Bayonets	135,489
Bayonets, Misc.	6,093

All parts of the dismantled rifles are inspected and only the serviceable parts are cleaned and packed. Some idea of the amount of this material saved and sent to the United States can be obtained from the following figures on some of the components:

Receivers	81,471
Bolts	100,552
Front Bands	110,020
Floor Plates	71,955
Stocks	62,464
Machine Gun barrels	542

The Optical Instrument Repair Shop began with one officer and about thirty men. The force was increased and averaged 60 men until May 1st. These valuable instruments have been completely overhauled, repaired and boxed for shipment. An idea of the work of this division can be obtained from the following summary of some of the instruments overhauled to May 3:

Telescopes	5
Fire Control Instruments	4,458
German Panoramic Sights	108

Leather Instrument Cases	1,942
Tripods	515
Bracket Fuse Setters	172

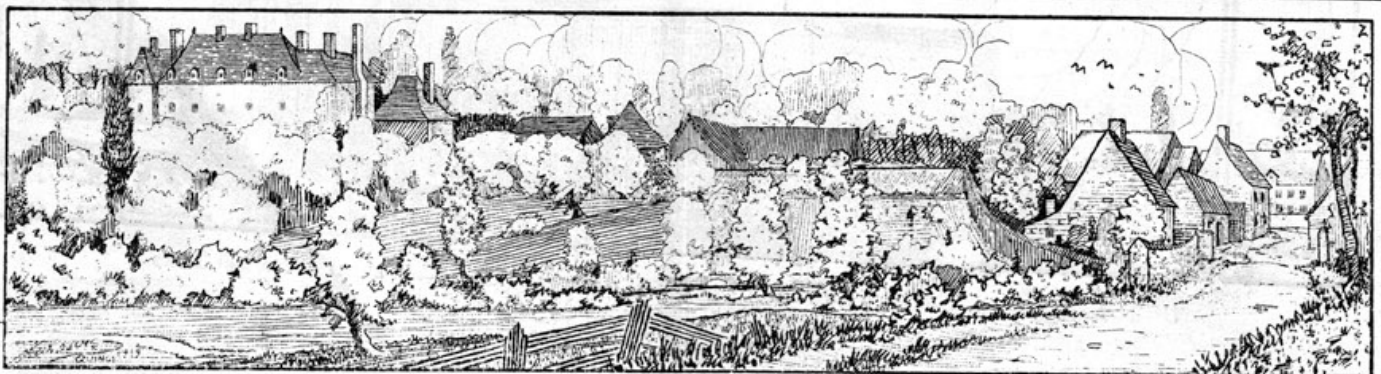
The Woodworking shop was organized in December to give all attention to the work of making boxes and crates for the packing of material. These were standardized and made in quantities in this shop. A force of 137 Ordnance men and 50 Chinamen have been employed by this division.

Since January there has been actually employed in the work of the shops and storehouses an average of 2400 enlisted men, 800 Chinamen and 200 French women. To enable the greater part of the work to be completed by July 1st, two hundred more Chinamen and four hundred additional women are being hired. To maintain the men employed in the shops the Military Department of the camp has had an average of 1000 enlisted men employed in the camp proper for the housing, feeding and entertainment of the men, bringing the total employees required to operate the Repair Shops up to an average of 4500.

FAMOUS STOKES MORTARS HERE

The little three-inch Stokes Trench Mortar, of which a large number has been received in the Artillery Repair Shop, has attracted a great deal of attention. It was designed so as to be light enough to go "over the top" with the first wave and can be fired when supported by the knees of a squatting soldier. It throws a twelve pound projectile and is so efficient that six shots can be kept in the air at once, all visible on account of their low velocity.

The Stokes Mortar was designed in 1916 in England and was adopted by the British after much discussion and opposition. When the United States entered the war it was adopted by our Ordnance and has been made in great quantities. It is simple to manufacture and the ammunition is cheap.



GLEANINGS FROM THE PRESS

The American G. H. Q. will be moved shortly from Chaumont to Paris.

Congress expects to legislate to prevent German Potash being imported into the U. S. Germans are now trying to ship 5,000 tons.

The War Dept., announced that plans have been authorized which will make Watervliet Arsenal the greatest plant of its kind in the world.

On the day of the Armistice the American Army held 83.4 miles of battlefront, or twenty-one per cent of the entire line.

EXCELLENT TELEPHONE SYSTEM

Handling more than 1500 calls a day on two small switch-boards, the local telephone system resembles that of a small city. Over 120 telephones are connected with this system besides the numerous long distance connections which are possible. An average of 40 to 50 long distance calls go through the local exchange daily to such places as Tours, Paris, Bordeaux, St. Nazaire and Nevers.

This system was installed entirely by Ordnance men and has also been operated by them since March 1918. At no time has the system been out of working order.

AIRCRAFT ARMAMENT WORK

One of the interesting phases of Ordnance work in France was that of Aircraft Armament. This embraced the fitting out of all aircraft with machine guns and aerial bombs, and the maintenance of this armament.

At Orly Field, Romarantin, and other large aeroplane parks, large numbers of Ordnance men were stationed to rig up and prepare this material, and one Officer and 18 Ordnance men were furnished to each flying squadron. The machine guns were specially designed for aeroplane use, and the firing was carefully timed by gears from the engine so as to shoot between the blades of the revolving propeller.

The Ordnance Aircraft Armament work grew to such proportions that in June, 1918, a school was established at St. Jean de Monts where courses of instruction were given on the Lewis, Vickers, and Marlin aircraft guns, and on the synchronizing, and on bombing operations. This school furnished monthly about 40 officers and 700 enlisted men.

MANUFACTURING WAR MATERIAL

(Continued from page 13.)

but no doubt was realized in Germany, and undoubtedly it contributed substantially to victory by its reaction upon the minds of the military authorities of the Central Empires.

As to the quality of our product—the eagerness of the poilu to acquire an American rifle, with its rimless, non-jamming ammunition; the universally acknowledged excellence of the American automatic pistol; the purchase by the French Government of 550 155-mm. howitzers of American manufacture after French designs; the cabled request of the French Government for a continuous monthly supply of 3,000 Browning Machine guns, and 50,000,000 cartridges for them, after witnessing their performance under battle conditions; the general order from British General Headquarters directing that on account of the greater uniformity and consequent less danger to the troops advancing under its protection only American made powder be used for artillery barrages—all these were sincere tributes to American excellence from qualified judges, who were backing their opinions with their lives.

522 French women and 22 French men are now employed in the Small Arms and Optical Repair Division.

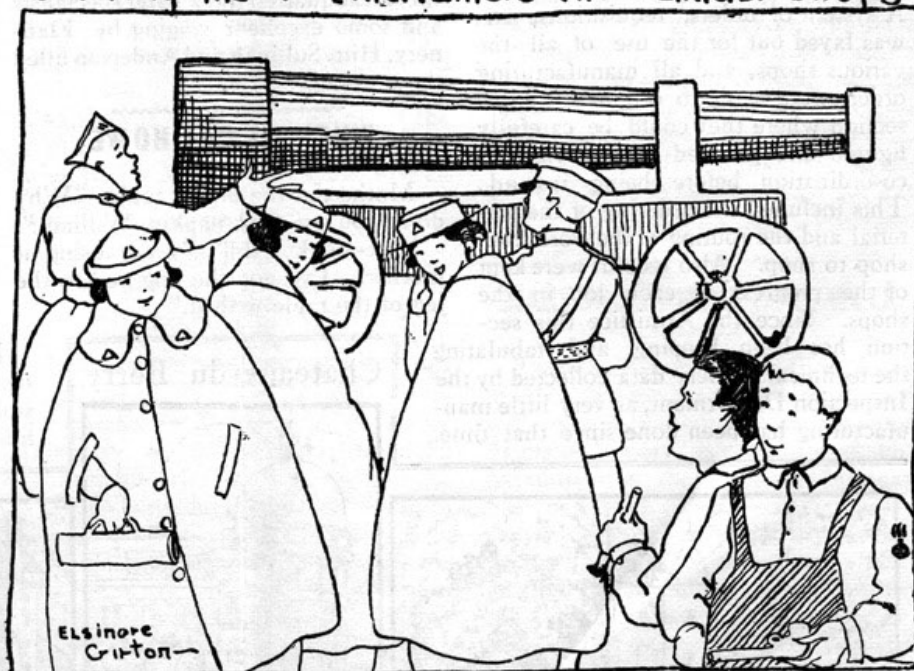
A. E. F. TRADE SCHOOL AT MEHUN

The first men to come here for trade instruction under the program of the Army Educational Bureau arrived April 10th. These men, now totaling in all 135 men, form a separate company known as the Educational Detachment. They are doughboys, artillerymen and machine gun men from ten divisions and two army corps.

The men were divided among the Shops according to their choice; the machine shops attracted the greatest number, fifty-one men, and the wood-working Shop came second with forty-four men. Other courses taken are, Optical Repair, Automobile Repair, Printing, Acetylene Welding, Laundry, Blacksmithing, Electrical, and one man in the Transportation office. The courses are planned to cover a period of fifty working days and will give the students an idea of the work.

The shops here are equipped with a great variety of the best modern machinery, and every facility is given these men to get as much as possible out of the limited time. It was hoped by those who planned these trade schools that they would thereby give opportunity to a large number of men to learn something beneficial to them in civil life while they are waiting their turn to go home. The students have shown a great interest in the work, and their industry has accomplished much toward completing work here.

Showing the "Y" Entertainers the Q.R.S.D. Shops



The "BIG GUNS" are not always the most attractive.

Contributed to the Mehun News by Miss Elsinore Girton. Artist with the "Tunes, Chalk and Magic" Vaudeville party.

CAMP BRIEFS

Lieutenant Colonel Gillespie who has been in charge of the Military Department at this post left last Tuesday for St. Nazaire where he will be Base Ordnance Officer.

Brig. General Rice, Chief Ordnance Officer, A. E. F., spent Wednesday at the Ordnance Repair Shops.

Maj. General Hays, Commanding General, Intermediate Section, visited the camp Tuesday.

Ord. Sgt. W. L. Thompson, 1st Sergeant of the Headquarters company has the distinction of wearing six wound stripes and four service stripes. He served over two years in the Canadian army, and two weeks after his discharge from the result of wounds received in battle he enlisted and came over with the 76th Division.

Total carloads of material shipped to May 14th, 3,942.

WE CAN'T QUIT

Popular demand has decided that the time for the placing of The Mehun News on the retired list has not arrived yet. We will continue and trust that popular contribution will be as great as the call for the paper.

Shops Engineering Important Work

(continued from page 1)

ings of the different shops of the plant. A system of orders, requisitions, etc. was laid out for the use of all the various shops, and all manufacturing orders were made to originate in this section where they could be carefully figured and planned with a view to co-ordination before being issued. This included the ordering of the material and the routing of the work from shop to shop. Also records were kept of the progress of each job in the shops. Since the Armistice this section has been keeping and tabulating the technical artillery data collected by the Inspection Department, as very little manufacturing has been done since that time.

AGRICULTURAL CLUB VISITS FRENCH FARMS

Au-revoir to Mademoiselles a n d vin blanc, the Agricultural Club men have found a better way to spend Sunday afternoons. Last Sunday afternoon Captain Miller, Post Educational Officer, made arrangements for the members of the club, representing fourteen states and some of the best farms in the United States, to visit one of the leading farms of this section of the country. Four agricultural experts, Directors of Agriculture at the Beaune University, accompanied the party and gave some interesting talks.

The club expects to make other trips in the future. It was organized a month ago with Sergeant Bull as Agricultural Instructor and has proved quite a success. Men actually interested in agriculture are invited to come. There is a limited number of books on all branches of agriculture at the School which can be taken out.

HEADQUARTERS CO.'S BANQUET

A real American banquet hardly describes the Headquarters Co.'s spread last Saturday evening. It was typical American from the soup to nuts, deliciously interspersed with roast chicken, lobster salad, pie a la mode, and so on. Short speeches were made by Major McAleer, Major Sabin, Capt. French, Lieut. Thompson, Lieut. Storms, Lieut. Reed, Lieut. Gage, and the "Y" and K. C. secretaries. Jazz music from the Headquarters Jazz band specialists and some excellent singing by Flannery, Hitt, Sullivan and Anderson filled the evening.

WHEN WE GET HOME

Mother, at the dinner table: "Why don't you use your napkin, William?"
"Ex-Buck" Bill: "I am using it mother. I've got the dog tied to the leg of the table with it."

Chateaux du Berry



SPORT BREVITIES

Next Saturday and Sunday the undefeated St. Aignan nine will be seen in action against the locals, both games will start at 2:30 P. M.

Mehun's two contestants at the Le Mans pistol competition both returned with gold medals. Major Snyder made a score of 958, and Lieut. Wilder followed close with a score of 953.

Playing Bourges in their own backyard, Mehun won at baseball Sunday, score 12 to 8. Some excitement was caused by the Bourges W. A. A. C. rooters. All of Mehun's pitchers were given a workout and even the local catcher, "Husky" Sapper was allowed to shoot at the "Crows" for a while.

U. S. INSURANCE GOOD INVESTMENT

A booklet has been received from the Treasury Dept. describing the new U. S. Government Life Insurance. War Risk Insurance can now be converted into Ordinary Life, 20 or 30 payment life, 20 or 30 year endowment, or endowment maturing at age of 62. The rates are much cheaper than those given by Insurance Companies, being figured on the basis of the American Experience Table of mortality with 3 1/2 per cent interest, and no addition made to cover cost of issuing or of administration.

The present policies must be converted within five years. The necessary application blanks will be furnished by the Bureau. The Treasury Dept. advises not to hire an agency or person in arranging or collecting this insurance. The insurance is unassignable, non-taxible, and free from the claims of creditors. After one year the policies provide loans equal to 94 per cent of the cash value. Upon total disability of the Insured while the policy is in force monthly installments will be paid to the Insured as long as he is disabled.

Every soldier should retain his present insurance and convert it as soon as possible after return to the States. It is the finest investment that anyone can make.