

Archives: Tully Papers

Logs of the President's Inspection Tour, April 13-29, 1943

Franklin D. Roosevelt Library & Museum

Collection: Grace Tully Archive

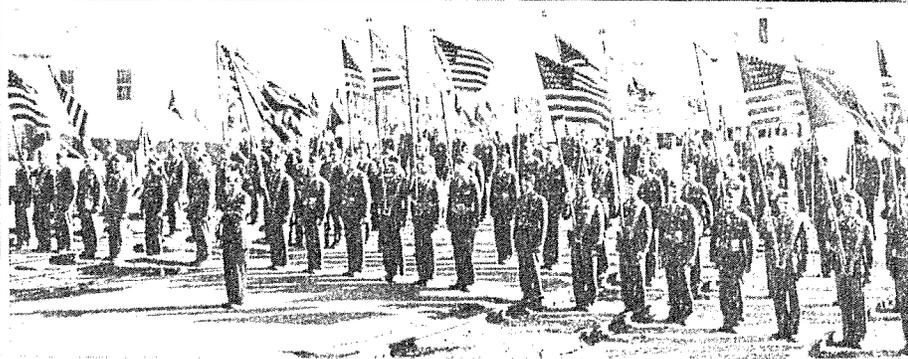
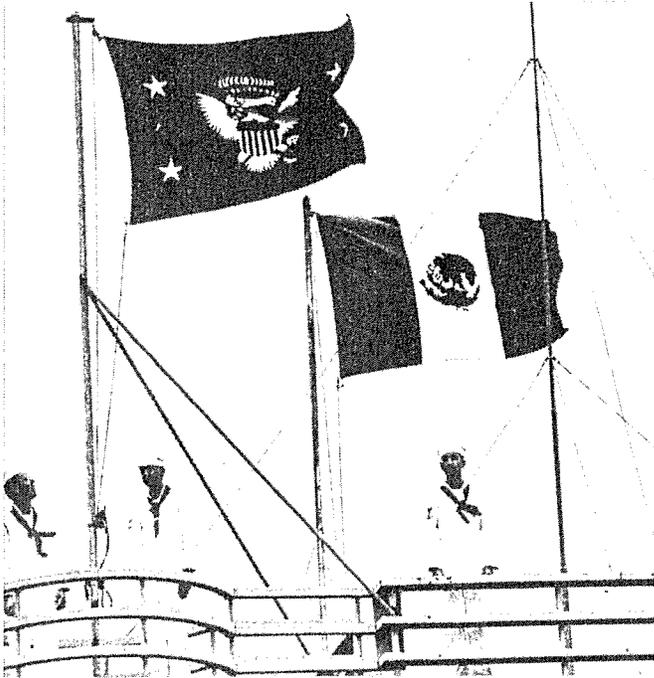
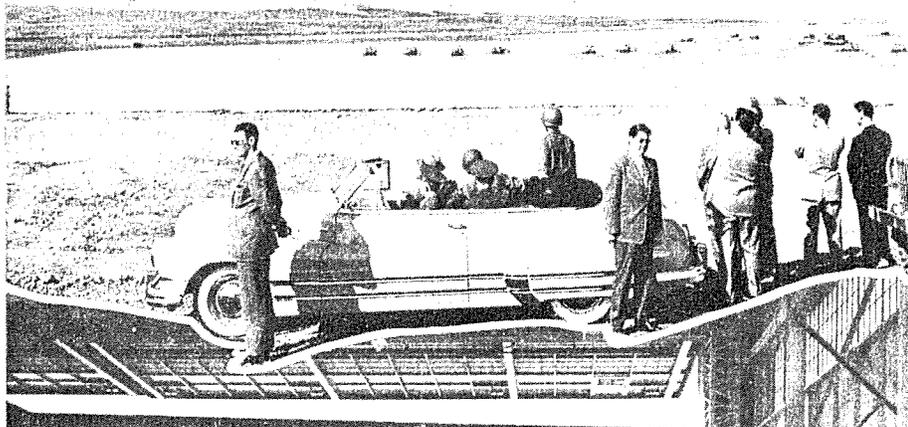
Series: Grace Tully Papers

Box 7; Folder = Logs of the President's Trips:

Inspection Tour, April 13-29, 1943

[Part 1 of 2]

ORIGINAL RETIRED FOR PRESERVATION



Collection: Grace Tully Archive; Series: Grace Tully Papers
Box 7, Folder: Logs of the President's Trip Inspection Tour, April 13-29, 1943

LOG OF
THE PRESIDENT'S INSPECTION TOUR

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13-29 APRIL, 1943

THE PRESIDENT'S PARTY

The President

Rear Admiral Ross T. McIntire, (MC), U.S.N.
 Major Henry Hooker
 Miss Laura Delano
 Miss Margaret Suckley
 Miss Grace Tully
 Mrs. Dorothy Brady
 Lieutenant George Fox, (HC), U.S.N.
 Mr. Dewey Long
 Ship's Clerk William M. Rigdon, U.S.N.

The Honorable Basil O'Connor
 Washington to Warm Springs
 The Honorable Leighton McCarthy
 Washington to Warm Springs
 Miss Toi Bachelder
 Washington to Warm Springs
 The Honorable Stephen Early
 Washington to Corpus Christi
 Rear Admiral Wilson Brown
 Washington to Corpus Christi
 The Honorable Sumner Welles
 Fort Worth to Corpus Christi
 Ambassador Francisco Castillo Najara
 Fort Worth to Corpus Christi
 Mr. Philip Bonsal
 Fort Worth to Corpus Christi
 Mrs. Franklin D. Roosevelt
 Fort Worth - Monterrey - Fort Worth
 Mrs. Elliott Roosevelt
 Fort Worth - Monterrey - Fort Worth
 Miss Ruth Chandler Roosevelt
 Fort Worth - Monterrey - Fort Worth
 Master Elliott Roosevelt, Jr.
 Fort Worth - Monterrey - Fort Worth
 Miss Malvina C. Thompson
 Fort Worth - Monterrey - Fort Worth
 The Honorable Marvin H. McIntyre
 Fort Worth - Monterrey - Washington
 Major General Edwin M. Watson
 Fort Worth - Monterrey - Washington
 Ambassador and Mrs. Messersmith
 Sanchez Crossing (Mexico) to Monterrey
 The Foreign Minister and Mrs. Padilla
 Sanchez Crossing (Mexico) to Monterrey

THE PRESIDENT'S PARTYTHE PRESS

Mr. Douglas B. Cornell	The Associated Press	
Mr. Merriman Smith	The United Press	
Mr. Arthur Herman	The International News Service	
Mr. Wm. C. Murphy, Jr.	The Philadelphia Inquirer	Washington to Corpus Christi
Mr. Bert Andrews	The New York Herald Tribune	Washington to Corpus Christi
Mr. William Lawrence	The New York Times	Washington to Corpus Christi
Mr. Dewey Fleming	The Baltimore Sun	Washington to Corpus Christi
Mr. Raymond Brandt	The St. Louis Post Dispatch	Washington to Corpus Christi
Mr. Roscoe Drummond	The Christian Science Monitor	Washington to Corpus Christi

PHOTOGRAPHERS

Mr. George Skadding	Associated Press *	Mr. Hugo Johnson	Paramount News *
Mr. Albert Oeth	Paramount News *	CPhoM A. C. Black	U.S.N.
(*Representing all services)			

Mr. Leo DeWaard	Post Office Inspector	Warm Springs to Washington
Mr. D. L. Moorman		B & O Railroad Representative
Master Sergeant Montford Snyder, U.S.A.		President's Driver
Arthur Prettyman		President's Valet

ARMY SIGNAL CORPS

Colonel Wm. A. Beaseley, U.S.A.	Captain Dewitt Greer, U.S.A.
Eight U.S.A. Enlisted Men	

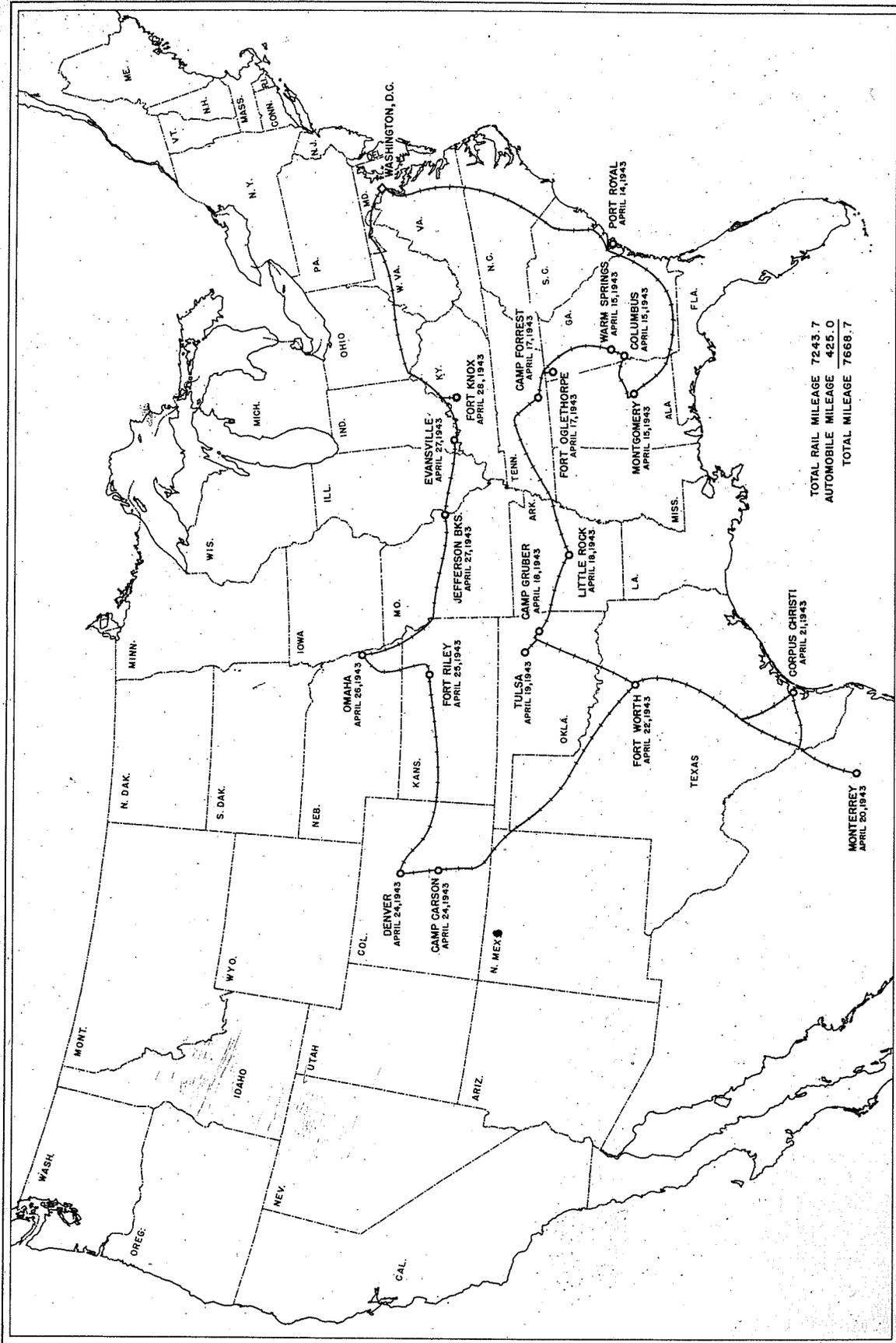
SECRET SERVICE DETAIL

Chief Frank J. Wilson	Michael F. Reilly
Guy H. Spaman	Charles W. Fredericks
Gerald H. Behn	John A. Marshall
Frank B. Wood	Andrew G. Daigle
Arthur E. McCabe	Wilmer K. Deckard
Robert R. Hastings	Elmer R. Hipsley
Roland M. Savage	Edmund J. Waters
John T. Gorham	James H. Griffith
Walter A. Haman	Neil A. Shannon
Vernon D. Spicer	George A. Schnellbach, Jr.
Frederick M. Clark	Jack L. Willard
James Beary	Burrell Peterson
James Rowley	Howard Anderson

"Fala"

and

"Sister"



I T I N E R A R Y

<u>Arrived</u>	<u>Place</u>	<u>Departed</u>
. . . .	Washington, D.C.	13 April
14 April	Marine Barracks, Parris Island, South Carolina	14 April
15 April	Maxwell Field, Alabama	15 April
15 April	Fort Benning, Georgia	15 April
15 April	Warm Springs, Georgia	16 April
17 April	Fort Oglethorpe, Georgia	17 April
17 April	Camp Forrest, Tennessee	17 April
18 April	Camp Joseph T. Robinson, Arkansas	18 April
18 April	Camp Gruber, Oklahoma	19 April
19 April	Tulsa, Oklahoma (Douglas Aircraft Company Plant)	19 April
20 April	Monterrey, Nuevo Leon, Mexico	20 April
21 April	Naval Air Station, Corpus Christi, Texas	21 April
22 April	Fort Worth, Texas	22 April
24 April	Camp Carson, Colorado	24 April
24 April	Denver, Colorado (Remington Arms Denver Ordnance Plant, Lowry Field, and Fitzsimons General Hospital)	24 April
25 April	Fort Riley, Kansas	25 April
26 April	Omaha, Nebraska (Glenn L. Martin Company Plant)	26 April
27 April	Jefferson Barracks, Missouri	27 April
27 April	Evansville, Indiana (Republic Aviation Corporation Plant)	27 April
28 April	Fort Knox, Kentucky	28 April
29 April	Washington, D.C.

MILEAGE COVERED

	<u>Miles</u>
Richmond, Fredericksburg & Potomac Railroad	113.1
Atlantic Coast Line Railroad	904.9
Charleston & Western Carolina Railroad	47.6
Gulf, Mobile & Ohio (switch move)	4.4
Western Railway of Alabama	64.3
Central of Georgia Railroad	63.6
Southern Railway	278.3
Nashville, Chattanooga & St. Louis Railway	394.0
Missouri Pacific System	1,887.5
St. Louis - San Francisco Railroad (Frisco)	238.1
Missouri - Kansas - Texas Railroad	96.1
National Railroads of Mexico	340.0
Texas Mexican Railway	194.7
Texas and Pacific Railroad (switch move)	15.4
Burlington System	804.4
Union Pacific Railroad	739.5
Louisville & Nashville Railroad	318.9
New York Central (switch move)	3.0
Illinois Central Railroad	56.8
Baltimore & Ohio Railroad	676.8
Pennsylvania Railroad (switch move)	<u>2.3</u>
Total railroad mileage	7,243.7
Automobile mileage (estimated)	<u>425.0</u>
Total all mileage	7,668.7

The President's trip was conducted in strict wartime secrecy. All arrangements with the railroads were made verbally and in a person-to-person manner. No orders or letters were written and nothing was said or done that would convey even an intimation of the fact that the President was planning a tour. Even superintendents and road foremen of engines who were instructed to be at a certain point at a certain time to ride a special train did not know until after they were aboard the train that the Nation's Chief Executive was riding their rails.

The train included two head-end cars (baggage car and communication car), a combination sleeper-lounge car, a dining car, four compartment drawing room sleepers, and the President's car. Train speeds were restricted to 40 miles an hour. Uniform train orders were agreed to for all operations, the train being scheduled as a passenger extra with right over all other trains. All other trains were instructed to clear it by 20 minutes. All railroads were required not to move the train backward at any point unless the move was made with engine and buffer pulling the train.

The railroads did a grand job!

FOREWORD

This tour, the President's second wartime tour to military posts, naval stations and war factories, also included a brief visit at Monterrey, Nuevo Leon, Mexico, where Presidents Roosevelt and Camacho met for friendly discussions. This meeting was the first for the Presidents of the United States and Mexico in 34 years.

Our entire route, while in the United States, was carefully guarded by units of the U.S. Army; while in Mexico, the route was guarded by units of Mexican cavalry.

Although there was general surprise shown at the President's presence wherever he went, this trip was not as big a secret as the inspection trip of last fall, particularly so after our visit to Monterrey and Corpus Christi and the newspaper and radio publicity incident to those visits. Curious crowds were attracted everywhere along our route, particularly at the railroad stations in the Midwest, by the presence of the large or unusual number of military guards about the stations and tracks. In the camps, many service men admitted that, although they had no definite information, they did have a pretty good idea who their visitor was to be.

The weather threatened on several occasions and we passed through local rain and hail storms. However, clear weather prevailed during all scheduled visits and inspections.

The log of the tour follows.

ORIGINAL RETIRED FOR PRESERVATION



WITH FALA BY HIS SIDE, THE PRESIDENT LISTENS INTENTLY TO THE
MUSIC OF AN ARMY BAND.

Tuesday 13 April

The President dedicated the memorial to Thomas Jefferson at noon today and then returned to the White House for lunch, before departing on his second inspection trip of war plants and military and naval stations.

The advance section of the special train left the Silver Spring, Maryland, station at 1:15 P.M. and proceeded to the Bureau of Engraving siding, where the President's private car, with the President and his immediate party embarked, joined the advance section at 2:10 P.M. Very shortly afterwards, the special train departed for Richmond, Virginia, and the South. The first stop, a brief pause, was made just across the Potomac River to pick up some horse meat for Miss Delano's Irish Setter, "Sister," that inadvertently had been left at the White House in the rush of getting away after a crowded morning.

The weather was slightly cool and a bit windy as we left Washington and we found this sort of weather prevailing as far south as Savannah, Georgia. Just south of Richmond there was still considerable evidence of recent strong winds - a path of broken treetops. Norfolk, Virginia, had reported winds of gale intensity the previous day.

Enroute to Port Royal, South Carolina, operating stops were made at Richmond, Virginia; Emporia, Virginia; South Rocky Mount, North Carolina; and at Florence, South Carolina. We laid over at Florence from 12:50 A.M. until 5:50 A.M., Wednesday, 14 April, before proceeding to Port Royal.

Wednesday 14 April

We arrived at Port Royal on schedule (11:00 A.M., EWT). The President and his party disembarked immediately to enter waiting motor cars for the trip to the Marine Barracks at Parris Island. After entering his car, the President was greeted by the Honorable Olin P. Johnston, Governor of South Carolina, and Major General Emil P. Moses, U.S.M.C., Commanding General, Marine Barracks, Parris Island. Governor Johnston and Major General Moses then entered the President's car to accompany him on his inspection.

The party proceeded from Port Royal over the "five-mile" causeway to the Marine Barracks' parade ground and bandshell at the main station, where the station band and approximately 8,000 Marine recruits were massed to render honors to and be reviewed by their Commander-in-Chief. After honors, a number of senior officers of the base were presented to the President. These included Captain Hutchinson, (MC), U.S.N., commanding the Marine Barracks Medical Department; Captain Patton, (DC), U.S.N., Senior Dental Officer; Captain Logue, (MC), U.S.N., Executive Officer of the Naval Hospital; Colonel D. J. Kendall, U.S.M.C., Chief of Staff to Major General Moses; and Colonel Harry Smith, U.S.M.C., Commanding Officer of the Recruit Depot.

The President drove through the massed formation for an inspection of the "boots," and from here the party proceeded along "Wake" Avenue past the immense rifle range, where such a vital part of the Marine recruit's training is accomplished. Here, on this wind-blown range, some 2,000 recruits were engaged, by groups, in demonstrating for the

President every phase and position of the course of instruction for the training of expert riflemen.

From the rifle range our course took us next to the Marine Corps Air Station. Along this route we passed the excellent dairy farm and vegetable truck garden which are operated by the Marine Barracks in the area formerly occupied by the old naval prison. It was remarked to the President that a large number of borderline (neurotic) recruits, who otherwise might have broken down completely, have been salvaged to make excellent men for the Marine Corps by detail to work at this dairy farm and truck garden.

A squadron of Navy fighter planes (carrier type) passed overhead just as we were entering the grounds of the air station. This squadron had been training here and was scheduled to join its newly assigned parent carrier soon.

After a drive through the air station, a brief stop was made at the Marine Officers' Club, where fruit juices and fresh milk were served to the party.

Next visited was the station hospital. Here the doctors, nurses, corpsmen and patients were all lined up for inspection. Several cripples and even some stretcher patients were out "along the route" for a glimpse of their Commander-in-Chief.

From the hospital our route took us back to the parade ground for departure honors. After these honors, the President was introduced to the men of the formation by General Moses and responded with the following informal remarks:

"Men, I congratulate you on being Marines. I have followed the Marine Corps many, many years. It was just 30 years ago I was here at Port Royal. I have seen you in Haiti, Santo Domingo, and in France, and on the Rhine. Some of you men may not appreciate it, but I was not in the Halls of Montezuma or on the Shores of Tripoli. I congratulate you on the fine work being done here. You are a credit to the Marine Corps. I can't say more than that."

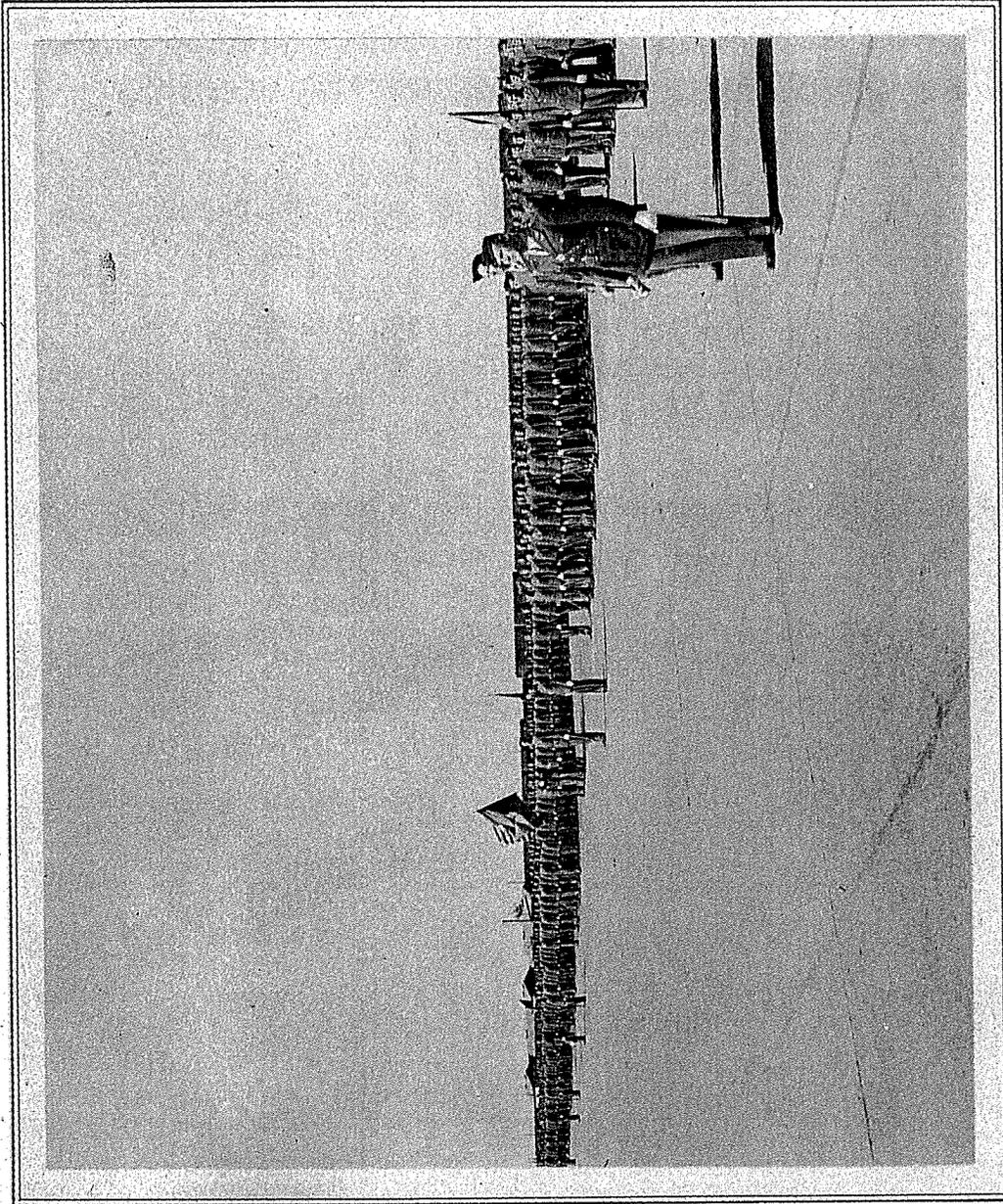
The beautiful azaleas in the wooded areas along the causeway leading from Port Royal to the main station were very much in evidence today. These, we were told, were planted last year by Lieutenant Colonel James D. McLean (the Post Quartermaster) and this is their first bloom.

The weather here was much cooler than had been expected and it was also very windy and dusty. This hampered the inspection somewhat. However, all details for the President's brief visit here had been worked out with great care and everything functioned perfectly. The routing of the inspection party was well done. The station presented a generally well kept appearance and the President expressed himself as very well pleased with his visit here. The massing of the recruits gave him an excellent opportunity to form an opinion as to their average age and physical development.

Particular credit is due the Post Quartermaster for the very convenient platform and ramp built for facilitating the President's disembarkation from and embarkation on the train.

The party returned to the train at 12:10 P.M., embarked, and at 12:15 P.M., we departed Port Royal for Maxwell Field, Alabama.

After leaving Parris Island, our route took us to Maxwell Field (near Montgomery, Alabama) via Savannah, Jesup, Waycross, Valdosta, and Thomasville, Georgia, and Dothan, Alabama. We laid over at Dothan from



MAXWELL FIELD, ALA. THE CADET HONOR REGIMENT.

12:30 A.M. until 5:30 A.M., Thursday, 15 April, before proceeding to Maxwell Field.

Thursday 15 April

(Forenoon)

Our train arrived at the Maxwell Field siding shortly before 9:00 A.M. (CWT). The President disembarked and was met by Governor Chauncey Sparks of Alabama; Major General Ralph Royce, Commanding General, Southeast Training Center; Major General B. K. Yount, Commanding General, Flight Training Command, S.E.T.C.; Brigadier General William Welsh, Chief of Staff, S.E.T.C.; Colonel Elmer Bowling, commanding Maxwell Field; Colonel Fitzgerald, Assistant Chief of Staff, S.E.T.C.; Colonel C. H. Anderson, commanding Craig Field; and Colonel R. Winn, commanding Gunter Field. Joining the President in his car were Governor Sparks, Major Generals Royce and Yount.

The inspection party proceeded along the post streets, which were lined on both sides with splendid looking Air Corps cadets, to hangar #1, where honors were paid the President by a wing of some 4,000 pre-flight cadets and the post band. Approximately 50 planes from the Advanced Flying School at Craig Field were overhead at the time. After honors, we moved on to the Operations Office area, where the President inspected 84 training planes lined up in rows of sixes, with student pilots and assistants from basic training standing by the planes. Then, on signal, the 84 planes started motors and the student pilots took them off, by threes, all planes clearing the ground in order and in less than ten minutes' total time from the initial signal. After a wide circle of the

field, these planes formed up and passed in review before the President over the very same spot from which they had just taken off. The students flying in this review included approximately 30 British cadets.

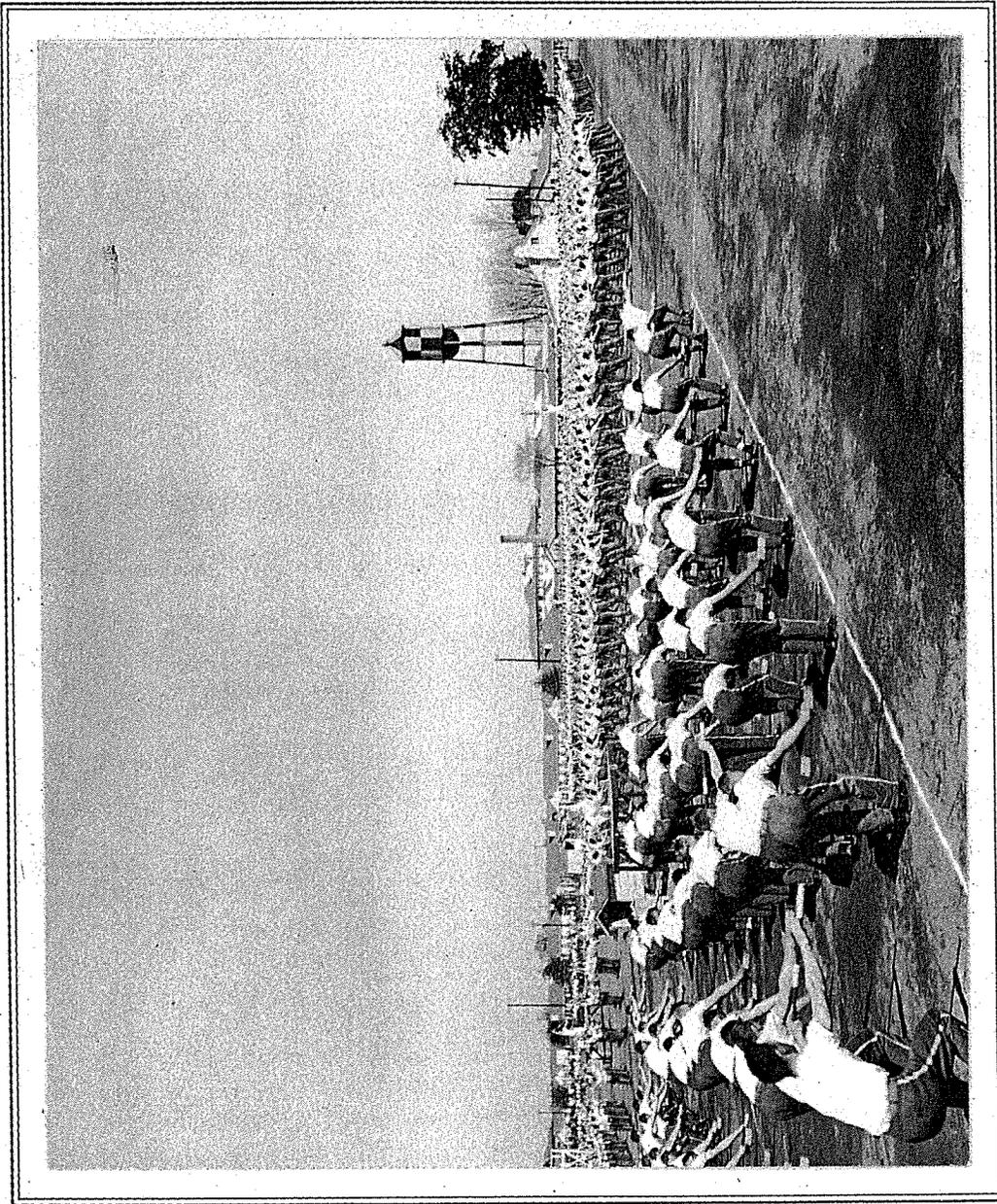
While waiting for the aerial review, the cadet honor wing broke into song for the President, with the "Army Air Corps Song" followed by a British song called "The Tuppence Song." Their singing delighted the President, for when they had finished he remarked, "Pretty good."

Fala, always a great favorite with the crowds wherever he goes, almost stole the show from his master about this time. When Miss Suckley took him from the car for a limbering-up walk, he was immediately recognized and a din of "Oh's!" and "Ah's!" went up.

During the pause at the Operations Office area, three Cadet Corps officers were presented to the President and photographed with him. They were Cadet Herbert E. Schopka (Glendale, New York), Cadet Corps Commander; Cadet Walter B. Hawkins (Jacksonville, Florida), Cadet Corps Adjutant; and Cadet J. C. Davidson (Richmond, Virginia), Cadet Corps Supply Officer.

After witnessing the aerial show, very expertly done by the student pilots, the President's party returned to hangar #1 area for departure honors. After a farewell salute to their Chief, and as if they had sensed how very much the President had enjoyed their singing, the cadet honor wing again broke into song with the strains of their favorite, "The Army Air Corps" song. And to show his appreciation, the President gave the cadets a very snappy salute before moving along.

From hangar #1 the party proceeded to the athletic field area, where some 3,000 cadets, participating by groups in the many games and



MAXWELL FIELD, ALA. ARMY AIR CORPS CADETS BEING TOUGHENED.

forms of physical exercise, gave the President an excellent picture of the scope and results of the Air Corps' extensive physical training program designed to toughen up their student pilots. Some of these were calisthenics, pitching horseshoes, tug of war, shuffle board, pushball, basketball, volley ball, boxing, and running the obstacle course (or the Burma Road, as it is locally known).

The Cadet Corps and station here presented an excellent appearance, and once again it was noted that all details of the inspection worked out smoothly and functioned perfectly.

The major activities at Maxwell Field (located on the northwest edge of Montgomery, Alabama) are the Army Pre-Flight School and the Headquarters, Southeast Training Center, Army Air Corps. Maxwell Field was established as an air depot in April 1918. It became a permanent station in September 1921 as the home of the Air Corps Tactical School.

The total strength of the Southeast Training Center is 9,297 officers; 82,000 enlisted men; and 75,097 students. The following activities comprise the S.E.T.C.: 85 college training detachments; 23 civic elementary contract schools; 11 basic flying schools; 11 advanced flying schools; 2 navigation schools; 2 flexible gunnery schools; 1 fixed gunnery school; 1 central instructors' school for flexible gunners; 1 Royal Netherlands East Indies Flying school; 1 flying school for colored cadets; 1 classification center; and 2 pre-flight schools. Students enter the flying schools every four and one-half weeks and pursue a normal course of instruction that lasts over ten months. There are being graduated from this Training Center each month 1,804 pilots, 690 gunners and 290 navigators. There are 276 British pilot instructors in the S.E.T.C.

The President and his party returned to the train at 9:55 A.M., and we departed Maxwell Field at 10:00 A.M. (CWT) for Fort Benning, Georgia.

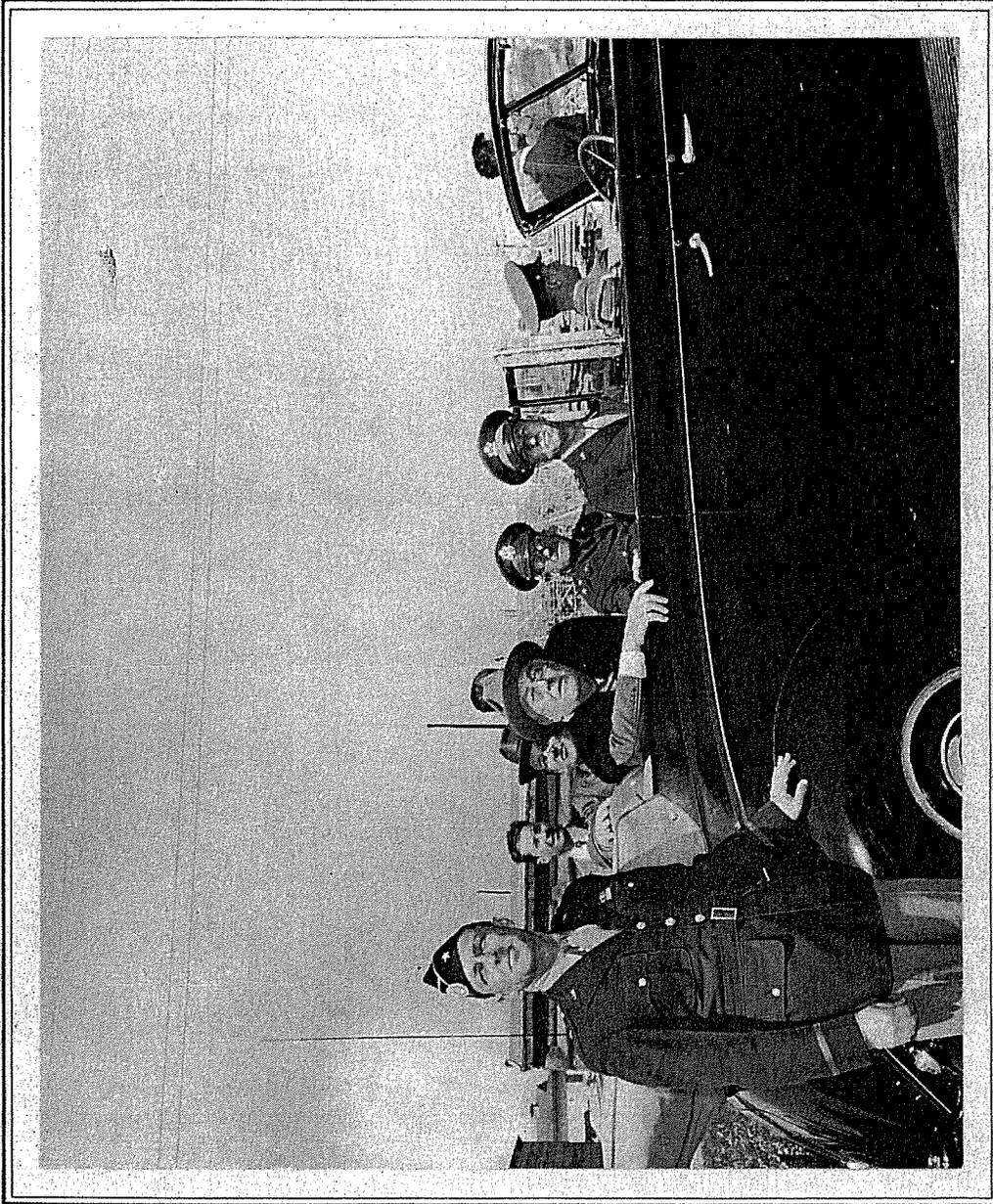
Thursday 15 April

(Afternoon)

Fort Benning is such an immense post, and there was so much of interest happening here today, as to create within one the same feeling he would experience in attending his first five-ring circus. One simply couldn't fully decide which show to watch.

Here at Fort Benning are located the Parachute School, where our Paratroopers receive their basic training; the Infantry School, where a large part of our Army's officer personnel are trained - top men selected from the ranks for Officer Candidate training; and the Tenth Armored Division. Fort Benning's wooded, hilly and rolling terrain lends greatly to the realistic training of our infantrymen and mechanized forces trained here. Many of the classes in these various schools are held in the open air here, and some begin as early as 3:00 A.M.

Our train arrived at a siding near warehouse #2, Fort Benning, at 3:00 P.M. (EWT). The President was greeted as he disembarked from the train by Governor Ellis Arnall of Georgia; Major General Levan C. Allen, Commandant of the Infantry School; Brigadier Generals George Howell, Commandant of the Parachute School, and W. Scott Fulton, Commanding General, Fort Benning. The President's party entered waiting motor cars and departed at once on the inspection tour. Riding with the President at this juncture were Governor Arnall, Major General Allen and Brigadier General Howell. The streets of practically the entire post, large as it is, were



FORT BENNING, GA. THE PRESIDENT WATCHES A PARATROOP DEMONSTRATION.

lined with troops.

The inspection party passed first through the ranks of the 29th Infantry, which outfit rendered honors to their Commander-in-Chief on behalf of the entire post.

The next area visited was the Parachute School. Here, all stages of parachute training were demonstrated for the President. He saw men engaged in physical training, jumping from various platforms, from training towers, and advanced students jumping from transport planes. Classes were also observed at work involving ground work. On the completion of this phase of the inspection, Brigadier General Howell left the President's car and Brigadier General Fulton joined the President.

On the route from the Parachute School to the Infantry School area the party passed through a formation of several thousand colored troops. A large number of them, newly arrived inductees, were still in civilian clothes.

At the Infantry School area every phase of the training of an infantryman was demonstrated for the President. On the rifle range the recruits were being instructed in the technique of rifle fire, the use of the bayonet and in hand-to-hand fighting. Perhaps the most interesting part of the show was the battle indoctrination attack demonstration, known as the "Platoon in the Attack" - a demonstration of an infantry attack supported by machine guns and mortars firing live ammunition and tracer ammunition to make it realistic. This problem was executed by officer candidates of the Infantry School and was very ably done under the supervision and direction of Captain F. K. Westlake (the instructor), who also narrated a running account of it for the President and for a

group of officer candidates then present. "Holiday Hill," our place of vantage for this show, afforded us an excellent view of every phase of the problem. The maneuver was performed under the most realistic conditions possible - so realistic in fact that there was one actual casualty (wrist wound).

Further along our route of inspection, we witnessed - from another hilltop affording a natural vantage point - a group of officer candidates from the Infantry School carrying out a problem of defense against an actual tank attack that was then in progress on the rolling country down there before our eyes. This "natural" battleground, with a few added hazards, was a perfect one for such an attack and for testing a defense against tank attack. The instructor (First Lieutenant Wright) also gave a running narrative of the maneuver and instructed the student officers as the attack progressed. The President seemed particularly impressed with this demonstration, and First Lieutenant Wright was called over to the President's car, presented to the President and congratulated by him on his fine leadership and work.

Next on our route here was an attack by officer candidates of the Infantry School on a village assumed to be held by an enemy, in which they demonstrated for the President patrol mopping-up tactics. This was also very realistically simulated, but was not of the scope, or as exciting to us, as the infantry attack or the tank defense demonstration seen earlier.

As we were about to leave the Infantry School area, Major General P. W. Newgarden, Commanding General, Tenth Armored Division, was presented to the President and then replaced Brigadier General Fulton in the President's car.

We next toured the area occupied by the Tenth Armored Division. Here, light and medium tanks were deployed along our route. Each vehicle had been named by its crew and the choice of names seemed to exemplify the trend of thought within our mechanized forces today. Two of the names noted were "Hitler's Hearse" and "Hellzapoppin." An armored artillery battery, a tank destroyer company, and various other units of our mechanized forces here, including some mobile machine shops, armored ambulances, radio cars and repair cars, were lined up for the President's inspection.

As we were about to leave the fort, departure honors were rendered by units of the Tenth Armored Division, and Major Generals Allen and Newgarden left the President's car. Various other officers of the fort also left our party here. The President and his official party then proceeded, by motor caravan, to Warm Springs, arriving there at 6:30 P.M. The motor ride up from Fort Benning, although dusty in places, was a most pleasant change after three days' close confinement aboard train.

Our train had proceeded to Warm Springs earlier in the afternoon and was there when we arrived.

On arrival at Warm Springs the President went first to the Little White House, where he sat and chatted for a while with Governor Arnall. That evening he attended a dinner given for him and his party by the Warm Springs Foundation. After the dinner, he returned to the train to spend the night.

Friday 16 April

Mr. Leo DeWaard, post office inspector, arrived this morning

with our first mail from Washington and joined the official party for the remainder of the trip.

The President left the train at 10:00 A.M. and took to the wheel of his Ford touring car to spend the day inspecting the Foundation property and discussing business affairs. He took a swim in the Foundation pool during the forenoon and visited with his old friends, the Livingston Fryers. During the afternoon he gave a picnic lunch for his party and the patients at "The Knob." He returned to the train at 7:45 P.M. and entrained. From the rear platform of the train he remarked to the crowd that had waited for hours to see him off, "I hope to get back to see the Warm Springs family once again this year."

Mr. Basil O'Connor, Honorable Leighton McCarthy, and Miss Toi Bachelder left us here at Warm Springs.

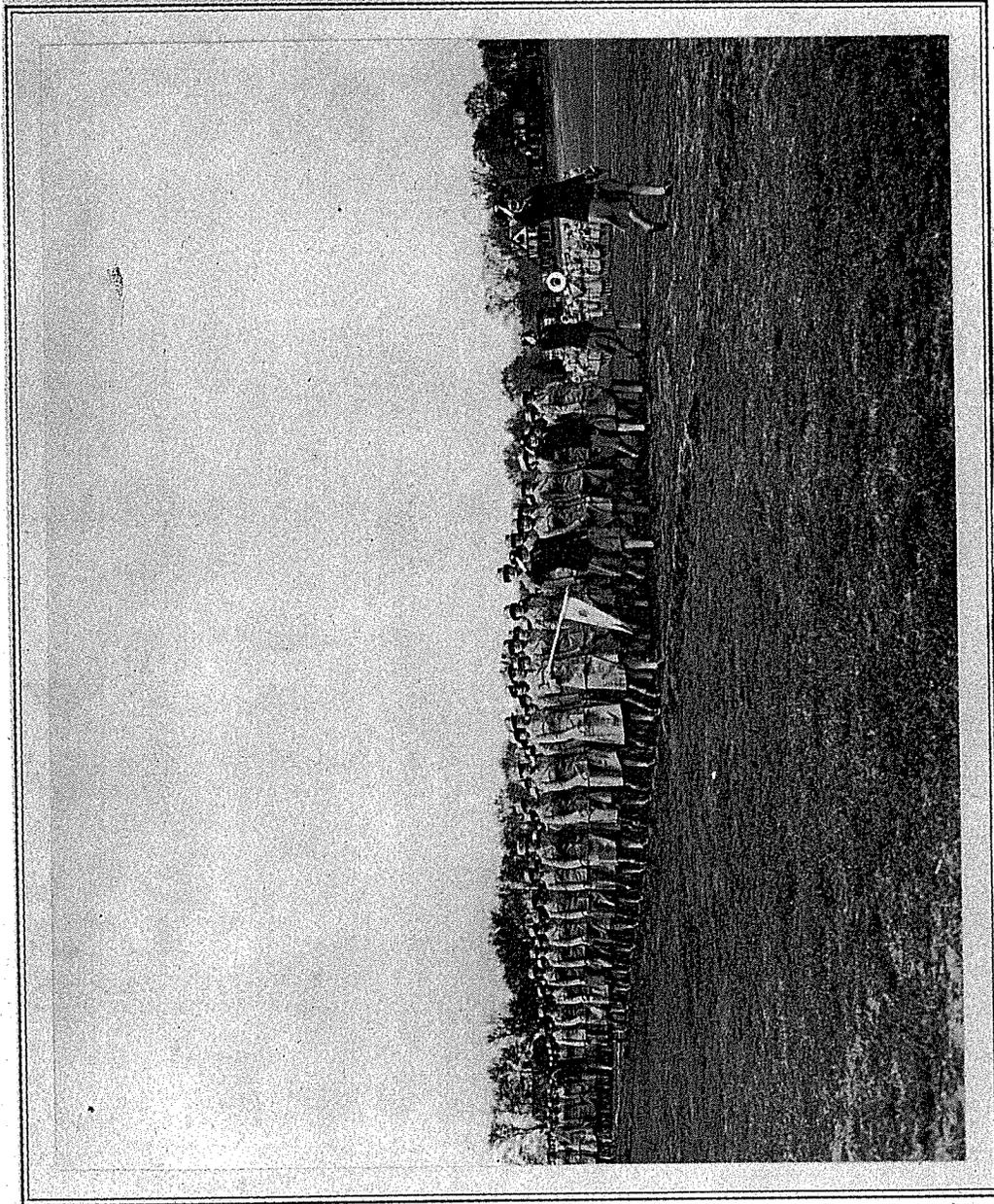
Our train pulled out of Warm Springs promptly at 8:00 P.M. (EWT) for our next inspection stop at Fort Oglethorpe, Georgia, going via Atlanta, Georgia, and Chattanooga, Tennessee.

Saturday 17 April

(Forenoon)

We arrived at Fort Oglethorpe, Georgia (eight miles south of Chattanooga, Tennessee), about 5:00 A.M. and were parked on a siding inside the fort.

The President left the train at 10:00 A.M. and was met by Major General William Bryden, Commanding General, Fourth Service Command (Headquarters at Atlanta, Georgia); Colonel Oveta Culp Hobby, Director Women's Army Auxiliary Corps; Colonel Hobard B. Brown, Commandant of the Third



FORT OCLETHORPE, GA. THE WAACS PASS BY FOR THEIR FIRST PRESIDENTIAL REVIEW.

WAAC Training Center; and Colonel Duncan G. Richart, Post Commander. Riding with the President as we left the train were Major General Bryden, Colonels Hobby and Brown.

The inspection party drove first through the Chickamauga National Park to the Park Headquarters, where honors were rendered to the President by a formation of three companies of WAAC trainees and the Third WAAC Training Center Band (composed of 36 WAACs). Here the following officers were presented to the President: Major Frank E. Stillman, Jr., Assistant Commandant, Third WAAC Training Center; First Officer Jean Kiendl, Assistant Commandant, Third WAAC Training Center; First Officer Melba Griffin, Training Center Director; Second Officer Rose Wilkes, School Intelligence Officer; Second Officer Catherine Falvey, School Inspector; and Third Officer Geraldine Cravis, Commander of the Honor Formation.

From the Park Headquarters the party then proceeded around the fort, passing the scene of the Battle of Chickamauga, through the South Post, the North Post, and thence to the parade ground, where one regiment of WAAC trainees was drawn up for review by the President. As the President approached this area, hundreds of WAAC trainees - evidently girls only recently enrolled and just outfitted - who were in formation along the border of the parade field momentarily forgot their military status in their enthusiasm and excitement at seeing the President unexpectedly, broke ranks, cheered him, began waving at him and started to follow his car. They quickly re-formed ranks, however.

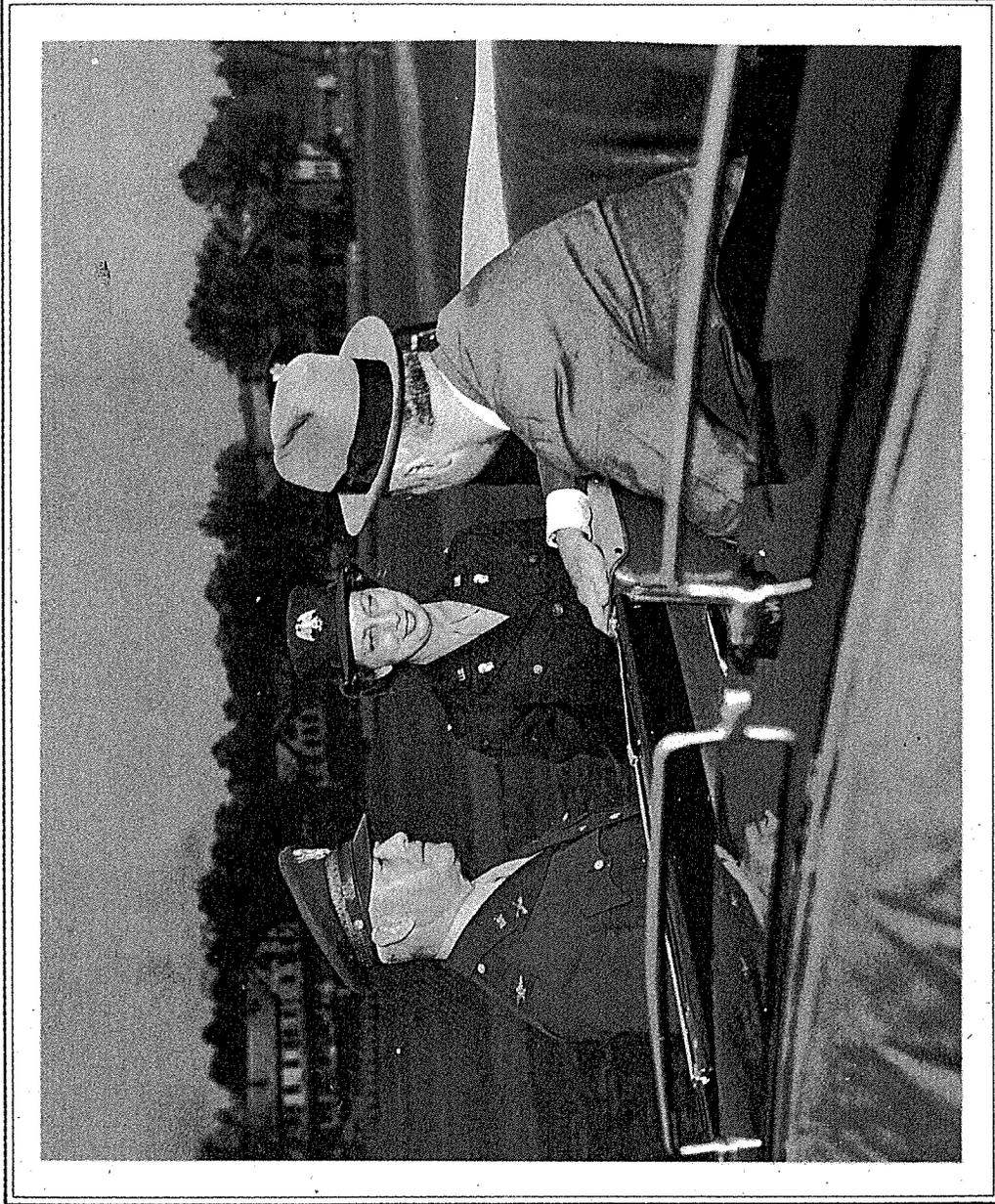
The review regiment, trim and natty in their khaki summer uniforms and drawn up by companies (24) on the far side of the field, presented a very striking and colorful picture. On the President's arrival

at the designated spot, the WAAC band struck up "The Star-Spangled Banner," and the regiment stood at rigid attention in tribute to their Commander-in-Chief. The trainees then passed in review before the President and Colonel Hobby, marching very smartly and with perfect rhythm. It was remarked that all these trainees were still undergoing their basic training and that none of them had had more than four weeks' service; also that the WAAC trainees are all generally very adept at military drill and that cases of their not being able to "take it" are practically unknown. Rivalry among them for company honors is keen, and all these factors facilitate their training to a great degree.

The parade ground here, which, it is understood, was formerly a lake bottom, is unique in that it affords the person making the review a simultaneous and unbroken view of all the troops on the field at one time. This is possible because the far side is slightly higher than the near side, yet the general appearance is that of level ground.

After the review, and while still on the parade field, Second Officer Nancy Johnson, Commander of the Review Regiment, was presented to the President and chatted with him for a few moments. Third Officer Frances Ferkol was Adjutant to Commander Johnson, but she did not meet the President.

The review over, the President and his party began the return drive to the train, passing along streets of the post lined with service troops - mostly negro truck drivers - who are fast being relieved by the WAACs and made available for duty elsewhere. The President returned to the train at 10:55 A.M., and we departed Fort Oglethorpe at 11:00 A.M. (EWT) for Camp Forrest, Tennessee.



FORT OGLETHORPE, GA. THE PRESIDENT CONGRATULATES SECOND OFFICER
NANCY JOHNSON, REVIEW REGIMENT COMMANDER.

The weather was overcast and threatening on our arrival at Fort Oglethorpe, but this did not develop and we had good weather throughout the inspection.

Fort Oglethorpe is the home of the Third WAAC Training Center. There are approximately 9,000 WAAC trainees here. Also stationed here are approximately 2,000 service troops (Army). This WAAC training center was opened on 25 January 1943. It is expected that 65,000 girls will receive their basic training here this year. There is but one advanced training school for the WAACs located here at present - the Cooks and Bakers School - but a Motor Transport School is soon to be activated.

All cars in the official caravan, except the President's car, were driven by WAACs, who did excellently. Second Officer Sarah Lee Justiss (WAAC Motor Transport Officer) was on hand to see that all our transportation needs were taken care of.

Second Officer M. T. Hawkes (Public Relations Officer) was of great assistance to members of the press and the photographers in identifying the various WAAC officers taking part in the show for the President.

Saturday 17 April

(Afternoon)

Camp Forrest, Tennessee (near Tullahoma, Tennessee), is the home of the 80th Division. Also stationed here are miscellaneous Second Army troops. The approximate strength of this post is 37,000, which includes troops located in the adjacent maneuver area. It is basically an advanced training camp and the troops seen here appeared to be seasoned men and ready for duty anywhere. Camp Forrest was recently so re-named. It

formerly was known as Camp Peay. The 80th Division was Secretary Early's division during World War I and it was a delightful occasion for Steve to be back amongst his old outfit, though he saw few, if any, familiar faces. The camp area proper covers 13,000 acres; the entire reservation, 72,000 acres. All buildings are Army style (temporary wooden buildings).

Our train arrived at Camp Forrest at 2:30 P.M. We shifted to Central War Time when we entered Tennessee from Georgia. The President was met here by Governor Prentice Cooper of Tennessee; Lieutenant General Ben Lear, Commander of the Second Army; Major General Horace L. McBride, Commanding General, 80th Division, and Mrs. McBride; Brigadier General J. R. Sheetz, Commanding General, 14th Field Artillery Brigade; Brigadier General E. W. Searby, Commanding General, 80th Division Artillery; Colonel Millard Waltz, Post Commander; and Colonel C. C. Scott, Commanding Officer of nearby Northern Air Field.

The President left the train very shortly after our arrival here. Riding with the President during the inspection were Governor Cooper, Lieutenant General Lear and Major General McBride. The party proceeded first to an area near the edge of the post proper, where honors were rendered by an honor detachment from the 319th Infantry and the 318th Infantry Bands. The gun salute was fired from a field piece of the 314th Field Artillery. We proceeded along a route through the post, lined with troops, to an area on the far side of the post, where the entire 80th Division (the complete combat division with all its detachments - approximately 15,000 troops) was in bivouac. Their armament and equipment, which was prominently displayed for the President, was most ominous looking - and they had everything out, from socks to jeeps and long-barreled rifles.

These boys presented the appearance of well seasoned, and completely equipped, troops - ready for combat duty anywhere. One of their officers told us that all physically unfits had been weeded out from this division and those remaining were in top physical condition.

After an inspection of the 80th Division in bivouac, which inspection included a drive through the entire division, the party returned to the area where the honor detachment was drawn up, departure honors were rendered, and the President returned to the train. Before entraining, however, he chatted for a while with Governor Cooper, Lieutenant General Lear and Major General McBride.

At 3:30 P.M. (CWT), we pulled out of Camp Forrest for Camp Joseph T. Robinson, Arkansas, going by way of Nashville and Memphis, Tennessee.

Sunday 18 April

(Forenoon)

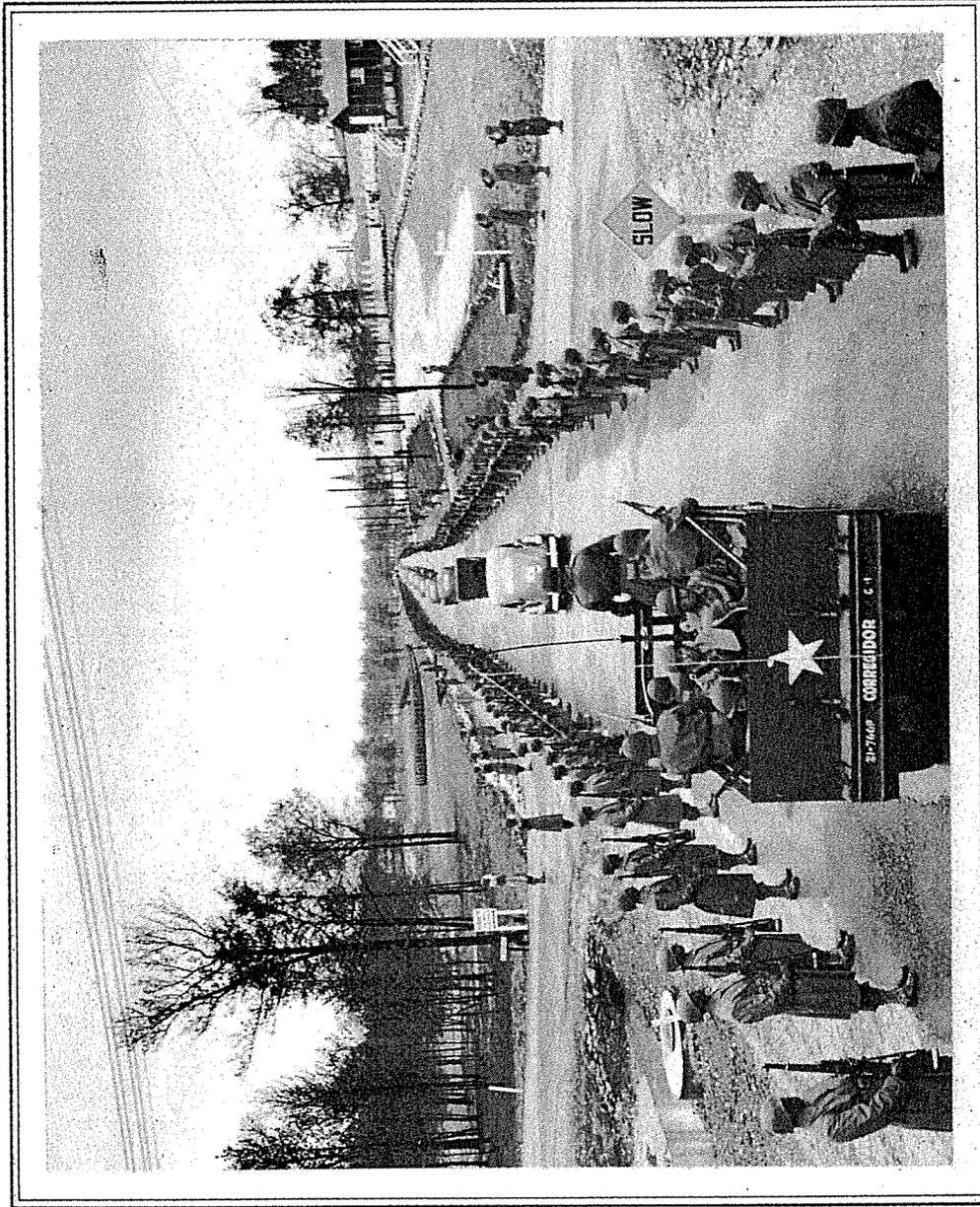
Camp Joseph T. Robinson (formerly known as Camp Pike) is located seven miles north of Little Rock. It is the site of the Army's only Branch Immaterial Replacement Training Center. Recruits are received here for basic training (13 weeks), at the completion of which the soldiers are available for assignment to any of the several branches of the Army (air corps, medical corps, signal corps, for instance). The present strength of Camp Robinson is approximately 44,000. These include approximately 7,000 colored troops. This camp was reactivated in February 1942 and since that date 79,000 men have been given their basic training here.

Our train arrived at Camp Robinson at 7:50 A.M., being brought

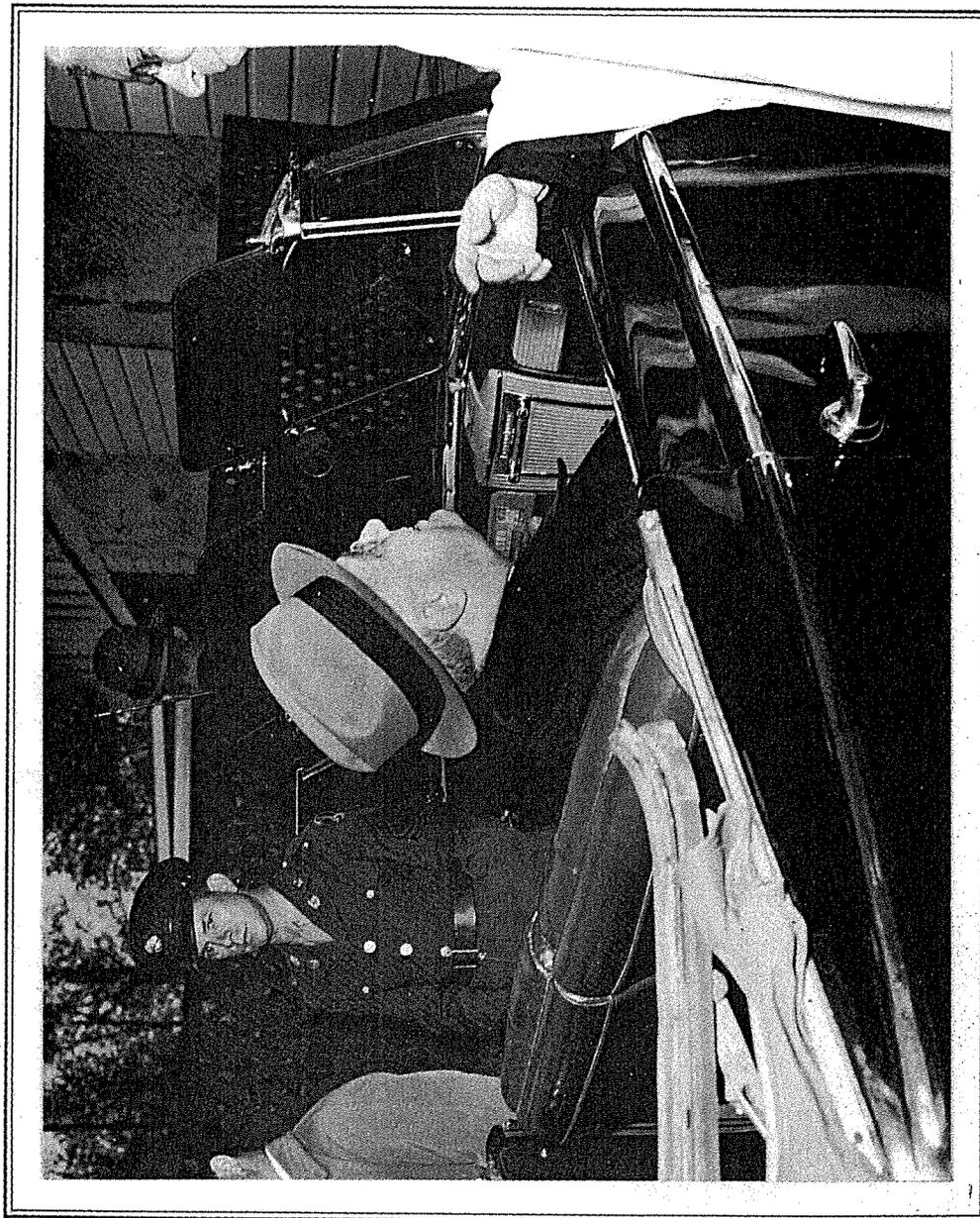
right into the camp. It was still raining lightly on our arrival but the rain soon stopped and the weather cleared, so that by 10:00 A.M. it was quite nice. However, it was decided to hold the Palm Sunday services indoors instead of in the huge outdoors bowl, as originally planned, because of the wet seats and the heavy mud. (One of the first comments overheard here concerned the fact that the President had brought them good weather for a change and for that reason they were doubly glad to see him.) There was considerable evidence of recent heavy rains here - both in the fields of mud and in the almost unanimous and constant coughing during the services.

The President detrained at 10:00 A.M. and was met by Governor Homer M. Adkins of Arkansas; Brigadier General Francis B. Mallon, Commanding General, Branch Immaterial Replacement Training Center; Brigadier General James E. Bayless, Commanding General, Medical Replacement Training Center; Brigadier General W. H. Colbern, Commanding General, 3071 Combat Team (colored troops); and Colonel Grover C. Graham, Post Commander. Riding with the President in his car during the activities here were Governor Adkins and Brigadier General Mallon.

The party proceeded first to the central part of the post, where honors were rendered by a battalion of trainees from the B.I.R.T.C. (14th Training Regiment); thence on through the post and past the post hospital, along streets lined with troops in single file, at present arms. Behind this long single line were more thousands of troops, in company fronts. As the President passed, he was repeatedly greeted with enthusiastic cheers from those troops not actually at attention. His answering waves brought untold delight to the troops, as they had eagerly anticipated this sight



CAMP ROBINSON, ARK. ONE OF OUR LARGEST BASIC TRAINING CENTERS.



CAMP ROBINSON, ARK. THE PRESIDENT CHATS WITH CHAPLAIN BROWN AFTER ATTENDING PALM SUNDAY SERVICE.

of their Commander-in-Chief but had not expected to be accorded such a signal honor. There was, perhaps, more enthusiasm shown here at the President's visit than at any other place visited, except possibly by the WAAC trainees at Fort Oglethorpe on the previous day.

The highlight of the visit here was the Palm Sunday service, held at the field house and attended by the President and his party. The President entered the house to find a group of some 3,400 officers and troops present to observe the service with him. The simple, yet impressive, service was conducted by Chaplain Crawford W. Brown (First Lieutenant, Chaplain Corps, U.S.A.) and included a massing of the colors of the various units stationed at Camp Robinson. Perhaps the most outstanding part of the service was the fine singing of the choir (100 members, all male), which had been carefully selected from among hundreds of eager volunteers from the camp.

After the Palm Sunday service, and as the President was about to leave the field house, he waved a greeting to the officers and troops present and was answered by a roaring cheer. Outside the field house, he chatted with Chaplain Brown for a few minutes, remarking to him how well those boys sang.

From the church service the President and his party returned to the train, going by way of the area where the honor battalion was formed for departure honors. No gun salute was fired here. (This was according to previous arrangement.)

Our party on board, the special train departed Camp Joseph T. Robinson at 11:00 A.M. for Camp Gruber, Oklahoma.

Sunday 18 April

(Afternoon)

We arrived at Camp Gruber (near Braggs, Oklahoma) at 5:25 P.M. The President was met here by Major General John E. Sloan, Commanding General, 88th Infantry Division, and Colonel Harry C. Luck, Post Commander.

Riding with the President during the inspection were Major General Sloan and Colonel Luck. The inspection party toured the camp, over streets lined with personnel of three artillery groups and other miscellaneous organizations stationed here, to the reviewing stand in front of the 88th Infantry Division Headquarters. Here the President reviewed the 88th Infantry Division (15,000 strong), led in review by Brigadier General Guy Kurtz. This review was well done and the President was exceptionally well pleased with the fine appearance the division presented.

Camp Gruber is a new post. It was activated in May 1942. There are stationed here some 27,000 troops, including the 88th Infantry Division (not motorized); miscellaneous Third Army troops; and Tenth Corps service troops. We were told that the Rainbow Division was soon to be reactivated and would train here.

After the review the President and his party proceeded to one of the camp mess halls (building #329), where they had supper with a selected group of soldiers, approximately 300 men, chosen from all the different units of the post, and seven young officers, recent graduates of the Officers Candidate School. The officers were: Second Lieutenants Cecil Tipton (Marysville, Tennessee) and Charles N. McMullen (Abilene, Texas); and First Lieutenants Wesley W. Walton (Woodlynne, New Jersey), Charles W.

Upstill (Youngstown, Ohio), Robert F. Sawallis (Lime Rock, Connecticut), John W. Lyon (Bellingham, Washington), and Murray W. McEniry (Bessemer, Alabama). The supper menu consisted of lettuce and radish salad, chile con carne, crackers, macaroni, candied carrots, French fried potatoes, bread, butter, coffee and cinnamon rolls (with butter, sugar and cream on the table for one to help himself). The President ate a very hearty meal, as was borne out by his after-dinner remarks. He told the boys present in the mess hall,

"I just want to take the opportunity while I am here (I believe you represent many units of this camp) to tell you I was very happy at the efficient and fine appearance, both of the division in review and the men along the route. I want to pay special tribute to your cooks. I don't get as good a meal as that in the White House. I only get butter for breakfast - one little pat at that. You are very lucky to be in the Army. I am glad to be here with you. You have a fine camp. I understand you have completed your preliminary training and soon will go into more advanced work; then you will be ready for active service, in all probability, overseas. Just where, I don't know. I couldn't tell you if I knew. I congratulate all the units of Camp Gruber."

Colonel M. W. Peck, Post Supply Officer, and Second Lieutenant Edward A. Stone, Assistant Commandant of the Cooks and Bakers School, supervised the serving of the meal, which Colonel Peck said was "100 per cent G.I." and that nothing had been added to, or detracted from, the bill of fare that boys all over the camp were having for supper that night. He also remarked that this was the first time in history, to his knowledge, that the Army had ever had a flood of anxious and willing volunteers for K.P. duty. It seems they all wanted the great honor of possibly serving their Commander-in-Chief.

After his short talk, the following officers, in addition to the

young officers previously mentioned, were presented to the President: Brigadier Generals Paul Kendall, Guy Kurtz and Paul Mallett; Colonels C. R. Miller, M. W. Peck, R. J. McBride, W. E. M. Devers; Lieutenant Colonel P. E. Sisney; and Major C. F. Brundage.

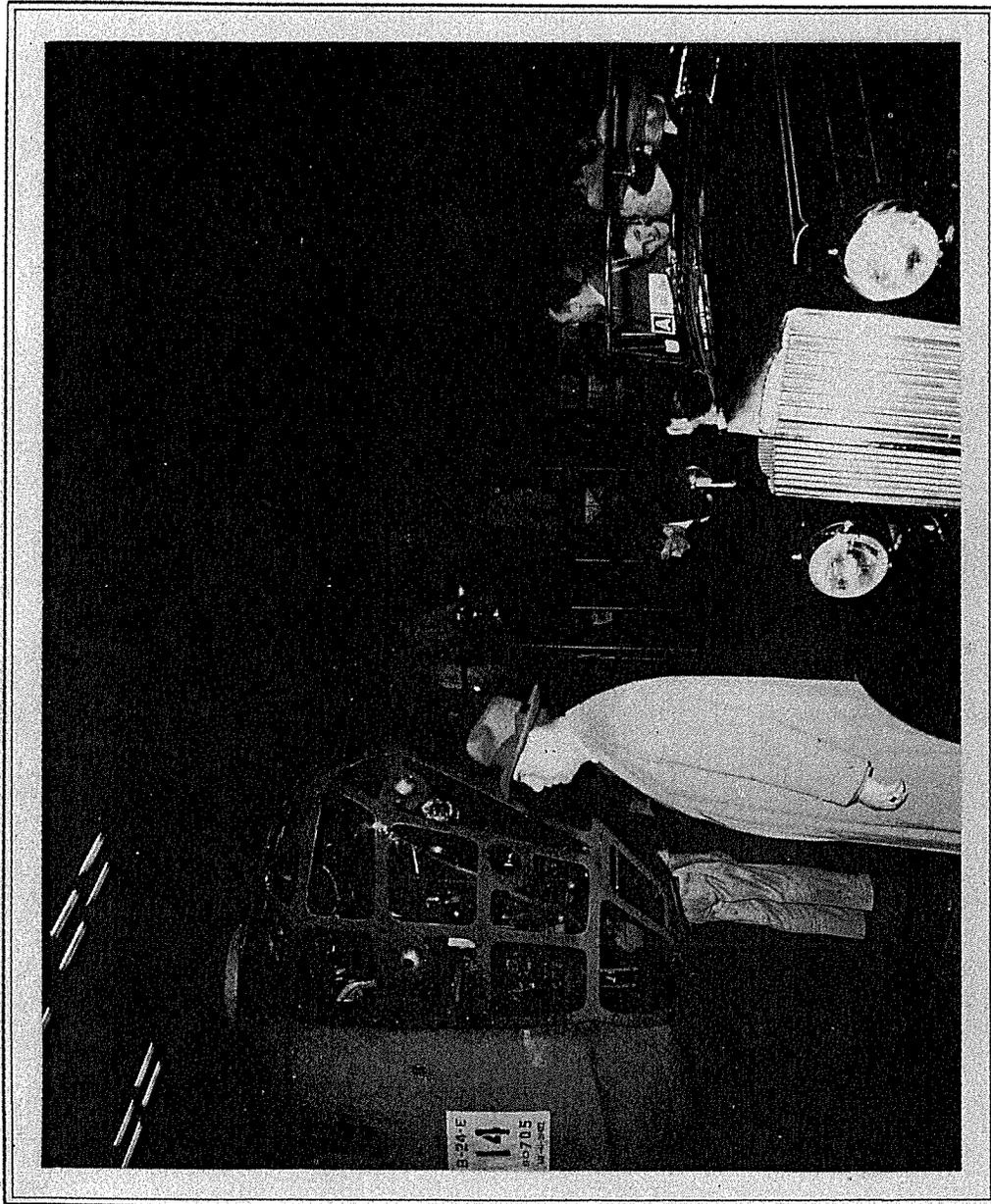
The party returned to the train after the supper, arriving about 7:15 P.M. Our train laid over here until 6:15 A.M., Monday, 19 April, when we departed Camp Gruber for Tulsa, Oklahoma.

Monday 19 April

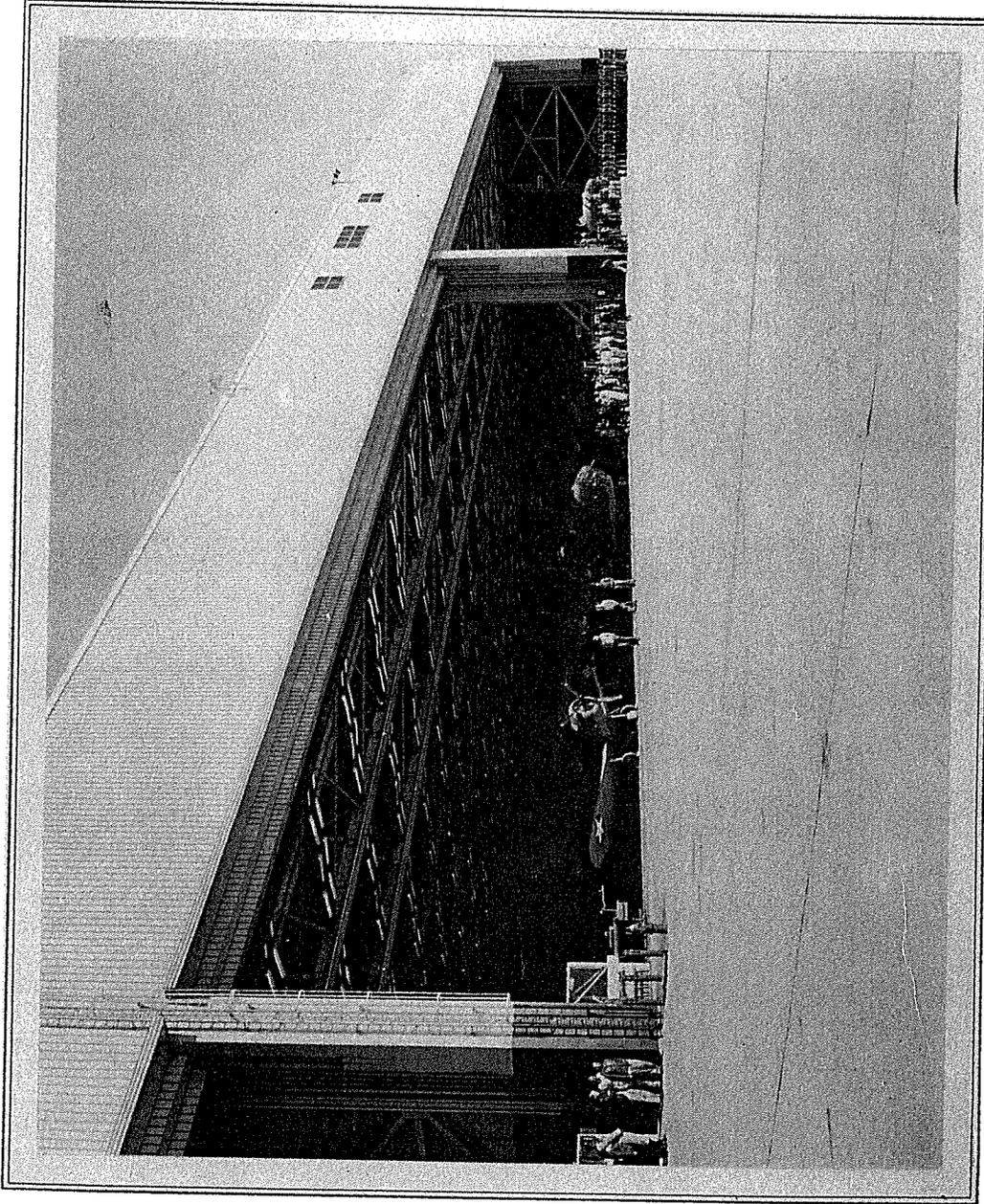
We arrived at the Douglas Aircraft Company's Tulsa Plant (10 miles northeast of Tulsa, Oklahoma) at 9:50 A.M. The President detrained at 10:05 A.M., and was met here by Governor R. S. Kerr of Oklahoma; Colonel H. A. Strauss, Army Air Force Resident Representative; and Mr. H. O. Williams, Douglas Aircraft Company's Tulsa Plant manager.

As the party left the train, riding in the car with the President were Governor Kerr, Mr. Ted Conant (Douglas Vice President) and Mr. Williams. The party drove through the main building and witnessed the fabrication of parts for the A-24 (Dauntless) dive bomber, saw the work along the 2,000-foot assembly line for the A-24's and the 4,000-foot assembly line for the B-24's; thence through the paint shop, past the hangar, where some 300 Army cadets were lined up for inspection. These cadets are undergoing preliminary flight training at the Spartan School of Aviation, which is adjacent to the Douglas Plant here. From the hangar the party returned to the trainside, where the President sat and chatted with Governor Kerr, and was later introduced to Mr. and Mrs. H. C. Jones (he is Collector of Internal Revenue for Oklahoma); Mr. and Mrs. France

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DOUGLAS AIRCRAFT CO., TULSA. THE PRESIDENT INSPECTS THE NOSE OF A
NEW LIBERATOR (B-24).



DOUGLAS AIRCRAFT CO., TULSA. VARIOUS TYPES OF AIRCRAFT IN THE MODIFICATION PLANT.

Paris (he is Democratic State Chairman and a Member of the State Highway Commission of Oklahoma); and Mrs. Kerr, wife of the Governor.

Just before entraining, the President was presented with a model of the A-26 (Douglas-designed light attack bomber) by Otis Smallwood, representing the Douglas Tulsa employees. Mr. Smallwood, a tool and die maker, was selected for the honor of making the presentation because he was the shop suggestion award winner.

The Douglas Plant at Tulsa was completed 1 July 1942. It is government owned and contractor operated. There are six principal buildings (manufacture and assembly building; maintenance, boiler room and refrigeration building; administration building; hangar; paint shop; and cafeteria building). All buildings are of the same type - structural steel, masonry and pre-fabricated steel sheeting with fibre glass insulated walls; built-up asphalt roof on insulated steel deck; smooth concrete flooring throughout; and air-conditioned. The main building is 4,000 feet long and 320 feet wide, with a production area of 1,498,400 square feet. (This is more than 34 acres and capable of containing 22 regulation-size football fields.)

This plant assembles Consolidated B-24's (Liberators) from component parts trucked to Tulsa from the Ford Willow Run plant. It manufactures and assembles Douglas A-24 (Dauntless) dive bombers, and is now tooling for the manufacture and assembly of Douglas-designed light attack bombers (A-26). Deliveries of this model are scheduled to begin next winter. The modification and special combat preparation for foreign duty of many other powerful heavy, medium and light bombers, and cargo airships

is also accomplished here. The plant employs 14,000 persons, 55 per cent of whom are women. They anticipate building up to 37,500 employees.

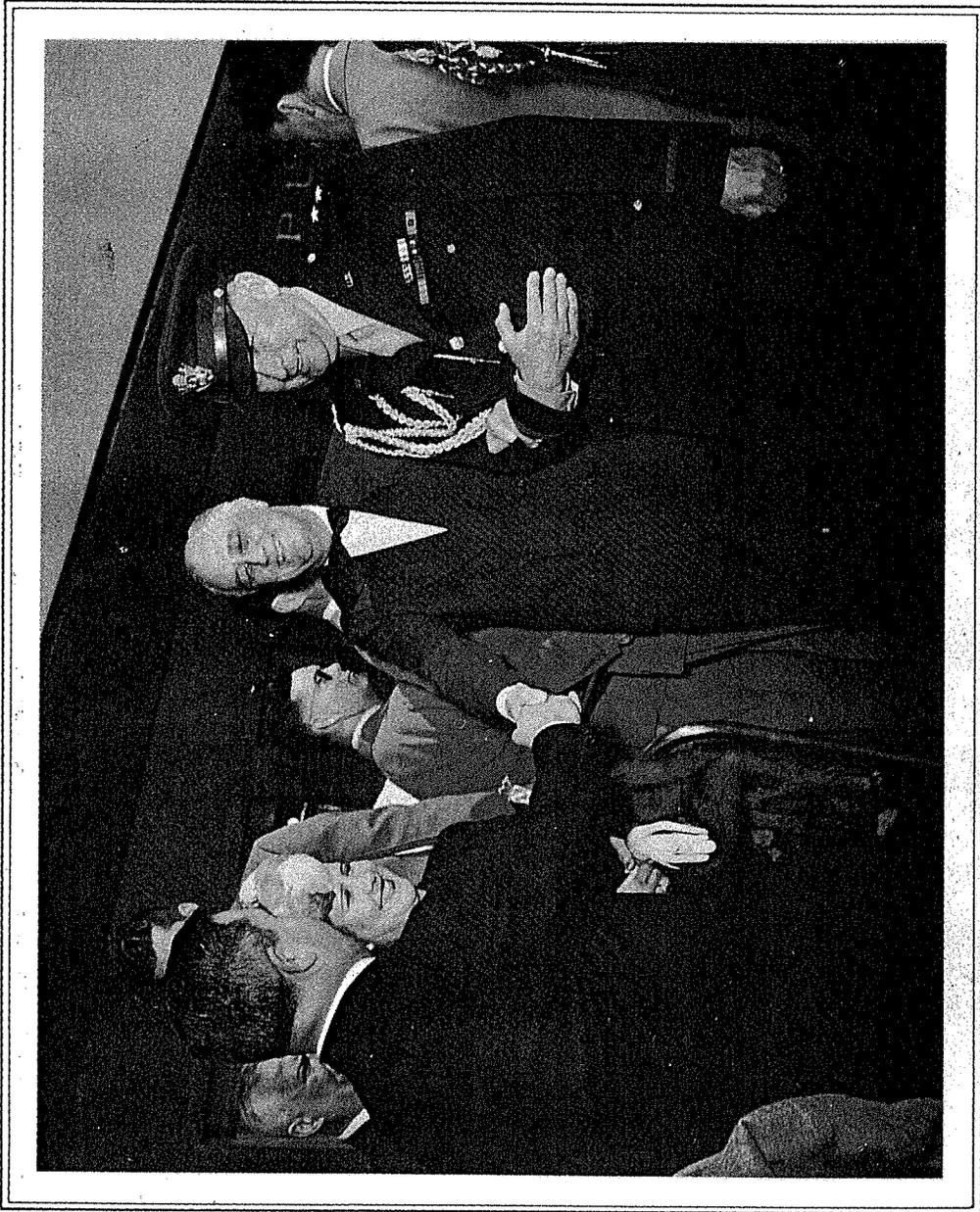
The President and his party entrained at 11:10 A.M., and very soon afterwards our train departed Tulsa for Fort Worth. We arrived at Fort Worth at 7:30 P.M., where a 30-minute operating stop was made and our party swelled by the arrival and joining up of Mrs. Roosevelt, Mrs. Elliott Roosevelt and her two children (Ruth Chandler and Elliott, Jr.), Honorable Sumner Welles (Under Secretary of State), Ambassador Francisco Castillo Najara (of Mexico), Mr. Philip Bonsal (Head of Latin American Division, Department of State), Major General Edwin M. Watson, Honorable Marvin H. McIntyre, and Miss Malvina Thompson. The train departed at 8:00 P.M. for Laredo, Texas and Monterrey, Nuevo Leon, Mexico.

During the early afternoon, while enroute Tulsa to Fort Worth, the President held his first press conference of the trip.

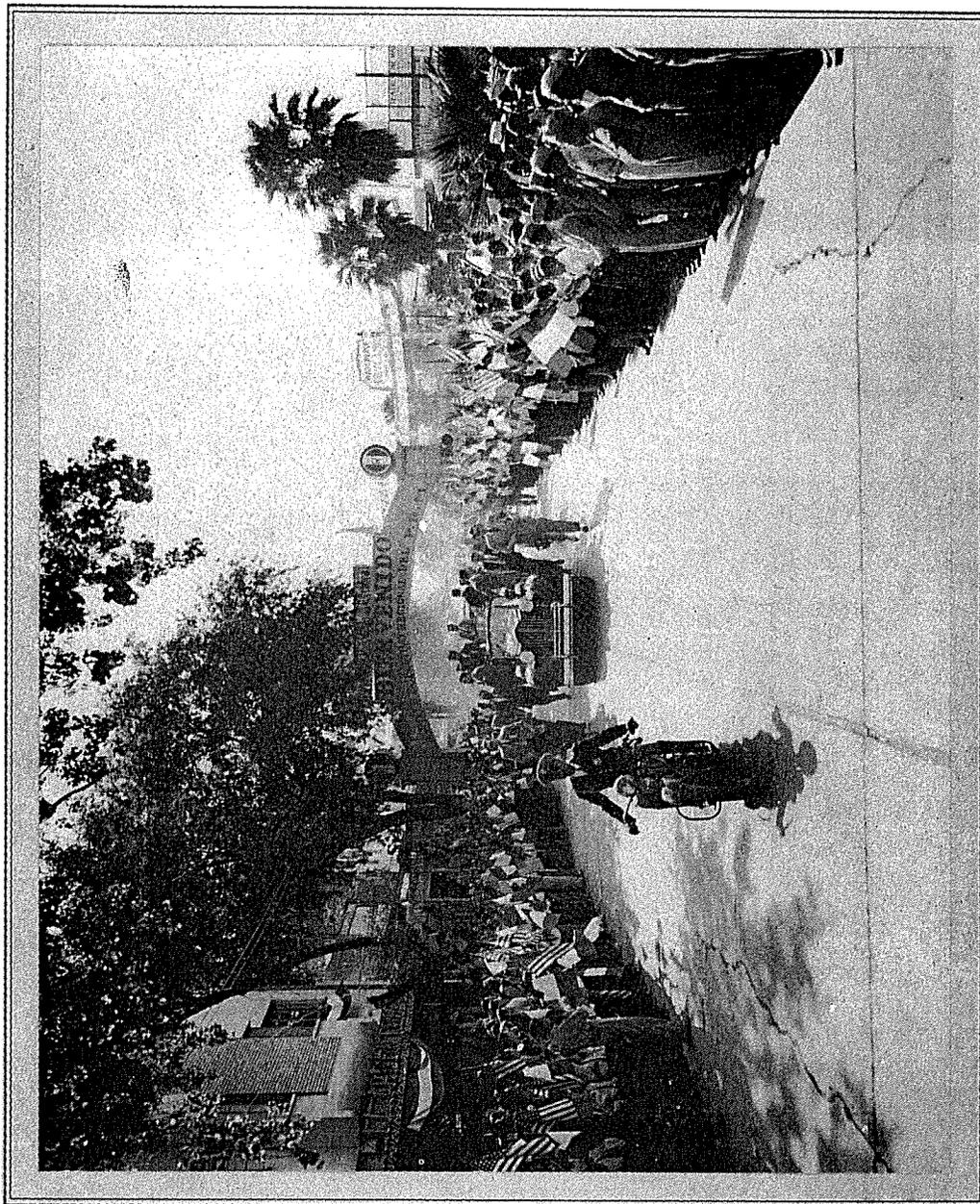
Tuesday 20 April

We arrived at Laredo, Texas, at 11:00 A.M. (CWT) and departed Laredo at 11:15 A.M., via the Mexican National Railways and in charge of a Mexican railroad crew. We crossed the International Border and into Mexico at 11:23 A.M. (CWT), or 10:23 A.M. (Mexican time). At Sanchez Crossing, below Laredo, we were joined by Ambassador and Mrs. Messersmith and Mexican Foreign Minister and Mrs. Padilla for the trip to Monterrey.

The trip south from Laredo to Monterrey was uneventful and through uninteresting country. Occasionally we passed an adobe village (they were usually dilapidated and deserted-looking), but the country in the main was desert land and populated only by mesquite trees. The route



MONTERREY - PRESIDENT CAMACHO WELCOMES PRESIDENT ROOSEVELT TO MEXICO.



MONTERREY GIVES THE PRESIDENT A TUMULTUOUS WELCOME.

of our train was guarded by very widely dispersed mounted cavalymen (Mexican).

President Roosevelt's special train arrived at Monterrey at 4:00 P.M. (Mexican time). President Camacho's train was already there, on a siding, headed north toward Laredo. Our train pulled on by President Camacho's train and then backed onto the same siding, so that when our train finally stopped, the private cars of the two Presidents were end-to-end, with the street over which the automobile caravan was to proceed separating the two trains.

As our train approached Monterrey, 18 planes of the Mexican Air Force flew over in aerial salute to President Roosevelt and to welcome him to Mexico.

As soon as we had arrived, President Camacho and Mrs. Camacho came on board our train to greet President and Mrs. Roosevelt.

An honor guard of Mexican troops was on hand at the trainside, and as President Roosevelt and President Camacho left the train they were greeted by a 21-gun salute and a tumultuous ovation. The military band played ruffles for President Roosevelt and "The Star-Spangled Banner" as the Stars and Stripes were slowly hoisted to the peak. Then came honors to President Camacho, with the playing of the very lengthy Mexican national anthem and the hoisting of the Mexican colors. It was noticed that the Mexicans (both civilian and military personnel) are very lax in honoring their flag or their national anthem. If the officers get tired of saluting, they merely remove their hats.

Honors over, the party embarked in waiting motor cars - amid some slight confusion, as it seemed that some of the autos in the caravan