

D-Day: Stories from the Walls



A Portrayal of Six Key Personnel of the 14th Port US Army

During the Maritime Archaeology Trust's National Lottery Heritage Funded D-Day Stories from the Walls project, volunteers undertook online research into topics and themes linked to D-Day, Southampton, ships and people during the Second World War.

Their findings were used to support project outreach and dissemination.

This Research Article was undertaken by one of our volunteers and represents many hours of hard and diligent work. We would like to take this opportunity to thank all our amazing volunteers.

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A Portrayal of Six Key Personnel of the 14th Port US Army

Read about the driving force behind the Transportation Corps, an American restored shunting engine in Sussex named after one of the key persons, insight to wartime correspondence between husband in Southampton and wife and parents in America including airing D-Day thoughts, an expert organiser, an experience of enlisting in 1917 self-deemed “indifferent” transformed into an Army author and historian, a founder of a Philippine Scout Troop in 1915 remembered even now and expert organiser at Southampton then author, and a Military Policeman who became a renowned expert on Winston Churchill. Include among them 2x C.B.E., 2 x O.B.E.’s. awarded to foreign nationals, so these are Honorary Awards. (American spellings have been retained where applicable).

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Introduction

This article about six people associated with 14th Port Southampton is not so much about their duties, but their stories. With the exception of Major-General Frank S. Ross, all served at some point in Southampton. First, some background to the 14th Port.

The US Transportation Service in May 1942 established its headquarters at 1 Great Cumberland Place, London but by the end of July had moved to Cheltenham. This move was not entirely successful, so the Administration Division remained in Cheltenham and the Operations, Planning and Liaison branches remained in London but this resulted in duplication so the entire Transportation Service was relocated in London at Selfridges Annex [Transportation Service].

The US Transportation Corps responsible for “*all rail and water activities*” [Transportation Corps] was created in July 1942 renamed from the Transportation Service, as a dedicated American Corps in the Second World War considered essential for overseeing the movement of all forms of transportation by motor, rail and water, and divorced from the Quartermaster Corps. US Motor Transport was dealt with by attaching a division or corps as warranted to the Transportation Corps but by early 1944 was placed under a new Motor Transport Division.

The 14th Port was activated at Camp Hatheway, Washington on 25 February 1943, commanded by Lt. Colonel Greer Nelson, and then shortly afterwards on 5 March 1943, Colonel Lee V. Hunnicutt assumed command. 14th Port was mobilised to Camp Stoneman, California, then in June 1943 to Camp Shanks, New York which was the largest US Embarkation camp during the Second World War. The 14th Port sailed on the *Aquitania* on 8 July, arrived at Greenock on 16 July 1943, where command changed again, to Brigadier General Philips and three days later, was split into five groups serving London, Southampton, Hull, Immingham and Plymouth, consolidating with 11th Port.

On 1 February 1944, five operating detachments were placed in one 14th Port Unit at Southampton, commanded by Colonel Walter D. McCord [Facts Worth Knowing].

Major General Frank Seymoure Ross – Chief of the Transportation Corps

Although Major General Ross did not serve at Southampton, he was a key figure driving the organisation of transportation of American Forces. Wanting to ensure that 14th Port in Southampton was proceeding without problem following the start of the invasion, he spent most of the week from D-Day in Southampton [Fold3: Ross].

Born at Aspen on 9 March 1893, Frank Ross had two sisters. He married Myra Leora Jackson on 7 November 1925 at El Paso. They did not have children and he died on 6 June 1970, Myra died on 21 March 1986, and both are interred at Fort Bliss National Cemetery at El Paso, Texas [Find a Grave: Ross].

Ross served in the Army from May 1916, initially as a private in the Infantry [Ancestry: Ross]. As a Lieutenant Colonel from 4 April 1941, he was appointed in April 1941 Executive Officer of the Transportation Branch followed three months later as Chief of Port & Water Section, both posts on the War Department General Staff. Promotions quickly followed: Colonel in February 1942, Brigadier General in June 1943, then on 3 June 1944 to Major General. From March 1942 until April



Figure 1: Frank Seymoure Ross

Courtesy Paul Godman. Source:

http://www.generals.dk/general/Ross/Frank_Seymoure/USA.html

1946, he combined the roles of Chief of Transportation Army Service Forces both for the US European Theater of Operations, Allied Force Headquarters in Algiers, and Europe generally. He retired from the Army on 30 September 1946 [Generals]. In 1944, he authored "Destination Berlin! 'The Transportation Corps Will Furnish The Necessary Transportation!' (G.I. Stories Of The Ground, Air And Service Forces In The European Theater Of Operations) [Biblio]

Frank S. Ross was awarded the Army Distinguished Service Medal for "*exceptionally meritorious and distinguished services to the Government of the United States, in a duty of great responsibility from June 1944 to May 1945*" [Valor] He was also recommended for the CBE from Britain in recognition of his exemplary services, the recommendation being attached as Appendix 1.

20 manuscript boxes of the Frank Seymoure Papers are held at the Hoover Institution relating to "*Correspondence, minutes of meetings, notes, reports, printed matter, and photographs, relating to activities of the U.S. Army Transportation Corps in Europe during World War II*" [Hoover Institution].



Figure 2: Preserved American Steam Locomotive named Frank S. Ross

Source: <https://www.heritagerrailway.co.uk/7172/simon-marsh-appointed-kesr-chairman-50-years-after-first-role-as-a-volunteer/>

Frank Ross was Technical Advisor to the 1952 film Red Ball Express which portrays the "*Story of the military truck drivers who kept the Allied armies supplied in Europe during World War II*" [Red Ball Express].

During the Second World War, America supplied a significant quantity of steam engines and rolling stock to supplement the very heavy use of railways in the UK during the war, and much of this material was shipped to Europe after D-Day. However, one of the supplied steam shunting locomotives operated by Kent & East Susses Railway has found its way to being named Frank S. Ross! [Locomotive]

1st Lieutenant John Burke O'Donnell – Assigned to 14th Port c. December 1943

John O'Donnell is included here because he was in the vanguard to be deployed at 14th Port Southampton where he remained until 19 November 1945 when he was redeployed to America at the Quartermaster Replacement Pool at Charlotte. He is also included here because there is an extensive collection available on-line of his wartime correspondence with his wife, sister, and parents which is of great interest – Navigate with his name, England, Southampton and Plymouth as key words. Note that sometimes he went by the name John Burke as shown in the letters. Letters are at <https://digital.ncdcr.gov/digital/collection/p16062coll10/search/searchterm/John%20B.%20O%e2%80%99Donnell%20field/all/mode/all/conn/and/order/nosort/page/1>

Born on 12 March 1906 in Rayleigh, North Carolina, O'Donnell attended school at Augusta Military Academy at Fort Defiance, Virginia. Between 1924 and 1928, he was a student, graduating from the University of North Carolina with B.Sc. in banking and finance. Working in banking until 1937, then as a salesman until 1942, he had married on 26 April 1938 Leah Irwin McNair born 27 December 1909. In June/July 1942, he entered Officers Training school at Fort Bragg then was assigned for further training at the Quartermaster School at Camp Lee, Virginia. Appointed on 1 October 1942 as a Corporal (Temporary) in the Quartermaster Corps, O'Donnell graduated and was appointed on 23 December 1942 as a 2nd Lieutenant in the Quartermaster section of the 14th Port at Fort Hatheway, whence he undertook the identical journey to Southampton as mentioned in the Introduction above.

His Southampton role was primarily administrative but essential, checking the inwards and outward movements of several million personnel and a huge tonnage of material to and from the Port. He was initially based in a wing of the Civic Centre, he attended in Southampton a refresher course "Out

loading School” directly relevant to 14th Port requirements, and by mid-1943 he was a 1st Lieutenant. On 1 January 1945, he was appointed a temporary Captain, retaining this rank throughout 1945, and, for the last nine months of the year was a regular member for US Army general court martials.

Meanwhile, Leah, his wife, worked as the Chief Clerk of the Vance County War Price and Rationing Board, U.S. Office of Price Administration – this was an important role which she relinquished on 19 May 1946 but then joined the Wake County office of the U.S. Office of Price Administration as a Price Clerk and Specialist until January 1947, and the Korean War enabled her to continue to use her expertise in this field until July 1952. John, honourably discharged from active service on 7 April 1946, was placed in the US Army Quartermaster Corps Reserve and promoted to Major on 21 January 1955 – he was working as an Insurance agent for the Atlantic Insurance Company leading to him in 1958 forming with a partner a new Insurance Agency called the O’Donnell-Lefort State Agency until retirement as the President. He was moved to the Army Retired Reserve on 7 December 1964, thus ending his military career [State Archives of North Carolina]. Appendix 2 includes memorabilia.



Figure 3: John B. O'Donnell at Hyde Park, London. Feb. 1944

Source: <https://medium.com/nc-stories-of-service/john-b-and-leah-odonnell-nc-war-time-couple-serves-their-country-c9480727fab7>

They had one son. John died on 26 April 2003 and Leah died on 6 February 2012. Both are interred at Oakwood Cemetery in Raleigh, North Carolina, the town where they were married [Ancestry: MacNair Bio].

Colonel Walter Daugherty McCord – Appointed 14th Port Commander 1 February 1944

Born on 19 June 1891 in Rural Valley, Pennsylvania, Walter McCord’s father died in 1900 and he grew up with his mother Ina and siblings, younger brother Norman, older sister Olive and brother Earl.

After attending the University of Denver where in 1916 he gained a Ph.B. [Fold3: UoD], he joined the Infantry in the First World War from 6 May 1917, entered active service at Fort Riley, Kansas being promoted to 1st Lieutenant on 15 August 1917, and to Captain on 15 October 1918 shortly after he was in France.

Walter married Mary Margaret Hosack, born 25 May 1893, on 26 December 1916 and they had three children, Walter Daugherty Jr., Richard David, and Robert Ewing. He remained in the Infantry through to the Second World War, with promotions to Major on 1 August 1935 and to Lt. Colonel on 18 August 1940 [Fold3: Promotion].

Colonel Walter D. McCord was appointed Regional Transportation Officer of the Central Base Section in England on 27 October 1943 [Fold3: CBS] and he would later be appointed to this role, 12 February 1944, for Southern Base Section [Fold3: SBS.] On 1 February 1944, five operating detachments were placed in one 14th Port Unit at Southampton, with Colonel McCord as the 14th Port’s first Commander, working initially from an office in the Civic Centre [Facts Worth Knowing]. The period April to June 1944 was extremely busy with Invasion Force “G” set to sail from Southampton, and as Walter was performing additional duties as US Regional Transportation Officer at Southern Base Section

Headquarters, thereby dividing his time between 14th Port and Regional Transportation, Lt. Colonel Leo J. Meyer was acting Port Commander from 12 April 1944. As of 23 July 1944, Colonel McCord no longer had responsibility as the 14th Port Commander, and was free to concentrate on Transportation. Walter was present as the Regional Transportation Officer at the brief ceremony at the Port to celebrate the one millionth Yank, Pvt. Paul S. Shiner, to embark for France on 25 October 1944.

Thereafter, Colonel McCord moved to the Channel Base Section on the Continent. He was temporarily assigned as Commander for the “Red Horse” Troop Movement Area - this was an area established between Le Havre and Rouen in late October 1944 specifically to handle the flow of units and personnel from the UK and America, and also to facilitate traffic in the opposite direction such as for troop rotation, rehabilitation furlough etc, considered an enormous task. Subsequently, he was relocated to Lille with the 6th Traffic Regulating Group and then appointed Commander of Area No 5 at Headquarters, Liege, Belgium effective 2 May 1945. He finished his overseas duty on 14 February 1946 and retired from active service for disability on 30 April 1947 at Fort Dix, New Jersey [Fold3: Discharge]. The crucial role of transportation in the war cannot be over emphasised and he was recommended for the O.B.E. as described in Appendix 3.

Walter died aged 67 on 3 June 1959 at Orange, Florida and is buried at Arlington National Cemetery. His wife Margaret died aged 92 on 25 September 1985 and is also buried at Arlington National Cemetery.

Colonel Leo Julius Meyer – Appointed 14th Port Acting Commander 12 April 1944, and as Deputy as of 23 July 1944

Born on 11 September 1895 at Williamsport, Pennsylvania, his German father, George Henry Adolph, had emigrated to America in 1881 and had married a Swiss, Maria Zollinger who had emigrated in 1885– both became naturalised [Meyer: Parents].

A student prior to enlistment, and a Mason, Leo had an older sister who died in 1919, two older and three younger brothers. Leo Meyer registered for the First World War on 31 May 1917 [Meyer: Registration] and was enlisted in the National Army Infantry – he did not see active service but was promoted from Sergeant to 2nd Lieutenant on 1 June 1918. In his subsequent review, he answered “Indifference” to the question “*What was your attitude toward military service in general and toward your call in particular?*” Then asked “*What has been the effect of all these experiences as contrasted with your state of mind before the war?*”, he replied “*A broader view of life, a rearrangement of what is considered the essential and important points in myself and others*” [Meyer: Review]. His subsequent military career obviously enhanced the change from his original viewpoint.

After his service, Leo Meyer was a Phi Beta Kappa graduate of Wesleyan University in 1921. He received an M.A. there in 1924 and a doctorate from Clark University in 1928. While remaining on the Army Reserve, he taught history at New York University from 1928 to 1946 [NY Times] Leo married Dorothy Harris and in the 1940 census, Leo was living with Dorothy, and two sons and a daughter. Dorothy remarried in 1946 and died in 2011.

Re-joining the Army, Leo Meyer was appointed Lt. Colonel and from 12 April 1944, he was Acting Commander of the 14th Port, becoming Deputy Commander on 23 July 1944, remaining until 14th Port activities were substantially completed. Leo therefore, was in command at the crucial time before and after D-Day [Meyer: Google Books 121,122] Prior to embarking for UK, Meyer was Troop Movement Officer at the New York Port of Embarkation, and during the Spring of 1943, presented an address, “Troop Movement Embarkation”, to the Transportation Corps Officers Training School at Fort Slocum,

New York [Meyer: Address]. His outstanding wartime services were recognised by an O.B.E., Legion of Merit, and the Bronze Star, the citation for the O.B.E. being in Appendix 3 [Meyer: Legion of Merit].

After the war, he was invited in 1948 to join OCMH, (Office of the Chief of Military History) where he became the Deputy Chief Historian until retiring in 1955. When at University, he authored in 1928 *"Relations Between the United States and Cuba, 1898-1917"*, and he contributed to articles in *"Encyclopaedias Americana and Britannica, Dictionary of American Biography, Dictionary of American History*, and various professional journals. Co-author: *The Strategic and Logistical History of the Mediterranean Theater of Operations*, to be published in UNITED STATES ARMY IN WORLD WAR II". He also wrote *"The decision to Invade North Africa (TORCH)"* [Meyer: Historian] Additionally, he reviewed *"The Story of German military strategy in World War II, by "the Allies' most formidable opponent"* by Field Marshall Erich von Monstein.

Leo J Meyer's contribution to military history is in striking contrast to his original *"Indifference"* answer after the First World War, above.

Leo remarried in September 1970, in Alpine, Bergen, New Jersey, to Eileen May Michelmores [Meyer: Remarriage] who survived his death, when he died, aged 76, on 13 February 1972. Three of his children with Dorothy also survived him, as did five grandchildren, and he is buried at Long Island National Cemetery, East Farmingdale, Suffolk County, New York [Meyer: Find a Grave].

Colonel Sherman Leo Kiser – Appointed 14th Port Commander 23 July 1944

Sherman Leo Kiser was born to Martin Kiser and Sarah Elizabeth nee Smith on 31 August 1889 at Warren Township, Huntington County, Indiana. In the 1900 Federal census, [Kiser: 1900] he is shown as having five brothers and five sisters, and there was another brother born two years later.

His progression in the Army until Southampton was: 2 February 1909, Pvt. in the 14th Cavalry, Corporal and Sergeant, by 2 February 1913; 2nd Lt. and 1st Lt. 30 November 1916 in the Field Artillery, Captain 19 May 1917, Major 1 July 1920, 1929 graduate of US Army Command and General Staff College, Lt. Colonel 1 August 1935, Colonel 1 July 1942 [Kiser: Progression]. In the 1920's, he was included in the 1924 edition of the Official National Guard Register with the rank of Major in the Field Artillery [Kiser: Guard]. In 1910, he was based at Camp Stotsenburg, Luzon, Philippines, Military and Naval Forces. [Kiser: 1910] During the First World War, Kiser was an artillery battalion commander, decorated by France and the USA.

While he was in the Philippines, 2nd Lieutenant Sherman Kiser organised in 1915 the first all-Filipino Scout Troop, and this event remains embedded in Philippines Scouting History [Kiser: Scouts A] [Kiser: Scouts B] [Kiser: Scouts C]. This eventually led to passing of an Act House Bill No 4433, Republic of the Philippines, House of Representatives, Eighteenth Congress, known as "Scouting Act of 1919". Kiser is mentioned in the Explanatory Note [Kiser: Scouting Act].

Major Kiser authored an article *"Should We Discard Aiming Points for Rapid Preparation of Fire?"* which appeared in issue No 6, November-December 1934, of the *'The Field Artillery Journal'* [Kiser: Artillery].

Colonel Sherman L. Kiser was appointed Commander of the 14th Port at Southampton on 23 July 1944, and on the same day Acting Port Commander Leo J. Meyer became his Deputy. Sherman continued as Commander until the Americans departed at the end of 1946. More details of his contribution to the success of Southampton in the Second World War is given in other articles on the MAT website.



Figure 4: Sherman L. Kiser. Southampton. 1946

Source: Southampton Port of Embarkation published 1946

A general release by the US Army dated 10 August 1945: *"The concrete caissons which formed breakwaters for the pre-fabricated 'Mulberry' harbors off the Normandy coast have been returned to this port, and are being dismantled. Colonel Sherman L. Kiser of Bippus, Indiana, commanding officer of the U.S. Army port of embarkation, revealed that the British Admiralty had expressed appreciation for the use of U.S. Army tugs and personnel to return the giant concrete blocks, 'We helped to take them over, and we helped bring them back', Col. Kiser commented"* [Kiser: Mulberry].

Colonel Kiser retired from the Army in September 1948 [Fold3: Kiser Retired], and was recommended for the C.B.E., the citation for which is in Appendix 5. He had married Margaret V. Delabarre on 22 October 1917 and they had two children, William born in 1922 and Janet in 1928 [Kiser: Marriage].

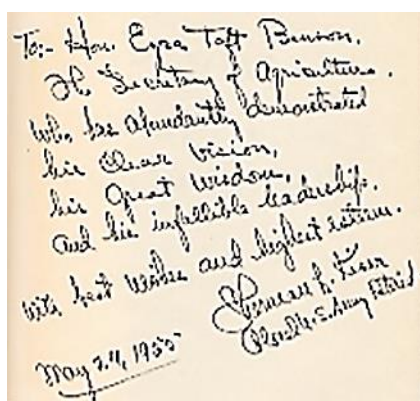
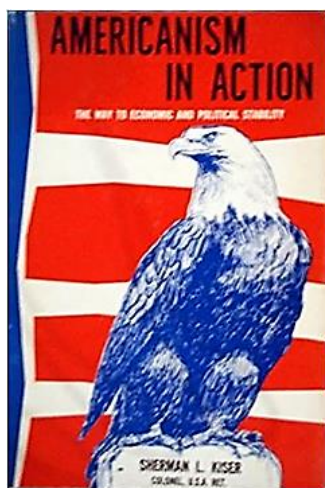


Figure 5: Kiser's Americanism In Action

Source:

<https://www.amazon.com/dp/B0007E4UTQ>

In 1955, he authored a book "The American Concept of Leadership" and inscribed on a copy gifted to Ezra Taft Benson: *"To: - Hon. Ezra Taft Benson, The Secretary of Agriculture, Who has abundantly demonstrated his clear vision, his great wisdom, and his infallible leadership, with best wishes and highest esteem. May 27, 1955. Sherman L. Kiser - Colonel U.S. Army Retired."* [Kiser: Benson] In June 1964, he published his book

"Americanism in Action: The way to Economic and Political Stability."

Sherman Leo Kiser, married for 56 years, died aged 84 at Fort Myers Beach, Florida on 24 March 1974, and his wife died, aged 95, on 18 October 1990 at Green Valley, Arizona.

Captain Dalton Marcus Newfield – Provost Major at 14th Port

Dalton Newfield's rank has been entered above as Captain which he is known to have held on 22 February 1945 at 14th Port's 2nd Anniversary Dinner [Newfield: Dinner]. In a family tree on Ancestry website however, and on another literary website, he is credited with the rank of Lt. Colonel – a detailed search in American service records has failed to elicit any detail about his military career other than registration and enlistment [Newfield: Tree].

Dalton Newfield was born on 5 February 1918 to Melville and Hazel Newfield in Lodi, San Joaquin County, California, and had a two years older sister, Mary (or Marian on 1920 census) [Newfield: 1930 census]. Dalton attended the University of California and graduated in 1939 with a B.A. in Political Science [Newfield: University]. He was living in Sacramento working for the Equitable Life Assurance Company as a salesman when he registered for the draft on 16 October 1940 [Newfield: Draft].

Dalton enlisted on 9 January 1942, joining the Army with Army Serial number 20919577. He was released on 1 April 1946, but enlisted again on 25 April 1951 to serve during the Korean War until released on 4 October 1954 [Newfield: Enlist]. During the Second World War, he was in the Signal Corps of the National Guard but during his service, Dalton mentions that *"he was a signals officer who*

had been loaned to the Artillery and sublet to the Transportation Corps and appointed Provost Marshall" [Newfield: WW2]. He also confides that he spent two of his enlisted years in the UK, and the balance in America.

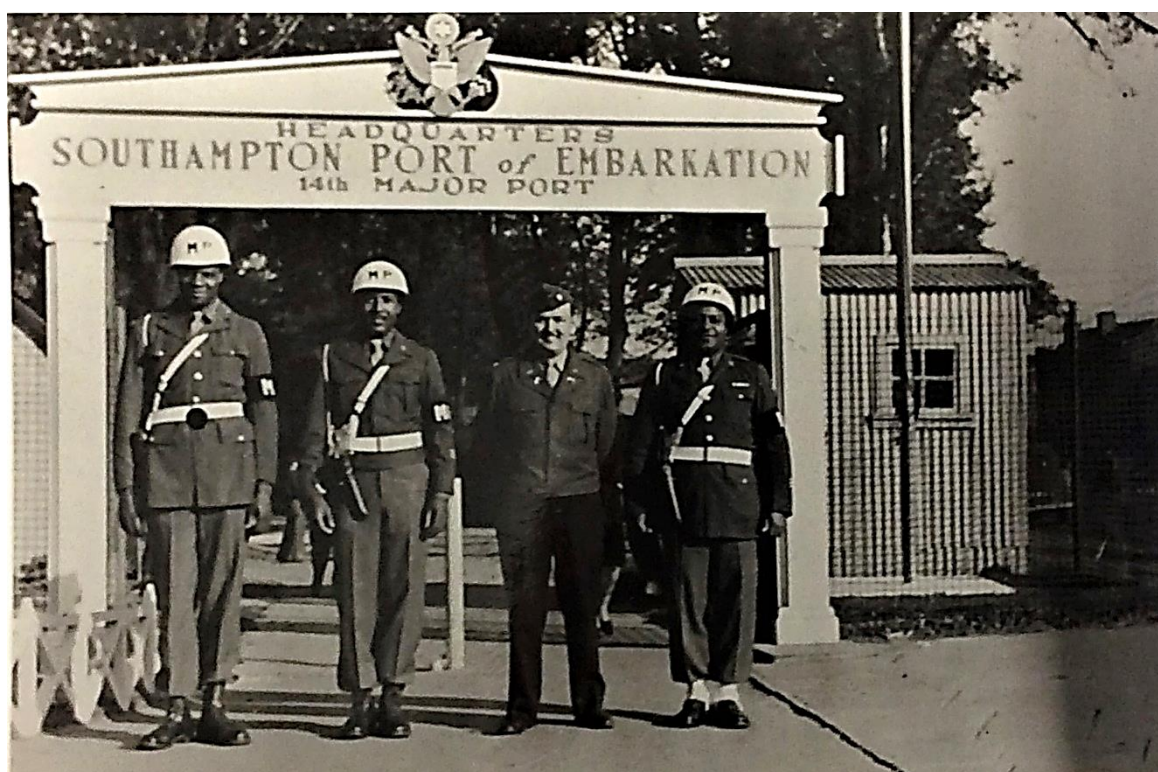


Figure 6: A Temporary Gate, Southampton. Captain Newfield with Three of his Military Police

Source: Southampton City Archive. About and Around Southampton: The Town and the Port [Local History]. Burrow.

As mentioned, further details of his military career have not been found except that he features in a number of photographs held by Southampton City Cultural Services (not available online); many other



**Figure 7: Captain Newfield.
(Date Unknown)**

Source:

https://blog.churchillbookcollector.com/wp-content/uploads/2018/06/Newfield_Crop.jpg

images held in the archives were taken by him, and he is recorded as being a keen photographer. As Provost Marshall, he would have been responsible for the effective policing of the 14th Port and Southampton Docks and Port generally, and a key function was marshalling the very heavy military traffic in the port and the city generally without unduly disrupting the local residents – records indicate that this was efficiently accomplished.

Two months after his initial enlistment, Dalton married Elizabeth L. Holme on 7 March 1942 in Manhattan, New York [Newfield: Holme]. The couple divorced and Elizabeth, also known as Elizabeth L. "Betty" Holme remarried on 8 April 1950 to Kirk D. Dunann, and again on 4 December 1965 to Lt. Jack Hicok USN. Dalton remarried on 29 May 1947 at Arlington to Eleanor Minnie Clauson, [Newfield: Clauson] who was born on 16 February 1920 in London and living in Ealing before she emigrated to America – she departed Southampton aboard the RMS Queen Elizabeth [Newfield: Emigration] on 16 May 1947 arriving in New York on 23 May 1947 with stated destination her "*fiancée Dalton Newfield*" in Sacramento. She was referenced on the ship's manifest as a shorthand typist and on the marriage certificate as having been in the film industry. She became a naturalised American on 19 December 194 [Newfield: Naturalisation].

Before Dalton returned to America from Southampton, he undertook, it seems on a whim, to take advantage of seeing mainland Europe, with colleague Peter Luppen, on what was an impromptu and unsanctioned whirlwind trip embracing France, Belgium, Luxembourg, Germany, Austria, Switzerland

and Italy. This is part recounted at <https://blog.churchillbookcollector.com/page/2/> in his book *Jeeping with 'Pete'*, a 67 page narrative including his photography. (Which includes reference to him being a Lt. Colonel).

Dalton and Eleanor had one son, Randolph, born on 25 July 1950 but who cruelly died from cancer on 4 January 1959. Dalton took an indelible interest in Sir Winston Churchill; he reputedly went on to become the world's first Churchill-specialist bookseller, as well as the senior editor of the International Churchill's Society's journal, *Finest Hour*. He had become internationally known as an expert on Winston Churchill.

Dalton died, aged 64, on 23 March 1982, having retired in December 1981 according to his obituary below. Eleanor died on 20 May 2009 [Newfield: Eleanor death]. Two obituaries demonstrate the esteem in which he was held:

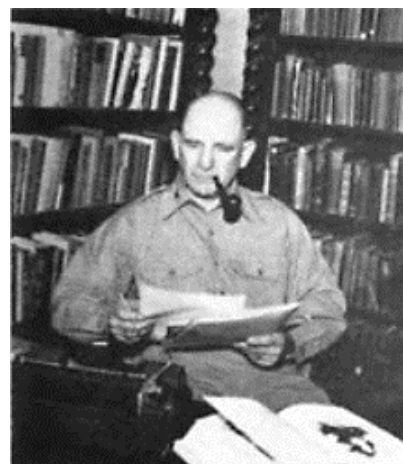


Figure 8: Newfield, the Reviewer. 1959
Source: Page 59

<https://books.google.com/books/about/Armor.html?id=G8pSB0cxNUC>

"If ever a man deserved citizenship of both America and Britain it was Dal. I shall miss his prolific letter writing and his easy yet profound conversation; but above all I shall miss the warmth and sincerity of his friendship. What an immense loss we have all suffered.

H. ASHLEY REDBURN, FH 36, SUMMER 1982" [Newfield: Redburn]

"SACRAMENTO, Calif. -- Dalton Newfield, an internationally known authority on Sir Winston Churchill, died at his home Tuesday following a short illness and his ashes were scattered from a plane above the Golden Gate Bridge in San Francisco as he had wished, his wife, Eleanor, said. He was 64. At the time of his death he was senior editor of the magazine Finest Hour, journal of the International Churchill Society. He was president of the organization for four terms. His home was filled with Churchill memorabilia, first-edition books and statues of the famous leader. Dalton retired in December from the state Department of General Services. He worked in the real-estate acquisition department for 15 years. His interest in Churchill developed during World War II while he was serving in England in the U.S. Army Signal Corps. It was also in Chester, England, he met his wife.

Mrs. Dalton said her husband's collection would be donated to the Sir Winston Churchill Memorial Fund, Westminster College, Fulton, Mo., where Churchill made his famous 'Iron Curtain' speech. She asked remembrances be sent to the college of the American Cancer Society. In addition to his wife, Dalton is survived by a sister [Newfield: UPI Archives].

His involvement with Churchill is demonstrated in a selection of additional websites:

- <https://www.postalmuseum.org/wp-content/uploads/2018/12/Stamp-History-1974-Churchill.pdf>
- https://1d4vws37vmp124vlehygoxxd-wpengine.netdna-ssl.com/wp-content/uploads/2017/03/Finest_Hour_039.pdf
- https://winstonchurchill.org/wp-content/uploads/2017/03/Finest_Hour_062.pdf which Includes a short article by Dalton.
- https://1d4vws37vmp124vlehygoxxd-wpengine.netdna-ssl.com/wp-content/uploads/2017/03/Finest_Hour_063.pdf which includes an article by Eleanor.
- <http://www.churchill-society-london.org.uk/Nicholas.Soames.html> A January 1997 rebuke.

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- Transportation Corps. Accessed March 2020. Available at https://history.army.mil/html/books/010/10-21/CMH_Pub_10-21.pdf
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- Fold3: Ross. USA National Archives. U.S. Army, U.S. Forces, European Theater, Historical Division: Records, 1941-1946. WWII European Theater Army Records 4 - Staff Section Reports 582d - Transportation Corps, Vol III History "Invasion", Page 32. Accessed March 2020 via <https://www.fold3.com/image/1/291671305>
- Find a Grave: Ross. Accessed May 2020. Available at <https://www.findagrave.com/memorial/206980615> AND <https://search.ancestry.co.uk/cgi-bin/sse.dll?viewrecord=1&r=5538&db=FindAGraveUS&indiv=try&h=22811689>
- Ancestry: Ross. Accessed May 2020. Available at https://www.ancestry.co.uk/interactive/2345/40014_1821100517_0649-00755?pid=1645841&backurl=https://search.ancestry.co.uk/cgi-bin/sse.dll?dbid=3D2345%26h%3D1645841%26indiv%3Dtry%26o_vc%3DRecord:OtherRecord%26rhSource%3D60525&treeid=&personid=&hintid=&usePUB=true&usePUBjs=true&ga=2.217552918.149899466.1589484233.1386200924.1550233706
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- Biblio. Accessed May 2020. Available at <https://www.biblio.com/book/destination-berlin-transportation-corps-furnish-necessary/d/855739887>
- Valor. Accessed May 2020. Available at <https://valor.militarytimes.com/hero/111494>
- Hoover Institution. Accessed May 2020. Available at <https://oac.cdlib.org/findaid/ark:/13030/tf5489n76q/>
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Appendix 1 – C.B.E. Recommendation for Frank Seymoure Ross

“Major- General Frank S. Ross, United States Army

Major-General Frank S. Ross was one of the first American Officers to arrive in this country. He came over as a Colonel in 1942 to assume the duties of Chief of Transportation E.T.O.U.S.A., and has held this appointment, in the successive ranks of Brigadier General and Major General, with the American forces deployed in the United Kingdom and North West Europe.

From the earliest General Ross showed the keenest desire to understand the logistic problems peculiar to this country, to assimilate British methods into his own transportation organisation and to co-operate in forming a joint Anglo-American team to deal with the vast movement of men and material both into and out of the United Kingdom base.

The mounting of operations and their subsequent maintenance from this country of combined British and American Forces presented tasks which could not be achieved without the closest liaison and co-operation of their respective staffs and an amalgamation of British Movement Control and the American Transportation Corps. This was early exemplified in the North African expedition in which General Ross, with infinite zeal and understanding, ensured that this state of affairs was attained.

Subsequently, throughout the great task of building up the American Forces in this country, the setting up of the machinery to launch the invasion of Normandy, the invasion itself and the operations of the past year, General Ross has never relaxed. Nobody could have done more to smooth the task of the Movement Control/Transportation Corps machine. He has always been ready to help with men and equipment. His personal drive, loyal co-operation, tact and generosity have been an inspiration to British and American alike and largely responsible for the success that attended their efforts.

The British Army and Movements in particular owe him a deep debt of gratitude.

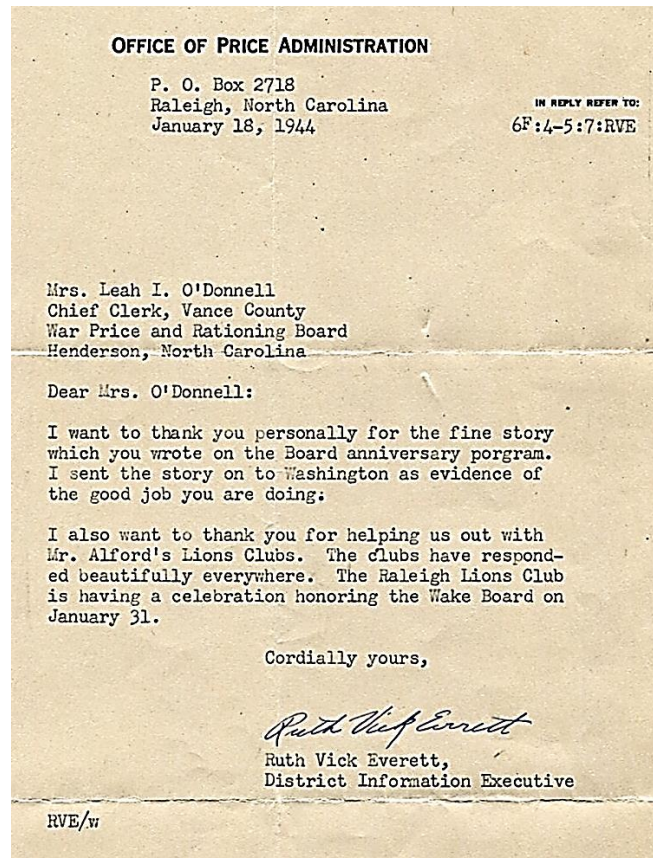
I strongly recommend that the services which Major General Ross has wholeheartedly rendered to the common cause should be recognised by the British Government by the award of a C.B.”.

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The National Archives Reference WO 373/151/678

(The author of the above recommendation was not identified on the download)

Appendix 2 – John and Leah O'Donnell Memorabilia



"Letter to Leah O'Donnell, chief clerk of the Vance County (N.C.) War Price and Rationing Board, from the state Office of Price Administration district information executive, thanking O'Donnell for her work (from Box 5, Folder 13, John B. O'Donnell Papers, WWII 118, WWII Papers, Military Collection, State Archives of North Carolina, Raleigh, N.C.)."



"John B. O'Donnell's original U.S. War Department identification card from his WWII U.S. Army service, dated July 17, 1945 (from Box 4, Folder 8, John B. O'Donnell Papers, WWII 118, WWII Papers, Military Collection, State Archives of North Carolina, Raleigh, N.C.)."

Source: <https://medium.com/nc-stories-of-service/john-b-and-leah-odonnell-nc-wartime-couple-serves-their-country-c9480727fab7>

Appendix 3 – O.B.E. Recommendation for Walter Daugherty McCord

“Colonel Walter D. McCord – SHAEF Transportation Corps

“Colonel McCord for meritorious service against an enemy of the British Empire from 1 November 1944 to 7 May 1945, as Commanding officer, 6th Traffic Regulating Group, Communications Zone, European Theatre of Operations. Colonel McCord, as Commander and Executive of the Red Horse Assembly Area in the Le Havre-Rouen area, effected the debarkation, staging, and forward movement of thousands of troops, insuring expeditious and superior reinforcement of the Allied Armies. Prior to the Allied Airborne operations across the Rhine, Colonel was charged with administrative coordination and support of camps and airfields located in Channel Base Section”.

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(The author of the above recommendation was Lt. General H. M. Gale, Chief Administrative officer)

Appendix 4 – O.B.E. Recommendation for Leo Julius Meyer

“Colonel Leo J. Meyer – US Army Reserve

Colonel Meyer was posted to H.Q. 14 port (Southampton) on 28 February 44 and appointed Port Commander on 29 May 1944. On 25 July, when the 14 Port was re-organised, he was appointed deputy to a senior officer appointed Port Commander.

During the whole of this period, Colonel Meyer has worked in the closest touch with the British Army. His willing and untiring efforts to do all in his power to further the common cause has been most marked. Undoubtedly his able co-operation has done a great deal of good in cementing the good feeling between both the Military and Civil Authorities in this area”.

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The National Archives Reference WO 373/152/443

(The author of the above recommendation was recommended by

{unintelligible signature} Brigadier Commander Southampton Sub District)

Note – The applicable appointment dates as transcribed above vary by two days from all other records.

Appendix 5 – C.B.E. Recommendation for Sherman Leo Kiser

“Colonel Sherman L. Kiser US Regular Army

Colonel Kiser was posted, on 10 June 1944, to the Joint British and US Marshalling staff of Area “C”; since 23 July 44 he has held the appointment of Commander 14 port (Southampton).

During the Build Up, both American and British Forces were using the Port of Southampton, the troops of both nations often using the same Marshalling and Transit Camps and the greatest co-ordination was necessary to ensure the essential smooth working in the Camps, on the Hards and in the Docks. Both during the Build Up and since, the liaison and co-operation between the British and American Forces in the Southampton Area have been excellent. To a very large extent this result is due to the personal efforts of Colonel Kiser, who at all times has done his utmost to further the combined operations in this area. He has always been most anxious to co-operate and his relations with the Royal Navy, police, Local authorities, Southern Railway and Harbour Board have been equally cordial and helpful”.

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The National Archives Reference WO 373/152/406

(The author of the above recommendation was recommended by

{unintelligible signature} Brigadier Commander Southampton Sub District)