

**Logistics Illustrated: Eisenhower's "Crusade in Europe"; God's Continuous "Services of Supply" Make Spiritual Victory Possible, Jn 10:10b; Heb 10:35-39**

**Eisenhower, Dwight David. *Crusade in Europe*. (Garden City, NY: Doubleday & Co., 1948), 290-91, 308-310; 321-23:**

A reinforced division, in active operations, consumes from 600 to 700 tons of supplies per day. When battling in a fixed position, most of this tonnage is represented in ammunition; on the march the bulk is devoted to gasoline and lubricants. (p. 290)

With thirty-six divisions in action we were faced with the problem of delivering from beaches and ports to the front lines some 20,000 tons of supplies every day. Our spearheads, moreover, were moving swiftly, frequently seventy-five miles per day. The supply service had to catch these with loaded trucks. Every mile of advance doubled the difficulty because the supply truck had always to make a two-way run to the beaches and back, in order to deliver another load to the marching troops. Other thousands of tons had to go into advanced airfields for construction and subsequent maintenance. Still additional amounts were required for repair of bridges and roads, for which heavy equipment was necessary. (pp. 291-92)

Services of Supply had made heroic and effective effort to keep us going to the last possible minute. They installed systems of truck transport by taking over main-road routes in France and using most of these for one-way traffic. These were called Red Ball Highways, on which trucks kept running continuously. Every vehicle ran at least twenty hours a day. Relief drivers were scraped up from every unit that could provide them and the vehicles themselves were allowed to halt only for necessary loading, unloading, and servicing. (p. 308)

Railway engineers worked night and day to repair broken bridges and track and to restore the operational efficiency of rolling stock. Gasoline and fuel oil were brought onto the Continent by means of flexible pipe lines laid under the English Channel. From the beaches the gas and oil were pumped forward to main distribution points through pipe lines laid on the surface of the ground. Aviation engineers built landing strips at amazing speed, and throughout the organization there was displayed a morale and devotion to duty equal to that of any fighting unit in the whole command. (pp. 308-309)

In the months succeeding the conclusion of hostilities I had many opportunities to review various campaigns with the leaders of the Russian Army. Not only did I talk to marshals and generals but on this subject I spent a considerable time with Generalissimo Stalin. Without exception, these Russian officers made one pressing demand upon me. It was to explain the supply arrangements that enabled us to make the great sweep out of our constricted beachhead in Normandy to cover, in one rush, all of France, Belgium, and Luxembourg, up to the very borders of Germany. I had to describe to them our systems of railway repairs and construction, truckage, evacuation, and supply by air. (p. 309)

They suggested that of all the spectacular feats of the war, even including their own, the Allied success in the supply of the pursuit across France would go down in history as the most astonishing. Possibly they were only being polite, but I nevertheless wished that they could have been heard by all the men who worked so hard during those hectic weeks to see that the front got every possible pound of ammunition, gasoline, food, clothing, and supplies. (pp. 309-310)

Regardless, however, of the extraordinary efforts of the supply system, this remained our most acute difficulty. All along the front the cry was for more gasoline and more ammunition. Every one of our spearheads could have gone farther and faster than they actually did. I believed then and believe now that on Patton's front the city of Metz could have been captured. Nevertheless, we had to supply each force for its basic missions and for basic missions only. (p. 310)

In September our armies were crowding up against the borders of Germany. Enemy defenses were naturally and artificially strong. Devers' U. S. Seventh and French First Armies were swinging in eastward against the Vosges Mountains, which formed a traditional defensive barrier. In the north the Siegfried Line, backed up by the Rhine River, comprised a defensive system that only a well-supplied and determined force could hope to breach.

For the moment we were still dependent upon the ports at Cherbourg and Arromanches, and because of their limited capacity and the restricted communications leading out of them the accumulation of forward reserves was impossible. It was even difficult to maintain adequately the troops that were daily engaged in constant fighting for position along the front. This would continue to be true until we could get Antwerp and Marseille working at capacity. Of the former, Bradley wrote to me on September 21: "... all plans for future operations always lead back to the fact that in order to supply an operation of any size beyond the Rhine, the port of Antwerp is essential." He never failed to see that logistics would be a vital factor in the final defeat of Germany.

With the advent of bad weather, road maintenance presented additional problems to the Services of Supply because of the shallow foundations of many of the European roads, particularly in Belgium. In numerous instances our heavily laden trucks broke completely through the surfaces of main highways and it seemed almost impossible to fill the resulting quagmires with sufficient stone and gravel to restore them to a semblance of usefulness. (p. 321)

To reduce dependence on roads we brought in quantities of railway rolling stock to replace that destroyed earlier in the war. To do this expeditiously, railway engineers developed a simple scheme that was adopted with splendid results. Heavy equipment like railway cars can normally be brought into a theater only at prepared docks. Unloading is laborious because of the need for using only the heaviest kind of cranes and booms. Our engineers, however, merely laid railway tracks in the bottom of LSTs (landing ships). They then laid railway lines down to the water's edge at the beaches of embarkation and debarkation and, by arranging flexible connections between ground tracks and those in the LSTs, simply rolled the cars in and out of the ships. But while waging and winning, during the autumn months, the battle of supply, we found no cessation of fighting along the front. (p. 321-22)

Our ground forces, while not yet at peak strength, continued constantly to increase. All our divisions were short in infantry replacements, and in total numerical strength of ground forces the Germans still had a marked advantage. We were disposed along a line which, beginning at the north on the banks of the Rhine, stretched five hundred miles southward to the border of Switzerland. To the south of that country detachments were posted on the French-Italian border to guard against raids on our lines of communication by the Germans in Italy.

This meant that, counting all types of divisions—infantry, armored, and airborne—we could, on the average, deploy less than one division to each ten miles of front.

In view of all these conditions there was much to be said for an early assumption of the defensive in order to conserve all our strength for building up the logistic system and to avoid the suffering of a winter campaign. I declined to adopt such a course, and all principle commanders agreed with me that it was to our advantage to push the fighting. (p. 322)

We were certain that by continuing an unrelenting offensive we would, in spite of hardship and privation, gain additional advantages over the enemy. Specifically we were convinced that this policy would result in shortening the war and therefore in the saving of thousands of Allied lives.

Consequently the fall period was to become a memorable one because of a series of bitterly contested battles, usually conducted under the most trying conditions of weather and terrain, Walcheren Island, Aachen, the Hurtgen Forest, the Roer dams, the Saar Basin, and the Vosges Mountains were all to give their names during the fall months of 1944 to battles that, in the sum of their results, greatly hastened the end of the war in Europe. In addition to the handicap of weather there was the difficulty of shortages in ammunition and supplies. The hardihood, courage, and resourcefulness of the Allied soldier were never tested more thoroughly and with more brilliant results than during this period. (p. 323)

- 1) It matters not whether the believer is spiritual or carnal, the possession of God's righteousness demands that the individual be kept alive. He is a member of the royal family and logistics enable God to preserve the positive believer for growth, service, and rewards and sustain the negative believer for recovery, reorientation, and resumption of the advance.

- 2) The key to both of these is that the target of all blessings is God's righteousness. He is unable to bless anything short of His perfection. The fact we possess His perfect righteousness is the only reason we receive any blessings at all.
- 3) Selection provides each person with human life, but this life is brief and will come to an end. The soul however never dies and will exit the body at physical death, its destination determined by volitional decisions made in time.
- 4) Rejection of the Gospel means the soul is transferred to the Torments section of Hades while reception of the Gospel means the soul and spirit with eternal life are transferred into heaven.
- 5) During the time between salvation and physical death one possesses eternal life but by utilizing one's divine operating assets he may advance in the plan of God to spiritual maturity and receive escrow blessings in time and eternity.
- 6) So that the believer can grow in grace, serve God, and receive blessings, logistical grace support is provided each believer with these objectives in mind.
- 7) This is what the Lord referred to when he addressed the Pharisees in:

**John 10:10b - I have come [ ἔρχομαι, *erchomai* ] for the purpose that [ ἵνα, *hina* ] believers may have eternal life and for the purpose that they may keep on having it more abundantly.**

- 8) There are two purpose clauses in this verse introduced by the conjunction ἵνα, *hina*. Jesus indicates by the aorist middle indicative of ἔρχομαι, *erchomai* that His Incarnation is for the purpose that those who believe might have eternal life.
- 9) The aorist tense of *erchomai* is culminative which is employed when it is wished to view an event in its entirety, but regard it from the viewpoint of its existing results: the Incarnation is designed for the purposes of providing eternal life and making it possible for that life to have abundance in time and eternity.
- 10) The Lord is making reference to the assets each believer receives at salvation. This is not a public announcement of the Church Age believer's escrow. He is addressing Jews who in their dispensation have eternal rewards but theirs are different from those of Church Age believers.
- 11) Even so, it is less than a year before the Church Age begins so the Lord knows these men can relate to rewards promised Old Testament saints.
- 12) Consequently, he is speaking of the rewards contained in the Church Age escrow since even if these men were to believe it would take them years into the Church Age to arrive at spiritual maturity.
- 13) The Nike Awards are summarized by the Lord in Revelation, chapters 2 and 3. The primary motivation for a believer's spiritual advance is so that he can acquire the knowledge necessary to efficiently and professionally serve God.
- 14) The secondary motivation is to qualify for conveyance of escrow blessings in time and eternity by advancing to the level of spiritual maturity.
- 15) The challenge to make the advance is issued in:

**Hebrews 10:35 -** Therefore, do not throw away as worthless [ due to disinterest, boredom, carnality, reversionism ] your confidence [ παρρησία, *parrêsia*: the categories of assurance associated with the sophisticated spiritual life ] which has rich reward [ escrow blessings in time & eternity ].

**v. 36 -** For you have need of perseverance [ ὑπομονή, *hupomonē*: endurance under suffering in faith or duty; that quality of character which does not allow one to surrender to circumstances or succumb under trial (manifest by courage under pressure) ], so that [ ἵνα, *hina*: indicates both purpose & result ] when you have done the will of God [ purpose of perseverance: advance to spiritual maturity ] you may receive what was promised [ result of perseverance: conveyance of escrow blessings in time & eternity ].

**v. 37 -** For yet in a very little while the One coming will arrive and will not delay [ a quote from Habakkuk 2:3 which refers to the 2d Advent; the application here is to the Rapture; believer's must sprint forward in their spiritual advance in light of its imminency ].

**v. 38 -** [ Habakkuk 2:4 ] My righteous one shall live by faith [ ablative of means of πίστις, *pistis*: refers to what is believed, i.e., doctrine ]; consequently, if he [ 3d class condition ] strikes his sails [ ὑποστέλλω, *hupostellō*: used metaphorically to illustrate withdrawal from the doctrinal advance ], My integrity shall not approve of him [ no conveyance of escrow blessings ].

**v. 39 -** But we are not among those who retreat into destruction [ sin unto death ], but of those who have doctrine preserving our soul [ from the sin unto death ].

- 16) Throughout the sequence of events described by the writer of Hebrews, it is logistical grace support, i.e., the necessities of life both physical and spiritual, that sustains the believer as he advances in the plan of God.