



**Fort Bragg**  
Home Of  
**The Airborne**  
And  
**Special Operations**  
**Forces**

# MILITARY HISTORY

- 1775 Olive Branch Petition refused by King George
- 1783 American Revolution ends with Treaty of Paris
- 1847 Mexican-American War ends with capture of Mexico City
- 1862 The Battle of Antietam
- 1898 First machinegun used in battle
- 1918 Battle of St. Mihiel takes place
- 1939 Nazi Germany invades Poland
- 1945 VJ day. Signing of Japanese Surrender.
- 1982 U.S. Air Force Space Command founded
- 2001 Attacks on the World Trade Center and Pentagon

## TRIVIA

- 1 Check on learning: What was the final state needed to ratify the 19th Amendment?
- 2 When was the Purple Heart reinstated as a modern medal?
- 3 When did AFSC transition to Army Sustainment Command at RIA as a command?

### ANSWERS FOR JULY 2020 QUESTIONS

- 1 Where were the casings for both the *Fat Man* and *Little Boy* atomic bombs (1945-1949) produced?  
➤ They were produced at RIA. The *Fat Man* casings were produced from 1945-1949 while *Little Boy* was the only one.



- 2 What were the two operational components of the *Downfall* invasion plan? (The names of the operations.)  
➤ Olympic and Coronet
- 3 What was the name of the battle of the first military confrontation in the Second Iraq War? (OIF)  
➤ Kirkuk, 2003

For answers to trivia, information on this month's artifact spotlight, digital copies of old newsletters and more, visit the ASC History Office website at:  
<https://aschq.army.mil/About-Us/History>



## The 406th Army Field Support Brigade

The 406th Army Field Support Brigade was activated on 16 October 2007 and is one of the newest organizations in ASC with less prehistory than the other AFSBs.

In 2005, the Army approved creating AFSB's in CONUS in order to provide the same kinds of service that was being provided overseas. In the Spring of 2005, this concept was put into action with the creation of the TDA AFSBs CONUS East (CE) and CONUS West. AFSB-CE stood up in March of 2005 and was responsible for enhancing the readiness of the XVIII Airborne Corps and Army reserve component east of the Mississippi River. The original commander of AFSB-CE was also the Commander of Combat Equipment Group-Afloat (CEG-A) at Charleston, South Carolina.

The commander transitioned his headquarters to Fort Bragg while CEG-A was reduced to a battalion command equivalent and then shifted to civilian leadership. Despite mission accomplishments, AFSB-CE had limits because it was officially a non-

deployable TDA unit, despite deploying in support of relief efforts for Hurricane Katrina. This changed in October of 2007 when AFSB-CE was deactivated and the MTOE 406th AFSB stood up in its place.

The Commander, 406th AFSB represents AMC as the primary logistics leader responsible for integration and synchronization of all acquisition, logistics and technology actions into a single effort to enhanced and support the peacetime mission and war fighting capabilities of the U.S. Army across the command footprint. The 406th assumed operational control of the Directorates of Logistics in its footprint and now synchronizes all logistics on the installations and workloads the sources of repair critical to resetting units in the ARFORGEN process.

The 406th AFSB is at the cutting edge of Army logistics transformation and is creating new logistics history every day while providing "Steadfast Support" to the units it supports.

## The 1872 Iron Bridge

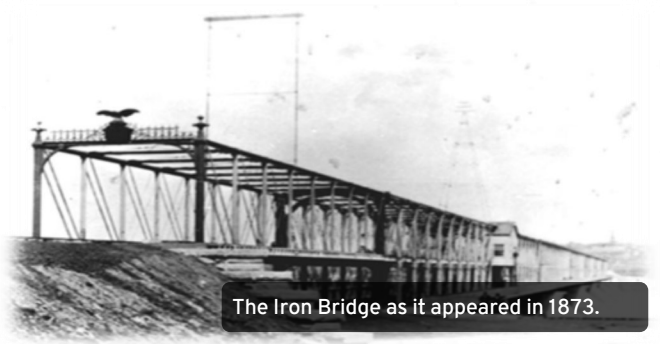
In 1866, the federal government proposed to the Mississippi & Missouri Bridge Company that the location of the bridge on Rock Island be changed to its current site, and the government offered to share the expense of building the new bridge. Brigadier General Thomas J. Rodman drafted the plan which satisfied the requirements of both the railroad company and the United States Government. The railroad company agreed to give up its old right-of-way across Rock Island and remove its tracks and bridges in exchange for a new bridge, which would be built at the extreme west end of the island. In 1869, GEN Rodman had ordered surveys of the Mississippi riverbed and measurements of the river-current velocity. He then determined the sites for the bridge abutments and piers. Most importantly, the railroad tracks across the island were relocated to allow the Arsenal to fully develop the interior of arsenal tracks. To expand the Arsenal further, Rodman wanted the original bridge moved down and out of the way.

Initially the bridge was to be a double track bridge with an extra deck for wagons. However, estimated costs for such a bridge exceeded congressional appropriations. GEN Rodman carried on a lengthy correspondence with the Chief of Ordnance and the Secretary of War seeking the additional funds necessary to build the bridge. Unfortunately his persistence led to the transfer of the bridge construction to the Engineering Department. Major Daniel W. Flagler, his successor stated: "GEN Rodman

was deeply interested, and took great pride in his work, and [the bridge construction's] transfer to other offices was a serious blow to him."

GEN Rodman remained interested in the bridge after its transfer to the engineers. Periodically, he recommended changes in its construction. His suggestions included such basic revisions as the place of the wagon road deck under the railroad tracks, rather than above it, as initially planned.

The 1872 iron bridge measured slightly over 1,500 feet in length. The bridge had five spans 220 to 260 feet long, plus a draw span of 368 feet in length. The superstructure of the bridge was a double Whipple truss with two decks. Considering it was constructed for two-way traffic, the width of the bridge was a narrow sixteen feet. The bridge was finally completed and turned over to the Rock Island Arsenal in 1873. By the 1890s, however, locomotives and rail cars had become too large and heavy for the 1872 iron bridge, and a replacement was deemed necessary.



The Iron Bridge as it appeared in 1873.



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