

SERVICE COMPANY 16TH INFANTRY  
APO 1 U. S. ARMY

15 July 1945

Record of Events 2 August 1942 to 8 May 1945

Left New York Port of Embarkation on boat # 250, 11:30 A M, 2 August 1942. Arrived in Scotland 2030, 7 August 1942. Disembarked at 0930 and entrained for England at 1130, 8 August 1942. Arrived in England, 9 August and assumed camp duties at Tidworth Barracks. On 2nd September 1st's Dion and Montague, Regimental Maintenance and Transportation Officers respectively, traveled to Liverpool and Buckenhead, England with a crew of drivers where they drew regimental transportation. On the 14th of September the first motor move was made to Gurroch, Scotland, and except for one  $\frac{1}{4}$  ton that was wrecked there was no mechanical trouble experienced.

On or about 16th the company boarded ship once again, destination unknown. Prior to departure Division issued memorandum adding several items to T/BA. These memorandums caused the S-4 section many headaches. The items were not issued in time to be loaded on proper combat vehicles, this caused confusion during preparation for the move. Requisitions submitted by combat teams during this period were lost, duplicated on some items or not filled at all. Thereby troops were not properly equipped prior to departure and items that were issued in excess were carelessly abandoned. On board ship impregnated clothing was carelessly abandoned, and barracks bags were improperly marked and guarded resulting in the loss of some items of clothing by stealth. Types C and D rations were issued for the landing but the majority of men consumed them before disembarking.

On 8 November 1942, the Company landed at Arzew, Algiers, North Africa. An advance detail of the maintenance section landed with the third wave to handle the dewaterproffing of vehicles. Difficulties arose in the landing of supplies due to the lack of understanding or cooperation between T. Q. M. S. and landing team commanders. The latter asked for ammunition, food and water; individual barracks bags were unloaded instead. During the early stages of combat the S-4 distributing groups did not have sufficient transportation to deliver Class 1 and 5 supplies to landing teams. When combat vehicles and kitchen trucks were unloaded it was found that they had been stripped of essential items of equipment, reserve rations and field range equipment, during the voyage.

When the bulk of the Company landed the advance section had already established a C. P. in a grove of trees about 500 yards from the beach. The maintenance section set up a dewaterproffing area on the race track about 300 yards from the beach, and the S-4 section set up under the grandstand in the same area. Working day and night for two days the maintenance section dewaterproffed most of the transportation.

On 9th November two enemy planes strafed the grandstand and race track, the men fired on the planes and one was seen to be smoking as it went over a nearby hill. Later the same day one enemy plane came over the Company C. P. and dropped a small bomb which landed in a field about 100 yards from the C. P.



That evening word came that B Company was cut off by fire and in need of ammunition. Pvt. Grafton driving a 2½ ton truck delivered the ammunition, using a rail-road track to get there and back. As yet the company had suffered no casualties.

On the 13th the Company moved about 29 kilometers and set up in a winery ½ mile east of St. Lo. In this area the Company attempted to re-equip and service the regiment as much as possible in the time allotted. While in this area the Company set up a beer garden and had several shows for the men. To supplement the issue rations the Company purchased chickens from the Arabs for their Thanksgiving dinner.

During the month of December, 1942 the Company carried on its usual duties of servicing the Regiment. On December 24th the Company alerted for a possible uprising of the native Arabs. The men were restricted to the Company area and most of them placed on guard. The remainder of December and the first part of January found the Company carrying on its usual camp duties.

On the 20th of January, 1943 the Company moved out at 0732 and arrived at 1600 in Orelansville, Algeria a distance of 135 miles. On the 21st, left Orleansville and moved another 147 miles to L'Arba. The 22nd of January the Company moved again at 0739 hours and moved 140 miles to El Acher, arriving at 1800 hours. Traveled another 133 miles on the 23rd, arriving at Ain-lila at 1730 hours. On the 24th of January moved 77 miles to Guelma, arriving at 1330 hours. Although the convoys had been alerted for possible air attack or parachutests, it was as yet unharrassed. On the 25th January, left at 0400 hours and traveled 193 miles to Siliana, Tunisia, arriving at 1630 hours. On the 26th January the Company moved to a bivouac area 7 miles south-east of Maktar, Tunisia. The next four days were spent in getting the vehicles and equipment in as good a condition as possible. On the 31st January moved to another bivouac area 3 miles north-west of Oussultia, Tunisia.

On February 3 & 4 1943 the Company was subjected to strafing and bombing by enemy aircraft. The Company suffered its first casualties on February 3rd when Captain Angello was slightly wounded and Pvt. Phinney was killed.

It was here in the Oussultia sector that difficulty arose in replacement of vehicular spare parts. In most cases the necessary parts were obtained from vehicles salvaged from mined and shelled areas. In the earlier part of the campaign the Company was ordered to establish its bivouac area ten to twenty miles behind the regiment. This made it very difficult to service the regiment and in the later part of the campaign it was changed when found that a protected area, three to six miles behind the lines was very satisfactory. Parts for all types of trailers were unknown and couldn't be drawn. Parts for half-tracks and full tracks were particularly short.

On the morning of March 4th, 1943 the Company arrived at El Meridy for a rest period. From March 4th to 13th the time was spent in checking, servicing and distributing items of equipment and clothing in replacement of items destroyed or lost during the last extended period of combat. The regiment was brought up to TBA on all vehicles except ¼ ton trailers.



On March 13th, left the bivouac area at 1900 hours on truck for an assembly area about 7 miles east of Bou Chebka, arriving there 0400 hours March 14th. the CT moved for the attack on Gafsa. Service Company left the bivouac area at 2330 hours and arrived at new area March 17th at 0430, located in Waddy-Oned El Kbir east of Gafsa-Feriana road. Little resistance was met and at 1730 hours the Company moved to the French barracks at Gafsa. During the night of March 17th rain caused a head rise in Waddy north of Gafsa resulting in damage to several jeeps, with three jeeps a total loss. In Oned El Kbir two 1 ton trailers and 3/4 ton truck of Cannon Company and one 3/4 ton truck of Service Company were submerged when the Waddy gave way under the vehicles. Each vehicle had to be completely overhauled and were eventually put back into service.

Service Company bivouaced in Gafsa until March 29th when they moved by motor to a grove  $\frac{1}{2}$  mile south of El Guettar. From March 30th to April 1st the bivouac area and vicinity were bombed and strafed from four to six hours each night. Although no damage was done to vehicles or material, three men were hospitalized for shock.

April 2nd 1943, left the bivouac area and moved to an orchard five miles south-east of Gafsa, arriving at 1655 hours. The vicinity near the bivouac area was bombed and strafed during the night. On April 3rd Sgt. Daskawisz, T/4's Ottavind and Goggins, Pfc Ackerman and Pvt Bonner were wounded during bombing raid. On April 5th the Company moved out at 1420 hours, a distance of about 13 miles. On April 7th, T/4 Misuro was wounded in action. April 8th the Company left the bivouac area at 1615 hours and arrived in new area in vicinity of El Guettar at 1720 hours.

Then followed a short rest period until 20th of April, during which the Company was eight miles south of Le Calle. On the 20th of April the Company moved 14 miles north-east of Biga, where the regiment prepared to go into action again. April 25th moved to a position south of Hill 415, C. O. J-421 528. On May 4th moved to Hill 450, C. O. J-450 585, and on May 6th traveled to position six miles south of Mateur C. O. J-515 614. Fighting ceased on May 8th and the campaign was officially over on May 9th.

During the campaign the services of the Company supply and maintenance, were constantly harassed by the superior enemy air force, necessitating the carrying out of their functions a good deal of the time during the hours of darkness. During operations in the Ossultia sector the S-4 section had particular difficulties of supply. The combat team was split up and one battalion attached to the British. It appeared the British could not supply the necessary Class 5 supplies, the Battalion S-4 had difficulties supplying his battalion and had to make several long hauls with supplies from division and other sector D P's. The class 1 supplies were British, not distributed properly and Types A & B were used continuously without variation. The battalion kitchens and trucks were kept forward with the battalions, and were subjected to artillery and enemy aircraft fire. The kitchens and trucks, though they escaped damage, should have been far enough to the rear to escape artillery fire.

During the African campaign the maintenance section had their difficulties due to the fact that the battalions were so widely separated.



Three crews of two mechanics each were organized and attached to each battalion. This proved to be very satisfactory and insured proper maintenance work on vehicles which otherwise would have been impossible at times. In the campaign we lost eleven jeeps, one 3/4 ton weapons carrier, one truck cargo 2 $\frac{1}{2}$  6 x 6, and one half track from mines; nine jeeps, two trucks cargo 2 $\frac{1}{2}$  ton 6 x 6, from bombing and strafing; five jeeps, and one 3/4 ton command and reconnaissance car from shell, all total losses. In addition we had thirty-nine jeeps, six 3/4 tons, and eight trucks cargo 2 $\frac{1}{2}$  ton 6 x 6 temporarily disabled from enemy action and subsequently repaired and placed in action. A total of fifty-seven tires were lost from shell and shrapnel. Some of these losses from shell and shrapnel could have been prevented by digging the vehicle in at least two feet. Other than these, our greatest source of trouble was lack of lubrication which resulted in approximately 75% of all other repair jobs.

Preparations for a landing operation were started soon after our arrival at St. Lou, Algeria, on or about May 17, 1943. These preparations entailed complete servicing and repair of all the vehicles of the regiment which were in need of extensive repairs after a hard period in the campaign just ended. All vehicles were painted with markings and symbols in accordance with new instructions issued before moving to Algiers. Soon after arriving in Algiers, work was started on waterproofing all vehicles and completion of servicing and repairs. We were rushed to complete all required work within the time allotted, as well as making all arrangements and preparations for loading of vehicles. When vehicles were called in for loading, many units delivered vehicles to Service Company motor pool. They were late and improperly loaded or entirely without combat loads. As an example, over one half of the kitchen trucks arrived with all water cans empty after the units had been specifically told to have the vehicles combat loaded. During the last three weeks previous to embarkation on July 5, 1943, all of Service Company personnel put in long hours of work trying to see that the Regimental transportation was properly loaded and in as good a condition as possible. On 5 July 1943 the Company was hauled down to the boat by a truck Company for Algiers.

Service Company embarked on the U. S. S. Thurston at about 1140 on 5 July 1943. On the third day aboard ship a booklet on Sicily was distributed so that the destination was no longer unknown. The landing was to be made on Saturday morning, 10 July 1943. Service Company was slated to go in two separate boats in the seventh wave. At about 0300 hours the morning of the 10th the men of the Company went down the ladders to their boats. Enroute to the beach the landing craft broke down forcing the party to drift about approximately one hour before being picked up by LCI # 42, finally landing on the beach three miles east of Gela at 0715 hours. At about 0730 hours the first of the regimental transportation landed and the rest of the day was spent dewaterproofing and servicing them and getting them to the front lines as soon as possible. The beach was under desultory shell fire by the enemy and about 0800 hours one of the mechanics, T/4 John E. Leighton was hit and seriously wounded. Late in the afternoon of the 10th July, it was possible to move the transportation about a half mile further inland where it would be worked on without drawing the attention of enemy aircraft which was in evidence all day. The landing of vehicles was very good and went much faster than did that of the Oran invasion.



On the afternoof of 11 July 1943 three more members of the Company were wounded. Later in the day four men of the Company reported to the Medics as blood donors for these wounded men. On 12 July 1943 the Company moved to a point 5 miles north-east of Gela. It required 55 minutes to move four miles by truck, traffic congestion on the road was terrific. The next day we moved two miles south-east of Niscemi; at this time the Company was split and a party of mechanics was left on the beach to secure and service our transportation as it came off the boats and send it forward. On 15 July 1943, left the bivouac area at 2245 hours and moved to new bivouac six miles north-west of Pte. Olvio airport. The move continued the next day and 17 July found the Company two miles south of Barrfranca. Soon after arriving here orders came to move again and that night found the Company **four** miles northwest of Barrfranca. 18 July traveled to a new bivouac area 3 miles east of Caltanissetta. On the afternoon of 20 July a move was made to an area  $10\frac{1}{2}$  miles south of Enna. The next two days the Company remained in a stationery position. On 23 July 1943 the Company moved to a bivouac area  $\frac{1}{2}$  mile west of Villapriolo. On the night of 24 July 1943 all kitchen trucks were unloaded and used to move the regiment to a place about two miles west of Gangi, Sicily. After all the Regiment was moved, the trucks were returned to Service Company bivouac and the entire field train moved forward to the same area. The vehicles covered a distance of one hundred and thirty-six miles in a space of eighteen hours, making two shuttles. On 28 July, moved to a new area one mile west of Nicosia, traveling 16 miles and arriving at 2040 hours. The Company carried on it's usual camp duties until 2 August. On this day the Company moved to a new bivouac 5 miles northeast of Nicosia. On 3 August the Company started a three day campaign of supply, repair and maintenance to aid the regiment in their attack on the city of Troina. On 6 August moved to a new area three miles north-east of Cerami, Sicily. On 7 August 1943 resumed our usual camp duties of supply and repair.

In concluding the Sicilian campaing, by the time the Company arrived at Gangi, we were maintaining a supply line of one hundred forty miles from Gangi to the beaches of Gela. At no time during the campaign was there a sufficient supply of vehicular spare parts, resulting in an average of two vehicles a day being in Division Ordnance. Another thing the Company was faced with was a steady loss of key personnel, through enemy action or temporary sickness.

On 11 August 1943 the Company moved to a bivouac area  $\frac{1}{2}$  mile west of Troina. Left here at 1450 hours on 14 August and moved to bivouac 3 miles west of Randazzo arriving at 2330 hours. There the Company carried on its usual duties attempting to service the Regiment, until 20 August when they moved to an orchard 5 miles East of Palma, and then to Licata, Sicily. The Company remained here at Licata until 21 October 1943. On the 14 October men from the Company drove vehicles to Palermo to turn them over to the QM while the remainder of the Company participated in a general inspection. From 15 to 20 October the Company was preparing to move. On 21 October 1943, the Company left the bivouac area at 0130 hours and arrived in staging area at 1035 hours. Remained in staging area until 1730 hours and boarded HMS Maloja at 1900 hours. On October 26th we arrived in the Bay of Algiers at 1740 hours. All insignia was ordered removed from helmets and clothing, while the Company worked according to a regular training schedule aboard ship.



On 27 October left Bay of Algiers at 1840 hours, arriving at destination on 5 November 1943 at 0830 hours, completing the traveled distance by water of 3814 miles. On 6 November 1943 disembarked at Liverpool, England at 0215 hours, immediately boarding train. During the wait coffee, doughnuts, and cigarettes were served by the American Red Cross. The train left Liverpool at 0315 hours arriving at Bridgeport at 1635 hours, entrucked and traveled to Beaminster, England, arriving at 1710 hours, where the Company was quartered in different billets throughout the town. Soon after arrival at Beaminster, it was discovered that facilities were inadequate for the proper execution of administration and supply. This necessitated the transfer of Anti-Tank Company to Beaminster and Service Company to Bridgeport. The 8th & 9th of November 1943 were spent in placing billits in order, drawing equipment, and shifting supplies and personnel to most advantageous positions. On 10 November a few vehicles were drawn and part of the Battalion Sections were sent to the battalions. Now began a period of the usual camp duties with training being interspersed with duties of supply and maintenance. On 19 November an air raid alarm was sounded at 2200 hours but no bombs were dropped in the area. November 16th all equipment started arriving from the boat. On 30 November 1943, twenty two drivers of the Company were dispatched to Bristol to draw vehicles for the Regiment. On the 2nd December 1943, the full allotment of vehicles was received and maintenance began a thorough check and servicing of them.

There followed a period of regular training and garrison duty. On 8 February 1944 the Company left Bridgeport at 1015 hours by truck for a period of training at the British Battle School at Woolacombe, arriving at 1615 hours. After a period of demonstrations and lectures, vehicles were waterproffed for organizations participating in landing operations on 15 February 1944. On the 24th February the Company completed a sixteen day training period at the assault training school and prepared to move back to Bridgeport. Left the area at 1020 hours, 26 February and arrived at Bridgeport at 1545 hours. On 4 March 1944 the Company again waterproofed vehicles in anticipation of a proposed movement.

On 8 March 1944, the Headquarters and Battalion Sections of the Company left at 0500 hours to participate in large scale manuevers off the East coast of England. One Officer and 15 enlisted men remained in Bridgeport as a rear echelon. On 12 March 1944, Headquarters and Battalion Sections of the Company left the manuver area at 1800 hours and arrived back in Bridgeport at 0315 hours. The Company did their usual camp duties until 1 April 1944 when they were alerted for departure, then followed a period of special training, feverish work on vehicles, and equipment and clothing inspections. Finally on 25 April 1944 the Company left it's permanent station in Bridgeport at 0830 hours for a temporary change of station, arriving in vicinity of Martinstown, Dorset, England at 1145 hours. Until 21 April 1944 remained in marshalling area receiving instructions on impending actions and related material. On 28 April 1944, the Company was alerted at 2027 hours, partook of a light meal and left the area at 2130 hours, and arrived at embarkation point, Portland, England at 0205 hours 29 April 1944. Part of the men boarded LST 402. On May 1, 1944 the balance of the men left in marshalling area D-11 boarded APA # 1 at Weymouth at 0900 hours.



Five men in D-4 and sixteen men in area D-12 left their areas for the embarkation point in Weymouth and boarded ships IST # 1 and APA # 2. Remained aboard ship until 4 May 1944, at 0340 hours this day they dropped anchor ten miles off shore, loaded in barges at 0815 and disembarked at Torcross at 1105 hours. Marched to transit area # 4, left transit area at 1425 hours and marched to bivouac area in vicinity of Payton. 5 May 1944 left bivouac area and moved to assembly area # 3, arriving at 1415 hours. Left assembly area # 3 at 1315 hours 6 May 1944, and arrived at home station in Bridgeport at 1730 hours. On 9 May 1944 Company was again alerted for departure, and on 17 May moved to Winterbourne, Dorset, England. The 21 May 1944 vehicles were run through a water tank to check for defaults in waterproofing, on the 22nd, gas masks were exchanged for the assault type mask. This period until the 29th May 1944 was spent in hardening exercises, checking and rechecking clothing and equipment for serviceability and markings. On 29 May 1944, left station in vicinity of Winterbourne at 0445 hours and arrived at Dorchester, Dorset, England at 0556 hours. The 1 June 1944 the Company left the marshalling area at 1550 hours, arriving at embarkation point at 1703 hours, there the Company boarded the Transport U. S. S. Chase at 2115 hours. The Company put to sea and on June 3rd were shown their debarkation stations.

6 June 1944 the Company landed on beach Easy Green, vicinity of Colleville, France at about 0830 hours. The enemy had the beach well covered with artillery and small arms which kept the Company pinned down for several hours. Major Leonard C. Godfray, S-4, had five men of the Regimental S-4 Section with him and while attempting to lead the group inland across the beach he was killed by machine gun fire, and S Sgt. Schweitzer was wounded and evacuated. Second Lt. Balyeat assumed charge of the section and led it through the mine fields to a place of comparative safety. The Company moved inland about 1030 hours and set up a CP, and as resistance slackened, moved inland about one mile. The remainder of the S-4 section under Capt. Brooks landed at 1800 hours from an ICT. The surf was high at this time and one man was wounded while swimming ashore. The entire section met at the Regimental CP at 2100 hours and at this time Major McKoan assumed the duties of Regimental S-4. The Company's casualties for the landing were one officer killed, one lightly wounded, one enlisted man killed, one enlisted man wounded and evacuated, and four men wounded and not evacuated.

The next day, 7 June 1944 the Company and S-4 section, located ammunition dumps and supplied ammunition to the battalions. The men were split between vehicle transit area No. 3 and No. 4 where they assisted in locating 16th Infantry vehicles and directing drivers to respective units. One enlisted man was lightly wounded. On 8 June 1944, S-4 having received enough transportation, proceeded to draw rations, clothing, and equipment. Only a limited stock was available at the Quartermaster DP, but a large quantity was obtained. Weapons were processed through S-4 to the ordnance repair and replacement. The Company moved to a new CP,  $\frac{1}{4}$  mile north of Bellefontaine and were dug in by 2300 hours. On 9 June 1944, the Company moved to point one mile north of Tour-en-Bessan. The 10th June 1944, S-4 received the regiment's bedding rolls from the ships. Over 1500 bedding rolls were processed and delivered in addition to items of quartermaster equipment. At 1110 hours the Company moved to a new bivouac located  $\frac{1}{2}$  mile North of Cottun. On 11 June, more rolls arrived and repaired weapons and vehicles were returned from Division Ordnance. Two enemy fighter planes flew over the CP at 1100 hours and another at 1700 hours. At 2135 hours the Company moved  $\frac{1}{2}$  mile southwest of La Patisserie. 12 July, moved again to bivouac in orchard on



the south edge of Bois De Baisguy. On the 13th June 1944, "D" Column, consisting of kitchen and baggage trucks arrived in bivouac area at 0715 hours.

On 14 June the CP moved  $3/4$  mile further south of Bois De Baisguy and the Company was designated to handle all replacements for the Regiment while they awaited assignment. The 15th of June supply and maintenance sections received their first chance to operate. Equipment was drawn to replace that lost or destroyed in combat and the maintenance section began work on regimental transportation, removing all traces of waterproofing and salt water which had mixed with grease in wheel bearings and other points. On the 16th of June the first group of twenty two officers and ten hundred seventeen enlisted men as replacements were received by the Company. Then followed a period that was devoted to repair and servicing of vehicles and resupplying the troops. Enemy planes were over the area every night but no casualties were suffered. On 20 June 1944, 2nd Lt. Eryne A. Conroe was wounded and evacuated when an american artillery shell fell short and landed in the area. On the 21st of June enemy aircraft dropped bombs but there were no casualties. 23 June 1944 was the first night there were no aircraft overhead and the enemy artillery was silent, enabling the men to get their first uninterrupted nights sleep since the landing. On the 24th artillery fire fell in the bivouac area but there were no casualties, on the 27th June enemy artillery fire was again heavy.

1 July 1944 regular 6000 mile inspection of transportation continued and in the end it was inspected by the regimental executive officer, area shelled again but no casualties. Check of regimental transportation by division ordnance was begun 4 July 1944, and completed on 8 July 1944. On 9 July 1944 enemy aircraft strafed and bombed area, day and night, no casualties.

13 July 1944 Company left Bois De Baisguy at 2030 hours for rest area in the vicinity of Colombieras. Arrived at bivouac in orchard one mile southwest of Colombieras at 2235 hours. 14 July 1944 Company prepared transportation for Command Inspection and attended movie given by Special Service. On 16th July weapons and vehicles of the Company were inspected by division ordnance. On 20 July 1944 Company prepared to move to assembly area and on 21st left bivouac at 0141 hours and arrived in new area, two miles northwest of St. Jean De Daye, at 1045 hours. 22 July 1944 a gas alarm was sounded in area but proved to be false. On the 28th July the Company moved to a new bivouac one and one half miles southwest of Marigny. Enemy aircraft dropped bombs in the area 29 July, no casualties. 31 July 1944 moved to point 2 miles northeast of St Dennis De Gast. The Company moved again August 1st to bivouac  $\frac{1}{2}$  mile west of Mesnil Villamin at 1745 hours. That night enemy aircraft raided the assembly area of 1st Battalion, one enlisted man seriously wounded and one lightly wounded, both being evacuated. The raid punctured quite a few tires and the next morning a crew of the maintenance section was sent to get vehicles on road. At 1330 hours, 2 August, the Company moved to Hamlet La Tigerie arriving at 1535 hours. 4 August 1944, Company moved 1 mile southeast of Reffnville, and on the 6th moved to bivouac two miles west of Mayenne. The Regiment had been moving rapidly and it had been difficult to maintain flow of supplies.



Drivers in particular are suffering from lack of sleep, and all captured enemy vehicles available are being used to facilitate handling of supplies. Company moved to bivouac one mile North of Visseau on 12 August 1944, and after a short stop moved on to one mile east of Behurus, a total of 22 miles. On 15 August 1944 the Company moved again to Michel Les Andaines, here the division ordnance made a spot check of the transportation. The Company was alerted for a move on 21 August 1944 and at 1800 hours left the bivouac area, traveled 149 miles and arrived at new bivouac  $\frac{1}{2}$  mile southwest of Sardy, France at 2100 hours. This was the first move in what was to become a headlong dash across two countries. From the 26th of August to the 7th of September 1944 the Company moved from one bivouac to another almost every day, stopping overnight in places such as Vert Le Grand, La Quene-En-Brie, Neut Montiers-Les Meaux, Rosoy En Multien, St.Pierre-Aigle, Chavignon, Housset and Manbinge, France, Mons and Huy Belgium. The Company arrived in Huy Belgium at 2045 hours, 7 September 1944 completing a move of about 265 miles across France and Belgium. Due to the rapid move the supplying of the CT was quite a problem, particularly the supplying of gasoline for vehicles, however, by the 9th of September the pressure had relaxed so as to permit normal supply again. In Huy several men of the Company captured three German soldiers who were bivouaced in a field behind them and cut off by the rapid advance. The 10th September 1944, left Huy and traveled 21 miles to Goffontaine, Belgium, moved again on the 12th to Thiminister. Change in attitude of people has become apparent as we approach the German border. On the 14th September moved to Newhaus Farm, a distance of 11 miles and on the 15th to Eynatten. The 16 September 1944, the Company moved into Brand, Germany arriving there at 1350 hours. From the 16th to 24th of September 1944 the enemy laid heavy artillery fire on the area at intervals day and night, resulting in one enlisted man lightly wounded, and it became harassing enough that necessary duties were being interrupted. On the 24th it became necessary to move back a couple of miles to Lichtenbusch, Germany. On 25 September 1944 two more men were wounded and evacuated while taking reinforcements forward to Regimental CP. From 24 September 1944 to 8 November 1944 the Company remained at Lichtenbusch, Germany. During this period increasing amounts of supplies and ammunition were hauled forward and troops equipped as completely as possible. The maintenance asction inspected all the vehicles in the regiment continually and performed 6000 mile inspections on all  $2\frac{1}{2}$  ton trucks. During the latter part of the period, recreation trips were given to some men and movies were held by Special Service about once every three nights for the Company.

On 8 November 1944 the Company received 67 ton trucks for the purpose of moving troops and on the 9th November moved to new bivouac area one mile south of Bernardo-Gianener, Germany. Remained here until the 28th of November 1944, continuing repair of vehicles and supply of combat losses. On the 28th of November, moved to area  $\frac{1}{2}$  mile west of Licht, Germany, and on 30 November 1944 the Company was reorganized under T/O & F 7-13, 26 February 1944. On the 1 December 1944 the Company moved to Nothberg, Germany, and on the 5th moved to Rotgen, Germany. While here the first man from the Company was returned to the United States on furlough. 11 December 1944, the Company moved to Dison, Belgium for a rest and reequipment.



As usual the burden of work in a rest area fell on Service Company. A great number of vehicles needed repairs and as a result of the volume of work all passes for men of the maintenance section were cancelled. On the 18th of December 1944 the regiment was alerted and moved into line to stop enemy counterattack and breakthrough. As a result of the number of vehicles deadlined and the amount of supplies on hand it was necessary to leave most of the Company in Dison. A skeleton crew of mechanics and part of the S-4 section went forward with the regiment and set up at Sourbrodt, Belgium. On 19 December 1944 enemy planes bombed the bivouac area of the maintenance section and scored a direct hit on the parts truck. M Sgt Boelzle was killed and one other officer and enlisted man lightly wounded. On 21 December 1944 the remainder of the Company left Dison, Belgium and joined the forward section at Sourbrodt, Belgium.

The Company remained here until the 26th January 1945 when it moved to Wiessnes, Belgium. Here the position was static and men were given opportunity to go on recreation runs to Verviers and Eupen, Belgium. On 6 February 1945 the Company moved to bivouac area  $1\frac{1}{2}$  miles west of Kleinhau, Germany, and on 9th February moved to Vicht, Germany. On the 26th February 1945 the Company moved to Kufferath, Germany. On the 27th February the Company moved across the Roer river to Kreuzan. From here we moved on to Vettweiss on the 1st March 1945, and on the 4th from there to Freisheim, Germany. On March 6th moved to Rosberg and from thence to Bornbeim. For about two weeks work was centered on the vehicles and then on 18th March 1945 the Company moved to Honnef. On the 21st March 1945 the Company arrived in Ittenbach and the 23rd moved to Oberpleis, Germany. The Company next set up at Kircheib and on 29 March 1945 in Niederdresselndoff. On 31 March 1945 the Company made one of its familiar mad dashes to Buren, Germany, a distance of 120 miles leaving at 1130 hours, and arriving at Buren at 2345 hours. Here the maintenance set up at a clothing factory and spent more time trying to keep the civilians from looting the place than they did working. On 6 April 1945 pulled out at 1200 hours and arrived at Riesel at 1545 hours. On 9 April 1945 the Company moved to Ottenberger, and then to Boffzan, arriving at 1900 hours, a total distance of 14 miles. 11 April 1945 moved to Holtensen, Germany. One enlisted man killed in action and one lightly wounded in action near Dassel, Germany. On 12 April left Holtensen and traveled to Herzberg, leaving Herzberg on 15th April and moving to St. Andreasberg. On 17th April 1945 the Company moved to Benneckenstein and on the 20th to Rebe-land where they occupied barracks in a stone quarry. It is now an every day occurrence to see enemy soldiers walking down the road holding a white flag. Men direct them to the nearest PW cage and they go unguarded. Our trucks are on a steady run hauling the PW's back to division. On the 24th April left Rubenland and went to Liedersdorf, leaving here 27 April 1945 and moving to Selb, Germany. On 6 May 1945 left Selb and moved to Franze Tanze, Czechoslovakia, here orders were received to cease all forward movement. Prisoners had been marching by in columns to enclosures and all available transportation was being used to transport them. On 8 May 1945 the men were told that the war here in Europe was at a close, beer was purchased and the day spent in taking part in athletics.

As a true history of Service Company's accomplishments since being overseas, this is an injustice. Other than the morning reports there is nothing to refer to, and these contain only the required information.



Each company should have someone that keeps the history of the Company from day to day and who records everything of interest that takes place. That Service Company did it's jobs of supply and maintenance well cannot be doubted when you look at the accomplishments of the 16th Infantry. When the troops on line needed food, clothing or equipment it was procured and delivered when at all possible. When the first snow fell in December 1944 at Sourbrodt, Belgium, the issue snow suits were not available. Pvt. Fleisher, Company Tailor, designed a simple suit and in 24 hours had a production line in operation, enlisting the aid of half a dozen Belgium girls. He supplied about half the front line men. When vehicle spare parts were scarce the maintenance section stripped abandoned vehicles and improvised to keep vital transportation on the road. It was this all out service for the line troops that has characterized this company during it's days of Combat

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