

626 th HEADQUARTERS COMPANY
 Tank Destroyer Battalion (SF)
 APO 230, U. S. Army

11 January 1945

COMPANY COMBAT HISTORY

August 2, 1944:

Located at T310280. Four vehicles that had brought ammunition up to forward units of some other organization. Returned at 1620 hours and at 1730 hours rear echelon moved out with 6000 gallons of Diesel fuel and 3000 gallons of gasoline on hand. Left baggage in area under guard. Mr Gerlach and Personnel Section remained behind to join the 5th Armored Division rear echelon. Three cooks also stayed with Mr. Gerlach. Arrived in bivouac area just South of Periers at 2150 hours. Distance traveled approximately 40 miles, no enemy action. Refueled all units before bedding down. Motor maintenance picked up cycle that was wrecked and repaired.

August 3, 1944:

On morning of 3rd four trucks returned to fuel dump. rear echelon moved out of bivouac at 2345 hours and proceeded to new bivouac area just North of St. Martin, arrived at 0300 hours on morning of the 4th August 1944. The four trucks that had gone for fuel got tied up in another convoy, took alternate route and arrived in bivouac area before main body. Motor Maintenance repaired 2 M-20's enroute to St. Martin. Distance traveled approximately 8 miles.

August 4, 1944:

Serviced all units. The baggage train returned to pick up baggage enroute ran into a bombing and strafing attack in Avranches. Returned to unit with no casualties, prior to our moving out, which was at 1850 hours arriving in new bivouac area East of St. James at 2040 hours. No unusual events. Distance traveled - 12 miles.

August 5, 1944:

Serviced all units.

August 6, 1944:

Left bivouac area East of St. James at 1040 hours and proceeded to bivouac area South East of Queliannes, arriving at 0110 hours. Enroute to new bivouac area in town of Casse-le-Vivian, mad jeep crashed into rear of M-20, recovered by motor maintenance, completely ruined and had to be evacuated to ordnance. motor maintenance greates trouble during this period of movement was cycles, having at least one cycle on wrecker on boom all the time.

August 7, 1944:

One 6 x 6 went out with each firing Company at 0730 hours, going on their first mission. Baggage train left at 1300 hours to pick up baggage at Periers. Rear echelon performing maintenance and cleaning of vehicles and arms. During this period motor maintenance done very little repairing on an exceedingly large scale. French civilians had informed us of 4 Nazis being in woods near their home. Sent out patrol and flushed them out into adjacent unit. forward echelon moved out with firing companies.

August 8, 1944:

Baggage train returned at 0950 hours. 4 fuel trucks went to dump at La Haye Penal and returned with full load. At 1315 hours moved out of bivouac area at Queliannes leaving all the battalion cooks who had been put on S.D. with Hq. Co., to guard baggage and equipment. Pulled into alternate position near St. Pierre, Y380365. Left St. Pierre at 2030 hours and proceeded to Arnage, arriving at 0115 hours, 9 August 1944 and bedded down in main street of town. While rear echelon was pulled off road of St. Pierre Captain Wright and Lt. Wing went on to find forward echelon. Due to inclement weather

ANY COMBAT HISTORY (CONT'D)

there was no radio contact with rear echelon. On their return we proceeded to Arnage. Enroute to Arnage we picked one truck and driver separated from own unit.

August 9, 1944:

Left Arnage at 0715 hours and proceeded to Raundin, arriving at 0820 hours and re-joined forward echelon. Three trucks went for fuel at St. Pierre. No fuel at dump and trucks went with QM convoy to Rennes, to La Haye Penal, back to St. Martin and finally go fuel just West of Rennes. Trucks rejoined unit about 2100 hours and we prepared to move out.

August 10, 1944:

Left bivouac area South of Raundin at 0245 hours and moved to new assembly area at V540810 North west of Broisne arriving at 0630 hours. Traveling with forward echelon. Serviced all units of organization.

August 11, 1944:

Routine duties during day and at 1900 hours moved out of bivouac area and proceeded to new bivouac area just outside of Mamers.

August 12, 1944:

Left bivouac area at Mamers at 0530 hours and arrived at 0930 hours in area east of Le Mesle. During the period from August 8 to date, road marches were for the most part short and little was required from motor maintenance and transportation.

August 13, 14, 1944:

In bivouac just outside of Sees. Routine duties for rear echelon. Motor maintenance brought in "A" Co. jeep that had been hit by 88mm and also Battalion Commanders M-20, which had hit a teller mine. Picked up two stragglers from "F" Co. 2nd Bn. 79th Inf. Division, that had been separated from their unit during strafing attack. Firing Companies was now operating with Combat Commands and we had trucks assigned to each Company. During this period motor maintenance repaired head on "C" Company M-10, synchronized engines on "C" Company M-10, generator repaired on "C" Company M-10. Ground valves and replaced transfer case on two GMC's and a number of smaller jobs.

August 15, 1944:

Routine duties during day at 1745 hour left bivouac at Sees and proceeded to new assembly area in vicinity of Fonville, still on road at 2345 hours.

August 16, 1944:

Vision was so poor for blackout driving that at 0030 hours pulled off road and refueled and proceeded again at 0530 hours and arrived in assembly area just outside of Fonville at 1340 hours. Enroute to Fonville, convoy passed through town of Vigny at which the majority of the men picked up some type of skin burn which required medical attention in a number of cases. Shortly after arriving in bivouac enemy plane that had been strafing 5th Armored Division units near by was shot down by Anti-Air Craft. While in bivouac motor maintenance pulled heads on "B" Co. M-10, repaired and put back in action. The next day also pulled engine out of Hq.Co. jeep and over-hauled same.

August 17, 1944:

Continued routine duties during the day. Forward echelon moved out and at 1545 hours. Rear echelon moved out joining 5th Armored train and proceeded to new assembly area Northwest of Garnay. German plane brought down by AA while strafing. motor maintenance replaced engine in Rcn M-20. T/5 Williams went out to "B" Company with fuel.

August 18, 1944:

On the morning of 18 August 1944 at 1030 hours. rear echelon left 5th Armored Division train and moved back to Fonville, arriving at 1140 hours and rejoined forward echelon and standing by awaiting further orders. Left bivouac area at Fonville at 1615 hours and arrived in area Southwest of Germainville, arriving at 1720 hours. T/5 William Still lost. Every effort was made to locate him. At 1830 hours moved out with Combat Command and still on road at 2359 hours.

COMPANY COMBAT HISTORY (CONT'D)

August 19, 1944:

Pulled into bivouac area at 0915 hours at Las Bossuss. Bedded down for the night. Following morning serviced forward and rear echelons. Lt. Wing and Sgt Abee out trying to locate T/5 Williams. Jeep got stuck in ford and pulled out by General Oliver, was passing by. Reached word that T/5 Williams was with QM outfit at Cravent. Left bivouac area at Les Bossuss at 1520 hours and moved to Cravent arriving at 1610 hours.

August 20-23, 1944:

In bivouac at Cravent. Three "A" Company M-10's that had been hit by enemy shells brought in and motor maintenance installed new fuel tank in one and put in transmission in another that was taken out of third M-10 which had to be evacuated to ordnance. Also repaired transfer case in Hq. Co. M-20 and replaced hydrovac in Rcn Compressor. During this period they repaired elevating and traversing mechanism in 4 M-10's.

August 24, 1944:

Left bivouac near Cravent at 1025 hours and moved to new assembly area near Les Rotoirs arriving at 1245 hours. Area was very muddy and just about every vehicle got stuck. Left above mentioned area at 2025 hours after picking up our first replacement. still on road at midnight.

August 25, 1944:

We arrived in bivouac just South of Guerville at 0120 hours. Motor maintenance towing in one GMC that had run into back of wrecker. Two trailers were cracked up.

August 26-29, 1944:

Battalion in restunofficial period. 9 trucks left to pick up baggage and equipment at Queliannes. On the 27 August 1944 Captain Wright, relieved of duty as Commanding Officer of Headquarters Company and Captain Thomas assigned to Headquarters Company as Commanding Officer. Firing Companies changing track which was being hauled by rear echelon from depot at Senonches. Pvt Cohen relieved of duty with rear echelon and assigned to forward echelon as Battalion S-3 Clerk. Transportation platoon continued making trips every day to depot picking up track. Motor maintenance replaced engine and radiator on GMC that had smashed up enroute for Les Rotoirs, repaired front and of "A" Company jeep that had cracked up and replaced front drive in "A" Company M-20 and starter in "A" Company M-20, plus a number of smaller jobs, such as clutch adjustments, electrical repairs, tune ups and the like M-10 replacement for one evacuated on 20th of August 1944, complete over-hauling and synchronized.

August 30, 1944:

Left bivouac at Guerville at 0745 hours and proceeded to new bivouac, passing through Paris at 1045 hours and arrived in bivouac at Senlis at 2150 hours. Distance traveled - 64 miles. Lt. Wing and 3 fuel trucks did not make the trip with us, but had to go to dump for fuel. Arrived at bivouac the following morning with no fuel. Left assembly area at Senlis at 1015 hours to return to dump at Ramboulette to try and get fuel, left area at Senlis at 1015 hours and proceeded to new assembly area South of Villanene, arriving at 1345 hours. Serviced forward and rear echelons.

September 1, 1944:

Moved out of Villanene at 1445 hours and proceeded to new assembly area, stopping at 1540 hours in Forest de Campiegne. At 1840 hours moved out to new assembly area near Noyon at 2230 hours. When leading elements ran into enemy Anti-Tank guns and Infantry.

September 2, 1944:

Moved out at 0130 hours and into alternate assembly area near Les Usage at 0215 hours. At 0800 hours left assembly area and at 0830 hours arrived in new assembly area at Guiscard. On arriving at new assembly area all units were serviced and preparations were made for movement the next day.

COMPANY COMBAT HISTORY (CONT'D)



September 3, 1944:

At 0900 hours we moved out of bivouac at Guiscard and proceeded to new assembly area at Conde arriving at 2330 hours. Bedded down for the night. During this road march we were alert for enemy tanks and Infantry that were reported in that area. Distance traveled - 87 miles.

September 4, 5, 1944:

On the morning of the 5th September 1944 Lt. Wing took 7 trucks out for fuel with a section of Rcn security for protection. At Provy the Free French stopped the convoy and made them take alternate route for German Infantry had taken a town enroute and then proceeded back to dump in vicinity of Ham. On return trip convoy was first Americans in Busigny, and the Seven trucks met convoy near La Catean on 5 September 1944. Only had four truck loads of fuel and immediately started to refuel enroute. Afternoon of the 4th enemy infiltrated into Conde but were subdued by troops in town. Fighting began again at night and many prisoners were taken by adjacent unit. While at Conde Motor maintenance fixed machine gun mounts on M-20's and also did valve job on one M-29. Repaired elevating mechanism on an M-10 and exhaust manifold on GMC, plus a number of minor jobs and changed several bogie wheels on M-10's. While in bivouac 4 men from Headquarters Company were transferred to Reconnaissance Company to replace casualties.

September 6, 1944:

At 1330 hours we left bivouac at Conde and proceeded South to new assembly position arriving in new area at Romagne, arriving at 2200 hours.

September 7, 1944:

Left bivouac near Romagne at 1230 hours and proceeded to Etoin arriving at 1620 hours. Left Etoin at 0800 hours and arriving at 0915 hours. Fuel situation still rather bad. Fuel trucks went back to QM dump at Soissons with 5th Armored fuel train and had not returned to us before we pulled out. We left that area at 1600 hours and moved to new bivouac at St. Laurent. Arriving at 1600 hours. Fuel trucks arrived in bivouac at 2030 hours, just in time for two trucks to go out with "A" Company, who was just moving out with CCR.

September 8, 1944:

Still in bivouac at St. Lorient and motor maintenance starting to get a lot of work. Doing several welding jobs on M-10's, elevating and traversing mechanism. Just as we were preparing to move out, wrecker went out to pick up "C" Company M-20, which arrived back at 1530 hours with M-20 on wrecker as we were pulling out. Arrived at bivouac near Daigny at 1750 hours. Moved with CCR.

September 9, 1944:

While in bivouac at Daigny motor maintenance replaced engine in "C" Company M-20, repaired radiator on M-20 and a number of other small jobs. At 1400 hours rear echelon with CCR minus our Battalion motor maintenance who remained behind because of the amount of work. We pulled in bivouac at Etalle at 1800 hours. Motor maintenance had not returned to convoy and stayed for night.

September 10, 1944:

At 0900 hours CCR train with our rear echelon attached left Etalle. We entered Luxembourg and stopped enroute just outside of Mersch at 1200 hours. We proceeded again at 1500 hours and pulled into field on other side of Mersch at 1800 hours, expecting to move shortly. Moved at 1900 hours at about 2030 hours motor maintenance joined column and at 2100 hours arrived in bivouac area near Cruchten, Luxembourg. While at Daigny, motor maintenance repaired oil leaks on 2 M-10's, put new bearings in Rcn M-20, repaired voltage regulator and quite a bit of welding.

September 11, 1944:

While we moved out at 1700 hours with CCR train to move to bivouac East of Stegan arriving at 2030 hours. Motor maintenance remained behind where they repaired two German vehicles they picked up also minor repairs to Headquarters Company Jeep.



COMPANY COMBAT HISTORY (CONT'D)

September 12, 13, 14, 15, 1944:

While in bivouac at Stegan, 9 GMC's returned to Guerville for kitchens and baggage returning on the afternoon at 15th after a very eventful trip. Note: CCR train moved out on 15th of September 1944, but we were forced to remain behind due to the fact the biggest portion of our transportation was not back from Guerville when CCR moved. Trucks left for Guerville and shortly thereafter one GMC ran into back of truck in front of him, smashing radiator which was replaced by ordnance of Reims. T/5 Saucier burned out transfer case which was repaired and they continued to Guerville. Enroute to Paris two trucks got lost, Sgt Foyuth took convoy with intentions of meeting Lt. Wing in Paris who went back for the two lost vehicles. Sgt Foyuth left Paris at 2300 hours minus Lt. Wing and 2 trucks, stopping at fuel dump at Soissons meeting Lt. Wing and 2 trucks near Reims. T/5 Saucier's transfer case went again and had to be replaced. Done by ordnance who picked up truck and brought it in for repair. Langford's truck also brought down which they repaired. Convoy finally arrived around 1800 hours on the 15th with fuel and baggage. During our stay here Pvt Tibbetts also hit a tree with a load of 3" HE to avoid hitting two small children. Repaired by motor maintenance. Pfc Walls out for rations broke down and using his own initiative took down propeller shaft and returned on front wheel drive. The biggest portion of the trouble with our GMC's breaking down during the period since we left Guerville, was due to lack of sleep of drivers and the pressure put on the transportation platoon section who has done a wonderful job. Motor maintenance also completed a lot of work doing at least 15 jobs during our stay in Stegan, such as recovered and repaired Rcn M-20, that had been hung up on edge of cliff, replaced engine in a jeep and Dodge 1½-ton, repaired suspension on T-2, put axle in jeep and repaired oil leak in M-10, also a number of minor jobs which kept them busy while at Stegan.

September 16, 1944:

Moved out of Stegan at 0800 hours and proceeded through Raisbourg crossed river into Germany and joined CCR train at 0915 hours. Moved with CCR train at 1230 hours to Hummerdegen. Small arms firing coming from woods. FA batteries laid in mortar fire and tanks moved in for direct fire. Enemy artillery landing in vicinity.

September 17, 1944:

Motor maintenance rejoined rear echelon around 0930 hours after being under mortar fire with CCB column and began to work immediately on three M-10's of "B" Company that had been hit by mortar barrage. All had leaking radiators. Also security 1½-ton truck had been hit. Ammunition truck unloaded to haul fuel. More artillery landed in area.

September 18, 1944:

Motor maintenance working on M-10 radiators and M-10 clutch job despite fact that artillery is beginning to fall in close. A Hq. Co. 2½-ton truck had a new propellar shaft and pillow block. Artillery continued most of the night.

September 19, 1944:

At about 0800 hours artillery fire became very heavy falling in immediate area. prepared to move out Sgt Abee and Sgt Tobin with Ammunition bearers remained behind under that terrific artillery barrage to load ammunition. Motor maintenance remained behind to recover M-20 that had been left on hill also two motorcycles, T-2, hauled out M-10 and Wrecker hauled out M-20. Moved out under fire down road about 400 yards adjacent to FA Battalion. Shelled there and forced to move again. Shelling continued while we moved again and then on the line to CCR trains after being under artillery fire for some time we finally moved out at 1700 hours going over small bridge which was under fire and over hill still under fire and finally arriving in assembly area near Biesdorf in Luxembourg. We lost one 3/4 ton w/c, One man killed, two men wounded and evacuated. A number of men slightly wounded, but not evacuated. Left Biesdorf at 1900 hours after we had assembled the entire company and proceeded to bivouac near Stegan at which we left baggage arriving at 2200 hours. Also had one man missing.

September 20, 1944:

In bivouac near Stegan taking stock of losses and recuperating and expecting to move to new sector.

PANY COMBAT HISTORY (CONT'D)

September 21, 1944:

Trains left bivouac at noon to bring baggage and kitchens up north into Belgium. Lt. Fought brought in replacements, Battalion S-4 beginning to work on requisitioning equipment to replace that lost in Germany. Prior to movement into Germany Battalion was authorized to change over from T/O 18-25 dated 27 January 1943 to T/O 18-25, dated 15 March 1944, which put an abnormal amount of work on the S-4 section and dumps were a great distance from bivouacing making their job that much more difficult. Motor maintenance was beginning to work on vehicles and M-10's.

September 22, 1944:

In bivouac near Stegan, still re-equipping organization.

September 23, 1944:

Forward echelon and rear echelon moved to Schronweiler minus Command party, which moved to area near Ermsdorf. Left Stegan at 1500 hours and arrived at Schronweiler at 1545 hours.

September 24,25, 1944:

In bivouac at Schronweiler, it was at this time that the S-4 Section left to join Personnel section with 5th Armored rear echelon where they were able to accomplish much more. During this period motor maintenance completed work on the following jobs; New engine in M-20, repaired both radiators on "B" Company M-10, New jeep engine installed, M-10 clutch installed, New engine in M-10, 3/4 ton truck, welder installed two more M-10's engines, GMC engine, Jeep engine and welded gun mounts on 12 "B" Company M-10's, plus a number of minor small jobs. Transportation was still busy doing all the hauling from dumps and supply points.

September 26, 1944:

Left bivouac at Schronweiler at 1540 hours arrived in new position West of Ermsdorf at 1600 hours.

September 27, 1944:

Picked up six replacements and at 1045 hours left bivouac West of Ermsdorf arriving in area East of Schieren at 1125 hours. Official rest period.

September 28 to October 4, 1944:

Battalion S-4 rejoined organization and work began in earnest to get Battalion in fighting shape again. A transfer case and transmission were installed in GMC, transmission in M-10 and a great number of minor jobs and welding jobs. Transportation functioning as usual.

October 5, 1944:

Left bivouac East of Schieren at 1135 hours and proceeded to Faymonville arriving at 1830 hours.

October 6-22, 1944:

Nothing of note happened while in bivouac near Faymonville in regards to the enemy. Numerous flying bombs went over our position with no crashes near by. Rcn planes were overhead during the hours of darkness. Lt. Jahoda Battalion SSO received some sports equipment while at Faymonville and a number of inter Company soft-ball games were played. On the 7th of October 1944 the kitchens were brought up from Bastonge and Battalion went on B Rations. All Company cooks were taken off SD with Hq. Co. and returned to own organizations. Two men were left down there with baggage. Also on the 7th Pvt Smith left organization due to combat exhaustion and returned on the 18th of October 1944. On the 18th of October 1944 motor maintenance moved into barn, on outskirts of Faymonville because of the mud in bivouac area, making it impossible to work. On the 21st of October 1944 the forward echelon and rear echelon group moved down road

COMBAT COMPANY HISTORY (CONT'D)

About a $\frac{1}{2}$ mile to pine forest due to mud in other area. During this period the firing Companies were alerted and we sent two GMC's with each Company. The balance of Transportation operated in their usual efficient manner, hauling supplies and servicing Bn. The Battalion motor maintenance accomplished a great deal of work during this time. Installed the following: New Wrecker motor, twelve volt engine in jeep, engines in two "C" Company M-10's, put new boom cable on wrecker, new engine in Headquarters jeep, repaired a $1\frac{1}{2}$ -ton Dodge of Rcn Company and $3/4$ -ton Dodge of Headquarters Company, that had been wrecked, repaired final drive in "C" Company M-10, repaired oil leak in "A" Company M-10, repaired wrecked Medic jeep. They also done a lot of welding on M-10 gun mounts and racks, repaired brakes, clutch and transmissions on GMC's and adjusted and ground valves on two wheeled vehicles, loaded trucks that had been changed by one firing Company and hauled away by transportation. The Company expecting to remain in this area and started to fix winterized quarters.

October 23, 1944:

At 1100 hours moved out of area near Faymonville and arrived in Kalterherberg, Germany at 1300 hours taking up billets in homes, with transportation and motor maintenance in railroad station. Had to make two trips due to lack of transportation.

October 24 - to November 17, 1944:

While at Kalterherberg the Battalion received the new destroyers putting a great deal of pressure on motor maintenance and transportation. Transportation had to haul in rubber track to replace steel which came on M-36's, also had to turn in Diesel fuel to be replaced by gasoline, due to different type of engine in M-36. Also brought camouflage wire for use on destroyers. Motor maintenance had a great deal of welding and painting, they also had their usual work on wheeled vehicles, repaired brakes on 7 GMC's, ground valves on GMC, M-20, radiators, installed two new axles on jeep, installed new hydraulic line on power turret of M-36, repaired transfer case on M-20, installed flywheel on GMC, and numerous small jobs. As for enemy situation of Kalterherberg robots were going over our position constantly with a few crashes in vicinity. On the night of the 29th of October 1944 we started to receive counter battery fire, with no shells falling in close. On the 9th of November 1944, five shells landed in area the closest about 50 yards from the buildings. They continued to fall in close until the 12th of November 1944 with no casualties and no damage done. On the 17th of November 1944 we were alerted to move and on the 18th of November 1944 the Commanding Officer and 1st Sgt moved with forward echelon at 0840 hours leaving transportation and motor maintenance in Kalterherberg, arrived in Rotgen at 1110 hours and moved into homes.

November 17 to December 7, 1944:

Set up quarters for service elements, that arrived at 1200 hours 20 November 1944. The only enemy action we seen while at Rotgen was a number of enemy aircraft that came in low strafing, making two runs on the town. A number of planes were shot down in the vicinity. More danger from our own Anti-Aircraft than the strafing. Motor maintenance had a number of jobs during the period including a new engine in a jeep and $1\frac{1}{2}$ -ton Dodge. Did repair work on brakes, clutches, generators, steering, starters, voltmeters and ammeters. Also replaced head on M-36 and numerous minor jobs. They also picked up German Armor plate to close turrets. Too much cannot be said for the manner in which the Battalion S-4 section operated. Despite the conditions under which they had to operate still worked very efficiently. The changing of T70's during operations caused an unforeseen amount of work in addition to the normal supplying and requisitioning due to battle losses and fair wear and tear.

