

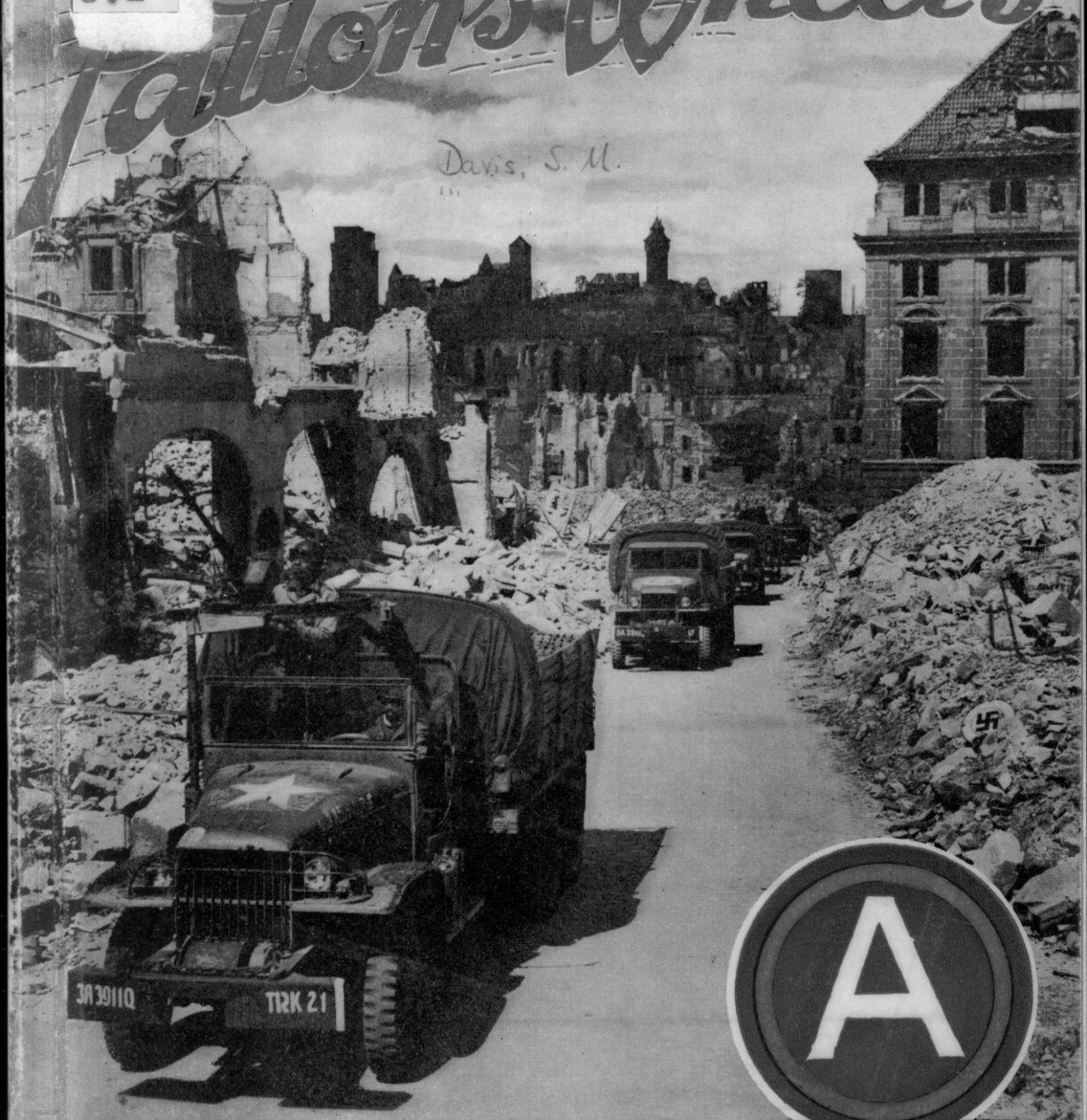
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Taton's Wheels

Davis, S. M.



THIS IS THE STORY OF MANY OF THE UNSUNG HEROES IN THIS WAR - IT IS THE STORY OF QUARTERMASTER TRUCKS IN THE THIRD UNITED STATES ARMY, THE TRUCKS THAT GAVE MOBILITY TO THE MOST MOBILE ARMY IN THE WORLD

1104
-514
1945
c.2
Unit history

" THE 2 1/2 TON TRUCK IS OUR MOST VALUABLE WEAPON "

U.S. Army Military History Institute
Carlisle Barracks, Pa. 17013

cc #6932823



HEADQUARTERS
THIRD UNITED STATES ARMY
OFFICE OF THE COMMANDING GENERAL
APO 403

10 May 1945.

AG 201.22 GMMCF

SUBJECT: Commendation.

TO : Commanding Officer, 514th QM Group, APO 403, US Army.

1. May 9, 1945 saw the final triumph of our arms in the European Theater of Operations. On this glorious occasion I take the opportunity to thank and commend you, and every officer and enlisted man in the Quartermaster Truck Units of Third Army, for your enviable achievements in helping to make our great victory possible.

2. The tasks which have been placed upon your shoulders during this history making campaign have been almost superhuman. You have rolled your trucks through mud and snow and sleet and rain. You have operated around the clock for days on end. You have fought side by side with the Infantry, and rolled side by side with the Armor. But no matter what the obstacles, roll you must and roll you did. You never failed me.

3. Only by your most steadfast devotion to duty and untiring effort was it possible for our long supply lines to keep pace with the units at the front. Your valiant efforts during the closing six months of this conflict have fully confirmed my statement to you of last October - "the 2 1/2 ton truck is our most valuable weapon."

4. God speed to you all for whatever lies ahead - both in war and peace.

G. S. Patton, Jr.
G. S. PATTON, JR.
General.

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BUCKS COUNTY PENNSYLVANIA

This story of Quartermaster Trucks in Third Army is not, really, a story of actual trucks. It is your story. The story of the loyal and courageous men who drove their trucks to victory with sweat and strain. It is the sum total of your accomplishments.

To tell all there is to tell about the many Quartermaster Truck Units in Third Army, would take hundreds of volumes of this size. In the following short history of "Patton's Wheels", the Editor has tried to render a fair cross-section of the overall picture. I feel that the story of one of our Quartermaster truck drivers typifies the story of hundreds of others. Any incident mentioned might well be your own personal story.

Entering this war as just another group of service troops, you have made a memorable name for yourselves as the "Fighting Quartermasters." No task was too difficult, or no mission too dangerous for you. To each of you I extend my heartfelt thanks for a job well done. I am proud to be associated with you as your Group Commander.

On behalf of the Quartermaster Truck Team I want to say to General Patton, it has been a thrill and a privilege to be a vital part of the great Third United States Army. I also wish to thank Major General Hobart R. Gay, Chief of Staff; Brigadier General Walter J. Muller, G-4; and Colonel Redding F. Perry, Army Transportation Officer, for their helpful advice and friendly cooperation throughout the entire campaign.

With deep humility I dedicate this story as a tribute to our brave comrades who have fallen in action while making our great victory possible.



Theodore J. Krokus

Theodore J. Krokus
Colonel, 514 QM Group, Commanding

Nothing will be impossible unto You

Mat. 17:20b

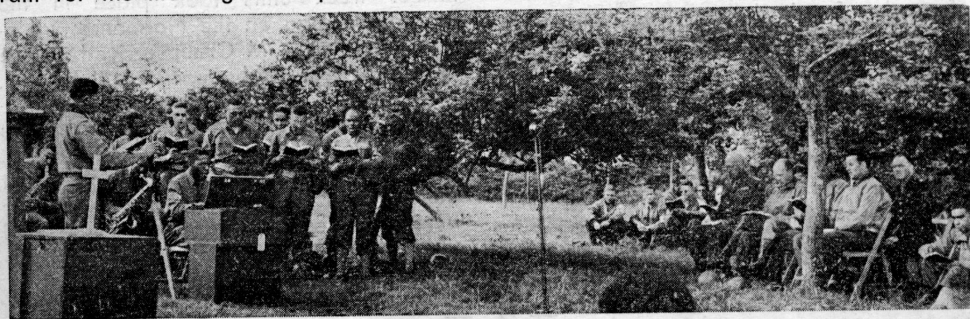
It was a beautiful, sunny Sunday morning in a picturesque little orchard not far south of Bricquebec, France. The date was July 30, 1944.

More troops than usual were present for word had gone around to the many truck companies bivouaced nearby, that General Patton was going to attend the church service.

Chaplain Gibson of the 514th QM Group had arranged a very fine program for the morning worship. T/5 Oscar

Reeder's solo of "Just a Closer Walk with Thee" was recorded for re-broadcast by BBC.

Everything seemed so right with the world that pleasant Sunday morning in July, few realized the reverent little prayer foreshadowed one of the greatest military offensives in modern warfare. A final moment of meditation before Patton's slashing, streamlined attack began its heavy demands on the Third Army's QM truck team.



The Jump-Off



Less than 24 hours after General Patton left that peaceful little orchard he and his mighty Third Army broke loose on the drive that carried them through the Brittany Peninsula and Central France to the German border. The "blitz" was turned loose on its maker and it didn't take long for the Americans to show Jerry his mobile warfare was strictly a one cylinder proposition.

When Patton's Thundering Third knifed through the Nazi defenses at Coutances and spearheaded East and South to slash the Wehrmacht to ribbons, an unparalleled assignment was thrust upon the QM truckers. The Air Force had done its work well in knocking out the enemy's rail transportation. Now it was up to the QM two and a half tons to maintain the supply lines of men and materiel which were the life blood of the advance.

Every arm and service was in dire need of trucks, for it became necessary to motorize almost the entire Army to keep pace with the front. In many instances Quartermaster trucks hauling supplies and replacements to armored spearheads would be well in advance of the infantry. In other instances Quartermaster trucks would haul the infantry forward until they made contact with the enemy, then drop their cargo and return for another load. On many occasions the truck jockeys

stayed right there to fight with the ground troops until time to move up again when they re-loaded and continued with the forward movement.

Well worn text book theories had to be tossed aside. Truck drivers trained in the states to operate with march graphs and march tables now found themselves operating in enemy territory with no further instructions than where to pick up the load, where to deliver it and how to get there. In some cases the route wasn't even given. The Convoy Officer had to find his own roads. In every case, strafing, shelling, bombing, small-arms fire, black-out driving on strange terrain under enemy guns, all became everyday problems.

THE BUILD-UP

The build-up of Third Army Quartermaster truck units took place in the Bricquebec area on the Normandy Peninsula. The 514th QM Group arrived on the continent over Utah Beach on July 18th. Some of the truck companies and battalions had arrived before that date, others came in later; but all were well trained, well equipped, and ready for action. It was during the build-up period that plans were formulated, assignments made and procedures set up to handle the tremendous burden that lay just ahead.

However, even prior to the thunderous breakthrough at Coutances, many of the Third's truck units had already seen much action. VIII Corps which had been in action since early in the Normandy invasion, had with it the 3598th and 3806th Qm Truck Companies — and it needed many more as it bore the brunt of the attack.

In the middle of one very dark night late in July, the 4050th QM Truck Company was dispatched from the Bricquebec area to report to VIII Corps. The Sergeant making out the required dispatch for the trip was handing out just one more routine QM truck assignment. But the 4050th didn't return from that routine assignment for nearly three weeks during which time it served as a rolling ammunition reserve in support of the VIII Corps units which were running wild into the Brittany Peninsula.

The Peninsula campaign was the first of many operations to weld a strong bond of fighting friendship between the tankers, the doughfeet, and the QM truck drivers. You'll see an appreciative gleam in the eyes of rugged combat men when you mention the "Fighting Quartermasters", for nobody knows better than the front line soldiers themselves that the truck drivers "fought" the war in every sense of the word.

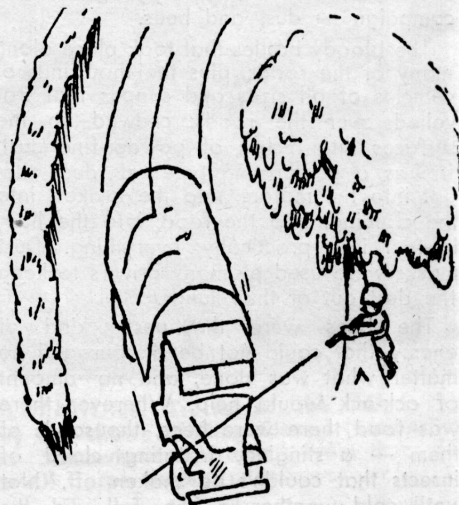
The 90th Infantry Division was one of the first to be motorized by trucks of the 514th. Six companies were assembled within two hours to move the division in two task forces down the Perrier-Coutances-Avranches road. The truckers not only moved the Infantry — they were with the Infantry night and day — eating, fighting and digging in — taking enemy sniping during the day and aerial bombing and strafing at night. Dishing it out, too, every chance they got; but rolling all the time, keeping the wheels of Patton's army moving to victory.

The 50 mile motor march which carried the 90th to the St. Hilaire area was the first real taste of combat for many of the QM truckers — but they were to come back for more, many times and with many outfits. The 79th Division was also moved at this time, by other elements of the 514th.

While infantry elements of the Third Army were moving south and east, the 4th Armored Division supported by the 444th and 3804th QM Truck Companies dashed southwest across the Brittany Peninsula through Rennes, and the 6th Armored Division supported by the 3398th and 3803rd QM Truck Companies raced west through the Brittany Peninsula toward Brest.

Loaded with fuel, ammunition and food these QM trucks had to fight their way through enemy pockets many times in order to maintain contact with the armored spear-heads until the infantry had completed their mopping up operations. On some occasions enemy fire was so intense the truckers needed armored escort to bring their valuable cargoes through the forward elements. Then they had to fight their way back out again — load up, and bring another haul in through the still raging battles so that the advance could keep rolling. Loads of eight to ten tons were common on the rugged GMCs. Drivers went for days without sleep and with little rest. Assistant drivers alternated at the wheel, and the man who was not driving kept punching the man who was, so that both of them could stay awake. The Brest peninsula was a hard school, but it taught the truckers much that was to be valuable in the campaigns to come.

As the Brittany Peninsula campaign developed the 514th QM Group, the 3rd,



106th and 176th QM Battalions, with attached companies, moved into the area west of Granville. Here the sting of enemy air activity was felt for the first time in a large scale bombing attack.

Shortly after midnight on August 7th, a large formation of German bombers attacked the sprawling ammo depot at Foligny which was only a short distance away. Bombs and shrapnel landed in the bivouac areas of the truck companies but no casualties were suffered.

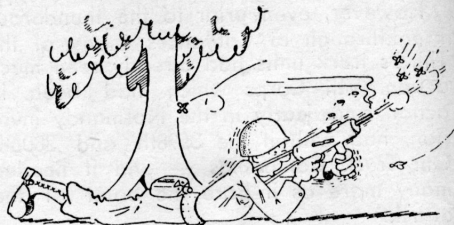
This was to be the first of a sustained series of night bombings and strafings which were to punctuate the irregular sleep of the truckmen for the rest of the war. Few nights have been spent when Jerry wasn't over one time or another. It will be a long time before the truckers forget the sensation of trying to sleep 'neath the stars while that characteristic intermittent motor roar announced Jerry was overhead looking around for a likely spot to drop his eggs. Even with the total blackout every QM trucker felt mighty conspicuous on those occasions. But one could always think of the mighty Allied Air Force with the comforting thought that "It is more blessed to give than to receive".

DUST AND BEES

In addition to the German attacks there were two other enemies which caused no end of trouble in the early stages of the campaign — dust and bees.

The bloody battles that took place along many of the roads, plus the thousands of vehicles of all sizes and shapes that travelled over the roads, chewed up the surfaces into inches of powder-fine dust. It was a penetrating type of dust that got into the motors, into the brakes, into the clothing, into the food, into the hair, in fact into practically everything. Dust masks were used by many drivers to keep the dust out of their lungs.

The bees were the pesty kind of enemy that could not be discouraged no matter what was done, and no amount of ack-ack would help. Wherever there was food there were bees, thousands of them — a stinging, irritating cloud of insects that couldn't be shaken off. Not until cold weather in the fall did the



buzzing two-winged antagonists call off the attack.

As the break-through gained momentum everyone needed trucks. Officers and enlisted men of all ranks were begging, borrowing and even stealing trucks to keep troops and supplies on the move.

Arrangements were finally made with Com Z to loan Army six QM truck companies until more Third Army truck companies could arrive on the continent. On August 6th the 380th, 3583rd, 3864th, 3882nd, 3985th and 3986th QM Truck Companies reported to the 514th from Com Z (Communications Zone) and most of them remained with the Group until the middle of September. This outside assistance helped to some extent, but the supply of trucks was still not great enough to meet the demand.

THIRD'S TRUCK SET-UP

Motor transportation in Third Army was so organized and so set up that it would provide General Patton with a maximum amount of mobility in a minimum amount of time. The 514th Quartermaster Group was the parent organization to all QM motor transport units in the Army. Early in the campaign it was found that each Armored Division would require two truck companies to handle its requirements and each Corps would need certain truck units under its own control to handle Corps necessities. However, despite the various and sundry attachments which were necessary, all truck units remained under the over-all operational control of Colonel Redding F. Perry, Army Transportation Officer, should they be needed in an emergency.

As Patton's troops spread out east, south and west the bottle-neck road through Avranches became the most travelled road in France. The bridges

there were vital to the success of the offensive and "Jerry" knew it. Each night, as regular as clock work, the Luftwaffe paid the bridges at Avranches a visit. There was a strong rumour circulating that it was here "Bed-check Charlie" got his start. But despite the bombings, Patton's wheels rolled on and on.

Day and night the Third's QM truck drivers moved south through Avranches loaded with troops, food, gasoline and ammunition, returning north with prisoners. There was hardly a truck company in the Third Army that didn't have at least one close call while passing through the much bombed city of Avranches.

The 3393rd QM Truck Company missed wholesale casualties by a hairsbreadth in this vicinity. They were hauling ammunition with a convoy of forty vehicles. Arriving at a bridge in the vicinity of Avranches just before sundown, they were ordered to pull over to the side of the road and give priority to a ration train due at any moment. Within a short time the ration train moved in and was signalled to go on ahead. While the ration train was on the bridge all hell broke loose. Jerry bombed and strafed the area knocking out the structure and inflicting heavy casualties. Had the 3393rd been carrying the high priority cargo instead of ammo, they might well have been the victims.

The old myth concerning the tranquil life led by the Quartermaster Corps was rapidly being tied up in a neat bundle and relegated to the attic along with the rest of the antiques at this stage of the war. Life in the QMC was far from a bed of roses. For the QM truck drivers in the Third Army it was a dangerous, dusty, filthy, twenty-four hour a day job. The rails were not yet repaired, and motor transport was moving everything. It meant no hot meals, no sleep, no mail; nothing except the racking strain of constant driving under fire —

and the realization that without truck support the break-through could not be exploited to its fullest. Never before had such quantities of men and materiel been carried by motor transport.

As the 24 hour a day operation of QM trucks continued without let-up, the need for an overstrength of drivers in each company became more and more apparent. In order to keep the trucks on the road night and day a special shipment of 1,200 truck driver reinforcements were flown from England, arriving in the Group area on August 8th.

Captain Glen W. Benson, Adjutant of the 514th, with the assistance of T/Sgt L. D. Thompson, S/Sgt Humphrey Smith, and T/4 Jarrett L. Hudson set about the difficult task of processing, feeding and distributing the 1,200 reinforcements to the many Third Army truck companies spread far and wide over the Third Army area. After three solid days and nights of work, Captain Benson and his crew completed the processing of the reinforcements.

On August 9th the scene of Third Army



OPERATIONAL RATIONS. Trucks of the 443rd QM Truck Company are shown loading Class I (Rations) at a supply point "Somewhere in France". From there 443 hauled them to XII Corps combat units.



TAILGATE TO TAILGATE. T/5 Alexander Washington of 3966 polishes the windshield of his truck as a loading crew engages in some tailgate loading of Class III (POL) supplies. Many times when the front was moving rapidly and gasoline was urgently needed this method of loading saved much time and effort.

operations shifted southward, below Avranches, into the Cogles area. By the time this move had been completed the truckers were rapidly rounding into combat veterans. They were learning many of the tricks of keeping up with a "blitz" type of warfare. They found that it paid to have a well planned S. O. P. for setting up and breaking camp. They also found that it didn't pay, in this highly mobile type of streamlined combat, to take time out to dig slit trenches, for almost before one could be well completed the unit would again be on the move. Truck drivers were learning many of the tricks of living, working, eating and even fighting from their trucks. Warming a "C" ration on the manifold or heating coffee in a number 10 can with the use of some gasoline were a couple of handy tricks that every truck driver soon learned. His truck became his home and when he set out on a haul everything he owned in the world went with him, for it was anybody's guess when he would return.

Mess Sergeants and cooks learned to be philosophical the hard way. They

would prepare a meal for the entire company only to have most of the men called out on a convoy before it could be served. Two days later when the convoy returned suddenly they might find themselves with twice as many men to feed as had been expected.

In order to maintain an even flow of vital Class I, III, and V supplies, it was found that a certain number of trucks should be set aside to haul these particular cargos, and these only. On August 10th the first concrete step in this direction was made when the 3906th, 3908th, 3910th and 3966th QM Truck Companies were placed under the operational control of the Army Quartermaster, and four of the six companies on loan from Com Z were placed under the Army Ordnance Officer for operations.

HEROISM AND SACRIFICE

Many are the deeds of heroism and sacrifice in the QM truck company ranks. The Quartermasters, too, list their honored dead who "gave that last full measure of devotion" on the fields of France and Germany during this war.

On the night of August 5th, while performing a mission near Landivy, France, a convoy of the 445th was heavily bombed and strafed by enemy planes. At the height of this action, S/Sgt. Paul Carter and S/Sgt. Byron F. Hutchins were killed by the same bomb burst. Both sergeants were awarded the Bronze Star Medal posthumously for their heroic actions and for courage and coolness under fire.

Only two days before that, Sgt. Ralph D. Reiff of the 3345th, by his quick thinking, devotion to duty and disregard for personal safety, exemplified the spirit of the QM truckers. At 0600, August 3, 1944, the 3345th received orders to proceed with forty three vehicles from St. Auburn d'Abigne to Ducy, France, where the night previously they had hauled elements of the 13th Infantry Regiment. The convoy was attacked while passing through Montanel. Ten enemy planes dove upon the trucks without warning. Three vehicles were knocked out and five men injured. Without hesitation, Sgt. Reiff jumped on a blazing truck and, ignoring heavy continued enemy strafing, threw burning boxes of .50 calibre ammunition into a deep ditch. For this heroic action the Bronze Star was awarded to Sgt. Reiff.

In this same enemy attack Cpl. David P. Berryman and T/5 John H. Wagner distinguished themselves by courageously moving another burning truck to a safe distance from the rest of the convoy.

The five men wounded in this engagement, T/4 Chester R. Kennedy, Pfc Richard B. Phillips, Pfc H. H. Woerner, Pvt James L. Kabler, and Pvt Saul I. Levoff, were evacuated to a Field Hospital and later received the Purple Heart.

The convoy returned to its bivouac area towing the three damaged vehicles.

T/5 James D. White of the 3910th QM Truck Company, shot next to the heart by .20 mm fire when an enemy plane strafed the convoy, courageously brought his truck to a halt at the side of the road — before dying. In another action Sgt. Robert Carey of the 3399th was killed.

Other QM truckers have suffered capture by the enemy. T/5 Edward J. Camp of the 3908th was reported missing while

hauling ammunition during the St. Lo break-through and was later officially reported a prisoner of war in Germany.

There were many more!

HARNIST'S COMMANDOS

When the fighting around Brest reached its peak, Lt. William A. Harnist and ten trucks from the 3909th QM Truck Company were sent out on a "top-secret" dispatch deep into the Brest Peninsula. The Lieutenant carried with him 26 of the driver reinforcements who had just been flown in from England. The mission of this small unit was the hazardous one of assisting in the opening of an unsecured beach-head in the Morlaix area on the North coast of the Brittany Peninsula. Such a beach-head was made imperative by the continued overwhelming demand for supplies of all kinds in the battle for Brest. This little band of truck drivers fulfilled their mission well enough to be unofficially designated "Harnist's Commandos" from that time on.

The extra drivers were used to drive 26 loaded trucks which landed on the beach in LSTs. For nearly a month Lt. Harnist and his provisional company operated on the unsecured beach-head, supported only by a small escorting cavalry unit. During the first two or three days of operations, in which the escorting cavalry unit cleaned out more than three thousand German troops, two trucks hit mines and were immobilized. T/5 Horace C. Harris, the Lieutenant's jeep driver, cannibalized these two vehicles for parts to keep the rest rolling. The only maintenance equipment available were the tool kits in the trucks; yet at the end of the commando unit's stay on the unsecured beach-head all the trucks except the two which had received their knockout punch from the mines were in operation. They were battered, muddy and shot-up — but still running. Practically all the drivers could point proudly at bullet holes in the cabs, windshields, and other parts of their vehicles which were acquired during their nightly runs through the avenues between the German snipers and our own armor a few miles away. It wouldn't be safe to

Continued on page 10

THE MEN BEHIND...

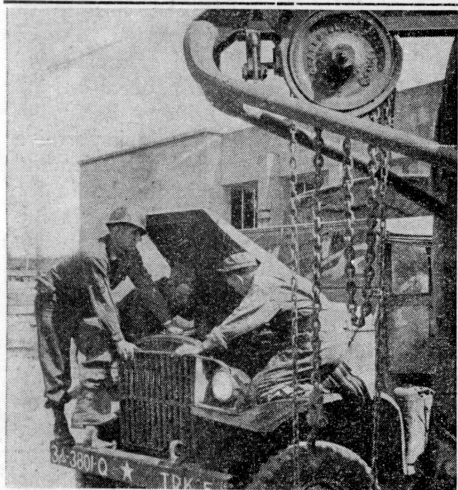
THE MEN BEHIND THE WHEEL

Its the blocking back, clearing the way, who makes the long spectacular runs possible. The sports writers praise Smith's long run to a touchdown — but a lot of guys named Joe were in there, taking out tacklers and getting their noses rubbed in the dirt, to clear the way.

In Third Army's QM Truck Team, too, a lot of guys named Joe put it on the line

day after day. KPs, Company Clerks, Mail Orderlys, and many others who never got a headline. But what would any outfit do without them? That's right. There wouldn't be an outfit.

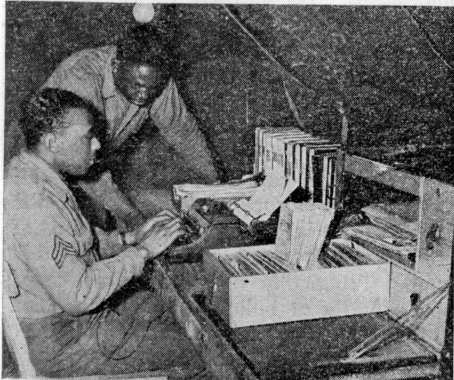
Here are just a few of the many men who did this important work during this war. The men behind the men behind the wheel.



MOTOR SERGEANT — T/Sgt. Willard H. McClure checks a quick repair job being done by T/4 Harry Jacobsen and T/5 Italo Sorbellini in the 3801 Motor Pool.



1st SERGEANT — 1st Sgt. Angelo C. Portal of 3968 makes with the whistle. That's one wind instrument even the most musical of G. I.s can get along without.



COMPANY CLERK — Sgt. Wardell Robinson, 3414th's Company Clerk works on a morning report with T/5 Lester L. Sias as his left hand man in the picture.



KITCHEN POLICE — That's driver T/5 Walter Dmitrasz pulling KP at 3345. The Corporal was strafed too often to let this job bother him.



DISPATCHER — Corporal Roger Kenny tells everybody where to go in his organization. That's his job. He's dispatcher for the 3988th. T/5 W. D. Bass is driving.



SUPPLY SERGEANT — S/Sgt. James E. Johnson keeps a neat and tidy supply room for the 3327th even when the photographer isn't around.



MESS SGT. — S/Sgt J. E. Comer directs the "chow" department for 3805. The other men help him. For the usual left to right identification see page 43.



COOK — T/4 Jerry Sanders, cook at the 3911th, has been wearing that big smile ever since a bomb dropped close to the kitchen at Gouvey, Belgium and missed.



GUARD — ". . . its a long way from home and its enemy country. You don't mind so much during the day or pushing "Betsey" down the road — where's that relief?"



MAIL ORDERLY — T/5 William D. Christian, mail orderly for the 653rd is an old timer. He once drove 800 miles under Jerry "88" fire delivering mail to the outfit.

make any cracks about the "soft QM life" to these truck jockeys or the tankmen they supplied. Lt. Harnist and T/5 Harris were both awarded Bronze Stars.

August 12th saw the scene of Third Army truck operations again shifting to the South and East. The 514th QM Group with the 176th Battalion and all attached units bivouaced in the area a short distance north of Laval.

While in the Laval area a friendly plane that had apparently lost its bearings strafed a column of vehicles on a near-by highway and then paid an unwelcome visit to a number of truck company bivouac areas. Waiting as long as they could, until the pilot's intention was unmistakable, the plane was finally brought down by an ack-ack crew, but everybody in the vicinity had more thrills than desired that day.

By this time a certain amount of decen-

tralization had gone into effect and each of the three operative Corps had a QM Battalion and five QM truck companies attached. The 80th Battalion with the 131st, 447th, 3326th, 3598th and 3806th QM Truck Companies was with the VIII Corps. The 3rd Battalion with the 395th, 3709th, 3905th, 3965th and 3967th was with the XV Corps.

Under the XX Corps was the 106th Battalion and five attached companies — the 382nd, 443rd, 3802nd, 4049th and 4051st QM truck companies. With this type of a breakdown, placing one Battalion with each Corps, a heavy load was left to be carried by the single remaining Battalion directly under the Group — the 176th. At one time the 176th Battalion had a total of 15 attached companies. Two companies, the 3597th and 3805th QM Truck Companies, did not come under any one of the above categories at that time, as they were attached directly to Third Army



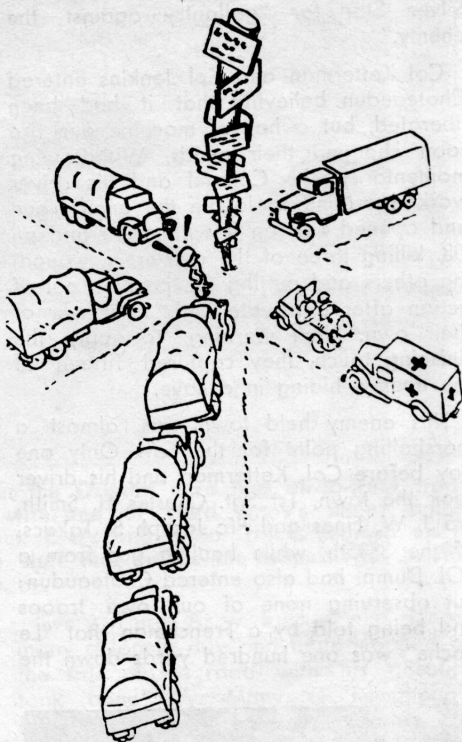
HARNIST'S COMMANDOS made a name for themselves while hauling vital supplies from LSTs like the US 392. Drivers from 3909 QM Trk Co. under the direction of Lt. W. A. Harnist assisted in the opening of an unsecured beachhead at Morlaix, France, then operated there for nearly a month.

Headquarters to handle the moving of Army Headquarters and other house-keeping details.

As the wheels and treads of Patton's Third rolled further and faster into France, the General threw into action another of his mighty armored divisions — the 5th. Into battle with the 5th went the 3907th and 3912th QM Truck Companies, both units having been activated as companies of the old 514th Quartermaster Truck Regiment. The Fifth Armored got an early baptism of fire. German troops who had counter-attacked at Mortain and Avranches were cut off and German General Von Rundstedt ordered a general retreat from Normandy. Units of the Third Army spear-headed by the 5th Armored swung around from the south, attacked the retreating Germans on their flank and encircled the greater part of the German 7th Army in the Falaise pocket.

As the Falaise pocket was being closed, Third Army Headquarters and the scene of truck operations again jumped forward, shifting to the Le Mans area on August 15th. In this area the 201st and 211th QM Battalions Mbl joined the 514th Group after extensive service with the First Army. The 201st had landed on Omaha Beach on D plus 7 and had been in active service since that date working principally on the supply of POL (The British abbreviation for Petrol, Oil and Lubricants). The 211th Battalion arrived on the continent D plus 18 and had been actively engaged in hauling ammo from depots to front line supply points.

With the expanding of the front and the consequent lengthening of supply lines, the problems of the Army Quartermaster and the Army Ordnance Officer multiplied many fold. To help meet this situation the 201st Battalion with four additional companies, the 3345th, 3801st, 3911th and 3965th QM Truck Companies were attached to the Army Quartermaster for operations. With the four companies already under the QM, this brought the count of companies working full time on QM supplies to eight. Supplementing the four companies already hauling Ordnance supplies, the 211th QM Battalion with



four additional companies, the 382nd, the 396th, 3510th, and 4050th QM Truck Companies were placed under the operational control of the Army Ordnance Officer.

COMBAT QMs

No combat man is ever surprised to see QM trucks in the front lines or among the first troops to enter a town. That's routine. In fact the Infantry have had towns handed to them by the Quartermasters.

When elements of the 35th Infantry Division entered the important town of Chateaudun on the road to Paris they advanced warily expecting strong opposition. Instead, they found Lt. Colonel Charles W. Ketterman of the 176th QM Battalion, then a Major, and T/5 Ernest A. Jenkins, his driver, standing beside the Mayor of the town, ready to hand the advancing infantry units the city of Chateaudun as a 16th of August present.

The taking was not easy. General Patton personally awarded both men the

Silver Star for "gallantry against the enemy."

Col Ketterman and Cpl Jenkins entered Chateaudun believing that it had been liberated, but a hail of machine gun fire soon changed their minds. Withdrawing momentarily, the Colonel and his driver worked around to locate the enemy gun and opened fire on it with a .45 and an .03, killing three of the gun crew, wounding others and putting the position out of action after a private eight hour war of their own. Next morning, to apply the finishing touch, they captured fifteen of the enemy, hiding in a cave.

This enemy held town was almost a marshalling point for the QM. Only one day before Col. Ketterman and his driver took the town, 1st Sgt. Charles H. Smith, T/5 J. W. Fines and Pfc Joseph S. Takacs, of the 3805th, while hauling gas from a POL Dump, had also entered Chateaudun; but observing none of our own troops and being told by a Frenchman that "Le Boche" was one hundred yards down the



GENERAL GEORGE S. PATTON, Jr. pins the "Silver Star" on T/5 Ernest A. Jenkins of the 176th QM Bn. for "gallantry against the enemy".

road around the next curve, they hauled their gas right out again.

On August 20th the scene of operations took another forward stride moving one hundred miles to the vicinity of Brou.

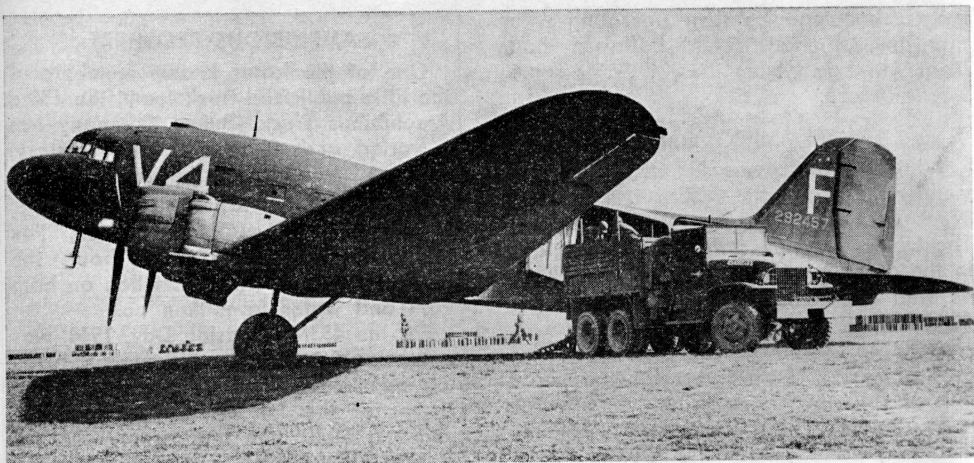
A few days prior to this time, landings were made on the South Coast of France in the Marseilles-Cannes area. The Seventh Army, striking north, took Lyons and Dijon along its planned route, which ultimately, was to place the Seventh on the right flank of the Third Army.

While these newly developed beach-heads were being expanded northward, other American and French troops reached and liberated Paris, and the Third Army continued its historic eastward drive passing south of the French capitol.

As August drew to a close, Patton's truck columns were stretched almost from one end of France to the other. The strain on men and equipment was terrific and the problems facing the truck companies were many. The spearheads surged further and further and the shortage of gas began to pinch where the shoe was tightest. This menacing cloud loomed more and more ominous until early in September the critical shortage of POL was holding down, and in some cases had stopped the Third's progress. As each day passed, this critical situation became more and more acute until finally the QM trucks themselves, the vehicles that were supposed to haul the gas, ran dry of the precious fluid.

The 4010th QM Truck Company has particular reason to remember the gas shortage for it provided T/5 Earl Gordon with his "most exciting experience of the war".

Cpl Gordon was jeep driver for 2nd Lt. George C. Jennings, who commanded a convoy hauling ammunition to the front. While en route some of their vehicles ran out of gas near Tours, France. The Lieutenant and his driver proceeded to look for a gas dump. When only a few miles down the road their own jeep began to sputter, indicating that the gas shortage had come home to roost. Continuing the search for gas Lt. Jennings thumbed a ride from a Free French officer, leaving the non-com with his vehicle.



ANOTHER PATTON INNOVATION. It was in the Orleans area that air-to-truck transportation was first pressed into use to cope with one of Third Army's major supply problems. The gasoline just had to get up front. C-47s and motor trucks teamed up to keep the forward elements supplied with the stuff that makes the wheels go 'round. A truck from 3908 is receiving the vital cargo.

At about 2300 hours Gordon heard guttural voices behind him. Turning to investigate he found himself looking down the wrong end of two Heinie automatic rifles. Gordon was ordered to dismount and turn over his carbine, gas mask and field jacket. After he had been thoroughly frisked and the Germans found themselves unable to start the jeep, he was ordered down the road in front of them.

The trio walked about five miles when there was a sudden burst of machine gun fire over their heads. The Germans ran for cover and this was Gordon's cue to do likewise — but being a smart truck driver he ran in the opposite direction. When the firing ceased the Germans searched the side of the road Gordon was on, but under cover of darkness he managed to elude them.

When the Jerrys had given up the search and were several hundred yards down the road, Gordon double-timed in the opposite direction making good his escape.

The Lieutenant and the Corporal later discovered that they had gotten on the wrong road and were in enemy held territory which was being cleared out by the Free French Forces of the Interior.

Every Third Army trucker experienced many a lonely day and night stopped on the side of the road with his gasoline tank bone dry. Many G. I.s thought longingly of the good old days in the States when not only was there an inviting Esso or Shell gas pump every couple of hundred yards, but dealers would insist on cleaning the windshield, wiping the hood, checking air and water or even making a few minor repairs to the motor — all for the sake of a five gallon sale.

On September 14th, (D plus 100), elements of the Third Army reached the Siegfried Line, but because of the still prevalent drought of gasoline, it was necessary that they withdraw to the general Moselle River line. As the Infantry closed up on this water barrier, truck operations centered in the Etain-Verdun area.

On the 18th of September the 122nd and the 26th QM Battalions, fresh from the States, joined Third Army's truck team. To assist the over burdened 211th Battalion on the ammo haul, the 122nd assumed control over four of the companies working then on the Class V (Ammunition) lifts — the 382nd, 396th, 3414th and the 3510th. The 26th Battalion was dispatched to the XX Corps to supervise

the truck companies then operating with that unit. The 106th QM Battalion had been withdrawn from the XX Corps some weeks before.

SWIMMING GMCs

While the 514th was still in the general vicinity of Etain, the 453rd Amphibious Truck Company was sent to Third Army. The Dukw company's mission was to aid in the crossing of the lower Moselle River as well as other amphibious operations. However, at the time it arrived the lower Moselle had already been crossed, so the unit was held in readiness for the hurdling of future water barriers.

As no amphibious operations were immediately anticipated the Dukws were sent back to Le Havre to operate with the Channel Base Command while awaiting further call. On November 10, 1944 the call came for the crossing of the upper Moselle. The Dukws made the 313 mile overland trip in record time but had to re-equip with tires before proceeding on their mission.

T/5 Jerry Carter of the 3968th Trk Com-



IN WATER or on dry land dukws of the 453rd Amph. Truck Company performed equally well.

AMPHIBIOUS BROTHERS

One of the lesser known members of the little publicized truck team, the 453rd Amphibious Truck (Dukw) Company has a varied and colorful history, a story, however, Dukw men themselves reveal only reluctantly.

Coming in over Omaha Beach, Fox Green section, on D Day, H hour, the Company served with distinction on both land and water from then on.

For the 453rd, Invasion Day, 1944, was a blazing introduction to combat. Hauling ammunition and rations for assault troops of the 1st Infantry Division, the unit lost eight men and twenty vehicles in the initial action and stayed on the beach for three months hauling supplies and evacuating wounded to LSTs through everything "Jerry" could throw at them.

After operating over the beach for 100 days the Dukws joined the 514th family and their exploits on the Moselle, Rhine and other water barriers became familiar to everyone who followed this war, personally or in print.

pany celebrated the 453rd's recall by making one of the fastest trips to Paris of the entire war.

Many of the Dukws' tires were well worn after the long journey overland. The closest supply point for that type of tire was Paris, and new tires were essential.

Major Eugene S. Cohen, Group S-4, made necessary arrangements, and Cpl Carter, with an enlisted man from the Dukw Company, took off in a cloud of dust for his envied assignment at 1500 hours. Arriving in G. I. paradise at 2300, Cpl Carter summarily woke up the Depot crew and had his truck loaded and ready to go in two hours.

From 0100 to 0700 was all that the hard driving Corporal required for the return portion of his 411 mile round trip, returning to Nancy in time to answer his First Sergeant's "Haven't you left yet?" with an urbane "I have returned."

On the 13th of November the 453rd started working with the 90th Division and soon the Dukws were ferrying mail,

medical supplies and enlisted men's equipment across the Moselle in addition to assisting the Signal Section of the Division in laying Marine Cables.

In this operation a Dukw driven by Pvt. William A. Douglas hit an Italian box mine. The driver was killed, one of the two officers in the vehicle was blown into the water and S/Sgt Edward J. Crawley was also thrown into the water suffering multiple wounds. The assistant driver, T/5 Hubert L. Fulton was injured in the left knee.

The Dukw Company's official report of the operation ends with the following words — "The working conditions were far from ideal."

Metz became the bastion of German resistance. Third Army units crossed the Moselle in the Nancy area and continued to move closer to the German border, partially encircling Metz as they advanced. However, during the three fall months the forward motion in this sector was slow and costly. For the Third's QM truck companies, the months spent in the Toul-Nancy area were busy ones, working with combat troops and continuing the supply build-up in preparation for smashing through the Siegfried Line.

MUD, MUD, MUD and MORE MUD

It was during this period that one of the truck drivers greatest enemies got in its most effective work in hampering operations. No sweating, swearing truck driver will ever forget that sea of mud, the thick oozy kind with no bottom to it, making a quagmire of bivouac areas, supply points, depots and the running swamps mockingly marked on the maps as roads.

In those days Patton's wheels were not rolling to victory. They were slipping and skidding to victory. There was one consolation. It was nice soft mud to sleep in when a truck driver could grab a few minutes while the convoy was being loaded.

Shell fire, strafing and shrapnel had torn up much of the hard surface origi-



" . . . MUD, THE THICK, OOZY KIND OF MUD. . . "

nally laid, and the rain had done the rest. It was impossible to tell, many times, where the road ended and the fields began. Often the roads were impassable and engineers had to be called to make some sort of fill in order that trucks could move on — but move on they did. Patton's wheels kept rolling.

On October 17th a Third Army Motor Transport Conference was held at Group Headquarters. Unit commanders of all Third Army truck companies and Battalions were present at this meeting. In a letter of commendation to the officers present at the conference and the men they represented, General Patton first made the historic statement, "the 2½ ton truck is our most valuable weapon."

BRONZE HORSESHOE

While in the Nancy-Toul area T/4 Richard W. Gardner of the 3597th QM Truck Company established himself as a charter applicant for the bronze horseshoe. While driving a ¾ ton weapons carrier, he hit a mine, catapulted thirty feet into the air and landed, unscathed, in the bed of a nearby 2½ ton truck.

Six other members of 3597 were not so fortunate in their dealings with enemy explosives. Near Chaligny, France, a V-2 bomb made a direct hit on an ammunition dump from which 3597 trucks were operating. As a result of the explosion, S/Sgt

Elmer R. McDowell, Sgt Horace W. Winn, Pfc L. J. P. Dryden and Privates Vincent Moranto and John W. Maddox were killed. Tec 5 James A. Baker was injured. Three trucks and a jeep were completely demolished by the concussion.

In mid-fall there were heavy extra demands made upon the truck companies for emergency Class V hauls. The prolonged siege of Metz and the desperate defense put up by the Nazis for this key city resulted in the artillery units expending rounds far greater in quantity than had been expected. The supply of ammo became a terrific problem, with front line batteries rationed on the number of rounds to be fired in any one day.

The 3805th hauled ammunition from

Verdun right up into the battle lines during this time, working day and night with very few assistant drivers and no sleep, except for what could be snatched while convoys were being loaded.

After a bitter struggle, Metz was enveloped north and south and fell to the Allies in the middle of December, enabling Third Army forces to move forward towards the German border. The 3805th hauled a Medical Unit into Metz one day after its capture, while five of the forts were still manned by the Jerries.

The mud of late fall and the freezing cold of an early winter were not enough to burden the already harried QM truck drivers. One more problem inflicted additional punishment when the tire shortage



Bitter cold and icy roads sent many a QM truck into the ditch — but just as long as that white stuff wasn't hiding a mine field, the truck jockeys snaked them out and kept right on rolling. Those were the days when "the hot-foot" stopped being a parlor joke and became something the truckers would most like to have for Christmas.



At the time of Von Rundstedt's Ardennes break-through every QM truck in Third Army was mustered to meet the emergency. Here trucks of 647 QM Trk. Co. are moving doughfeet of the 26th Division into action. During the Battle of the Bulge chains were a "must" on every truck.

infiltrated the ranks. The shrapnel from constant shelling of the roads resulted in many punctures and blow-outs to tires which had long since travelled more than their book mileage allowance. It required guts and ingenuity to surmount this obstacle. Some of the trucks carried on with only six or eight tires instead of the usual ten. Almost every company stripped its trailers, while other units solved their dilemma by switching rubber from captured Jerry vehicles. Hot patches were worth their weight in gold, but the record shows that the trucks never stopped rolling.

THE BULGE

Patton's warriors were still hacking their way through the Siegfried Line when the Germans launched their ill-famed December counter-attack in the Ardennes.

The resulting situation was chaotic and, in the temporary shifting from the offense to the defense, all troops were pressed

into combat no matter what assignment they ordinarily filled.

At this time the 3393rd QM Truck Company was bivouaced in a section of Belgium truthfully known as "Buzz-bomb Alley." The night their C. O. personally delivered movement instructions was a tense one.

"The Germans have already reached Stavelot", Captain Richard K. Ryan said, "and are travelling in the direction of Sprimont, about 2 kilometers from here. An armored division is set up in Sprimont and they are to notify us if movement is necessary. No further orders will come from Battalion. We are on our own."

The QM Truck Company set up outposts, reviewed a defense plan in case of attack, and rehearsed a method of evacuation. For several days they continued on the alert, stopping all the many refugees filtering through the town and checking closely for any spy activity.



OLD MAN WINTER was one of the QM truckers worst enemies. Working, fighting, eating and sleeping outdoors in that kind of weather's no fun. Ask the drivers from 3804 who are shown here waiting for a cargo of infantry.

When the situation had eased the 3393rd returned to normal, with nothing to worry about except their usual dangerous assignment and Hitler's buzz-bombs.

The Battle of the Bulge was a major crisis. An immediate change of strategy was necessary and the Third Army was called upon to ease the pressure of the break-through by attacking the Bulge from the south. In this, as in so many emergencies in the Third Army, a tremendous job of moving men and armor, together with their supplies fell on the QM trucking team.

Patton's entire army had to be moved, and the supplies had to go along with it. Hauls had to be made in almost every direction in line with strategic requirements. It was a monumental assignment and every QM truck in Third Army was mustered to move the fighting forces from the Saar River front to the Bastogne sector.

Elements of the 514th had moved the 26th Division to a rest camp only two days previously. Now this and other

supposedly vacationing units were hauled right back into the fray. Some of the supplies had to be moved back to avoid their falling into German hands. The 3910th moved 150,000 gallons of gas in twenty four hours evacuating a fuel dump.

In less than a week's time 16 Infantry Divisions, two Armored Divisions and two Airborne Divisions were loaded on and off the QM trucks.

In the accomplishment of this great feat many an unsung deed of heroism, endurance and devotion to duty were quietly chalked up by the Third's QM truckers. They rolled on unceasingly through German strafing, bullets, artillery fire, ice and snow, fatigue, hunger, black-outs and every other imaginable obstacle.

Trucks of the 444th QM Truck Company moved the 4th Armored Division from the Saar to Belgium in 17 hours. In their usual fashion the 4th Armored Division fought their way through to relieve the heroic bastion of Bastogne and the tide began to turn in our favor.

Trucks of the 3433rd worked day and

night under enemy fire in this campaign and the unit was given a verbal commendation by Major General Maxwell D. Taylor, C. G. of the 101st Airborne Division.

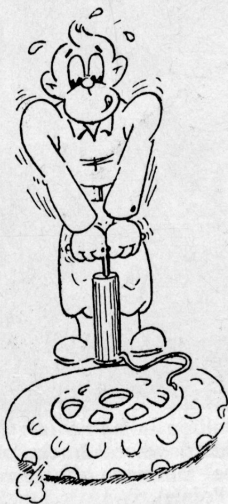
On December 22nd, trucks of the 3433rd were in Rheims awaiting orders to pull out. A lone German plane came over and dropped bombs, one incendiary landing among a number of drivers, all of whom escaped with the exception of Pfc Bernard Merchant who was hospitalized for severe burns.

The 3436th also had its share of the misery and the glory of Bastogne. On December 19th, Pvt Allen Boutte stuck in a snow drift and unable to build a fire because of the tactical situation refused to abandon his truck. He had both feet frozen in the bitter cold and later had to be evacuated.

The 642nd had accompanied the 6th Armored Division in its hardest and bitterest fighting days but their worst period of the struggle came in the Bastogne area when the snow, ice and cold were at their most fiendish heights. From the 1st to the 7th of January, the 642nd dispatched 339 trucks, travelled 10,342 miles and hauled 1,912 tons including 62,491 rounds of artillery ammunition. During this period the 6th Armored in their defensive fight of Bastogne fired more ammunition than has ever previously been fired by any armored outfit anywhere.

With the pressure being applied in this manner The QM truck drivers had to unload ammunition and gas by themselves to keep the guns firing, and had to load their own trucks at the dumps in order to get moving that much faster.

The 3805th was also in the thick of things at Bastogne catching plenty of "88" and mortar fire while attached to III



JOYEUX NOEL, 1944

The 514th Group Hq, at that time located in the Nancy-Toul area, had one Christmas Eve which will long be remembered by all those who were present.

A feature in their celebration of the Yuletide was a party arranged jointly with 3968 QM Truck Company. A high spot of the party was a motion picture — that is what made this Christmas Eve different.

A key sequence in the film was one in which some children were playing with a toy machine gun. Jerry took exactly this time to strafe a column on the highway next to the Headquarters building and since he was on the same side as the projector his guns were practically on top of the house. When everyone realized the highly realistic sound effects were the genuine article and not a Hollywood sound track, the showing suspended abruptly. After the "all clear" the picture resumed and the Christmas Party carried on to its conclusion.

Corps. Cpl. Matthew J. Brogan drove one of the first trucks to reach the 101st Airborne Division with Class I supplies. The work of this unit was praised in the following citation from the Commanding General of the III Corps — the exemplary discipline, unselfish devotion to duty, and complete disregard for personal comfort in the execution of the most difficult details by the officers and enlisted men of the 3805th Quartermaster Truck Company are deserving of the highest commendation and praise."

Other truck companies earned similar compliments for their own work during this campaign.

Two officers and 50 enlisted men of the 3989th QM Trk Company were also in on the Battle of the Bulge. The detachment was split into two groups. One group was first attached to the 9th Armored Division and later to the 193rd Glider Infantry Regiment of the 17th Airborne Division. The other group, attached to the 101st Airborne Division, stayed in Bastogne during the entire siege of that city, and were doubly happy to see one of their

own trucks in the lead of the first convoy coming to relieve the plucky garrison.

The 3597th moved the 80th Division from foxholes near Saarbrucken to foxholes in Luxembourg in 15 hours, shortly after Von Rundstedt's offensive began. During the Battle of the Bulge the 3597th's trucks travelled 30,000 miles from the 21st to the 29th of January, assisting in the switching of 6 Divisions. The 101st Airborne, the 76th Infantry, the 87th Infantry, the 17th Airborne, the 26th Infantry and the 95th Infantry. A tremendous job, but it left the 3597th with enough on the ball to motorize the 80th Division in February and March during that unit's dash from the Siegfried Line to, and across the Rhine.

When rail facilities could be brought into the Bloody Bastion, the 122nd QM Battalion with its attached companies, the 396th, 3510th, 3414th and 4029th moved into the torn and muddy center to haul ammo from the rail head to the ASP (Ammunition Supply Point).

During and immediately following the Battle of the Bulge an almost constant shuffle of Divisions took place. It is interesting to note that at this time Gen. Patton commanded the largest army in history.

A total of 23 divisions were moved during the period of January 16th to the 13th of February. Most of these were either moved entirely or were assisted in moving by Patton's QM trucks, a gigantic operation representing probably the largest mass movement of troops by motor in the history of warfare.

No road net could stand the pounding of such traffic and the travel arteries disintegrated under the enormous strain, thus throwing a further burden on QM trucks. It was necessary to detail a number of companies to the full time job of hauling gravel and other engineering equipment essential for the speedy rebuilding of the highways. Both log type corduroy and gravel roads were hurriedly put in, to enable traffic to keep moving



AN ENDLESS PROCESS. The hauling of ammunition in battle is a never ending process. Here it is shown arriving at the Bastogne railhead where trucks of the 122nd QM Bn. supplied the fighting forces which beat back the German offensive. From the railhead it is hauled to the ASPs (Ammunition Supply Points).

Following the front along with Army Headquarters, the 514th QM Group had observed the turn of the year by moving out of France into Luxembourg making its headquarters in the general area south and west of Luxembourg City.

As the Bulge was neutralized, Third Army forces moved forward slowly into Germany, grinding down the Nazi army and cracking their way through the Siegfried Line. Snow and ice provided additional hardship as they inched their way against every conceivable obstacle.

At about this same time, the 445th motorized a battalion of the 89th Division. While en route to attack a village they were fired upon by about forty of the enemy entrenched on a hill. The drivers dismounted along with the doughboys and joined in the attack on the Jerries. The combined QM-Infantry small arms fire was so intense the enemy was driven from his entrenched position and surrendered a short time later. Drivers and doughs there-

upon climbed back on their trucks and continued the advance.

A Battalion of the 76th Division was motorized by thirty trucks of the 445th QM Truck Company in the drive towards the Rhine. After they had moved into bivouac near Priest, Germany, the area was subjected to intense enemy artillery fire which lasted from 0700 until 1330. Twelve 2½ ton trucks and one ¼ ton vehicle were immobilized by shrapnel. Switching tires with fragments still flying through the air, they managed to get seven of the damaged vehicles moving and the balance were later evacuated.

RAIL INTO GERMANY

Rail communications were finally pushed through to Trier, Germany and this railroad became one of the most vital supply points in the Third Army's colorful history. In keeping with the importance of this supply point, 4 QM Battalion Headquarters, and between twenty and thirty truck companies were located in Trier early in March.



STORAGE AREA for the ammo is any country roadside near the front. As the front moves so must the ammunition. Thus to the QM trucker the hauling of ammo becomes a case of pick it up, put it down, pick it up, put it down, all the way from Normandy to Austria.



OUR FAVORITE CARGO. A few loads of ex-"supermen" take a last look at the Fatherland before trucks of 4051 carry them to a waiting PW cage. Prior to VE Day Third Army had captured in battle 956,000 enemy soldiers. The Jerry in the left hand corner of the second truck seems to get the idea.

With the area north of the Moselle and west of the Rhine cleared of the enemy, the 4th Armored again spear-headed the attack in one of Patton's famous outflanking movements, driving along the west bank of the Rhine and setting the stage for one of the biggest victories of the war, the Saar-Palatinate clean-up which resulted in a catch of nearly 150,000 Jerry prisoners.

For the trucking companies the war took a new turn at this time with the number one trucking problem becoming the happy one of hauling "Heinies" to the rear, in addition to the usual job of moving men and supplies forward.

Following this Saar-Palatinate triumph convoy after convoy rolled back through

Germany loaded with "our favorite cargo," and here again the versatile QM truck drivers proved their ability to handle any and all situations. With few and sometimes no guards at all, the prisoners of war were hauled back through their own country, and it is almost unnecessary to state that none of the ex-supermen got away.

During necessary halts in occupied German villages, the drivers or assistant drivers would nonchalantly hold a carbine on 60 or more Nazis, their truck ringed by citizens of the "master race", but holding the situation well under control until time to get started again.

For a while it looked as though the Third Army truckers were going to be

swamped under this latest burden, for just as fast as they emptied the swollen prison cages, the combat boys, flushed with victory, would fill them up again. To further complicate their own problem the truckers had long ago established the QM tradition of taking prisoners on their own hook and they have never given up this delightful pastime.

This pastime dates way back. While riding in a jeep in the vicinity of Somme-sous, France on September 8, 1944, 1st Sgt William M. Shores and Cpl William A. Sutherland of the 136th QM Truck Company were fired upon by some German soldiers. I rked, they parked their jeep and considered a plan of action. No other strategy presenting itself, the two Quartermasters advanced across an open field and attacked the Germans in their fortified position. After a lengthy exchange of shots and prolonged maneuvering, the Germans hoisted a white flag and the 136th's two non-coms turned over two German officers and two German enlisted men to the Corps' PW enclosure.

The 3905th donated one hundred and fifty of the broken down "master race" to the prison cages on March 22nd in collaboration with the MPs. This occurred on Highway N-270 about eight miles south of Kaiserslautern, Germany. It was in this same area, during the struggle in the Saar-Palatinate sector that Lt Col Ketterman, who made a name for himself at Chateaudun, France, was seriously wounded and evacuated to England. To replace Col Ketterman, Major John D. Armstrong, then executive officer of the 106 QM Battalion was transferred to the 176th as Commanding Officer.

The speed of the advance made for a tremendous increase in Third Army's further need for motor transportation. As the shortage became more acute a large number of additional companies were sent to the 514th QM Group from ADSEC (Advanced Section Communications Zone) and Com Z. To aid in carrying the load, a total of 15

additional companies were attached to the Group at this time.

On April 2nd the 186th QM Battalion Mb1 was attached, and two days later the 144th QM Battalion became the most recent addition to the 514th set-up.

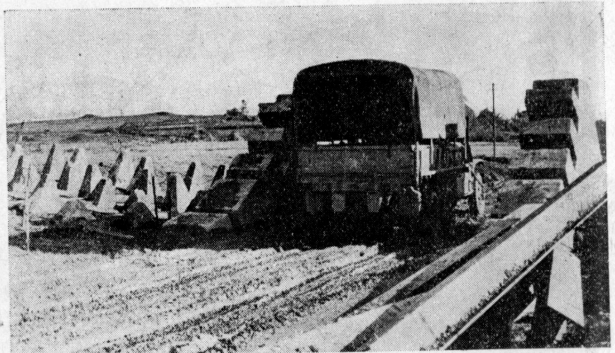
RHINE CROSSING

The Rhine crossings, historic in themselves, became even more memorable as the Third Army astounded the world by slipping across the Reich's greatest water barrier "with the greatest of ease".

The Fifth Infantry Division sneaked across Hitler's Rhine River without benefit of air-cover, smoke screen or softening-up by heavy artillery. The 4th Armored Division followed the 5th and was operating on the east bank almost before an amazed world could grasp the fact that the crossing had been made.

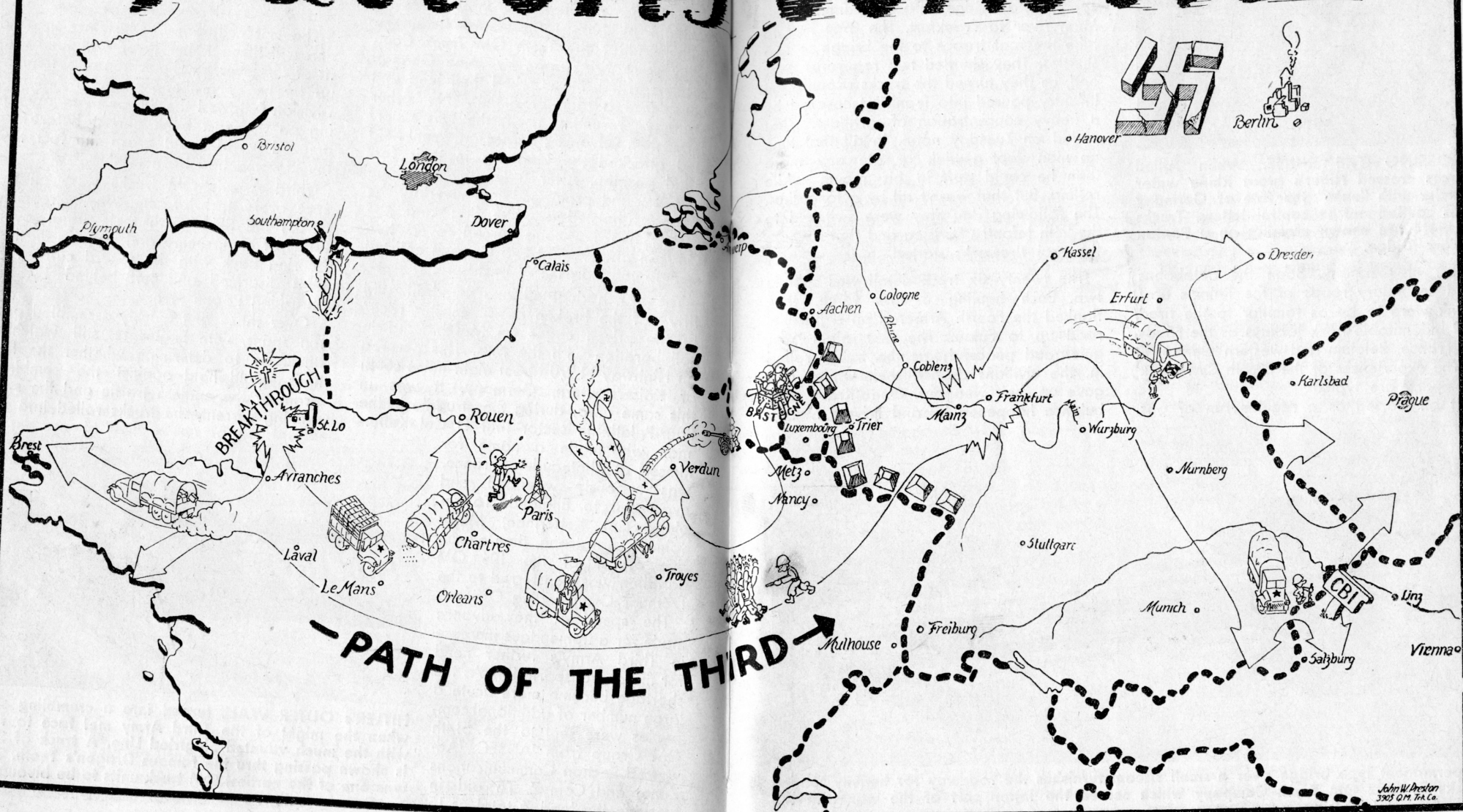
Third Army's QM trucks were on the spot every inch of the way, streaming across the Rhine with their usual overloads of men, ammo and supplies — then pouring back with the record catches of PWs disarmed and left behind by the onrushing Patton men.

Over those first quickly assembled ponton spans, with Engineers still watching anxiously to determine whether the lifelines would hold against the combined strain of the endless traffic and the swift running current, the trucks rolled into the

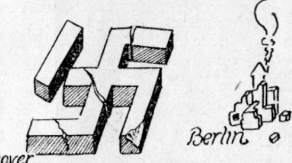


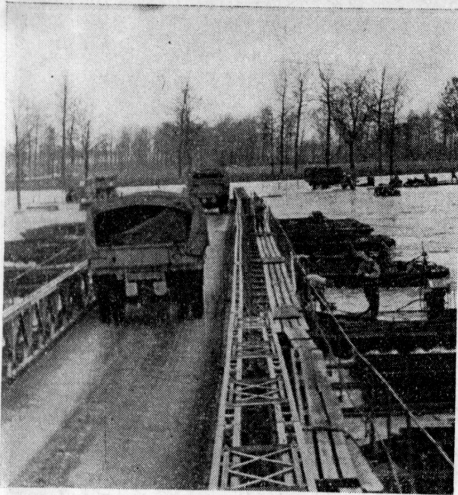
HITLER'S OUTER WALL turned into a crumbling shell when the might of the Third Army met face to face with the much vaunted Siegfried Line. A truck of 3673 is shown passing thru the famous Dragon's Teeth. 3673 was one of the earliest QM truck units to be bivouaced on German soil.

Patton's Wheels



- PATH OF THE THIRD -





CROSSING THE RHINE. When Allied forces crossed Hitler's great Rhine water barrier with "ease" the fate of Germany was spelled out in capital letters. Trucks of 3414 are shown crossing on a Ponton Bailey Bridge.

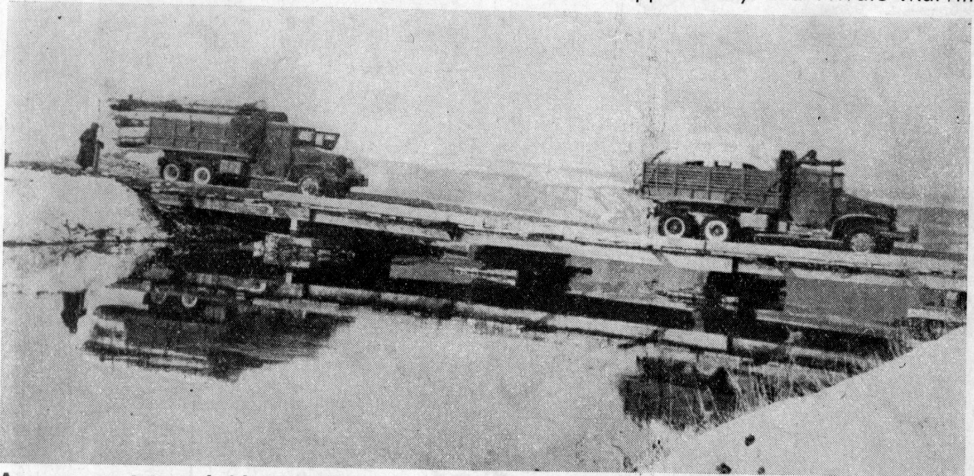
heart of Germany. Soon the autobahns and secondary roads of the Rhine's east bank were to be as familiar to the tired but indomitable truck jockeys as the roads of France, Belgium and western Germany.

The experiences of the 3966th QM Truck Company are typical.

It all started as a regular run of gas

from Ehrang to Supply Point 105 about 90 miles east. That was when Third Army had only two one-way bridges across the Rhine. They started out on Sunday evening and arrived at destination about 0500 on Monday. XII Corps took them over, reloaded them, and they crossed the Rhine to dump another load about 20 miles east of the river. Then came the grind. Orders were to report to the Fifth Infantry Division. Armored elements had captured a bridge intact, spanning the Main river to Frankfurt. The 3966 had to take the foot troops to the bridge in two shuttles. They shuttled two regiments over and, as they turned the trucks around, the Infantry poured into Frankfurt covered by a heavy concentration of artillery. That ended on Tuesday noon. In all that time no man slept a wink or ate any more than he could stuff in his mouth while rolling. But that wasn't all by a long shot. The following day they were switched to the 26th Infantry Division and that's where the real fireworks started.

The twenty six truck detail was split in two. Each hauling a task force, they flanked the Fourth Armored on a parallel road up to Fulda. The first night was quiet and peaceful; as the trucks rolled in, the civilians draped their whites and gave up their weapons. One "Kraut" ambulance happened by and Private Marvin



A permanent type bridge over a small stream furnishes the roadway for heavily loaded trucks of 3902 QM Truck Company which served the latter part of the war with the 16th Armored Division.

Whitaker, a second platoon driver thought it looked fishy so he stepped out of his cab and looked in. Sure enough three Germans tumbled out. One showed his three day pass and said he was lost.

The next day they encountered fire from German infantry. The drivers jumped out with the infantry. PFC Francis Brabham saw a Jerry streaking across the field and dropped him with one shot. Walter P. B. Hill did the very same thing. Prisoners were rounded up and the task force continued. When it reached Fulda pandemonium broke loose. German mortar shells fell all around the little unit and one truck got some chunks through the hood and the cab. S/Sgt. Howard Green, Sgt. Abraham George and Sgt. Walter Hill broke into a home for cover and brought out a Kraut in his underwear armed with a dagger.

S/Sgt Charles R. Jackson saw a civilian duck around the corner and take off across the road. He delivered a Rockne tackle, laid him flat and found that he had caught the prize package — the Burgermeister for whom the S-2 had been looking.

The boys up ahead ran out of ammo; they needed help. T/5 Francell Miles and PFC Cager M. Foster volunteered to get it to them. They filled up a jeep and started up a field with two infantry boys. On the way they came across seventy Germans, including one officer, who gave themselves up. (That is no typographical error — the count was 70 Germans.) They had to cross a stream to get there. They found the Germans good waders and eager to help.

During all those days, with hardly any time for maintenance, not one truck was deadlined. Not one truck fell out of the convoy in all fifteen days of operations. The tire situation was relieved by using "Jerry" tires and tubes from abandoned trucks.



YOU CARRY ME, I'LL CARRY YOU. Many a QM truck hauled the bridge that it later rolled over. This truck from 445 is loaded down with parts for a Bailey bridge. Judging from the viscosity of the ground he is standing on, maybe that 445 truck driver should set up the bridge right where he is.

The 3966th is one outfit that believes thoroughly in it's luck for on the night of April 1, 1945, at Heidersheim, Germany, their C. O., Capt. Walter G. Cederberg, drove a jeep over a teller-mine. It blew him 25 feet in the air and he landed on a railroad embankment. Though the Jeep was completely demolished, the Captain suffered only some shrapnel wounds in his right shoulder and a bruised face.

BUILD UP FOR THE RHINE

The deceptive speed and seeming ease of the Rhine crossings by the Third Army were built on careful preparation and meticulous planning. For some time prior to the crossing, engineer bridge building equipment had top priority. The 186th QM Battalion with it's attached companies the 641st, 3399th, 3620th, 3988th, 3989th, 3459th and 4051st truck companies went to work on the stupendous job of hauling the vast amount of baileys, treadways, pontons, landing craft and other amphibious impedimenta necessary for crossing Germany's most important river. The 3400th also



ROAD BUILDING is one of the multitude of activities that "Patton's Wheels" worked on, specially in the Bulge area where a number of companies were employed in aiding the engineers in road rebuilding. That haul was mighty hard on the trucks. Just ask the two 658 men who drove these trucks.

hauled engineering equipment for these bridges on a twenty four hour a day basis. The 650th spent many dangerous days hauling smoke oil through enemy infested hills during the supply build-up.

While the old story of Abraham Lincoln being born in a log cabin "which he had built himself" is undeniably an exaggeration, it is a true statement of fact that the Third Army's QM truck team crossed the Rhine on bridges that they had hauled there themselves.

3804 TAKES 400 PWs

On March 28, 1945 the 3804th QM Truck Company following up the fast moving Fourth Armored Division with supplies, convoyed to a new bivouac area near Berstadt, Germany arriving at 0230 on the 29th. Local security was set up

immediately and everyone bedded down for the rest of the night. Almost immediately small arms fire, including tracers, fell in the area. They investigated — and a nine man enemy patrol was captured as it tried to enter the area. Bazookas and machine pistols were part of the enemy arms. Questioning their prisoners the 3804th learned that about 400 Heinie infantrymen were in the woods approximately 500 meters from their position, waiting to find out how strong the opposition was before deciding whether or not to attack at dawn. Jerry was afraid the Americans had tanks. Actually, the 3804 had about 60 vehicles which included four ack-ack half tracks and only one .37 mm gun, their heaviest weapon. All men, about 200, were alerted, weapons were manned and the long vigil till dawn

began. Small arms fire fell intermittently through the night. 3804 held it's fire for they knew other friendly units were in the vicinity, and they did not wish to draw their fire.

At daybreak, after sweating out the seemingly endless night, a surprising thing happened. A white flag appeared from behind a small hill and about thirty "Wehrmacht" products surrendered. When this first group was not fired upon hundreds of other German soldiers came out of the woods and across the fields. All in all, approximately 400 of the enemy surrendered to the QM truck company and a signal outfit that was travelling with them. This complete surrender without any resistance came as a welcome relief to the members of 3804. For the next ten days their bivouac area was protected by four tanks and an Infantry platoon and all convoys moving forward or to the rear were under armored car protection until the numerous pockets of resistance were mopped up.

ANOTHER QM "FIRST"

Another QM "First" was registered at this time when Third Army's QM Trucks had the distinction of transporting the U. S. Navy, or at least that part of it which was carried from Toul to the Rhine in preparation for the Navy's first European inland action of its career.

At this time the Third Army was spearheading fast and the truck companies were changing position rapidly to keep up with the front. En route to a new area on March 29th the 642nd started a normal move to their new location but, en route, received additional orders which were "You will move to the vicinity of Giessen by any route you choose." These orders were carried out but their execution was complicated by the fact that Giessen had not been taken by the combat troops at that time. The task forces were on their way but it happened that the

QM Truck Company was in the lead of the task group.

The 642nd headed for Frieberg to find Germans coming from houses and surrounding woods. The trucks were loaded with ammunition so the captured Heinies were perched on top of the boxes and in every other available cranny of the vehicles. By the time they reached Frieberg they had several hundred prisoners on their trucks. Their astonishment mounted when they observed many German soldiers walking down the streets loaded with guns and equipment. Only two American soldiers were in the town and they were as puzzled as anyone else as to what was happening. The 642nd got out of Frieberg as fast as the many road blocks permitted and ran into other Division units about a mile north of the town. There they were informed a truce was on, lasting from 0900 to 1200. It was then 1100. The truckers finally managed to get on the road to Giessen and pulled into bivouac just off the autobahn about 1600. In keeping with Standard Operating Procedure at that time they immediately started a clean-up of the woods for Nazis



ANY GUM CHUM. When the rails come in that helps the QM truckers a little, but when they come in loaded with PX rations that helps a lot.

who would not surrender. Capt. Joseph P. Lanfear, C. O., with six enlisted men, ran into a little trouble just over the hill when "Jerries", dispersed in foxholes for about 400 yards, opened fire. After a gun fight of a few minutes in which one German was wounded the other sixteen surrendered.

"HITLER'S BACKFIRE"

The Autobahns, the military super-highways of Germany, were not only the answer to a tactician's prayer but in addition, proved to be a major temptation for the QM truck driver. His first glimpse of those smoothly banked curves and long straight stretches of four lane thoroughfare was a "sight for sore eyes" to the U. S. bred speed merchants. A heavy foot on the accelerator became an occupational disease until some Third Army MP reminded them they were still in the service with a goodnatured "You're flying kind of low today ain't you Buddy?"

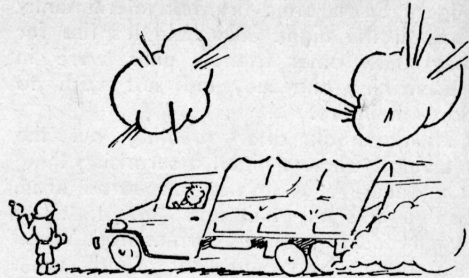
In the early weeks after the crossing of the Rhine, traffic on the Autobahns was as dense as that on the main roads outside any home town on a summer Sunday afternoon — and the traffic was just as American. Vehicles of every description from jeeps to the heaviest tanks roared

BROTHERS-IN-ARMS

No story of QM trucks in Third Army would be complete without a few words of praise and appreciation pointed in the direction of our hard working brothers-in-arms, the Ordnance Maintenance Companies. Of special note is the friendly and cooperative assistance that has been given to every QM trucker by the automotive crews of the 305th, 3450th, and 3537th Ordnance Maintenance Companies.

These three companies have been of invaluable assistance in keeping the Quartermaster trucks rolling. Throughout the entire campaign all three of the units spent a very large percentage of their time working on trucks of the 514th.

The fact that the QM trucks never stopped rolling speaks automatically for the high calibre of work turned out by these maintenance shops.



and rumbled down these military express lanes and the only thing German to be observed were the PW convoys coming back.

Only at night were the Jerries able to strafe the autobahns. It is an outstanding irony of the war that these high powered military arteries, built for conquest and long the proudest boast of pre-war German military might, backfired on their creators and became one of the greatest assets of our own "Blitz".

Easter Sunday, 1945, was a day of bright promise for the truckers and their combat buddies in Germany but despite the many triumphs that had been achieved in March and the even greater victories that could be seen ahead, there was still much fighting to be done and even more hard, dangerous work for the truck companies in bringing up supplies and taking back the ever mounting stream of thoroughly "supermen".

On April 1, 1945 1st Lt. Foster C. Burns and 15 enlisted men of the 136th QM Truck Company experienced the most eventful Easter Sunday of their lives when they and their 12 trucks were ambushed and captured by the German Sixth Waffen SS Division. (MTR)

Moving a platoon of the 16th Field Hospital to a forward sector along a supposedly safe and peaceful rear area highway near Altenstadt, Germany, the 136th suddenly found themselves ambushed. Although the convoy was travelling under the Red Cross, the Nazis opened up and the drivers returned the fire until they realized there were several hundred of the SS troops surrounding them and further resistance was foolhardy. However, the service force unit accounted

for 10 of the SS men before the order to "cease fire" was given, according to personnel of the 16th Field Hospital who later were assigned the job of caring for the Heinie casualties resulting from the engagement.

This is one war story that ends happily, for you can't keep a "gas general" down. The Nazis found out it was one thing to take a truck driver prisoner but quite another to be able to hold on to him.

The drivers of the 136th remained captive only 36 hours before the last man made good his escape under cover of an American artillery barrage which scattered the SS men and provided the opportunity for slipping loose.

Lt. Burns, who had been separated from his men after capture, escaped during a heavy shelling Easter night and the following day was able to salvage one of the organization's trucks that had been abandoned by the Germans. He returned to the 136th CP late that afternoon.

The enlisted men went without food or water during their capture and were forced to push the horse drawn wagons and artillery pieces of the SS men. It was Monday before the American artillery barrage gave the boys their chance to escape and in groups of twos and threes they made the most of it. Taking off in different directions, each group had its own experiences and close calls, several of them bringing in Jerries they had surprised and captured while seeking their own freedom. During the next couple of days all the men made it back to the outfit and there was a happy reunion in the 136th when the last man checked in.

The enlisted men involved in the "jail break" were — Sgt. Earl K. Rother; Cpls. Glen C. Mullin and John C. Rosso; T/5s Al F. Dervetski, Harold C. Therrien, Francis W. Trombley, and Lawrence E. Zimmer; PFCs Vernard V. Banks, Robert B.



10 MINUTE BREAK. A welcome interlude to every truck driver is that 10 minute rest period for a stretch and a smoke. Trucks of 3804 interspersed with combat vehicles are shown taking time out along a roadside "Somewhere in Germany".

Haire, Elwyn L. Harloom, Aaron L. Rollyson, Robert E. Soll and Edward R. Tucker; and Pvts. William C. Bauer and Henry C. Schmidt. end

On April 2nd, Third Army operations were moved to the vicinity of Frankfurt and Autobahn A-4 became the axis of communications and supply for Patton's forces in this sector. The combat troops were on a rampage and the prisoner of war problem became so acute it was almost impossible to find enough storage space for the ex-supermen.

On the 4th of April it was necessary to move 8,000 PWs from Frankfurt to the railhead at Trier immediately. Major John T. Alexander of the 176th QM Battalion Mbl. took command of the convoy which consisted of 140 trucks representing five different truck companies. With no guards, very few assistant drivers and under black-out conditions, the convoy carried



POL DUMP. Trucks of 3906 are on the delivery end of their haul from a Class III (Gasoline) Supply Depot to a forward Class III Supply Point. In Patton's fast moving armored thrusts, the rate of advance was dependent almost entirely upon the supply of gasoline.

its human cargo back over one hundred and forty miles of German territory and didn't lose a prisoner. It was a truly remarkable achievement; but, to cap the climax, Major Alexander discovered upon arriving in Trier that the PW stockade there previously had been closed leaving no one available to receive his Jerry filled trucks. Whereupon the Major uncovered a few Rangers who were staying in the stockade and prevailed upon them to take over his cargo of PWs so that he could service his trucks and get started on the return leg of his haul which consisted of moving Third Army Rear Echelon Head-

quarters from Trier to Frankfurt. This, too, was accomplished in record time and without mishap.

During April the hard wear and tear on QM trucks was beginning to tell, and despite outstanding maintenance work by all the Motor Sergeants and mechanics, the vehicle deadline rate began to increase. A large percentage of the trucks had already outlived their normal life and now, under the increased burden of a fast moving tactical situation, many of the trucks needed new motors, new transmissions, complete overhauls, and similar vital repairs. To partially alleviate the situation,

a release was obtained for 200 new trucks at Antwerp, Belgium. Here the QM made another departure from tradition in sending two hundred drivers with the necessary non-coms and officers from Mainz to Antwerp — BY AIR — to pick up these trucks and drive them back. Major John D. Alexander of the 176th was again in charge of this novel convoy.

LEAD MERCHANTS

The machine guns mounted on QM trucks were not placed there for display purposes only. QM gunners have bagged Jerry planes too.

On April 4th, while supporting the 65th Infantry Division, two enemy planes were knocked down by drivers of the 3905th QM Truck Company. And on April 9th, while supporting the 80th Infantry Division, the same truck unit got itself another Jerry plane in the vicinity of Gotha, Germany.

Sgt. Lawrence C. Patterson of the 3968th QM Truck Company downed a Jerry plane while his unit was operating with the 65th Division.

These and other such combat victories were officially confirmed.

The next move to the vicinity of Bebra, Germany was made in the early part of April, and hope ran high among the truckers that they would have an opportunity to drive their battered but beloved vehicles down the Unter den Linden. The shift was in the direction of Berlin, and the Third was moving rapidly in an over-riding forward surge. But, as in the case of Paris, Third was to leave the taking of the German capitol to others — and change course again.

As the weeks went by victory was in the air and the tide of German prisoners flowing to the rear mounted with each hour — but the fighting was not yet over. The sacrifices and the grueling hard work went on.

In Alsfeld, Germany, the 201st QM Battalion was called upon to cope with another emergency. One million two hundred and fifty thousand gallons of gas and one million rations urgently needed at the front were hauled in two days, an

operation normally requiring more than a week.

It was April the 12th when the sad news came to the fighting front that our Commander-in-Chief, the late Franklin Delano Roosevelt, had died at Warm Springs, Georgia. Every QM trucker in the Third Army felt a deep sense of personal loss and even deeper obligation to carry the conflict through to successful conclusion.

On April 14th the 647th QM Truck Company was hauling a task force of the 78th Infantry Division in the vicinity of Moxa, Germany. Division ordered the trucks forward to be preceded by nine tank destroyers. As the QM vehicles moved out German self propelled guns opened fire on the convoy. T/5 Carl H. Woods was killed instantly, while Cpl. Eugene E. Iseman, and T/5 David Ray were wounded. When the trucks attempted to turn and

Continued on page 36



SHORT HAULS AND DETOURS



McCURRY'S RAIDERS

The 3327 QM Truck Co., under command of Capt. S. R. McCurry, had its share of battle oddities. PFC Rudolph Cowan showed the Infantry how to do it — with one shot he killed a German sniper at Daun, Germany. T/5 John West drove through a mine field, didn't hit a mine. Truth was he didn't know it was a mine field. 1st Lt. F. M. Roberts turned over three times in a jeep and was unhurt so he joined the Infantry for excitement.

ORDERS

While beleaguered Bastogne was at the height of its siege, the 3801st received convoy orders which may yet rank well up among those famed remarks of history like "Don't give up the ship". For vigor and clarity few statements are superior to the order given last December to the first convoy going in without a tank escort. "Get the hell in — and get the hell out" were the instructions.

NO DEADLINE

During Third Army's spectacular drive across France, the 3910th QM Truck Company set a maintenance record that was also spectacular. For a period of six

OLD TIME OUTFIT

The 136th QM Truck Company is probably the oldest of the Third Army's QM Truck Units.

The actual activation date of this organization is not known by any members of the present company. The unit was originally a part of the 35th Infantry Division, a National Guard outfit. The company was designated the 136th Quartermaster Truck Company in March, 1942 when the 35th Division was streamlined. During the 1920s the company was part of the wagon train of the Division and it was not until the middle '30s that the company became a motorized unit. It came into Federal Service in December, 1940 as Company D of the 110th Quartermaster Regiment of the 35th Infantry Division.

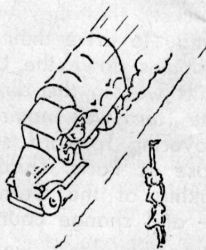
weeks, when the pressure was the greatest, 3910 did not have a single deadlined vehicle. And the records will prove it. 1st Lt. G. N. Carpenter, the Company motor officer, and T/Sgt. N. J. Crisp, Motor Sergeant, were awarded Bronze Star medals for this enviable achievement.

LUCKY "C"

Hauling troops of the 5th Infantry Division in the vicinity of Verdun two members of the 4049th were stopped by a road block. Shortly afterward Jerry opened up with "88s". The assistant driver was bent over in the cab of the truck preparing a "C" ration when one of the "88" shells passed through the cowl and out the back of the cab, going right over their heads into the bed of the truck before exploding. The shell caused casualties among the Infantrymen riding in the rear but the driver and the assistant driver were unhurt.

ADDITIONAL DUTIES SECTION

The 26th QM Bn. conducted an extensive salvage collection campaign for the XX Corps in addition to all normal functions during February, 1945. Items they collected ranged from one ton trailers to German corpses.



TRUCK KAPUT

A truck of 3414 was hauling five tons of German ammunition on February 27, 1945. With no forewarning the cargo exploded killing the driver, four service company men and a man from a bomb disposal squad. The truck was blown into small pieces which flew hundreds of yards away. The only parts remaining were a few burnt and broken tires and a smashed rear differential.

LARGEST OUTFIT

Of Third Army's QM Bns. (M), the 211th makes claim to being the largest, in terms of number of attached units. From the time the battalion commenced operations on the continent on June 24, 1944 until April 30, 1945 a total of 52 trk companies were attached. Any challenges?

MR WEBSTER TAKE NOTE

It was during the acute rubber shortage that the truck jockeys found out what the TRK in the popular abbreviation for truck really meant. By sad experience they learned the letters represented "Tire Repair Kompany".

JUST LIKE OLD MAN RIVER

T/5 Clarence McKnight of 3909 drove his truck 28,000 miles under all kinds of traffic and weather conditions and in the face of enemy fire from 11 July 1944 through 28 February 1945 without its once being in ordnance, on company deadline or in an accident. P. S. For that, he received the Bronze Star.

IRON MAN

T/5 Tommie Hines of 445, attacked by a strafing plane, was hit an even dozen times, all on the left side, but flesh wounds were the worst Tommie reported to the Medics.

GOING DOWN

A truck driven by Private Jack A. Taylor of 3459 ran off a bombed out bridge, made a drop of 35 feet and landed on all four wheels. Very slight damage to the vehicle. No injuries to the driver.

FORGOT TO DUKW

Pvts. Harry G. Taylor, G. J. Smith and James S. York, now of the 3805th were with the 453rd Amphibious Truck Co. when it came into Normandy H hour of D day. Pvt. Taylor had two dukws knocked out from underneath him. Taylor had picked up so many survivors of other wrecked vehicles, his own craft almost sank before the Heinie shell got him.

THE MAIL MUST GET THROUGH

T/5 Henry T. McGruder, Unit Mail Orderly of the 3911th QM Trk Company, shot a German soldier while on his way to the APO on 21 April 1945.

EASY

The smallest man in the 3968th, T/5 Lemuel Donaldson, five feet high and weighing one hundred and two pounds soaking

wet, captured three enemy supermen without assistance.

MOST DECORATED

The 3804th is probably the most decorated company of the Third Army truck units with thirteen Bronze Stars, one with Cluster, Five Purple Hearts, one with cluster, a Meritorious Service Unit Plaque and a Presidential Citation (as part of 4th Armored Division).

PHRASES OF HISTORY

You don't need a college education to be a Third Army QM Truck driver — but it helps. Especially a degree in languages. From merrie old England to non-fraternizing Germany the truckers had to "parlez-vous" in many tongues. "What the hell is los here" was a good old Luxembourg expression which became current shortly after the "Any gum, chum" and "Cigarette for Papa" phase of operations. "Eintritt Verboten" and "Nix Ferstein" came into common use and it was nothing unusual for a "GI" Trucker who was just as American as baseball to nod gravely and assent with an expert "Ah Oui".



During the battle of the Bulge troops of the 82nd Airborne were truckborne on numerous occasions by "Patton's Wheels".

pull out of the area the entire convoy was strafed by German planes but no further casualties were suffered.

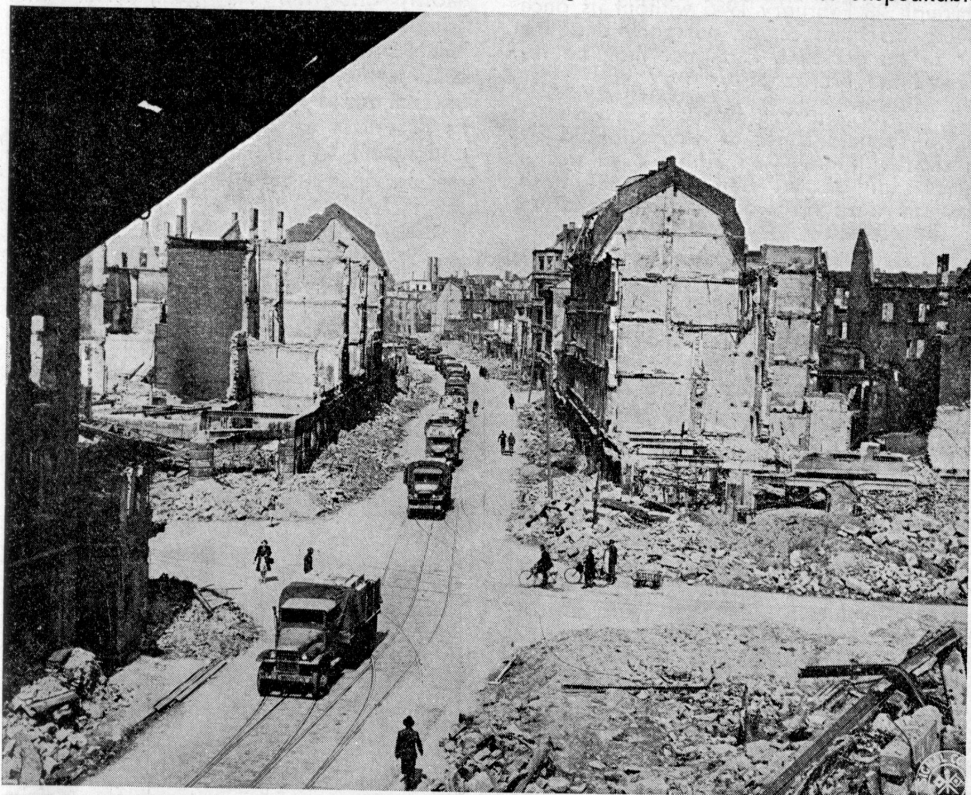
Other QM drivers were more fortunate. One day earlier T/5 James Funches of the 647th found himself on the receiving end of one of the luckiest breaks of any man's war. While hauling troops for the 87th Division, the Corporal not only survived a shelling but was blown right out of his cab without getting a scratch. A shell from a Heinie gun struck an embankment along the roadway and exploded. The blast flattened three tires and rocketed the pilot out of his cab onto the highway — but surprise and shock were the worst Cpl. Funches got out of the deal.

There are many charter members of this four leaf clover club.

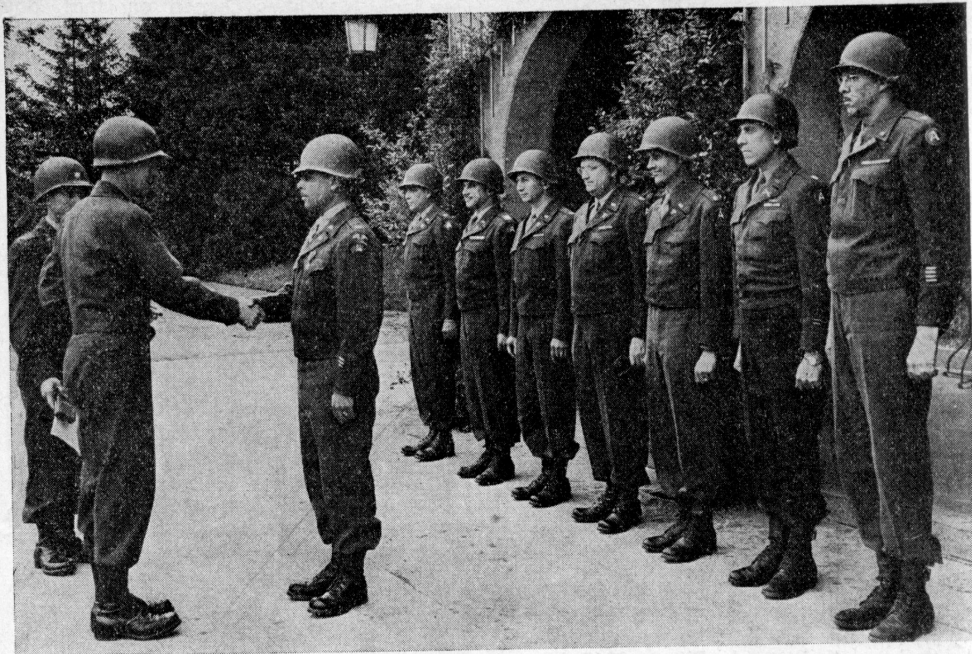
Pvt. Jack A. Taylor of the 3459th QM

Truck Company, whose truck ran off a bombed out bridge, made a drop of 35 feet and landed on all wheels with no injury to the driver and very slight damage to the vehicle. The 3459th boasts another distinction numbering in its ranks a veteran who would be an old-timer in any outfit. S/Sgt. David Dunbar has twenty five years in the US Army and served in France during the last war with the 366th Regiment of the 92nd Division.

During the week of April 18th many of the truck companies were in the vicinity of the infamous German concentration camp at Buchenwald, near Weimar. Many officers and enlisted men were given the opportunity to visit this scene of Nazi horror shortly after it was overrun and liberated by the combat forces. The living and dead evidences of unspeakable



RUBBLE COURTESY OF THE ALLIED ARMED FORCES. A convoy of the 3400th rolls through one of the many scenes of complete desolation caused by the last stand German resistance.



Col. T. J. Krokus, Commanding Officer of the 514th QM Group congratulates 2nd Lt. Anthony J. Sparano of the 453rd Amphibious Truck Company upon his award of the Bronze Star in the presence of the Group's eight battalion commanders. Lt. Sparano was one of four in the 514th who received direct commissions. Reading from left to right: Major John D. Armstrong, 176th QM Bn. (M); Col. Krokus; Lt. Sparano; Lt. Col. M. D. Pederson, 201st QM Bn. (M); Lt. Col. A. B. Campfield, 122nd QM Bn. (M); Lt. Col. R. V. Metzger, 106th QM Bn. (M); Major Vernon Adkins, 144th QM Bn. (M); Major W. H. Downs, 26th QM Bn. (M); Lt. Col. James C. Attaway, 211th QM Bn. (M), and Major J. J. Jimenez, 186th QM Bn. (M).

Nazi bestiality and their precise mechanisms for scientific murder left an indelible impression on every shocked observer.

The Third and First Armies met on the Elbe River in the last week of April but, instead of continuing east, Patton's war-

riors headed south in the direction of Nurnberg for the closing in on the southern redoubt where the Nazis were expected to make their last stand.

May opened auspiciously with the reported death of Hitler, an event which created no mourning in the Third's trucking ranks. The complete smashing of the German Wehrmacht was now in full swing.

The Third, true to its fighting history, was knee-deep in action right up to the last moment of the struggle, waging war in Bavaria, Austria, Germany and Czechoslovakia, storming into Pilsen only a few hours before the enemy's final capitulation. The Third Army's truck team was too busy winning the war to read how it ended. It is fitting to conclude this part

THIRD ARMY'S RECORD

During the 281 days that Third Army was in combat it advanced farther in less time than any other army in history. It crossed 24 major rivers and innumerable lesser streams. It liberated or conquered more than 82,000 square miles of territory, including 1500 cities and towns, and some 12,000 inhabited places. Prior to termination of hostilities Third Army had captured in battle 956,000 enemy soldiers and killed or wounded at least 500,000 others.



1st Sgt. Charles E. Campbell and T/5 Victor Havenstein of the 3345th are rightly proud of that company motto painted on their truck. Those 3345 boys have hauled every variety of cargo to all kinds of places more than justifying this special treatment of the Third Army "A" — "Anything, Anywhere, Anytime".

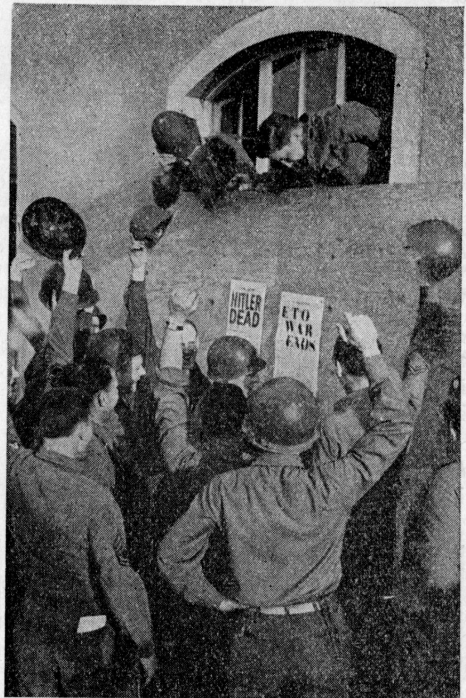
of this story with a brief resume of the closing epochal nine days of the struggle.

On May 1st Nazi broadcasts declared Hitler dead and Doenitz his successor. The German commander in Italy surrendered all territory under his command including most of Austria on May 2nd, the day that Berlin fell to the Russians. On May 3rd the British captured Hamburg and linked with the Russians in North Germany. The Jerries in Holland and Denmark surrendered to General Montgomery on May the 4th and on the same date the 7th and 5th Armies linked up at the Brenner Pass leaving the Third Army engaged in almost all the few remaining areas still a battlefield. On May the 5th two German armies surrendered in Austria and on May the 6th the Third Army completed its glorious record in this struggle by achieving the last brilliant triumph of the war, taking Pilsen by storm on that date. On the 7th all remaining elements of the Reich accepted "unconditional sur-

render". Hostilities ceased on that day and the war ended officially forty eight hours later — a date which will be read and memorized by all students of American and world history from this time forward — the end of the war against Germany — 0001 hours, the ninth of May, 1945.

MAXIMUM

Third Army's QM Truck Team reached its maximum size just prior to the cessation of hostilities, at which time it included the 514th QM Group, eight QM Battalions (M), one Amphibious Truck Company, and 62 QM Truck Companies. During the time that Third Army was operational, more than one hundred different QM truck units were assigned or attached to the Army.



Troops of 3620 QM Trk Co celebrate the end of hostilities in E. T. O. with a rousing cheer. In the center of the group, pinning the "Stars and Stripes" on the board, is Company Commander, Captain George B. Perfect.



UP FROM THE RANKS: Pictured are four "local boys who made good", all of them having achieved direct commissions during the campaign against Germany. In the customary right to left order, they are: 2nd Lt. Anthony J. Sparano, formerly S/Sgt. with the 453rd Amph. Trk. Co. and still with them; 2nd Lt. Francis B. Waters, one-time 1st Sgt. of 3577, now with the 3673rd QM Trk Co; 2nd Lt. Ralph O. Barnett, formerly 1st Sgt. of the 647th now serving with the 3510th QM Trk Co., and 2nd Lt. Roderick A. Pugh who did duty as Sgt. with the 4050th and is now assigned to the 3511th QM Trk Co.

The Beginning

The real story of any army unit is its record in battle, but behind that record lies months and years of sweat and toil in training and preparation for the job of combat. The story of the 514th in its early days is the story of hundreds of other truck organizations, for each and every one of them went through their growing pains just as the 514th did. Since it is impossible to tell the story of every unit, this brief history of one may call to mind similar stages in the inception of all.

Pearl Harbor, December 7, 1941, marked the end of our era of peaceful living and the beginning of the fight that was forced upon us. The fight for peace — and the right of all nations, large and small, to live in peace. From all walks of life and all parts of the United States men came together to learn to fight and to form units for the struggle.

The 514th Quartermaster Truck Regiment was born on March 19, 1943 at Fort George

G. Meade, Maryland. It consisted of three battalions and twelve truck companies. For two or three weeks after March 19th, recruits poured into Fort Meade to join the ranks of the 514th. These were men just a few days away from civilian life — their army experience amounted to no more than brief periods spent at Reception Centers in various parts of the United States. Many of the officers were just as new in their commissioned status as the enlisted men were in army life. OCS (Officers Candidate School) still brought back strong memories. But officers and men turned to with a will to build a new organization — a truck outfit whose primary purpose was to get the cargoes through to the right place in the right amount and at the right time.

Training started officially about a month after activation. Colonel Theodore J. Krokus, Regimental Commander, who had joined and assumed command on March 31st, spoke to the entire Regiment

on the first morning. He welcomed each man individually and told him what was expected of him and the Regiment as a whole during this training period.

The following month was devoted to basic training. Close order drill was a daily feature. Men with previous military experience in schools or CCC Camps were appointed acting non-commissioned officers to assist in this training. The men learned quickly. Soon they were drilling in squad formations, then in platoon and company formations.

Some vehicles had been received a little earlier and on April 30th the 514th had its first convoy. Compared to current standards it wasn't much — but, at that time, a convoy of 16 trucks looked pretty big. Finding that many qualified drivers were quite an achievement, also. The first convoy hauled troops to Leonardstown, Maryland, to combat a large forest fire.

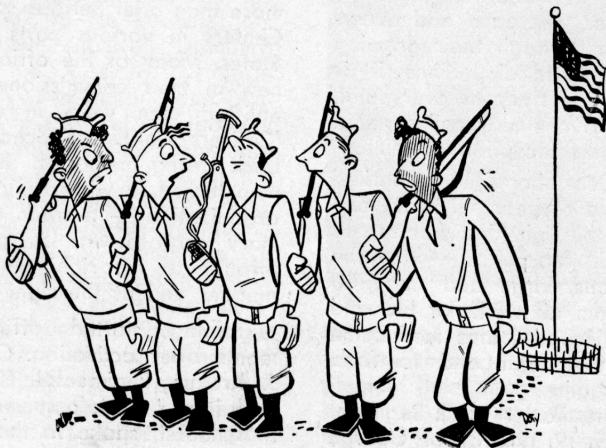
Early in May, the famous 514th Drum and Bugle Corps made its surprise appearance. Under the able leadership of T/5 Andy Gibson, a well known musical figure in civilian life, and Pvt James (Tricky) Fields, an experienced Drum Major, the Corps was organized with twenty four buglers and six drummers. All men worked hard to produce an outstanding unit which played daily for reveille, marching and retreat parades. The retreat parades, reviewed by high ranking officers of both XIII Corps and Fort

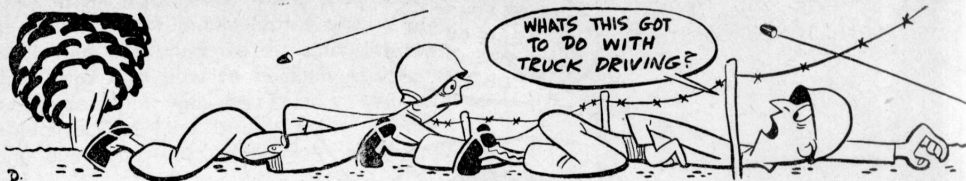
Meade, were the subject of much comment — most Fort Meade old timers were amazed that new soldiers could, so quickly be trained to march so well.

One parade in particular will be remembered by the whole Regiment. It was in honor of Colonel Woods, Post Commander of Fort Meade. Everyone wore freshly laundered khakis, shoes were brightly shined — "spit and polish" radiated when the parade started. But, just as the 1st Battalion passed the reviewing stand, a deluge of rain soaked everyone. It was a wet and unhappy group of soldiers who turned their dripping faces toward Colonel Woods that day. Most parades, however, were held more auspiciously.

The 514th had its first outdoor maneuver training early in July when the entire regiment convoyed to Gambrill State Park, Maryland, to set up a bivouac. Here initial experience of field convoy conditions was gathered. Men learned how to disperse and camouflage their vehicles, how to set up and trench pup tents, to operate field kitchens and many other field necessities. This period was a forerunner of what was to come later in France. It rained most of the time.

On the last day of July, the 514th moved to Camp Pickett, Virginia, a permanent change of station, travelling by convoy. The trip was made without incident other than an enthusiastic welcome given the



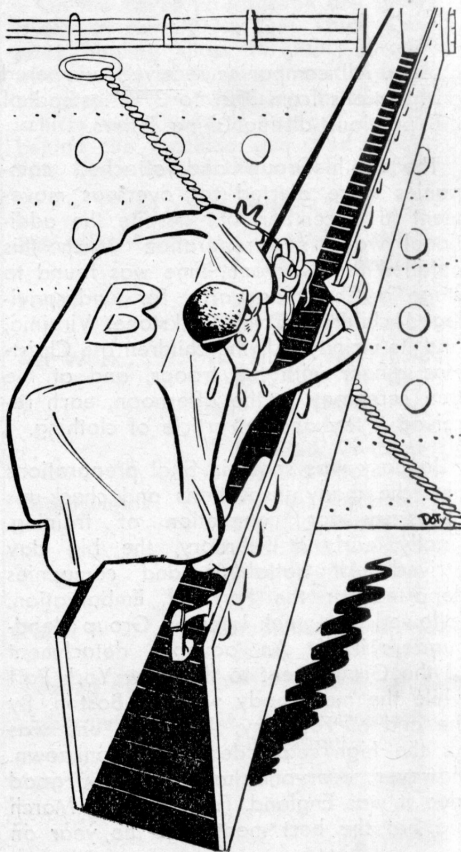


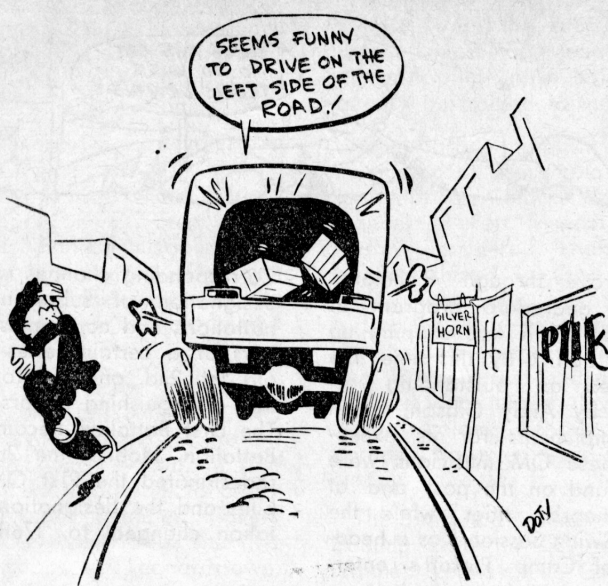
men as they drove through Richmond. Swinging into a geared-up program at Camp Pickett, the 514th was shaping up as a top grade outfit. By this time the Regiment boasted an outstanding orchestra, headed by Andy Gibson, which drew many compliments for its exceptional music. These QM musicians were in constant demand on the post and at USO Clubs in nearby cities, while the Thursday Night Swing Session was a headline attraction of Camp Pickett's entertainment Program.

During the next few months the training schedule proceeded vigorously. Practically all of the carbine and rifle firing was accomplished. Range work and instruction on the machine guns were completed at A. P. Hill, Virginia, where radio controlled planes and rockets were used as aerial targets. Attesting to 514th marksmanship, all planes were shot down by the end of the firing period, some beyond repair. In addition, after long periods of practice driving, the troops were receiving valuable first hand experience in actual convoy operations. A portion of the Regiment was stationed at AP Hill constantly during this period to furnish motor transportation in the maneuver area. Under this system of practical training, the 514th participated in moving the 28th, 31st, 76th, 77th and other Infantry Divisions. The principal operation was to move the Doughfeet from AP Hill to Indiantown Gap, Pennsylvania for mountain training and to Camp Bradford, Virginia for amphibious exercises. All of this convoy training served well to prepare the companies for future operations in France, Belgium, Luxembourg and Germany.

Later in November orders came from the War Department redesignating all QM Truck Regiments as QM Groups.

Corresponding changes were made in the designation of subordinate echelons — battalions and companies were given numbers of a certain series in place of the old 1st, 2nd, and 3rd for battalions and the distinguishing letters for companies. The First Battalion became the 514th QM Battalion, Mobile; the 2nd Battalion was redesignated the 91st QM Battalion, Mobile; and the designation of the 3rd Battalion changed to 176th QM Battalion,





Mobile. All companies received numbered designations from 3901 to 3912 instead of the previous distinguishing letters.

The 514th Group and attached companies were alerted for overseas movement in December, but despite the additional work in preparation which this entailed for everyone, time was found to stage a Christmas party for underprivileged children from Blackstone, Virginia, and its vicinity. All the children ate Christmas dinner with the troops, and at the tree ceremony in the afternoon, each received a toy and an article of clothing.

January was spent in final preparations plus the many inspections and check-ups necessary for completion of training. Finally, early in February, the big day arrived. All battalions and companies departed for the Port of Embarkation, followed one week later by Group Headquarters itself. An advance detachment of the Group went to the New York Port while the main body went to Boston. By the end of February, the entire unit was on the high seas, destination unknown. However, everyone had a pretty good idea it was England. February and March are not the best months of the year on

the North Atlantic. Many made practically the entire voyage on a horizontal plane with frequent trips to the rail or its equivalent. Even for the more seaworthy, the weather generally made the decks too cold and unpleasant. Usually duties of policing the ship and taking care of sick comrades occupied the time of most of the troops.

Landing at Gurock, Scotland, the 514th travelled by rail to Teddesley Hall, Staffordshire, England, arriving there on March 11th. It was then assigned to ETOUSA and attached to VIII Corps. This was only a stop-over, however, because on March 15th, it moved to Biddulph, Staffordshire. At this same time it was relieved from assignment to ETOUSA and attachment to VIII Corps and assigned to Third U. S. Army.

At first the 514th operated under the Quartermaster, Third Army. It was not until the 26th of June that the Group was relieved from this duty and assigned to the Transportation Section, under G-4, to supervise and control all of the mobile battalions and truck companies in Third Army. This change entailed a great amount of organizational work to get all units in shape for duty on the "far shore."

As in all truck units — the long months of training both in the States and in England, had hardened the men, taught them their jobs and how to fit their individual assignments in with the team's over all objective. But "the battle is the pay'off" and everyone was ready for the ultimate test.

Early in July, movement orders were received. Trucks were loaded with personnel and organizational equipment, and the unit was headed for Southampton, England. Here, after a very brief stay, the 514th loaded on a Liberty Ship and started the long awaited journey to France. On the 18th of July, the 514th went over the side at Utah Beach in Normandy, and travelled by motor convoy to Bricquebec, France. This was the final move before becoming operational.



IDENTIFICATION

From left to right, backing up Mess Sgt. Comer on page 8, are cooks T/5 E. Owen, T/4 E. Forbes, T/4 J. Weinberger and T/5 J. Fines. Pfc O. Kramer drives the kitchen truck. Also on page 8, that's Sgt. John Watson doing the taking in the Supply Sgt. picture.



On the cover photograph are shown trucks of the 3911th QM Truck Company hauling Class III (POL) through what is left of Hitler's "most German of all cities" — Nurnberg. In the lead vehicle are Corporal Sanford Jackson behind the machine gun and Tec 5 Tom Clark behind the wheel.

"PATTON'S WHEELS"

Managing Editor	Lt. Col. Wm G. Whyte 514 QM Group
Editor	T/Sgt S. M. Davis 3805 QM Trk Co
Art Work. . . .	1st Lt. J. W. Preston 3905 QM Trk Co Sgt. Roy Doty Com Z, I. & E. Sect. T/5 Theod. Covalence 166 Sig Photo Co
Photographs . .	T/5 R. A. Hitchcock 166 Sig Photo Co Lt. Col. Wm. G. Whyte Other Photos from Signal Corps.
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Printing and Engraving . . .	St. Paul Imprimerie Luxembourg

AWARDS AND CITATIONS

PRESIDENTIAL CITATION

(AS PART OF 4TH ARMORED DIVISION)

444th Quartermaster Truck Company

3804th Quartermaster Truck Company

MERITORIOUS SERVICE UNIT PLAQUE

Hq. & Hq. Det., 514th Quartermaster Group

Hq. & Hq. Det., 211th Quartermaster Battalion, Mobile

136th Quartermaster Truck Company

444th Quartermaster Truck Company

642nd Quartermaster Truck Company

3511th Quartermaster Truck Company

3577th Quartermaster Truck Company

3597th Quartermaster Truck Company

3801st Quartermaster Truck Company

3802nd Quartermaster Truck Company

3803rd Quartermaster Truck Company

3804th Quartermaster Truck Company

SILVER STAR MEDAL

Jenkins, Ernest A., Pfc. 176th QM Bn, Mbl. Ketterman, C., W. Lt. Col. 176th QM Bn, Mbl.

SOLDIER'S MEDAL

Jackson, John H. Tec 4 642nd QM Truck Co. Mathews, Johnie D. Tec 5 642nd QM Truck Co.

BRONZE STAR MEDAL

Aikin, Joseph R. Tec 5 136th QM Truck Co. Clayton, James V. Tec 4 3804th QM Trk. Co.
Alexander, John T. Major 176th QM Bn., Mbl. Cohen, Eugene S. Major 514th QM Group
Allie, Rapheal R. T/Sgt 3577th QM Trk. Co. Crisp, Noble J. T/Sgt. 3910th QM Trk., Co.
Armstrong, John D. Major 176th QM Bn., Mbl. Dicks, Francis A. Cpl. 136th QM Trk. Co.
Attaway, James C. Lt. Col. 211th QM Bn., Mbl. Edmonds, Maurice L. Ist Lt. 4050th QM Trk. Co.
Baldi, Pascal J. Tec 5 453rd Amp Trk Co. Ehrhardt, C. K. Major 211th QM Bn., Mbl.
Barbaglia, C. A. Tec 4 3804th QM Trk. Co. Finnigsmier, H., C. Tec 5 136th QM Truck Co.
Barnes, Ned R. Tec 5 642nd QM Trk. Co. Fodor, John A. Ist Lt. 3905th QM Trk. Co.
Bartow, Jack W. Ist Lt. 514th QM Group Freer, Ross V. Capt. 211th QM Bn., Mbl.
Barry, Louis P. S/Sgt. 136th QM Truck Co. Fry, Cecil L. Tec 5 3804th QM Trk. Co.
Bennett, R. C. Tec 5 3804th QM Trk. Co. Garvey, James J. Tec 5 3804th QM Trk. Co.
Benson, Glen W. Capt. 514th QM Group Gieseke, Harlowe G. Ist Lt. 3805th QM Trk. Co.
Bergmann, Bishop A. Capt. 3905th QM Trk. Co. Harnist, William A. Ist Lt. 3909th QM Trk. Co.
Bleck, Earl A. Capt. 3804th QM Trk. Co. Harris, Horace C. Tec 5 3909th QM Trk. Co.
Brown, George Tec 5 3908th QM Trk. Co. Hicks, Lenward Sgt. 3327th QM Trk. Co.
Brown, James C., Jr. Corporal 642nd QM Trk. Co. Hubbard, Marion E. Tec 5 136th QM Truck Co.
Burns, Foster C. Ist Lt. 136th QM Trk. Co. *Hutchins, Bryon F. S/Sgt. 445th QM Truck Co.
Byrd, Lionel P. Ist Sgt. 642nd QM Truck Co. Jacquet, Wilbur J. T/Sgt. 642nd QM Truck Co.
Cain, Clarence W. Tec 5 3804th QM Trk. Co. Jenkins, James W. Sgt. 642nd QM Trk. Co.
Cain, John J. Capt. 3968th QM Trk. Co. Jolley, James B. Capt. 3805th QM Trk. Co.
Carpenter, Grover N. 2nd Lt. 3910th QM Trk. Co. King, Walter L. Sgt. 444th QM Truck Co.
*Carter, Paul S/Sgt. 445th QM Trk. Co. Klepacki, Henry Capt. 3597th QM Trk. Co.

Koehler, Edward	Cpl.	136th QM Truck Co.	Rukat, Bolec J.	Tec 5	3804th QM Trk. Co.
Krokus, Theodore J.	Colonel	514th QM Group	Saunders, Arthur P.	T/Sgt.	176th QM Bn , Mbl.
Krumal, James J.	S/Sgt.	3804th QM Trk. Co.	Self, Louis T.	2nd Lt.	453rd Amph Trk. Co.
Lanfear, Joseph P.	Capt.	642nd QM Truck Co.	Schaffer, Eugene N.	Cpl.	136th QM Truck Co.
Luby, Donald V.	Major	514th QM Group	Shores, William M.	1st Sgt.	136th QM Truck Co.
McKnight, Clarence	Tec 5	3909th QM Trk. Co.	Shuba, Edward M.	Tec/Sgt.	3345th QM Trk. Co.
McMahon, B. E.	Tec 5	136th QM Truck Co.	Sorensen, Earl L.	Tec 5	136th QM Truck Co.
Miller, Fred	Tec 5	136th QM Truck Co.	Sparano, Anthony J.	2nd Lt.	453rd Amph Trk. Co.
Miller, Laster F.	Tec 4	3804th QM Trk. Co.	Sponholz, Otto G.	Tec 4	136th QM Truck Co.
Moncriffe, Leroy	Tec 5	444th QM Truck Co.	Thompson, L. D.	T/Sgt.	514th QM Group
Morse, Clifford M.	Capt.	26th QM Bn, Mbl.	Thompson, M. E.	Tec 5	136th QM Truck Co.
Mullin, Glen C.	Cpl.	136th QM Truck Co.	Tucker, Edward R.	PFC	136th QM Truck Co.
Owaroff, Gorman	1st Lt.	3804th QM Trk. Co.	Ulmer, Robert M.	Capt.	106th QM Bn. (M)
Parker, Karr Jr.	1st Lt.	514th QM Group	Vernor, Troy L.	Cpl.	642nd QM Truck Co.
Pressley, Daniel	T/Sgt.	4050th QM Trk. Co.	Vogds, Ervin W.	S/Sgt.	3805 QM Truck Co.
Qualls, Marion H.	S/Sgt.	4049th QM Trk. Co.	Weaver, Glen A.	T/Sgt.	211th QM Bn., (M)
Ramsey, Charles E.	1st Sgt.	3804 QM Trk. Co.	Williams, James H.	PFC	444th QM Truck Co.
Redmond, William S.	S/Sgt.	3908th QM Truck Co.	Wilson, Newton R.	M/Sgt.	514th QM Group
Reiff, Ralph D.	Sgt.	3345th QM Truck Co.	Whyte, William G.	Lt. Col.	514th QM Group
Riggs, Roy A.	Capt.	106th QM Bn., Mbl.	Young, Delbert	T/Sgt.	136th QM Truck Co.
Robinson, William	Cpl.	642nd QM Truck Co.	Zerkle, Bruce A.	Capt.	3577th QM Truck Co.
Ross, Woodrow W.	1st Lt.	3804th QM Trk. Co.			
(with Cluster)					* Posthumously Awarded.

PURPLE HEART MEDAL

(Awarded for Wounds Received in Action Against Enemy)

Alexander, C. L. Jr.	Cpl.	3393rd QM Trk. Co.	Davis, Oliver	Tec 5	445th QM Truck Co.
Alexander, Claude	Pvt.	4050th QM Trk. Co.	Doane, Norman E.	Pvt	453rd Amph Trk. Co.
Alston, Edmond	Tec 4	445th QM Trk. Co.	Doll, Eugene C.	1st Lt.	445th QM Truck Co.
Baber, James A.	Tec 5	3597th QM Trk. Co.	Douglas, William G.	Tec 4	453rd AmphTrk. Co.
Barge, Raymond O.	Pvt.	3968th QM Trk. Co.	(with cluster)		
Bartow, Jack R.	1st Lt.	514th QM Group	*Dryden, L. J. P.	PFC	3597th QM Trk. Co.
Bennett, Sidney W.	Tec 5	3804th QM Trk. Co.	Ellerbe, T. A.	Tec 5	443rd QM Truck Co.
Binder, Jonie	Tec 5	3436th QM Trk. Co.	Ellis, Willie	Cpl.	443rd QM Trk. Co.
Birosh, Charles E.	Tec 5	453rd Amph Trk. Co.	Finney, Perry S. Jr.	1st Lt.	3597th QM Trk. Co.
Boggs, John L.	Tec 4	443rd QM Truck Co.	French, Willie	Tec 5	443rd QM Truck Co.
Bowles, G. F.	Tec 5	443rd QM Truck Co.	Fulton, Hubert L.	Tec 5	453rd Amph Trk. Co.
Brinz, Frank J.	Tec 5	136th QM Truck Co.	Gardner, Richard W.	Tec 4	3597th QM Trk. Co.
Brody, Abner P.	Pvt.	453rd Amph Trk. Co.	Gray, William H.	Tec 5	4049th QM Trk. Co.
Buckner, Lewis V.	Tec 4	4049th QM Truck Co.	Green, John H.	Tec 5	3327th QM Trk. Co.
*Cano, Juan R.	Pvt	453rd Amph Truck Co	Hines, Tommie	Tec 5	445th QM Truck Co.
*Carter, Paul	S/Sgt.	445th QM Truck Co.	*Hutchins, Byron F.	S/Sgt.	445th QM Trk. Co.
Cheatham, James H.	Tec 4	3393rd QM Trk. Co.	Iseman, Eugene E.	Cpl.	647th QM Trk. Co.
Clemenson, Harry W.	Pvt.	201st QM Bn. (M)	Kashula, George	PFC	453rd Amph Trk. Co.
Cole, Johnny M.	Pvt.	3911th QM Trk. Co.	Kaves, James S.	Tec 5	445th QM Trk. Co.
*Connell, Richard H.	Tec 5	453rd Amph Trk. Co.	Kennedy, Chester R.	Tec 4	3345th QM Trk. Co.
Crawley, Edward J.	S/Sgt.	453rd Amph. Trk. Co.	*Kisasonah, Frank G. S/Sgt.		453rd Amph Trk. Co.
Cullen, Allen J.	Tec 5	3989th QM Trk. Co.	Kopp, Daniel M.	PFC	453rd Amph Trk. Co.
Currie, George L.	PFC	453rd Amph Trk. Co.	Landrum, Johnie	Cpl.	396th QM Truck Co.

Lazard, Wilton	PFC	3414th QM Truck Co.	Riley, Ellied P.	Sgt.	4049th QM Trk. Co.
Maccaro, Maurice A.	Tec 5	3804th QM Trk. Co.	Rosa, Louis L.	Tec 5	3577th QM Trk. Co.
*Maddox, John	Pvt.	3597th QM Trk. Co.	Saulter, R. P.	Pvt.	443 QM Trk. Co.
Maddox, Robert D.	1st Lt.	641st QM Trk. Co.	Sharpsteen, Lester K.	Tec 5	3345th QM Trk. Co.
Marshall, Marvin G.		3804th QM Trk. Co.	Simpson, Olin B.	Tec 5	3802nd QM Trk. Co.
(with cluster)	PFC		Slaybaugh, Fred E.	Tec 5	136th QM Trk. Co.
McClain, T. E.	Sgt.	445th QM Trk. Co.	*Sloan, John J.	Tec 5	4049th QM Trk. Co.
McClain, William A.	PFC	4049th QM Trk. Co.	*Smith, Luthur	S/Sgt.	4049th QM Trk. Co.
*McDowell, Elmer R.	S/Sgt	3597th QM Trk. Co.	Smith, Wilbur L.	Tec 5	445th QM Trk. Co.
McGhee, Junious	Tec 5	443 QM Truck Co.	*Sterbank, Joseph J.	Cpl.	453rd Amph Trk. Co.
*Mensch, William E.	Pvt.	453rd Amph. Trk. Co.	Thomas, William H.	Tec 5	4049th QM Trk. Co.
Miller, John F.	Pvt.	3804th QM Trk. Co.	Wainwright, Paul	Tec 5	653rd QM Trk. Co.
*Moranto, Vincent	Pvt.	3597th QM Trk. Co.	Washington, W. Jr.	Pvt	3400th QM Trk. Co.
Northington, A. P.	Pvt.	445th QM Truck Co.	Weber, William G.	Tec 4	453rd Amph Trk. Co.
*O'Leary, William C.	Pvt.	4049th QM Trk. Co.	Wells, Luther	Cpl.	443rd Amph Trk. Co.
Olivos, Fred J.	Pvt.	3804th QM Trk. Co.	Winn, Horace W.	Sgt.	3597th QM Trk. Co.
Phileps, Richard B.	PFC	3345th QM Trk. Co.	Wilson, F. S.	PFC	443rd QM Trk. Co.
Rabion, Joe M.	PFC	453rd Amph Trk. Co.	Woerner, Harold H.	PFC	3345 QM Trk. Co.
Ray, David	Tec 5	647th QM Trk. Co.	*Woods, Carl H.	Tec 5	647th QM Trk. Co.
Raynor, G. L.	PFC	443rd QM Trk. Co.	Woolfolk, Martin L.	Sgt.	4049th QM Trk. Co.
Redmon, Leroy	Pvt.	122nd QM Bn. (M)	White, James T.	Cpl.	3459th QM Trk. Co.
Reed, James R.	Pvt.	453rd Amph Trk. Co.			* Posthumously a warded.

FOREIGN DECORATIONS

French Croix de Guerre

Harnist, William A.	1st Lt.	3909th QM Truck Co.	Ketterman, C. W.	Lt. Col.	176th QM Bn (M)
Jenkins, Ernest A.	PFC	176th QM Bn (M)	Whyte, William G.	Lt. Col.	514th QM Group

In compiling this list of awards and citations, the editorial staff has made every effort to attain complete coverage and accuracy. However the large area spanned by Third's QM Truck

team and limitations of time made re-checking impossible in some cases. In the event of any awards or citations not having been reported, the Editor offers apologies in advance.