

MEN-MUD-AND MAINTENANCE

HISTORY OF THE

790TH

ORDNANCE LIGHT MAINTENANCE

COMPANY

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PREFACE

This is the story of one small unit in the 90th Infantry Division – a tiny cog in the mighty war machine that was General George S. Patton, Jr.’s Third United States Army. The Third Army crushed and battered its way through Normandy, the Battle of Northern France, the Ardennes, the Rhineland and Central Europe, its invincible tanks the unconquerable spearhead of the surging allied drive. In this magnificent push to final victory, the 90th Infantry Division was a gallant, glorious part.

An infantry division is no stronger than the strength of its doughboys. They did not come stronger in body, stouter in heart, more valorous in spirit than the “Tough ‘Ombres” of the Fighting 90th.

This is the story of the 790th Ordnance Light Maintenance Company – whose job it was to keep the Division constantly supplied with ammunition and armament, whose job it was to keep its automotive equipment running, its small arms firing, its heavy artillery roaring and blasting. Its job was threefold; Supply-Recovery-Maintenance. It did its job, and did its job well – often under impossible working conditions with typical American initiative and ingenuity.

We are Proud – Proud to have been a part of the mighty Third Army; Proud to have belonged to the gallant 90th Infantry Division; Proud of the small role we played in the crushing defeat of the German Army.

EUGENE W. CONNOR
Capt. Ord. Dept.
Commanding

IN MEMORIAM

PRIVATE FIRST CLASS
ROBERT L. HEDGEPEETH
34456632

Killed in Action,
14 December 1944
Bouzonville, France

AWARDS AND DECORATIONS

SOLDIER'S MEDAL

1ST LT ROBERT L. EDENFIELD
T/SGT MELVIN R. MONKEN
TEC 5 FREDERICK J. BOERGER

BRONZE STAR WITH ONE OAK LEAF CLUSTER

LT COL JAMES F. SINCLAIR
MAJOR NICK B. GOIA

BRONZE STAR

CAPT EUGENE. W. CONNOR
CAPT MATTHEW L. HABZDA, JR
1ST LT ROBERT W. ANDERSON
2ND LT ROBERT D. CLIPP
M/SGT PAUL S. BLANKENHORN
1ST SGT JACK COOK
T/SCT KENNETH E. LUTERNOW
T/SGT WILLIAM S. PEROVICH
T/SGT FRANK E. RATCLIFF
S/SGT EARLY C. BULIS
S/SGT EDWIN R. MOWRER
S/SGT WILLIAM A. PRATOR
TEC 3 WILLIAM J. FIEDLER
TEC 3 RICHARD L. PARR
TEC 3 DUDLEY C. STARR
SGT ROBERT V. POWELL
TEC 4 JOHN W. BULLOCK
TEC 4 THEODORE JULOCK
TEC 5 CARL L. ALLEN
TEC 5 GEORGE P. BUTRICA
TEC 5 JOSEPH V. HOMMEZ

PURPLE HEART

1ST LT ROBERT L. EDENFIELD
TEC 3 RICHARD L. PARR
TEC 4 RUSSEL LOUTZENHISER, JR.
TEC 5 WILLIAM SIMPSON
PVT LESTER D. DALTON
PVT HERMAN L. SNODDY

FOREIGN AWARDS - CROIX de GUERRE

LT COL JAMES F. SINCLAIR

INTRODUCTION

In January and February of 1943, a great battle was waged on the plains and in the swamps of the Bayou country. It was the “Battle of Louisiana” with the 90th Motorized Division pitted against the 77th Infantry Division. A rugged, intensive, training maneuver, it emphasized with unforgettable force the final purpose of all combat training: “The Battle Is The Pay-Off”!

Two months later, in Camp Berkeley, Texas, the unit was demotorized and redesignated the 90th Infantry Division – a combat team which was to create a name for battlefield courage second to none on the battle grounds of Europe.

As a part of the 90th Motorized Division, the 209th Ordnance Medium Maintenance Company took part in the Louisiana maneuvers. With the re-designation of the Division, this company became the 790th Ordnance Light Maintenance Company.

In September, the Division, and the company, departed for the California-Arizona Maneuver Area. Here the well-named “Camp Granite” was set up (better remembered by the men as ‘The Rock’). This was a barren plateau established fifty miles from nowhere, or 225 miles southeast of Los Angeles. Three months of intensive training and strenuous maneuvers followed. Then, back to civilization.

Fort Dix, New Jersey!

Civilization. Ice cream. Chicken. Passes to New York. Passes to Trenton, Furloughs home. Pretty girls. Wine. And women. And song. And dancing . . . Oh, happy day!

Then, suddenly, playtime was over.

The company was re-equipped, overage was dropped, weapons were zeroed in, A quick, hectic week at Camp Kilmer, New Jersey, for final processing. And – the boat!

The company boarded Ship on 23 March 1944 at Staten Island. That night the motors turned, the great liner throbbled with power – and moved slowly out to sea. The next morning it turned back. Engine trouble. Six days, six long, impatient days the men stayed aboard, anchored solidly to the 23rd Street Pier, while mechanics and craftsmen labored below.

On the 29th, the motors hummed once again. The docks crept away from the ship. The waters were still and smooth. The convoy was large. And without further mishap or adventure, almost disappointing in its tranquility and peace, the troopship touched foreign soil – Liverpool, England – on 10 April 1944. The 790th Ordnance Light Maintenance Company was overseas.

An English locomotive with its procession of midget cars was waiting. The company climbed in and minutes later was jerking and bouncing through the impenetrable fog and blackness. At Bridge North a transfer was made to trucks. Another short trip followed to Colon Hall, approximately 7 miles from Kidderminster, the company's permanent station while in England,

Invasion was in the air.

It was in the tenseness of the atmosphere, the hustle and incessant activity. When? Where? How? No one knew'. But it was there – the knowledge of it stirring you every minute of the day – the thought of it keeping you awake far into the night. And the company worked for it, prepared for it.

The supply platoon was in constant contact with the depot, picking up supplies, breaking them down, issuing them to the units. A tremendous amount of automotive transport equipment was broken down and issued,

The maintenance section, though hastily set up, was on the job night and day. Over 210 jobs of automotive equipment were handled. More than 100 various gun mounts for vehicles were installed.

It was – Preparation for Invasion.

The automotive section built 48 litter racks for the medical battalion. The sight of this newly constructed framework installed on the jeeps had a sobering effect.

Modification work went on rapidly. Vehicles and artillery were waterproofed for the short but dangerous water hop across the Channel. There was practice in loading and landing trucks, drill and more drill until every man knew his precise place and his specific job.

Then – a word – a whisper, This was it. The trucks came. Equipment was loaded on in record time. Men piled in, silent, anxious, expectant. At Cardiff, Wales, a quick transfer of personnel and equipment to the Liberty ship was effected.

The date was 4 June 1944. Ships of every size and shape and description filled the waters. As far as the eye could see, lost on the distant horizon were ships. They were close and crowded together stretching on and on – an awesome, inspiring spectacle of immense power. And this was only a small part, only a fraction, of what was the greatest Armada ever assembled in the history of the world.

The Invasion was just two days off ...

NORMANDY

On the night of 5 June 1944, shadowy figures dropped out of the black skies over Normandy. Planes roared in the midnight heavens, and from their interiors the paratroopers poured, counted ten, and opened silken parachutes. The skies were alive with them, camouflaged umbrellas of foliage-green carrying men, and red parachutes riding ammunition to earth. The skies rained down equipment, and splashed vital medical supplies to the ground. And coasting silently downward came the gliders, more American Air-borne infantrymen, rushing like doom into the battle.

This was the beginning, the spearhead, the courageous vanguard of the tremendous Allied fury which was in another day to be unleashed on the sandy beaches of Normandy, France.

The 6th of June was officially D-Day. Then the Allies struck with irresistible might. The story of this unparalleled invasion, unequaled in the history of the world in scope or in power, has already been told many times. It is written indelibly in the glorious annals of our American history. It need not be repeated here.

We are concerned primarily with the 790th Ordnance Company. While America launched its attack, the Liberty ship bearing the company hugged the shores of England, keeping its place in the mighty Armada, holding its position in the great plan of attack. Slowly it moved forward, a tiny cog in a vast machinery of shipping. The world was made up of ships. Nothing else. Even the sparkle of the water was lost. Only ships – and equipment – and men – and the mean-looking muzzles of the long range artillery.

On the morning of the 8th, two Ordnance ships moved into previously ordered positions some distance off the shores of Utah Beach. All morning they waited, the two ships, one containing the vehicles and its personnel, the other the Ordnance personnel not assigned to trucks.

Early in the afternoon the first signal came. One of the ships moved up towards the shore. While hell was breaking loose, Ordnance men poured out and began wading ashore. The artillery fire was heavy and intense but the men pushed ahead, packs on their backs, their weapons held high over their heads. Without a single casualty they reached the banks of Utah Beach.

It was almost midnight before the second ship moved in as close as it could safely get to shore. The world was now in chaos. It rocked with fire and was covered with the black, smoky pall of imminent death.

The heavens were lighted by flares which went on and off like giant fireflies. The crash and thunder of heavy artillery shells pounded on without respite. The great ship rolled as their big guns spewed forth death and destruction into the blackness of the shores. The answering volleys from the hills

screamed the Heinie challenge of death. The reddish-orange flame and fire of the incessant gunnery burned the night with a weird glow.

Death was everywhere.

On the LST's the Ordnance trucks were ready. Their motors were turning, ready to go. The muffled hum of the impatient jeeps could be heard as drivers crept into position behind the wheels and stepped on starters. In other landing craft, men with equipment piled high on their backs waited patiently, saying little, only their tight lips betraying their feelings.

Then the moment came ...

The landing craft charged forward. Shells dropped perilously close sending great geysers of water high into the air. Not for a moment did the landing barges slow down. Only when their bottoms scraped dirt and the engine would pull no farther did they stop.

The bow doors swept open. The ramps dropped like giant palms smacking the waters. And the boats disgorged equipment, trucks, jeeps and men.

The waterproofed vehicles plowed into the water and moved forward. Only an occasional one stuck in the soft sand. The others pulled around. There was no time to lose now. Later these stalled vehicles would be towed out. Now it was forward – forward – forward.

And everywhere the water was filled with Infantrymen wading waist deep, their weapons high over their heads. And the flares lighted the waters and singled them out like ducks on a pond. The whine of small arms pierced the intermittent roars of the heavy artillery. The occasional scream of a wounded man added, as if it was necessary, to the stark reality of the scene. This was no Hollywood landing. This was no longer maneuvers. This, damn it, was the real thing!

Then the first Ordnance trucks hit the beach. Ashore, at first glance, all was impossible confusion. The entire area was littered with the weapons and material of war. Every inch of space seemed to be occupied with piles of vital equipment. Yet, almost miraculously, space was found and trucks roared into it. And behind them came the jeeps.

The Division had landed. Its casualties had not been as heavy as anticipated. Long months of training had paid off with smooth operation and superb efficiency. The assault and the landing had been a complete success.

The landing of the 790th Ordnance Company had been accomplished without the loss of life, without, in fact, sustaining a single injury.

The Ordnance trucks formed into convoy, drivers took a quick glance at previously prepared maps, and moved out of the beachhead onto the inundated roads leading to its first, camping area on enemy-held soil

All the way from the beachhead to Ecoquincaville, the marching men, and the men in the rolling trucks, were accompanied by the pounding of the heavy guns. The night was black with clouds. The rains came down. The chill was deep in their marrow.

But when they reached the bivouac area, they took no time out for rest. Not with the sound of the thunder still in their ears. They dug. Behind the protection of the thick hedgerows, with spades and shovels and even with helmets, they dug themselves in. Camouflage nets were quickly strung over the trucks, blending them in with the background and making them invisible to enemy airplane observation. This routine was to become an established habit upon each movement, in the many months to follow.

At 2330, the company was initiated. Heinie planes appeared overhead. Men plummeted into foxholes, hugging the earth, The planes made one quick circle. The bombs dropped earthward. From across the field an ack-ack battery opened fire and the planes disappeared in the black clouds. The enemy bombs tore great gashes in the land, but the company suffered no casualties.

Finally, weary and exhausted, the man dropped off to sleep. But whenever you woke up - and you wakened frequently ... clearly audible in the heavy silence was the soft, scratchy sound of someone digging, widening a foxhole, dredging it deeper, ever deeper.

The next day was occupied in organizing and orientation. Minor repairs were made on vehicles which had suffered some damage in the night landing. Equipment was set up for work. Then separated only by yards were innumerable other combat units, infantry companies, ack-ack outfits, quartermaster and signal corps.

On the 10th, work began with the arrival of the first major job ... the repair of a 105 mm howitzer which had suffered a muzzle burst. Other jobs followed quickly. In a matter of hours all sections were swamped with work.

The Rumor of a vessel sunk and an infantry outfit without weapons was quickly verified. The 2d Battalion of the 359th Infantry Regiment had been forced to abandon its weapons; a company of the 315th engineers, too, had suffered a similar loss. Arrangements had to be made immediately to reequip them. This was quickly accomplished. By morning of the 11th, gliders drifted out of the sky and came to neat landings on the nearby fields.

They came from supply depots in England. Within their capacious bodies, they carried sufficient Ordnance equipment to fill to T/O & E strength a full infantry regiment. This material was promptly absorbed by Ordnance, tested, and reissued to the 2d Battalion of the 359th Infantry Regiment, and to Company C of the 315 Engineers.

It was on this day, too, that Private William Simpson set himself on fire while experimenting with a gasoline stove. The flames shot up, encircling him in a matter of seconds. His scream of pain brought Technician Fifth Grade Boerger on the double. Quickly he threw the burning Man to the ground, rolled him about, meanwhile slapping at the flames with his bare hands. His prompt, intelligent action undoubtedly saved Simpson's life. The soldier was evacuated to the hospital with severe burns. Boerger later was to receive the Silver Star medal for his heroism. Ste Mere Eglise [Pont-l'Abbe] was captured on the 13th. The bitter battles had taken a heavy toll on automatic weapons and bazookas in the division. The need for them became critical. Into the front lines moved the Recovery Section under Lt. Hazbda.. They drove up in trucks, set up an Ordnance Collecting Point, and under heavy artillery fire performed an immense amount of vital recovery work. When the shells began striking perilously close to the trucks, the men switched to smaller targets, jeeps. But the work went on.

Time for recovery, repair and reissue was cut to a matter of hours. Work in the Armament Platoon was particularly heavy. The stock of spare parts and equipment was rapidly depleted. The company's skilled mechanics improvised ingeniously. The weapons came in and though repair parts were not in stock, Yankee ingenuity and invention sent them out again in a space of short hours to the demanding infantry regiments ... issued again after being tested, and operating perfectly. Salvage operations were now a major function of the company.

The company moved to the vicinity of Fresville The next day, the 18th of June, the residue group arrived from England with its important company records and a windfall of spare parts. The shortage was temporarily relieved. During this second week in France, the Automotive Section accomplished 24 major jobs and innumerable minor jobs such as unit replacements. Battery recharging and repair work formed a large part of the work of the Automotive Section. Approximately fifty batteries a week were being repaired and reissued at this time ... much of the repair being accomplished with captured enemy material.

Captain Louis A. Larrey, popular commanding officer of the company, sustained serious injuries in the vicinity of Chef du Pont on the 22nd of June when he fell from a truck while engaged in unloading operations. He was evacuated to the hospital.

In this same vicinity, men of the company probing a swamp found a precious stock of Ordnance equipment. Apparently lost by paratroopers, the material was completely salvaged.

All sections now worked long into the night. Close on the advancing heels of the infantry. Ordnance rolled on – maintaining ... recovering ... salvaging ... issuing ... Captured German material poured into the shops in ever increasing piles. These were tested, experimented with, modified, reissued. German mortars particularly were returned to the infantry regiments to spew forth death on their original makers.

Repair parts and replacement items were non-existent. The Automotive Section was frequently faced with seemingly impossible repair jobs. American ingenuity and initiative kept the vehicles rolling. Two outstanding heroes of “Keep ‘Em Rolling” were “Hot Patch Moe” and “Cold Patch Murray” – two persevering souls who were known to patch an inner tube 67 times!

The 10th of July was a banner day. A mobile shower unit was available to the company. The men took their first bath since leaving England!

Work grew steadily heavier. The volume of repair and reclamation work on recovered weapons forced the expansion of the Small Arms section to 18 men.

And the company moved forward, ever forward, keeping up with the advancing front line units. In the vicinity of Pont-l'Abbe some changes were effected in the officer personnel: 2d Lt John M. McKillen Jr was assigned to the company as Small Arms Shop Officer; 1st Lt. Eugene W. Connor assumed command of the company; 1st Lt. Robert L. Edenfield became the Supply Platoon Commander; 2d Lt. Mathew L. Habzda was placed on special duty in the Artillery Section.

Always within artillery range of the enemy, there was no break in the work routine. In spite of constant movement the work went on. And nightly, almost at the stroke 2130, the "washing-machine" motors of the "Bed-Check Charlies" would be heard overhead, signaling the approach of the Jerry planes. Men would dive for cover. Ack-ack would open up and bring an occasional plane crashing to earth. But the next night they would be back again.

In St. Jores, on the 24th of July, the company was quietly eating dinner when someone heard a sound. He took no chances, but dove for a hole. Others followed until the chow line was deserted, the area empty. Spilled food was everywhere as men flew to safety. It was a plane overhead, so high it was barely visible. A half dozen men hugged each other in the garbage pit, the nearest "foxhole." From the chow truck, the three cooks leaped, one atop the other, to a search for shelter. The whistle of a single bomb was heard – and it fell a mile or so away on the outskirts of a railroad yard. It did no damage. The plane disappeared. No one knew whether the rail road yard was the target, or whether the bomb had just slipped from the bomb racks. But there wasn't much dinner that day. Though you grow accustomed to the thunder of distant bombing ... you never lose respect for the individual bomb.

This day saw the end of the Normandy Campaign as Allied forces pushed through Avranches. The first of five bitter campaigns in the crushing defeat of German was over. Next came ...

THE BATTLE OF NORTHERN FRANCE

Under the command of Lt. Connor, the company moved with the division to a new concentration area in the vicinity of Avranches on the 2nd of August. Traffic was heavy. The going was slow. Then, at 0100, enemy planes zoomed out of the sky. The slow-moving convoy had been sighted, and was their target.

As flares sprouted in the heavens, turning the night to daylight, men leaped from the halted convoy, burying themselves in the surrounding rain ditches, diving into holes in the fields, seeking every minute bit of cover and concealment. The white flares were succeeded by green ones marking the target.

We were the target.

The Heinie planes made a wide circle, started in on their bomb run. Strangely enough they came cross-wise to the convoy, cutting through it, instead of running along the length of it. This was a tactical error which saved the convoy tremendous damage.

While the bombs dropped, men crawled into their helmets, doubling up like so many snails creeping into shells. The fields resembled a brilliantly lighted arena. Overhead the planes were enjoying target practice. Seconds, minutes ticked away – and seemed like so many years. The planes swept off into the distance, momentarily in the range of ack-ack fire, and were back again on another bomb run.

It lasted about fifteen minutes. Ordnance trucks miraculously remained untouched. Directly behind them were the QM trucks which received the brunt of the attack. Several of, their trucks were damaged, and personnel suffered shrapnel wounds. The flares died out, the roaring motors dimmed in the distance, and men climbed out of their helmets and back into trucks. The convoy proceeded as though nothing had happened. It was all in the day's work.

The days which followed were filled with movement loading, unloading, setting up shop, digging foxholes, camouflaging, packing up again, moving ... moving ... moving. St. Osvin ... La Mauccilicre ... Landivy ... St Germain le Fouilloux ... Laval ... LeMans, There was a two day break at Le Mans . . . and then the company moved five limes in five days. It arrived at Chaillou on the 15th of August where it remained in close support of the division during the closing of the famous "Falaise Gap".

Here the 90th Division made history. We quote from the Division Historian who described, in terse, concise sentences the overwhelming might of the Division: "The great Falaise pocket, sewed up on the south and east by the capture of Le Mans and the subsequent swing north, was closed only by fire. No firm line of troops sealed the mouth of the trap in northwest France. Until the Shooting was over, there remained an escape gap through the valley where the little village of Chambois is located. So much fire was poured into the bottleneck that a large part of the proud German Seventh Army was annihilated in its struggle to withdraw.

"The 90th Division took 12,335 prisoners and killed an estimated 8000 from August 16 to 22. In addition, 30 German tanks, 248 self-propelled guns, 164 artillery pieces 3270 motor vehicles, 649 horse-drawn vehicles and 13 motorcycles were destroyed."

“During Aug 20, the 90th sat on a “Balcony of Death” extending from Bon Menil through Chambois, pouring death into the Germans running the murderous gauntlet. The frantic enemy was initiated by the guns of the 358th at Ste-Eugenie-Bon Menil, pummeled by the 359th at Chambois, mauled by the 3rd Bn of the 358th northeast of the town.”

“If the infantry is Queen of Battle, then artillery is King. And Chambois, which afforded perfect observation was a dish fit for any king. Our artillery chewed up and swallowed the three-mile valley. Frequently, during the afternoon of Aug 20, fire ceased to permit wholesale surrender of Germans.”

And men of Ordnance were spectators at this tremendous feat, their duties taking them frequently to hill-tops in the vicinity. Here they could pick out distant points of concentrated enemy installations in the valley below. Minutes later they would see our artillery zero in and destroy them, calmly, methodically, point after point like an expert rifleman knocking off targets in a shooting gallery.

The company remained in the vicinity of Chaillou for eleven days during which a refitting inspection of all artillery pieces in the infantry regiments, plus a percentage of small arms and automotive was made and all necessary maintenance, repairs and evacuation were accomplished prior to the Division’s move to a new sector.

On the 26th of August, the company moved with the Division to the vicinity of Recloses, a distance of 157 miles. No unusual occurrences took place during the trip. The following day the company crossed the Seine River and moved to the vicinity of Nargis. The greater part of the 28th, 29th and 30th of August was spent on the road moving with the Division from Nargis to Le Venzie to Fontenelle en Brie and finally to Chenay.

Chenay, about two miles northwest of Rheims, offered an excellent view of the great cathedral from the high ground inside the company bivouac area. The area which had apparently been used as a headquarters by Luftwaffe personnel took in three palatial homes. The C.P. was set up in one of the houses and about half the company billeted themselves throughout the various rooms. Directly across the road from the C.P. was another French residence with facilities for bath and shower. The Mayor of Chenay opened the house, and the entire company enjoyed the luxury of a hot shower or bath – its second since landing in France.

Here the people were exceedingly friendly and many invitations to dinner and church were extended the company. All men that could be spared were allowed to accept the invitations. This, an unusually heavy mail call and church services by Chaplain Clemens helped immensely to boost morale. Payday and an opportunity to send Xmas gifts to friends and relatives through the Army Exchange Service added to the general gaiety of this happy section.

Movement was slowed to practically a standstill because of lack of gasoline. But on the 5th of September the vital fluid was flown in to a nearby airport. Once again the 90th Division was on the move, advancing a full one hundred miles, passing through Verdun and the Argonne Forest, to the vicinity of Etain.

On the night of the 8th, the company was ready to roll again. At the last moment, word was received to hold up the movement until morning. That night the Division received a heavy counterattack in the vicinity of the area to which the company was to have moved. Ordnance men heaved a sigh of relief and were grateful for an “on the ball” Military intelligence, The attack was repulsed and on the 10th, the company rolled on to Lixieres.

Two days later, with the company now in Fontoy, Colonel Grubbs was relieved from duty as Division Ordnance Officer and Major James F. Sinclair assumed the position.

September 14th – and campaign number two was ended. The Battle of Northern France was won.

What, precisely, was the role of the 790th Ordnance Light Maintenance Company in this march to victory? Statistics make difficult reading, but they are necessary to properly evaluate the worth of a unit. In the six month period, from 10 March 1944 to 10 September 1944, the figures speak thusly:

One month prior to the 90th Division’s debarkation in the United Kingdom, an advance group of three officer and three enlisted men drew the greater percentage of all Ordnance material for the Division. Upon the Company’s arrival in the United Kingdom, they continued with utmost efficiency and speed until the Division was fully equipped and prepared for invasion landings on the hostile shores of France. During the period 10 April to 1 June 1944, the Company’s maintenance work consisted of the highest priority jobs as follows:

- a. Installed all types of A.A. gun mounts on vehicles.
- b. Installed armor plate in combat vehicles.
- c. Constructed and installed litter racks for all Medical 1/4 ton and 3/4 ton vehicles.
- d. Accomplished modifications on Artillery weapons.

Due to the expeditious and efficient manner in which the company supplied the Division with all Ordnance Material, the 90th Infantry Division landed on the shore of France completely equipped to engage the enemy in combat. The period 8 June to 10 September 1944 was devoted to combat operations with the 90th Infantry Division during which time the following jobs were accomplished:

a. Automotive	1142
b. Artillery	178
c. Small Arms	402
d. Instrument	708
e. Direct Exchanges	
Mortars	112
Artillery	14
Small Arms	856
Instrument	87

Artillery contact parties were constantly available for on-the-spot repairs in gun positions. Armament and Automotive repair teams worked in Battalion positions whenever the situation permitted. The Recovery Section maintained road clearance and recovered much Ordnance material. The following is an example of Battlefield Recovery, in which the divisional units assisted, for the period 10 July to 10 August 1944:

Binoculars	30
Bayonet, M1	355
Carbine, cal. 30, M1	170
Rifle, cal. .30, M1	750
Launcher, rocket, AT, 2.36	95
Rifle, auto Brng, M1918A2	45
Gun, mach., cal. .30, M1917A1	35
Gun, mach., cal. .30, M1919A4	28
Mortar, 60 mm	13
Mortar, 81 mm	17
Gun, mach., cal. .50, M2	3

During this same period the 790th Ordnance Light Maintenance Company improvised ways and methods to modify enemy equipment such as mortars and tires and tubes which in turn helped to relieve the critical shortage of these items and also augmented the fire power of the division.

RHINELAND AND ARDENNES

The company was in Briey, on 15 September, when the Rhineland Campaign started. Bivouaced in a veritable quagmire, the men worked in mud up to their ankles, slept in pup tents erected over the slimy ooze, ate in the open while the rain poured down incessantly. Mud. And mud. And more mud. Still the rains came. The mud grew muddier. Deeper. Stickier. Dirtier. Trucks mired to their hub caps, often struck hidden obstacles in the black goo and hung up on inundated stumps. Men tugged, pulled, pushed, hauled, heaved, and kept the trucks rolling. They toiled in mud up to their knees. But maintenance and repair was a must which could not be ignored or stopped for a single minute. The drive of the Division depended on vehicles running and artillery firing. Ordnance kept them supplied in spite of hell, high water and mud.

A captured German blowtorch which Cpl. George Nease was operating blew up in his face. The flaming gasoline sprayed him, setting his clothes on fire, and burned furiously about the helpless soldier. He screamed in agony. Sgt Monken dropped his work at a nearby bench and rushed to him, throwing him quickly to the ground, rolling him over and over, extinguishing the fire. But Cpl. Nease's

burns were so severe he was evacuated to the States and given a Medical Discharge. To Sgt Monken's prompt action he owed his life.

On the 23rd of September, the company marked up a half year of overseas service. There was no time to celebrate. The work, hampered by the rains and the mud, was piling up. Ordnance men worked far into the night in a desperate effort to keep 'em rolling.

The company was forced to move to a new bivouac area on the 20th. The mud had become impassable, and any work accomplishment impossible. Into Giraumont Ordnance rolled and bivouaced in an iron mine being operated by the French.

Here hot showers were available and part of the company was able to sleep indoors. The friendly French mine workers acted as guides to the interior, taking many of the men deep into the bowels of the twin-shaft mine to inspect the latest in mining equipment.

It was in the vicinity of Briey that the company suffered its first battle casualties. A truck carrying the automotive inspection team was enroute to the 2nd Battalion, 358th Infantry, with a half dozen men. The road was clear of debris and without traffic. The afternoon was unusually still. Suddenly, above the noise of the pulling motor the dreaded sound of the swishing whistle was heard. There was no time to dodge or to seek safety. The German 100 mm shell scored a direct hit. The front end of the truck was demolished. Shrapnel and splinters of glass sprayed everywhere.

Miraculously the two men in the front seat remained unscathed! In the rear of the truck, shaken up and startled, Ordnance men took stock of themselves. Tec 3 Parr and Tec 4 Loutsenhiser had very slight facial scratches from the shrapnel. Beyond that – nothing! It was a completely freak accident, scoring a direct on-the-nose bull's-eye on a single truck roaring alone over a deserted highway!

It was for results accomplished during this period that Brigadier General Ernest A. Bixby sent the following commendation to the company some months later:

HEADQUARTERS
90TH DIVISION ARTILLERY
APO 90, U. S. A.
7 March 1945

SUBJECT: Commendation.

TO: Commanding Officer, 790th Ordnance Light Maintenance Company, APO 90, U.S. Army.
(Thru Channels).

During the period September and October 1944 when the 90th Division was in position before fortress Metz there was a chronic shortage of artillery ammunition. In order to give proper artillery support to the division, in its various efforts we called upon your organization to secure for us captured

weapons and ammunition. The results of the effort and risk of the men officers of your organization are clearly written among the outstanding successes of the division.

The officers and men of your artillery section searched over many miles of France locating weapons that could be conditioned for use. The untiring efforts and outstanding technical ability quickly made available almost an entire battalion of captured material and we are cognizant of the risks involved in their testing of these weapons.

The work of your ammunition section in locating and hauling ammunition; of experimenting and testing, made available to us some 50,000 rounds which were fired from the captured material.

The often unheralded efforts of such energetic and capable officers and men extending their efforts far beyond the call of ordinary duty is the foundation of the success of our division.

S/Ernest A. Bixby, Brigadier General U.S. Army, Commanding.

As the weather grew colder, the going got rougher, the infantry tougher and Ordnance stayed right on its heels. The entire Company Personnel Section was moved to division rear to function as a part of Headquarters Special Troops the "entire Company Personnel Section" consisted of Sgt. Powell, five boxes of records and a portable typewriter.

The company moved on, crossing the Moselle River the morning of the 18th of November. Shop was set up in an abandoned jerri-can factory on the outskirts of Thionville. This area had excellent shop space with such rare conveniences as cement floors, lights and shelter from the weather.

The Recovery Section was assigned the task of cleaning up the heavily mined areas in the division sector East of the Moselle. A collecting point was established at Basse Yutz and a large quantity of enemy equipment was assembled there. This included about a dozen enemy cannon, some of them heavy self-propelled weapons, a large number of half tracks, light vehicles and a quantity of small arms. A truckload of serviceable American ammunition and two truckloads of German ammunition was recovered and returned to the ASP for reissue. Much of this work was done in such heavily mined areas that a large group of vehicles and cannon were demolished beyond all repair rather than risk removing them to the collecting point.

The company bivouacked in Bouzonville on the night of December 14th. The area was under intermittent artillery fire. Heavy shells from the Heinie guns in the distant hills landed near the camping site and everywhere in the village. It was about 2200 hours when the shelling grew more intense. Great 380 mm shells weighing approximately 1600 pounds began dropping in from six to seven minutes apart.

All personnel repaired to the air raid shelter in the building which the company occupied. This was formerly a German school building and was now being shared with a platoon of the 30th Field Hospital which had moved in on the 13th of December. Throughout the night enemy shelling continued sporadically.

At 0230 hours the world blew apart. A direct hit on the rear of the building shattered and crumbled it. All was confusion. Everything was rubble and bits of plaster and rust and smoke and cries for help. Pfc. Hedgepeth was killed outright. He was the first battle death in the company's ETO experiences. Thank God he was also the last!

While the shelling continued, men working under the frantic leadership of 1st Sgt Jack Cook dug T/Sgt Dalton out from under four feet of debris. He suffered only slight injuries. Several of the company officers were trapped on the first floor and had to be dug out. Lt. Edenfield also suffered light injuries. The rest of the night was "sweated out" without any further hits being registered but the crash and roar and thunderous burst of the heavy shells did not cease.

Then it was Christmas. Christmas. Peace on earth Good will to all men. It was a strange Christmas here, in a foreign land, surrounded on every side by bitter hatred and death. Yet under the inspired efforts of Chaplain Clemens and a beautifully decorated Xmas tree by Lt. Howard an impressive service was held. Turkey dinner highlighted the holidays. Ice cream was an extra added attraction. For a brief moment weary men forgot their work, forgot hate, forgot killing, and relaxed in holiday enjoyment.

The holidays were over. The war came back in sharp relief. Winter was with them now with its bitter winds, its ice arid howling snow storms. Because of the weather, the work of the Recovery and Automotive Sections was heavier than usual.

In January, two officer promotions came through for the company; Major Sinclair was appointed Lt. Colonel and Lieutenant Howard was appointed a 1st Lieutenant.

It was at this time that the company made a night trek its personnel will never forget. It wasn't a long trip. Forty-two miles. Only forty-two miles – from Elzange, France to Beckerich, Luxembourg. Only forty-two miles – and it required ten hours to complete it!

The move to Beckerich was made under the most difficult conditions. Blackout driving on icy roads. A blinding snowstorm whipped down on the black almost invisible road. The convoy inched along. Windshields were quickly coated with ice and snow, and had to be cleaned off constantly by hand. Trucks went into constant skids, often sliding from the road itself. The strain was terrific, and drivers had to switch every couple of hours to relieve the fatigue and strain which set in. Inch by inch, yard by yard, skidding, slipping, sliding, mile after mile, hour after hour, through black of night and through biting cold, the convoy crept forward to Beckerich,

An exceptional amount of recovery and evacuation work was accomplished after moving into Luxembourg and Belgium as this was the territory over-run by the Germans in their breakthrough, and a tremendous amount of Ordnance equipment had been abandoned. All sections worked long hours under the adverse conditions caused by lack of a shop sheltered from the snow and cold. In the areas in this section most of the buildings had been destroyed by the fierce fighting that had taken place here.

In February the snows began to melt. The heavy traffic moving constantly along softened the ground and the snows turned to water and the clay-earth turned to a sticky quagmire. So torn up did the roads become that Supply section trucks were forced to make runs of 160 miles round trip to the Ordnance Depots. The Engineers were working continuously on the roads to alleviate the condition.

S/Sgt Clipp, Wrecker Crew Chief, was discharged from the Army to accept a direct commission as 2nd Lt. in recognition of his outstanding efficiency and devotion to duty. He was reassigned to the company to head the Recovery Section.

In March, the company crossed the border into Germany, bivouacking first in Hollnich. From then on it was one series of moves ... to Giesdorf on the 7th, Birresborn on the 9th, Mullenbach on the 10th, Allenz on the 13, Lingerhalm on the 18th, Seibersbach on the 20th ... Sprendlinger on the 21st ...

The 21st of March ended the Rhineland Campaign. In this period, too, was the brief Ardennes Campaign lasting from the 16th of December to the 25th of January. The 790th Ordnance Light Maintenance Company received official recognition for its part in both campaigns. And in less than a week, the company was to cross the famous Rhine River...

CENTRAL EUROPE

The crossing of the great Rhine River came on the 26th of March. As the truck drove slowly over the swaying pontoon bridges the famous waters flowed deep and strong beneath them on all sides. Across the Rhine were visible the crumbled buildings which unerring American artillery had crushed. The once sturdy bridges which had crossed the Rhine banks were now a mass of twisted, broken steel. This crossing, routine though it was, marked a tremendous milestone in the Allied advance. The great, unconquerable, famous Rhine! ... had been crossed! And beyond it lay only the already faltering heart of the Fatherland!

The Army rolled on ... Sprendlinger ... Partenheim ... Weiterstad ... Herbstein ... Huesenstamm ... Wachenbuchen ... Sorga ... Vacha ... Viernau ... Stutzerbach ... Grafenthal ... Ebersdorf ... Blankenberg ... Schwarzenbach ... Marktredwitz ... Windischenbach ... Oberviechtach ... Cham.

The Allied armies were no longer marching on; they were steam rolling over the opposition. They were crushing everything before them with an irresistible force. No delays, no stopgaps. This was

a march to Berlin, the race between America and Russia ... a friendly rivalry of fierce competition with the laps on the course marked off by the Heinie cities and villages razed to the ground.

Only a few the villages remained unscarred by the havoc of battle. And from every house in these villages great flags streamed in the March wind ... great white flies or surrender. As ordnance rolled on, groups of German soldiers would frequently march out of the outlying woods and fields, hand upraised, anxious to give themselves up. The infantry had bypassed him, or had had no time to bother with them. Ordnance sent them back to the PW cages. The Heinies marched off, grinning, joking together, happy to be safe and out of the fury of the flaming Holocaust which was their self created Frankenstein.

All service trains traveled the roads with armored escorts during the first part of April. Fanatic German SS Divisions that had been bypassed in the great forward were raising havoc with all supply trains. Fortunately the company suffered no casualties. Before the end of the month armored escorts were no longer necessary.

Daily more and more German soldiers were found wandering along the road, confused, anxious to give themselves up. A constant stream of them moved rearward, being evacuated to PW cages. German civilians themselves were hostile but helpless, and were terrified that we might do to them what their Armies had done to others. They couldn't understand the lack of deliberate destruction, the way Americans didn't commit brutalities or unnecessary butchery and murder; why their young women weren't raped or made slave-laborers. These American, they thought in bewilderment, are soft ... and unbelievably mighty! They were baffled by this contrast of gentle softness and warring fury which could so completely overwhelmed their own "unconquerable" Wehrmacht.

And these soft, carefree Americans crushed inexorably forward, onward, sweeping everything before them like the grim, reaping machine they were. Rumors began to grow in strength – the Germans were giving up – the German Armies were collapsing – this Division had surrendered here – that Division had surrendered there –.

Onward. Onward. Berlin. Past the broken city. Forward, Breaking. Killing. Crushing. Destroying. Overpowering. The collapse of the German might as now evident. It was only a matter of weeks ... a matter days, a matter of hours.

And ever on the move, Ordnance turned a volume maintenance, issue, recovery and evacuation work. Supply sections made long runs to the depots, but unlike a few short weeks before, the roads were in good condition, The weather mild. Supplies were rushed to the front line. In ever increasing quantities and in ever decreasing time limits.

On the 7th, the company moved to Zwiesel, and a day later to Markt Eisenstein. In doing so, the company crossed the 1937 border line of Czechoslovakia and Germany, the Sudetenland.

And the 9th of May was V-E Day!

Here was no rousing hilarity, no riotous outburst, no drunken happiness. The cost of Victory had been too great. There was within each man a deep sense of thankfulness that he had lived through it, and a lasting inner satisfaction in having done his part. The War in Europe was over.

Back into Germany moved the company, to the small city of Weiden Maierhof. A large railroad warehouse affording sufficient working space for the Automotive, Supply and Armament section to operate under one roof, was taken over. Men were billeted, along with the C.P., in one large building. Here, was once again the almost forgotten comforts of civilization – hot, running water, shelter, cots instead of hard ground.

While routine Ordnance work was still accomplished daily, extra time was devoted to the erection of a separate shower-building, to the building of a ball diamond, to the creation of a Chapel of worship, to the construction of a volley ball court, to the stocking of a P-X.

The war was over. Once again men could relax, could eat sitting down instead of on the run, could indulge in American sport instead of brutal killing, could worship in gratefulness instead of praying for succor. And as this is being written, the plans are being forged for additional entertainment, movies and USO shows, for education, in European universities, in unit schools and in correspondence courses.

The job of the 790th Ordnance Light Maintenance Company in Europe is done. It was well done as its many citations for efficiency and devotion to duty so clearly testify. Some of its personnel will soon return home to their families. Some of its personnel will return shortly to the States for permanent assignment there. And some of its personnel, along with the many replacements who have joined the organization, may go on to the Pacific Theater. There they will carry along with them a tradition for “Job Accomplished” and “Work Well Done”. The job in Europe HAS been done. The job in the Pacific WILL BE DONE ...

ROSTER & COMMENDATIONS

OFFICERS

Lt Col James F. Sinclair, Pa.
Lt Col Elmer V. Grubbs, S.C.
Major Nick B. Gola, Ohio
Capt. Eugene W. Connor, Ida.
Capt. Mathew L Hazbda, Pa.
Capt. Louis A. Latrey, Jr., Tex.
1st Lt Robert W. Anderson, Mich.
1st Lt Robert L. Edenfield, Ga.
1st Lt James C. Howard Tex.
2d Lt Robert D. Clipp, Ind.
2d Lt John H. Mckillen, Jr., Calif.
CWO Elmer V. Fischer, Ill.

ENLISTED MEN

Charles E. Ackley, N.Y.	Thomas A. Camarda, N.Y.
Carmon F. Adams, Tex.	Leonard S. Carpenter, Mass.
Stanley J. Adams, Ill.	William F. Carroll, N.C.
Carl L. Allen, Ind.	Anthony B. Charlebois, N.D.
Walter R. Anderson, N.D.	James L. Champioc, Tenn.
Jerry W. Atkelsson, Tex.	Edgar R. Clark, S.C.
Robert B. Baker, N.C.	Jack Cook. Okla.
George R. Barnhart. Ark.	Marvin J. Coone, N.C.
John A. Barylski. Mo.	Lionel L. Cormier, Mass.
Horace C., Barrett, N.C.	Lester D. Dalton, Nebr.
Fred W. Bassett, N.Y.	John Dohransky, Pa.
Andrew T. Baumgartner, Minn.	George W. Dodge, Ill.
Willis K. Bedwell, Miss.	Burdette Donaldson, Ill.
Clinton R, Bievenue, Ill.	Douglas W. Doud. Tex.
Paul S. Blankenhorn, Pa.	John J. Edstrom, N.Y.
Frederick. J. Boerger, Ohio	Ernest E. Ellis, Tex.
Mark H. Brown. N.Y.	Jack E. Elkins, Jr., Tex.
Rufus F.. Bryant. Ala.	Hubert L, Ewing, Ill.
Clarence N. Buckley, N.Y.	Eugene P. Fullen, Mich.
Early C. Bufus, N.C,	Sidney Felton, Mich.
John W. Bullock, Ala.	William J. Fiedler, Pa.
Alvin R. Burdick, Wash.	Vito Fierravanti. Conn.
George P. Butrica, N.J.	John A. Fitchette, Minn.

Walter E. Flach, N.Y.
Raymond R. Floyd, Tex.
Walter Gadd, Ohio
Orville F. Fuller, Ohio
Serafino J. Gallo, N.Y.
Virgil E. Garner, Colo.
James Glendenning, N.Y.
Reuben Berg, Pa.
Cecil H. Grimmer, N.C.
Herald V. Guidi, Calif.
John S. Hanthorn, Nebr.
Vartekes Harootonian, R.I.
Wayne R. Hatcher, Ohio
Joseph L. Heinemann, Tex.
Clarence W. Hensick, Mo.
Will Herman, Ohio
Raymond B. Hosmer, N.Y.
Israel M. Harold, Conn.
Henry F. Hinman, N.Y.
Earl A. Holbert, N.Y.
Joseph V. Homez, Ia.
Clarence L. Horn, Wash.
Leslie G. Hoyle, Lii.
Francis C. Joyce, Kans.
Theodore Julock, Ohio
Gordon J. Keith, Miss.
Donald W. Kepley, Ia.
Elbert F. Killebrew, Ill.
Zerl B. Klaproth, Calif.
John N. Koskovic, Ill.
Steve J. Kovar, Tex.
Robert C. Kraft, N.Y.
Walter F. Lamb, Mich.
John S. Landry, La.
Orlando J. Larcinese, Mich.
Albert E. Latham, N.Y.
Herbert L. LeMaster, Ohio
Ernest E. Leavitt, Calif.
Harry H. Lee, Calif.
Russell Lesperance, Mich.
Russell Loutzenhiser, Jr., Ind.
Kenneth E. Luternow, Okla.
Benjamin MacTavish, N.D.

Frank W. Foss, Jr., Mo.
John S. Froese, Kans.
Guy Muletta, Jr., Calif.
Alexander Mate, Ohio
Chester W. Mattson, Minn.
William L. May, N.Y.
James W. McRoy, Ohio
Russell W. Mervier, Mass.
Louis C. Merker, Ohio
Edwin F. Meyer, Ohio
Joseph L. Middleton, Okla.
Gerald J. Miller, Ia.
Frank E. Mitchell, Jr., Va.
Melvin R. Monken, Ill.
Charles H. Montgomery, Tex.
Edwin R. Mowrer, Pa.
Louis Muzzio, Colo.
Ralph E. Murray, Me.
James S. Overholser, N.D.
Augustine P. Nowak, Pa.
George L. Nease, N.Y.
John R. Nemanich, Ill.
Walter G. Olsen, Ill.
Carl Parpapiano, Colo.
Charles E. Parks, W.Va.
Richard L. Parr, Wyo.
Ralph Patten, Mich.
Jack D. Patterson, N.C.
Fred T. Penry, N.C.
William S. Perovich, Calif.
John E. Phillips, W.Va.
Benjamin Poranian, Pa.
Robert V. Powell, N.Y.
William A. Prator, Colo.
James F. Privoznik, Ill.
Frank. Ratsliff, Okla.
Claudie E. Redick, Mo.
Glen B. Richard, Wash.
Denis J. Richardson, Mich.
Walter K. Richardson, Ind.
Francis G. Robonson, Mass.
James W. Rose, Ohio
Michael J. Ruschetta, N.J.

William E. Russell, Ark.
Harold E. Saum, Kans.
George H. Scheucher, Ohio

James I. Shovlin, Pa.
William H. Simpson, S.C.
John J. Siska, Ill.

HEADQUARTERS 90TH INFANTRY DIVISION
APO 90, U.S. Army.

GENERAL ORDERS

NO. 211

4 March 1945

AWARD OF MERITORIOUS SERVICE UNIT
PLAQUE I
AWARD OF MERITORIOUS SERVICE UNIT
STAR II

I-AWARD OF MERITORIOUS SERVICE UNIT PLAQUE - Under the provisions of War Department Circular 345, dated 23 August 1944, a Meritorious Service Unit Plaque is awarded to:

790th Ordnance Light Maintenance Company, for superior performance of duty from 1 January to 10 March 1944. The 790th Ordnance Light Maintenance Company presents an outstanding record of performance during this period. Preparatory to entering the European Theater of Operations, the company exercised utmost skill, diligence and efficiency in supplying and maintaining all ordnance material within the 90th Infantry Division. The expeditious manner employed by the Company in supplying the division with weapons and ammunition and its excellent supervision over unit ammunition trains augmented the divisional training program. The 790th Ordnance Light Maintenance Company achieved and maintained an exceedingly high standard of discipline as evidenced by superior military courtesy and excellent appearance of personnel and installations. The Company's meritorious service was in accordance with military tradition.

II - AWARD OF MERITORIOUS SERVICE UNIT STAR - Under the provisions of War Department Circular 345, dated 23 August 1944, in addition to the Meritorious Service Unit Plaque previously awarded, a Meritorious Service Unit Star is awarded to:

790th Ordnance Light Maintenance company, for superior performance of duty from 10 March to 10 September 1944. Due to the skillful and expeditious manner in which the 790th Ordnance Light Maintenance Company supplied the 90th Infantry Division with all ordnance material and conducted inspections of such equipment preparatory to the invasion of France, the division was fully equipped and ready for "D"-Day. The Company facilitated the operations of the division in France by exercising exceptional skill and efficiency in supplying and maintaining all ordnance materiel within the division. Personnel of the unit exhibited at all times the highest degree of military courtesy, appearance and enthusiastic execution of orders. 790th Ordnance Light Maintenance Company's exemplary disciplinary record reflects distinct credit upon the unit and the military service.

BY COMMAND OF MAJOR GENERAL EARNEST:

JAMES O. BOSWELL
Lieutenant Colonel, GSC.
Chief of Staff

OFFICIAL:

S/LESLIE V. DIX

Lieutenant Colonel, AGD, Adjutant General

HEADQUARTERS 90TH INFANTRY DIVISION
APO 90, U.S. Army

GENERAL ORDERS)
NO. 612)

1 August 1945

AWARD OF SECOND MERITORIOUS SERVICE UNIT STAR

Under the provisions of War Department Circular 315: dated 23 August 1944, as amended, in addition to the Meritorious Service Unit Plaque and Star previously awarded, a second Meritorious Service Unit Star is awarded to:

790th Ordnance Light Maintenance Company, 90th Infantry Division, for superior performance of duty from 11 September 1944 to 10 March 1945. The 790th Ordnance Light Maintenance Company presents an outstanding record of performance during this period. Personnel of the unit accomplished all duties assigned them in a superior manner, exhibiting at all times the highest degree of military courtesy, efficiency and appearance. The expeditious and efficient manner in which the Company supplied the 90th Infantry Division and attached units with ordnance material throughout this period contributed immeasurably to the combat efficiency of the Division. 790th Ordnance Light Maintenance Company maintained an exemplary disciplinary record throughout this period. Its meritorious service was in accordance with military tradition.

BY COMMAND OF MAJOR GENERAL EARNEST:

JAMES O. BOSWELL
Lieutenant Colonel, GSC.
Chief of Staff

OFFICIAL:

S/LESLIE V. DIX
Lieutenant Colonel, AGD
Adjutant General.

ITINERARY

790TH ORDNANCE LIGHT MAINTENANCE COMPANY

APO 90 US Army

The following is a summarized schedule of the 790th Ordnance Light Maintenance Company from the day it landed in France on D plus 2 Day, 8 June 1944, up until present day, landed at Utah Beach at 1500. Schedule shows the bivouac areas, time spent at each area and mileage between areas.

	BIVOUAC AREA	DATE MILEAGE
On-ship	June 5 - 8	
Ecoqueneville	June 8-16	7 miles
Presville	June 16-22	9 miles
Chef du Pont	June 22-July 5	5 miles
Deuzeville-la-Bastille	July 5-8	4½ miles
Ponte-le-Abbe	July 8-21	5 miles
St. Jores	July 21-28	4½ miles
Periers	July 28-Aug 3	10 miles
St. Osvin	Aug 3-4	43 miles
La-Mancelliere	Aug 4-6	7 miles
Landivy	Aug 6-8	17 miles
St. Germain Le-Foillioux	Aug 8-9	34 miles
LeMans	Aug 9-11	50 miles
Courgains	Aug 11-12	17 miles
Ballon	Aug 12-13	8 miles
Arcomnay	Aug 13-15	10 miles
Chailloué	Aug 15-26	20 miles
Recloses	Aug 26-27	157 miles
Nangis	Aug 27-28	23 miles
Cheney	Aug 28-29	38 miles
LeVezie	Aug 29-30	10 miles
Foncenelle	Aug 30-Sept 6	39 miles
Etain	Sept 6-10	101 miles
Fontoy	Sept 10-12	11 miles
Giraumont	Sept 12-14	14 miles
Lixieries	Sept 26-Nov 3	6 miles
Pienes	Nov 3-9	19 miles
Hettange Grande	Nov 9-18	24½ miles
Thionville	Nov 18-Dec 5	5 miles
Veckring	Dec 5-11	13 miles
Bouzonville	Dec 11-14	13 miles
Veckring	Dec 14-21	13 miles
Thionville	Dec 21-23	13 miles

Elzange	Dec 23-Jan 7	8 miles
Beckerich, Luxembourg	Jan 7-15	42 miles
Arsdorf	Jan 15-21	11 miles
Warnack, Belgium	Jan 21-24	10 miles
Wardin, Luxembourg	Jan 24-26	12 miles
Hamiville	Jan 26-Feb 8	12 miles
Lommersweiler, Belgium	Feb 8-Mar 5	27 miles
Hollnich, Germany	Mar 5-7	9 miles
Giesdorf	Mar 7-9	14 miles
Birresborn	Mar 9-10	12 miles
Mullenbach	Mar 10-13	25 miles
Allenz	Mar 13-18	21 miles
Lingerbalm	Mar 18-20	34 miles
Seibersbach	Mar 20-21	18 miles
Sprendlinger	Mar 21-22	20 miles
Parteanheim	Mar 22-26	6 miles
Weiterstadt	Mar 26-29	36 miles
Herbstein	Mar 29-30	20 miles
Huesenstamm	Mar 30-31	12 miles
Wachenbuchen	Mar 31-Apr 3	49 miles
Sorga	Apr 3-5	38 miles
Vacha	Apr 5-8	17 miles
Viernneu	Apr 8-12	38 miles
Stutzerbach	Apr 12-13	22 miles
Grafenthal	Apr 13-15	32 miles
Ebersdorf	Apr 15-16	23 miles
Blankenberg	Apr 16-19	8 miles
Schwarzenbach	Apr 19-21	28 miles
Marktredwitz	Apr 21-24	21 miles
Windischenbach	Apr 24-26	22 miles
Oberviechdach	Apr 26-27	38 miles
Cham	Apr 27-May 7	26 miles
Zwiesel	May 7-8	42 miles
Markt Eisenstein, Czechoslovakia	May 8-14	12 miles
Wieden, Germany	May 14-?	104 miles
Total Bivouac Areas	68	
Total Mileage	1630½ miles	
Average time per area	Approximately five days	
Average mileage per move	24 miles	