

HEADQUARTERS
505TH ENGINEER LIGHT PONTON COMPANY.
A.P.O. 513, U.S.ARMY

COMPANY HISTORY - MONTH OF JULY, 1944

a. Original Unit:-

- (1) Designation - 505th Engineer Light Ponton Co.
- (2) Date of Organization - 15 May 1942.
- (3) Place of Organization - Camp Gordon, Ga.
- (4) Authority for Organization - General Order #15, Hq. Eastern Defense Command and First Army, dated 15 May 1942.
- (5) Sources from which original personnel were obtained.

(a) Officers

1. Company Commander - Capt. Archibold E. Sutton, O-304319, C.E. by transfer from the Engr. Repl. Training Center, Ft Belvoir, Va.
2. Executive Officer - 1st Lt. Gerald L. Bilbro, C.E. by Transfer from the 75th Engr. L. Pon. Co., Cp Beauregarde, La.
3. Platoon Commanders and Motor Officer - By assignment from the Fourth Engr. Officer Candidate School, Ft. Belvoir, Va. as follows:

Francis F. Carnes, 2nd Lt. C.E. O-1100038
James J. Carnes, Jr. 2nd Lt. O-1100039, C.E.
Burrel D. Carney, Jr. 2nd Lt. C.E. O-1100041
Francis M. Carson, 2nd Lt. C.E. O-1100043

(b) Enlisted Men.

1. Enlisted Cadre of twelve (12) N.C.O.'s by transfer from the 75th Engr. L. Pon. Co., Cp Beauregarde, La. in May 1942 as follows:

First Sergeant - Morton Kamm - 6878116
Master Sergeant - George Underwood -
Mess Sergeant - S/Sgt. John W. Pritchett - 6966756
Supply Sergeant - S/Sgt. William Blankenship
Motor Sergeant - S/Sgt. Kenneth F. Whitehead - 33035175
Platoon Sergeant - S/Sgt. Carlton L. Allen - 6994428
Platoon Sergeant - S/Sgt. Thomas L. Beckham - 6971589
Platoon Sergeant - Sgt. Earl Northrup - 32033188
Mechanic - Cpl. Ival Cooper - 32035482
1st Cook - Pvt. Spec 3rd Cl - Stanislaus J. Andersiak, R-2340718
1st Cook - Pvt. Spec 4th Cl - J. B. Walker - 7088340
Co. Clerk - Cpl. Robert M. Mayo - 7086178

2. Two (2) Mechanics by assignment from the Engineer Hv. Equip. School, Ft. Belvoir, Va. on 15 May 1942 as follows:

Pvt. Balmer E. Sinegar, 33118318
Pvt. Harold A. Geese, 38047063

3. Enlisted Fillers.

The First group of Enlisted fillers consisting of eleven (11) Selective service Privates were received on 29 Sept. 1942 by transfer from Co. "D" of the 82nd Ord. Bn. Cp Gordon, Ga. per SO 54, 3rd Hq & Hq Det. Sp Troops, 2nd Army, dated 29 Sept. 1942. The second, and principal group of Enlisted Fillers, consisting of 210 Selective Service Privates, were received by transfer from the 1222nd Recep. Cen. Cp Upton, N.Y. on 5 Dec. 1942, per par 1 SO 332 Hq 1222nd Recep Cen, Cp Upton, N.Y. dtd 3 Dec. 1942.

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b. Changes in Organization During Period:

(1) Company assigned First Army and attached to 1128th Engr. C. Group during period.

c. Strength: - Commissioned and Enlisted.

(1) Officer Strength at beginning of Period.

- Francis M. Carson, Capt, C.E. O-1100043 Company Commander
- Gilbert F. Moore, 1st Lt. C.E. O-446357, Executive Officer
- Howard D. May, 1st Lt. C.E. O-1110097 Platoon Commander
- John A. McDonald, 1st Lt. C.E. O-1115692 Platoon Commander
- Clifton M. Hanks, 2nd Lt. C.E. O-116497 Platoon Commander
- Lambert G. Keach, 2nd Lt. C.E. O-1113289

2nd Lt. Lambert G. Keach O-1113289 transferred in grade to Hq. First United States Army, 29 July 1944.

(2) Enlisted Strength:

- a. Beginning of Period - 194
- b. Increase during Period - 0
- c. Decrease during Period - 2

Czarnecki, Stephen W. 32644928, dropped from assignment 26 July 1944, Seriously injured, non-battle casualty.
 Smithey, Mason W. 34439674 dropped from assignment 26 July 1944, sick in hospital.

d. Net loss during period - 2

Enlisted Strength at End of Period - 192

d. Stations:

Company stationed at Cibrantot, France, O-364006 French Lambert Zone #1, during entire period.

OPERATIONS DURING PERIOD

For the most part during this period, the Company was detailed on various road maintenance jobs in and about the towns of St Mere Eglise and San Marcouf, and generally the area lying inland from Utah beach.

Maintenance work was done on Route GC 14 from San Marcouf to Ravenoville, which had been badly battered prior to and during the invasion, and which constituted our main supply route. At first temporary work was done by filling shell holes, shaping shoulders and opening ditches, and later bad spots were re-surfaced with gravel and tar.

Several unsurfaced secondary roads were also repaired and maintained. It was necessary to fully utilize all roads in the existing net, because of the heavy volume of traffic in a comparatively small restricted area.

Other operations during July 1944 consisted of supplying transportation to various units, either because their organic transportation was insufficient, or because their entire equipment had not yet landed, or had been lost.

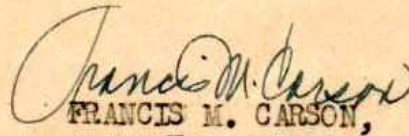
The First Bridge Platoon was attached to the 299th Engr. C. Bn. near Orglandes,

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France, until the equipment of the battalion arrived, towards the end of the month. One section of Light Equipage Platoon was attached for the same purpose to the 1501st Engr. Water Supply Co.

The Company's remaining vehicles, except for the few used on roads being maintained by company personnel, were used to haul rock and gravel for other road maintenance and construction jobs being performed by the Combat Battalions of the Group.

On 22 July the Company was assigned the job of clearing streets and taking down unstable building remains in the badly battered town of Pont L' Abbe. Also, just west of the town where the main road crosses the swamp and the river, an additional bridge had to be built to take the traffic while the Bailey Bridge on the main supply route was removed and replaced with a fixed bridge. It was decided that a Heavy Ponton Bridge would be most suitable, and would be supplied and erected by "A" Co. of the 552nd Engr. Hv. Pon. Bn. However in order to get the equipment to the new site, an approach road had to be constructed through about one hundred twenty yards of soft swampy ground. This job was given to the Company and was accomplished by the Light Equipage Platoon. Rock from demolished buildings in the town of Pont L' Abbe was used as a base and finished off with gravel and a sand clay mix. Large clean stones had to be put in to form the base, since smaller rock had insufficient bearing surface, and simply disappeared in the mush. For this reason the rock for the base layers had to be practically hand picked and loaded on the trucks, making quite a tedious slow job. However the bridge approach was completed on the 27th of July, though the work of clearing in the town of Pont L' Abbe, demolishing buildings and widening roads and traffic turns continued through the end of the month.



FRANCIS M. CARSON,
Capt. 505th Engr. L. Pon. Co.
Commanding.

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