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Transportation Corps**

5th Transportation Battalion



On 17 June 1943, the US Army constituted the 5th Quartermaster Troop Transport Battalion and activated it at Camp Swift, Texas on 25 August 1943.

On 23 November 1943, its lettered companies, A, B, C, and D, were reorganized and redesignated as numbered companies and the battalion headquarters was redesignated Headquarters and Headquarters Detachment, 5th Quartermaster Battalion (Mobile).

From then on, the companies followed separate lineages, although they remained with the headquarters throughout the war.

The 5th Quartermaster Transport Battalion participated in the Third Army Louisiana Maneuvers from 17 December 1943 to 16 February 1944.

On 5 August 1944 it reported to the Boston Port of Embarkation and on 12 August boarded the USAT George W. Goethals.



USAT George W. Goethals (T-AP-182).

The battalion arrived in Clough, Northern Ireland on 22 August 1944.



C Company, 5th Transportation Battalion at Clough, Northern Ireland. Assigned to the 5th Infantry Division, France.

Photograph by Flickr Collection.

Following alert orders in late June 1944, the battalion was able to waterproof its vehicles, and load up supplies on GMC CCKW cargo trucks in preparation for deployment while still carrying out its transportation and supply duties in England through the loan of vehicles from other units. The 5th Infantry Division landed on 9 July 1944. The battalion landed on Utah beach on 10 July 1944 moving initially to Montebourg, France.

Four days later took up defensive positions in the vicinity of Caumont-l'Éventé. Launching a successful attack at Vidouville 26 July, the division drove on southeast of Saint-Lô, attacked and captured Angers, 9–10 August, captured Chartres, (assisted by the 7th Armored Division), 18 August, pushed to Fontainebleau, crossed the Seine at Montereau, 24 August, crossed the Marne and seized Reims, 30 August, and positions east of Verdun. The division then prepared for the assault on Metz, 7 September. In mid-September a bridgehead was secured across the Moselle, south of Metz, at Dornot and Arnaville after two attempts. The first attempt at Dornot by the 11th Infantry Regiment failed. German-held Fort Driant played a role in repulsing this crossing. A second crossing by the 10th Infantry Regiment at Arnaville was successful.^[11] The division continued operations against Metz, 16 September to 16 October 1944, withdrew, then returned to the assault on 9 November. Metz finally fell on 22 November. The division crossed the German border, 4 December, captured Lauterbach (a suburb of Völklingen) on the 5th, and elements reached the west bank of the river Saar, 6 December, before the division moved to assembly areas.

On 16 December, the Germans launched their winter offensive in the Ardennes forest, the Battle of the Bulge, and on the 18th the 5th ID was thrown in against the southern flank of the Bulge, helping to reduce it by the end of January 1945. In February and March, the division drove across and northeast of the Sauer, where it smashed through the Siegfried Line and later took part in the Allied invasion of Germany.

On 30 January 1945, the battalion crossed into Luxembourg, and Germany on 26 March.

The 5th Quartermaster Transport Battalion crossed the river Rhine at Nierstein on the night of 22 March 1945. After capturing some 19,000 German soldiers, the division continued to Frankfurt-am-Main, clearing and policing the town and its environs, 27–29 March. In April, following the 5th ID, took part in clearing the Ruhr Pocket and then drove across the Czechoslovak border, 1 May, reaching Volary and Vimperk as the war in Europe ended.

The 5th Quartermaster Transport Battalion served in Northern France, Rhineland, Ardennes-Alsace, and Central Europe Campaigns.

It was inactivated in Germany on 30 September 1946.

It earned the Meritorious Unit Commendations for the European Theater.

Effective 1 August 1946, the Quartermaster Corps transferred functions and responsibilities of truck and aviation units to the Transportation Corps in accordance with GO No 77, War Dept. 24 July 1946.

While on inactive status, it was converted and redesignated as Headquarters and Headquarters Detachment, 5th Transportation Corps Truck Battalion on 1 October 1946.

On 20 November 1950, it was redesignated at the 5th Transportation Truck Battalion and allotted to the Regular Army.

Amphibious Truck

On 22 December 1950, Headquarters and Headquarters Company, 5th Transportation Truck Battalion was activated as the second amphibious truck battalion at Fort Story, Virginia. The Transportation Corps selected Fort Story as the training area for amphibious vehicles because of its sandy beaches and rough surf.

The battalion initially fell under the control of the 54th Transportation Battalion and had control of the following companies:

- 169th Transportation Amphibious Truck Company
- 206th Transportation Amphibious Truck Company
- 458th Transportation Amphibious Truck Company
- 460th Transportation Amphibious Truck Company
- 461st Transportation Amphibious Truck Company
- 489th Transportation Amphibious Truck Company
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In 1950, these companies spent the year training with DUKW amphibious trucks. The 458th, 460th, and 461st Amphibious Truck Companies had been on active duty since WWII and moved to Fort Eustis when the Amphibious Training School moved to Fort Eustis from Fort Gordon Johnston, Florida as part of the move to consolidate the Transportation School into one location. It relocated to Norfolk and then Fort Story.

Reference:

- a. Flicker Collection.

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