

1945

320th Engineer Battalion, 1942-1945

United States Army

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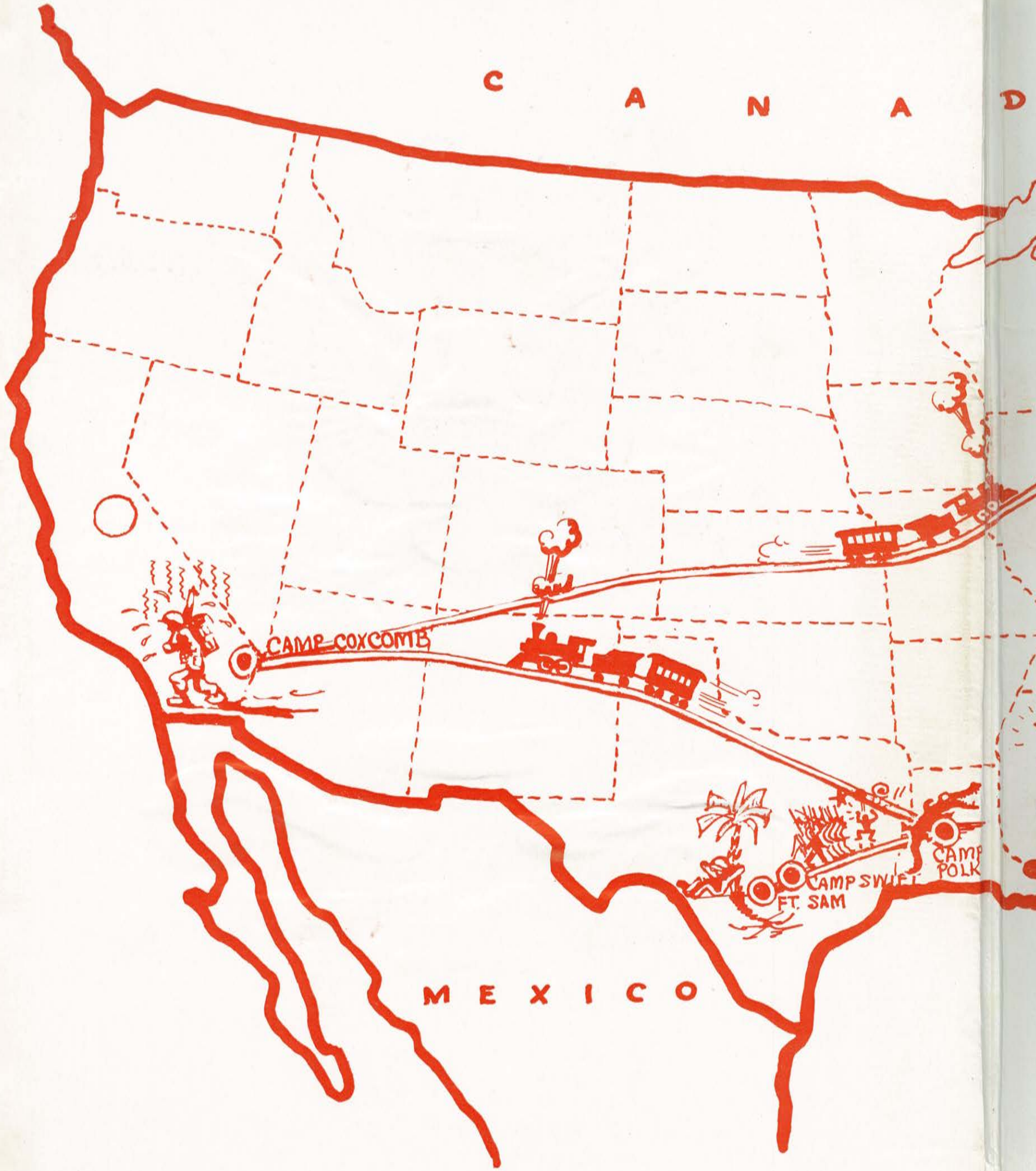
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WISDOM AND

COURAGE

ENGINEER

320TH

BATTALION

Headquarters 320th Engineer (C) Battalion

95th Infantry Division

Camp Shelby, Mississippi

6 October 1945

To the officers and men of the 320th Engineer Battalion:

It has been said that upon the Engineers in World War II rested heavier responsibilities than ever before. Your accomplishments in the execution of these added duties in all of our combat operations were of the highest quality and efficiency. Your resourcefulness with improvised methods, tireless ingenuity and indomitable spirit made no obstacle insurmountable.

After we left Indiantown Gap for overseas duty the battalion came into real existence as a combat unit. Pride in organization of all ranks grew rapidly as we progressed in battle. Your team spirit and techniques improved in each operation. The spirit of loyalty, cooperation and devotion to duty left nothing to be desired. This was especially true during the tough fighting and building assignments in the Metz, Saar and Ruhr areas.

Your experiences and the friendships you have made will be a great pleasure to you in years to come.

Now you will return to your chosen places as soldiers or civilians with a clearer concept of why we fought to preserve our established freedoms and the democratic form of government. Upon leaving the Battalion each of you is assured that your job has been well done.

I shall always cherish the privilege and honor of having been your commander during the maneuvers in the United States and our campaigns in the European Theater of Operations.

Sincerely,

James I. Browther



JAMES I. CROWTHER

Lieutenant Colonel, Corps of Engineers
Battalion Commander and
Division Engineer.



Col. Crowther commanded the 320th Engineers from January, 1943, until inactivated in October, 1945. A native and resident of Baltimore, Maryland, he was graduated from West Virginia University in 1935. He began active duty in February, 1941, as First Lieutenant with the 20th Engineers, (C) Regiment, at Fort Benning, Georgia. After graduation from the Fourth Divisional Officers' and Third Field Officers' Training Courses at Fort Belvoir, Virginia, he was assigned to command the 320th Engineer Battalion.



Major Byron E. Doll



Major Robert T. Davis



Capt. Roland C. Carroll



Capt. Charles F. Cassidy

Battalion Headquarters



Capt. Robert B. Ireland



Capt. Lee Vern R. Leishman

COL. JAMES I. CROWTHER, Commanding Officer
 COL. LELAND B. KUHRE, Commanding Officer
 MAJOR BYRON E. DOLL, Executive Officer
 MAJOR ROBERT B. WARREN, Executive Officer
 MAJOR ROBERT T. DAVIS, Plans and Training Officer
 CAPT. ROLAND C. CARROLL, Dental Officer
 CAPT. CHARLES F. CASSIDY, Dental Officer
 CAPT. LEE VERN R. LEISHMAN, Asst. Plans and Training Officer
 CAPT. RICHARD J. MEISE, Intelligence Officer
 CAPT. FREDERICK HOMAN, Battalion Surgeon
 CAPT. ROBERT B. IRELAND, Battalion Surgeon
 CAPT. LEON HOMER MILOT, Asst. Division Engineer
 CAPT. JACOB OCHS, Battalion Surgeon
 CAPT. ANDREW D. PATRICK, Supply Officer

CAPT. PHILLIP C. TEMPLETON, Supply Officer
 1st LT. JOHN BATA, JR., Dental Officer
 1st LT. RICHARD J. BOYLE, Adjutant
 1st LT. JAMES E. DOYLE, Personnel Adjutant
 1st LT. RAYMOND L. HERSCHEL, Asst. Plans and Training Officer

2nd LT. FREDERICK J. BLATZ, JR., Asst. Intelligence Officer
 2nd LT. ROBERT W. ODELL, Reconnaissance Officer
 C.W.O. RICHARD D. HARLAN, Personnel Adjutant
 C.W.O. ROBERT E. MORGAN, Asst. Supply Officer
 W.O. EUGENE R. STONE, Personnel Adjutant



Capt. Richard J. Meise



Capt. Leon Homer Milot



Capt. Andrew D. Patrick



1st Lt. Richard J. Boyle

Battalion Headquarters



1st Lt. Raymond Herschel



2nd Lt. Frederick J. Blatz, Jr.



C.W.O. Robert E. Borgen



W. O. Eugene R. Stone

HEADQUARTERS & SERVICE COMPANY



LT. COL. CARL J. ISLEY
MAJOR MICHAEL MESSNER
CAPT. WALTER KOPPELMAN, JR.
1st LT. JOHN P. BEESON, JR.

1st LT. HOWARD D. BORDEN
1st LT. ARTHUR W. EATMAN
W.O. CLARENCE A. ANDERSON
W.O. MARVIN A. TUCK



Lt. Col. Carl J. Isley



1st Lt. John P. Beeson, Jr.



W.O. Clarence A. Anderson

COMPANY

A

CAPT. MELVIN C. STILES
CAPT. CHARLES R. EANES
1st LT. MELVIN HUGH BOBO
1st LT. IRWIN M. GLASSER
1st LT. WM. D. MANIFOLD
1st LT. STUART S. McLEAN
1st LT. JOHN S. SHALALA
2nd LT. JAMES W. BALDWIN
2nd LT. DOMINICK CIARAVELLA
2nd LT. SAM O. ST. JOHN



Capt. Charles R. Eanes



1st Lt. Melvin Hugh Bobo



1st Lt. Irwin M. Glasser



1st Lt. Wm. D. Manifold



2nd Lt. James W. Baldwin

COMPANY B



Capt. Wm. T. Book



Capt. Andrew J. McGovern



1st Lt. Edward J. Kendrick

CAPT. ANDREW J. MCGOVERN
CAPT. WM. T. BOOK
1st LT. EDWARD J. KENDRICK
1st LT. CARL R. MORTON
1st LT. EDUARDO MUXO
1st LT. ROBERT H. PERET
1st LT. PETER P. ZANOWIAK

2nd LT. CHARLES E. BENNETT
2nd LT. JAMES D. DURHAM
2nd LT. ROBERT R. GERMAIN
2nd LT. ROBERT C. HARPER
2nd LT. CHARLES L. HAWLEY
2nd LT. JACKIE C. RUNYON

COMPANY B



1st Lt. Carl R. Morton



1st Lt. Robert H. Peret



2nd Lt. Charles E. Bennett



2nd Lt. Jackie C. Runyon

COMPANY C

CAPT. ELIAS L. TOLBERT
 1st LT. EDWARD HERBERT
 1st LT. DUDLEY B. HILE
 1st LT. JOHN G. KEOUGH, JR.
 1st LT. STEPHEN PIPKA
 1st LT. DANIEL E. ROSE
 1st LT. ROBERT L. SECHLER
 2nd LT. HOWARD J. EDELSON
 2nd LT. EUGENE R. ROBINSON
 2nd LT. RICHARD K. VALLEY



Capt. Elias L. Tolbert



1st Lt. Edward Herbert

1st Lt. Dudley B. Hile



1st Lt. Robert L. Sechler



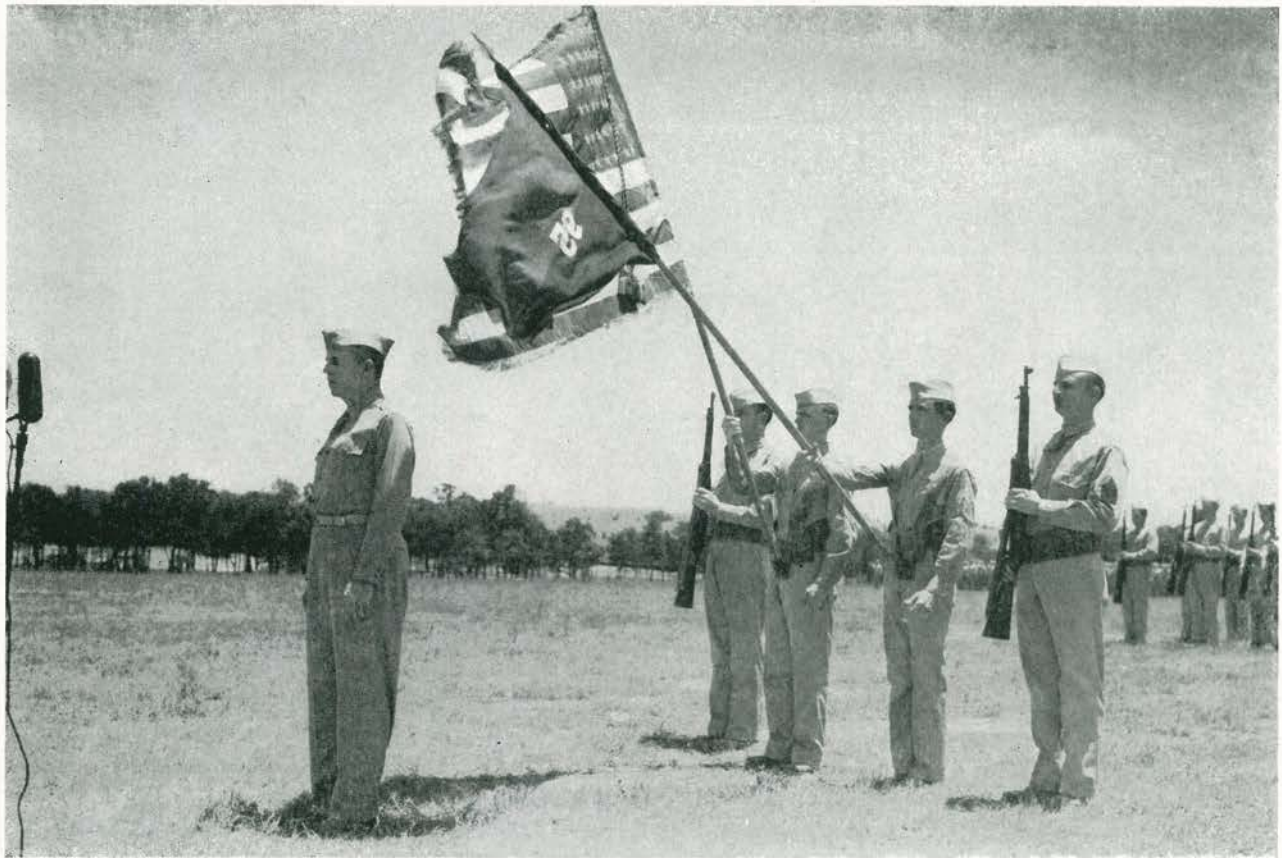
2nd Lt. Eugene R. Robinson





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Activation ceremony. General Harry L. Twaddle, Division Commander, July 15, 1942

The Story of the **320th ENGINEER BATTALION** **Preparation for Combat**

The 320th Engineer Battalion was activated as part of the 95th Infantry Division on July 15, 1942, at Camp Swift, Texas. The enlisted cadre for the Division was furnished by the 7th Infantry Division. The officer cadre had been drawn from many organizations and received refresher courses before reporting to the Division. Additional officers were received direct from Officer Candidate Schools. Maj. Gen. Harry L. Twaddle came from the War Department G-3 to take command of the Division. Lt. Col. Leland B. Kuhre came from the St. Louis Engineer District to command the 320th Engineer Battalion.

The first men were assigned to the Battalion during the first week of July, and by activation day the Battalion had received over half its men. Activation day was marked by a parade in which all the new men participated, passing in review before Major General Twaddle after he had received the National Standard.

Additional new men were assigned, bringing the Battalion almost up to strength by the end of July. To the men fresh from civilian life, the early days of training were ones of torture. Close order drill, military courtesy and discipline, calisthenics and marches filled each day so that lights out at 2100 was not too early to find most men in bed.

In a few weeks the men were beginning to feel, talk and act like soldiers and were learning that the job of becoming a combat engineer was one of the hardest in the army. We learned that in addition to the regular engineer duties such as bridge building, repair and maintenance of roads, demolitions, placing and lifting mine fields, use of the mine detector and flame thrower, that we were also required to become proficient in Infantry tactics. We learned to take pride in becoming an engineer soldier, and in our pride, held ourselves slightly aloof from the ordinary soldier who was not an engineer.

Marches became increasingly longer and the training schedule became more arduous. We learned the basic principles of bridge and road construction, how to use our weapon and how to care for it, and the art of tent pitching. We became proficient in KP, policing the area, and scrubbing the barracks for Saturday morning inspection. At night there were passes into Austin, Bastrop, Elgin or other nearby towns, or we stayed in camp to write letters or drink beer at the PX. At the end of five months we were surprised to find that we no longer felt or acted like civilians, that the tasks which had been so hard at first were now easy—in fact, that we were soldiers.

Top: Sequin, Texas, near Fort Sam Houston.
Improved jeep floats for river crossing.



Bottom: Cable crossing for jeep.



Right top: Improved float made from tarpaulin from two and one-half ton truck and branches from trees.

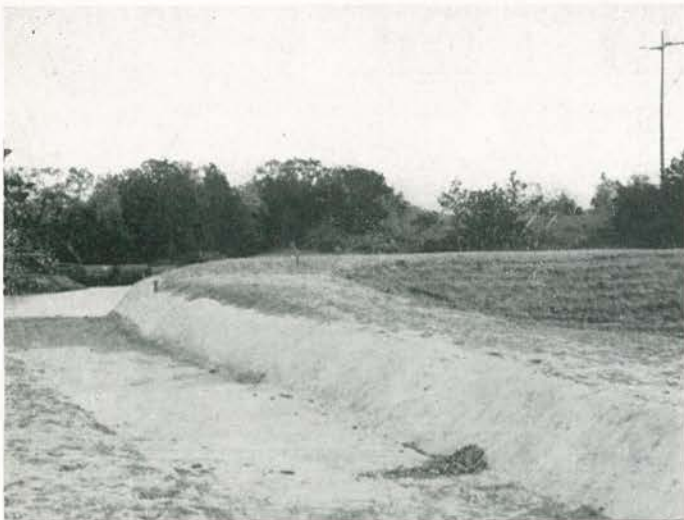


Right bottom: Half track cable being used for river crossing expedients.

General view of Branntown, Camp Bullis, Texas. Constructed by 320th Engineer Battalion and used by Division troops for training in village fighting



Camp Swift, Texas. 320th Engineers constructing spillway to dam using soil cement materials for surfacing of sides and bottom of spillway.



Finished spillway to dam constructed by 320th Engineers at Camp Swift, Texas. Close-up of structure in Branntown, Camp Bullis, Texas, 1943.



River crossing demonstration, Seguin, Texas, Guadalupe River



Louisiana maneuvers. 320th Engineers installing bridge across Sabine River that separates Louisiana and Texas

After a demonstration of "river crossings," the men of the 320th Engineers and the 379th Infantry Regiment are shown enjoying a rest period in their ever-faithful steeds, the jeeps. Even after the hard work they have just endured, it is interesting to note the high spirits still reflected in their faces

320th Engineers crawling across infiltration course they constructed at Camp Bullis. Just over their heads, .30-caliber machine gun fire is flying

Engineer flame-thrower operator assaulting fortified position, Camp Bullis, Texas

General view of infiltration range, Camp Bullis. Captain Talbert of Company C preparing to go through course



Early in December the Division moved to Fort Sam Houston, Texas, for its first permanent change of address. Ft. Sam, a beautiful post, located on the edge of San Antonio, Texas, was only a short bus ride from the center of the city. The training area for Ft. Sam, Camp Bullis, located about 22 miles from the Fort, was a vast expanse of rocky terrain covered with scrub growth, ticks and chiggers.

Shortly after arriving at Ft. Sam, the Battalion started to issue its first furloughs and many men were lucky enough to be home for Christmas or New Years.

Marches continued to play a large part in our physical conditioning. Test marches were conducted in which each officer and enlisted man was required to march five miles in one hour and nine miles in two hours, also marches of 25 miles in eight hours were made, many of them to or from Ft. Sam and Camp Bullis.

Early in January, 1943, Lieutenant Colonel Kuhre left the Battalion for assignment to the command of an Engineer (C) Group just forming at Camp Swift, Texas, and Maj. James I. Crowther assumed command of the Battalion. Later in January a non-commissioned officer cadre was furnished to the newly organized 97th Infantry Division.

During our stay at Ft. Sam the Battalion constructed two mock villages for training in village and house-to-house fighting and erected a simulated segment of the Siegfried Line, complete with concrete pillboxes and entrenchments, for training in the assault of a fortified position.

During March, April and May a series of Division problems were executed at Camp Bullis and at the end of these the Division was ready to move to Louisiana for Summer Maneuvers.

The Battalion moved to the Louisiana maneuver area by motor convoy on June 15, closing into an assembly area near Many, La., on June 16. We had heard many stories about Louisiana maneuvers and the mosquitoes, bugs, snakes, swamps, rain, dust and heat were all and more than had been pictured.

We maneuvered first against flags and then started the real maneuvers with and against the 31st and 88th Infantry Divisions, the 11th Armored Division, and the 15th Cavalry Squadron. For us it was a nightmare. Bridges would be declared knocked out and as soon as they were replaced, the umpires would declare them out again and the work would have to be done over. By-passes by the dozens had to be cut through the swampy growth around knocked-out bridges and cratered roads. Then when the breaks would come and everyone else would be resting, it would be necessary to repair the roads and strengthen the bridges in our area. Water was a great problem, and our water section worked day and night following the swift moving maneuvers to furnish pure drinking water for troops of the Division, and learning the short cuts which proved to be so valuable in combat.

Louisiana maneuvers were completed on August 22, and we went into bivouac in the maneuver area with the mission of repairing all roads and bridges in our area, so they would be in good shape for the next

maneuver period. On September 2 our permanent station was changed from Ft. Sam Houston, Texas, to Camp Polk, La., and we moved into barracks in camp.

The Battalion was authorized to issue furloughs as soon as we moved into Camp Polk. About one-fourth of the men had received furloughs when they were suddenly discontinued. Men, who had given up high positions on the furlough list to secure a more preferred date or to get their clothes in shape, found themselves holding the bag, and learned one more lesson: when the Army offers something, grab it!

The Division was ordered to move to the California-Arizona Maneuver Area for further training. The Battalion turned in all heavy equipment at Camp Polk and entrained for movement to the desert on October 15. Upon arrival in the desert we were assigned to Camp Coxcomb, 18 miles from the nearest civilian habitation of any kind—Desert Center, a bus stop and garage. It was 100 miles to Palm Springs and 200 miles to Los Angeles. A weekend pass to Los Angeles was a major venture, but well worth the trouble and expense. At first the desert was rather overpowering with its quiet and limitless expanse of sand flats and mountains, but we grew to like it. The days were hot and the nights were freezing, with a moon so bright you could distinguish colors. The PX, movies and occasional USO shows provided entertainment, but most evenings were spent in the pyramidal tents with a good warm fire, playing cards, reading or writing letters.

In December there were a series of squad problems, followed in January by maneuvers with the 11th Armored Division.

During the first two weeks of February, the Battalion was engaged in preparing for its move from Camp Coxcomb, Calif., to Indiantown Gap Military Reservation, Pennsylvania. At the same time the California-Arizona Maneuver Area was being closed and the Battalion was detailed to supervise and load approximately 3,500 vehicles of all types to be shipped by rail to Army Posts throughout the United States. In addition to the above assignment, the Battalion supervised the loading of the entire Division's material for shipment to the new station. The Battalion was commended for the excellent work that was done in such a short period of time.

The Battalion left the desert by rail from Freda, Calif., at 2100, February 18, 1944, and proceeded to Indiantown Gap, Pa., arriving at its new station at 0500, February 23, 1944. After the dry heat of the desert the cold, damp winter weather at the Gap seemed especially penetrating.

A training program was initiated within the Battalion to qualify all officers and enlisted men in accordance with the provisions of War Department directives on Preparation for Overseas Movement. The program included a review of basic subjects and the training of technicians. Instruction by staff officers and company officers was given under Battalion control to the assembled Battalion. Preparation and presentation was excellent and the interest shown by the men was responsible for the development of a very high grade of operational standards. Special effort was placed on a weekly orientation program to bring the men up to date

California-Arizona Maneuvers

Right—Desert showdown inspection (left to right): Sergeant Emerson, Major Davis, Corporal Behor and Lieutenant Muxo.

Below, left, top to bottom: Sgt. Arthur R. Dux, S/Sgt. Anthony J. Franceschini, T/4 John J. Harrington and T/5 Frederick J. Sujat on a problem.

Below, right: Men of Company C receiving final instructions for night attack problem.

Center, left: Company C machine gun position showing Sergeant Jackson, Private First Class Welsh as gunner and Sergeant Hibicke as assistant to gunner. First platoon, Company C, November 26, 1943.

Center right: On reconnaissance, Lieutenant Rose, Company C, gives plan of operation for platoon night problem.

Lower left: Private Polewski, Company A, at listening post showing noise installation, tin cans on wire, surrounding entire supply dump. Mission, to secure abandoned enemy supply dump for our troops. Other maneuver problems.

Lower right: Corporal Dudley pointing out enemy activity to Private Voelkner, field of fire 1,200 yards. Machine gun nest. First platoon, Company A.



on activities in the various theaters of war. These one-hour programs included one or two skits which vividly demonstrated the necessity for doing the things prescribed in basic training. A very liberal leave and furlough policy was in effect at this time to comply with Army Regulations and Preparation for Overseas Movement requirements. During the latter part of the month the Battalion received replacements, the greater percentage of whom had attended the Army Specialized Training Program. Most of these men had completed basic training but required training in engineer tasks.

Special effort was made to develop the new replacements by continuing the Battalion-controlled classes. They received special weapons operational training and firing to meet POM requirements. Specialist schools were held for carpenters, electricians, air compressor operators, etc. A new competitive interest in training was aroused within the Battalion when the Battalion Staff Officers conducted weekly tests, by platoons, on subjects covered during the weekly period. The results of these tests were published to the men.

In preparation for the scheduled mountain maneuvers in the West Virginia Maneuver Area in May, Battalion Headquarters and the lettered companies sent officers and men to the assault climbing school at Elkins, W. Va. Two officers and two enlisted men from Battalion Headquarters were sent to a school on the operation of the Odegraph at Fort Knox, Ky.

The training program continued with Company B going to the West Virginia Maneuver Area with Combat Team 8 for the first two weeks, and Company C with Combat Team 9, for the last two weeks of May. The companies which remained at the Gap were completing their POM requirements and taking specialist training. A driver's school was started so that every man in the Battalion would be trained and licensed by June 10. A very extensive athletic program was introduced for physical conditioning of all officers and enlisted men.

Company A went to the West Virginia Maneuver Area with Combat Team 7, for the first two weeks of June. The Battalion prepared all items of equipment for turning in and also made the necessary crates for packing minimum essential equipment for the Division to take overseas. A school was conducted by Lieutenant Colonel Crowther for all Divisional units on packing, crating and marking of equipment for overseas shipment. Company officers supervised the packing and crating of the Combat Teams which they normally support.

An advance detachment of officers from Battalion Headquarters, consisting of Maj. Robert T. Davis, Capt. Andrew D. Patrick, Capt. Leon H. Milot, First Lieutenant Richard J. Boyle and John G. Keough, departed on June 25, 1944, for the Port of Embarkation.

The Battalion was fully trained, equipped and ready for overseas shipment and combat.

ENGLAND

Early in July, 1944, orders were received for the Battalion to prepare for overseas movement. After two years of intense and arduous training, this was the order that every one was expecting. Last minute inspections were completed and all faulty items of clothing and equipment were turned in and new clothing and equipment drawn.

Officers and men spent the remaining days in getting their families started home, and as usual, those men of the Battalion without families had many good-byes of their own to say. Pennsylvania towns of Harrisburg, Pottsville, Shenandoah, and many others, which had become very familiar to the men of the Battalion, were scenes of tearful leave-taking and promises to write. After the solitude of the desert, the pretty girls and wonderful hospitality of the people of Pennsylvania, had moved the hearts of the men. Lifetime friendships were formed and, since our return to the United States, several men have returned to Pennsylvania to marry young ladies they met while stationed at the "Gap".

On July 26 the Battalion area was cleared and we loaded on trains at 2030 en route to the Port of Embarka-

tion. At 0845, July 27, we detrained at Camp Myles Standish, Staging Area for the Boston Port of Embarkation. Here everything moved with clocklike precision—orientation on security, demonstrations of chemical warfare equipment, abandon ship procedures, and demonstrations of the life rafts and life belts. Impregnated clothing for use in case of gas attack was issued and packed away. Final show-down inspections were held, 95th Infantry Division patches were removed from all garments, and everyone was advised that it was a Court-Martial offense to reveal where we were stationed, what unit we belonged to, and above all from what Port we thought we would leave. After this had been accomplished, passes were issued to visit Boston.

On the morning of August 9, 1944, we entrained at Camp Myles Standish and proceeded to the Boston Port of Embarkation. As we detrained, we were met by members of the Red Cross with hot coffee and donuts. After finishing the coffee we all looked around for refuse boxes in which to deposit the paper cups, but a Transportation Officer ordered us to drop the cups on the dock. This was quite a shock to us who had policed

so many areas, and who had been so long and diligently trained not to throw paper cups on docks.

Shortly after 1500 we started up the gang plank of the **SS West Point**. The loading was quick and methodical. An officer standing at the foot of the gang plank called the man's name, the man answered with his first name and middle initial, went to the foot of the gang plank where he was given a card showing his berth space, and walked up the gang plank. At the top of the gang plank guides passed the men along. As each man arrived at his berth, he piled all his gear into the bunk, crawled in on top of it and stayed there until the ship got under way.

We were the last troops to come aboard and while we remained in our berths waiting for the ship to leave the dock, we were advised via the loud speaker system of the ship's rules, such as when and where to eat, when and where to smoke, and where we could and could not go on the ship.

At 2100, August 9, 1944, the **West Point** pulled away from the dock and everyone went on deck to have a last look at home. At last we were overseas bound.

The **West Point** was big and fast and traveled alone. We were assured that it could run away from any submarine that the Germans had. The sea was as calm as the proverbial mill pond and not a man of the Battalion was seasick, although many expected to be and stayed close to their bunks the first day out.

Time passed slowly, filled in with reading, playing cards, napping, and sweating out the chow line. We were served two meals a day, and after the excellent food put out by our own cooks, we found the ship's food almost inedible. To make matters worse, the mess halls were deep in the center of the ship and stifling hot. The big event of the day was the trip to the ship's store for candy, cigarettes, soap, and—every other day—ice cream.

Late on the afternoon of the sixth day out we sighted land far to the south, which we were told was Ireland. The next morning, August 17, 1944, we docked at Liverpool, England. Here, for the first time, we saw the results of aerial bombing. Many docks and warehouses were masses of twisted and blackened wreckage. Late in the afternoon we disembarked and started up a long incline to the train shed. Loaded down as we were with everything we owned, the incline seemed endless and we all thought it must be the longest and steepest ramp ever constructed.

Learning we were to ride third class coaches, we expected something from the middle ages, something even worse than our own coaches with their hard green plush seats and backs with coal soot an inch thick on everything, but we were due for a pleasant surprise!



Battalion headquarters in Winchester, England

The coaches were clean, the seats were wide, comfortable, and upholstered in leather, with two seats facing each other and a built in table between. The windows were full width of the double seats and ventilation was obtained by opening small, screened windows at the top. Just as we were agreeing that the English were not so far behind the times after all, we had our first look at their freight cars or, in English, "Good Wagons". These wagons undoubtedly fill the British needs, but we found them very amusing. They are about the size of a medium-sized truck, have a load limit of 20,000 lbs., and when made up into a train, are coupled with heavy chains. Each wagon has two bumpers at either end, shaped something like a golf tee, which keep the wagons from ramming each other when the train stops.

As soon as we were settled in our seats, American Red Cross girls came through with donuts and coffee, and as we hadn't eaten since breakfast, a K ration, washed down with hot coffee and topped off with donuts, made a fairly satisfying meal. The evenings are very long in England during the summer months, and from the time we pulled out of Liverpool until 2300 we were able to enjoy the English scenery; the clean, well-cared for countryside with every inch of available land under cultivation, the patches of woods so well kept they looked like parks; the neat rows of workers' homes in the factory towns, each with a little plot of grass and a window box of flowers.

On the morning of August 18 we arrived in Winchester in the south of England, where we were met by the advance party. We moved by truck to our new quarters at Northwood Park, three miles west of Winchester. After a hot breakfast we began settling down in our new home. Our quarters consisted of a huge old

manor house, large enough to house two companies, and Quonset hutments in the surrounding area for the other two companies. Officers' quarters were established in two smaller buildings on the estate.

The Manor House had been built in 1876 by a man who made a fortune in African diamonds. After his death, the estate was sold to a syndicate and made over into a boys' school. The original Manor House was remodeled, and a large new wing of dormitories, a swimming pool, and a gymnasium were added. The school failed during the first World War and the property was taken over by the Government as billets for troops. One interesting relic that remained from the British Army's occupancy was the number of small buildings fitted out as kitchens and mess halls. A British Major explained that in the British Army each rank has its own mess hall and men of different rank are not allowed to mingle socially.

The Battalion was at full strength when we arrived at Northwood Park—28 Engineer Officers, two Medical Officers, and 605 Enlisted Men. The advance party had made arrangements for drawing all of our equipment, and it was very evident that our stay in England would be short. Priority was given to the drawing of equipment, but all men that could be spared were given instruction in mine detectors, flame-throwers, the principles of Chemical Warfare, and construction of the British Bailey Bridge. Numerous men attended special training schools, including Civilian Defense School, Stebington Manor, North Walham; Engineer Bridge School, Wallingford, Berkshire; Small Arms School, Westminster, Wills; Order of Battle School, London.

During the long evenings and on Sundays the men were able to go by truck to the larger towns, or to walk to the smaller towns near our camp. This was the most ancient section of England, historically speaking. Winchester was a city and the Seat of Government when London was still a village and most of the early English Kings are buried in the Winchester Cathedral. We had our first contact with pubs and warm beer; we attended dances in the villages of Sparsholt and Littleton, both within walking distance of the camp. We visited in English homes and learned to drink tea with milk, and if we listened very closely, we could almost understand the English speech. Short as our stay was, it was very enjoyable and, as usual, there were romances. T/Sgt. Melvin W. Riston became engaged to a young lady in Littleton and returned to marry her shortly before we returned to the States. In the early part of September the Battalion was allotted a small quota of passes to London, and the fortunate few who

were able to go brought back stories of the enormous size, the places of interest, and the terrible damage from aerial and V Bombs, which was evident in all sections of London.

On the afternoon of September 9 we loaded all equipment on our trucks in preparation for movement to the port. At 0300, September 10, we left Northwood Park, en route to Southampton. As we neared this great port there were more and more signs of military activity, both past and present. Miles of side roads lined with tanks, tank destroyers, trucks, and ammunition; every open field was a bivouac or staging area; preparations the British had made in the first days of the war to repel the threat of German invasion were still intact—prepared road blocks ready to be rolled into position, pillboxes, trenches, foxholes, barb-wire entanglements and miles of concertina wire lining the sides of the main highways. As we approached the port the damage from earlier bombings was evident on all sides.

Upon arrival at the port, the vehicles were lined up for loading onto the ship, and we detrucked carrying only our weapons, packs and blankets. As usual our first thought was "when do we eat," and as if in answer to our thoughts, up rolled an American Red Cross Clubmobile with hot coffee and donuts. We were beginning to love the Red Cross, it seemed like whenever we needed coffee the most, they were on hand. We waited on the dock all day while our vehicles were being loaded and shortly before dark it was our turn to board the Liberty Ship, which pulled away from the dock as soon as we were all aboard.

Two top holds on the ship were fitted out with bunks, enough to accommodate about half the men on board, the balance of the men sleeping on the open deck. By morning the ship was well into the Channel, pitching and tossing in the choppy swells; with both rails lined with men tossing right along with the ship. By noon we sighted the French coast and just before dark we pulled into place in a long line of ships and dropped anchor outside the breakwater off Omaha Beach. This was probably the strangest breakwater in the world. Shortly after the D Day landings a terrific storm came up which stopped all landing operations on the beaches. To break the force of the waves so that landing operations could continue, all empty ships in the area were steamed into position end to end, and sunk to form the breakwater.

For two days the Liberty Ship laid at anchor outside the breakwater, while we waited our turn to move up and disembark.

Normandy—The Red Ball—We Move Up

On the morning of September 14, 1944, the Liberty Ship upped anchor and moved into position for disembarkation. Flat bottom scows came along side, the holds were opened and our trucks were winched out of the holds and swung overside onto the scows. The drivers accompanied their trucks and upon arrival at the beach, drove off to the assembly area. The unloading of equipment proceeded very quickly and was completed, except for the jeeps, by the middle of the afternoon, at which time LST's came alongside to take off personnel and jeeps. Three jeeps were loaded on each LST and we wedged ourselves around the jeeps. The trip to the beach was a short one and the LST dropped its ramp on a rock fill built out about 50 feet from the beach and we walked off onto dry land. Upon landing we found that Colonel Leland B. Kuhre, former commanding officer of the Battalion was beachmaster at Omaha Beach.

We marched up from the beach to an assembly area. On all sides was evidence of the battle that had taken place on D Day and the days that followed: smashed forts and pillboxes, shell-riddled buildings, abandoned equipment, areas marked off by white tape with signs in German "Minen" under a skull and crossbones, and beside it our sign "Mines-Beware"; along the road were signs that would soon become familiar to us "Mines Cleared to Hedges."

Upon arrival at the assembly area we were greeted by another sign that really rocked us back on our heels, "SCHEDULE OF FINES FOR DISOBEDIENCE OF STANDING ORDERS: Failure to salute—\$10.00; Wearing the wool knit cap or sweater as an outer garment—\$10.00"; and so on down to "Drunk and disorderly—\$50.00"; another sign read: "Place all refuse in cans, police the area before you leave." We had thought that when we arrived in France all the "spit and polish" would be behind us, but we were beginning to see how wrong we were.

Sergeant Gotto of Headquarters and Service Company cleaning up



From the assembly area we were taken by truck to our bivouac area two miles southeast of Trevieres. As we passed through Trevieres, which was heavily damaged but with some buildings fairly intact, we saw another sign which was to become very familiar: "THIS TOWN OFF LIMITS TO ALL MILITARY PERSONNEL." It was after dark before the last elements of the Battalion closed into the bivouac area and after chow we bedded down for the night in the middle of a cow pasture, being careful to stay well away from the hedges which surrounded the field. We found that the field had but recently been vacated by the cattle, and that it was unwise to roll out our bed roll without first examining the ground.

On the morning of September 15 we received a rush call from Division Headquarters for men and trucks to be furnished by the Battalion for the history making "Red Ball Truck Route." Thirty-two 2½-ton trucks and 96 drivers and assistant drivers were quickly assembled and sent off at 1300 to report to the 377th Infantry Provisional Truck Battalion. On September 17 we were ordered to form an entire Provisional Truck Company from personnel of the Battalion. This was quickly accomplished and comprised 6 Officers and 162 Enlisted Men who were supplied with new trucks which had just been unloaded on the beach. On September 20, 10 more drivers were supplied on Division order; on September 22, 10 drivers; on September 27, 35 drivers.

The French rail system had been completely smashed before the invasion started and until the rail lines could be repaired, the entire burden of transporting supplies from the beaches to the fighting fronts rested on the Quartermaster Truck Battalions.

Due to the swiftness of Allied advances on all fronts since breaking out of the Normandy area, the existing trucking facilities were found to be inadequate and as a consequence mountains of supplies were building up on the beaches while the front line troops were receiv-

First bivouac in France, at Trevieres, France. Battalion CP with Headquarters and Service Company CP and mess fly in background





Battalion sets up camp two miles southeast of Trevieres on September 14, where preparation continued for the journey to the front that came October 12, 1944. Life in tents was unpleasant at times when rains would descend upon the French coast. Chow was frequently eaten in pup tents after sweating out a chow line in a downpour of rain

ing only a fraction of the supplies necessary to remain on the offensive. To move supplies from the beaches to forward dumps the "Red Ball Truck Route" was established. Through routes from the beaches to for-

Trevieres, France. Bivouac area, Headquarters and Service Company, Sergeant Thomas and Sergeant Stoller erecting a volley ball net. September, 1944



ward dumps with alternate routes for the return trip, were marked with "Red Ball" signs. Existing Quartermaster Truck Battalions were augmented by forming Provisional Truck Battalions from units newly arrived on the Continent.

By operating day and night, the "Red Ball" truckers soon transferred the bulk of the supplies from the beaches to the forward dumps. Every man who participated in this gruelling undertaking is proud of the part he played in moving supplies to the forward dumps. The Allied High Command commended all men of the "Red Ball" for their contribution to the prosecution of the war and announced that the "Red Ball" was a material factor in shortening the war.

On October 5 all officers, men, and equipment returned to the Battalion from their duty with the "Red Ball." The following day we were alerted for movement to join the Ninth Army at Longuyon, France. All efforts were concentrated on a last-minute check of weapons and equipment. Early on the morning of October 12 we departed from our bivouac area near Trevieres.

Our route of march the first day was over the same ground covered by our Armies when they were fighting to break out of the bridgehead area at St. Lo, Isigny, Carentan, Countances, Avranches, and closing into bivouac for the night at Le Mans, great French railway center and one of the main targets for General Patton's Third Army after the breakthrough at St. Lo. The signs of the great offensive were everywhere; towns had been pounded into rubble, roadsides and fields were littered with destroyed enemy field pieces and burned-out tanks and trucks.

On the second day we left Le Mans at 0930 and passed through St. Calais, Chateaudun, Angerville, Etamps, closing into bivouac in an old race course one mile west of St. Germain, on the outskirts of Paris. This part of France had received much less damage than the area nearer the coast. It was apparent that delaying actions had been fought only at road junctions as each road junction had a pile of debris from improvised road blocks and a cluster of fox holes.

The majority of cities and villages along the route of march were comparatively free of damage, with the exception of rail yards and industrial targets, which had been subjected to a terrific aerial pounding. This area of Central France was thickly dotted with German airfields and supply dumps which had been bombed into twisted and burned-out wreckage.

On the third day of our journey we left our bivouac area at 0920, passed through the outskirts of Paris, entering the city from the south. Following a half circle route from south to east, we left Paris on the Verdun Road. This glimpse of a great city, hardly touched by the war, with broad, tree-lined boulevards, modern



Colonel Crowther and Lieutenant Hawley conferring over aerial photographs

apartment and business buildings and clean, well-dressed people, cheering and waving as our convoy passed by, filled us all with the desire to return here if the opportunity ever presented itself. Leaving Paris we passed through Chalons, Meneshould, Clermont, Verdun; all famous from the first World War, but hardly touched by this war. Shortly after dark the convoy

was stopped at Etain, where we were to take the north road to Longuyon, and ordered to proceed northeast to Affleville for attachment to the Third Army. From Etain to Affleville we traveled blacked out and for the first time we saw artillery flashes toward the east and southeast. We felt that at last we were about to catch up with the war.



S-1 Section

Le Havre, France

En Route Homeward

Left to right, front row: Tech. Sgt. Risten, Lt. Odell, Lt. Boyle, W. O. Stone, Tech. Sgt. Kowalski, Pfc. Cassey, Pfc. Di Ponziano, S/Sgt. Palmer, T/5 Scott, Pfc. Job, T/5 Petrucci and T/4 Cumming. Rear row: T/4 Altenburg, T/4 Schwartz, T/4 Jackson, T/4 Bodin, T/4 Evans, T/5 O'Connor, T/4 Travis, T/4 Crumrine and T/4 J. Miller.



Medical Detachment

Le Havre, France

En Route Homeward

Left to right, front row: T/5 Ho/meister, T/5 Carpenter, T/5 Weber, T/5 Cummins, Pfc. Turner, Pfc. Salazar, Cpl. Brown, Capt. Ireland. Rear row: Capt. Cassidy, Pfc. Martin, T/4 Stoller, T/5 Armbruster, T/3 Cohrs, S/Sgt. Benson, T/5 Bernay, Cpl. Brewster.



Motor Section Battalion

Olfen, Germany

During Occupation

Left to right, front row: T/4 Davis, W. O. Tuck, T/4 Hopes, S/Sgt. Lorentzen, M/Sgt. Stenerson, T/4 Taylor, T/4 Wooley, M/Sgt. Coe, Lt. Eatman. Rear row: T/5 Sujat, T/5 Brehasky, Cpl. Falbert, T/5 Mayhew, T/5 Larson, Pvt. Dennis, T/4 Wood, T/4 Poppe, T/5 St. Onge, T/4 Carney.



Cpl. Sickafus sets up dark room for operation in Battalion CP building



Sgt. Webber and Cpl. Jaycox checking a German city water main before setting up water supply point

BATTALION HEADQUARTERS ACTIVITIES

Unloading rations at H & S kitchen. Left to right: Mayhew, Humphry Miceli, Flint and Knapp



S-2 section installing camouflage material over map trailer. Left to right: Staff Sergeant Creyisten, Staff Sergeant Steffanelli, Lieut. Blatz, Sergeant Lafferty and Staff Sergeant O'Halloran





Corporal Scott and Sergeants Miller and Altenburg, Remering, Germany



Private First Class Knapp, Sergeant Twitchel and Private First Class O'Connor do KP, Geseke, Germany



Sergeant Ziegler, Sergeant Kowalski, Sergeant Todd and Sergeant Kenzie. Sergeant Ziegler and Todd were later killed in action. First Lieutenant Boyle, Adjutant; Sergeant Evans, stenographer, and Private First Class Scheele, interpreter



H & S Company's kitchen force making ice cream in Remering, Germany. Staff Sergeant Randolph, Sergeant Taylor, Sergeant Carney and Cpl. Nicholas

The Metz Campaign

From October 15 to 17 we bivouacked near Affleville, France. The wind had a sharp edge and a cold drizzle fell continuously. No fires were allowed and we could keep neither dry or warm. On October 17 the Division received orders to relieve the Fifth Infantry Division in the zone south of Metz and east of the Moselle River. The Battalion left Affleville at 1300, Battalion Headquarters and Headquarters & Service Company proceeding to Thiacourt and bivouacking for the night in the grounds around the First World War Cemetery of St. Mihiel. This proved to be the last time we would bivouac for the duration of the war. The following morning we moved into billets vacated by the Seventh Engineer Battalion in Thiacourt. Companies A, B and C relieved the respective companies of the Seventh Engineer Battalion at Norroy, Bayonville and Arnerville.

The relief of the Fifth Infantry Division was to be temporary, to allow them to draw back for a much needed rest and also to give the 95th Infantry Division its battle baptism in what was temporarily, at least, a holding sector. The mission of the 95th Infantry Division was to maintain continuous pressure to keep the enemy off balance by vigorous and aggressive patrolling within the bridgehead. Company C was moved into the line as infantry in the vicinity of Corny. Company B was assigned the mission of constructing an artillery road east of Mardigny and here the Battalion suffered its first casualty. On October 30 Pvt. Norman W. Westphal was wounded by a shell fragment from enemy artillery fire. On October 30 Battalion Headquarters and Headquarters & Service Company moved from Thiacourt to Norroy. Company A moved from Norroy to Pont-a-Mousson.

On October 31 orders were received that the 95th Infantry Division was to be relieved by the Fifth Infantry Division starting November 1. In turn the 95th Infantry Division would move north and effect relief of the 90th Infantry Division on November 1 the Battalion was relieved by the Seventh Engineer Battalion. Battalion Headquarters and Headquarters & Service Company moved from Norroy to Joeuf, establishing the command post in the Chateau Henri de Wendel on the outskirts of Joeuf. This was fighting the war just as it is done in the movies!

The Chateau was a palace with heavy hand-wrought grill work doors leading into an entrance hall of marble, mirrors and statuary. The rooms on the first floor were enormous, with deep leather chairs, inlaid tables and a fireplace in each room. The top three floors were bedrooms, complete with beds, springs and mattresses, and with a fireplace in each room.

Truly the answer to a GI's dream of how to fight a war, the only thing missing being hot running water. But, then you can't have everything. Company A moved from Pont-a-Mousson to Rombas, Company B from Bayonville to Ste. Marie Aux Chenes, and Company C from Arnerville to Joeuf.

During the night of November 1-2 the 95th Infantry Division effected relief of the 90th Infantry Division on a 19-mile line extending in an arc around the western perimeter of the strongly fortified city of Metz and its suburbs, from Uckange on the north to Gravelotte on the south.

The mission of the 95th Infantry Division was to contain the enemy in the Division zone and to prepare to extend its lines to the south to relieve elements of the 10th Armored Division upon Corps order. On November 4 the Battalion was ordered to start reconnaissance for possible assault crossing the sites over the Moselle River in the vicinity of Uckange and make plans for a crossing. By November 7 the crossing sites had been selected, plans and preparations for an assault crossing completed, and an advance CP established in Uckange.

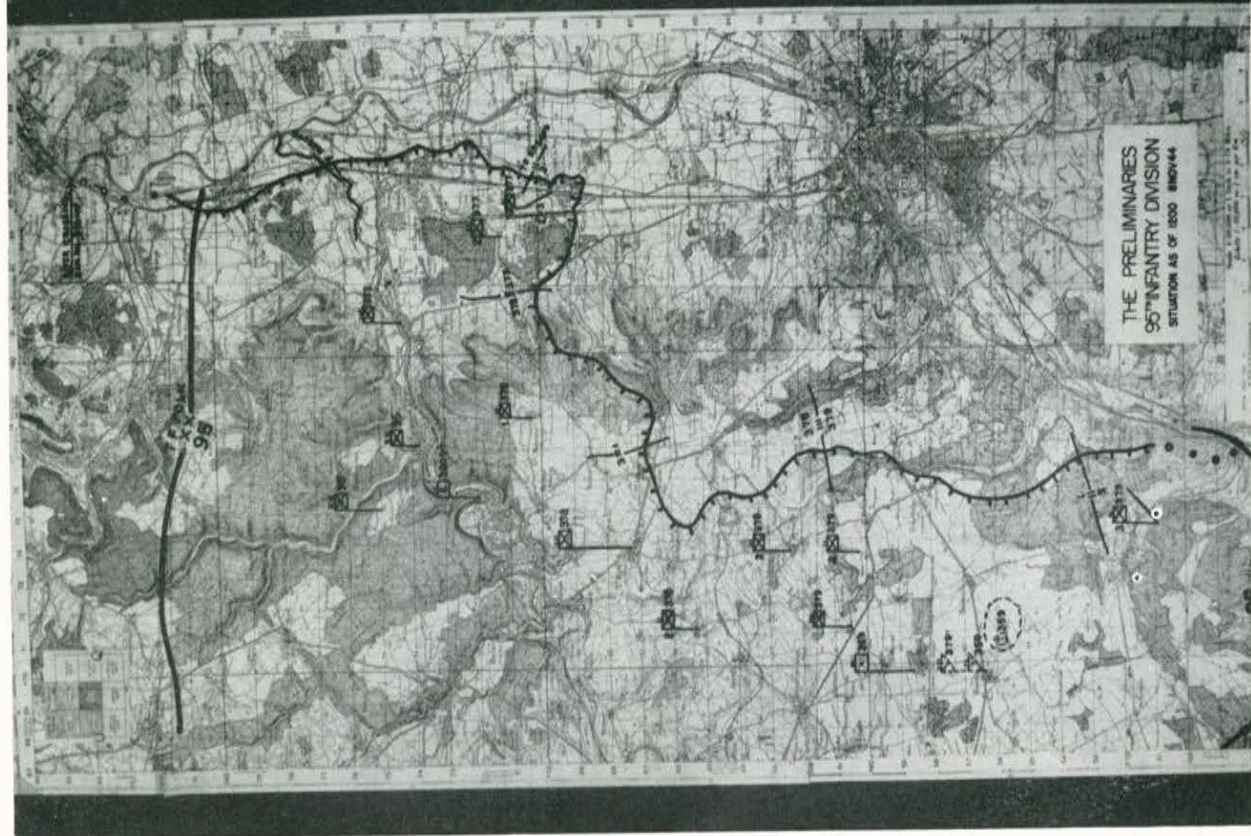
On November 7, 95th Infantry Division Field Order No. 2 was published, stating the overall plan of attack and the mission of the 95th Infantry Division:

Overall Plan of Attack

The XX Corps, in conjunction with the XII Corps on the right, would attack on D-Day (November 8, 1944) to encircle and destroy the garrison of the Metz fortified area and seize a bridgehead over the Saar River in the vicinity of Saarburg. The Fifth Infantry Division will attack from its Moselle River bridgehead to encircle Metz from the south. The 90th Infantry Division, on the night of November 8-9 will force a crossing of the Moselle in the vicinity of Koenigsmacher and encircle Metz from the north. The 10th Armored Division will attack through the 90th Division bridgehead to complete encirclement of Metz. The 83rd Infantry Division, less one regimental combat team, will pass through the 90th Division bridgehead to secure crossing over the Saar in the Saarburg vicinity and establish a bridgehead at that point. The XIX Tactical Air Command will support the Corps attack.

Mission of the 95th Infantry Division

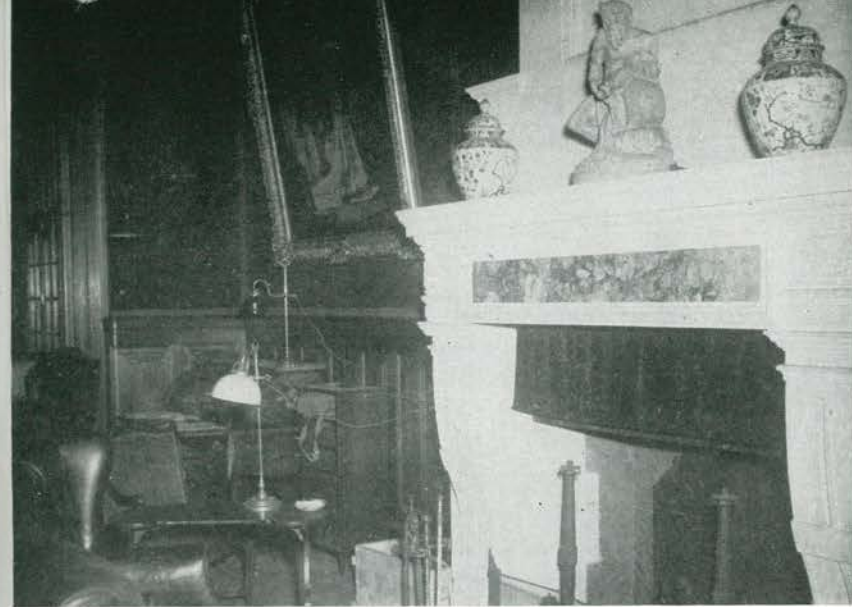
The 95th Infantry Division will relieve elements of the 10th Armored Division containing the enemy in their bridgehead west of the Moselle during the night of November 7-8. In coordination with the 90th Divi-



D-Day, November 8, 1944—attack of Metz begins



Penetration of Metz fortified area begins



Interior views of chateau at Joeuf, France, used by 320th Engineers for a CP and billets of Battalion Headquarters and Service Company officers and men. Left, Colonel Crowther's headquarters, Nov., 1944



Chapel service held in chateau by Chaplain Lehman

sion, the 95th will force a crossing of the Moselle in the vicinity of Uckange and conduct a reconnaissance in force to seize a bridgehead east of the Moselle in the Bertange area. Preparation for the crossing will begin at 1500, November 8. The attack south from the bridgehead will begin only on corps order. In conjunction with the crossing at Uckange, the Division will reduce the enemy pocket east of Maizieres to the Moselle, both efforts so coordinated as to create an indication of a major attack. To maintain constant pressure on the enemy and rapidly follow up any enemy withdrawal. On Corps order, to attack and seize the city of Metz.

During the morning of November 8 final preparations by the Battalion and supporting engineer troops had been completed for "Operation Casanova" at Uckange. The Battalion forward CP and Company A (in support of the 377th Infantry Regiment) were located at Uckange. Battalion Headquarters, Headquarters & Service Company and Company C, which was in reserve, remained in Joeuf. Company B, in support of the 378th Infantry Regiment, was employed as infantry and occupied a front of approximately one mile in the vicinity of St. Privat. At 1500, Lieutenant Colonel Crowther and his staff moved into the advance CP at Uckange and all was in readiness for the coming operation. Company B, 135th Engineer (C) Battalion, and the 991st Treadway Bridge Company, attached units to support the operation, had moved into Uckange earlier in the day with all necessary equipment.

At 1830, under cover of darkness, Engineer crew cleared away barbed wire from the crossing site on the friendly shore in preparation for the operation. At 2030, First Lieutenant McLean and 20 men from the Second Platoon, Company A, crossed the Moselle River in four assault boats at a point immediately south of Uckange. Arriving on the east bank of the Moselle, the men placed bangalore torpedoes and blew a gap approximately 160 yards wide in the enemy wire and minefield. The men returned to the friendly shore at 2050 without casualty, and "Casanova" operation was under way. The return of the men to the friendly shore was the signal for a mortar barrage to be laid on enemy positions as a cover for the assault crossing.

At 2100, the 377th Infantry began its part of the operation. The first infantry assault wave, consisting of Company C, crossed the Moselle in 17 assault boats manned by engineer crews from Company A. The crossing was completed at 2140 without casualty. The infantrymen worked inland about 400 yards under comparatively light artillery and mortar fire, and dug in for the night. Our men remained with the assault boats on the far shore in order to evacuate casualties during the night, and returned to the friendly shore before daylight. Infantry casualties during the night were moderate as the bulk of enemy fire was being aimed at the river where engineers were attempting to build a footbridge. During the night four engineer soldiers were wounded on the enemy shore and evacuated.

At 2215 Company B of the 135th Engineer Battalion began construction of a footbridge and two infantry support rafts, but mortar and artillery fire quickly came

Entrance to Battalion Headquarters, Chateau Joeuf, France



down on the site, destroying the three sections of the footbridge already completed, one of the support rafts, and inflicting 20 casualties on engineer soldiers. Several attempts were made to complete the bridge and rafts, but activity at this site was abandoned when it was found that it only resulted in heavy enemy shelling. Reconnaissance was immediately started for a new crossing site. At 0100, November 9, Company C of the 160th Engineer Battalion, was attached to us to support the crossing operations, and at 0430 they were assigned the mission of transporting Company B and one platoon of Company D, 377th Infantry across the Moselle in assault boats.

During the night our engineers from Company A continued to evacuate wounded from the far shore, one man being wounded during the night's operations. The Moselle, already at flood stage, continued to rise throughout the night.

The bridgehead area was generally static throughout November 9 with intermittent shelling of the bridge site. Smoke was placed on the crossing sites and under its cover, Company C 160th Engineer Battalion crossed ammunition to the infantry, and crews from our Company A evacuated casualties in assault boats. The 991st Treadway Bridge Company and Company B, 135th Engineer Battalion, were detached from us, reverting to Corps control. The river continued to rise throughout the day and night.

During the night of November 9-10 rain continued to fall and the Moselle became a raging torrent more than a thousand yards wide. After two attempts were made to cross the river in assault boats with supplies, resulting in the loss of two boats and four boats being swept five hundred yards down river before they could return to the friendly shore, storm boats with outboard motors were brought up, but the motors would not function.

Finally one motor was repaired and a storm boat with five medical aid men, one infantryman, and two engineers, all unarmed and wearing medical brassards and with the Geneva Non-Combat Cross on the boat, crossed the swollen river to attempt evacuation of wounded from the bridgehead. Their boat was swept a thousand yards downstream before they could reach the east bank, and as two medics jumped from the boat to the shore, two Germans climbed from a two-man fox hole. They spoke broken English and said no Americans were near there and to try upstream.

Still uncertain, however, the aid men returned to the west bank, obtained directions, and once again crossed the Moselle, debarked, and walked inland, and again ran into Germans. This time it was a German officer and several enlisted men. The officer returned the medics salute and in excellent English told them that there were no American troops in the area, that one wounded American was being cared for by the Germans and that the party would have to take to the river and go upstream to reach American troops. On the third try they landed in the right sector and accomplished their mission.

The situation was becoming serious in the bridgehead area, and it was finally determined that the only means of supply of the isolated troops was by air. Ten liaison planes (L-4's) were pressed into service and dropped supplies to the troops from the extremely low level of about 25 feet. A total of 104 missions were flown between noon and 1600, dropping food, ammunition, and medical supplies to the troops.

Company C, 160th Engineer Battalion, was relieved of attachment and returned to the 1139th Engineer Group. Our Company C moved from Joeuf to Fameck, ready to support the crossing operations.

During the night of November 10-11, Company C attempted to install an infantry support raft trail ferry attached to power line towers immediately south of Uckange. The river was so swift that no available motor could effect a direct crossing of the rafts, and at some points the Moselle had become almost a mile wide. The plan was to attach a cable between the two towers so as to fix the course of the rafts from shore to shore. Repeated attempts were made during the night to cross a work party to the far shore, but the motors failed to function and the current was too swift for assault boats. Before daylight on the morning of November 11, all personnel and equipment were withdrawn from the site to the Company C area where the outboard motors were completely overhauled and put in operating condition. At 1100, smoke was placed on the river and personnel and equipment returned to the site without drawing fire from the enemy. Two squads from Company C, consisting of a work party and security party, were crossed to the enemy shore.

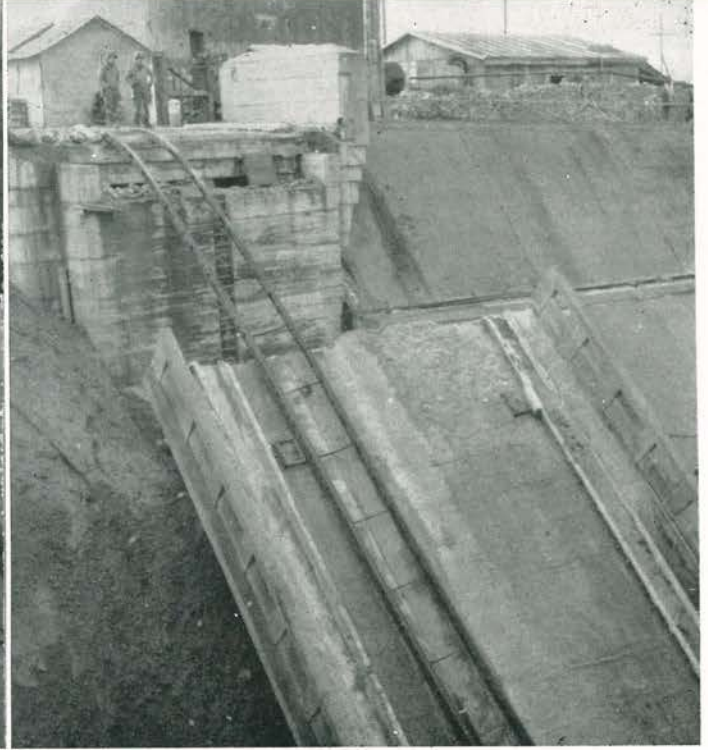
The enemy began shelling the position and severe mortar and artillery fires hampered the work throughout the day and night. The plan for the construction of the flying ferry called for first crossing a telephone wire, using it to pull across a 1/2-inch rope, which would then be used to pull across a 5/8-inch steel cable. After several attempts the use of telephone wire was abandoned as it was continually broken by the swift current. Finally the rope was successfully taken across the river, but all attempts to cross the steel cable failed. One man was wounded during the day's operations.

By midnight the effort was halted, to be resumed the following morning under cover of smoke. Two squads of Company C were left in position on the far shore, and a platoon of Company A dug in on the right flank on the friendly shore as outpost security. Company B was relieved of support of the 378th Infantry and moved into Uckange to support the crossing operations.

During the morning of November 12 efforts to continue the construction of the infantry support raft ferry under cover of smoke were made by men of Company C, but had to be abandoned due to heavy enemy mortar and artillery fire on the site, which wounded two men before the work was called to a halt. Men of Company A, withdrawing from their outpost security position, were caught in the mortar and artillery barrage, and before they could reach cover Pfc's Donald



Bridge blown across the Lippe canal near Kamen, Germany



Blown bridge across Albert canal near Maastricht, Holland

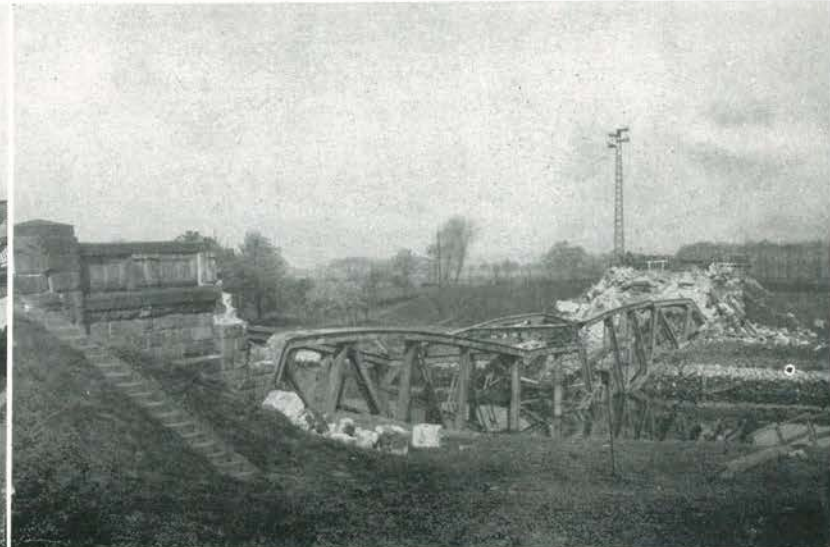
Typical Bridge Demolitions Encountered By 320th Engineers in Restoring Road and Bridge Communications

Bridge demolished across the Lippe River



Bridge blown across the Lippe canal near Hamm, Germany

German demolition job on bridge across the Mohne River in Ruhr Valley



B. Roos and Donald R. Gaspard were killed, and three men were wounded.

During the night of November 11-12, the Moselle had reached its crest and by the morning of November 12 had receded almost a foot, and it was evident that the river would continue to fall at an even greater rate. In this connection, it was revealed in the **Stars and Stripes** that the crossings of the Moselle at Uckange, and at Thionville, had been accomplished in the worst Moselle flood in 29 years.

By the middle of the afternoon the Moselle had subsided enough so that it was again found practicable to effect the crossing of assault boats. Plans were immediately made to cross the balance of the First Battalion, 377th Infantry, and supplies for troops on the enemy shore. Volunteers were called for to supplement the regular motor boat operators. Many men from Headquarters & Service Company volunteered for this duty and also volunteers, with prior motor boat experience, were obtained from other units of the Division. Arrangements were made for counter-battery fire, an OP was established, and the Company Commander, Headquarters & Service Company, was installed as forward artillery observer.

Immediately after dark all storm boats and assault boats were brought to the site and ferrying operations commenced. Two diversionary attacks were started in an attempt to draw enemy fire away from the ferry site. The platoon leader and two squads of the First Platoon, Company B, simulated river crossing operations south of Uckange. At the same time, two men from Headquarters & Service Company simulated storm boat operation north of Uckange by operating an outboard motor in an empty steel drum. These activities were only moderately successful. A few rounds of artillery fell in their vicinity, but heavy mortar and artillery fire continued to be directed at the ferry site. Throughout the night infantrymen and supplies were ferried across the river. Wounded soldiers and German prisoners were brought back on each return trip.

The two squads from Company C that had been left on the enemy shore on the night of November 11-12 remained in their positions throughout the day, but by nightfall they were receiving so much mortar fire that they decided that their position was untenable and six men manned a leaking assault boat, which had been abandoned near their position, and started to row for the friendly shore to obtain aid. The boat filled with water before they reached the shore and they were forced to swim for it. Five men reached shore safely, but Pvt. Francis G. Wood, Jr., was carried downstream by the current and is Missing in Action. The balance of the men on the enemy shore waited for help to reach them, but when an extremely heavy mortar barrage was laid on their position, killing Pfc. Daniel C. Higgins by a direct hit in his foxhole, and wounding another soldier, Pvt. LeRoy T. Logan, Jr., braved the icy waters and swift current to swim the river and summon aid for his comrades. Reaching the friendly shore, more dead than alive, he fortunately made immediate contact with men of his own company and told his story

through chattering teeth. Storm boats were dispatched and the balance of the men were removed from their precarious position without further casualties.

By 1100, November 13 all elements of the First Battalion, 377th Infantry had been crossed into the bridgehead area. A steady ferry service of supplies was maintained for the balance of the day into the bridgehead area. Companies B and C, working frantically to construct a support raft, finally got a cable across the river and anchored, and by 2200 the ferry was in operation and immediately started moving the Heavy Weapons Company, 377th Infantry, into the bridgehead area. One officer was wounded and evacuated.

Under cover of darkness, storm and assault boats were taken to the bridgehead area for the evacuation of wounded and the removal of prisoners. At approximately 2300, a boat-load of German prisoners was being brought back by four engineer soldiers when the outboard motor cut out, a short distance from the enemy shore. Caught in the swift current, it was carried downstream while the crew worked frantically over the motor. Hitting a submerged obstruction, the boat capsized, throwing crew and prisoners into the water. Pvt. Donald K. Scurlock swam to the friendly shore, and although half frozen from the icy water of the river, insisted on accompanying a storm boat in a search for the balance of the crew.

The night was black, with intermittent rain and observation was limited to a few yards, but the boat cruised far down stream, close to the enemy held shore, but without success. No sign of either prisoners or crew was found, and T/4 Arthur W. Todd, T/4 Robert Ziegler and Pvt. Howard Wood, all of Headquarters & Service Company, are Missing in Action.

Throughout the day of November 14 there was little contact with the infantry which had fought its way inland from Bertange, and by 2200 their status was considered "desperate." All available storm and assault boats were held in readiness in case it became necessary to evacuate troops. During the night of November 14-15 a 50-man patrol, including 10 bazooka teams, was crossed into the bridgehead with orders to attempt to join and assist the First Battalion.

During the afternoon of November 14 equipment for the construction of a heavy pontoon bridge was delivered in Uckange. Construction of the near shore approach began at 1830 and between 1930 and 2015 approximately 40 rounds of 150MM artillery fell in Uckange, followed with continuous fire from smaller caliber artillery. The artillery fire so hampered the work that an attempt was made to draw fire at a site south of the town, but the enemy continued firing into Uckange, making work on the approach extremely hazardous.

Ferrying operations continued throughout the night. Additional infantrymen and supplies were carried to the far shore, and at 0400 the infantry support raft was put into operation, ferrying anti-tank weapons to the enemy shore. One storm boat and motor was lost to

artillery fire, but there were no casualties. While Company C was being relieved as security in the bridgehead area at 0545, one engineer was wounded by artillery shells falling in the area.

Smoke was placed on the river at 0600, November 15 to screen construction work on the heavy pontoon bridge, and in spite of intermittent shelling of the area, the near approach for the bridge was completed by 0730. It was decided that because of the artillery fire falling in the area, the actual construction of the bridge would not commence until after dark.

During the day, troops in the bridgehead area had made contact with Task Force Bacon, pushing down from the north, and the main operations in the Uckange area were completed. The advance CP at Uckange was closed at 1800 and all personnel returned to the CP at Joeuf. Company A, less its Third Platoon, took over the balance of the work in the Uckange area, which consisted of operating an infantry support raft, collecting engineer equipment in the area, clearing mine fields into Imeldange, checking Imeldange for mines and booby traps, and providing security for Company C, 160th Engineer Battalion and the 88th Heavy Pontoon Company, who had moved in to construct the pontoon bridge. Company B joined the 378th Infantry; Company C joined the 379th Infantry; and on November 17, upon completion of the pontoon bridge, Company A joined the 377th Infantry, all to support the imminent assault on the city of Metz.

The river crossing operations at Uckange, France, were the first major operation in which the Battalion was engaged and was part of the "Rhineland" campaign. The operations were made extremely difficult by several factors. Orders were constantly changed by Corps, to make the operation fit in with overall strategy. The operation was started as a feint to draw attention from the main effort to be made further north, but as the operation progressed the infantry was ordered to push on inland and leave the engineers to hold a small bridgehead. At no time was the river crossing site free from observed artillery fire and the river, swollen with flood waters at the start of the operations, continued to rise until at the crest of the flood it was almost a mile wide. The operation succeeded in that it drew a tremendous amount of fire and tied up a large body of enemy troops, preventing them from combatting the main thrust at Thionville.

During and after the river crossing operation at Uckange, elements of the Battalion were in direct support of the Infantry Regiments in the historic advance to, and assault on the Metz fortifications.

From November 8 to November 13 the First Platoon, Company C, was in support of the Third Battalion, 377th Infantry, and assisted materially in the advance into Mazieres-les-Metz by gapping and clearing minefields in front of the Infantry, repairing roads, hauling supplies, and evacuating wounded. In addition, they were employed as infantry on November 12-13.

The Second Battalion, 378th Infantry was committed at Thionville on November 11 to effect a crossing of the Moselle at that point. 1st Lt. Daniel C. Rose, Company C, reconnoitered for and chose crossing sites for an assault crossing to be made by the 135th Engineer Battalion. The flooded Moselle was washing out all attempts to construct bridges at other points, and it was vital that the 10th Armored Division cross the Moselle to accomplish its mission.

The crossing site chosen in Thionville was perfect for the construction of a heavy duty bridge because at this point, the river was contained within high stone and concrete banks. By noon of November 11, two companies had been crossed to the enemy shore, and crossing other elements of the Battalion progressed during the rest of the day. Simultaneously, Army Engineers began construction of a 40-ton bridge for the crossing of the 10th Armored Division.

The Second Battalion, 378th Infantry, pushed south from its Thionville bridgehead, capturing Fort Yutz on November 13 and Fort d'Illange on the morning of November 15, after hard fighting against fanatical enemy resistance. On the morning of November 15, the Second Battalion, 378th Infantry, pushing south from the Thionville bridgehead, made contact with the First Battalion, 377th Infantry, pushing east from the Uckange bridgehead.

On Division order, at 1015, November 15, Task Force Bacon was constituted under command of Col. Robert L. Bacon, and comprised the First Battalion, 377th Infantry, the Second Battalion, 378th Infantry, the 95th Reconnaissance Troop, Company D, 778th Tank Battalion, and at 1200, our Third Platoon, Company A, commanded by First Lieutenant Glasser. The Task Force's sector was east of the Moselle to the boundary of the 90th Division, its mission, to push south on the east bank of the Moselle into the City of Metz.

On the morning of November 16, the Task Force started its drive by launching an attack on enemy positions in the woods south of Imeldange. Steady progress was made against stubborn resistance and by the night of November 17, the Task Force was in Malroy, preparing to assault Fort St. Julien, guarding the northern approaches to Metz. Our engineers brought up demolition materials and flame-throwers to assist in the assault. A platoon of 155MM self-propelled guns was attached for direct fire upon the fort. On the morning of November 18 the beginning of the attack was met by stiff and bitter enemy resistance, but by nightfall the fort was in our hands. T/5 Chester B. Shriner was Killed in Action, and two engineers were wounded.

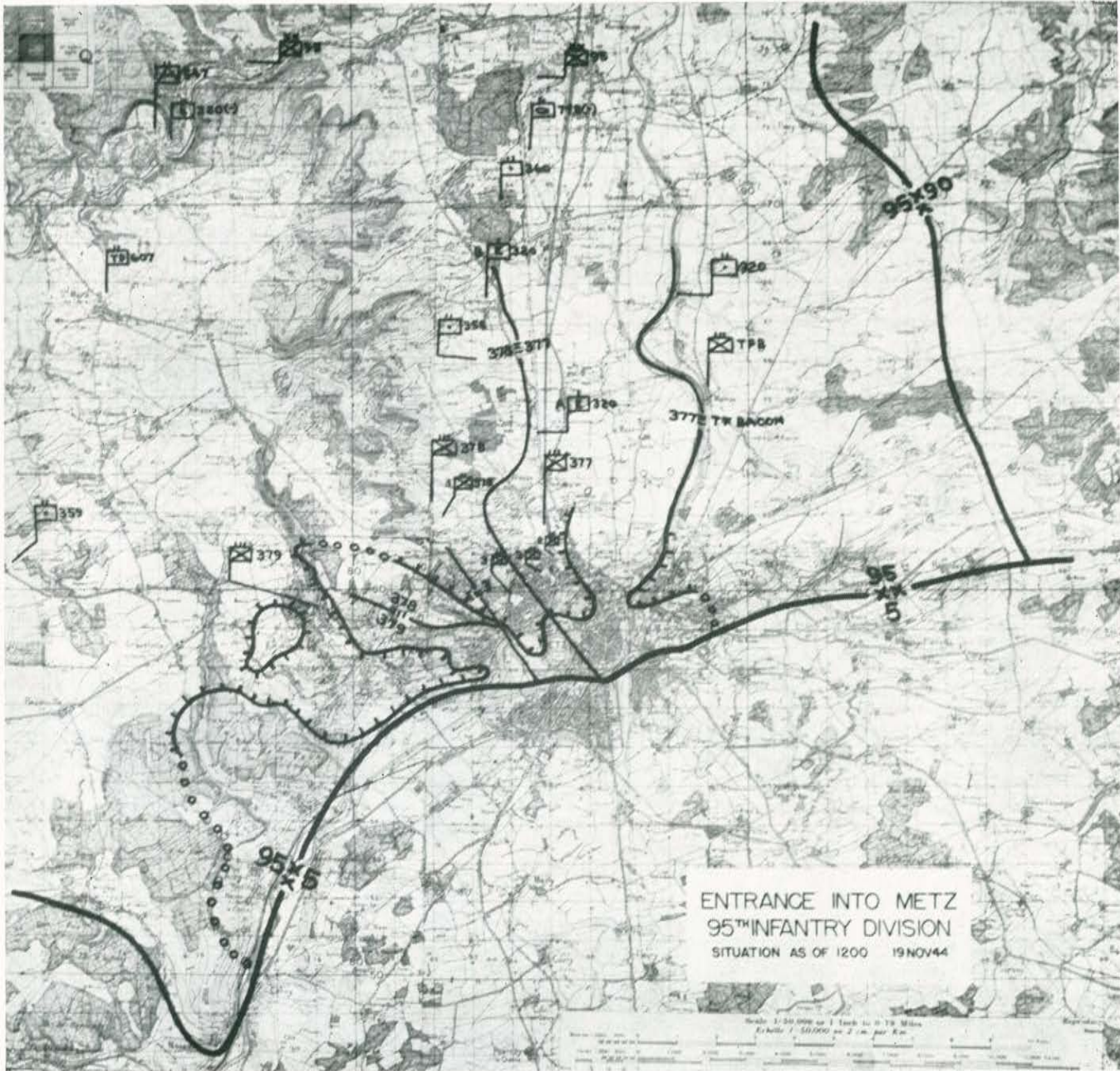
While the Second Battalion, 378th Infantry, was fighting inside Fort St. Julien, the First Battalion, 377th Infantry, by-passed the fort and was heavily engaged in the town of St. Julien les Metz, which fell in the early afternoon. Only Fort Bellecroix now remained between the Task Force and Metz. Patrols were sent out to investigate the possibility of by-passing the fort, and it

BATTLE GROUND OF METZ



LANDRES ALEX
 MARY
 TREX
 THIONVILLE
 UCKANGE
 ROCHMONT
 BOUSSE
 CITE
 D'HAGONDANGE
 ANNEVILLE
 MONDELANGE
 TALANGE
 MAIZIERES-LES-METZ
 HAUCOURT
 ARGANCY
 FLEVILLE LUBREY
 LANTE FONTAINE
 BREY
 HOME COURT
 AVRIL
 JOEUF
 MOYEVRE GRANDE
 ROSSELANGE
 OLOJANSE
 ROMBAS
 PERREVELLERS
 MARANGE-SILVANGE
 ABBEVILLE
 VALLEROY
 AUBQUE
 MONTOIS-LA-MONTAGNE
 MALANCOURT-LA-MONTAGNE
 BRONVAUX
 FEVES
 SEMECOURT
 HATRIZE
 TICHEMONT
 BEAUMONT
 RONCOURT
 ST MARIE AUX CHENES
 OUVRAGES CARROBERT
 GROUPE FORTIFIE LORRAINE
 LA MAXE
 LA MOSELE RIVER
 LABRY
 JARNY
 GIRAUMONT
 JOUVILLE
 BATILLY
 ST PRIVAT LA MONTAGNE
 AMANVILLERS
 OUVR DES CARRIERES D'AMANVILLERS
 GROUPE FORTIFIE DE GUISE
 FT. DE PLAPPEVILLE
 FORT DEROLEDE
 FT. GAMBETTA
 FT. ST JULIEN
 FT. CHAMPAGNE
 CONFLANS
 DONCOURT
 BRUVILLE
 ST MARCEL
 REZONVILLE
 VERNEVILLE
 MALMAISON
 GRAVELOTTE
 GR. FORTIFIE JEANNE D'ARC
 CHATEL ST GERMAIN
 OUVR DE ST HUBERT
 OUVR DE JUSSY
 OUVR DU B-DE-LA-DAME
 OUVRAGES DE VAUX
 MOULINS-LES-METZ
 METZ
 FT. BELLACROIX
 FT. DES BORGES
 CHAMBLEY
 GORZE
 VIGNVILLE
 GROUPE FORTIFIE ORIENT
 VEUX
 ARS-SUR-MOSELLE
 ANCY SUR MOSELLE
 JOUT AUX ARCHES
 FT. GRAF HAESELER
 AUNGY
 MARY
 FT. ST PRIVAT
 MAGNY
 FT. DE QU
 MOSELLE RIVER
 SELLE RIVER

November 19, 1944—Metz falls to Third Army forces



was found that such could not be done and the fort would have to be taken.

Before the attack was launched, however, Germans began streaming out of the fort, hands in the air. Men from the First Battalion started to enter Bellecroix and Company C, 377th Infantry, pushed around the north end to enter the city. Two tremendous explosions shattered the heavy masonry walls. Eight men were killed instantly when their jeeps were buried beneath the rubble, and 49 men were casualties from the blast. All casualties were infantrymen. By nightfall, Task Force Bacon had pushed to the outskirts of Metz.

At 1100, November 19, a platoon of the 95th Reconnaissance Troop made contact with elements of the Fifth Division in Vallieres, thus completing the encirclement of Metz. At 1130, elements of the task force had crossed the Seille River into the City of Metz, and after fierce street fighting, mopped up all organized enemy resistance in their assigned sector, except snipers, by nightfall. The snipers were cleaned out by November 22, when the last enemy resistance ceased inside of Metz. On November 22 the Third Platoon, Company A, left Task Force Bacon and reverted to Company control, joining Company A at Woippy.

On November 17, Company A, less two platoons, moved from Uckange to Woippy with all available river crossing equipment, prepared to make an assault crossing of the Moselle in the vicinity of Metz for the 377th Infantry Regiment. On the night of November 17, two patrols of the 377th Infantry were crossed over the Moselle north of Metz. On November 18, Company A assisted the 377th Infantry in clearing out the remaining German resistance south of Woippy to the Moselle River, by gapping and removing minefields in advance of the infantry and removing demolition charges from trees. During the day reconnaissance was made for possible crossing sites over the Moselle. On the evening of November 18 the platoon left at Uckange, completed its mission and rejoined Company A at Woippy.

At 1300, November 19, Company A, less one platoon, crossed the Second Battalion, 377th Infantry, over the Moselle to the Ile Chambre, in the face of fanatical German resistance. The Ile Chambre, a large island formed by the Moselle River and Moselle Canal, comprised the northwest section of Metz and had been heavily fortified by the erection of log and earthwork emplacements facing the river. The Third Battalion, 377th Infantry, was crossed in the second assault wave. Pfc. Howard J. Bushman was killed, and four engineers were wounded in the crossing operations. On November 19-20 the fight raged for the island portion of the city, with the enemy bitterly contesting each foot of ground. On November 20 the infantry won through to the Moselle Canal and were crossed over the canal into the main part of Metz by our Company A. Pockets of enemy resistance were cleaned out and final mopping up operations were completed in Metz on November 22.

During the fierce fighting for Metz, Company A operated infantry support rafts and storm boat ferries to

supply the infantry, formed carrying teams and delivered supplies to infantry front line positions, and on the return trip, evacuated wounded and prisoners.

On November 20 the 188th Engineer Battalion, and Company C, 160th Engineer Battalion, were attached to construct a 40-ton pontoon bridge across the Moselle at the ferry site.

After fighting ceased inside of Metz, Company A salvaged river crossing equipment and prepared for movement to join the 377th Infantry east of Metz.

On November 16, Company B, less one platoon, moved from Budange to Pierrevillers for direct support of the 378th Infantry Regiment. On November 16 minefields and booby traps were cleared in the vicinity of Semecourt and St. Remy. Road blocks were cleared, and road craters filled on the road south from Semecourt.

The Second Platoon, Company B, was in direct support of the 377th Infantry from November 16 to 18, removing mines and filling craters on the routes of advance, and clearing mines and booby traps from the town of St. Remy. The platoon rejoined the company at Semecourt on November 18.

On November 17, Company B moved to Semecourt and on November 17-18 continued to support the advance of the infantry by gapping minefields, filling road craters and removing demolition charges from trees on the routes of advance. On November 17 one squad supported the First Battalion, 378th Infantry, in the assault and capture of Forts Canrobert I, II, and III. The infantry by-passed Fort de Plappeville and drove southeast toward Longeville-les-Metz, taking the town during the night of November 17-18 and reaching the west bank of the Moselle early on the morning of November 18. An attempt was made to capture intact a bridge over the Moselle by the Third Battalion. Two men reached the far shore and two men were on the bridge when the Germans ignited the charge, destroying the bridge and killing the two infantrymen.

Reconnaissance was immediately started for an assault crossing site and boats were brought up for the crossing. The Second and Third Platoons filled craters, cleared abatis and mines from roads, and removed demolition charges from trees along the main supply road into Longeville-les-Metz.

After a heavy artillery preparation, Company B, at 1130, November 19, made an assault crossing over the Moselle, the Second and Third Platoons crossing the Third Battalion, 378th Infantry, in 13 assault boats. The crossing was made 100 yards upstream from the demolished Symphorien Strasse bridge, from Longeville-les-Metz onto Ile Saint Symphorien. The crossing received light resistance from the enemy, one engineer soldier, being wounded. After pockets of resistance were cleared out on the island, Company B engineers carried nine assault boats across to the Moselle Canal, and crossed the Third Battalion, 378th Infantry, into Metz. Company B immediately started ferrying sup-

plies across the Moselle, where they were unloaded and carried across the island by infantrymen, loaded into boats and ferried across the canal. Company B found an abandoned German pontoon ferry, repaired it, and seven jeeps with trailers were ferried to the island to be used in hauling supplies across the island from the river to the canal. During the night of November 19-20, Company B constructed an improvised foot bridge from assault boats and planking, across the Moselle and across the Moselle Canal and by dawn the Second Battalion, 378th Infantry, had crossed the bridges and entered Metz.

There was intermittent artillery fire from large caliber guns received in Longeville-les-Metz and on the ferry site throughout the operation, from the by-passed forts of Driant, Jeanne d'Arc, and de Plappeville. Company B CP was established in a German barracks in Longeville-les-Metz on the afternoon of November 19; shortly thereafter an engineer was wounded by an artillery shell fragment.

On November 21-22, Company B continued road repair in the 378th Infantry area, and checked public buildings in Metz and Longeville-les-Metz for booby traps. Two hundred pounds of explosives were found and removed from the switchboards in the telephone office in Longeville-les-Metz, and 37 Teller mines, 400 lbs. of dynamite, and 1,000 ft. of Primacord were found and removed from the Post Office building in Metz.

On November 23 Company B collected river crossing equipment and prepared to join the 378th Infantry east of Metz.

At noon on November 16, Company C was relieved of support of the river crossing operations at Uckange and moved to Caulre Farm, in direct support of the 379th Infantry, whose mission was to clean out the small forts around Forts Driant and Jeanne d'Arc, isolating these forts, and then clean out all enemy troops from Metz south to the Fifth Infantry Division boundary on the west side of the Moselle.

On the evening of November 16, Company C demolished pillboxes and casements in the vicinity of Gravelotte. Infantry-Engineer assault teams were organized, beehive and satchel charges were constructed, and plans were completed for assaults to be made on a chain of forts in front of Fort Jeanne d'Arc, starting at St. Hubert Farm and dominating the high ground south to Fort Driant. On November 17 the 379th Infantry moved toward the forts and by 1600 were in position. The Infantry Engineer assault teams took over and advanced toward the forts. The Second Platoon, Company C, supporting the Second Battalion, 379th Infantry, advanced up a long gradual slope toward the emplacements around St. Hubert Farm. The infantrymen moved into position to bring fire power to bear on the emplacements, the engineers were all set to move up with demolition charges, when the enemy placed a murderous mortar barrage on the position, forcing the men to withdraw to the base of the slope.

At 1630 they returned to the attack and won through to the objective, the infantrymen effectively buttoned up the enemy as engineers advanced with beehive charges and demolished the emplacements. It was found that this strong point was made up of reinforced concrete structures, camouflaged as out-buildings of the farm. The Third Platoon, Company C, supporting the Third Battalion, 379th Infantry, launched an assault at 1630 on a pillbox and three large embrasures, south of St. Hubert Farm, and 1300 yards in front of Fort Jeanne d'Arc. Infantrymen effectively buttoned up the enemy emplacements with firepower, as engineers advanced and placed demolition charges. Before the explosives could be detonated the enemy surrendered, 56 officers and enlisted men emerging from the pillbox and embrasures.

During the afternoon's operations, Pfc. Rudolph Belusa was killed and five engineer soldiers wounded.

On the morning of November 18, the Second Platoon, Company C, demolished enemy fortifications at St. Hubert Farm, which had been captured the day before, then moved to support the assault of the Second Battalion, 379th Infantry, on enemy fortifications at Moscou Farm, protecting the northern flank of Fort Jeanne d'Arc. At the same time the Third Battalion, 379th Infantry, with the Third Platoon, Company C, in support, pulled around from their position in front of Fort Jeanne d'Arc and launched an attack on enemy pillboxes and casements constructed around German barracks, north of Moscou Farm. In coordination with these attacks, the First Battalion, 379th Infantry, with the First Platoon, Company C, in support, cleaned out pillboxes and casements on the south flank of Fort Jeanne d'Arc, in the vicinity of Ouvr de Jussy. The reduction of these protecting forts north and south of Fort Jeanne d'Arc, breached the enemy's prepared positions, and the infantrymen poured through these gaps, surrounding and isolating Fort Jeanne d'Arc.

By 1200, November 19, the 379th Infantry, with Company C in support, had reached the Moselle on a wide front, extending from the southern edge of Longeville-les-Metz south to Vaux. This left a narrow enemy salient on the north, from the Moselle River, west to Fort de Plappeville, and a larger salient on the south, fronting on the Moselle from Vaux to Dornat, extending west and encompassing the Bois de Vaux, Fort Driant, and four smaller forts. From November 20 to 23, the 379th Infantry, with Company C in support, reduced the two enemy salients, isolating Forts Driant, Jeanne d'Arc, and de Plappeville. During this period, in addition to support of front line operations, Company C maintained roads in the 379th Infantry area, filled craters and swept the roads for mines.

The 379th Infantry remained in the area as a containing force for the isolated forts, Company C remained in the area until November 24, at which time preparations were made to move east of the Moselle and rejoin the Battalion.

The Metz campaign lasted 14 days, beginning at 2100, November 8, with Operation Casanova at Ukange, and terminating at 1435, November 22, when elements of the 377th Infantry cleaned out the last pocket of enemy resistance in Metz.

What is this Fortress of Metz that makes its capture so outstanding? The city's history is significant. Metz was acquired by France under Henry II and was victoriously defended by Francois de Guise against Spain's Charles V. The great fortifications of the city were built by Vauvan, brilliant engineer under Louis XIV. Fort Driant, the largest and most heavily fortified sector of the Metz area, was originally built by the Germans in 1911 and stands on an eminence 1,200 feet high, sloping steeply down to the Moselle on the east. The city's forts had never before fallen to any force in any war. The 95th Infantry Division, in conjunction with

the Fifth Infantry Division, had taken the city and surrounding forts by direct assault.

On November 23 Major General Twaddle wrote to the troops under his command: "On 8 Nov., at the beginning of our offensive against Metz, I told you: 'The road that leads through Metz is the road that will take us into Germany. On it we will earn the title you choose for yourselves—The Victory Division.' You were 'green' troops when you heard those words. Now, two weeks later, you are old soldiers. In the hell of fire along the Moselle and around the mighty forts of Metz you proved your courage, your resourcefulness, and your skill. Nothing I can say can add to the pride and satisfaction you must feel in your own hearts. Your magnificent performance in this, your first battle, has materially shortened the road that leads to Germany, and to Victory."

The Saar Campaign

After the fall of Metz the badly battered enemy withdrew east of the Nied River, with troops of the Division in hot pursuit. By November 24 the Battalion, having closed into an assembly area between Metz and the Nied River, prepared to support the further advance of the Division. Battalion Headquarters was located at Les Bordes; Company A, supporting the 377th Infantry, was at Noisseville; Company C was at Borny until placed in support of the 378th Infantry, at which time the company moved to Maizeroy; Company B, in reserve, was at Cheuby. All companies engaged in general engineer missions, sweeping for mines, filling craters, clearing roads of debris, and strengthening all bridges in the rear areas to Class 40. Companies A and C made reconnaissance of possible crossing sites over the Nied River in their respective sectors bridging materials were brought up and local materials were assembled for the construction of improvised foot bridges.

Division Field Order No. 3 was published on November 24 outlining the coming operations:

The Corps Mission: The XX Corps, with the 10th Armored Division and the 90th and 95th Infantry Divisions abreast in that order from north to south, will attack at 0730, November 25, to destroy the enemy in the zone west of the Saar River. Crossing the Saar prepared to exploit penetrations of the Siegfried Line, to effect destruction of enemy defenses, and resume the attack to the northeast. The Fifth Infantry Division, in reserve, will be prepared to attack in any portion of the Corps Zone on six hours notice. The Third Cavalry Group will protect the Corps' left flank and the XIV Tactical Air Command will support the attack.

The 95th Infantry Division Mission: The 95th Infantry Division will attack northeast at 0730, November 25, making its main effort on the north flank, to destroy the enemy in the Division zone and seize crossings of the Saar River between Saarlautern and Pachten, both included, to establish a bridgehead to the north, uncovering Rehlingen to facilitate bridging operations for the 90th Division. The Division will maintain contact with the XII Corps on the right flank.

The tasks ahead of the Division could conservatively be described as a large order, including, as they did, three mighty obstacles. First was the Maginot Line, built by the French as a defense against Germany, the line's edge being dulled somewhat by the fact that it pointed to the east, but it could still serve the Germans

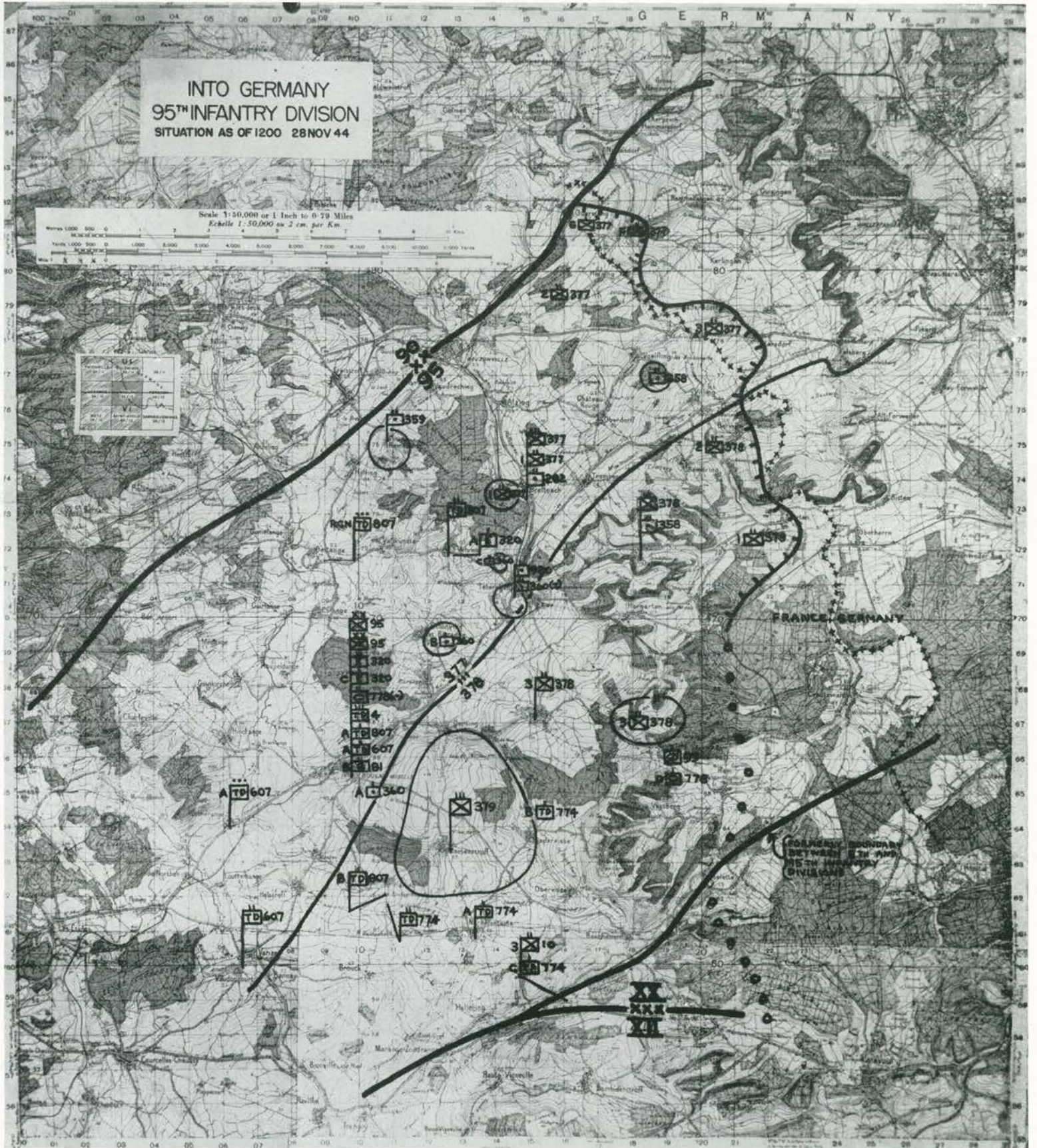
as a line of delaying action. Then came the Saar River, in itself not as great an obstacle as the Moselle, being narrower (averaging about 150 feet in width) and with only a moderately strong current. However, any river could be difficult to cross against well organized enemy defenses, and these the Germans had. Finally, and the greatest obstacle of all, was the Siegfried Line.

Early on the morning of November 25, Company C crossed two battalions of the 378th Infantry, and Company A crossed two battalions of the 377th Infantry, over the Nied River against only slight resistance from the enemy. Company C made crossings at Bionville-sur-Nied and north and south of Raville. During the crossings and the subsequent action, four engineers were wounded. Company A made crossings at Vaudoncourt and Volmerange. After the river crossings the companies displaced forward, Company A to Volmerange, Company B to Courcelles Chaussy, Company C to Bionville-sur-Nied, continuing in support of the infantry, clearing mines, filling road craters, and repairing and strengthening existing bridges.

Closely following the rapid advance of the infantry, Battalion Headquarters moved to Boulay on November 26, Company B to Henning Farm, and Company C to Boulay. All companies engaged in general road work, in addition to which Company A constructed a 40-ton wooden stringer bridge in the vicinity of Boulay, and a timber trestle and treadway bridge over an anti-tank ditch in the vicinity of Ricrange. Company B cleared road blocks and removed demolitions from a bridge in the vicinity of Niederwisse. Battalion Headquarters started making plans for an assault crossing of the Saar River.

On November 28 the first elements of the 95th Division set foot on "Holy German Soil." Shortly after midnight, patrols of the Second Battalion, 377th Infantry, reported they had crossed the German border, but the crossing was not effected in force until Company F, 377th Infantry, took Leidingen at 0945 and by nightfall the 377th Infantry was inside Germany on their entire front, from Gueratling to Ittersdorf. Battalion Headquarters moved to Bouzonville the afternoon of November 28.

The Battalion Commander directed the installation of place signs marking the German border. By daylight, November 29, two signs were in place on the border, one on the Boulay road, one on the Bouzonville road.



Situation map showing 95th Division's position between Maginot and Siegfried Lines on Germany-France boundary



General George S. Patton, Jr., commander of the Third Army at the 379th Infantry Command Post at Saarlautern. 320th Engineers Battalion command post in background

This is what was left of the Saarlautern railroad station when German artillery was through pounding the city





This is the bridge "stole" from the startled Germans the morning of December 3, 1944. Thousands of rounds from the enemy's big guns were fired at the bridge in a futile attempt to knock it out. Top photo shows the rubble that littered the approach to the bridge. In foreground is site where Company C constructed a bridge that could have been used if a number of direct hits would have made the captured bridge impossible.





Battalion S-3 section connecting city power for electric current
Sergeant Bukowski and Sergeant Twitchell



Communications section connecting Battalion and Division lines in Soest, Germany
Sergeant Travis and Sergeant Jackson



Communications section connecting with Division line between
Soest and Borgeln. Sergeant Jackson, driver; Sergeant Travis,
Sergeant Miller

Sergeant Scott answers switchboard while Sergeant Sujat awaits
trip call, Bolder, Belgium



"The Chief" checks Division time with that of the Battalion
Sergeant James I. Kowalski



Wire Team



Two 95th Division men pose in front of the Division sign constructed by 320th Engineers welcoming troops into Germany

The signs read: YOU ARE NOW ENTERING GERMANY THRU COURTESY 95th INFANTRY DIVISION.

The Battalion continued to support the steady advance of the infantry against stubborn delaying actions fought by the enemy. Road blocks and cross roads were bitterly contested, and all bridges were demolished as the enemy retreated, thereby keeping our men on the jump replacing bridges and installing treadways over tank traps, so that heavy weapons and supply trucks could keep up with the steady advance. On November 29 especially stubborn resistance was met on the high bluff overlooking the Saar River at Oberfelsberg. The 379th Infantry was brought into the line with Company C in support. During the fight for Oberfelsberg, men of Company C performed heroically, installing treadway bridges over anti-tank ditches in front of prepared positions, under a hail of enemy machine gun, mortar, and artillery fire. Armor crossed to support the attack of the foot troops, and by the night of November 30 the enemy was driven from the high ground, leaving the Saar River as the only obstacle between our troops and the Siegfried Line. Miraculously only one engineer was wounded during the installation of the treadway bridges.

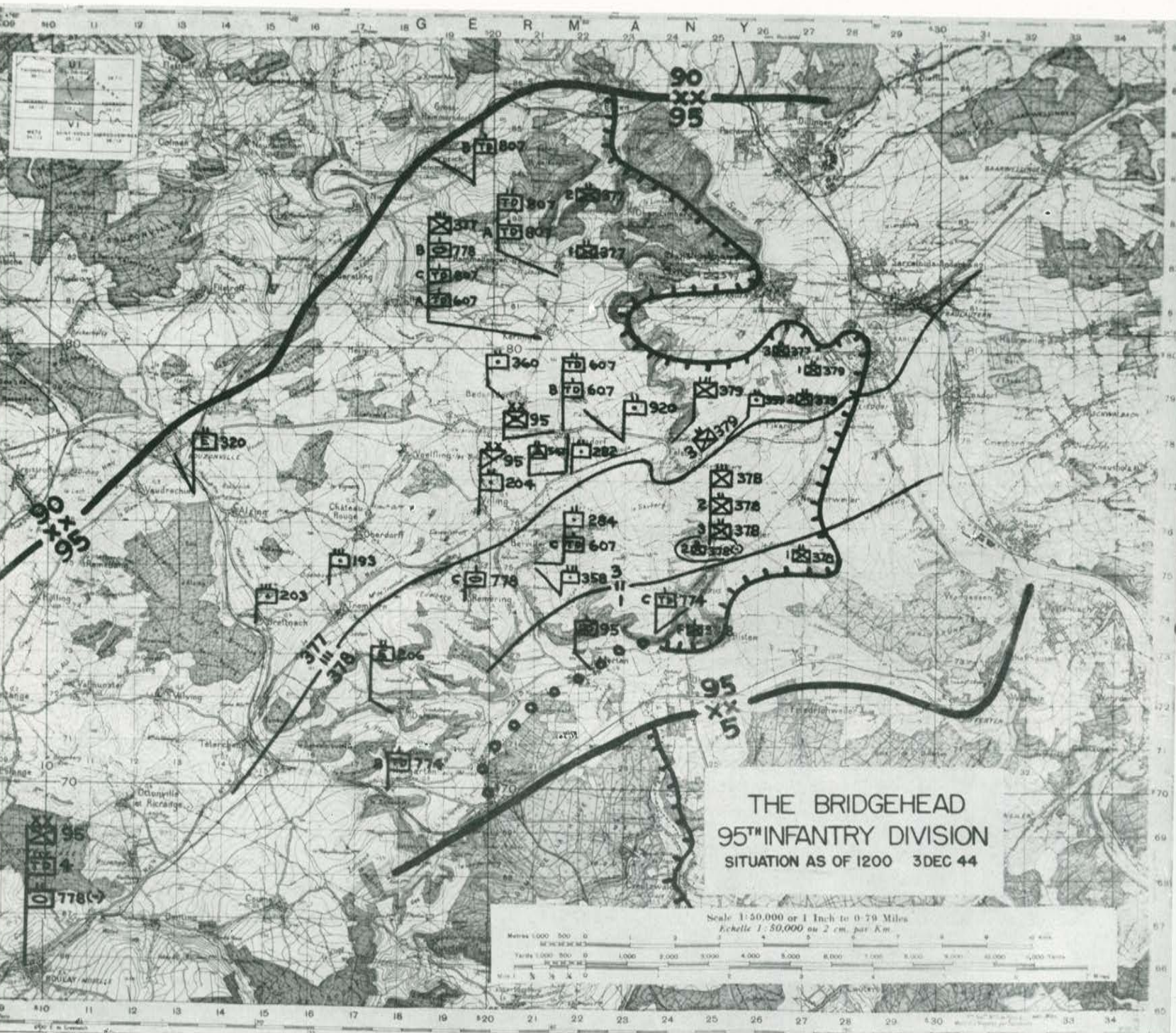
Division Field Order No. 4 was published on November 30 giving the present situation and future mission. The order pointed out that strong defenses of towns on the high ground west of the Saar River, plus numerous counterattacks by the enemy, showed his

desire to delay our advance to the Saar as long as possible, even at the risk of losing small amounts of armor and larger amounts of infantry.

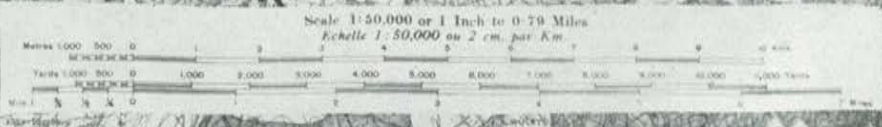
The 95th Infantry Division has the mission of attacking to the Saar, to seize crossings of the Saar between Saarlautern and Pachten, to establish a bridgehead in the crossing area, and to expand the bridgehead to the north to uncover Rehlingen to facilitate bridging operations of the 90th Division. The three Infantry Regiments will attack in zone to the Saar, the 379th Infantry will then pass through the 377th Infantry, force a crossing of the Saar, seize a bridgehead, and be prepared to continue the attack and seize and hold the Rehlingen objective.

During the morning of December 1, the three Infantry Regiments remained in position, preparing to resume the attack following an aerial bombardment of the Saarlautern area. At 1235 the attack was resumed against bitter enemy resistance at all points. During the afternoon, the 379th Infantry initiated movement through the right flank of the 377th Infantry zone to attack toward Saarlautern.

Preparations were being made by the Battalion for the coming assault crossing of the Saar. Lieutenant Colonel Crowther, his staff, and necessary enlisted personnel, moved to an advance CP in Oberfelsberg. Captain Patrick, Battalion S-4, and personnel of the S-4 Section, opened a supply point at Felsberg, Germany, and assembled bridging materials, assault boats and storm



THE BRIDGEHEAD
 95TH INFANTRY DIVISION
 SITUATION AS OF 1200 3DEC 44



boats. Company A and one platoon of Company B were alerted for river crossing operations and reported to the supply point at Felsberg to await instructions.

The 379th Infantry, fighting its way into Saarlautern, and the 378th Infantry to the south, met increasingly stubborn resistance and fought some of the fiercest battles the Division had yet encountered. At the same time, the 377th Infantry met comparatively mild resistance in their sector. On December 2 the 379th Infantry was progressing favorably in the attack on Saarlautern. Heavy resistance was encountered in an enemy barracks on the western edge of Saarlautern, but by 1500 the barracks was captured and the troops pressed on and reached the Saar River. Other troops fighting in the city were meeting heavy resistance in the east end of Saarlautern, fighting was vicious and the city had to be taken house by house and block by block.

Second Lieutenant Manifold was dispatched to the 379th Infantry as liaison officer, and when it was decided to make an immediate river crossing, Lieutenant Manifold, with an Infantry officer, made a reconnaissance for crossing sites and avenues of approach, and reported his findings to Lieutenant Colonel Crowther. Assault boats and crews were brought up, and by 0400, December 3, all men and equipment were in place awaiting the order to start the crossing.

At 0545, December 3, the First Battalion, 379th Infantry, began the accomplishment of a mission which not only became highly successful and completely deceived the enemy, but which effected a Saar crossing in force without a single casualty and in far less time than otherwise would have been possible. Commanded by Lt. Col. Tobias R. Philbin, the Battalion's accomplishment was almost fictional. The expert planning and execution of the crossing resulted in a military rarity—the taking intact of an important bridge, defended by strong enemy positions manned by large numbers of enemy troops.

The amazing operation began at 0545 as the First Battalion's first wave, accompanied by our First Platoon, Company C, crossed the Saar in 44 assault boats, manned by crews from Company A and one platoon of Company B, followed by successive waves. All troops crossed the river without arousing the enemy, not a shot was fired and not a casualty was suffered. Arriving on the north bank of the river, the troops moved generally east until arriving at a road junction approximately 2,000 yards beyond the Saar. Here troops turned to the right and proceeded to the bridge's northern approach. The First Platoon, Company C, commanded by Second Lieutenant Edward Herbert, immediately started checking the bridge for demolition wires and explosives.

Lieutenant Herbert's story of the capture of the Saarlautern Bridge follows: "At 0545, December 3, 1944, my

platoon, the First Platoon, Company C, and I crossed the Saar River with the first assault wave of the First Battalion, 379th Infantry. When we reached the far bank, I reorganized my men and we started up the road, heading due east, at approximately 15 feet to the right of Company B, which was on the right flank of the Infantry Battalion. We arrived at the road junction approximately 2,000 yards from the river and turned to the right and proceeded down the road to the bridge. No shots were fired until we started down this road.

"We encountered a German soldier standing by the side of the road with his hands in his pockets, watching the column go by. When we approached him, he spoke perfect English and said 'I am German,' and stated he was a telephone operator. He was without arms. We proceeded down the road where we encountered a German armored car located at the edge of the bridge. A radio operator was on the inside of the armored car, sending a message, and when captured refused to come out. After being challenged several times, he was bayoneted while still in the car. Standing on the other side of the armored car was another soldier, who was also surprised at the arrival of troops, and he immediately made a dash to get to the switch to blow the bridge. He was shot by Lieutenant Colonel Philbin at a distance of approximately five feet from the switch.

"My platoon was following the head of the column very closely at this time, because the bridge was in sight, and every man made a dash for the bridge. We arrived at the bridge at 0721, and we later learned through PW reports that the bridge was to have been demolished at 0730. All detectable wires were immediately cut and my platoon started checking the bridge with mine detectors and also checked for any other explosives that might be attached to the bridge. In the middle of the bridge there were four 500-pound American bombs laid end to end across the bridge. These bombs did not have fuses fitted into the noses of them.

"We immediately proceeded to the other side of the bridge to check it and there we encountered one officer and three enlisted men who were on their way to the bridge. Upon seeing them I hollered 'Halt!' but they did not stop, so I shouted 'Halt!' again to make sure that they were not our troops, who were advancing at the same time to capture the end of the bridge which I was on. No one answered again so I shouted 'Halt!' exceptionally loud, and I detected the men talking German. We immediately opened fire and killed all four of them.

"While we were still checking that far end of the bridge we noticed several other men coming up the road near the ditches. They were dragging a rubber reconnaissance boat, which apparently had been in the water. We shouted to these men to surrender, but

they continued to keep on walking, so we opened fire and killed all of them. We immediately withdrew across the bridge, as machine gun fire opened up on us. After we arrived on the other side under cover of buildings, fire seemed to come from everywhere. We made several attempts to go back up on the bridge to remove the bombs, but we were unable to because the machine gun fire was too heavy.

"We held this position approximately two hours until Company L (Reinforced) of the Third Battalion, 379th Infantry, drove up on the other side of the bridge and went on by the bridge approximately 500 yards. We made several attempts to get on the bridge, but it was impossible due to the heavy artillery fire. It was not until about 1600 that we were able to get out on the bridge and remove the bombs. We covered the bridge with smoke grenades and with improvised skids we were able to lift the bombs and skid them off the bridge, outside of where they would be in danger of exploding and causing harm to the bridge.

"After removing the bombs we tried several other times to check the bridge for mines and other explosives, but were unable to find any, as the light was getting poor. On the morning of December 4 we attempted to check the bridge again, but to no avail, as the artillery shelling was too heavy. This continued throughout the entire day.

"On December 5 we were able to get out on the bridge and check it thoroughly, where we found eight prepared positions which were hollow channels approximately 24 inches in diameter and 25 feet deep built in the piers of the bridge and filled with dynamite and TNT. It was rather difficult to locate these hollow channels, as the entrances were manhole covers which were located in the gutters of the roadway and were covered with debris. It took practically all day to remove all the explosives. Each hollow channel contained four to five 18-inch diameter x 18-inch deep 60-pound drums of dynamite and eight to ten 25-pound packages of TNT. All explosives, except a sample which was turned in to Battalion Headquarters for observation, were thrown into the Saar River to dispose of them as quickly as possible. It is estimated that 6,400 pounds of explosives in addition to four 500-pound bombs were removed from the bridge."

When the assault crossing was completed at 0615, December 3, Company B started construction of a foot-bridge and completed it at 0645. Through December 3-4 Company A and Company B continued ferrying operations across the Saar, pouring men and equipment and supplies into the bridgehead. Company C cleared mines from the roads in Saarlautern and vicinity and started construction on an infantry support bridge in the vicinity of Saarlautern. When the bridge was 70 per cent completed, it was knocked out by enemy artillery fire and construction work was stopped.

For his work during the period December 2-3, 2nd Lt. William D. Manifold, Company A, was awarded the Bronze Star Medal for heroic achievement against the enemy, and was recommended for a battlefield promotion from Second to First Lieutenant, which he received on December 24, 1944.

On the night of December 3, Battalion Headquarters moved to Oberfelsberg, and an advance CP was established in Saarlautern.

On the afternoon of December 4, Companies A and C went into direct support of the 377th and 379th Infantry in the bridgehead area. On the night of December 4-5, the 378th Infantry with Company B in direct support, made an assault crossing of the Saar River south of Saarlautern in the vicinity of Lisdorf, Germany. Their objective was to advance north and penetrate the Siegfried Line defenses running through Ensdorf and to link up with troops fighting in the bridgehead opposite Saarlautern—the fortified towns of Fraulautern and Saarlautern-Roden.

From December 4 to 17, Companies A, B, and C were in direct support of the Infantry Regiments, and engaged in the most gruelling kind of fighting. Advances were measured in yards, with the Engineers out in front blowing pillboxes and mouse-holing through buildings, clearing a path for the continued advance of the infantry. At the same time the platoon in reserve from each company carried on normal engineer missions, clearing roads, filling craters, searching buildings for booby traps, and locating and marking enemy minefields.

No better picture can be drawn of the bitterness of the fighting during this period than to quote a few of the many citations awarded men of the Battalion for gallantry in action and heroic achievement against the enemy.

Pfc. Lauriano J. Romero and Pvt. Harry W. Seese, Co. A, were awarded the Bronze Star Medal for heroic achievement against the enemy for the reduction of a pillbox and saving the lives of two comrades. The citation follows:

"On the afternoon of December 15, 1944, a pillbox in the vicinity of Fraulautern, Germany, was holding up the advance of the infantry. An American soldier who spoke German called on the pillbox to surrender and ten German soldiers came out, but advised that a non-commissioned officer, refusing to surrender, was still in the pillbox. No more small arms fire was received from the pillbox, but any movement on the part of the American soldiers brought down an accurate mortar and artillery barrage, substantiating statements of the prisoners that the German non-commissioned officer had stayed in the pillbox to act as artillery observer. At 1500 Pfc. Lauriano J. Romero and Pvt. Harry W. Seese volunteered to attempt the destruction of the pillbox. Unarmed except for hand grenades and heavy demolitions charges, they advanced toward the fortification. A heavy mortar barrage was immediately laid on the area. They made a rush for the pillbox and gained the safety of the doorway. After placing their charge they were forced to wait, before detonating it, for the mortar barrage to abate. When the barrage had lessened somewhat, they lit the fuse and ran from the entrance, but mortar fire again began to fall around the pillbox, and they took what cover they could find in the rear of the pillbox. The charge exploded while they were in this precarious position. Two infantrymen rushed forward to occupy the pillbox, but were overcome by fumes. Private First Class Romero and Private Seese, stunned by the explosion but otherwise unhurt, entered the pillbox and removed the infantrymen and the German Staff Sergeant.

"The stubborn courage of the two engineer soldiers during the perilous demolitions task and their speedy

action in evacuating the two infantry soldiers afterwards were instrumental in the capture of a German non-commissioned officer, in the reduction of the enemy position, and in possibly saving the lives of their two fighting comrades."

Pfc. Nicholas J. Antczak and Pfc. John W. Page of Co. A were awarded the Silver Star Medal for gallantry in action for assaulting an enemy pillbox. The citation follows:

"At 0330 hours on the morning of December 8, 1944, Private First Class Antczak and Private First Class Page, accompanied by a covering force of sixteen infantrymen, were assigned the mission of destroying by demolitions a pillbox in the vicinity of Ensdorf, Germany, which had been unsuccessfully attacked the previous night. The route of approach was a circuitous trench system connecting with the entrenchments around the objective. During the advance the party discovered themselves surrounded and a fire fight ensued with considerable confusion resulting. One infantryman escaped and returned to the CP pillbox to report the balance of the party probably destroyed. Private First Class Antczak and Private First Class Page, who were unarmed due to the fact that they were heavily loaded with explosives, broke through the enemy line, made their way between two of the six enemy machine guns firing from in front of the object pillbox, placed their charge on the pillbox door, and exploded it while the fire fight still raged. The concussion killed ten Germans, who had withdrawn into the pillbox, and the explosion so unnerved the enemy engaged in the fire fight that they assumed reinforcements had arrived and surrendered. Private First Class Antczak and Private First Class Page entered the pillbox where four German soldiers in the two rear rooms immediately surrendered. A search of the pillbox was made and two booby traps were removed from these rear compartments. The four prisoners were brought out and consolidated with 22 prisoners captured at the time of the explosion. The two engineer soldiers, using German weapons which they had appropriated, and two infantrymen returned the 26 prisoners to the CP pillbox and reported the accomplishment of the mission, occupation of the pillbox, the killing of five enemy soldiers in the fire fight and 10 by concussion from the explosion, the taking intact of six machine guns, and the removal of two booby traps, in addition to the capture of the 26 prisoners that they brought in. Through dogged determination, a devotion to duty in the face of overwhelming odds, and an utter disregard for personal safety, Private First Class Antczak and Private First Class Page helped accomplish the assignment and turn what appeared to be sure annihilation into a brilliant victory."

T/5 Fred Husa and Pfc. L. Jackson of Co. A were awarded the Silver Star for gallantry in action for repelling an enemy counterattack. The citation reads:

About 1430 hours on December 7, 1944, a pillbox in the vicinity of Ensdorf, Germany, housing approximately 35 infantrymen and 28 engineers, who were waiting for darkness to resume the assault of German fortifications, was counterattacked by an enemy force of about 20 men. Enemy fire through the doorway and embrasure, the only two openings in the pillbox, pinned all men to the ground, but when the gunner of the .30-caliber heavy machine gun, which was the only automatic weapon in working order, was wounded, Pfc.

Thomas L. Jackson braved the enemy fire and moved to the machine gun located in the center of the open embrasure approximately eight feet square. Private First Class Jackson was wounded twice in one leg while moving into position, but despite his wounds he adjusted the machine gun and opened up on the enemy, five of whom are known to have been killed by his well-directed fire.

"During the time Private First Class Jackson was moving to the embrasure and manning the machine gun, T/5 Fred Husa braved the enemy fire and moved to a position just inside the doorway and prepared to help repel the attack. As he was going to a prone position to open fire on the enemy, a machine gun bullet struck him on the point of the left shoulder and emerged approximately six inches lower through his back. Despite this serious and painful injury, Technical 5th Grade Husa opened up on the enemy with his M-1 rifle and is known to have killed two of them with his well-directed fire.

"The attack was broken up and the enemy forced to take cover.

"Private First Class Jackson's and Technical 5th Grade Husa's courageous actions in breaking up the German attack was an inspiration to all occupants of the pillbox who, when the Germans had been driven under cover, moved out into the trenches and engaged the enemy in battle and left a total of 13 dead on the field, out of the estimated 20 making the counterattack."

Pvt. Towner A. Jayne of Co. B was awarded the Silver Star for gallantry in action for rescuing two wounded comrades under enemy fire and promoted to sergeant for his leadership in reorganizing his squad after all of his NCO's were wounded. The citation:

"At 0830, December 6, 1944, two engineer NCO's who were wounded, six engineer soldiers and 20 infantrymen, 14 of whom were wounded, were pinned inside a pillbox in the vicinity of Ensdorf, Germany, by enemy machine gun fire. Pvt. Towner A. Jayne discovered two wounded men about one hundred yards out from the pillbox and exposed to enemy fire. Using a trench for the first thirty yards and what cover he could find from there on, he worked his way to the wounded men and dragged them back to the security of the trench from which point an infantryman helped him carry them into the pillbox. During the day Private Jayne organized the men, posted security and returned the enemy fire. After darkness he supervised the evacuation of the 18 wounded soldiers with part of the men, and, with the balance of the squad, held the pillbox until reinforcements arrived.

"Private Jayne's unselfish heroism in rescuing his wounded comrades and grasp of leadership under stress of battle reflect high credit upon himself and on the military service."

Sgt. Mitchell F. Olsta and Cpl. John S. Tiedemann of Co. B were awarded the Silver Star Medal for gallantry in action for reducing an enemy pillbox which had held up the advance for 43 hours. The citation:

"On the night of December 3, 1944, the first assault wave crossed the Saar River in the vicinity of Ensdorf, Germany, moved through the open space between the river and the town, knocked out two pillboxes and oc-



Saar River bridge that was captured intact. 1st Platoon, Company C, won 95th Division battle honors for heroic achievement in capture of this bridge

cupied several houses on the edge of town. As the second wave started to cross the river, a pillbox to the left of the crossing site opened fire, and the second wave was driven back to the friendly shore. The pillbox was built flush with the ground with only the revolving turret, armed with one 20MM and five heavy machine guns, above ground. The pillbox had a perfect field of fire commanding the river, the open field from the river to the edge of town; and as the turret revolved 360 degrees, it was able to cover the houses occupied by the infantry and engineers, who had crossed in the first wave, and all approaches to the pillbox. Tank destroyers were brought up on the friendly shore to fire on the pillbox and an artillery concentration was directed at it; but the shells glanced harmlessly from the armor plate turret. For 43 hours fire from the pillbox blocked all attempts to bring the second wave across the river, or to bring supplies and ammunition to troops occupying houses on the edge of Ensdorf.

"At 1730, December 5, Sgt. Mitchell F. Olsta and Cpl. John S. Tiedemann volunteered to attempt the reduction of the pillbox. Laden with explosives and armed only with hand grenades, they crawled the 150 yards from the nearest house to the pillbox. The entire trip was made under heavy enemy artillery and mortar fire, machine gun fire from the pillbox and American artillery fire aimed at the pillbox. Upon arrival at the pillbox they dropped into the shallow trench surrounding it, placed the charge on the door and blew it in. Thirteen German soldiers in the pillbox immediately surrendered.

"The taking of this pillbox removed direct fire from the river and from the field between the river and the edge of town; thereby allowed additional troops, supplies and ammunition to cross, and secured the edge of town.

"Sergeant Olsta's and Corporal Tiedemann's courage, coolness and extreme devotion to duty reflects great credit upon themselves and exemplifies the highest traditions of the military service."

S/Sgt. Arthur H. Schleicher and Cpl. Warren G. Wills of Co. B were awarded the Bronze Star Medal for heroic achievement against the enemy for reducing an enemy pillbox which had cost the lives of four engineer soldiers in a previous attempt. The citation:

"During the night of December 7, 1944, in the vicinity of Ensdorf, Germany, an unsuccessful attempt had been made to demolish a pillbox which was supported by fire from pillboxes on either flank. In this attempt four engineer soldiers are missing in action and presumably dead. S/Sgt. Arthur H. Schleicher, spurred on by the loss of his comrades and feeling that as platoon sergeant he should make an effort to restore diminished morale, volunteered to attempt the reduction of the pillbox. During the night, he perfected his plans, which included one other engineer soldier to carry demolitions and an infantry soldier with sub-machine gun to give them some fire protection, and made a reconnaissance of the possible routes of approach. He presented his plan to the officer in charge, who approved the plan and insisted on personally furnishing the fire

protection. Cpl. Warren G. Mills volunteered to be the engineer assistant. Early on the morning of December 8 they made their way by a circuitous route to within 25 yards of the pillbox. At this point Staff Sergeant Schleicher covered their advance by smoke grenades which immediately drew heavy machine gun fire. Staff Sergeant Schleicher and Corporal Wills slipped across the opening under cover of the smoke and placed the charge in the pillbox embrasure. One German was killed by the explosion, one officer and nine enlisted men surrendered, and the reduction of the pillbox permitted the infantry to advance and take their objective.

"Staff Sergeant Schleicher's cool courage and grasp of leadership in pressing the assault in the face of furious enemy fire, and Corporal Wills' courage and devotion to duty in the face of furious enemy fire, reflects great credit on themselves and is in keeping with the highest traditions of the military service."

T/4 George A. Siok of Co. C was awarded the Silver Star for gallantry in action for saving the life of a wounded comrade under enemy fire. The citation:

"At 1000, December 3, 1944, a group of engineers were attempting to put an infantry support bridge across the Saar River in the vicinity of Saarlautern, Germany. The work was being done under direct enemy observation; and artillery, mortar and small arms fire was very heavy. During the operation a raft, on which five men were working, received a direct hit and all five men were wounded. Four of the men saved themselves, but the fifth was so seriously wounded that the swift current carried him downstream. T/4 George A. Siok witnessed the event from a foxhole on the river bank; and without thought of personal safety, he braved the murderous enemy fire falling in the area, ran to the river edge, dove into the icy waters of the river and dragged his comrade to safety.

"Technical 4th Grade Siok's heroic deed reflects great credit on himself and is in keeping with the highest traditions of the military service."

Pfc. George F. Montgomery of Co. C was awarded the Silver Star for gallantry in action for his quick thinking and courageous action in the face of overwhelming odds. The citation:

"On December 4, 1944, Pfc. George F. Montgomery and two comrades were following the first wave of infantry into Saarlautern-Roden, Germany. The slowness of effective operation of their mine detector caused the engineer soldiers to become separated from the infantry. One of the three soldiers was wounded by shrapnel, and rather than leave him, Private First Class Montgomery and his companion carried the wounded man into a house. In the house they encountered two German soldiers whom they took prisoners. A German patrol was observed approaching so the wounded man and the two prisoners were removed to the basement. One engineer soldier remained to guard them, but Private Montgomery ran back upstairs. There he ran from window to window shouting at the top of his voice the names of absent members of his squad, calling for them to fire but firing himself for each man as he called. The patrol withdrew. In this manner he deceived the enemy for 36 hours until the second wave of infantry, which had been pinned down by mortar and small arms fire from enemy soldiers, by-passed the first wave, came up and rescued them.

"Private First Class Montgomery's quick thinking, perseverance and courageous action in the face of overwhelming odds saved himself and two companions from capture and prevented the release of two German prisoners."

T/5 Henry E. Barth, Pfc. William G. Farthing, Pfc. William J. Callahan, T/5 Steve Ferro, Pvt. Louis J.

Suspension foot bridge with floating support built under Lieutenant Keough's supervision, Company C



Placing planks into position at bridge site north of Saarlautern





During Battle of Bulge the bridge across Saar River at Saarlautern, Germany, was prepared for demolition by 320th Engineers. Demolition wires protected by planking and sandbags. January, 1945

Moore, Pfc. Herbert Wasserman, Pfc. Andrew E. Dansereau, Cpl. Donald B. Schnabel, and Pvt. John D. Clark of Co. C were awarded the Silver Star Medal for gallantry in action for the reduction of a series of five pillboxes guarding the approaches to Saarlautern-Roden. The citation:

"From December 4 to 7, 1944, five pillboxes with mutually supporting pillboxes on either flank in the vicinity of Saarlautern, Germany, had been holding up the advance of the First Battalion, 379th Infantry. The five pillboxes were staggered from the railroad tracks to the edge of the city of Saarlautern and had perfect fields of fire from this area, which was flat, open terrain, broken only by a few small buildings. The railroad tracks were swept by grazing fire from 20MM automatic weapons on either flank. In the initial advance on December 4 our troops had crossed the railroad tracks and penetrated beyond the first pillbox before it opened fire, but had been pinned down by fire from the pillboxes to their front and flanks; and fire from the pillbox to their rear prevented reinforcements from advancing. Tank destroyers had been brought up, but their direct fire had no effect on the pillboxes. This position was held for two days, until shortage of ammunition compelled our forces to withdraw under cover of darkness to the west side of the railroad tracks.

"At 1500, December 7, T/5 Henry E. Barth volunteered to attempt the destruction of the first of the series of pillboxes. Unarmed, carrying a heavy beehive charge and accompanied by eighteen infantrymen for covering fire, Technical 5th Grade Barth crossed the

railroad tracks, followed by the infantrymen. Two infantrymen were wounded and one killed by 20MM fire while crossing the tracks. They continued their advance to a point 50 yards from the pillbox, where the infantrymen took cover in a small building and opened fire on the machine gun ports of the pillbox. Technical 5th Grade Barth advanced to within 25 yards of the pillbox under covering fire from the infantry; at which point the infantrymen ceased firing, and Technical 5th Grade Barth rushed forward and placed the beehive charge in the machine gun port and detonated it. 20 German soldiers within immediately surrendered and four were found dead.

"Upon the reduction of the first of the series of pillboxes the infantry advanced across the tracks and within 100 yards of the second pillbox. At 1830, December 8, Pfc. William G. Farthing volunteered to attempt the destruction of the second of the series of pillboxes. Unarmed and carrying a heavy beehive charge, he slipped out alone and advanced to a small building 50 yards forward and to the right. He waited several minutes, until there was a lull in the firing with only occasional mortar shells coming in. He left the house and crawled toward the pillbox, following a course that brought him directly under the machine gun ports. He stood up, placed the charge in the port, shoved it back until it touched the muzzle of the machine gun, and detonated it. Ten German soldiers within the pillbox immediately surrendered.

"A coordinated attack on the third and fourth pillbox was planned for early morning of December 10. Pfc. William J. Callahan and T/5 Steve Ferro volunteered to attempt the destruction of the third pillbox, while Pvt. Louis J. Moore, Pfc. Hubert Wasserman and Pfc. Andrew E. Dansereau volunteered for the fourth. At 0745 Private First Class Callahan and Technical 5th Grade Ferro started their advance on pillbox No. 3. Private First Class Callahan, unarmed and carrying a flame-thrower, advanced frontally, while Technical 5th Grade Ferro, who was also unarmed and carrying a heavy beehive charge, advanced toward the side of the pillbox. Covering fire was directed on the pillbox by 12 infantrymen who advanced within 50 yards of the pillbox. When Private First Class Callahan and Technical 5th Grade Ferro were within 25 yards of the pillbox, Private First Class Callahan threw flame into the front ports, driving the gunners away from the machine guns. He then ran forward and to one side and threw flame into the side ports, allowing Technical 5th Grade Ferro to run forward, place the beehive charge against the door, and detonate it. Seven German soldiers within the pillbox immediately surrendered, and one was found dead inside.

"Private Moore, Private First Class Wasserman and Private First Class Dansereau had started their advance on pillbox No. 4 at 0800. Covering fire was directed on the pillbox, and on two other pillboxes to the flank and rear, by fifteen infantrymen who advanced to within 20 yards of the pillbox. From this point Private Moore, Private First Class Wasserman and Private First Class Dansereau crawled forward until they were directly under the machine gun ports, stood up, shoved the charges back against the muzzles of the machine guns and detonated them. Eight German soldiers within immediately surrendered.

"Upon the reduction of the first four of the series of pillboxes, the infantry had advanced to within 100

yards of the fifth pillbox, which was located on the western edge of the city. A furious hail of fire covered the area between the infantry and the pillbox, coming from the object pillbox and supporting pillboxes on the flanks, and from German infantry in the houses behind the pillbox. At 1600, December 10, Cpl. Donald B. Schnabel and Pvt. John D. Clark volunteered to attempt the destruction of the pillbox. Smoke shells were fired behind the pillbox to screen operations, and machine gun fire was directed on the pillboxes on the flanks. Unarmed, each carrying a heavy beehive charge and accompanied by 12 infantrymen to provide covering fire, Corporal Schnabel and Private Clark advanced toward the pillbox. At a point 15 yards in front of the pillbox the infantrymen stopped and poured fire into the machine gun ports. Corporal Schnabel and Private Clark crawled forward until they were directly under the machine gun port, stood up, shoved the charges back against the muzzle of the machine gun and detonated them. Seven German soldiers within immediately surrendered, and one was found inside dead.

"The courage, coolness and extreme devotion to duty in the face of intense enemy fire displayed by Technical 5th Grade Barth, Private First Class Farthing, Private First Class Callahan, Technical 5th Grade Ferro, Private Moore, Private First Class Wasserman, Private First Class Dansereau, Corporal Schnabel and Private Clark caused the surrender of the respective pillboxes and enabled the infantry to continue their advance toward Saarlautern-Roden."

Lack of space prohibits inclusion of all citations awarded the officers and men of the Battalion during this period, but the deeds of the others were equally valorous.

By December 16 the Division had 57 consecutive days in the line and actively engaged in the most severe phases of battle for the latter 38 of those days. Continued casualties and the lack of adequate replacements, together with the natural exhaustion of infantry and engineer troops after such a sustained period of battle, had materially reduced the Division's combat efficiency. The Battle of Metz and the highly successful bridging of the Saar had been well accomplished by the 95th Division. It was time for a rest, and XX Corps issued instructions that the Fifth Infantry Division would relieve the 95th Division in its Saarlautern bridgehead. But the relief was not to include the Ensdorf bridgehead. Thus, initially, the 377th Infantry and the 379th Infantry would be relieved, but the 378th Infantry would continue to hold and exploit the Ensdorf bridge-

head. Relief of the Saarlautern bridgehead was accomplished during the night of December 16-17 by elements of the Fifth Infantry Division.

On December 19, Companies A and C moved into rear areas at Remering and Dalem, France, for rehabilitation and training. Approximately 2,000 reinforcements for the Division were being trained at Borny before assignment to the infantry and engineers.

On December 19 the Division was instructed by XX Corps to withdraw from the Ensdorf bridgehead. The withdrawal was part of the XX Corps retirement along the whole of the Corps front to positions generally west of the Saar, made necessary by the great German offensive which had been launched against the First Army on December 16. All German pillboxes and emplacements which had been captured were prepared for demolition, to deny their use to the enemy when the 378th Infantry withdrew. These were blown by men of Company B as soon as the infantry withdrew from the area the night of December 20. The 378th Infantry had effected its Saar crossing the morning of December 5, had pushed on to Ensdorf where bitter fighting had been in progress for 15 days. At the time of the Regiment's withdrawal, it had secured about two-thirds of the town. On the night of December 20 Company B constructed a second foot bridge in the 378th crossing area, and troops began the crossing. By 2320, all personnel had successfully completed the withdrawal without incident, crossing on the two footbridges and in assault boats.

In addition to withdrawing from the Ensdorf bridgehead, the XX Corps directed the Division to relieve elements of the Fifth Division in the Saarlautern bridgehead on the night of December 21-22, and to defend the bridgehead with not more than one regimental combat team. Also, the 95th was to be prepared to defend from the Nied River on the north to Wadgassen on the south.

On December 19, Battalion Headquarters moved from Saarlautern, Germany, to Remering, France, and was ordered to prepare plans for construction of obstacles along the Division front, and successive bands of obstacles behind which the Division could withdraw in case of an attack in force in the Division area.

During the night of December 21-22 the Second Battalion, 377th Infantry, effected relief of the 378th Infantry in the vicinity of Lisdorf. Our Company B moved to Alt Forweiler, Germany, for a much needed rest, rehabilitation and training. The First and Third Battalions, 377th Infantry, and the First and Second Battalions,

Using winch to pull crib into position at river crossing, Saarlautern

Foot-bridge across Saar constructed by Company A





Company C men, with Sergeant Farrel in charge, attaching Primacord fuse to a cratering charge in preparing a culvert for demolition



Further preparation for demolition culvert near Tromborn, France



Corporal Rasmussen preparing a culvert for demolition

379th Infantry, with our Company A in direct support, effected relief of elements of the Fifth Division in the Saarlautern bridgehead.

Battalion Headquarters completed plans for obstacles in the Division area, to be tied in with similar plans being made by the 90th Division on our north and the Sixth Armored Division on the south, and was ordered to start immediate execution of the plan. All troops of the Battalion, except those actually in the bridgehead area, with the assistance of the 206th Engineer (C) Battalion of the 1139th Engineer Group, started construction of road blocks, preparation of abatis, installation of mine fields and preparation of bridges for demolition. In addition the main supply roads in the Division area were maintained, streets in Saarlautern were cleared of debris, and Company C constructed a fixed bridge across the Saar to supplement the concrete Saarlautern bridge.

The Division zone remained relatively quiet, but there was considerable tenseness. The enemy held a sizeable area west of the Saar to St. Avold, on the Di-

vision right flank, and if an attack in strength was launched in this area, it would endanger the entire 95th Division position.

For most of our men, Christmas was a quiet day, as only one platoon was in the bridgehead area. Work went on as usual, but it was only physical labor, not contact with the enemy with danger at every moment. The turkey came through as promised and everyone enjoyed a delicious Christmas dinner, supplemented by packages from home. The French, in whose homes the men were billeted, contributed "schnaaps," the universal name for the very potent liquor produced locally, and called by many names by the French. It was not a gay Christmas, for death and the war were too close, but everyone made the best of it and hoped that he might be home for the next holiday season.

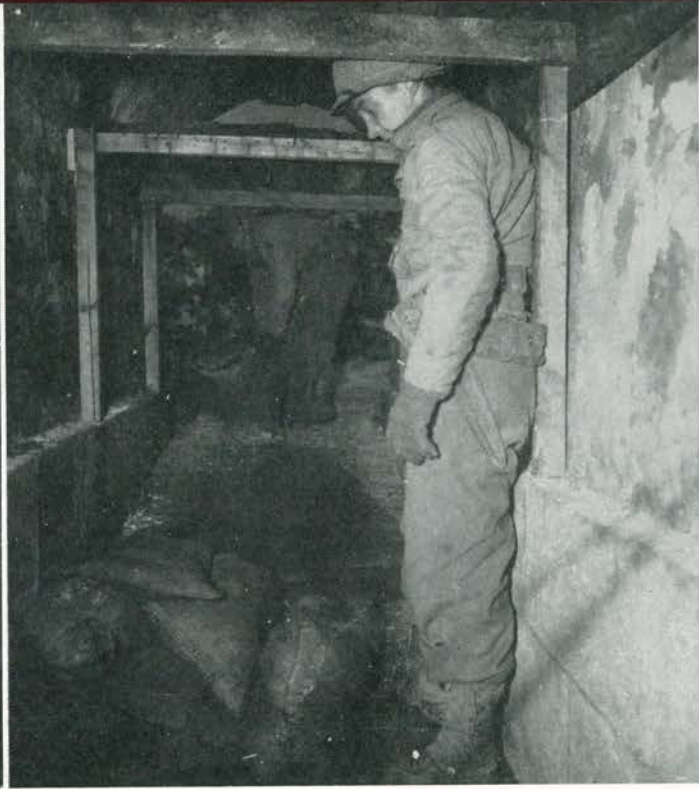
On December 26, the Division received instructions from XX Corps to be prepared to withdraw, on Corps order only, from the Saarlautern bridgehead to occupy and defend the three bands of obstacles, in turn, now being constructed by our engineers, and finally, to occupy and defend the Maginot Line. The plan was an advance preparation for withdrawal in the event of a large scale German counterattack which could not be successfully met by the Division.

The Fifth Ranger Battalion was attached to the Division at 1200, December 27, to close into the St. Avold vicinity the morning of December 28 and begin a period of rehabilitation and training. The Ranger Battalion, according to instructions of XX Corps, was to be employed only for defensive action in event of a German breakthrough on the right flank of the Division.

On December 29 the German Luftwaffe, using captured American P-47 planes, struck at Boulay in the morning and effected light personnel and material damage. This bombing and strafing of supply installations in the vicinity of the Division CP marked the first real air raid the Division had received since it entered combat.

Close up of abatis showing how demolition is placed in tree prepared for demolition, as part of defense plan





Placing sandbags in culvert over prepared charge

Breaking pavement prior to digging holes for road crater in defense plan. Corporals Dubois, Lepsey and Private Jensen of Company A

Work continued on the construction of obstacles and by December 31 the barrier plan was almost half completed. There were heavy snowfalls, complicating the work and making it necessary to divert engineers from construction of obstacles to clearing roads. Crews were kept busy day and night with snow plows, and other crews, with truck loads of sand, sanded the icy roads on the hills and turns.

Between Christmas and New Year's, action on the Division front was confined almost exclusively to patrol actions, with occasional limited offensives to keep the enemy off balance.

The greater majority of the men of the Battalion were in billets on New Year's Eve, and did their best to develop a holiday spirit. Almost all French families did their small part in adding to the festivities, with pies and cakes being baked, and in addition to the ever-present "schnaaps," long-hidden wine was brought out for the celebration. The kitchen crews worked far into the night preparing the best possible dinner for the New Year's meal. Headquarters & Service Company cooks, assisted by volunteers from the company, made ice cream from powdered milk, sugar, gelatin and flavoring, frozen in a small can placed inside a GI can and surrounded with ice obtained from the horse trough in the village square. It didn't taste too much like the ice cream we remembered, but everyone enjoyed it and voted it a great success.

Shortly before midnight, December 31, the 106th Cavalry Group on the Division's right flank was attacked by German infantry and armor. The fierce enemy attack hit simultaneously in three places, an estimated 75 infantrymen and one tank striking south of Geislautern, approximately 200 Germans attacking west of Wehrden and an equal force attacking west of Hostenbach. The attack presented a serious threat to the Division in that the 95th's right flank would be uncovered if the Cavalry were driven back on its side of the boundary. The threat of a German attack toward Metz from the area of St. Avold had been considered most likely when the defensive plans were prepared.

By 0200, January 1, 1945, the 106th had been pushed back from 1,000 to 3,000 yards in various portions of its front and, accordingly, the whole of the 378th Infantry and the 778th Tank Battalion were alerted for movement to meet the enemy penetration. The Fifth Ranger Battalion was similarly alerted, and all other Division troops were alerted for movement on two hours notice. At 0430, the 106th's Commanding Officer reported that the situation was generally under control, but the group would need assistance if the lost ground was to be regained. The Commanding Officer of the 378th Infantry was directed to establish contact with the 106th, determine the situation and, together with the Cavalry Group, formulate plans to counterattack and destroy the enemy.

By 0830, the Second Battalion, 378th Infantry, reinforced with two platoons of the 778th Tank Battalion, had moved a mile east of Differten without making contact with the enemy. The Germans were met before noon, however, and the Battalion reported that it had successfully engaged the enemy, captured the town of

Railroad bridge prepared for demolition in defense plan. Picture shows detail wiring of charges





Wiring of culvert for demolition being prepared by Company C

Werbeln and was advancing towards the high ground to the east. From this point on, the Battalion encountered bitter and stubborn resistance as the attack was pushed in conjunction with elements of the 106th Cavalry on the right. East of Werbeln, the Battalion met three companies of German infantrymen in strength of approximately 100 men each and encountered German occupied pillboxes and other fortified defensive positions. By the end of the day, the Battalion was within 1,500 yards of the Saar, had captured 106 prisoners, wounded or killed an estimated 150 Germans and had suffered 55 casualties of its own.

The Luftwaffe was extremely active throughout the day, making repeated strafing sorties over the Division area. The 547th AAA Battalion had its most successful day of operations, claiming four planes shot down and six damaged.

Thus, the Division began the New Year in unexpected action. Still holding its precious fringe of the Siegfried Line and the prize of its captured Saarlautern bridge, the balance of the Division was thinly spread from Railing on the north, south along the Saar River to Bous, then southwest to Creutzwald, then south to St. Avold. The 90th Division was on our left flank and the 106th Cavalry had replaced the Sixth Armored Division on our right.



Private Jensen and Private First Class Carter of Company A cleaning blades of earth auger while preparing road crater in defense plan

On January 1, 1945, Battalion Headquarters and Company A were at Remering, with one platoon in direct support of the infantry in the bridgehead area. Company B was at Alt Forweiler, Company C at Bedersdorf. During the morning four enemy planes strafed Remering, no one was wounded and only slight damage was inflicted on a Company A jeep, hit by a tracer.

The weather remained cold, thawing during the day and freezing at night, thus coating the roads with ice and making driving hazardous. Squads from all companies worked on the roads, keeping the hills and curves sanded so that traffic could be kept moving. All other available men continued work on the barrier plan for the Division.

The infantry regiments rotated the task of occupying the Saarlautern bridgehead, and platoons from our lettered companies were also rotated in their support of the infantry. Offensive action in the bridgehead was mostly limited to small scale attacks to improve the defensive position or limited objective attacks with withdrawal to the original defense lines.

The First Platoon, Company C, relieved Company A in the bridgehead on the afternoon of January 1, and for the first four days engaged in limited attacks to improve the defensive position, and leveled buildings to improve fields of fire. On January 3 Company C moved to Saarlautern and started construction of a floating footbridge over the Saar, using all captured enemy equipment. Company A moved from Remering to Dalem and on January 4 Company B moved from Alt Forweiler to Remering.



Captain Book, Company B, checking location of German minefield being used in our defense plan. With him is Pfc. Curtis Schroeder and a friendly kitty

The First Platoon, Company C, supporting the 379th Infantry in the Fraulautern section of the bridgehead, on January 5 formed an Infantry-Engineer assault team to demolish a pillbox on the right flank of our main defense line. The assault team mouse-holed through a block of enemy-held buildings and moved across the street into a building in the rear of the pillbox. Enemy fire was extremely heavy in the area and there were numerous casualties. Two attempts were made by engineers to reach the pillbox with explosives but both failed. Cpl. Donald B. Schnabel made the first attempt and Pvt. Stanley B. Kaminski the second. Both men were seen to fall as they reached the rear door of the pillbox. It was impossible to reach them to determine whether they were wounded or dead. Due to the heavy enemy fire, the infantry commander ordered a withdrawal to the permanent defense lines without accomplishing the mission.

During the day there was heavy bombing of enemy positions southeast of the Division sector. The hundreds of bombers and fighters, with vapor trails stretching to the horizon, made a beautiful and never to be forgotten sight.

Company C completed construction of the 200-foot improvised foot bridge over the Saar and started construction of a fixed bridge for vehicular traffic over the Saar. The Third Platoon, Company A, started construction of a suspension footbridge over the Saar, using all captured enemy equipment.

The weather remained cold, with snow flurries, making the icy roads almost impassable. The companies with attached engineers worked long hours in an effort to keep traffic moving.

On January 7, the 90th Division, on our left flank, was relieved for employment in the area of the German counteroffensive to the north, being relieved by the 94th Division.

The First Platoon, Company C, supporting the 379th Infantry in the bridgehead, again formed an Infantry-Engineer assault team on January 9 to make a second attempt on the pillbox on the right flank, which had been assaulted without success on January 5. The assault team again worked their way through the block of enemy-held buildings and when they made their way across the street to the building in the rear of the pillbox, they were again met by a hail of enemy mortar, machine gun and small arms fire. The first assault on the pillbox was driven off after Pfc. Charles R. Morland was killed as he reached the pillbox with a satchel charge. The second assault was unsuccessful when Pvt. Earl Lee, Jr., reached the pillbox, but was wounded as he was placing the satchel charge. On the third attempt, Pfc. Henry H. Morgan reached the pillbox and threw his satchel charge in against the door, blowing in the door and killing the enemy soldiers within.

The three men who gave their lives, the one who was wounded, and the man who finally succeeded in reducing the pillbox, were all awarded the Silver Star Medal for gallantry in action. Their brave deeds exemplify the highest traditions of the engineer soldier and the citations which accompanied the awards of the Silver Star Medals are quoted in full:

"On January 5, an infantry-engineer assault team was assigned the mission of destroying a pillbox which threatened the security of the American right flank in Fraulautern, Germany. Fire from tank destroyers was brought to bear on three steel-turret pillboxes on the hill in the rear of the object pillbox to keep them but-toned up during the operation. The infantry-engineer assault team moved out at 0300, January 5, 1945, mouse-holed its way through a block of houses, cleaning out the snipers as it went; infiltrated across the street into a house, where one sniper was killed; and then moved across the street into the first house of a row of three houses, the last of which was directly to the rear of the pillbox which was to be assaulted. The Germans, sensing the American plan, demolished the house directly in back of the pillbox, thereby denying its use to the assault team and giving an enemy pillbox to the right and rear a clear field of fire. The assault team moved into the second house, approximately 75 yards from the pillbox, and on their signal, smoke shells were laid in the area to screen the actual assault of the pillbox. Due to varying winds, the smoke screen was not effective and at no time was the assault operation screened from enemy observation.

"At 0900, January 5, 1945, Cpl. Donald B. Schnabel volunteered to attempt the destruction of the pillbox. Unarmed, carrying a heavy beehive charge and accompanied by four infantrymen for fire cover, Corporal Schnabel ran from the house toward the pillbox, through a hail of machine gun, small arms and mortar fire. As he reached the door of the pillbox, he was hit by enemy fire and fell in the doorway. The four infantrymen returned to the cover of the house.

"At 0925, January 5, 1945, Pvt. Stanley B. Kaminski volunteered to attempt the destruction of the pillbox. Unarmed, carrying a heavy beehive charge and accompanied by four infantrymen for fire cover, Private Kaminski ran from the house toward the pillbox through a hail of machine gun, small arms and mortar fire. He reached the doorway, stepped over the body of his fallen comrade, and was placing the charge against the door when the enemy inside the pillbox opened the door and shot him. His body fell in the doorway by the side of his slain comrade. The four infantrymen returned to the cover of the house.

"Corporal Schnabel's and Private Kaminski's heroic actions so inspired their comrades that, in a subsequent assault, the pillbox was destroyed, thereby securing the right flank of the American forces in Fraulautern, Germany. During the final assault, because the charge which reduced the pillbox had to be placed near what is thought to have been their bodies in the doorway, the bodies were blown to bits and Corporal Schnabel and Private Kaminski are reported as missing in action."

* * * * *

"On January 5, 1945, an infantry-engineer assault team had made an unsuccessful attempt to destroy a pillbox which threatened the security of the American right flank in Fraulautern, Germany. On January 9, 1945, an infantry-engineer assault team was again assigned the mission of destroying the pillbox. At 0300, they moved out, following the route the assault team had made on January 5 by mouseholing through a block of buildings; crossing the street into a house; and



Adjusting pile driver in preparation of bridge site

from there, moving by infiltration into a house in the rear of the pillbox. Considerable sniper fire was received, and by the time the assault team was infiltrating into the house in the rear of the pillbox, the enemy were thoroughly alerted and heavy mortar fire was falling in the area. Two infantry soldiers were killed, and one infantry soldier and two engineer soldiers were wounded during this period of the operation. When the assault team was in position in the house in the rear of the pillbox, they signalled for smoke shells to screen the assault of the pillbox. Due to the varying winds the smoke screen was not effective, and at no time was the assault operation screened from the enemy in supporting pillboxes and in trenches around the pillbox.

"At 0910, January 9, 1945, Pvt. Charles B. Morland volunteered to attempt the destruction of the pillbox. Unarmed, carrying a heavy beehive charge and accompanied by six infantrymen for fire cover, Private Morland ran from the house toward the pillbox through

Placing steel stringers in place during the construction of a fixed bridge across the Saar River



a hail of machine gun, small arms, and mortar fire. Upon reaching the pillbox he placed the charge in the machine gun port, pushed it back against the muzzle of the machine gun, pulled the fuse igniter, turned and ran for the safety of the house. An alert enemy soldier reached through the machine gun port and pulled the fuse from the charge, thereby preventing detonation. As Private Morland was running for the house, he was struck by rifle fire from the enemy in trenches surrounding the pillbox. The six infantry soldiers accompanying Private Morland picked up his body and carried it back to the shelter of the house. Upon examination, Private Morland was found to be dead, but his comrades were forced to abandon his body when they pulled out after the final destruction of the pillbox. Private Morland is reported as missing in action.

"As soon as his dead comrade's body was brought into the house, Pvt. Earl Lee volunteered to attempt the destruction of the pillbox. Unarmed, carrying a heavy beehive charge and accompanied by six infantrymen for fire cover, Private Lee ran from the house toward the pillbox through a hail of machine gun, small arms and mortar fire. Twice wounded, once in the arm and once in the leg while making this hazardous trip, he continued on to the pillbox; placed his charge in the machine gun port; but hampered by his wounded arm, was unable to push the charge far enough back into the port to obtain maximum effectiveness, and its detonation did not have the desired effect. Private Lee, helped by the accompanying infantrymen, withdrew to the safety of the house.

"At 1035, January 9, 1945, Pfc. Henry Morgan volunteered to attempt the destruction of the pillbox. Unarmed, carrying a heavy beehive charge and accompanied by six infantrymen for fire cover, Private First Class Morgan ran from the house toward the pillbox through a hail of machine gun, small arms and mortar fire. Upon reaching the doorway he stood over the bodies of what he believed to be two of his comrades who were killed on previous assaults, pulled the fuse igniter and held the heavy beehive charge in his arms while he slowly counted to ten; then threw the charge in against the door and dove to the ground. The resulting blast blew to bits the two bodies of what he thought to be his slain comrades; blew in the door of the pillbox; killed five enemy soldiers within the pillbox; wounded two and dazed four others, who were immediately taken prisoners. Additional explosives were brought up and the pillbox completely demolished.

"Private Morland's and Private Lee's heroic actions so inspired their comrades that in a subsequent assault the pillbox was destroyed, thereby securing the right flank of the American forces in Fraulautern, Germany. Private First Class Morgan's determination to destroy the pillbox which had cost the lives of three of his comrades, his heroic action, and his dauntless courage in holding the heavy charge in his arms until the last possible moment so as to insure the accomplishment of his mission, reflect great credit on himself and are in keeping with the highest traditions of the military service."

On January 10 the 377th Infantry was ordered to relieve the 379th Infantry in the bridgehead. Company C moved from Saarlautern to Dalem, occupying the billets of Company A, who moved into Saarlautern.

On January 12 the 1139th Engineer Group was relieved by the 1152nd Engineer Group; however, the

206th Engineer (C) Battalion remained in support, and in addition the 187th and 281st Engineer (C) Battalions were placed in support to assist in road work and the completion of the barrier plan. The weather remained cold with heavy snowfalls and roads were kept open with difficulty, crews worked around the clock with snow plows and sand to keep the traffic moving.

By January 15 the major portion of the obstacles and positions in the barrier plan had been constructed. The Fifth Ranger Battalion conducted a rehearsal of occupying the defensive positions in the vicinity of St. Avold. On January 17 the First Battalion, 379th Infantry, in reserve, occupied the second line of defense. As a result of these rehearsals, several weak spots were found and the Battalion started work on correcting the faults.

During the night of January 16-17 the Third Platoon, Company A, assisted the First Battalion, 378th Infantry, in conducting a river crossing feint in the vicinity of Lisdorf to determine the enemy's reaction. Smoke was placed on the river, storm boat motors and an air compressor were operated on the river bank, truck convoys were run into and out of Lisdorf, and artillery fire was placed on the enemy's side of the river. The deception failed to arouse the enemy beyond light small arms fire and machine gun fire.

Captured German prisoners informed us that the Germans were planning an attack in the bridgehead area on the morning of January 20. The attack came in the Saarlautern-Roden sector at 0615, the attacking force consisting of approximately 450 infantrymen, two tanks and an unknown number of assault guns. The Third Battalion, 377th Infantry, was so well prepared for the enemy effort that the Germans were literally slaughtered in the early stages of the attack. By noon over half of the attacking force had been either killed or captured and the balance of the enemy withdrew. According to prisoners taken during the morning, the enemy mission was to reduce the bridgehead and set up defensive positions along the river. An artillery barrage before the attack knocked out the floating footbridge and damaged the fixed bridge that we had constructed over the Saar, but Company C had both bridges repaired before 1700.

On January 21 the Battalion received its first quota of passes for Paris of four officers and sixteen enlisted men. On January 22 the lucky men departed by truck, determined to make the most of every hour of their 72-hour pass.

On January 23, the 379th Infantry relieved the 377th Infantry in the bridgehead; Company C moved to Saar-

lautern, relieving Company A who moved back to Dalem.

On January 25 the Division was notified of its impending transfer from the XX Corps to the VIII Corps and was ordered to prepare for movement. The Division was to be relieved by the 26th Infantry Division on January 28-29.

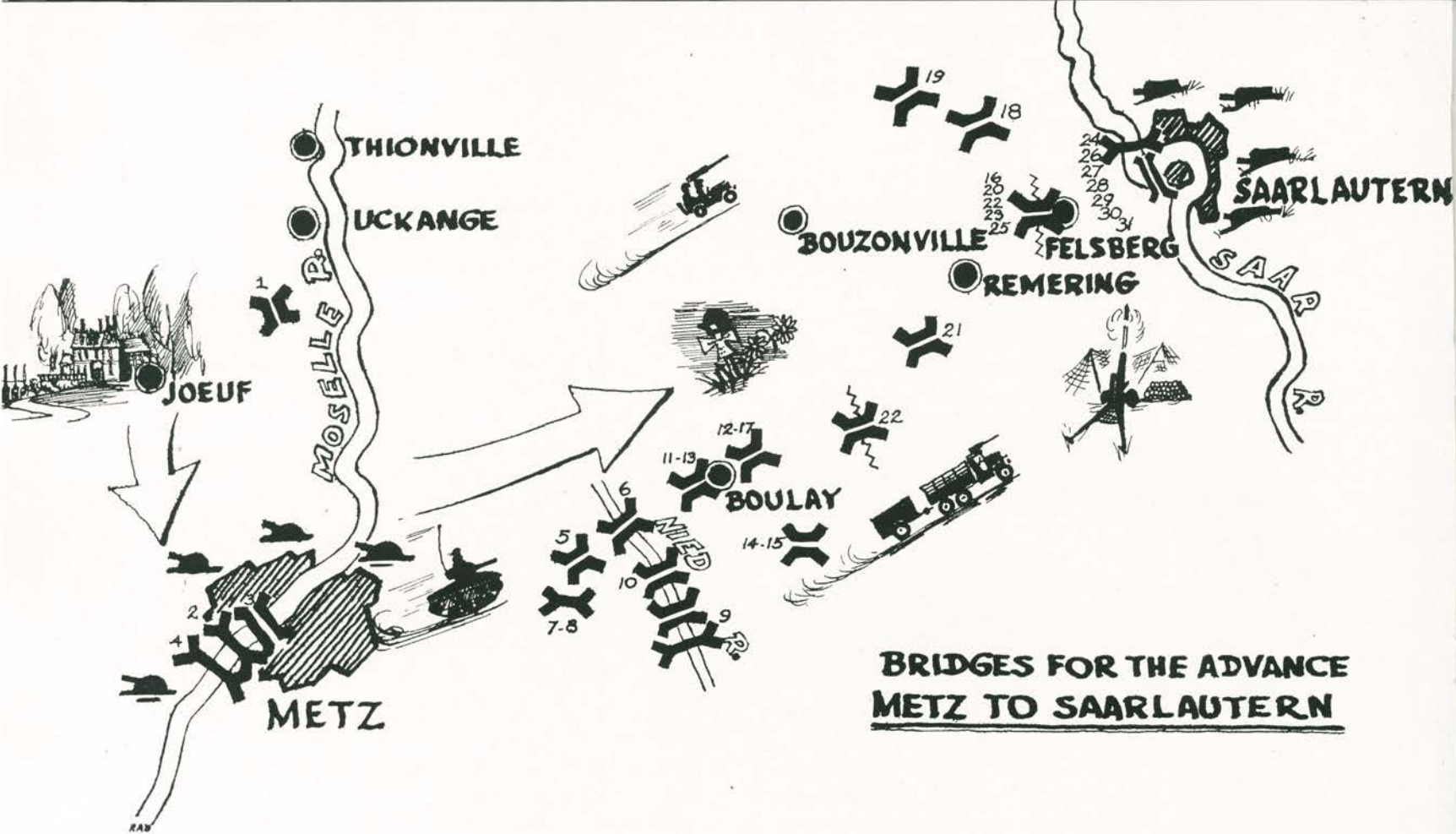
The Saar Campaign was finished after two months of initially rapid and later drawn out fighting up to and inside the Saar Basin rim of the Siegfried Line. The Saar Campaign had begun for the 95th with scarcely any respite after the reduction of Metz. In a week's time, the Germans had been pushed eastward through the Maginot Line and across the Saar River. This swift clearance of northern Lorraine was no mere chase, as the enemy stood and fought bitterly for several intermediate towns.

The seizure of Saarlautern and the subsequent establishment of a bridgehead in its cross-river suburbs accounted for the second largest city taken by the Allies on the Western Front up to that time. The city and its bridge to the suburb of Fraulautern were quickly captured, with the bridge operation alone a model or ideal for military textbooks. But repeated attempts to exploit the bridgehead met such a complex system of pillboxes and fortified buildings as to make continued offensive action not worth the price being exacted from available resources.

The three suburbs of Saarlautern-Roden, Fraulautern and Ens Dorf were integral parts of the Siegfried Line and to the east lay one of the Westwall's thickest segments. The Division did not run into a stone wall as such, but rather became involved in a series of mutually supporting strong points whose very dispersal afforded no opportunity for a concentrated attack and break-through. In addition to the solidly emplaced enemy, there was the handicap of the steady personnel drain because of continued casualties.

The Division was generally contained in its suburban bridgehead, but it held onto all it was called upon to maintain and repeatedly discouraged the enemy from forcing countermeasures. At a time when the enemy was attacking with variable success north and south of the Division, the 95th reacted from strong defensive positions to inflict heavy casualties in fighting off two German counterattacks.

By any standards, the 95th Division's Saarlautern operation could be considered a success, though limited. The Division gave up no ground to German advances, withdrawing from its secondary bridgehead in Ens Dorf only upon direction of higher headquarters when it became necessary to broaden the 95th's front.



KEY

Key No.	DATE	TYPE OF BRIDGE	TYPE OF WORK	UNIT
1	17 November 44	Timber Trestle Bridge	Construction	2 NCO's and French civilians
2	19 November 44	Foot Bridge	Construction	2nd Platoon, Company A
3	19 November 44	Jeep Bridge	Construction	2nd Platoon, Company A
4	20 November 44	Foot Bridge	Construction	1st Platoon, Company B
5	25 November 44	30' M2 Tdwy. Bridge	Construction	1st Platoon, Company A
6	25 November 44	M2 Tdwy. Bridge	Reinforced to C1 40	2nd Platoon, Company A
7	25 November 44	Improvised Foot Bridge	Construction	3rd Platoon, Company A
8	25 November 44	Improvised Foot Bridge	Construction	3rd Platoon, Company A
9	25 November 44	3—60' Foot Bridges	Construction	2nd Platoon, Company C
10	25 November 44	Existing Bridge	Reinforced to C1 40	3rd Platoon, Company C
11	27 November 44	C1 40 Wooden Stringer Bridge	Construction	2nd Platoon, Company A
12	27 November 44	Timber Trestle Bridge with Tdwy.	Construction	3rd Platoon, Company A
13	28 November 44	Stone Pier Bridge	Reinforced to C1 40	1st Platoon, Company A
14	28 November 44	M2 Tdwy. Bridge	Reinforced with Bent	Company C
15	28 November 44	36' C1 40 M2 Tdwy. Bridge	Construction	1st Platoon, Company C
16	29 November 44	30' C1 40 M2 Tdwy. Bridge	Construction	3rd Platoon, Company B
17	29 November 44	Bridge and Abutment	Reinforced	3rd Platoon, Company A
18	30 November 44	36' C1 40 M2 Tdwy. Bridge	Construction	2nd Platoon, Company A
19	30 November 44	36' C1 40 M2 Tdwy. Bridge	Construction	1st Platoon, Company A
20	1 December 44	Tdwy. Bridge over A/T Ditch	Construction	2nd Platoon, Company C
21	1 December 44	Trestle Bridge	Constructed to Replace Tdwy.	3rd Platoon, Company B
22	1 December 44	Tdwy. Bridge over A/T Ditch	Construction	2nd Platoon, Company B
23	2 December 44	36' C1 40 M2 Tdwy. Bridge	Construction	1st Platoon, Company C
24	3 December 44	Foot Bridge	Construction	Company B
25	3 December 44	M2 Tdwy. Bridge	Construction	1st Platoon, Company C
26	4 December 44	Infantry Support Bridge	70% Completed; shelled out	2nd Platoon, Company C
27	4 December 44	75' Foot Bridge	Construction	Company B
28	29 December 44	Improvised Suspension Foot Bridge	Construction	3rd Platoon, Company A
29	29 December 44	Improvised Foot Bridge ("Keough")	Construction	3rd Platoon, Company C
30	21 January 45	Fixed Bridge ("Tolbert")	Construction	3rd Platoon, Company C
31	3 December 44 to 27 January 45	Existing Bridge (Captured)	Guarded	Company C

The Push To The Rhine

The Battalion's billeting party, accompanying the Division's advance party, departed on January 26 for the 95th's new location in the VIII Corps zone in Belgium, to arrange for billets in the new area the Battalion was to occupy. On January 28 Company A departed from Dalem en route to Mabompre, Belgium. On January 29 Battalion Headquarters, Headquarters & Service Company and Company B moved from Remering to Mabompre, and Company C from Saarlautern to Velereux, Belgium.

On January 30 the last of the Division troops were relieved in the Saarlautern area, the first time that the 95th had been out of front-line contact with the enemy since entering combat October 20, 1944—a period of 101 consecutive days in battle.

Upon arrival in the assembly area the Division, together with the 11th Armored Division, was placed in VIII Corps reserve. Both divisions were prepared for employment to exploit a break-through by any one of the three attacking divisions in the VIII corps zone—the Fourth, 87th and 90th Infantries.

From the period February 1-5 the Battalion engaged in general engineer activities—cleared roads, filled craters, cleared abatis and prepared an air strip for Division Artillery.

The area occupied by the Division was completely desolated, with death and destruction everywhere. The Ardennes area had been fought over four times in the current war, and the area occupied by the Division had been the scene of bitter fighting only ten days before. The larger towns were completely destroyed and the smaller towns, having suffered less damage, were packed with refugees. The roads and fields were littered with burned-out and destroyed vehicles of war. Many of the houses occupied by the Battalion contained bodies of dead German soldiers which it was necessary for us to evacuate to Army Graves Registration.

When the Battalion arrived in Mabompre it was cold and the country was blanketed with snow. On February 1 the weather turned warm, releasing a terrible stench, and as the snow melted the death and indescribable filth of the area was disclosed, as well as mines and booby traps which had been planted by the Germans to cover their withdrawal from the Bulge.

At 2230 February 3, the Division was relieved of assignment to the Third Army and assigned to the Ninth Army, which held a position against the Roer River from Duren north to Linnich, a line which they had held since mid-December, 1944. Initially, the 95th was to be in Ninth Army reserve.

On February 4 an advance party left to locate billets in the new sector and on February 6 the Battalion left Mabompre, Battalion Headquarters moving to Boldre, Belgium, Company A to Sichen-sussen-et-Boldre, Company B to Heure le Romaine, and Company C to Eben. The area now occupied by the Battalion was in marked contrast with the Ardennes sector. The towns were almost untouched by the war. The local populace

explained that the Germans were running backward so fast when they went through this area that they had no time to do damage. Cleanliness was a fetish with the Belgian housewives and every home was spic and span and shining.

The Battalion engaged in care and cleaning of equipment, and on February 8 was assigned the task of road maintenance and repair in the Division area. The Battalion was also assigned a quota of passes to Paris, Brussels and Liege.

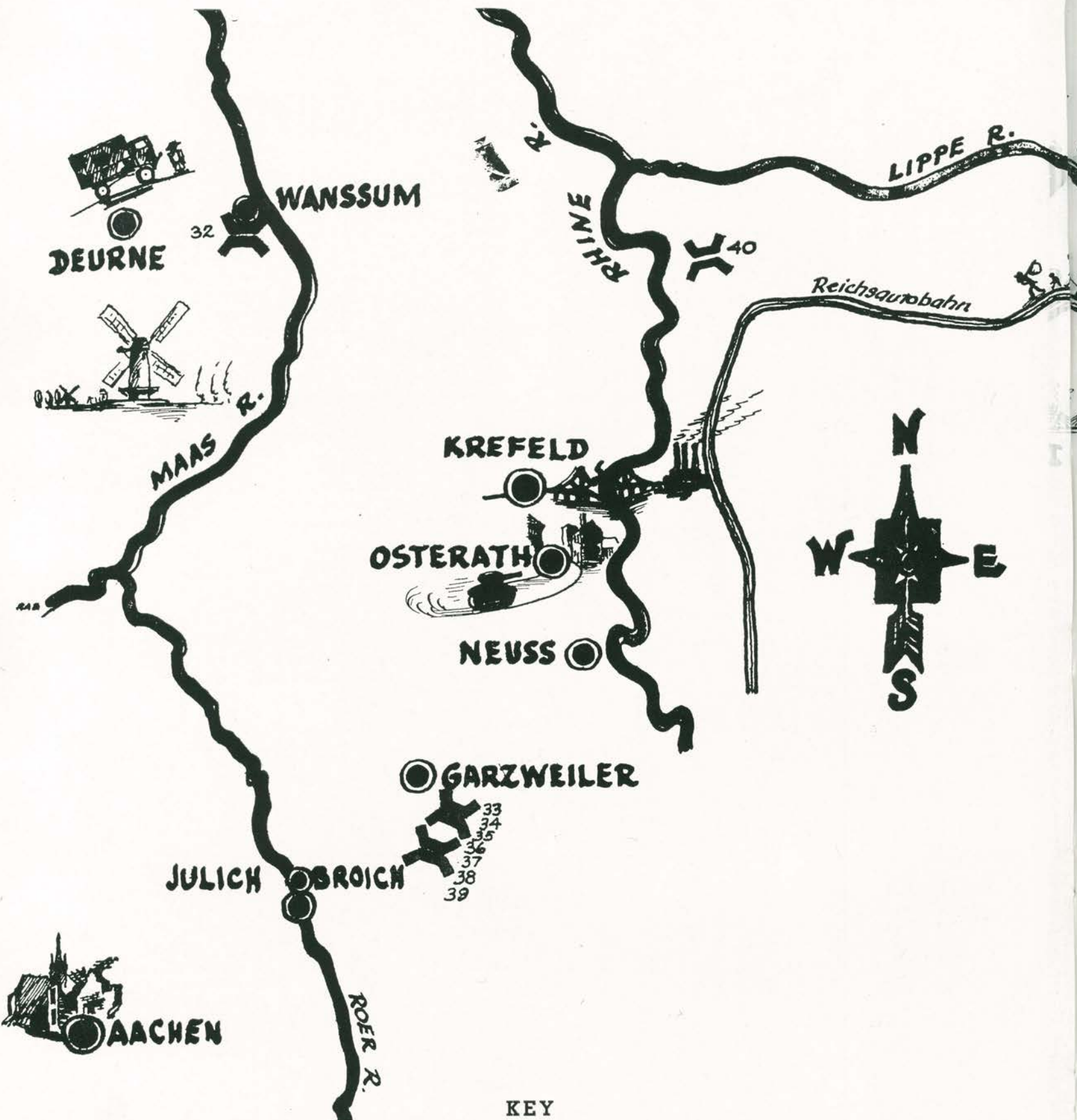
Early in the morning of February 13 the Division was directed by Ninth Army to prepare for movement to the British Second Army sector; the Division was relieved of assignment to the Ninth U. S. Army and assigned to the VIII Corps of the British Second Army for operations only. The British Second Army occupied a holding position on the west bank of the Maas River, from Heinsberg, Germany, north to a point in the vicinity of Boxmeer, Holland, on the left flank of the American Ninth Army.

The Division's mission was to relieve the British 52nd Light Mountain Division in its holding position along the Maas, from Boxmeer on the north to Wielder on the south. The Canadian First Army was attacking south into the Siegfried Line from its triangular bridgehead between the Maas and Rhine Rivers, south of Arnheim, and the British 52nd Division moved north to assist in this drive.

The Division moved to Holland on February 16 to effect the relief of the British 52nd Division on the west bank of the Maas. Battalion Headquarters and Headquarters & Service Company moved to Duerne, Holland; Companies A and B to Meterik; Company C to Mape Venraij. The Battalion was to return to its billets in Belgium and small holding parties were left in each town. The lettered companies were in support of the infantry regiments and engaged in the usual engineer tasks.

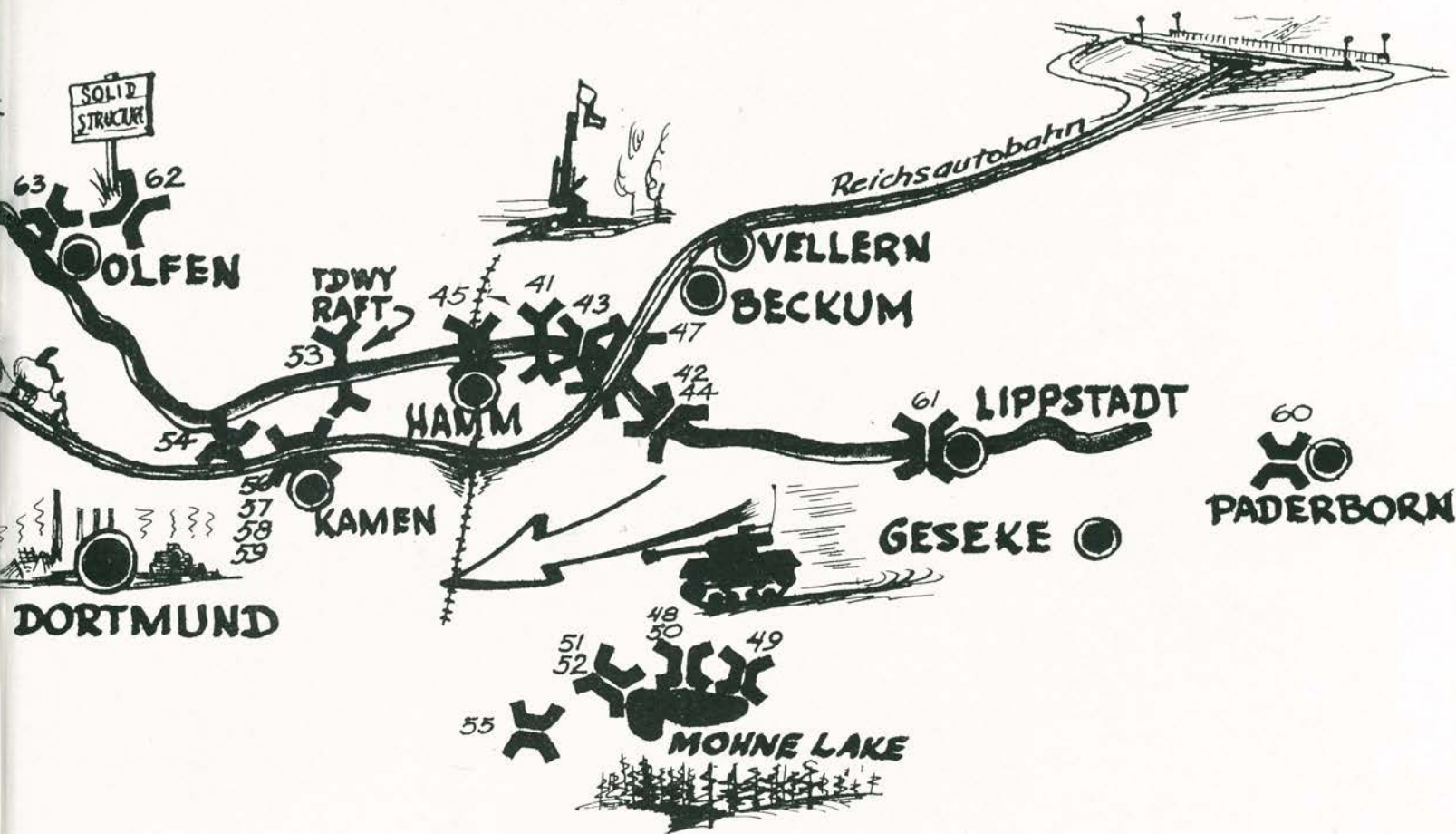
Plans were made to ferry an infantry patrol across the Maas River in the vicinity of Blitterswyk, Holland, for the purpose of taking prisoners and determining enemy strength in the sector. On the morning of February 17 Lieutenant Kendrick and two men from Company B made a reconnaissance of the river under cover of fog; chose a point of departure, a landing site on the enemy shore and checked the drift and current so that a return to our lines could be made without being fired upon by our own troops.

On the night of February 17-18, engineer soldiers from Company B ferried an infantry patrol of one officer, 16 men and two Dutch guides to the enemy shore and waited to return them to the friendly shore. The patrol accomplished its mission and was returning to the boat with four prisoners, when three anti-personnel mines were detonated in succession only a short distance from the boat. Machine guns, small arms and mortars immediately opened up from either side of the patrol and the trip back across the river was made un-



KEY

Key No.	DATE	TYPE OF BRIDGE	TYPE OF WORK	UNIT
32	19 Feb. 45	100' DD BB	Construction	2 Platoons, Company A
33	15 March 45	Bridge	Repair	3rd Platoon, Company A
34	15 March 45	Infantry Support Raft and Foot Bridge	Construction (for Tng. only)	Company B
35	16 March 45	Foot Bridge	Construction (for Tng. only)	Company B
36	16 March 45	Infantry Support Bridge and Foot Bridge	Construction (for Tng. only)	Company C
37	17 March 45	Infantry Support Bridge and Foot Bridge	Construction (for Tng. only)	Co. C + 1 Platoon of Co. B
38	18 March 45	2 Foot Bridges and 2 Infantry Support Rafts	Construction (for Tng. only)	Company A
39	18 March 45	Infantry Support Bridge	Construction (for Tng. only)	Companies B and C
40	30 March 45	Fixed Bridge	Construction	1st Platoon, Co. A (with CT 7)



BRIDGES FOR THE ADVANCE RUHR VALLEY

KEY

Key No.	DATE	TYPE OF BRIDGE	TYPE OF WORK	UNIT
41	4 April 45	Foot Bridge	Construction	3rd Platoon, Company B
42	4 April 45	Infantry Support Bridge	Construction	Company A
43	6 April 45	Bridge Approach	Repair	3rd Platoon, Company B
44	6 April 45	Infantry Support Bridge	Repair	2nd Platoon, Company C
45	7 April 45	Railroad Bridge	Repaired to C1 40	2 Platoons, Company A
46	7 April 45	Bridge	Repair	2nd Platoon, Company B
47	8 April 45	2-50' DS BB	Construction	1 Platoon, Co. A, (Reinforced)
48	9 April 45	C1 10 Fixed Bridge	Construction	2nd Platoon, Company A
49	9 April 45	Bridge	Reinforced to C1 40 1-way	3rd Platoon, Company A
50	10 April 45	Bridge	Reinforced	2nd Platoon, Company A
51	10 April 45	50' DS BB	Construction	3rd Platoon, Company A
52	10 April 45	50' Timber Trestle Bridge	Construction	1 Platoon, Company C
53	10 April 45	Tdwy. Raft	Construction and Operation	Company B
54	12 April 45	Wrecked Railroad Bridge	Opened to C1 40 1-way traffic	Company B
55	13 April 45	Fixed Bridge	Construction	3rd Platoon, Company A
56	14 April 45	C1 40 BB	Construction	2 Platoons, Company A
57	14 April 45	Bridge	Repair	1 Squad, Company A
58	14 April 45	Bridge	Planks Placed on Bridge	3rd Platoon, Company B
59	15 April 45	C1 40 BB	Construction	3rd Platoon, Company A
60	27 April 45	Fixed Bridge	Construction	2 Platoons, Company B
61	30 April 45	Bridge	Reinforced and Repaired	3rd Platoon, Company A
62	22 May 45	180' DT BB C1 40 ("Solid Structure")	Construction	Company A
63	25 May 45	Bridge	Repaired to C1 60	3rd Platoon, Company C

der a hail of enemy fire. All of the infantrymen and three prisoners reached the boats and were brought across the river. Ten infantrymen and one engineer were wounded, either from the mines or the enemy fire which followed the boat across the river. The two Dutch guides and one prisoner did not reach the boat and it is believed they were either mine casualties or taken by the Germans. The British VIII Corps commander advised that much valuable intelligence information was obtained from the three prisoners, and commended the men who carried out the raid.

On the night of February 18, Company A started construction of a 100-foot Double Bailey Bridge over a tributary to the Maas River at Wanssum, Holland. During the night the approach and abutments were prepared, bridging materials were delivered to the site and assembled. Considerable harassing machine gun fire was received near the site, but no casualties resulted. Work on emplacing the bridge was started on the morning of February 19 and by noon the bridge was completed. The area was blanketed with fog throughout the morning, which deprived the enemy of observation so that no hostile fire was received.

During the period February 16-22 the Companies engaged in road maintenance and repair, removed mine fields in areas occupied by our troops, located and marked other mine fields and removed booby traps from houses in which our troops were to be billeted.

The Division's brief assignment to the British Second Army neared its close on February 19 as relief of Division units was begun by the British. On February 22 the Battalion was relieved and we returned to our old billets in Boldre, Belgium, and surrounding towns.

The Ninth Army front exploded on February 23. Behind a 45-minute artillery preparation (in which the 95th Division Artillery took part), the Ninth Army attacked with the XIX, XIII, and XVI Corps abreast at 0330 and, by the end of the day, the Roer River had been crossed in five places and the drive to the Rhine was progressing favorably.

The Battalion remained with the Division in Ninth Army reserve from February 23 to 27 and conducted rehabilitation, training and maintenance of equipment.

The Division received notice on February 28 that it was to be released from Ninth Army reserve and assigned to the XIX Corps. Assignment was made at 1020, March 1, and at the same time Combat Team Nine (CT 9), including the 379th Infantry and our Company C, was detached from the Division and attached to the Second Armored Division. Company C joined CT 9 and by 1130 was en route to Kleinenbroich, Germany, to join the Second Armored. The Second Armored, spear-heading the advance to the Rhine, moved

rapidly forward against spotty enemy resistance, reaching Schiefbohn on March 2, and Krefeld on March 3. From here patrols penetrated through to the Rhine on the night of March 3-4. CT 9 left the Second Armored and reverted to Division control at 0900, March 4.

On March 2 Company A joined CT 7, and Company B joined CT 8, and moved to an assembly area at Julich, but the advance was so swift that they immediately displaced forward to an assembly area north of Munchen-Gladbach. On March 3 they displaced forward again to the vicinity of Krefeld. Battalion Headquarters moved from Boldre, Belgium, to Broich, Germany, on March 2, to Osterath on March 3, and Krefeld on March 5.

Division Field Order No. 3 was published on March 4. CT 9 was directed to rejoin the Division at 0900. The Division was to attack at 0915 and seize the west bank of the Rhine in zone, was to seize intact and secure road and railroad bridges over the Rhine in the vicinity of Rheinhausen and, on Corps order, attack and seize a bridgehead east of the Rhine in the Duisburg vicinity.

The Division launched its attack at 0915, employing the 378th and 379th Infantry Regiments. By the end of the day, the enemy had been forced into a pocket near the approaches to the great Adolph Hitler Autobahn bridge in the southern portion of Uerdingen and the 378th Infantry had cleared the central and part of the northern portion of Uerdingen.

That the Germans were retiring to the east bank of the Rhine was obvious. Civilians reported that as early as March 1, 30 Mark V and VI tanks had crossed the Adolph Hitler bridge and anti-tank guns had crossed by March 2. Although little artillery and few troops had crossed the bridge, civilians believed that great numbers of troops had crossed to the north, probably over the Rheinhausen bridge. It was somewhat significant that many prisoners captured during the day were stragglers who were stopped by German military police as they attempted to cross the Rhine and were ordered to hold positions west of the river to the last man, thus covering the withdrawal of German "priority" units.

During the night the approaches to the Adolph Hitler bridge were cleared and elements of the 379th Infantry and our Company C were awaiting Corps orders to cross when the enemy destroyed the bridge.

The Division continued its advance to the Rhine on March 5, clearing the entire Division Zone by 1750 while elements of the 379th Infantry reduced the last German resistance pocket in Uerdingen. It had been reported earlier by artillery liaison planes that the railroad bridge over the Rhine at Rheinhausen had been destroyed, a fact which was later confirmed by the 378th Infantry when they reached the Rhine.

During the final drive to the Rhine the lettered companies were attached to their Combat Teams and assisted greatly in the advance. Operating almost without rest and constantly on the move, they swept the roads for mines, cleared the streets of debris, shrapnel and overhead wires, repaired and maintained all roads on the routes of advance, and removed road blocks from the routes of advance.

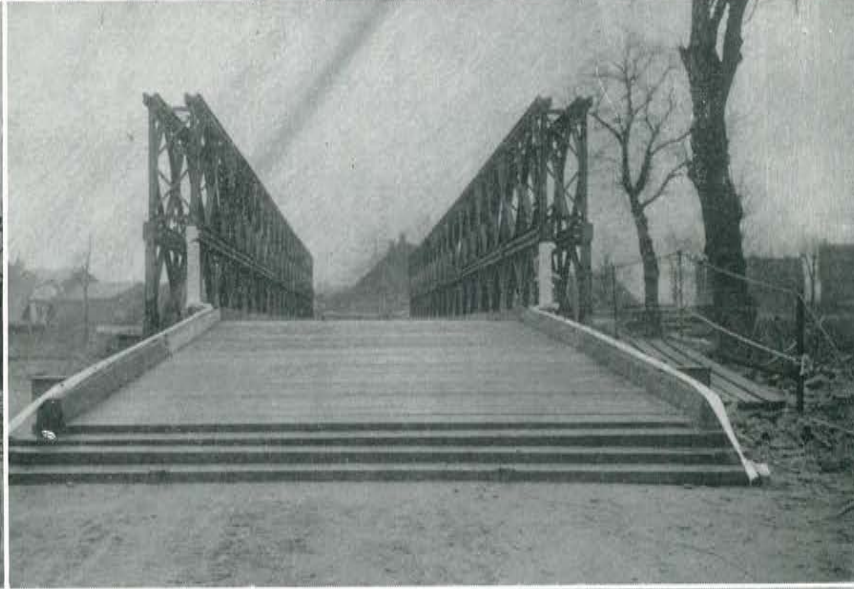
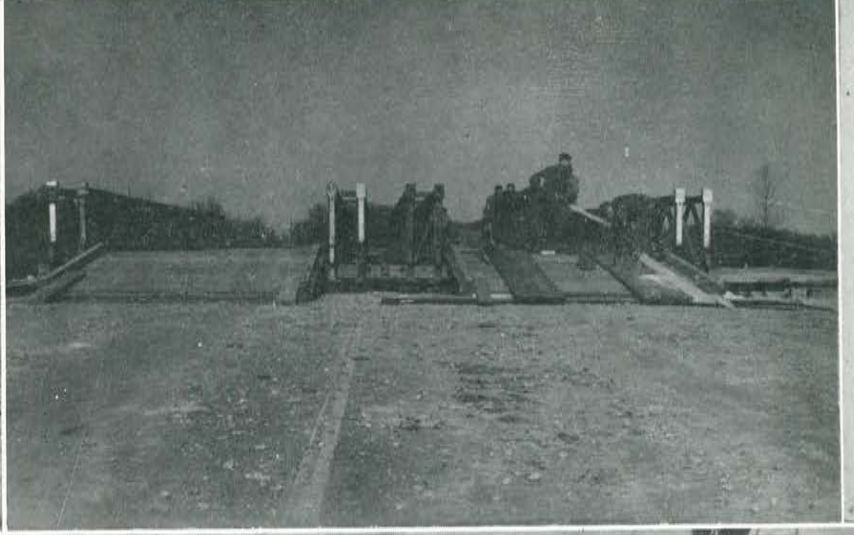
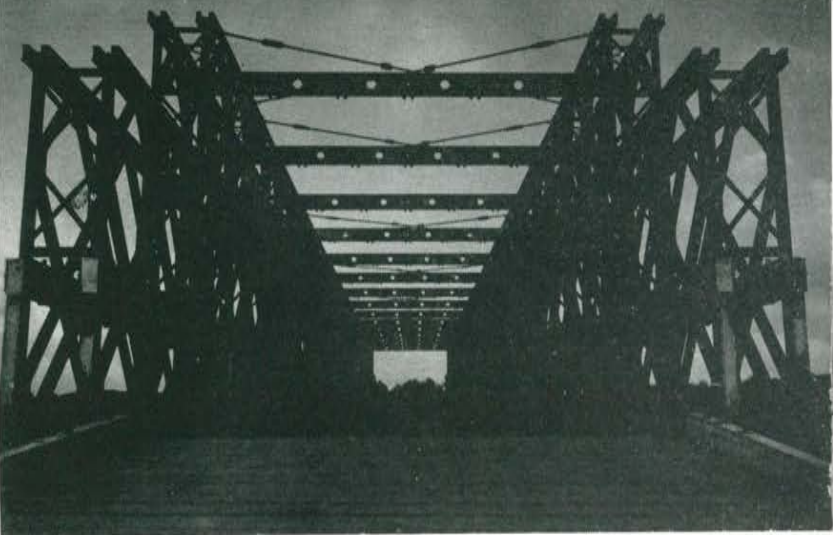
The 95th's part in the Ninth Army's push to the Rhine was not spectacular as the Division was not committed until late in the drive. The entire operation was a fast-moving and successful flanking attack on the grand scale. The official XIX Corps report of the operation, from the Roer to the Rhine, is quoted:

"The crossing of the Roer was probably one of the most difficult river crossings ever accomplished, and its success against such odds speaks volumes for the planning and resourcefulness of the Corps Engineers, and the tenacity and fighting qualities of the divisions that made the crossings. The Corps Engineers built a total of fifteen bridges across a powerful, racing flood current that brought down debris, assault boats and pontoons, broken loose from other bridges, to smash their work time after time. Most of them were put in under enemy fire, some under the fire of enemy riflemen. One bridge was built and rebuilt nine times. Most of the crossings had to be made not only over the river itself, but also over hundreds of feet of flooded area on each side of the main channel. The first wave of troops went across in assault boats, 'alligators,' rafts, and on foot bridges, and over them was thrown a tremendous curtain of fire from the Corps and Division Artillery. Over 500 guns fired more than four tons of steel onto the German positions.

Top: Company A crews on road maintenance in Belgium. Standing, left to right: Halberg, elto, Jackson. Opposite, left to right: Seisser, Roe, Kearney, Foch and Vetrano. Below: Staff Sergeant Settle, standing.

"Once across the Roer, there was no pause in the attack. The Germans had been surprised by our ability to cross at all, with the river at such a state of flood, and the 29th and 30th gave them no chance to recover. The thousands of mines, the miles of anti-tank ditches and defensive works prepared as a result of community digging, were rapidly overrun and the ground consolidated. The enemy was also thrown off balance by the direction taken by the Ninth Army's main effort, as made by XIX Corps, once across the Roer. He had expected us to head for Cologne, and when the attack angled east and then north, all his preparations were thrown off balance. The German divisions wheeling to meet the threat, and those coming down from the north as reinforcements, were caught in mid-maneuvers by the speed of the XIX Corps' advance. Once on the run, they got no breathing spell, no opportunity to stop and organize. The Corps stepped up its speed day by day. The rush never stopped until the Rhine was reached.





"It was muddy, disagreeably moist country, dotted with small farms with clusters of slate-colored plaster and brick farmhouses; the tree-lined roads of brick or cobblestones slippery with mud. Open stretches of fields were commanded by 88s and self-propelled guns, and systems of trenches on the commanding ground. Each town was a strong point, or had been intended to be. In many of them, however, the Volkssturm forces were so quickly inundated by the American advance that they got no warning at all, and dissolved into civilians without firing more than a few shots. In some places, where the forces from in front managed to withdraw and fight a delaying action, or reserves came up from the rear, there was sharp fighting. The enemy rushed some of the best troops he had on the West Front—Ninth panzer, 11th panzer, 130th panzer lehr, elements of Second parachute and 15th panzer grenadier, plus assorted infantry divisions—to attempt to halt the threatened disaster.

"The Second Armored with CT 9 from the 95th Infantry Division attached and CT 7 and CT 8 from the 95th Infantry Division following to clean out by-passed pockets of enemy resistance, drove between Muenchen-Gladbach and Neuss and continued north to reduce the manufacturing centers of Uerdingen.

On opposite page, reading from left to right: Completed Bailey Bridge at Ludinghausen, Germany, constructed by Company A; two Bailey bridges spanning the Ahse River near Hamm, Germany, constructed by Company B; launching nose on a Bailey bridge near Maas River in Holland; Sgt. Creston of Headquarters and Service Company checking road screen; adding second story to make double bridge at Wanssum, Holland; close up of crew working on panel and stringer sections of Bailey bridge by Company A men; Captain Stiles supervising Company A on installation of Bailey bridge in Holland.

"XIX Corps was ready and anxious to force the Rhine forthwith, and believed firmly it could be done. But higher headquarters decided to wait until the drive could be set up to go all the way to Berlin, once we were across. The divisions of the Corps moved up solidly along the 26 miles of the Rhine's left bank.

"In the ten-day drive, XIX Corps took more than 11,000 prisoners, 353 towns, and over 300 square miles of territory at the price of a proportionately very small casualty list. Corps Artillery fired nearly 2,500 missions for a total of about 250,000 rounds; Corps Engineers built 3,040 feet of all types of bridges; the Tank Destroyers destroyed 65 enemy tanks and armored vehicles, and the Corps AAA shot down 30 planes. It was a dashing example of fine teamwork and dynamic direction."



Double Double Bailey bridge being launched by Company A at Wanssum, Holland

For the period March 6-10 the Division occupied outposts along the Rhine. On March 10 the Division was relieved by the 102nd Infantry Division, and elements of the 84th Infantry Division, and withdrew to an assembly area in the vicinity of Ameln, Germany, where it began preparations for an extensive training program in offensive operations. The Division thus closed its third phase of offensive combat.

The following commendation was received from Lt. Gen. William H. Simpson, Ninth Army Commander, addressed to the Division Commander:

"In an operation of the magnitude of 'Operation Grenade,' it is a most comforting thought to the commander of a large unit to know that he has in hand a strong and dependable reserve with which to exploit opportunities that may be presented.

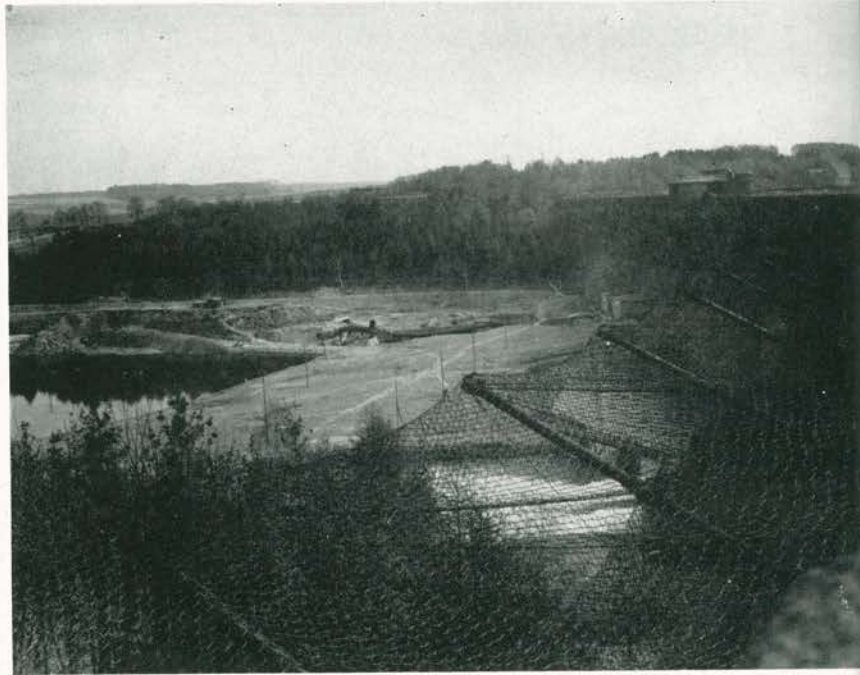
"In its role of Army reserve, your Division furnished me that feeling of confidence throughout the early stages of the operation. Similarly, it was most gratifying to me to be able to commit the Division at a time and place where it would be most effectively employed.

"The expeditious manner in which the 95th Infantry Division attacked and cleared the Uerdingen area, in the face of fierce and fanatical resistance by elite German troops, constituted a substantial contribution toward the overall success of the operation.

"It is a pleasure at this time to express my sincere appreciation of the fine performance of the Division in the operation just concluded and to thank every officer and man of your command for their individual contributions."



Side view showing complete view of steel protective nets constructed to prevent damage to the Mohne dam that controlled water flow of Ruhr River and the industrial Ruhr Valley



Protective netting used by Germans to prevent damage to the construction of the Mohne dam

German wagon factory showing the conversion of flat-cars into 20MM AAA mounts. Uerdingen, Germany



Captured German factory in Uerdingen where German tanks were repaired



U. S. planes on German trains recaptured by 95th Infantry Division near Uerdingen, Germany

HEADQUARTERS NINTH U.S. ARMY
Office of the Commanding General
APO 339, U.S. Army

6 May 1945

SUBJECT: Commendation.

THRU:

TO:

Commanding General, XVI Corps, APO 197, U.S. Army.
Major General Harry L. Twaddle,
95th Infantry Division,
APO 95, U.S. Army.

1. The recent successful reduction of the "Ruhr Pocket" provides me with the opportunity of commending the 95th Infantry Division for its accomplishments under this command.
2. Your Division was assigned a mission which assumed increasing importance as the Ruhr operation progressed, and I feel that the thoroughness with which you accomplished this mission contributed greatly to the decisive overall results. Your crossing of the Lippe River and your capture of the important centers of Hamm, Soest, and Dortmund constitute achievements which reflect great credit upon your fine organization.
3. I wish also to make note of the determination with which Task Forces Twaddle and Faith, involving elements of both your own and associated units, pressed home the final phase of the attack against stubborn hostile strongholds to eliminate the last vestiges of resistance in the zone.
4. It is my desire that you transmit my personal congratulations to the officers and men of the division upon their splendid accomplishments.



W.H. Simpson
W. H. SIMPSON
Lieutenant General, U.S. Army
Commanding.

You were there:
Certified:

Members of The 320th Engineer Battalion
Harry L. Twaddle
Harry L. Twaddle, Maj. Gen.





German soldiers walk into Battalion CP area to give themselves up. Note German soldier in civilian clothes



377th Infantry Regiment by-passing blown bridge after way had been cleared by Company A, 320th Engineers



German prisoners being taken to PW cage after giving themselves up to members of the Reconnaissance section. Sergeant Creviston leading the prisoners

Prisoners on march to prisoners-of-war cage

Tired refugees on the weary march home near Vellern, Germany



The Ruhr Pocket Campaign

The Battalion moved into its new area on March 10. Battalion Headquarters and Headquarters & Service Company moved from Krefeld to Garzweiler, Germany; Company A to Lipp, Germany; Company B to Prieserath; Company C to Northausen.

The most important phase of the Division training plan was infantry river crossing training. All companies began immediate reconnaissance for sites to conduct the river crossing training.

On March 11 an event occurred that saddened the entire Battalion. A platoon from Company B was lifting an enemy mine field near Ameln, Germany. S/Sgt. Mitchell F. Olsta, platoon sergeant in charge of the detail, was attempting to deactivate a German Regel mine when the mine exploded, instantly killing him.

During the period March 11-20 the Battalion conducted river crossing training on the Erft Canal near Harff and Gustorf for the infantry regiments, stressing night river crossing problems. During the same period a thorough engineer reconnaissance was made of the area, all roads were cleared of mines and posted and roads were repaired and maintained. Roads were swept for shrapnel with the electro-magnet. Many enemy mine fields were located, marked and reported to higher headquarters. Mine fields and booby traps in areas to be occupied by Division troops were removed by the Battalion.

On March 21 the Division relieved the 83rd Infantry Division in the vicinity of Neuss, Germany, on the west bank of the Rhine opposite Dusseldorf. The sector was not active and the Division's mission was purely defensive.

From March 21-27 the Battalion continued road maintenance and locating and marking mine fields. Also, instruction was given in the use of enemy weapons. On March 24, during a period of instruction in the use of the German Panzerfaust, three men from Company A were wounded when a Panzerfaust they were demonstrating exploded.

The night of March 24 had been chosen as the time for crossing the Rhine, the last great barrier between the heart of Germany and her enemies. Company C was chosen to cross two infantry patrols over the Rhine in the Division sector near Neuss on the same night. Lieutenant Hile's story of this crossing, expressing as it does the feelings and reactions of men who must cross rivers in the face of enemy fire and make a patrol deep into enemy territory, is very well told and is included here in full:

"On the night of March 24-25 150 patrols were to cross the Rhine at various points, synchronized with the assault crossing of the American Ninth Army and the British Second Army. These patrols were to divert

as much attention as possible from the actual crossing and to create the impression that a much greater force was in operation over an extended length of the front than was actually the case. That was the complex plan in simple form.

"The 95th Infantry Division drew the assignment of sending two of these numerous patrols on combat missions. The 378th Infantry Regimental scouts were to cross $\frac{3}{4}$ of a mile below Company K, 379th Infantry. That afternoon the men assigned to the patrol — the men who volunteered and the men to whom fell the task of taking them across the last great barrier of the once seemingly impregnable bastion of the embattled 'Fatherland' — practiced the crossing on a lake between the artillery and the river. Shells going out made the task much more realistic than the men desired, but in the warm rays of the sun their spirits rose, humor was quick and ever-present. After several practice crossings of the six boats (three boats to each patrol with 12 men from the infantry and 4 men from the engineers in each of the boats) a period of instruction was held on the sandy beach.

"At this time the men began to realize the importance of the task. Perhaps the officer in charge exercised a bit too little tact in his briefing of the night's work. Uneasiness was perceptible in the faces of the men as he gave detailed description of the banks on which the boats would land. Each patrol had entirely different situations to face. One would land on a beach 150 yards deep, covered by two MGs placed in strategic positions on the dike running the length of the Rhine Valley. This dike was 15 feet high and fire from the guns would consequently be plunging rather than grazing, but cover would be little.

"The second patrol, landing below the first, would face the same dike, but in their assigned position the dike ran along the water's edge rather than 150 yards inland. The wall would have to be scaled at a point where the Germans had two outposts.

"The fundamental task, as outlined, was to create attention; the secondary task was to secure all-important prisoners, preferably non-coms.

"The engineers now returned to the company area. Here they cleaned their weapons, padded the boats, wrote letters (some believing them to be their last) and talked of the coming night, but seldom joked. Tension was high, nerves taut, and tempers quick. This was to be another tough combat mission. This platoon had seen others and some fellows hadn't returned. Memories are acute on occasions such as these and this was just another prelude to a habitual flirtation with death. Bryant's 'Thanatopsis' ran through the mind of one engineer. 'So live that when your summons comes to join that innumerable caravan. . . .' Similar thoughts were in the minds of the others.

"Little chow was eaten that night and again the weapons were cleaned and instructions repeated. The men retired for a few hours rest—sleep was an impossibility—before going to the river. H-Hour was to be 0445.

"The patrol rose at 0030 and quickly dressed. Each man carried hand grenades, and his special weapon for the night. The Engineer T/E never carried some of the weapons that went along on that patrol. One man stuck to his M-1 while the rest begged or borrowed sub-machine guns or carbines. Pneumatic life-belts were worn by each member of the party. These belts were to be our sole means of returning if we believed the parting words of the lieutenant from G-2. He stated that in all probability the boats that were lucky enough to reach the German-held bank would soon be knocked out by counter-patrol or heavy artillery and mortar fire. Then, after completing the patrol all the men had to do was swim 400 yards against a 6 MPH current.

"It is interesting to note at this time that each 35-man patrol had greater fire power than an infantry company. Patrol No. 1 made up of men of the 379th Regiment, Company K had 7 BARs and 8 sub-machine guns with the rest carrying carbines. In patrol No. 2, the regimental scouts had as many BARs and sub-machine guns and also included two light MGs and two bazooka teams. The patrols were an impressive sight to those taking them across.

"The first patrol launched their three boats in the Erft Canal 100 yards above the Rhine. They then started on their mission, each man a little nervous at the start, but as the boats progressed toward the mouth of the canal and the great Rhine, the tension and nervous strain began to wear off.

"The crossing was made under a full moon which made visibility almost perfect over a distance of a hundred yards. As they neared the opposite bank, after fifteen minutes of hard paddling, sweating, cursing vociferously, and after drifting downstream 400 yards, four Jerries were sighted at their outpost on the shore. One BAR man brought his gun to his hip and would have cut them down if a quick acting and quick thinking engineer hadn't stopped him. Firing from a boat would have been foolhardy. The result would have been the premature announcement of our arrival to the Germans.

"The four-man outpost obviously saw us since they immediately ran for the dike some 150 yards distant. They disappeared over the crest, silhouetting themselves against the sky.

"By this time the boat had reached the bank and the patrol had quickly and efficiently formed, moving out noiselessly. One BAR team remained with the engineers who had formed a semi-circle around the boats extending inland 50 yards. The BAR team was placed at the foremost point thus giving it a maximum arc of fire. The men feverishly began to dig their fox holes, awaiting the mortar and artillery fire with the knowledge that they had crossed the Rhine and were on its

opposite shore, safe and alive, at least for the time being. No shots had been fired. No shells had fallen while they crossed. This could be accounted for, considering the element of surprise and the lack of communication between the German outposts and the related headquarters. It was a certainty that the German headquarters was in utter confusion; however, it was also a probability that this confusion would soon be remedied and countermeasures would be forthcoming.

"After a period of 45 minutes the patrol returned. The only artillery fire they had encountered was our own spasmodic fire falling short. No enemy personnel could be found. Two pillboxes guarding the approaches to a blown bridge had been entered and found vacated. The men haughtily returned to their respective boats and moved off unceremoniously.

"The return trip was uneventful until they neared the American-held bank. Then a German machine gun opened fire, either from a position overlooked by the patrol or newly instituted by the Germans after the patrol had retired. The men beached the assault boats and hauled them from the water. They hurriedly carried the boats some 200 yards up the steep bank while burst after burst of machine gun bullets, marked only by spaced tracers, filled the air. However, even in the early morning light, the visibility wasn't sufficient to allow accurate fire. Although the bullets were close to the path over the crest, the patrol suffered no casualties. A 4.2 Chemical Mortar Section located near the Regimental OP lobbed a few shells on the enemy machine gun, which was quickly silenced.

"The boats were safely loaded on a waiting trailer located in the security behind the high dike. The engineers of the first patrol, commanded by Sergeant Steffel of the Second Squad, returned to the company, much relieved, much elated, and all very much alive in body as well as in spirit.

"The second patrol, consisting of the Regimental Scouts of the 378th Infantry Regiment was taken across by engineers commanded by Sergeant MacCreery's third squad. Staff Sergeant Mrotek and three engineers from the third platoon of Company C held one boat in reserve. The patrol ran into trouble as soon as they neared the dike which, as previously explained, fronted the river. German soldiers on outposts, seeing them approach, immediately opened fire. In the exchange of small arms fire and grenades, two enemy soldiers were killed and two captured. All boats were badly damaged, although no man was seriously wounded.

"The patrol, having accomplished its mission in a short period of time, started its return trip. Fired on constantly and with each boat needing frequent bailing, the men paddled steadily until they were forced to abandon their boats. They had by this time reached shallow water which extended some yards into the river. The men now scattered under the still intense enemy fire. They re-grouped behind the dikes. It was found after taking a roll call that no one was missing and no one was seriously wounded. Both patrols had returned intact."

On March 26 the Division, less CT 7, was relieved of operational attachment to XIX Corps and attached to XIII Corps for operations only. XIII Corps directed the Division to continue its current mission in the vicinity of Neuss.

On March 27 CT 7 was ordered to join the Second Armored Division and Company A as part of CT 7 moved to Rheyelt to join the combat team. Early in the morning of March 28, CT 7 moved across the Rhine and joined the Second Armored at Spellen, arriving there at 0730. The advance of the Second Armored with CT 7 of the 95th Division formed the northern arm of the giant pincers movement which was to cut off the Ruhr district. The 83rd Infantry Division was motorized and given the task of following up the Second Armored spearhead and to contain the enemy within the Ruhr pocket. The drive went on day and night.

All the bridges on the Dortmund-Ems Canal were found blown, but by the afternoon of March 30 the Second Armored Engineers and our Company C had built their own bridges and were across and rolling again. The great city of Hamm was by-passed, leaving it to be cleaned out later by the 95th, and the spearhead angled southeast to Lippstadt where they met the Third Armored Division on the afternoon of April 1, to close the Ruhr pocket. Company A, as part of CT 7, played an important part in this swift advance. Operating most of the time in front of the infantry of CT 7, they cleared road blocks and abatis from the advance of the swiftly moving combat team. Even operating in front of the infantry, the engineers did not sustain a single casualty during this operation. The Company A CP closely followed the operation, moving from Spellen to Spyker on March 29; to Kyle on March 30; Stromberg on March 31; Halter on April 1.

For the period March 27-31 the balance of the Battalion remained in their respective areas awaiting orders. The time was put to good use, making last-minute checks of weapons and equipment and getting ready for what we hoped would be the last big push.

On March 30 the Division, less CT 7, was released from operational attachment to the XIII Corps and attached to the XXII Corps of the new 15th Army for operations only, but remained attached to XIX Corps for administration and supply. On March 31 the 97th Infantry Division, of the 15th Army, began relief of the 95th Division in the Neuss area.

On April 1 the Division was relieved of operational attachment to the XXII Corps and reverted to XIX Corps control and received orders to assemble in the vicinity of Ottmarsbocholt east of the Rhine, for employment against the Ruhr pocket. The Battalion, less Company A, cleared its area in the vicinity of Garzweiler, Germany, at 1730, April 1, crossed the Rhine over the heavy pontoon bridge in the vicinity of Wesel at 2230. From this point on, the movement was made in black-out over shell-torn roads, by-passes to blown out bridges, and over faint trails across fields. Everything was organized confusion with all roads jammed with every type of truck, prime mover, and artillery; it seemed as if the entire army was pouring over the one

Rhine bridge into this narrow corridor between German troops and artillery north and south of us, artillery flashes being clearly visible on both sides. Battalion Headquarters, Headquarters & Service and B Companies closed into their assembly area at Burdewick; Company C into Ottmarsbocholt, at 0430, April 2.

At the time of our move east of the Rhine on Easter Sunday, it had become increasingly apparent that Germany's end was imminent. Military disintegration had set in on the Western Front on a grand scale, with Russian troops poised for the decisive strike on the Berlin front.

On the Eastern Front, Allied Armor continued to roam at will throughout the Reich. General Eisenhower called on all members of the German army who had lost contact with their high command to cease hostilities. More than 3,000 Allied tanks were officially reported to be east of the Rhine, but the specific whereabouts of these armored spearheads was shrouded in a security silence. Stiffest resistance was being met by the American Seventh Army which was within 130 miles of Munich. Third Army tank columns had reached the outskirts of Kassel, 165 miles from Berlin, and were within 100 miles of the Czech border. Germany was being sawed in half.

But it was in the northwest quarter that the disorganization of the German military machine was in its most advanced state. The First and Ninth armies were completing what later proved to be "the greatest double envelopment in military history."

Over this Easter week-end the First Army's Third Armored Division lunged into Paderborn, and advance elements were reported well beyond this key city. North of the Ruhr industrial belt 21st Army Group columns overran Munster, Hamm, Bottrop, Gladbeck, Dorsten, Dulmen, Borken and Bocholt. Brussels radio reported the First and Ninth armies already had joined, sealing the great Ruhr pocket.

On April 2 the Division was ordered to reassemble in the vicinity of Beckum and initiate relief of the 83rd Infantry Division, then holding an east-west line along the north bank of the Lippe River between Hamm and Herzfeld. This relief was to be followed by an attack to the south across the river to reduce the immense Ruhr pocket created by the junction of the First and Ninth armies at Lippstadt. CT 7 was detached from the Second Armored Division and Company A moved from Haltem to Longenberg in preparation for rejoining the Battalion.

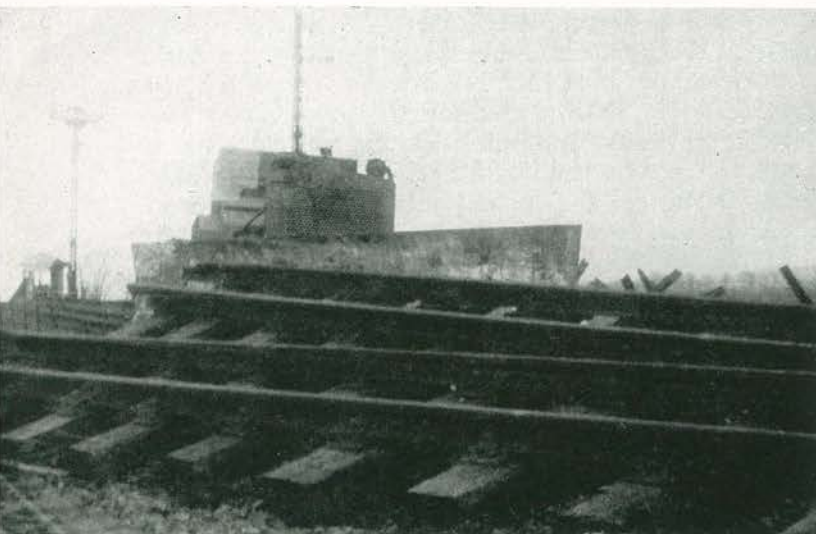
Division Field Order No. 6, published April 3, outlined the plan to reduce the Ruhr pocket and the Division's mission in the operation. The plan was for the First and Ninth armies to attack to reduce the Ruhr pocket; the First Army to attack from the south and east to the Ruhr River; the Ninth Army to attack from the west and north to the same objective. The Ninth Army's XVI Corps was to attack to the east from south of the Lippe River. The XIX Corps was to attack south, with the 95th Division on the right (west) flank and the Eighth Armored Division on the left, to clean up the area north of the Ruhr and Mohne Rivers in zone.



The Battalion was ordered to attach the companies to their respective combat teams on April 3 and to move Battalion Headquarters to the vicinity of Beckum and initiate preparations for crossing the Lippe River. The Battalion Commander and a part of his staff moved to Beckum on the afternoon of April 3; Company B moved to Dolberg and joined CT 8; Company C moved to Beckum and joined CT 9; Company A moved to Beckum as Battalion reserve. On April 4 the staff and Headquarters & Service Company moved to Vellern.

By 1800, April 3, the 95th Division had completed relief of the 83rd Infantry Division, then holding an east-west line along the north bank of the Lippe River between Hamm and Herzfeld. The 15th Cavalry Group was attached to the Division at 1800 and assigned the sector on the division's right flank from Hamm to the Dortmund-Ems Canal.

The attack was launched across the Lippe River at 0630, April 4; Company C with Company A in support, crossed CT 9 at three crossing sites against light resistance. Company B crossed CT 8 over the Lippe Canal into the outskirts of Hamm against moderate resistance. The 83rd Division had secured a small bridgehead and had captured a railway bridge intact at Hamm. The assault crossings were made at either side of the exist-



This railroad bridge captured intact at Hamm, Germany, was converted into a highway bridge by the 320th Engineers. Clearing of railroad yard with bulldozer in order to construct road and by-pass blown highway bridge. Clearing of railroad tracks to construct road in its place. Clearing away the tracks.

ing bridgehead, to expand and exploit the small bridgehead area. Company B started clearing the captured railroad bridge and converting it for use of vehicular traffic. Company A, during the afternoon, took over construction of the approaches and completed converting the bridge.



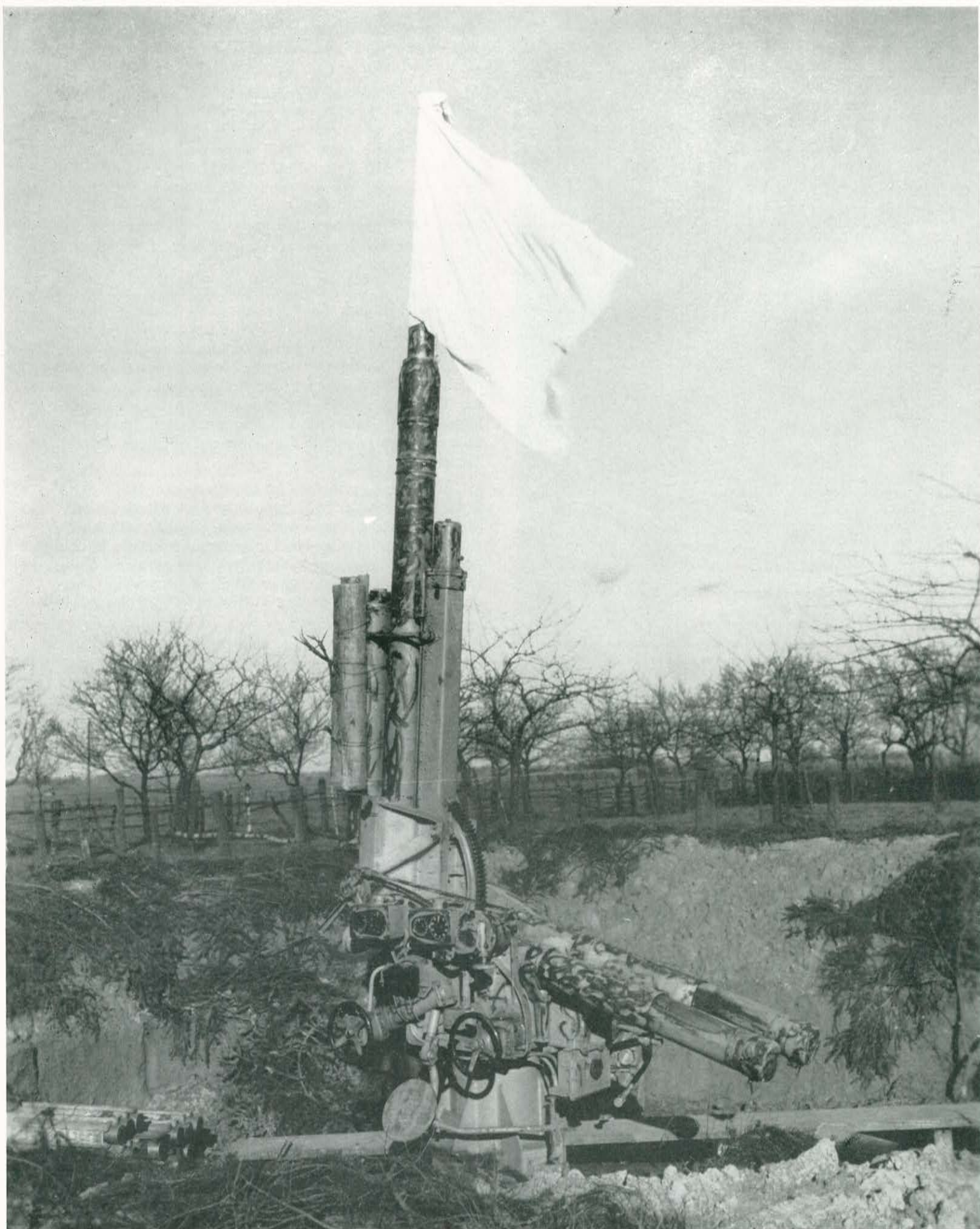
The combat team pressed the attack all along the line against stiffening resistance, but by noon had pushed the enemy back sufficiently to permit treadway bridge to be started by the attached 295th Engineer (C) Battalion, in CT 9 zone. The bridge was completed by 1500 and seven tank destroyer vehicles crossed to support CT 9's attack. At 1600 the bridge was knocked out by enemy artillery fire but by 1830 was repaired and open for traffic.

Companies B and C were in direct support of their combat teams, clearing and repairing the main supply roads and lifting mines. By night CT 9 had advanced and taken Vellinghausen and Dinker and were on the edge of Nord Dinker. CT 8 advanced 1,000 yards beyond the old bridgehead into Hamm and captured intact a highway bridge over the Lippe Canal.

On April 5 the attack continued along the entire front against light to moderate resistance. Companies B and C continued in direct support of their respective combat teams, while Company A continued work on the Hamm bridge. One man was wounded by enemy artillery fire while working on the bridge. In the afternoon CT 7 was moved into the line on the left of CT 9. Company C moved its command post from Beckum to Lippborg.



On April 6 the Division continued its attack south, with all three regiments abreast, against light to moderate resistance. The German defense had been even



Symbol of German defeat



Close-up view of bridge dropped across autobahn. Note clean cut

Wrecked enemy vehicle which went over demolished bridge across Ahse River on autobahn



less coordinated than had been the case in the first two days of the battle and a willingness to surrender was noted on every hand.

In the afternoon CT 7 began the attack on Soest and by night half the city was held in force. CT 8 had pushed east in Hamm to secure half of this great German railroad center. CT 9 in the center continued to advance against light resistance. Company A continued to work on the Hamm bridge with two platoons, and one platoon moved into direct support of CT 7. Company B cleared from the Autobahn the wreckage of an overpass bridge which had been dropped onto the Autobahn.

On April 7, CT 7 cleared Soest and CT 8 cleared the balance of Hamm. CT 9 ran into a stiff fight in Illingen and it was three hours before the town was cleared of all enemy. At 1200, upon direction of the XIX Corps, Task Force Twaddle was formed to take over command of all XIX Corps troops in the Ruhr pocket. This added the Eighth Armored Division with the attached reinforced 194th Glider Infantry Regiment and attached artillery and engineers to the command of Major General Twaddle.

Task Force Faith was set up, composed of CT 7, the 194th Glider Infantry Regiment and attached artillery. The task force became operational at 2130 with a mission to attack east to clear all enemy from the pocket between the Ruhr and Mohne Rivers, to gain and maintain contact with elements of the First Army's III Corps on the south and to protect TF Twaddle's left flank.

On April 8 TF Twaddle continued the attack against generally light resistance. The Germans had no cohesive defense and prisoners were pouring in in ever-increasing numbers. Company B moved its CP from Dolberg to Osttunnen; Company C from Lippborg to Welver; Battalion Headquarters from Vellern to Borgeln; Company A from Beckum to Berwicke.

On April 9 the Division was relieved of attachment to the XIX Corps and was attached to the XVI Corps at 0600, being directed to continue with its current mission. Company A was attached to TF Faith and during the day cleared 26 road blocks, many of which were mined and booby-trapped. During the day, TF Faith advanced up to 12 kilometers against generally light resistance. Company A moved its CP from Berwicke to Waldham.

On April 10, TF Faith met heavy opposition in their heavily wooded sector and Company C was attached to assist with engineer tasks. CT 9 met heavy opposition in Kamen but occupied the town before night. Company constructed a 50-foot Double-Single Bailey bridge at Vellinghausen. During the day Battalion Headquarters moved to Sonnern; Companies A and C to Bergheim; Company B to Runthe.

On April 11 advances were made on all fronts. TF Faith cleared all opposition in the Ruhr-Mohne pocket with the exception of Arnsberg. TF Faith was dissolved and the attached units returned to their organizations. CT 7 was to contain the enemy in the Arnsberg pocket and to reduce the town of Arnsberg in conjunction with the Fifth Infantry Division attacking from the south. CT 8 was given the mission of capturing Dortmund, which

was 12 kilometers to the west of their front lines. Battalion Headquarters and Company C moved to Leiche; Company A to Delecke.

The Division launched its attack on Dortmund on the morning of April 12. Resistance was generally moderate until the middle of the afternoon, when extremely heavy opposition was encountered. The battle continued throughout the night with bitter house-to-house fighting. During the afternoon all companies reverted to Battalion control; Battalion Headquarters moved to Kamen, Companies A and C assembled at Kamen and Company B at Schonhausen. All companies were immediately put to work clearing the Autobahn. There was much work to be done. The retreating enemy had blown all bridges and had dropped all overpasses onto the Autobahn, and until the wreckage was cleared away and new bridges constructed, this magnificent highway could not be used. On April 13 the city of Dortmund fell and by 1900, April 14, all pockets of enemy resistance were cleaned out and the Division had completed its assigned mission in the Ruhr pocket.

The Battalion was assigned the mission of clearing roads in the Division sector and the 1254th Engineer (C) Battalion was placed in support. From April 13 to 15 all companies and the supporting engineers cleared seven wrecked overpasses from the Autobahn and repaired or constructed nine bridges on the Autobahn, completing the mission by 2200, April 15, and opening the highway to two-way traffic. In addition, the companies cleared city streets of debris and hanging wires, swept the streets for shell fragments with the electromagnet, destroyed enemy ammunition dumps, filled craters, removed road blocks, swept the roads for mines and posted mine clearance signs, and repaired and maintained all supply roads in the Division area.

On April 13 the Battalion furnished 14 trucks with drivers and assistant drivers from Companies A and B to Division, as part of a convoy to transport the 35th Infantry Division to the Elbe River.

The Ruhr Pocket Campaign was over and the accomplishments of the Division were considerable, for the Division and its attachments had cleared almost one-third of the entire Ruhr pocket. The cost was light both in ratio to the gains and to the Division's three previous campaigns. In some instances, the Germans fought bitterly and stubbornly, but for the most part they showed little inclination to fight, so little, in fact, that control of the thousands of displaced persons liberated during the campaign became almost as great a problem as the tactical one.

In the campaign, enemy casualties reached the amazing total of slightly more than 36 to 1. A conservatively estimated 1,034 Germans were killed, 1,365 wounded, and 12,836 captured, a total of 15,235 casualties. In the same period the Division suffered 419 casualties. An area of 432 square miles was conquered and 256 villages, towns, and cities were captured, including Dortmund, largest city to fall to the Division in any campaign, and the important rail and industrial cities of Hamm, Soest and Kamen.

Bridges blown across autobahn by German troops in retreat



Right: To keep the roads open was one of the 320th Engineer missions

Military Government and Redeployment

On April 16 the Division was ordered to institute military government in the northern part of the Ruhr, the area it had just conquered. The Battalion was assigned an area centered on Beckum, the approximate center of the Division's area. On April 17 the Battalion occupied its assigned area, with Battalion Headquarters and Company A located in Beckum. Battalion Headquarters was to coordinate the Military Government activities of all companies, and Company A was charged with the Military Government of the city of Beckum and the immediate surrounding countryside. Company B moved to Lippborg, Company C to Liesborn, and were charged with the Military Government and the establishment of Displaced Persons camps in their respective areas.

The area assigned the Battalion was mostly agricultural, with Beckum the only large town. In this area there had been little damage by air attack, and the population had increased as much as 30 per cent as a result of evacuation from industrial areas. Displaced persons in great numbers had also flocked into the area in order to live off of the farms. Within the Battalion area the most pressing problem of Military Government was not the re-establishment and organization of an ordered German society, but rather the control of the large numbers of displaced persons. The number of DPs in the Division area reached a total of 112,000, of which 23,000 were in the Battalion area.

The first aim of Military Government was to prevent pillaging and looting, whether by DPs or by Germans, and this was accomplished by placing guards on all important stores and warehouses and by using our troops as a temporary police, wherever disorder threatened. The second aim was to collect the DPs into camps and to segregate them by nationalities with a view to eventual repatriation.

The second main problem of Military Government was the restoration of an ordered German society. This was done with the aid of the Counter Intelligence Corps, by screening the entire German population. For the most part the administration and police were placed in the hands of those with the most experience and the least connection with the Nazi party. General, Intermediate and Summary Military Government court officers were appointed in the Battalion area.

The civilians were urged to return to their farms and re-open the essential stores and operate the utilities. Local officials were made responsible for levying the farmers for food to feed DPs in the area. Rationing for the German population was continued under control of the local Burgermeisters and the supervision of Military Government.

On April 23 a change in the Division area of responsibility was made. An area was dropped in the

north and a new area added in the southeast. The change of area was to be completed by 0900, April 25, at which time the Battalion was to relinquish all Military Government duties so as to be able to perform the numerous engineer missions in the Division area.

On April 25 the Battalion moved to Geseke, Germany, to perform engineer missions as directed by Division Headquarters.

On April 27 M/Sgt. Robert W. Odell was awarded a Battlefield Commission as second lieutenant. The presentation was made by Maj. Gen. Harry L. Twaddle in a very colorful and impressive ceremony held in the Battalion area in Geseke, Germany.

From April 26 to May 6, inclusive, the companies worked on engineer tasks as directed by Division Headquarters. Main supply roads in the Division area were repaired and maintained, all buildings to be occupied by Division troops were checked for booby traps, garbage pits were dug for DP caps and a thorough engineer reconnaissance of the area was made. While making the reconnaissance, positions of enemy tanks and field guns were noted and turned over to Division Ordnance for disposition. Many field guns, in perfect condition, had been abandoned, complete with ammunition, by the retreating Germans. It was imperative to collect these field pieces into dumps as there was always the danger that some fanatic might try to use them as long as they were left unguarded. In addition, unexploded aerial bombs were disarmed and assembled under guard; also mines, both our own and enemy.

It became increasingly evident that the war was near an end and that the Division would not participate in the final days of actual combat. The British were fighting to clear the port of Bremen and the Division was directed to assemble in the vicinity of Munster and be prepared to move into Bremen as occupation troops.

Movement to the new assembly area was started on May 7, Battalion Headquarters, Headquarters & Service Company and Company B moving to Olfen, Company A to Sudkirchen and Company C to Nordkirchen, Germany.

The war was officially terminated on May 9, but it came as an anti-climax to us. It had been several weeks since we had been in contact with the enemy and in that time our life had taken on a definite garrison tinge. Now that the war was over it became more and more like garrison. Necessary engineer missions were carried out, but the stress was on physical conditioning, close order drill, athletics and administrative duties.

We now began to think of the future which seemed to hold for us one of three alternatives: occupation du-



Timber trestle bridge constructed across small stream near Olfen, Germany

ties in Germany, redeployment to the Pacific through the United States, or redeployment direct to the Pacific. There were endless discussions on the merits of the first two, the third was so horrible to contemplate that everyone tried to convince themselves that it would be impossible to ship us direct. We were all agreed that it would be one and a half to two years before the Pacific war could be finished and we would be on our way home to stay.

May 12 was declared to be "Redeployment Day" and the point system was announced for figuring the critical score of each enlisted man. No point score was announced for officers. The interim critical score necessary for discharge was announced as 85. After points for all men of the Battalion were computed, it was found that ten men had 85 or more points and were eligible for discharge. The critical score for officers was announced as 140. No officer in the Battalion had sufficient points to be eligible for discharge.

Information was received that the Division would not move to Bremen for occupation duty, but would remain in its present billets awaiting further orders.

The Battalion continued with its scheduled training and athletic program. A plan for opening unit schools under the Information and Education program was started, surveys were conducted within the Battalion to determine what courses of study the men were most interested in, also to discover men with abilities to teach the various subjects. Necessary engineer missions were also carried out and on May 21 Company A started construction of a 180-foot Double Triple Bailey Bridge over the Dortmund-Ems Canal near Ludinghausen, Germany. This is believed to be the longest single span bridge constructed in the ETO. On May 25, Company B constructed a small pile bent bridge near Olfen.

On May 25 a warning order was received for movement to the port of Le Havre early in June. The Division was being redeployed to the Pacific through the United States, and every man would receive 30 days at home.

From this point on all energies were directed toward turning in equipment and preparing for the movement. This was no time to be behind schedule, the order to move might come any day and **this** order meant 30 days at home. All equipment was gotten into shape in record time and turned in, and then it was just sit and wait for orders.

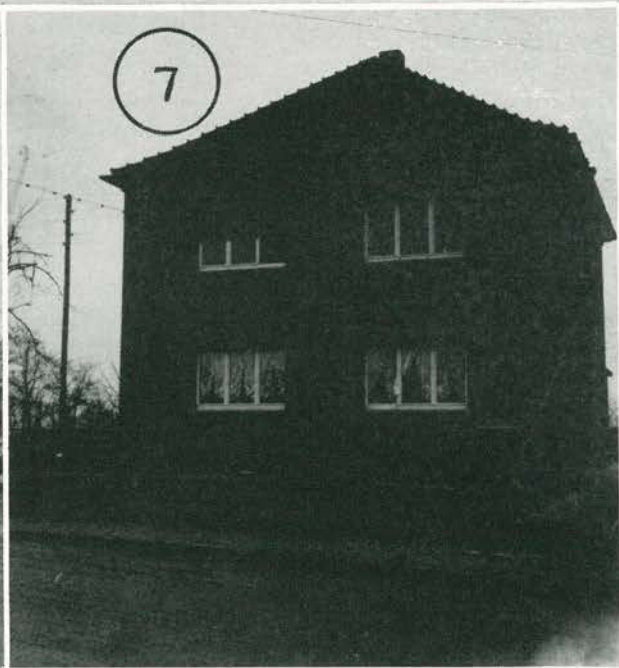
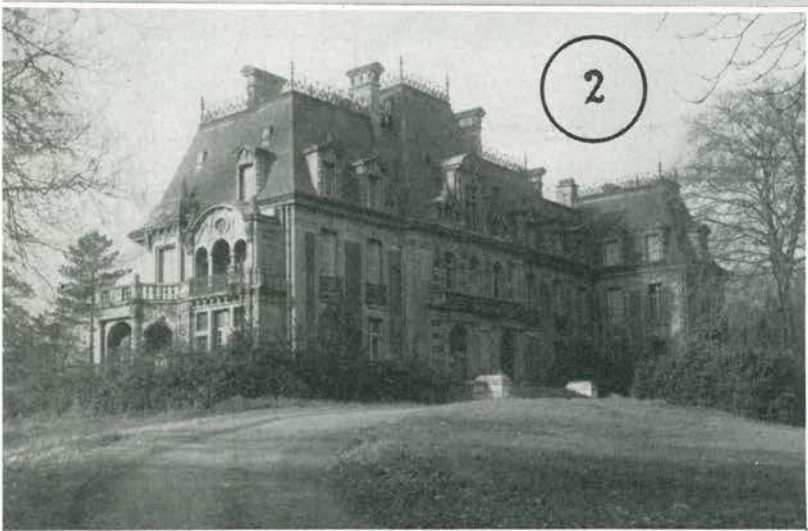
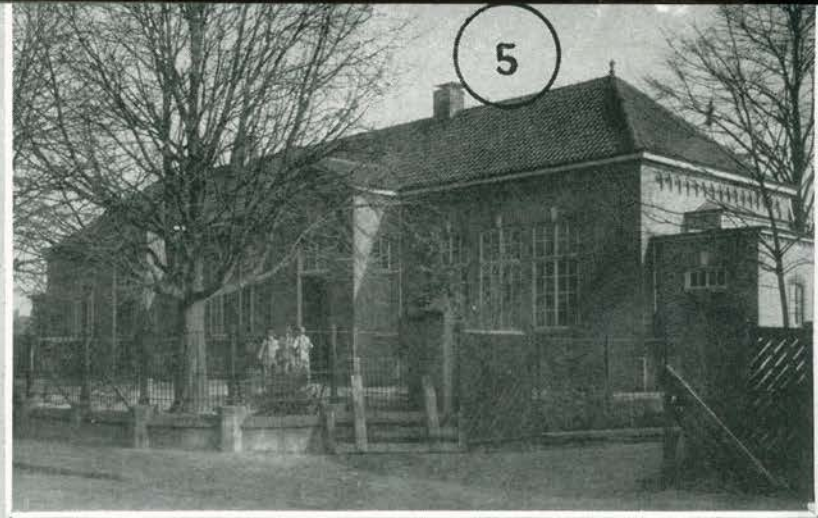


Company C constructing wooden trestle bridge across small stream Lieutenant Keough supervising details of construction

On June 11 the advance party, consisting of Major Davis and three enlisted men, was ordered to report to Le Havre. On June 12 orders for the movement of the Battalion were received, and on June 14 the Battalion departed from Olfen, Germany, en route to Le Havre—and home.

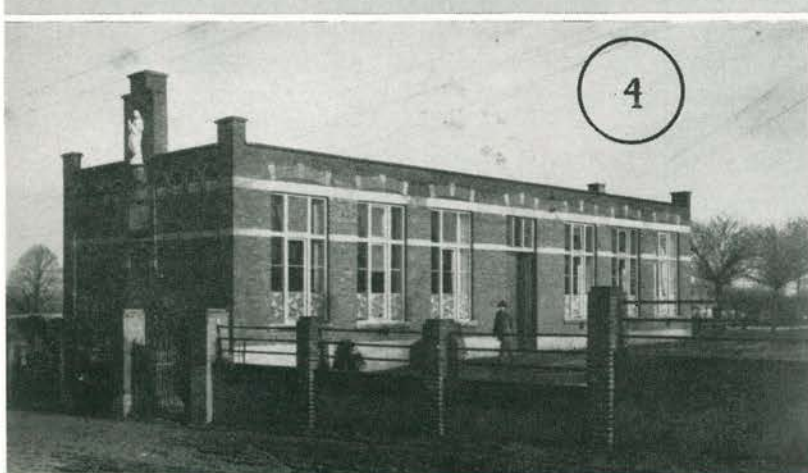
The trip to Le Havre required three days with overnight stops at Liege, Belgium, and Cambrai, France. The first night's stop in Liege was the first time most of the men had been outside of Germany since March 1, and the first time it had been permissible to speak to civilians since that date. As soon as the convoy pulled to a stop, Belgian civilians flocked around, all of them wanting to barter cognac and champagne, or offering fantastic prices in Belgium Francs for cigarettes, chocolates, cameras, typewriters, or any luxury item with which the GI was willing to part. The second night's stop, at Cambrai, was a repetition of the first stop. Here, as in Liege, there was a wild scramble to purchase anything that the GIs had for sale, and the prices offered were even higher than the prices in Liege. The third afternoon we arrived at Camp Old Gold at Doudeville, France, staging area for the port of Le Havre. There were tents in place for our use and we were supplied with cots.

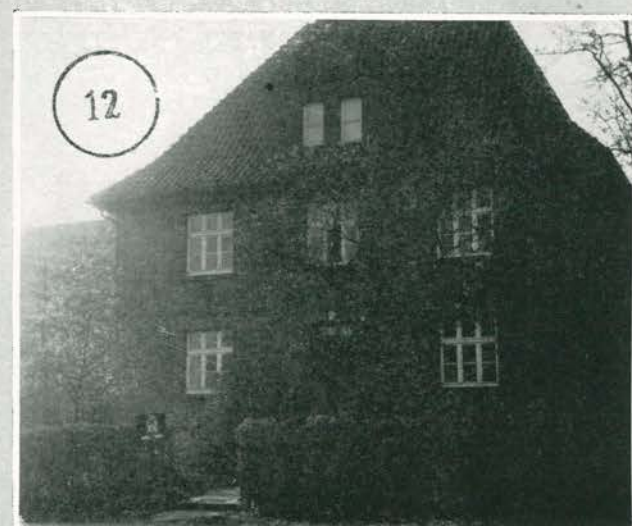
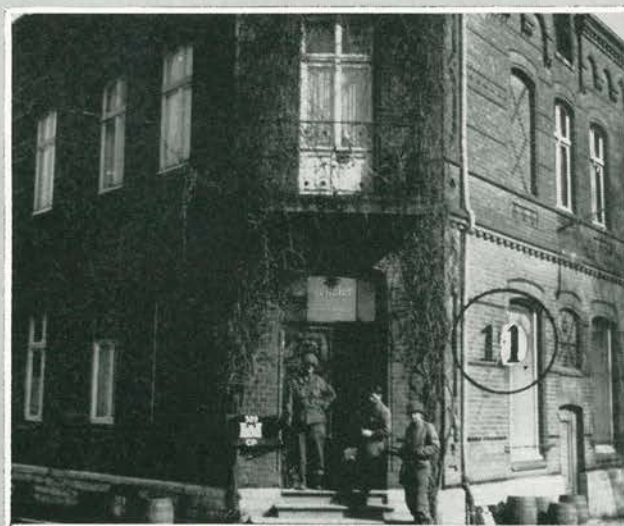
From June 17 to 20 final preparations were made for overseas movement. All excess equipment and weapons were turned in and boxed for shipment. All men were issued combat jackets and received all authorized ribbons and medals. On the last day everyone turned



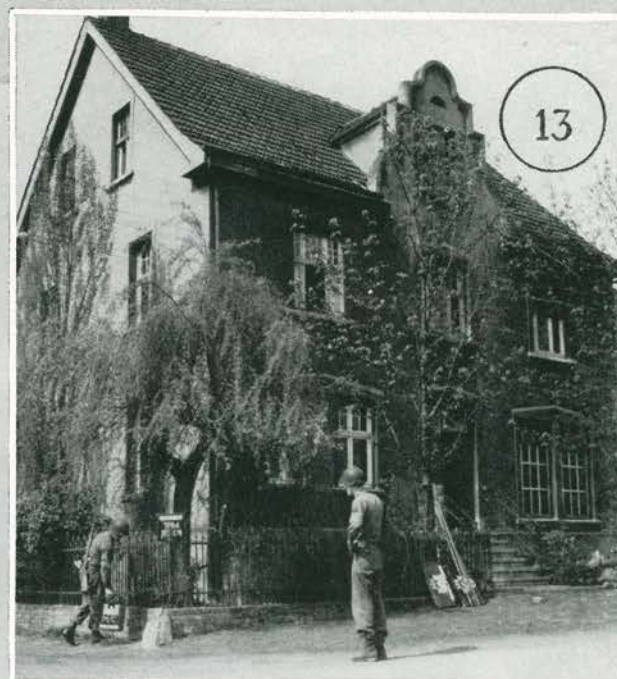
Battalion Com

- 1. Thiaucourt, France
- 2. Joeuf, France
- 3. Saarlautern, Germany
- 4. Boldre, Belgium
- 5. Duren, Germany
- 6. Broich, Germany
- 7. Osterath, Germany
- 8. Krefeld, Germany





Command Posts



- 9. Garzweiler, Germany
- 10. Burdewick, Germany
- 11. Vellern, Germany
- 12. Borgeln, Germany
- 13. Lerche, Germany
- 14. Beckum, Germany
- 15. Geseke, Germany
- 16. Olfen, Germany



Private First Class Malewski, Second Lieutenant Bennett, Private First Class Burdick and Corporal Braun, all of Company B put on a show at Oflan, Germany



Popular T/5 Jimmy Braun of Company B gives them a few "hot licks"



Entertainment by USO group at Northwood Park, Winchester, England



They did a good job of keeping the morale up with Red Cross visits and stage shows when there was an opportunity



The cast—Oflan, German, May 1945



T/5 Johnson, H & S Company accompanies Pfc. Condit, vocalist, Company B, as Pfc. Burdick, Company B, listens attentively

in his local and invasion currency to be converted into good American dollars, after which all were restricted to the camp area so that it would be impossible for the American currency to fall into the hands of unauthorized persons. The currency converted included French and German invasion currency, English pound and shilling notes, French and Belgian franc notes, and Dutch guilders.

On June 20 the Division was ordered to move to the port, but due to a shortage of space on the boats assigned to the Division, it was necessary for the Engineer Battalion and the Reconnaissance Troop to remain at Camp Old Gold to await a later boat.

Space on the **SS Marine Dragon** was allotted to us on June 25 and on June 26 the Battalion proceeded to the port. It was found that the boat was badly overloaded and there would be berth space for only half of our men and the other half would be required to sleep in the companionways or on the open deck. We were all loaded by dark but the boat remained at anchor throughout the night and sailed from Le Havre at 1130, June 27, 1945, destination—Camp Shanks, New York, U. S. A.

The boat was much smaller than the converted luxury liner in which we had made the trip to Europe, but had been built for hauling troops and all arrangements were much better. We were served two large meals, morning and evening, with a light snack served at noon. The food was excellent. The second and third days out the sea was quite rough and many of the men were seasick, but after that the weather was perfect.

On the night of July 4 we dropped anchor in lower New York harbor to wait for daylight. On the morning of July 5 we steamed slowly past the Statue of Liberty, and what a beautiful and never-to-be-forgotten sight after eleven months overseas! We were met by two gaily bedecked boats, each with a band and loaded with girls, which accompanied us as far as the New York docks. We proceeded on past New York and up the Hudson River to Camp Shanks.

We disembarked from the **SS Marine Dragon** in mid-river onto ferry boats which took us into the river dock and stepped off onto American soil at 1135, July 5, 1945.

From the dock we proceeded by truck to Camp Shanks, where, after a short orientation talk welcoming us home, we were assigned billets and then went to the mess hall. And what a feed! Steak with French fries and all the trimmings, including three kinds of dessert, and seconds if you could eat it. But, for once, the first helping was enough for even the largest appetite.

The men drew one suit of sun tans and prepared to entrain for their separation centers and 30 days at home for rest and recuperation. We were advised that the Division would assemble at Camp Shelby, Miss., and would proceed from there to the Pacific theatre after a short training period.

By 1730, July 7, all officers and men had left Camp Shanks en route home.

The advance party reported in to Camp Shelby, Miss., on August 5, and a few days later the officers and men of the Battalion began to assemble.



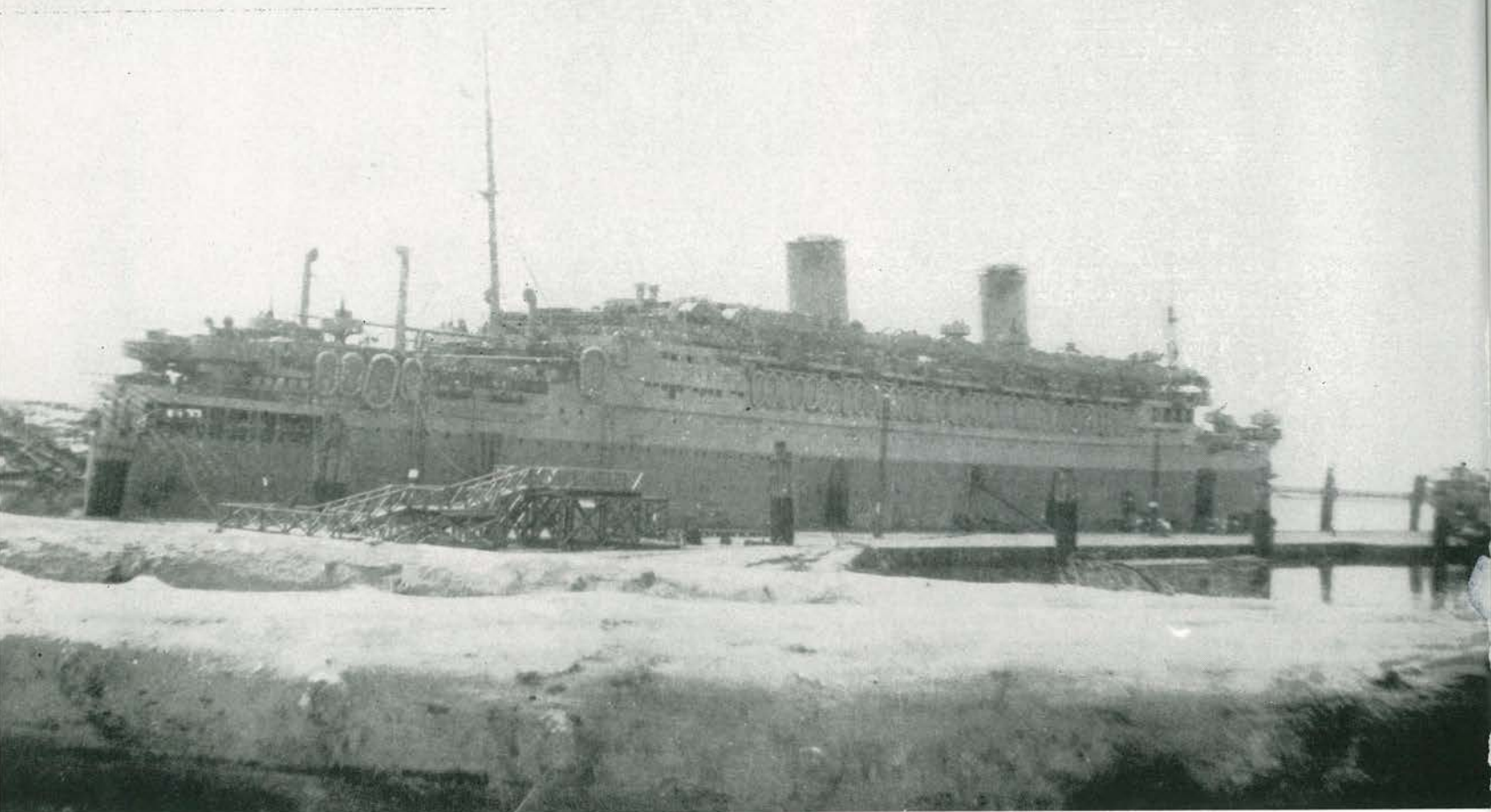
Landing at Le Havre, France



320th Engineers crossing Rhine River bridge, demolished on left

Fortification at Le Havre, France. This is typical of numerous installations that dotted the cliffs in vicinity of Le Havre





The "Mariposa" loaded with personnel from 95th Division prepared for debarking for USA. Le Havre, France

It was reported on August 11 that Japan was suing for peace and the men who had joined the Division and those still en route, hoped that now it would not be necessary for the Division to go to the Pacific Theatre. On August 14 it was announced that Japan had accepted the peace terms and now every man was sure that we would not go to the Pacific.

We were a combat outfit with 150 days in the line against the elite of German troops and most impregnable fortifications, and so we felt that there were other outfits with very little combat experience and troops that had not had overseas duty, who should be the ones to do occupation duty in Japan. A few days later the War Department announced that several Divisions with but little combat experience and average low points would go to the Pacific for occupation duty, and among the Divisions listed was the 95th Infantry Division.

This was too much! Immediately a flood of telegrams from the men and their relatives descended upon their Congressmen, requesting that the combat record of the 95th be reviewed, and pointing out that over 75 per cent of the men of the Division would be eligible for discharge within one to three months in accordance with the announced discharge policy.

Preparations for shipment continued. The Division received replacements with very low point scores, boxes were constructed for the shipment of impedimenta, new equipment was issued, and the low point replacements were given intense training. The middle of September the Division was advised that it would not go to the Pacific!

Then began a process of shifting personnel. High point men, not yet eligible for discharge, were transferred to the 44th Infantry Division. Men with low points were transferred to overseas replacement centers or to Station Complements. On October 1 the Division received orders to deactivate by October 15. All of the equipment was turned in and the balance of the officers and men were transferred to other units or sent to separation centers.

The 320th Engineer Battalion was completely deactivated on October 12, 1945.

The 320th Engineers debarked on July 5, 1945





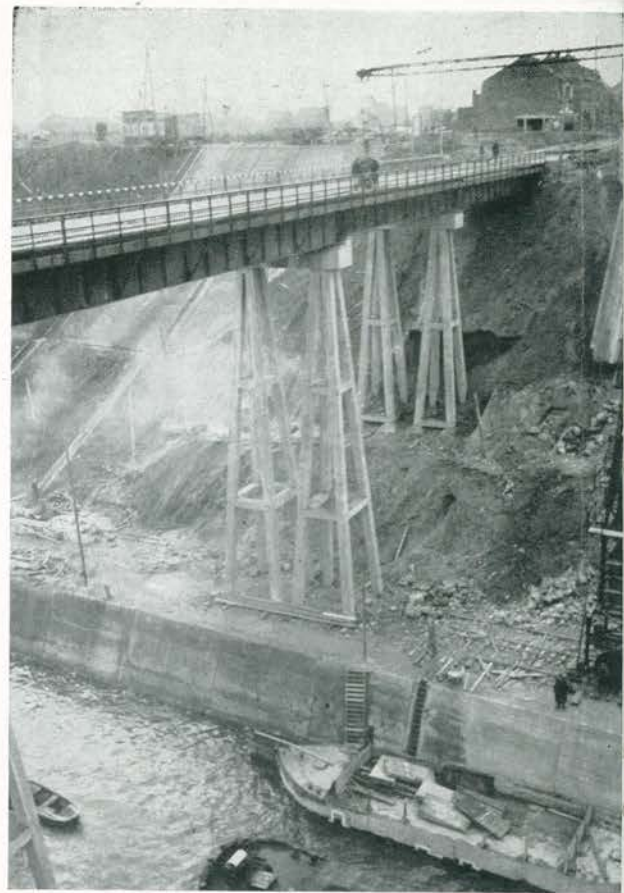
Well, this could happen anywhere. Between battles there is always time for a game of cards. This one must have been in France—the money is American—printed French "invasion" francs



The utter devastation of war met the 95th Division as it moved through Julich for the final push to the Rhine



Finishing touch is added in sign to a completed Bailey bridge over the Dortmund-Ems canal by Company A



The Albert Canal near Maastricht, Holland, shows where temporary bridge has been placed beside dropped permanent bridge on background. This is a few miles north of Eben Canal



Random Scenes during Combat Abroad

River crossing demonstration by Company B, 320th Engineers, for 378th Infantry Regiment on Erft Canal prior to crossing the Rhine River





A white phosphorus shell explodes among shattered buildings facing Division positions



Snow fails to hide the scars inflicted by both 95th Division and German artillery in a Saarlautern suburb

Presentation

Ceremony at which Master Sergeant Odell received his battlefield commission, Geseke, Germany

Major General Twaddle pins the bars on Lieutenant Odell

Lieutenant Boyle reads the oath of office to Lieutenant Odell. To the rear, left to right: Maj. Gen. Harry L. Twaddle, Lt. Col. James I. Crowther. Back row, Maj. Robert T. Davis, Chaplain Rubel, Capt. Walter Koppelman, Jr., and Robert B. Ireland



of Awards

Top right, Lt. Col. Crowther presenting Good Conduct medals to members of battalion. Left to right, PFC Armando Ramy, T/5 Steven M. Piotrowski, Cpl. Joseph Paterno, PFC Phillip G. Lohrman, PFC Donald J. Laubenheimer, PFC LeRoy A. Jeanblanc, PFC Paul A. Bosoms, T/5 Lester I. Dubois

Memorial Day Services held to pay tribute to the men of the Battalion who gave their lives in action

Captain Ireland, Battalion Surgeon, receives congratulations from Colonel Crowther after being awarded the Bronze Star Medal

Formation for presentation of awards to members of Battalion



Killed in Action and Missing in Action

HEADQUARTERS & SERVICE COMPANY

TODD, Arthur W., T/4 WOOD, Howard, Pvt.
ZEIGLER, Robert, T/4

COMPANY A

BAKLEY, Joseph T., Pvt. GASPARD, Donald R., Pfc.
BUSHMAN, Howard J., Pfc. ROOS, Donald B., Pfc.
SHRINER, Chester B., T/5

COMPANY B

FUSZARD, Austin R., T/5 RONAN, Leo J., Pfc.
GIBSON, George, Cpl. RUSSELL, Robert M., Pvt.
KOLLATH, Robert E., Pvt. SIMMONS, John G., Pfc.
OLSTA, Mitchell F., S/Sgt. TAYLOR, George W., Pvt.

COMPANY C

BELUSA, Rudolph, Pfc. SAMP, Roy E., Pvt.
HIGGINS, Daniel C., Pfc. SCHNABEL, Donald B., Cpl.
KAMINSKI, Stanley B., Pvt. WESSMAN, Bertil S., Pfc.
MORLAND, Charles B., Pfc. WOOD, Francis G., Jr., Pvt.

Died of Wounds

COMPANY A

CRIMMINS, John E., T/5 WHITEHALL, Richard W., Pfc.

COMPANY B

VAN CLEVE, Wayne E., Pvt.

Wounded Once

Wounded Once in Action—Purple Heart Awarded

HEADQUARTERS & SERVICE COMPANY

BLOOM, George W., Jr., Pfc. McINERNEY, Robert M., T/5
BODIN, Richard V., T/5 ROMBALSKI, Joseph P., S/Sgt.
CREVISTON, William P., Sgt. SCOTT, Andrew H., Pvt.
DOLL, Byron E., Maj. VAUGHAN, Thomas B., Pfc.
JACKSON, James E., Jr., T/5 VESTERBY, Vernon J., T/5

MEDICAL DETACHMENT

ARMBRUSTER, David H., T/5 CARPENTER, Francis P., T/5
BRENEY, Arnold A., T/5 TURNER, Lloyd W., Pfc.
WEST, Thomas A., T/5

COMPANY A

ABBOTT, Robert H., Cpl. JENSEN, Edward A., Pvt.
BARRON, Lawrence A., Pvt. JUSTICE, Ernest J., Pvt.
BERMOND, Loren D., T/5 KEARNEY, Richard J., Cpl.
BOHRER, Daniel B., Pvt. KLAWITTER, William F., Cpl.
BRISTOL, Erick W., Pvt. LESZA, James J., Sgt.
BURGESON, James A., Pfc. LOHRMAN, Philip C., Pvt.
CARTER, Alfred K., Pvt. MACKAY, James R., Pfc.
CORY, Clarence L., T/5 MIKOLOGIC, John S., T/5
COUNIHAN, Gerald L., Pfc. NEUOFFER, Harry G., Sgt.
DEMING, Frank C., Sgt. NORAMYSK, Vincent, Pvt.
De SARIO, Joseph, Cpl. PENNYFATHER, Patrick D., Cpl.
DYSKA, Edmund J., T/5 PETERS, Wallace L., Pfc.
EANES, Charles R., 1st Lt. PIPPIN, Ernest H., Pfc.
ELLIOTT, Warren D., Pvt. PIZIO, Stanley, Pfc.
FISHER, Raymond E., Pfc. RIGGLEMAN, Denver C., Pvt.
GLASSER, Irwin M., 1st Lt. SCHNAKENBERG, Roy L., T/5
GOFF, Robert D., Pvt. SEISSER, Anthony, Sgt.
GREGA, John P., Pfc. SIMMS, Raymond V., Pvt.
HAASE, Calvin J., Sgt. SLAYDEN, Marvin D., T/5
HAYS, Sam B., Pfc. SPEERS, Lee L., Pvt.
HEATH, Russell E., Cpl. SZAREK, Joseph J., Pfc.
HERRING, Boyd D., T/5 TICHACAK, James E., T/5
HINRICHSEN, George F., Pvt. TODD, Robert E., Pfc.
HUSA, Fred, T/5 VERDEROSA, Charles, Pvt.
JACKSON, Thomas L., Pfc. VETRANO, Joseph F., Cpl.
JACKSON, Ralph E., Jr., Pvt. WILLIS, David K., Pvt.

COMPANY B

BAHR, Warren A., Pfc. NOSAN, Vladimir M., T/4
BURDUCK, John, Pvt. PALMER, William H., Pfc.
CANNADAY, Ernest M., Sgt. PERET, Robert H., 1st Lt.
GIBSON, Henry A., S/Sgt. PERRY, Joseph W., Jr., Pfc.
GILLMAN, Daniel G., Pfc. PLASS, Arnold R., Pfc.
GRACZYK, William J., Jr., Pvt. PRANGL, Louis, Cpl.
HASSETT, John F., Pvt. PRICE, Page P., Pvt.
HERBERT, Stephen W., Pfc. QUAIL, Leonard J., T/4
HOLSTLAW, Vernice A., Cpl. RILEY, Terril H., Cpl.
HUBRICH, Richard L., T/5 RONEK, James R., Sgt.
HUFF, Alfred E., Pfc. ROTH, Bernard S., Pvt.
JACKSON, Robert W., Pvt. RUDROFF, Joseph L., Pfc.
JAGGERS, Walter H., Pvt. SALDUKAS, Joseph G., Pvt.
JAYNE, Towner A., Sgt. SCHLEICHER, Arthur H., S/Sgt.
JONES, Randolph, Cpl. SCOTT, George A., Pvt.
KEKOPOULOS, John C., Pvt. SEARS, Delbert L., Sgt.
KENDRICK, Edward J., 1st Lt. SHELLEY, Milton E., Jr., Pvt.
KLINE, Edwin W., Pvt. SHELTON, Paul, Pfc.
KOSS, Frank S., Pfc. SHIPTON, Charles A., Pvt.
KRUSE, Ernest H., T/5 SORENSON, John, Pvt.
LAGE, Robert L., Sgt. SPARKS, Willis H., Pvt.
LIPSCOMB, Clarence W., Pvt. STEVEN, Anton, Pvt.
MANTER, Emmerson S., Pvt. THOMAS, Lavier, T/5
MAY, Melvin, Pvt. TIETYEN, Earl H., Sgt.
McALLISTER, Duncan P., Cpl. TONNELL, Wilfred T., Sgt.
McCARTY, Charles W., T/5 WARNER, William D., Cpl.
MILLER, William H., T/4 WELLS, Jack, Pvt.
MUXO, Eduardo, 2nd Lt. WESTPHAL, Norman W., Pvt.
ZILINSKAS, John D., T/5

ROLL OF

COMPANY C

ANDERSON, Leo A., Pfc. LEICHTLEITER, Mathew, Pvt.
ANGENBAUER, Frank P., Pvt. LICHTENSTEIN, Marvin J., Pvt.
BAGGIO, Louis P., Jr., Sgt. LOGAN, LeRoy T., Jr., Pvt.
BARTNER, Harry, T/5 LUND, Edward, Sgt.
BEASON, Thomas D., Jr., Pfc. LUX, William J., Sgt.
BENBOW, William R., Pvt. MacCREERY, William J., T/5
BIRMINGHAM, Charles A., Cpl. MAHOTZ, Robert A., Pvt.
BOSHKO, Andrew P., Cpl. MONTGOMERY, George F., Pfc.
BROWN, Alfred W., T/5 MOORE, Louis J., Pvt.
BROWNING, Earle W., Cpl. MORGAN, Henry H., Pfc.
BUKSHOLT, Erling, Pvt. MORLOCK, Adam, T/4
CANFIELD, Dan L., Pvt. O'DAY, Lawrence, Pfc.
CARLSON, Bertil C., Pfc. PANCHESHAN, Michael, Jr., T/5
CIOLEK, Daniel T., Sgt. PETERSON, Victor C., Cpl.
CLEAVES, Bradford D., Pfc. POLCARI, Anthony A., Pfc.
COOK, Robert H., Pvt. PROVENCHER, Robert J., Pvt.
CURRY, Vincent J., Pvt. REDDY, Richard W., T/5
DANSEREAU, Andrew E., Sgt. ROSE, Daniel E., 1st Lt.
DEMPSEY, Francis J., Pfc. ROSSIE, George L., T/5
EICHHORST, William C., T/4 SCHEER, William A., Pvt.
FISHER, William A., Sgt. SECHLER, Robert L., 1st Lt.
GAGNON, Joseph A., Jr., T/5 SEGURA, Albert, Pvt.
GARRETT, Berlen I., Pvt. SHAFPER, Louis A., Pvt.
GIBSON, Harold G., Pvt. SHEPHERD, Roy A., Pfc.
GOTTSCHALK, Lawrence W., Pvt. SHERRILL, Edwin L., T/5
GREGORY, Primo A., Cpl. SHIRLEY, William F., T/5
GUAIN, Gerald, Pvt. SPAHT, Otto, Pvt.
HERBERT, Edward, 1st Lt. SPALDING, John C., Pfc.
HERSHMAN, Irving I., Pvt. STEFFEL, George L., Jr., Sgt.
HILE, Dudley B., 2nd Lt. STEICHEN, Roman H., 1st Sgt.
HOLBIK, John F., Sgt. STRAKA, Edward A., Pvt.
HRIN, John, Pvt. SWEEK, Edwin M., Pvt.
HULVEY, Donald W., Pvt. THIEDE, Edward C., T/5
IWINSKI, Edward S., Pvt. THOMAS, John J., Pvt.
JACKSON, Walter H., Cpl. TOHILL, Harry E., S/Sgt.
KEOUGH, John G., Jr., 1st Lt. VAN CURA, Donald E., Pfc.
KLEIWER, Arnold, Pvt. WASESCHA, Arthur L., Pfc.
KOESTER, Fred W., Pvt. WELCH, Ralph C., T/5
LACAIRE, Philip E., Pvt. WENTWORTH, Charles F., Pfc.
LANDRUM, Edgar W., Pfc. WROBEL, Anthony, Pvt.
LEE, Earl, Jr., Pvt. WYLIE, Earl, Cpl.

Wounded Twice

Purple Heart Medal with Oak Leaf Cluster Awarded

MEDICAL DETACHMENT

BREWSTER, John E., Cpl. CUMMINS, Eugene, T/5

COMPANY A

SETTLE, Edmond J., S/Sgt. SMITH, Bernard M., Sgt.

COMPANY B

DODDS, Roger W., T/4 MATZ, Lester, Pvt.

COMPANY C

BARTH, Henry E., T/5 LOVEGREN, John D., Pfc.
BUTLER, Edward C., Sgt. MALINOWSKI, Henry R., Pfc.
DASHNIER, Lloyd M., Pfc. McCAFREY, James C., Sgt.
FARRELL, Bernard P., Sgt. MROTEK, Eugene G., S/Sgt.
FIDLER, Edward W., Pfc. SPERA, Frank T., Pfc.
HOFMEISTER, Maurice H., Pfc. WINSETT, Hershell L., Sgt.

Wounded Three Times

Purple Heart Medal with Two Oak Leaf Clusters Awarded

COMPANY B

HANNAH, Robert C., S/Sgt.

Decorations

Silver Star Medal for Gallantry in Action

HEADQUARTERS & SERVICE COMPANY

CROWTHER, James I., Lt. Col. *TODD, Arthur W., T/4
TUCK, Marvin A., WOJG

COMPANY A

ANTCZAK, Nicholas, Pfc. NUOFFER, Harry G., Sgt.
GOLLON, Lucian V., Pfc. PAGE, John W., Pfc.
HUSA, Fred, T/5 SLAYDEN, Marvin D., T/5
JACKSON, Thomas L., Pfc. STILES, Melvin D., Cpl.
KLAWITTER, William E., Pvt. VETRANO, Joseph, Cpl.

COMPANY B

*GIBSON, George, Cpl. McALLISTER, Duncan P., Cpl.
JAYNE, Towner A., Sgt. MUXO, Eduardo, 2nd Lt.
*KOLLATH, Robert E., Pvt. *OLSTA, Mitchell F., S/Sgt.
KRUSE, Ernest H., T/5 STEVEN, Anton, Pfc.
MANTER, Emmerson S., Pfc. TIEDEMAN, John S., Sgt.

* Denotes "Killed in Action" or "Missing in Action."

HONOR

COMPANY C

FERRIER, Carl W., Cpl. HILE, Dudley B., 1st Lt.
MORLOCK, Adam, T/4

Bronze Star Medal

For Meritorious Service in Connection with Military Operations

HEADQUARTERS & SERVICE COMPANY

BAKER, Gene D., Pfc.
BASTILLE, Robert A., S/Sgt.
BAXTER, John E., Sr., T/5
BOYLE, Richard J., 1st Lt.
CROWTHER, James I., Lt. Col.
DAVIS, Robert T., Maj.
DOLL, Byron E., Maj.
DUX, Arthur R., Sgt.
EATMAN, Arthur W., 1st Lt.
ELOVICH, Harold S., T/5
EMERSON, Robert S., S/Sgt.
EVANS, Andrew R., T/5
FRANCESCHINI, Anthony J., S/Sgt.
FRITZ, Cedric R., T/4
HARRINGTON, John J., T/4
HERSCHELL, Raymond L., 1st Lt.
HUMPHREY, Leighton L., Pfc.
JAYCOX, Robert H., Pfc.
JUNG, Wayne B., S/Sgt.
KILMURRAY, Arthur J., Cpl.
KOPPELMAN, Walter, Jr., Capt.
KOWALSKI, James F., T/Sgt.
KRUSZKA, Stanley L., Pfc.
LeCLAIR, Howard E., T/5
LESTER, John D., T/Sgt.
LORENTZEN, Paul F., S/Sgt.

MANNING, Kenneth F., T/Sgt.
MEISE, Richard J., Capt.
MEYER, Ignatius J., T/Sgt.
MILOT, Leon H., Capt.
MOORE, Robert J., 1st Sgt.
MORGAN, Robert E., CWO
ODELL, Robert W., M/Sgt.
OLSON, Oborn R., T/4
PALMER, Charles G., Jr., Pfc.
PALMER, John W., T/4
PATRICK, Andrew D., Capt.
PUETZ, Kenneth H., T/5
RANDOLPH, Thomas P., S/Sgt.
REEVES, George E., Pfc.
REEVES, William H., Pfc.
RISTON, Melvin W., T/Sgt.
ROHDE, Arthur E., S/Sgt.
STEFANELLI, Joseph H., T/5
STILES, Melvin C., Capt.
STENERSON, Lester T., S/Sgt.
STONE, Eugene R., WOJG
SWANSON, Norman, S/Sgt.
THOMPSON, Douglas E., Sgt.
TOMIC, Frank, T/4
TWITCHELL, Blaine E., T/5
VAGNINI, Dominick R., Sgt.

MEDICAL DETACHMENT

ARMBRUSTER, David H., S/Sgt.
BENSON, Norman O., S/Sgt.
BIVENS, Ray D., T/5
BROWN, Richard A., Cpl.
COHRS, Raymond H., T/3
IRELAND, Robert B., Capt.
STOLLER, Robert E., T/4
WEBBER, James F., T/3

COMPANY A

BOLLMAN, Peter J., 1st Sgt.
CORY, Clarence L., T/5
HOFSTAD, Chester L., S/Sgt.
LALICH, James E., T/4
POLOWY, Andrew J., Pfc.
WOODS, John T., S/Sgt.

COMPANY B

BENNETT, Charles E., 2nd Lt.
BOOK, William T., Capt.
GARCIERI, Alfred, Cpl.
GUSTAFSON, Delbert H., S/Sgt.
LAGE, Robert L., Sgt.
MIKSOVSKY, Joseph, 1st Sgt.
MORTON, Carl R., 1st Lt.
TUBBS, Roger L., S/Sgt.

COMPANY C

ANDERSON, Walter N., 1st Sgt.
COATES, John C., Cpl.
HINTZ, Melvin E., S/Sgt.
JAKUM, Frank J., S/Sgt.
RAIMONDI, Nunzio, S/Sgt.
SLETTE, Curtis K., T/4
TOLBERT, Elias L., Capt.

Battlefield Promotion

COMPANY A

2nd Lt. to 1st Lt., William D. MANIFOLD

Battlefield Commission

HEADQUARTERS & SERVICE COMPANY

M/Sgt. to 2nd Lt., Robert W. ODELL

95th Infantry Division Battle Honors

1st PLATOON, COMPANY C

For Heroic Achievement in Connection with the Capture of the Saarlautern Bridge, Saarlautern, Germany.

3 December to 5 December, 1944

HERBERT, Edward, 2nd Lt.

TOHILL, Harry E., S/Sgt.
FARTHING, William C., Sgt.
HOLBIK, John F., Sgt.
LUX, William J., Sgt.
McCAFFREY, James C., Sgt.
MORLOCK, Adam, T/4
DANSEREAU, Andrew E., Cpl.
FERRIER, Carl W., Cpl.
PRICE, Gordon D., Cpl.
*SCHNABEL, Donald D., Cpl.
BARTH, Henry E., T/5
FERRO, Steve, T/5
SHIRLEY, William F., T/5
CARLSON, Bertil C., Pfc.
EDWARDS, James C., Pfc.
KOUKKARI, Eino J., Pfc.
LANDRUM, Edgar W., Pfc.
MORGAN, Henry H., Pfc.
WASSERMAN, Herbert, Pfc.
BEASON, Thomas D., Jr., Pvt.
BENBOW, William A., Pvt.
BIRMINGHAM, Charles A., Pvt.
CALLAHAN, William J., Pvt.
CLARK, John D., Pvt.
CLEAVES, Bradford D., Pvt.
GARRETT, Berlen W., Pvt.
HRIN, John, Pvt.
*KAMINSKI, Stanley B., Pvt.
KOESTER, Fred W., Pvt.
MOORE, Louis J., Pvt.
PROVENCER, Robert J., Pvt.
PUGH, Robert, Pvt.

Meritorious Service Unit Plaque

Headquarters & Service Company

COMPANY C

ANDERSON, Walter N., 1st Sgt.
BARTH, Henry E., T/5
CALLAHAN, William J., Pfc.
CLARK, John D., Pvt.
DANSEREAU, Andrew E., Pfc.
FARTHING, William G., Pfc.
FERRO, Steve, T/5
HERBERT, Edward, 2nd Lt.
*KAMINSKI, Stanley B., Pvt.
LEE, Earl, Jr., Pvt.
LOGAN, LeRoy T., Jr., Pvt.
MONTGOMERY, George F., Pfc.
MOORE, Louis J., Pvt.
MORGAN, Henry E., Pfc.
*MORLAND, Charles E., Pfc.
SIOK, George A., T/4
STEFFEL, George L., Sgt.
STEICHEN, Roman H., S/Sgt.
STRAKA, Edward R., Jr., Pvt.
TOLBERT, Elias L., Capt.
WASSERMAN, Herbert, Pfc.
ZADROVITZ, John, Jr., Pvt.

Silver Star Medal with Oak Leaf Cluster

Decorated Twice for Gallantry in Action

COMPANY C

*SCHNABEL, Donald B.

Bronze Star Medal

For Heroic Achievement in Connection with Military Operations Against the Enemy

HEADQUARTERS & SERVICE COMPANY

ALTENBURG, Charles M., T/4
BODIN, Richard V., Pfc.
CASEY, Charles R., Pfc.
CREVISTON, William P., Pvt.
CRUMRINE, Gilbert L., T/4
FALBERG, Robert F., Cpl.
JACKSON, James E., T/5
LAFFERTY, Joseph T., T/5
MILLER, Jerome G., T/5
O'HALLORAN, James J., T/4
SCHWARTZ, Lester I., T/5
SCOTT, Andrew H., T/5
SCURLOCK, Donald K., Pvt.
TRAVIS, Robert H., T/5
*WOOD, Howard, Pvt.
*ZIEGLER, Robert, T/4

MEDICAL DETACHMENT

BREWSTER, John E., Cpl. CARPENTER, Francis P., Pfc.
CUMMINS, Eugene, T/5

COMPANY A

ABBOTT, Robert H., Cpl.
BAITY, Elmer C., Pvt.
BARRON, Lawrence A., Pvt.
COX, William F., Pvt.
De SARIO, Joseph, Cpl.
EANES, Charles R., 1st Lt.
FISHER, Raymond E., Pfc.
GLASSER, Irwin M., 1st Lt.
GOLDBERG, Lawrence, T/5
GRINDLE, Norman C., T/5
HAYS, Sam B., Pfc.
JONES, John D., Pvt.
KEARNEY, Richard J., Pvt.
KOWALIUK, Nick, Pfc.
LANG, William J., Pvt.
MANIFOLD, William D., 1st Lt.
McLEAN, Stuart S., 1st Lt.
PUERINGER, Frank S., S/Sgt.
ROMERO, Lauriano J., Pfc.
RUETHER, Wilbert A., Pvt.
SEESE, Harry W., Pvt.
SEISSER, Anthony, Sgt.
SMITH, Bernard M., Sgt.
WILLIS, David K., Pvt.
WILLSON, Thomas A. III, Pvt.

COMPANY B

BAHR, William A., Pvt.
CANNADAY, Ernest M., Sgt.
CASEY, Vincent P., Pvt.
FISCHER, William J., Pvt.
FRONCZAK, Frank J., T/4
*FUSZARD, Austin R., T/5
GAMZON, Abraham, Pvt.
GIBSON, Henry A., S/Sgt.
GRACZYK, William J., Jr., Pvt.
HUBRICH, Richard L., T/5
HUFF, Alfred E., Pfc.
KENDRICK, Edward J., 1st Lt.
MAHER, Robert D., Pvt.
MATZ, Lester, Pvt.
MELZINSKI, Thaddeus, Pvt.
MILLER, William H., T/4
NOSAN, Vladimir M., T/4
PALMER, William H., Pfc.
*RONAN, Leo J., Pfc.
RONEK, James R., Sgt.
*RUSSELL, Robert M., Pvt.
SHELLEY, Milton E., Pvt.
SHELTON, Paul, Pfc.
SHIPTON, Charles A., Pvt.
SNYDER, William E., Pvt.
*TAYLOR, George W., Pvt.
URBANOWSKI, Chester R., Pfc.
WELLS, Jack, Pvt.
WILLS, Warren G., Cpl.

COMPANY C

BIRMINGHAM, Charles A., Pfc.
CARLSON, Bertil C., Pfc.
*FARREL, Bernard P., Sgt.
FIDLER, Edward W., T/5
FISHER, William A., Sgt.
HERBERT, Edward, 1st Lt.
KEOUGH, John G., 1st Lt.
KOWITZ, Gilbert, T/5
LANDRUM, Edgar W., Cpl.
LOGAN, LeRoy T., Pfc.
LUND, Edward, Sgt.
LUX, William J., Sgt.
MacCREERY, William J., Sgt.
McCAFFREY, James C., Sgt.
McNULTY, Alfred P., Pfc.
MROTEK, Eugene G., S/Sgt.
PRICE, Gordon D., Cpl.
PROVENCER, Robert J., Pvt.
*SAMP, Roy E., Pvt.
SCHEER, William A., Pfc.
*SCHNABEL, Donald B., Cpl.
SHEPHERD, Roy A., Pfc.
SPAHT, Otto J., Pvt.
STEICHEN, Roman H., S/Sgt.
TOHILL, Harry E., S/Sgt.

Bronze Star Medal with Oak Leaf Cluster

For Heroic Achievement in Connection with Military Operations Against the Enemy

COMPANY B

SCHLEICHER, Arthur H., S/Sgt.

Roster 320th Engineer Battalion

Officers Roster, 320th Engineer Battalion

ANDERSON, Clarence A., WOJG, 110 Chapin St., Morris, Ill.
 BALDWIN, James W., 2nd Lt., 226 W. Ash St., Piqua, Ohio.
 BATA, John, Jr., 1st Lt., 2340 Bakewell St., Toledo, Ohio.
 BENNETT, Charles E., 2nd Lt., 215 E. 164th St., New York 56, N. Y.
 BLATZ, Frederick, Jr., 2nd Lt., 2100 Grant Ave., Wilmington, Del.
 BOYLE, Richard J., 1st Lt., 1207 Franklin Ave., Wichita, Kan.
 CARROLL, Roland C., Capt., Dental Clinic, Station Compl., Camp Shelby, Miss.
 CASSIDY, Charles F., Capt., Dental Clinic, Station Compl., Camp Shelby, Miss.
 CROWTHER, James I., Col., 214 Mallow Hill Road, Baltimore 29, Md.
 CIARAVELLA, Dominick, 2nd Lt., 3609 Quentin Rd., Brooklyn, N. Y.
 DAVIS, Robert T., Major, P. O. Box 1139, Wilmington, N. C.
 DOLL, Byron T., Major, 829 S. Windsor Blvd., Los Angeles, Calif.
 EATMAN, Arthur W., 1st Lt., 3008 University Ave., Austin, Tex.
 EANES, Charles R., Capt., 1403 Preston Ave., Austin, Tex.
 EDELSON, Howard J., 2nd Lt., 15 Willow Place, Brooklyn 2, N. Y.
 GLASSER, Irwin M., 1st Lt., 420 W. Brooklyn, Dallas 8, Tex.
 HARLAN, Richard D., CWO, 513 N. Summit, Gerard, Kan.
 HAWLEY, Charles L., 2nd Lt., 824 Elizabeth St., Ogdensburg, N. Y.
 HERBERT, Edward, 1st Lt., 119 College St., Montgomery, Ala.
 HERSHELL, Raymond L., Jr., 1st Lt., 141 Elmwood Park, Tonawanda, N. Y.
 HILE, Dudley B., 1st Lt., Route 1, Box 223-C, Shreveport, La.
 ISLEY, Carl J., Lt. Col., 120 E. Third St., Watkins Glen, N. Y.
 KENDRICK, Edward J., 1st Lt., 8 Bohl Ave., Albany, N. Y.
 KEOUGH, John G., 1st Lt., 2725 S. 18th St., Philadelphia, Pa.
 KOPPELMAN, Walter, Jr., Capt., 102 Millbrook Rd., Baltimore, Md.
 LEISHMAN, Lee Vern R., Capt., 210 N. State, Salt Lake City, Utah.
 MANIFOLD, William D., 1st Lt., Route No. 2, Stewartstown, Pa.
 MCDANIEL, Boyd J., 2nd Lt., 1004 E. 15th St., Big Springs, Tex.
 *MCGOVERN, Andrew J., Capt., 824 Grove St., San Luis Obispo, Calif.
 MCLEAN, Stuart S., 1st Lt., 474 Jackson St., Gary, Indiana
 MEISE, Richard J., Major, 3118 Northway Drive, Baltimore, Md.
 MESSNER, Michael, Major, 1034 Grignon St., Green Bay, Wisc.
 IRELAND, Robert B., Capt., 367 E. Tulane, Columbus, Ohio.
 MILOT, Leon H., Capt., 603 Okanogen Ave., Wenatchee, Wash.
 MORGAN, Robert E., CWO, 422 East 9th St., Pittsburg, Calif.
 MORTON, Carl R., 1st Lt., 818 Cadieux Rd., Grosse Pointe 30, Mich.
 MUXO, Eduardo, 1st Lt., 11th of August Ave. 102 Mayaguez, Porto Rico.
 ODELL, Robert W., 2nd Lt., 3100 Monticello Ave., Oakland 2, Calif.
 PATRICK, Andrew D., Capt., 607 S. 7th St., Springfield, Ill.
 PERET, Robert H., 1st Lt., 4209 Sinclair Ave., Austin, Tex.
 ROSE, Daniel E., 1st Lt., Odessa, Tex.
 STILES, Melvin C., Capt., Box 6, Lake Village, Ark.
 STONE, Eugene R., WOJG, 607 N. Martel Ave., Los Angeles, Calif.
 TEMPLETON, Phillip C., Major, 408 Lexington Ave., Lawrenceville, Ohio.
 TOLBERT, Elias L., Capt., 510 East St., Culpeper, Va.
 TUCK, Marvin A., WOJG, 367 W. 48th St., Seattle 7, Wash.
 WARREN, Robert B., Major, 273 S. Cleveland, St. Paul, Minn.

* Deceased.

Roster of Former Officers of the Battalion

Addresses Not Available

BOBO, Melvin H., 2nd Lt.
 BOOK, William T., Capt.
 BORDEN, Howard D., 1st Lt.
 DOYLE, James E., 1st Lt.
 DURHAM, James D., 2nd Lt.
 GERMAIN, Robert R., 2nd Lt.
 HARPER, Robert C., 2nd Lt.
 KUHRE, Leland B., Col.
 LAUGHLIN, Harold K., 1st Lt.
 HOMAN, Frederick, Capt.
 OCHS, Jacob, Capt.
 PIPKA, Stephen, 1st Lt.
 RANDELL, Harold E., 1st Lt.
 ROBINSON, Eugene R., 2nd Lt.
 RUNYON, Jackie C., 2nd Lt.
 SECHLER, Robert L., 1st Lt.
 ST. JOHN, Sam O., 2nd Lt.
 SHALALA, John S., 1st Lt.
 VALLEY, Richard K., 2nd Lt.
 ZANOWIAK, Peter P., 1st Lt.

Roster of Men, Past and Present, of the 320th Engineer Battalion

* Denotes "Killed in Action" or "Missing in Action"

A

ABBOTT, Robert H., S/Sgt., 1924 Lewis Ave., Long Beach, Calif.
 ABRAMS, Martin, Pvt., 115 Congress Ave., Atlantic City, N. J.
 ACRES, Charles H., Pvt., 309 Alberts Ave., Onieda, Tenn.
 ADAMIAK, John S., Pfc., 1024 Manor St., Pittsburgh, Pa.
 ADAMS, Carl B., Cpl., Whitesburg, Ky.
 ADAMS, Clark N., Sgt., 189 Maple St., Mifflinburg, Pa.
 AHERN, John J., Pvt., 6115 Greenwood Ave., Chicago, Ill.
 AHLBORN, Robert W., T/5, 544 Locust St., Hammond, Ind.
 AINSWORTH, L. E., T/4, Route 4, Easterly, Tex.
 ALKER, Charles, T/4, 29 Alpine St., Roxbury, Mass.
 ALLEN, Harold C., T/5, Box 593, Antler, Okla.
 ALLEN, Jerry B., Pfc., RD 1, Reynoldsville, Pa.
 ALLERDING, Woodrow W., Pfc., 221 N. Broadway, Hastings, Mich.
 ALTENBURG, Charles M., T/4, 126 Raymond Ave., Barrington, Ill.

ANDERSON, Donald E., Pvt., 2425 N. Greenview, Chicago, Ill.
 ANDERSON, Fred, Pvt., 1048 S. Mason St., Chicago, Ill.
 ANDERSON, Kenneth R., S/Sgt., RR 1, Olathe, Kan.
 ANDERSON, Leo, Pfc., Malmö, Minn.
 ANDERSON, Leonard M., Pfc., 1223 South J St., Tacoma, Wash.
 ANDERSON, Walter N., 1st Sgt., Randolph, Nebr.
 ANDREJCIK, Stephen M., Pvt., Morrisdale, Pa.
 ANDRYCHOWSKI, Louis, Pfc., 279 S. Robinson St., Baltimore, Md.
 ANGENBAUER, Frank J., Pvt., 4214 Orchard St., Milwaukee, Wisc.
 ANKNEY, John J., T/5, 853 Wheeler, Cadillac, Mich.
 ANTCZAK, Nicholas J., Pfc., 2211 W. Walter Ave., Chicago, Ill.
 APRUZZESE, John P., Cpl., 7 Winter St., Everett, Mass.
 ARDERY, Frank E., Pvt., 470 Genesee St., Trenton, N. J.
 ARMBRUSTER, David H., S/Sgt., 806 Forest Ave., Evanston, Ill.
 ARNOTT, Samuel J., S/Sgt., Persia, Tenn.
 ATKINSON, J. L., T/4, Route 1, Fort Lauderdale, Fla.
 ATINELLO, Vincent, Pvt., 261 Meerd St., Phillipsburg, N. J.
 AUCONE, Ettore J., Pfc., 16 Front St., Beverly, Mass.
 AUGUSTINE, Frank J., Pfc., Rt. 1, Box 155, Schofield, Wisc.
 AULD, Robert T., Pfc., P. O., Washington, Pa.
 AUSTIN, Hydous J., T/5, Gen. Del., Hatteras, N. C.
 AYER, Harold F., T/5, Beaver, Ore.
 AYERS, Earl, Pvt., Gen. Del., Caxton, Ky.

B

BABCOCK, Everett M., Pvt., 17 First St., Plainfield, Conn.
 BADAGLIACCA, Joseph F., Pvt., 281 May St., Worcester, Mass.
 BAGGIO, Louis P., Jr., Sgt., Wilsonville, Ill.
 BAGNASCO, Angelo, Pvt., 17126 Rosemont Ave., Detroit, Mich.
 BAHR, Warren A., Pfc., 85 Bronx River Road, Yonkers, N. Y.
 BAILEY, George K., Pvt., P. O. Box 1, Meadow View, Va.
 BAIN, Robert D., Pvt., 439 Brimhall St., St. Paul, Minn.
 BAIRD, John M., Pvt., 1539 Elmwood Ave., St. Paul, Minn.
 BAITY, Elmer C., T/5, 803 Oak Ave., Aurora, Mo.
 BAKER, Gene D., T/4, RFD 2, Dixon, Ill.
 *BAKLEY, Joseph L., Pvt., 485 Valley Road, West Orange, N. J.
 BALAZS, John J., S/Sgt., 21 Fair St., Norwalk, Conn.
 BALDSCWELLER, Alfred, Pvt., 3 Broad St., Haverstraw, N. Y.
 BALLARD, Arnold L., Pfc., 2346 10th Ave., Huntington, W. Va.
 BALON, Raymond V., T/5, Box 244, Patton, Pa.
 BAMBAM, Richard E., Pfc., 200 Commonwealth Ave., Buffalo, N. Y.
 BANCROFT, John W., Pfc., 4705 W. 17th St., Los Angeles, Calif.
 BARBARIA, John J., Pfc., 142 Graton St., Brooklyn, N. Y.
 BARBER, Edmond R., Pvt., 306 8th St., South, Nashville, Tenn.
 BARKER, Clarence, Pvt., RR 2, Rock Falls, Ill.
 BARR, Onas L., Pvt., RR 2, Box 396 A, Portsmouth, Va.
 BARRICK, Allen C., Pvt., 1902 N. 14th St., Milwaukee, Wisc.
 BARRON, Lawrence A., Sgt., Box 802, Wapato, Wash.
 BARRS, Daniel, Pvt., 116 N. 11th St., Minneapolis, Minn.
 BARTH, Henry E., Sgt., 233 Public St., Providence, R. I.
 BARTNER, Harry, T/4, 3008 W. 22nd St., Brooklyn, N. Y.
 BARTON, Foy E., Pfc., Delight, Ark.
 BASSETT, Robert M., Pvt., 4073 S. Wells, Chicago, Ill.
 BASTILLE, Robert A., T/Sgt., Norway Hill, Hancock, N. H.
 BAUER, Burdette C., T/4, Rt. 2, Holgate, Ohio.
 BAUER, Harold J., Sgt., 5240 Sheridan Road, Chicago, Ill.
 BAUMGARTER, J. B. Jr., T/5, 211 Geny St., Houston, Tex.
 BAXTER, John E. Sr., T/5, 25 Fenwell St., Newport, R. I.
 BEARDEN, Kenneth B., S/Sgt., 2130 Military Ave., Baxter Springs, Kan.
 BEASON, Thomas D. Jr., Pvt., 189 Virginia St., Salt Lake City, Utah.
 BEATTIE, Claude B., T/5, 615 W. Clinton St., Howell, Mich.
 BEATTY, Stanley, Pvt., 6036 Inglande Ave., Chicago, Ill.
 BEESE, Warner W., Pfc., Cummings, Kan.
 BEHAR, Nathan J., T/5, 480 E. 17th St., Bronx, N. Y.
 BEITZEL, George E., Pvt., 2013 Adams St., Two Rivers, Wisc.
 BELL, Richard A., T/5, No. 6 Kendrick Court, Amesbury, Mass.
 BELTO, Vilja M., T/5, Box 155, Kelly Lake, Minn.
 *BELUSA, Rudolph, Pfc., 3701 Herman St., Romulus, Mich.
 BENBOW, William R., Pvt., 208½ W. 4th St., Marion, Ind.
 BENEDETTO, Anthony, Pvt., 39 Cherry St., Norton Heights, Conn.
 BENNETT, Howard, Pvt., c/o Mrs. N. F. Bennett, Arapahoe, N. C.
 BENSON, Ludden F., Pfc., 802 N. Center St., Beverdam, Wisc.
 BENSON, Norman O., S/Sgt., 1321 E. 6th St., Duluth, Minn.
 BENSON, Richard H., Cpl., 223 W. Wilson St., Batavia, Ill.
 BENTLEY, Bransford, Pvt., Hamilton, Kan.
 BENWAY, Frank S., Cpl., 708 S. Main St., Randolph, Mass.
 BERMOND, Loren D., T/5, RFD No. 2, Easton, Mo.
 BERNAY, A. A. T/5, Box 211, Thatcher, Ariz.
 BERTHEUSEN, Harold O., Pfc., 3704 Jackson St. NE., Columbia Heights, Minn.
 BEST, Joe F., Pvt., 1301 Josephine St., Jasper, Ala.
 BETTS, Lester T., Pvt., 3493 Collier St., San Diego, Calif.
 BIANCHETTA, Peter F., Pvt., 222 Plum St., Aurora, Ill.
 BIENTASZ, Chester E., Cpl., 1421 N. Noble St., Chicago, Ill.
 BIRMINGHAM, Charles A., Sgt., 220 23rd St., Watervliet, N. Y.
 BISULCA, Mario J., Pfc., 368 61st St., Brooklyn, N. Y.
 BIVENS, R. D., T/5 223 Lenoir St., Jackson, Tenn.
 BLAKELY, Gifford, Pvt., 94 South St., Northboro, Mass.
 BLANTON, John W., Pfc., 1818 Silverwood Terrace, Los Angeles, Calif.
 BLAZEJEWSKI, John J., T/5, 2 George St., Adams, Mass.
 BLOOM, Donald E., T/5, Rainy River, Ontario, Canada.
 BLOOM, George W., Sgt., 1755 Cambridge Rd., Columbus, Ohio.
 BODE, Lester H., Pfc., RFD No. 3, Edwardsville, Ill.
 BODIN, Richard V., T/4, Route 2, Washburn, Wisc.
 BOGE, Arthur J., Pvt., Cassville, Wisc.
 BOGGS, Virgil E., Pfc., Media, Ill.
 BOHRER, Daniel D., Pfc., Hancock, Md.
 BOLDT, Vernie, Pfc., Trowbridge, Ill.
 BOLLING, Laurence C., Pvt., Damascus, Va.

Roster—Continued

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 SMITH, Bernard M., Sgt., c/o Ellen Vauvicle, Walker, Minn.
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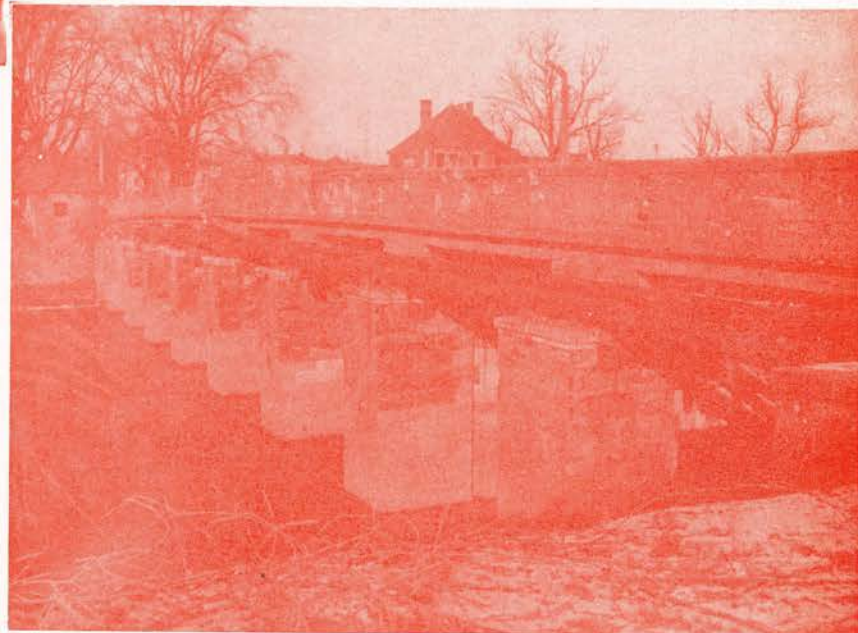
E.T.O. Tour

- | | |
|----------------|--|
| July 26, 1944 | Indiantown Gap Mil. Res., Penna., en route to new destination. |
| July 27, 1944 | Camp Miles Standish, Mass. |
| Aug. 9, 1944 | Camp Miles Standish, Mass., Boston port of embarkation. (Embarked on ship 1300 hours.) |
| Aug. 17, 1944 | Liverpool, England, (disembarked ship at 1805 hours) en route to new station by rail. |
| Aug. 18, 1944 | Winchester, England. |
| Sept. 10, 1944 | Winchester, England; Southampton, England. |
| Sept. 14, 1944 | Trevières, France. |
| Oct. 12, 1944 | Trevières, France; LeMans, France. |
| Oct. 13, 1944 | LeMans, France; St. Germaine, France. |
| Oct. 14, 1944 | St. Germaine, France; Paris, France; Affleville, France. |
| Oct. 17, 1944 | Affleville, France; Thiaucourt, France. |
| Oct. 30, 1944 | Thiaucourt, France; Norroy, France. |
| Nov. 1, 1944 | Norroy, France; Joeuf, France. |
| Nov. 24, 1944 | Joeuf, France; Les Bordes, France. |
| Nov. 26, 1944 | Les Bordes, France; Boulay, France. |
| Nov. 30, 1944 | Boulay, France; Bouzonville, France. |
| Dec. 6, 1944 | Bouzonville, France; Oberfelsberg, Germany; Saarlautern, Germany. |
| Dec. 17, 1944 | Saarlautern, Germany; Remering, France. |
| Jan. 1, 1945 | Remering, France. |
| Jan. 29, 1945 | Remering, France; Mabonpre, Belgium. |
| Feb. 5, 1945 | Mabonpre, Belgium; Bolder, Belgium. |
| Feb. 16, 1945 | Bolder, Belgium; Deurne, Holland. |
| Feb. 22, 1945 | Deurne, Holland; Bolder, Belgium. |
| Mar. 2, 1945 | Bolder, Belgium; Broich, Germany. |
| Mar. 3, 1945 | Broich, Germany; Aachen, Germany; Osterath, Germany. |
| Mar. 5, 1945 | Osterath, Germany; Krefeld, Germany. |
| Mar. 10, 1945 | Krefeld, Germany; Garzweiler, Germany. |
| April 1, 1945 | Garzweiler, Germany; Burdewick, Germany. |
| April 2, 1945 | Burdewick, Germany; Vallern, Germany. |
| April 8, 1945 | Vallern, Germany; Borgeln, Germany. |
| April 10, 1945 | Borgeln, Germany; Sonnern, Germany. |
| April 11, 1945 | Sonnern, Germany; Lerche, Germany. |
| April 12, 1945 | Lerche, Germany; Kamen, Germany. |
| April 17, 1945 | Kamen, Germany; Beckum, Germany. |
| April 25, 1945 | Beckum, Germany; Gesecke, Germany. |
| May 8, 1945 | Gesecke, Germany; Olfen, Germany. |





Company B personnel clearing
demolished bridge debris from
autobahn near Kamen,
Germany



Side view of bridge across
Saar River which was cap-
tured by Company C



Floating treadway and pon-
toon bridges constructed by
Company C across Lippe
River



View of completed Bailey
bridge constructed across
the Dortmund-Ems Canal by
Company A

CK
VLLERN
BECKIM
ESEKE

ERN

