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HEADQUARTERS 1141st ENGINEER COMBAT BRIGADE

Office of the Battalion Commander

CANCELLED
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DOWNLOADING COMMITTEE W/O 28 Feb 46

APO 102 US Army.
3 December 1944.

SUBJECT: After-Action Report

TO : Commanding General, 102d Infantry Division, APO 102 US Army.

1. In compliance with Numbered Memorandum 187, Headquarters 102d Infantry Division dated 18 November 1944, the following After-Action Report is submitted:

2. a. After Action Report is narrated as follows:

(1) From 1 November 1944 to 3 November 1944 the battalion was staged in Spaubeek, Holland prior to beginning its first tactical employment. At 1600 on 3 November 1944 the battalion traveled 10 miles by motor convoy and occupied a position one and one half miles Northeast of Schinveld where it was employed as division infantry reserve. During this period neither the battalion nor any of its companies were committed, and the time was largely devoted to infantry squad and platoon tactics. A 1000" range was constructed and used. On 8 November 1944 it was requested that the battalion furnish a party to lay an anti-personnel mine field in front of the defensive sector held by the 102d Cavalry Reconnaissance Troop (Mechanized). The field was laid night of 9 November 1944 by 2d Platoon Company B, 1st Lt Ley, Platoon Leader, Vic Kreuzrath, Germany (K806685) and consisted of a double row of mines (21 M-3 AP; 8 trip flares; 1 British Mk II AP) covering 150 yards of front. No casualties were sustained in the operation. On 10 November 1944 effective 1200 Company B, Captain William H. Elliott Commanding, was alerted prior to formation of 406 combat team.

On 12 November 1944 the battalion moved to Versilienbosch, Holland by motor convoy a distance of 2 miles and on the same day it was given the support of the 1141st Engineer Combat Group. At this time the battalion was relieved of its mission as division infantry reserve. Staff planning was begun with reference to the proposed Roer river crossing. By arrangement through XIX Corps the battalion borrowed equipment from the 512th Light Ponton Company and two companies trained in construction of Infantry Support bridge at Meers, Holland on the Meuse (Maas) river. It is to be noted that this river is much swifter than those in which training was formerly conducted, and on the first attempt to span the river, guy lines and bridle clips gave way and parts of the bridge floated free. Four assault boats were damaged as a consequence, but no casualties were sustained. It was decided that the anchor cable had not been placed perpendicular to the current; as a result the boats were not precisely headed into the current - causing unequal and undue strain on bridle lines. The second attempt was successful. There was also training in the construction of booms for the protection of floating bridges. Weapons were test fired during this period including machine guns, rocket and grenade launchers.

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By NND NARS, Date 1975

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On 16 November 1944 attachment of Company B to RCT 406 became effective and the company moved to join RCT 406 at 0845. Concurrent with training outlined above, the battalion accomplished the following engineer missions: Gravel hauling for the Division Headquarters and ODQM parking areas. Road maintenance from Palenberg (K877605) to Waurichen. This mission was accomplished during the first day by one company of this battalion and during the six days thereafter by one company of this battalion supported by one company and equipment from the 279th Engineer Combat Battalion. This work was continuous despite desultory shellfire and heavy two-way traffic.

On 23 November 1944, 2d Platoon Company A was attached RCT 405 and 1st Platoon Company C attached RCT 407. Also on 23 November 1944 the phase line was set by the Division Engineer for engineer tasks along the eastern edge of the Immendorf-Puffendorf road. On this date the division rear boundary was set at the Wurm River.

On 25 November 1944 the battalion minus CT attachments moved from Versilienbosch, Holland to Ubach, Germany by motor convoy a distance of 2 miles and on the same day Company B was returned to battalion control effective 1000 and for four days thereafter it rested, refitted and received replacements. On 27 and 28 November 1944, 1 Platoon Company A maintained Puffendorf-Gereonsweiler road and 1 Platoon Company C maintained Puffendorf-Immendorf road.

On 29 November 1944 Company A and C were placed in direct support of 405 and 407 Infantry Regiments respectively;* and on 30 November 1944 Company B was alerted preparatory to being placed in direct support of 406 Infantry.

*405 attacked to NE from position W of Gereonsweiler
407 attacked to E toward Welz

Main mission of engineer in operation was preparation of demolition and mine clearing.

(2) Except for information pertaining to the enemy employment of barriers and field fortifications, engineer intelligence during the period covered by this report was comprised primarily of knowledge gained from engineer reconnaissance of roads, water supply, and engineer supplies.

During the period of static defense the enemy had adequate time to lay extensive AP and AT minefields in order to strengthen his positions. In our advance from Ubach up to the general line Gereonsweiler-Puffendorf-Setterich our troops encountered large enemy minefields composed primarily of T mines, R mines and Shu mines. Between this line and the Roer River, the enemy employed scattered mines along roads and small AT mine road blocks. In the town of Welz our troops found some booby traps. The enemy also employed extensive anti-tank ditches throughout the entire area. Concrete field fortifications were encountered west of Ubach and North of Gereonsweiler. Trenches and fox holes were found in every favorable defensive locality. The roads comprising the road net in the zone of operation of the 102d Infantry Division can be generally divided into three classes. These classes are as follows:

Class I - Concrete or Bituminous roads over 15 feet. This type of road is usually suitable for two way military traffic. Class I roads hold up exceptionally well under heavy traffic.

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Class II - Macadam, brick, or good gravel roads less than 15 feet wide. This type of road (Class II) is not suitable for two way traffic unless the metalled surface is widened since vehicles attempting to pass each other run off the road on to the soft shoulders. This type of road holds up well under heavy one way traffic.

Class III - Poor gravel or earth roads. These roads usually become almost impassable soon after they come into use by heavy traffic.

All of the above classifications and conditions were encountered during the rainy weather common to this part of Germany and Holland during the month of November. During the period that the division was in static defense the largest part of the road net was in Holland and it was possible to make use of Class I roads almost entirely. Due to the disposition of troops and the plan of operation at the beginning of the advance towards the Roer River, it was necessary to employ a traffic net composed almost entirely of Class II and III roads. Later as the advance progressed it was possible to shift the road net south in order to make use of more Class I and II roads thus improving the road net at the same time decreasing the construction and maintenance work required to keep the net in operation. It was found from experience that the only way that Class II and III roads could be used in the division traffic net was to allow one way traffic only on these roads. This practice resulted in a minimum of maintenance required and increased the speed of traffic flow on the net. On occasions when it was necessary to use Class II and III roads as two-way roads, it was necessary to widen and metal the road as early as possible.

Water supply sources used during the operations of the division during the month of November were natural streams and artificial sources such as city water systems and coal mines. Natural streams were extremely turbid and in most cases so polluted that they were unsatisfactory as drinking water sources. City water systems were available in Holland but none were used in Germany. Between the Wurm and Roer Rivers there were no natural streams in the zone of operation of the division hence it was necessary to use the artificial streams found running out of the coal mine plants in the area. Water from this source was sometimes clear and sometimes dirty and oily depending on the operation of the mine.

Engineer supplies were not found in great abundance in this area. The area contains no standing timber and the only timber available in the area was captured supplies. Large amounts of machinery and supplies were found at all the coal mines captured in the area.

Materials suitable for road maintenance were gravel, brick, and rubble. The gravel in the area of operation was generally of a poor quality and was used only as a covering for a foundation of rubble from demolished buildings or brick from local brickyards.

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(3)a. Casualties:

<u>Inclusive Dates</u>	<u>KIA</u>	<u>SWA</u>	<u>LWA</u>	<u>LIA</u>	<u>NBC</u>	<u>TOTAL</u>
1 - 15 November	0	0	0	0	2	2
16 - 23 November	1	1	10	3	16	31
24 - 30 November	1	0	5	0	12	18
	<u>2</u>	<u>1</u>	<u>15</u>	<u>3</u>	<u>30</u>	<u>51</u>

b. Prisoners Captured: 5.

c. Replacements - Enlisted Men

<u>Dates</u>	<u>Co A</u>	<u>Co B</u>	<u>Co C</u>	<u>H&S Co</u>	<u>Total</u>
23 November	3	14	3	0	20
24 November	1	1	2	0	4
29 November	0	1	0	0	1
	<u>4</u>	<u>16</u>	<u>5</u>	<u>0</u>	<u>25</u>

d. Officers - (See Inclosure #1 "Roster of Officers")

e. There were no decorations awarded during the period, however, 12 recommendations have been forwarded.

R. N. Anderson
R. N. ANDERSON,
Major, CE,
Commanding

1 Inclosure - Roster of Officers

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HEADQUARTERS 327TH ENGINEER COMBAT BATTALION
Office of the Battalion Commander

APO 102 U S Army.
2 December 1944.

ROSTER OF OFFICERS

AG 330.32
X210.725

<u>RELATIVE RANK</u>	<u>RANK</u>	<u>NAME</u>	<u>ASN</u>
1.	Major	Robert N. Anderson	0-21436
2.	Major	Miles W. Burluson	0-911475
3.	Major	William R. Pitcairn Jr	0-393350
4.	Capt	Robert F. Overcash (DC)	0-482790
5.	Capt	William H. Elliott	0-1102229
6.	Capt	Paul F. Clements	0-1102189
7.	Capt	Robert T. Binder	0-1102155
8.	Capt	Ernest C. Lacy Jr	0-25464
9.	Capt	Richard B. Schellhaas	0-1113428
10.	Capt	Ralph A. Griffin	0-1102270
* 11.	1st Lt	William F. Hamilton	0-1102277
12.	1st Lt	Frank E. Finlayson	0-1102242
** 13.	1st Lt	Thomas H. Brymer	0-1104798
14.	1st Lt	Homer D. McGhie	0-1043164
15.	1st Lt	Robert G. Page	0-1107020
16.	1st Lt	Nugent T. Brasher	0-1104783
17.	1st Lt	Thomas W. Talbert (MC)	0-377430
18.	1st Lt	Arthur B. Robertson Jr	0-521957
19.	1st Lt	Orr A. Swinehart	0-1647749
20.	1st Lt	Harold A. Lay	0-1116474
21.	2d Lt	Carl W. Linde	0-1052450
22.	2d Lt	James L. Kissack	0-1114195
# 23.	2d Lt	Goerge G. Coletto	0-1114424
24.	2d Lt	William H. Scott Sr	0-1557979
25.	2d Lt	Robert A. Flanagan	0-552349
26.	2d Lt	George P. Bohlander	0-554013
27.	2d Lt	Gerard T. Carter	0-555489
28.	2d Lt	Theodore B. Greaves	0-1117085
29.	2d Lt	Daniel V. Lent	0-1117090
30.	2d Lt	William P. O'Brien	0-1117095
31.	CWO	Frank W. Steinley	W-2121008
32.	WOJG	James W. Allen	W-2126590
33.	WOJG	Louis Firsty	W-2132032

- * Dropped as a member of this Organization on 22 November 1944.
** Dropped as a member of this Organization on 27 November 1944.
Assigned to this Organization on 26 November 1944.

T/O Strength (5-15 Engrs) - 30 Officers; and 3 Warrant Officers
Assigned Strength as of 30 November 1944: 28 Officers and 3
Warrant Officers.

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