

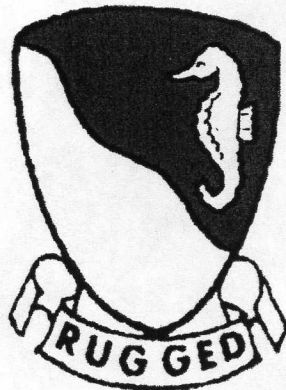
WAR DEPARTMENT

THE ADJUTANT GENERAL'S OFFICE

WASHINGTON

Veterans

36TH ENGINEER REGIMENT (C)



N. Africa
Sicily
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WAR DEPARTMENT RECORDS BRANCH, A.G.O.

HISTORICAL RECORDS SECTION

ROOM MB-858 PENTAGON

Firstly, I would like to thank Mrs. Virginia J. Blake, widow of Stanley Blake, Company A, for bringing to my attention the full HISTORY OF THE 36th ENGINEERS. The attached is a re-typed copy of the original done so that it would be more legible, certain interpolations were made by the copier.

Pages 15 and 16, it is assumed that all action is that of the 2827 Engineer Combat Battalion.

Maps were added and are not a part of the War Department Records. This was done to allow you to follow your own individual paths. and may be bring back a little more details to your memory. Maps were taken from the following publications and are highly recommended for reading--- the 36th is mentioned numerous times.

**“United States Army on World War II - The Technical Services
The Corps of Engineers - The War Against Germany”
Above available at your library or for sale by the
Superintendent of Documents, U.S. Government Printing
Office, Washington, D.C. 20402.**

**“Anzio - Epic of Bravery by Fred Sheehan
University of Oklahoma Press, Norman, OK.**

**“Fatal Decision” by Carlo D’Este
Harper Perennial Press**

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HEADQUARTERS 36th ENGINEER (COMBAT) REGIMENT
APO 758 **US ARMY**

HISTORY OF 36th ENGINEER (COMBAT) REGIMENT

The 36th Engineer Combat regiment was activated in 1 June 1941, at Plattsburg Barracks, New York, under the command of Lt. Col. Wm N. Thomas. The regiment participated in the VI Corps maneuvers at Fort Devens Mass. during August and September 1941; the First Army maneuvers in North Carolina from September to December 1941; and served with the 1st Inf. Division on maneuvers of the Atlantic Fleet Amphibious Force at Virginia Beach, Virginia during the period 7-18 January, 1942. A band was authorized for the regiment in January 1942. The regiment departed from Plattsburg Barracks for a permanent change on 11 March 1942 and arrived at their new station, Fort Bragg, N.C., on March 13, 1942, where they were attached to the 9th Infantry Division as part of the Atlantic Fleet Amphibious Corps. During the following months the regiment with units of the 9th Infantry Division was engaged in amphibious training at Solomon's Island, Maryland. On 1 September 1942, a third battalion was assigned to the regiment. During September the 2nd Battalion departed for shipment overseas with the 39th Infantry Regiment. On 27 September the remainder of the regiment left Fort Bragg for Camp Bradford, Virginia for further amphibious training. On 10 October 1942 the regiment moved to Camp Pickett, Virginia where it was attached to the 3rd Infantry Division and became part of the Western Task Force. On 24 October 1942 the regiment (less 2nd Bn) sailed from Norfolk Virginia for the landing at Fedala, French Morocco. Shortly after landing in Africa the regiment was assigned to I Armored Corps. The 2nd Bn left England as part of the Eastern Task Force and landed at Algiers. The regiment operated the Port of Fedala until February 1943, at which time it moved to Rabat for Training. In April 1943 the regiment was attached to the Fifth Army Invasion Training Center and moved to Arzew, Algeria for further amphibious training. The 2nd Bn rejoined the regiment at Arzew. In June the regiment moved to Ferryville, Tunisia where it was again attached to the 3rd Infantry Division and training for the landings at Sicily was started. The regiment landed at Licata, Sicily on 10 July 1943 and remained there to operate the Port of Licata until 19 August 1943. The unit then returned to Bizerte, Africa where it was assigned to Fifth Army and attached to VI Corps.

The regiment was part of the task force which landed near Salerno, Italy on 9 September 1943, but did not come ashore until 10 September. Here the regiment got its first taste of Infantry combat. H Co was designated to accompany a small task force to effect a landing in the vicinity of Amalfi, to assist the Rangers and embarked from the beaches the morning of 11 September. Late that evening the regiment received order to alert a battalion for infantry combat; the 3rd Bn less Co H, plus Co D attached, was selected for the job. Other units of the regiment were immediately put to work on engineer missions. Co. A was assigned construction of a by/pass around Route 18 bridge over the Sele River, Co B worked on Sele Airport runways. Cos C and E were sent to the beaches to re-inforce the 531st Engr Shore Regt. which had received heavy casualties during the initial stages of assault. Co F was assigned to work the Ammo dump. The 3rd Bn moved out of the bivouac area at about 0300 12 Sept and took

position on the left flank of 45th Division in an area approximately 3 miles north of Sele River astride Route 18. Attack was launched 1000 and immediately met with strong enemy resistance. The enemy counterattacked with tanks and artillery. Lt. Nealon, Co of Co I. was a casualty and was replaced by Capt. McQuaide. Disposition of troops: Co D right flank, Co. G left flank, Co. I reserve. The following day, 13 September, was confirmed principally to a heavy artillery duel and patrolling activities. During 14 September artillery fire continued and the enemy launched a tank attack which was beaten back. Co D accounting for one M/14 tank with light weapons. During the evening, a patrol under Capt. Lombard captured a German scout car and 3 prisoners who had wandered too far. Also on 14 Sept. the battalion was re-inforced by Co. B, 120th Engrs. After 6 days in the line the 3rd Bn was relieved and returned to regimental bivouac.

On 12 Sept the regiment was assigned the task of crossing the Sele River. The 1st Bn with the assistance of Co B, 16 Engrs (Treadway Bridge) put in a floating bridge about 300 yards upstream from the blown highway bridge. Rails were removed from the RR bridge about 200 yards downstream from the highway bridge and additional ballast added for roadway. This work continued during the 13th. At 2100, 13 September the regiment was called upon for another battalion for combat. The 2nd Bn (less Co D) with Co A attached was alerted and moved out about midnight to take position with the 30th Division in a sector 2500 yards long, about 3 1/2 miles east of Route 18 on the south bank of the Sele River. During the 14th and through the morning of the 15th the enemy placed this position under heavy shell fire and made one tank attack in some strength. The line held and the tank attack was repulsed by the action of a heavy weapons squad with a 37mm gun. The enemy again resorted to artillery shelling which lasted through the 16th. Late on the 16th the enemy brought up re-inforcements and proceeded to detruck his men on the north side of the river in plain sight of our position. The enemy was immediately brought under our fire and suffered several killed and wounded. No enemy attack materialized and it may be assumed that his intentions were thwarted. During this period of 14-16 Sept our patrols operated from 1 to 2 miles into enemy territory and gathered much information. During the nights of this period Cos B and C laid mines and strung wire in front of 36th Div positions. On the morning of 17 Sept our 2nd Bn was relieved by the 141st Inf and returned to regimental bivouac.

By 19 Sept the initiative was definitely in the hands of the American Forces and a slow advance to the north was started. The regiment was following directly behind division engineers on roads and bridges. The missions on roads extended thru Battapaglia, north and west. Elements of the regiment were working on restoring operations of RR lines between Paestum, Battapaglia, and Eboli. H&S Co personnel constructed 2 RR prime movers out of 2 1/2 ton GMCs by replacing regular wheels with the RR flatcar wheels --worked quite well.

Clearing towns of debris from our own bombings constituted a fair portion of engineer work in addition to by-passing, repairing or rebuilding bridges which the enemy had damaged, or destroyed. On 24 Sept. 3rd Bn was assigned road building job over mountain pass NW of Montecorvino. 2nd Bn attached to 3rd Inf Div to support their advance Montecorvino-Acerno. The 1st Bn generally is bringing up the rear on road maintenance. These dispositions continued for several days. On 30 Sept. 3rd was relieved of the road building job N of Marcato and moved up to take over maintenance of roads north of Montello.

The progress between Montecorvino and Montella was extremely slow and laborious. The enemy had destroyed every bridge which had no natural by-pass and left behind many mines which were time consuming in their removal. Even without any obstructions, this section of road has very difficult of passage because of steep grades and hairpin turns.

The history of the regiment for the month of October 1943 is mud and blood. The rainy season which started during the last week of September fell onto full stride this month. The mission of the regiment was substantially road repair and maintenance, with brief interlude of an assault river crossing executed by Co A in support of the 34th Div. Work still continued on "Burma Road" from Acerno to Montella and during the first week of the month the 2nd Bn pushed further north with the 3rd Div to vicinity of Montemarano. On 3 Oct, the 2nd Bn was relieved of attachment to 3rd Div but continued its mission of road repairs up to Avellino. The 3rd Bn moved north to take over the roads north to Montella. The enemy had done a thorough job of demolitions along Route 7 (E of Avellino), and with draining becoming a serious problem, it became necessary to bridge or culvert every road block. On 4 Oct the 3rd Bn moved 2 miles north of Atripalda and took up road work on north branch Route 7. Several large demolition road blocks on this road made it necessary to by-pass substantial portions of it in order to reach Benevento. This town was pretty badly battered and a considerable amount of clearing was necessary in addition to the usual road work.

These leap-frog advances of the battalions follows closely on the heels of the front line combat troops and moving into a new area always meant searching for mines and booby traps. As of 10 October the regiment was scattered on roads from Avellino to Benevento.

On 12 October Regtl Hq moved to a location 1 mile east of Maddalino. For the past 3 days Co A had been preparing for an assault river crossing of the Volturno in support of the 34th Div. This action commenced on the night of the 12th and continued through 13 Oct. On the first attempt direct-laid enemy artillery fire knocked out 3 vehicles and a portion of the bridge equipment and a withdrawal was necessary. During the early morning of the 13th a second attempt was made successfully and the bridge was completed. This action was in the vicinity of Dugenta. Co A lost 3 killed, 8 wounded, and 2 missing in action during this operation. At the completion of this job Co A built a treadway bridge across the Volturno in the vicinity SE of Amorosi on the 14th and went into rest bivouac on the 15th. Meantime other elements of the regiment were performing normal engineer duties on the entire road net Maddaloni-Benevento including many secondary roads.

The Corps front line advanced quite rapidly following the crossing of the Volturno and the regiment followed close behind, The 2nd Bn extended its work north and west of Benevento and the 1st Bn followed through on the Corps axial road north of Caiazzo. On 20 Oct the road net covered by elements of the regiment extended north of Dragoni. On the 27th the 1st Bn work extended across the upper Volturno to Alife, and the 2nd Bn was working the roads Dragon-Alife-Piedimonte, and then south; and the 1s Bn took over road work on the north of Alife as far as Raviscanina. These dispositions continued through the end of the month.

The month of Nov 1943 handicapped the regiment with rain and mud. It rained almost daily, making the regiments mission extremely difficult. The 1st Bn was well occupied with construction of culverts and wooden trestles bridges in the vicinity of Pratella. On the 4th of the month the 1st Bn was assigned the stretch of road from Prata to Capriati, which consisted of constructing culverts 4at two blows, in addition to usual road maintenance. The 2nd Bn was relieved of its assignment by Army Engineers on road to Volturno Rive NE of Draconi and assigned road maintenance from the river to Pratella. The status of 3rd Bn remained unchanged. As of 6 November the roads were in good shape and the regiment got somewhat of a break. The 1st and 2nd Bns were sufficiently caught up in their work to each rest one company. The regiment's first anniversary of the African Landing was celebrated by all companies with a special meal on 8 Nov. 1st Bn was charged with road maintenance from Capriati 34th Div treadway bridge-highway 85. The 2nd Bn was assigned an extension to include Capriati and then west about 3 miles to 45th Div Treadway-bridge.

On 10 Nov E Co constructed a 80 foot Bailey bridge, "Ma's Rugged Kid", 1 mile north of Montiquilla. The 34th Div treadway bridge site was shelled daily by the enemy. This made it necessary to do most of the road work in that area under the cover of darkness. German planes dive-bombed this site on 11 November resulting in seven casualties and damaging a truck, road grader and a crane. Several times during this period. Regiment Hqs was shelled; however nothing was damaged. By 15 November the rainy season was in full stride again. The Volturno River reached flood stage and washed out the 34th Div treadway bridge. G Co saved the treadway bridge at Draconi by anchoring it with half track winches. 3rd Bn was assigned road maintenance on Highway 85, N to blown bridge just S of Colli. The rain continued and by the 16th, the regiment was extremely busy keeping the roads open. G Co constructed cableway over the Volturno River, S of Colli. This cableway supplied air borne troops that were stranded on the far side of the river. The next day operation of the cableway was turned over to 1st Bn. After daily shelling for about one week, enemy artillery finally scored a hit on the 34th Div bridge and damaged one section of the treadway. On this same day, 21 Nov, Co H completed wooden trestle (Hot Spot) bridge, 1/4 mile S of Colli. This site was under artillery fire, making it necessary to do most of the work under cover of darkness.

The rain still continued and roads required continual maintenance to keep them open to traffic. On 25 Nov, Co E constructed a 130 foot double-double Bailey Bridge, the first of its kind that the regiment has built. Since the site was a difficult one several days of preparation on approaches were necessary before actual construction. This was one of the worst days of rain yet, but in spite of it, all companies had excellent Thanksgiving dinners. On 30 Nov, 1st Bn moved to vicinity of Montiquilla and extended its road work west from Colli in the direction of Scapoli.

During the month of Dec the Italian Campaign moved very slowly. TheCapriati-Venafro-Colli-Scapoli. Rain made this very difficult for the first week but after that the weather improved considerably. The work assigned for all three Bns remained practically the same until the 18th of Dec. Due to heavy rain on 4 Dec the 34th and 45th Divs treadway bridges washed out. This situation was quite a headache for the regiment since parts of the regiment were bivouaced on both sides of the river, A Bailey Bridge that paralleled the 45th Div bridge was also out of action since the flood water washed out part of the abutment. In

about 2 days the 39 Engrs, who constructed and maintained this bridge, repaired the damage. The regiment was no longer separated. Once again during the night of the 8th the enemy threw shells into the vicinity of Regimental and 3rd Bn Cps. There was on damage or casualties.

On 13 Dec Lt Col Barabe, formerly of the 343 Engrs, was assigned to the regiment and detailed as CO of 1st Bn. On 16th Dec Col T H Stanley was assigned to the regiment and assumed command.

On 18th Dec Co A constructed a 110 foot triple truss single story Bailey Bridge in the vicinity of Scapoli under fairly heavy shell fire. Regimental Hq and H&S Co moved to the powerhouse site 1 mile N of Colli on 20 Dec. On Christmas work was limited to just a minimum of road patrols and all companies enjoyed excellent meals. On 27 Dec 2nd Bn, less Co E, moved to vicinity of Cerro. By this time the regiment was sufficiently Caught up in work assignments to permit the 2nd Bn to begin a trg.

On 5 Jan 1944 Co H moved to Naples to join the 1st Rangers Bn, and shortly thereafter the remainder of the regiment was ordered to Afragola. This was the beginning of the now famous Anzio operation. On the afternoon of 19 January the regiment (minus most of H&S, 3rd Bn Hq and Co) embarked on LSTs at Naples D-day was January 22nd. The mission of the regiment was to clear and put the port of Anzio into operation, support the advance of VI assault elements, prepare an emergency landing field, and clear corps dump areas. The landing was practically unopposed, although there were many enemy air raids after dawn. Early in the afternoon the port was clear and ready to take landing craft. This was the mission of Co H, which landed with the rangers before dawn. At approximately 1800, D-day, Regt Hq, 1st Bn Hq, Cos A, B, & C landed in the port rather than over the beaches as previously anticipated. During the early part of the evening, Anzio was lightly shelled. Later the shelling became intense with concentrations in the port area and in the vicinity of Regt Hq, in N edge of town. The shelling was reported to be that of a battery of 170mm guns. Heavy shelling continued during the remainder of the day. Co H was released from the Rangers and returned to the regiment.

Thus began what was to be the most "rugged" period in the history of the regiment, On 30 January the 2nd and 3rd Bns were committed as infantry being attached to the 45th infantry Division with the mission of establishing a defensive line generally about 8 miles N of Anzio extending from the sea to a point 5 miles inland. On 31 January 1 platoon of Co F went ahead of the line to get German snipers. They were caught in a heavy concentration of mortars fire which resulted in a total of 25 casualties, 6 men killed. During the night of 31 Jan - 1 Feb both 2nd and 3rd Bns were relieved.

On 10 February the entire regiment was committed as infantry on the left flank of the beachhead. The regiment was attached to the 56th Infantry Div (Br) and moved into the line along a stretch from the sea to a point 4 1/2 miles inland. The line was approximately 9 miles N of Anzio. For 45 days the regiment held this line, and in spite of inexperience as infantry kept it firm against all German attempts to break through. Casualties during this period were the heaviest the regiment had ever incurred - 74 KIA and 336 WIA. On the 26th of March the

relief of the regiment by the 5th Div (Br) was complete and the regiment reverted to Corps control for engineer tasks.

There followed a period of intensive training for over a month. The regiment functioned as combat engineers; however the work assignments were not sufficient to keep all companies busy consistently. The work consisted of road maintenance, construction of revetments for hospital tents and air planes and miscellaneous jobs. The time not used as engineering tasks was used to the very best advantage. The training program consisted of training in infantry tactics, combat problems, range firing of all types of weapons and NCO and Officer schools.

On 8 May 1944 the unit was again committed as infantry, this time on the right flank of the Anzio Beachhead along the Mussolini Canal. The Bns moved into position relieving front line elements of the 1st Special Service Force. The 805 TD Bn and 156 Field Regt RA were attached as supporting artillery. Active patrols into enemy territory were maintained, roads were cleared of mines, and artillery fire brought suspected enemy CPs and strong points. Elements of the regiment were attached to 1st Recon Regt (Br) and the Brett Task Force was organized for the purpose of making a rapid thrust southwestward and effect a junction with the main Fifth Army troops moving up from the southern front.

Early in the morning of 25 May Capt. Ben Souza with elements of A Co 36th Engr. C Regt joined elements of the Engrs of the 5th Army coming North. Sometime later the junction was made official with the arrival of the Army Commander at the scene. During the period on the Mussolini Canal our casualties were 70 wounded, 1 missing in action and 14 killed in action.

The regiment joined in the forward push to the N, keeping Highway 7 open to traffic and clearing rubble from the streets in Cisterns. The regiment was again committed as infantry on 31 May S of Velletri. The 1st and 2nd Bns went into the line relieving units of 36th Div with 3rd Bn in regimental reserve. The regiment was attached to 36th Div. Elements of that unit having by-passed Velletri on the E were pushing down into the town from the N while our units pushed up from S and assisted in taking the town and mopping up operations. On 2 June the regiment reverted to VI Corps reserve. The regimental CP moved forward to Velletri. Four Nazi prisoners were taken from the CP by the advance party. The Bns followed infantry units and were engaged in mine clearance, scouring ravines and culverts for skulking enemy, and road reconnaissance. Casualties as a result of these operations were MIA 1; WIA 32; KIA 5; prisoners captured 265.

Regtl CP was moved forward to S bank of River Tiber about 5 miles SW of Rome 5 June. 3rd Bn constructed floating treadway bridge across Tiber at this point. From this point the regiment was engaged in construction of by-passes, bridges, and culverts and in road maintenance. On 10 June this unit was relieved of attachment to VI Corps and attached to IV Corps. CP was moved forward to 5 miles N of Civitavecchia and was started in the town clearing the streets of rubble and opening all port roads.

Colonel T. H. Stanley Regimental Commander, was killed in jeep accident while returning from bridge site near Tarquinia at 0200 11 June. Lt. Col. J. B. Chubbuck assumed command.

Regiment removed mines from areas to be occupied by evacuation hospitals. Road maintenance and mine clearance along Highway 1 continued. 19 June regiment was relieved of attachment to IV Corps and attached to 3rd Division for movement to training area at later date. 20 June CP established 1/2 mile N of Grossete. Colonel Mark M. Boater, Jr., joined the regiment on 2 June and assumed command. 23 June entire regiment moved by motor convoy to Littoria enroute to Pozzuoli. Assigned to AFHG, attached to SOS NATOUSA for supply and administration, and attached to Seventh Army for planning and training upon arrival.

This ended the active participation of the 36th Engineers in the Italian Campaign. For the organization it had been a proving ground as combat engineers in every sense of the word. That the regiment had successfully completed each of the varied tasks that they had been assigned was proven by the letters of commendation received from the various commanders under which they worked.

With four amphibious operations already a thing of the past, the 36th Engr Regt came ashore in southern France on Red and Yellow beaches, in the vicinity of Cavalaire. For the landing the task assigned to the regiment was that of operating the beaches and seeing to it that supplies needed by the 3rd Infantry Div, to which the regiment was attached, were not delayed thereon. To accomplish this work there were numerous other units attached, QM, MP, etc thus creating what was known as the 36th Engr Beach Group.

The first elements came ashore early in the morning of 15 August, The Beach Group CP was set up in the Hotel Pardigon, adjacent to Red Beach and each of the Bns set about accomplishing its previously assigned task, the 1st's being the general engineer work behind the beaches, the 2nd's being the operation of Yellow Beach and the 3rd's being the operation of Red and Green Beaches.

Yellow Beach was closed on D plus 1 so the 2nd Bn started cleaning up dump areas, and D plus 3 took over the operation of Green Beach, having been alerted at the same time for movement into Toulon, as soon as the city was taken. The cleaning up of Toulon never materialized, however for on the 24 August, Co F moved from the beach area to a point NE of Marsailles, followed on the next day by the rest of the 2nd Bn, to await the capture of the great port city.

Meanwhile the 3rd Bn was setting new records for discharging supplies and vehicles back on the beaches. In the initial landing the recon wave of this Bn had some difficulty due to enemy fire which was being directed on the beach. However this fire was spasmodic and caused little delay. Beach flanks were immediately marked and recons were made to determine logical exits and entrance roads. Suitable exits were found and obstacles were cleared to permit the passage of all vehicles. The main body of Engrs landed on schedule and immediately and systematically developed the beaches. Due to the rapidity with which the beach was cleared of enemy fire and obstacles, D plus 1 found the beach in a condition which allowed a definite routine for the bringing in of supplies. Approximately 30 LCT'S and 40 LCM'S were available at all times to facilitate the unloading.

During this period the 1st Bn was doing the general engineer work behind the beaches. This consisted of clearing the entire area of mines, booby traps, and roadblocks, the establishment of Engr, Ord, CWS, rations, Ammo and Air Corps dumps, de-waterproofing and troop assembly areas; the construction of exits, entrances, and roads networks for all dumps and areas; the clearing, de-mining and leveling of a cub air strip; the construction and operations of a PW stockade the furnishing of laborers for all dumps and areas.

On 29 August, Regt Hq (minus the Ex O, and a detachment of Hq EM who were left behind co-ordinate the work at the beaches and 2nd Bn moved into Marseilles to start work in getting the port into operation. Regt 1 CP was in the Hotel Regine. The city was found to be a powder keg full of unexploded charges that Jerry had failed to set off. Huge charges were found throughout the dock area, sometimes in the regular form and other times in the form of bombs and miniature tanks. These were all neutralized and removed and all main roads leading to the port area were cleared of mines, etc. The construction of berths of LCM's was begun and by 2 September seven of these were completed. On this same day the first Allied ship to be unloaded entered the port at 1000 hrs. By 5 Sept the discharging of rations, gas, etc., was well underway. and on 9 Sept the city was well on its way toward a vital supply port, and was turned over to the 6th Port Bn.

The Regiment, on 8 Sept. was relieved of all duties and beach group attachments and reverted to control of VI Corps. The 1st and 3rd Bns plus the detachment of Regtl Hq. closed CP's in the vicinity of Cavalaire at 0800 9 Sept and started by motor convoy. The first night was spent bivouaced S of Grenoble and an early start next morning enabled the convoy to reach Besancon the next night. The entire day was spent awaiting the arrival of the rest of the Regt.

Regtl Hq and 2nd Bn closed CP's in Marseilles at 0730 hrs 10 Sept and by motor convoy arrived just S of Grenoble the first night. The second night was spent outside of Bourg, and the Regt assembled Vic Besancon the next morning

During this 24 hr period 66,935 tons of supplies, 16,625 vehicles, and 86,291 men passed over beaches operated by the 36th Engineer Regt. (sic)

Back in VI Corps now, CP's were set up in the vicinity of Vesoul with Regtl Hq located at Vellefaux, approximately 8 miles S of Vessoul. General engr work started immediately with all BNs engaged in bridge construction and road maintenance, following closely in the wake of the Corps advance to Moselle River. On 17 Sept Regtl Hq moved to Mailleroncourt and again on the 20th to Fougerolles. During the week of 14-21 Sept the Rgt constructed 6 bridges, 2 Baileys, and 4 fixed bridges, cleared all Corps routes of debris, mines and road blocks, and then "THE RAINS CAME."

For the crossing of the Mosell, the 2nd and 3rd Bns supported 45th and 36th Inf Divs, respectively. The 2nd cleared the divisions MSR from Xertigny to Epinal of mines, debris, and roadblocks, and constructed a timber trestle bridge at Fonteroy, and an Armored trestle at Archettes, and a 140 foot D/D Bailey in Epinal. The 3rd cleared the streets of Remiremont, astride the Div's MSR, assisted the 111th Engrs with an infantry support bridge and build Baileys at Remiremont and Docelles, the latter undercover of darkness for the enemy shelled

the site continually. The 1st Bn meanwhile was doing all types of Engineer work on all Corps routes and put in a fixed bridge in Remiremont.

On 2 Sept Regtl Hq moved again, this time into a textile factory located 1 Km E of Jarminil, On 28 Sept the 1st Bn moved from the regimental area to the vicinity of Dole for training, with assault boats and heavy pontoon bridges constructed by the 1553rd Heavy Pontoon Bn in preparation for a major river crossing.

During the remainder of Sept the first week of October the Rgt (less 1st Bn) was engaged in the maintenance of roads behind the 45th and 36th Divs clearing roadblocks, locating and either lifting or marking mine fields, and building exits entrances and road networks for the 27th and 93rd Evac Hospitals. A period of training was initiated on Baileys, heavy pontoons, rafts, ferries, and landing barges.

On 4 October S/Sgt Bultman of Co G, was appointed a 2nd Lt and assigned to Co F thus receiving the first field commission of the Regt in France. Also on this day a LETTER of RECOMMENDATION of THE REGIMENT from Lt Gen L.K. Truscott, VI Corps Commander, for the part played by the Regt in the Italian Campaign.

On 7 Oct Co H was attached to the 36th Inf Div and moved into the front lines as infantry in the vicinity of Lepanged, immediately encountering casualties by sniper and artillery fire. The rest of the 3rd Bn joined Co H on the 13th Oct and was given an assault mission. At 0800 hrs 14 Oct Cos H & I jumped off for the attack and secured their objective by 0915 hrs, capturing 17 PWs. They immediately set up new defenses and then Co H was relieved, leaving Co I to hold this sector. For six days they held this position, suffering casualties (13 KIA, 10 WIA). On 20 Oct the 3rd Bn was relieved of its attachment to the 36th Div and moved into the vicinity of Rambervillers under the control of Regtl Hq.

Mean while the rest of the Regt was getting its share of infantry work. On 11 Oct the 1st Bn returned from Dole and moved into the Rambervillers area. On the same day the 2nd Bn was attached to the 45th Inf Div as infantry, to relieve elements of the 180th infantry to be followed on the 15th by the rest of the Regt. A Regtl CP (forward) was set up in St Helene and on 16 Oct the 1st Bn joined the 2nd in the front lines in the vicinity of Autrey. Immediately Regtl patrols went to work, ranging far and wide into No Man's Land, taking PW's spotting Arty targets, and suffering casualties from all weapons. On 17 Oct Co D pushed forward to occupy hill 385 at 0915 hrs, suffered casualties from enemy mortar fire. The objective was reached and the area below the hill overlooking the rail road was posted.

By the 18 October the entire 180th Infantry Regt had been relieved, The next few days were spent actively patrolling.

On the 21 Oct the 3rd Bn reported back to Regtl control, having finished its assignment with the 30th Div, and was immediately attached to the 157th Inf, relieving the 2nd Bn of that Inf Regt, On 23 October the Regtl CP at St Helene closed and a new one was opened at Rambervillers. On this day the 3rd Bn set a building ablaze with mortar fire in the enemy town of Bru. A patrol from this Bn contacted the enemy on the outskirts of Bru, and became

engaged in a heavy fire fight and killed several. On 25 October the 2nd Bn was relieved and assembled in regimental reserve and two days later the rest of the regiment was also relieved, except for the 3rd Bn which was now attached to the 117th Cav Rec Sq. This battalion remained as infantry until the 12th of November. It not only held defensive positions but also moved into the attack and seized the towns of Bru and Jeanmenil.

This period of from October 8 until the 3rd Bn was relieved on 12 Nov proved very costly (14 KIA; 1 MIA; 71 WIA).

During the early part of November the 1st Bn was placed in support of the 3rd Infantry Div. The 2nd Supported the 45th Inf Div as Engineers, keeping all roads open, constructing bridges and removing mines.

For the crossing of the Meurthe River the Regt was given the mission of supporting the 3rd Inf Div and 103rd Div. The Regtl Commander broke down the Bns accordingly. The 1st Bn in support of the 3rd Div; the 2nd Bn in support of the 103rd and then the 3rd Bn was attached to the 100 Inf Div protecting the Corps' left flank. The preliminary studies made from aerial photographs and available reconnaissance indicated that the most likely bridge sites were St. Michel and Clairefontains. The original plan was for the 1st Bn to construct an infantry support bridge S of Clairefontains, a Bailey at Clairefontains and a Bailey or treadway at St. Michel.

The 1st Bn started extensive training and preparation and during this period further studies revealed that La Fosse was a possible site and down stream from the existing bridge site at St. Michel was another possibility for a Treadway. On the 16th Nov the regimental commander was notified to be prepared to construct bridges on all sites under consideration as soon after the H hour as was possible. As soon as these orders were received Co G was relieved from its duties with the 3rd Bn and was given the task of constructing the bridges at Clairefontaine and La Foss. With the 1st Bn to construct the bridges to the south.

On the night of D-2 all bridge trains and personnel to be employed in constructing the bridges moved out to their assembly areas with instructions to make final check on equipment and to brief all personnel in their tasks.

On the afternoon of D-1 an advance Regtl CP was established with the 1st Bn at Nompateize for the purpose of controlling and co-ordinating the operations having constant communication with all 3 Bns.

In the mean time the 100 Div had occupied Raon L'Etape and was pushing S on the E side of the Meurthe.

On D Day, Nov 20th the Regt started its work on 7 bridges and all of them offering difficulties of every description. At St. Michel a Bailey and Treadway was started on but each time any number of men assembled for work, enemy shell fire was brought down on them and it wasn't until 1600 hrs when smoke had finally covered the sites, that actual work could start, and then pitch darkness set in, making it next to impossible to work until the next morning. By 0700 hrs 21 Nov the Treadway was opened to traffic. Ten tanks crossed but the water had risen

and the swift current made it impossible to pass traffic at 0730 hrs. The Bailey 120' DD was opened for traffic at 1020 hrs.

The Bn infantry support bridge site was adjacent to an infantry foot bridge site. The site was under enemy observation and shelled frequently. Work was commenced at 0930 hrs and by 1130 hrs a 90 foot Inf assault bridge was completed. Heavy rain during the afternoon and night caused the river level to rise sufficiently to inundate the banks and approaches, and the bridge was closed at 0600 21 Nov.

At La Fosse, the enemy was not cleared from the site until 1000 hrs 20 Nov. Our infantry had moved beyond and had neglected to clear a small pocket, thus putting our working parties under repeated sniper and MG fire. When the pocket was finally cleared and work started, a 60 foot DS Bailey and a 110 foot Treadway were erected to open this road. These 2 bridges were dismantled one half hour of their completion on order to re-use the bridging material further on.

At Clairefontain our working parties ran into the same trouble, a pocket of enemy remained on the far shore. By 1700 hrs the work started and by 1415 hrs 21 Nov, 2 Baileys, a 130 foot and a 50 foot DS were completed.

On the 22Nov the rest of regimental CP moved into St. Michel and all Bns were clearing and constructing roads for the VI Corps advance through the Vosges. On the 28th the Rgt moved on into Alsace with the CP at Maisongoutee. From that date until 6 Dec, 12 bridges were constructed (4 Baileys, 7 fixed, and 1 Treadway) 27 roadblocks were cleared, 3 Baileys dismantled and numerous mine fields were cleared.

On the 6th Dec the Regt (less 1st Bn) moved into the vicinity NW of Strasbourg with the Regimental CP at Bersetete, the 3rd Bn at Vendenheim, and the 2nd Bn in Geuderstein. The 1st Bn was attached to the 36th Inf Div in the Colmar pocket. Its work started out as Engineer Work, building bridges and maintaining roads in the Riveaurville-Bergheim sector. On the 14th Dec the 1st Bn was committed as Inf in the Riveaurville St Marie sector, staying in the lines for 3 days and suffering no casualties except for 3 H&S Co men on DS with the 1st Bn. On the 19th the 1st Bn rejoined the regiment in the general vicinity of Hatten

Mean while the rest of the Regt continued Engineer work. On the 9th Dec the 3rd Bn moved into Verberack in preparation for support of the 103rd Inf Div Attack. On Dec 10th Co H constructed a DS Bailey at Mertywiller, suffering casualties from SA mortar fire. On Dec 16, Lt Staelos, with one platoon from Co E and one platoon from Co D constructed the regiment's "First Bridge" into Germany, across the Lauter River, at Lauterbourg. "The First Vehical crossed at 1830 hrs." One hour later Lt Quandt, with a platoon from Co D completed the second bridge at Scheimgardt.

During the period of Dec 11th through Dec 25th the Regt built a total of 31 bridges.

The Regt spent Christmas in the general vicinity of Soultz, with the Regtl CP at Hatten. From Christmas until New Years Day the Regt was working on the Maginot Line; cleaning it up, stringing concertinas, clearing out pillboxes and mine fields.

About noon on 30 December, an enemy air raid on Soultz struck a blow to the Regt, when Capt Murdock, 1st Sgt Ernst, and 4 other EM from Co B, and 1st Sgt Foster of Co G were killed by bombs and strafing planes. Numerous vehicles were damaged.

At 0800 in the morning of New Years Day a call was received at Regtl HQ for action as infantry. The Germans had started their offensive to drive the Seventh Army out of Alsace. At 1030 the official order came through to the effect that the 36th Engrs would relieve the 179th Infantry Regt and would now be attached to the 45th Inf Div., so once again, the picks, shovels, and bulldozers were put aside in favor of M-1s, mortars, and machine guns.

Necessary preparations were hastily undertaken and by early afternoon all roads heading NW were filled with the familiar sea horse insignia of men and vehicles headed toward the front. The sector to be taken over was inside the German border, NW of Wissembourg and the regimental command post was established in Weiler, 3 km W of Wissembourg.

The relief of the 179th Inf Regt was accomplished without incident by 2100 hours on the evening of Jan 1st, with the 1st Bn on the left flank; the 2nd on the right; and the 3rd Bn in reserve. The first night passed quietly.

On the morning of the 2nd January, orders came from division headquarters contained plans for an immediate withdrawal from that sector, something very novel to the 36th Engrs. The process of thinning the forward positions started at once and continued throughout the day. The 3rd Bn was assigned to the task of blowing up all bridges in the sector, and constructing abatis and road blocks. It also took the responsibility of delaying the enemy, should he become aware of our intentions and follow too quickly on our heels.

At 1500 on the afternoon of the 2nd January an advance party from Regtl HQ started back to locate a new command post, finding on the way, the men who had been thinned from the forward position, engaged in constructing new defenses and clearing out Maginot Line pill boxes, thus preparing their next line of defense. A new CP was found in the school house at Lampertslock.

The screening force withdrew from the forward positions at 0300 hrs on the morning of 3 Jan without incident. Demolition of all bridges and the felling of trees was successfully accomplished in our sector as soon as the last troops passed. Final elements withdrew into the new Maginot Line positions by 0600 and everyone set about improving positions, fields of fire, and laying wire and booby traps in front of the line. Very soon thereafter our front was extended to include the sectors formerly occupied by Cos I and L of the 100th Infantry Regt whom we also relieved.

This new position in the Maginot Line finds the 36th Engrs holding a front 7 km long, due S of Lembach and Climback, with the 45th Div on the left and the 79th Div on the right. The

lineup within the Regt finds the 3rd Bn on the left flank; 1st Bn in the center and the 2nd Bn on the right.

An 11 day period was spent in these positions with our patrols ranging far and wide into enemy territory, resulting in numerous fire fights and killing of several of the supermen. Our Patrols ranged through the No Man's Lands towns of Wingen, Lubach, and Climback, keeping the enemy unaware of our main line of resistance and continually inflicting casualties. One six man patrol into Climback under the command of recently commissioned Lt. Picton, on Jan 6 engaged an 18 man patrol in the village with small arms fire, killed 1 German Officer and 4 men and successfully disengaged itself without casualties. Another instance finds a 10 man enemy patrol approaching our patrol in Lembach. They were allowed to come within 50 yards before they were engaged in small arms fire, which killed and wounded several and resulting in the of a PW.

On the 13 Jan the Regt was ordered to change sectors with the 275th Inf Div. It wasn't until 0730 hrs on the morning of Jan 14th that the 36th Engr Regt was in position in its new sector. The Regtl CP was established in Zinzwiller, the regimental front covered from Baerenthal to Phillippsbourg.

Eight days were spent in these positions with the Regt not only holding the line, but also going over to the attack in battalion strength with tank supported attacks on limited objectives. The Regimental Cp was heavily shelled continually with several shells landing within a radius of 50 yards and one making a direct hit in the message center. It became necessary to move the CP to another sector of the town on the 19th Jan.

In these 8 days the Regt ran into some of the bloodiest fighting it had seen since Anzio. The Gernans were well dug in, in strength and PWs taken were members of the well rested 6th German SS Mountain Div. All Battalions had their turn of going over to the attack with limited objectives. A 1st Bn attack, spear-headed by Co B over mountainous country worked its way N and swung around to come up hill #403 from the rear on the 18th of Jan. They reached within 100 yards on the hill top before stopped by murderous MG and mortar fire and had to withdraw. On the 19th a 3rd Bn attack with Co I spearheaded tried the same hill but ran into even more fire than had B Co. The enemy had re-inforced the position and it was impossible to take.

On the 20th Jan word came that another withdrawal was to take place, and by 1500 hrs elements of all battalions started pulling back to their new positions. By 2200 hrs only the screening force remained in the old positions. On the 21st the screening force pulled back slowly, successfully accomplishing all planned demolition. Demolition in Zinzwiller were delayed until 1200 hrs because of slow withdrawal of the 274th Inf. A new Regtl CP was opened at Buxenberg, 2 km W of Lichtenberg, at 0400 hrs. The new 36th engrs front ran from the vicinity of Rothback NW to the vicinity of Reipertswiller, a front of 5 kms. By 0400 hrs in the morning of the 22nd the screening force came into the new positioned. The 1st Bn pulled back into the general vicinity of Lichtenberg as reserve and the 2nd and 3rd Bns occupied the new front with Co I attached to the 2nd Bn and D Co attached to the 3rd. Work on the strengthening of the new positions, patrols were out the first day contacting.

This front was held for 15 days. It was a comparatively quiet sector with patrol work occupying most of the time. On the 25th the battalion was relieved by elements of the 274th Inf, but this lasted only until the 28th, when they came back into their old positions. On 29 Jan the 1st Bn of the 179th Inf Regt was attached to the 36th Engrs. This extended our front further E. They remained attached until Feb 4th when they returned to the control of their parent unit.

These 15 days were spent with patrol work occupying most of the regiment's time. It was difficult contacting the enemy for the first few days but after that our patrols always found either the enemy or their foot prints in the snow. On the 30th of Jan, 2 PW's were taken by Co G. They were from the 6th SS Mountain Div and claimed they had just moved into our front

On the 6th Feb the Regt was relieved by the 157th Inf Regiment. A new Regtl CP was opened at Phalsbourg, with the battalions in the near vicinity. Two days later the Regt moved back into France to re-organize and take over Army Road Maintenance.

From 1 Jan through 6 Feb casualties were 9 KIA, 10 WIA, 10 MIA.

On 9 Feb Regimental HQ was established at Pexonne, with the 1st Bn in Baccarat, 2nd Bn in Heming, and the 3rd in Valet Chatillon. Each Battalion was assigned an area of roads to maintain, the regimental total amounting to approximately 96 miles.

The Regiment was reorganized and redesignated per G.O. #46, Hq Seventh Army, into the 36th Engineer Combat Group on 15th Feb 1945, and the Bns as follows; 2826th Engineer C Bn (1st Bn), 2827th Engineer C Bn (2nd Bn), 2828th Engineer C Bn (3rd Bn).

The Group spent the rest of February in maintaining all roads in its sector and in training. On 1 March the Group was re-attached to VI Corps and moved back into Alsace, with Group CP located in Lutzelbourg. The first half of March was passed maintaining all Corps roads and in training.

On 15th Mar the Group was relieved of road maintenance and was assigned to support the 36th and 103rd Inf Divs and the 14th Armored Div in their push to clear northern Alsace of the enemy. In their retreat the Germans methodically blew every bridge and placed numerous road blocks, mines, and abatis along the roads. Together with the rapid advance and thorough destruction caused by the enemy, the Battalions were occupied day and night constructing bridges, supply routes, and moving bivouacs.

During this period, 15 Mar to 30 Mar the Group constructed 16 Treadways, 5 Baileys, and 27 Timber Bridges. Group HQ moved five times with the Bns moving even more often. 2 Men were KIA and 27WIA..

On the night of 31 Mar the entire Group crossed the Rhine River at Mannheim and assembled in the area of Seckenheim, having no definite assignment for the first few days of the

month, the Group engaged in training , main tenance of bridge approaches, road approaches, road maintenance and reconnaissance.

The VI Corps push S and SE started on 4th April and the Bns were again employed as combat engr, supporting the 63rd, 100th Inf Divs, and the 10th Armored Division. The Heilbronn pocket delayed operations for about two weeks with the 2826th Engr maintaining entrance and exit Dukw sites which supplied the bridge head. This Bn also operated Inf support rafts during this period.

From 5 to 16 April Group HQ was located in Neckarzimmern where the 2828th Engr Bn located and guarded an underground ball bearing factory.

The 2827th Engr Bn built a 170 foot DT Bailey, the largest Bailey ever built by VI Corps, at Kunzelsau, on April 13th while in support of the 10th Armored Division.

Around the 16th April enemy organized resistance crumbled, retreating in such haste that bridges were occasionally intact. The mad scramble toward Austria started with moving bivouacs occupying a good share of the time, but enough destructions was caused to keep all battalions busy when they were moving. Group Hq moved to Eckwardsweiler on the 17th, to Obeirof on the 20th, and to Lorch on the 21st. Again on the 23rd to Kirchheim and from there to Blauberuren on the 25th.

On 25 April an enemy convoy attempted crossing a Bailey bridge that the 2828th Bn had just finished building over the Iller River at Illerieden. This convoy consisted of a prime mover, one 88mm gun, and 1 motorcycle. In the resulting action, which included the use of a bulldozer in killing a German, 3 enemy were killed, 4 wounded, and 30 captured.

Group Hq moved two more times during April - on the 28th Markt Oberdorf and on the 30th to Hohen Schwangen. On 26th April the 2827th Engr Bn constructed a 216 foot Treadway over the Danube River at Liefi.

During April the Group constructed 19 timber bridges, 7 Baileys, 7 treadways and 2 Pontoons. Our casualties were 2 KIA and 13 WIA. On 1st of May Group Hq made its last move of the war to Obeerau. The dispositions of the Bns was as follows: 2826 in Fussen, 2827 in Garmisch. and 2828 in Mittenwald. On the 6th of May the German 19th Army surrendered and the war in Europe ended for the 36th ECG. 1 Treadway, 4 Baileys, and 5 Timber bridges were built during the month of May.

On the 7th June 1945, the battalion relieved from assignment of Seventh Army and attached to Third Army. On the 9 June, battalion was attached to XX Corps

The 1st of July found Battalion Headquarters and H & S Company in Schondorf, Company A in Landsberg, Company B and C in Allach. All companies were busy changing personnel due to replacement, all men not involved attended an Army Bridge School in Eining.

On 13 July, Major George R. Watkins assumed command of the battalion relieving Major John H Soennichsen.

On 20 July, A Company was assigned to the mission of constructing timber bridge in Landsberg, The 21st July found Battalion Headquarters and all companies moving to Furstenfeldbruck. The primary tasks at this time were training, bridge construction and lumber production, All companies supervised civilians on road maintenance in their area of responsibilities.

On the 25th of August, the battalion started work on a bridge at Bichi. Other tasks at this time were construction of a bridge in Landsbert, hauling lumber from the saw mills operated under the supervision of the battalion and clearing debris from the Amer River. Additional tasks assigned the battalion on the 5th of September were repair and winterization of DP camps and wrecking of an old bridge over the Amer River.

On 13th of September, Battalion Headquarters and H & S Company moved to Marnbach, B Company to Ettal, and C Company to Koenigsdorf. A Company moved to Olching on 18 September. At this time the battalion was assigned the task of constructing a RR bridge at Furstenfeldbruck. On the 24th Company C moved to Geretsreid.

The first of October the 2827th Engineer Combat Battalion doing routine engineer occupational duties. The area of responsibility of the battalion was large, including the Land Krieses of Landsberg, Furstenfeldbruck, Weilheim, Garmisch-Partenkirchen, Wolfratsbausen. Battalion Headquarters and H & S Company had their CP in vicinity of Marnbach, Company A in Olching, Company B in Ettal, and Company C in Geretsreid.

The primary tasks of the battalion were road repair and maintenance, construction of two bridges, repairing and winterization DP camps and hauling lumber.

On 16th of October the battalion was given a new area of responsibility which consisted of the Land Kreises of Landsberg, Weilhelm, Schongau, Carmisch-Partenkirchen, part of Bad Tolz, Fussen, Markt, Oberdorf, Memmingen, Kempten, and Sontbofen. Company A moved to Kempten and Company C moved to Steingaden. At this time the 2840th Engineer Forestry Company, operating the Engineer Depot E-54, was attached to this Battalion.

On 24th of October the Battalion was notified that the Power Plant at Kaufbeuren had to be blown. the plant was surveyed and work was started immediately. The destruction was completed on the 17th of November.

Routine engineer tasks were carried on until the Battalion became inoperative on 10th of December, being relieved by the 138th Engineer Combat Battalion at this time.

Major Roy E. Stone assumed command on December 19, relieving Major Watkins.

The remainder of December was spent turning in equipment, transferring men with 55 points or less and making ready to accept 400 men with point scores of 56 to 59, and other administrative duties involved in preparation for shipment to the Zone of Interior.