

ACTION AGAINST ENEMY, REPORTS AFTER / AFTER ACTION REPORTS FEBRUARY 1945

a. Original Unit:

- (1) Designation - 505th Engineer Light Ponton Company.
- (2) Date of Organization - 15 May, 1942.
- (3) Place of Organization - Camp Gordon, Georgia.
- (4) Authority for Organization - General Order #15, Hq. Eastern Defense Command and First Army, Governors Island, New York, dated 15 May 1942.
- (5) Sources from which personnel were obtained - Third Reinforcement Depot.

Jan, Feb 45

810-319.1
C.G. VII Corps.

b. Changes in Organization:

None

c. Strength - Commissioned and Enlisted:

(1) Officer Strength at beginning of Period -

- Francis M. Carson, Capt., C.E. 0-1100043 - Company Commander
- Gilbert F. Moore, 1st Lt., C.E. 0-446357 - Executive Officer
- Howard D. May, 1st Lt., C.E. 0-1110097 - Platoon Commander
- John A. McDonald, 1st Lt., C.E. 0-1115692 - Platoon Commander
- Randal Holden, 2nd Lt., C.E. 0-1114169 - Platoon Commander
- William H. Meier, 2nd Lt., C.E. 0-1592436 - Supply Officer

No Change During Period

MAR 21 1947

(2) Enlisted Strength -

- a. Beginning of Period - Present 196; Absent 8
- b. Increase during Period - 3

Iacovetti, Carlo J. 32644959 Pvt. Transferred in Grade to this organization from 3rd Reinforcement Depot per par. 7, SO 39 Hq. 3rd Reinforcement Depot dated 8 Feb. 1945. Arrived at 1500 hours.

Franklin, Leroy M. 37725787 Pvt. Soldier transferred in Grade to this organization from 3rd Reinforcement Depot per par. 11, SO 53, Hq. 3rd Reinforcement Depot dated 22 Feb. 1945.

Mc Nealy, George L. 36517988 Pvt., Assigned to this organization per par. 2, SO 24, Hq. 3rd Reinforcement Depot, dated 24 Jan. 1945. Arrived 2 Feb. 1945 at 1630 hours.

c. Decrease During Period

Klinghoffer, Leonard J. 33601370 Pvt. Transferred in Grade to 83rd Infantry Division per SO #15, Hq. 1106th Engr. C. Group.

DECLASSIFICATION
CANCELLED
BY AUTHORITY OF THE ADJUTANT GENERAL
F. J. Clayton, Col CAC
SECRET
8 Feb '46

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Authority: NND 735017
By: SPNARA Date: 8-21-6

Incl #s 16

ENCLOSURE - 505 - 0.3

Davis, Herman 15063856 Pvt.
Sexton, Lotchie W. 15012476 Pvt.

Above 2 E.M. placed on TD with Reception Station, Camp Atterbury, Indiana for 30 days rest and recuperation per par. 2, SO #16, Hq. VII Corps, dated 3 February 1945. Left Company at 2200 hours 6 Feb. 1945.

Grundowski, Edward F. 13007967 Pvt. - Placed on TD with Reception Station Fort Dix, New Jersey for 30 days rest and recuperation per par. 2, SO #16, Hq. VII Corps, dated 3 Feb. 1945. Left Company at 2200 hours 6 Feb. 1945.

Kastan, Leon 31076081 Pvt. - Placed on TD with Reception Station, Fort Devons, Mass. for 30 days rest and recuperation per par. 2, SO #16, Hq. VII Corps, dated 3 Feb. 1945. Left Company at 2200 hrs. 6 Feb. 1945.

Ferry, Cecil 36346974 Pvt. - Placed on TD with Reception Station, Jefferson Barracks, Mo. for 30 days rest and recuperation per par. 2, SO #16, Hq. VII Corps, dated 3 Feb. 1945. Left Co. at 2200 hrs. 6 Feb. 1945.

Johnson, Robert C. 39413320, Pvt. - Lost to Hospital 27 Feb. 1945.
Seriously Injured - Battle Casualty - Left foot blown off by Schu Mine.

d. Net Loss - 4

Enlisted Strength at End of Period - Present 192 - Absent 13

d. Stations:

- (1) At beginning of period unit stationed at Ferrieres, Belgium, K-487023.
- (2) On 4 February, Company moved by motor march to Eschweiler, Germany, K-964475.
- (3) On 28 February 1945, Company moved by motor march to Duren, Germany, F-107464.
Map Reference - Sheet #19, 1:50,000, GSGS 4507, Germany.

OPERATIONS DURING PERIOD

At the beginning of the period the unit was resting, following successful conclusion of VII Corps participation in the campaign to wipe out the gains made by the enemy in their counter attack of December 1944 in Belgium.

During this period the Company underwent training in Bailey Bridge Construction, Mines and Booby Traps, and several other minor subjects. Recreation facilities such as movies, U.S.O. Shows, and passes were provided.

On 4th February 1945, the rest period was terminated, and the organization moved in a company motor march to Eschweiler, Germany, arriving at about 2000 hours.

On 5th February 1945, 216' of Infantry Footbridge was dispatched to 329th Engr. C. Bn. (104th Division) to be used for training in preparation for the forthcoming Roer River Operation. The following day (7 Feb.) Six (6) Infantry Support Rafts were delivered to the 329th Engr. C. Bn. for the same purpose, and on the 8th of February six (6) more rafts went to the 329th Engr. C. Bn. for training likewise.

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On the 7th of February 130' of DD Bridge was delivered to "B" Company of the 238th Engr. C. Bn., and constructed just off the main road from Weisweiler to Duren, over the railroad on a side road to Mariaweiller.

On the 8th of February 432' of Infantry Footbridge were delivered to the 329th Engr. C. Bn., and one Power Utility Boat and operator (Pvt. Winters) went to the 238th Engr. C. Bn.

Also on the 8th of February, 49 E.M. and one officer from the 988th Treadway Bridge Company were attached to the unit for rations and billets.

On the 9th of February, 150' DS Bridge were delivered to "A" Company of the 49th Engr. C. Bn. and constructed on the Autobahn Highway just outside of Weisweiler.

On the 11th of February, 20 M-2 Assault Boats were delivered to the 329th Engr. C. Bn.

Fourteen men of the 23rd Engr. C. Bn. were attached to the Company on 11 February for billeting and rations.

Twenty-six M-2 Assault Boats were delivered to 237th Engr. C. Bn. on 11th February.

On 13 February an additional 168' of Infantry Footbridge were delivered to the 329th Engr. C. Bn. This additional bridge had been drawn from the Army Engineer Dump to supplement the equipment being prepared for the Roer River crossing.

On the 14th of February, a 160' DS Bridge was delivered to the 238th Engr. C. Bn. and a 110' TS Bridge was delivered to the 49th Engr. C. Bn. Both bridges were constructed on the Autobahn Highway between Weisweiler and the Roer River. Late in the afternoon of the 14th a third bridge, also 110' TS was delivered to the 49th Engr. C. Bn. and likewise constructed on the Autobahn Highway near the two bridges mentioned above.

On the 16th of February, equipment was specially pre-loaded for a 140' DS Dual Carriage Bridge to be built by "A" Company, 238th Engr. C. Bn. over the Roer River at Hoven. The equipment was all loaded on trucks since it was expected that difficulty would be encountered in backing trailers down the approach to the site.

On the 19th of February, a Storm Boat Section of the 552nd Engr. Hv. Pon. Bn. (18 E.M. and one Officer with 16 Storm Boats and Motors) joined the unit for rations and billets. Five of the boats were immediately dispatched out to the 329th Engr. C. Bn., three to the 238th Engr. C. Bn., two to the 237th Engr. C. Bn., and three were held at the Company in reserve.

From the time the Company arrived in Eschweiler until the 23rd of February, all of the Company's activities were directed toward preparation for the Roer River crossing. During this period the Company was billeted right in Eschweiler in private homes which had been badly battered by bombing and artillery shelling. However, the billets were made quite comfortable and equipped with stoves. Coal was plentiful; the manner in which every cellar was stocked with coal would not indicate that the German residents had been hard put for the necessities of life. During this preparatory period, many comforts and recreational facilities were provided. Showers were obtainable at the Group (Lower) shower point. Two theaters in town showed movies four times daily, and

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several U.S.O. Shows "played the town". PX supplies were as usual plentiful. Quite a large quota was received by the Company to send men to the VII Corps Rest Camp.

When the Roer River offensive opened on 23rd February, most of the Light Equipage Platoon were attached to the 237th and 329th Engr. C. Bns. During the early hours of the offensive on the 23rd, the L.E. Platoon delivered their equipment to the river with no casualties.

It was found impossible, due to enemy action to commence construction on the proposed Bailey Bridge at Hoven until the morning of the 24th. The Bridge was completed by 1130 hours the same day, and tanks passed over it immediately.

Just across the Roer River bridge in Birkesdorf, the road was found to be blown out over a small stream. A 70' DS Bridge was immediately delivered and put up by the 329th Engr. C. Bn.

In the evening of the 24th, another bridge, 50' DS was delivered to the 329th Engr. C. Bn. and constructed in Birkesdorf just east of the Roer River.

On the 26th of February, the first loads of equipment for a continuous bridge to be constructed on the Autobahn Highway across the Roer were delivered to the 237th Engr. C. Bn. Two piers were found necessary, and were also constructed of Bailey equipment.

On the following day (27th Feb.) the remaining equipment needed for the Roer River Autobahn Highway Bridge was delivered. The bridge when complete, was 240' long, and contained two Bailey Piers.

On the 26th of February, an 80' DS Bridge was delivered to the 238th Engr. C. Bn. and constructed in Birkesdorf, just East of the river, across from Hoven.

On the 27th of Feb., the second bridge in Birkesdorf, a 50' DS built by the 329th Engr. C. Bn., was dismantled and removed by the Company.

On the 27th of Feb. an 80' DS Bridge was delivered to the 329th Engr. C. Bn., but was not constructed immediately.

Early in the morning of the 28th, the 80' DS Bridge sent to the 329th Engr. C. Bn. on the 27th was sent forward to the 23rd Armored Engr. Bn., and had to be replaced with another 80' DS Bridge.

During the morning of the 28th, the Company moved into Duren. In the afternoon, a 110' DS Bailey Bridge, 6 Infantry Support Rafts, 45 M-2 Assault Boats, and 216' of Infantry Footbridge were sent forward to the 329th Engr. C. Bn. in the vicinity of Buir, F-192516, in preparation for the crossing of the Erft Canal. Also, 110' DS Bailey Bridge and 216' Infantry Footbridge were sent to the 49th Engr. C. Bn. in the vicinity of Elsdorf, F-174595, likewise in preparation of the Erft Canal crossing.

Having crossed the Roer and broken through the German defense around Duren, the attack ~~also~~ along the Corps front was ~~not~~ rolling fast. So much Bailey Bridge was needed to span rivers, streams and railroad crossings, that the Bridge Platoon drivers had by this time run for three days with little or no sleep. As soon as the trucks

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returned from one bridge delivery and reloaded, a call would come in for another bridge. It was unquestionably the most intense activity yet engaged in by the unit.



Francis M. Carson
FRANCIS M. CARSON,
Captain, C.E.
Commanding.

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