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Authority NND 735019

345-ENIG-0.3
Narrative Hist - German Campaigns - 120th Eng Div - 45th Inf Div - 1-30 Apr 45
Master

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L-1030

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HEADQUARTERS
FORTY FIFTH INFANTRY DIVISION
APO 45, U S ARMY

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:Auth: CG 45 Div
:Init: *EPN*
:Date: 12 May 45
:.....

12 May 1945 ✓

HRA 6597

AG 314.7

SUBJECT: Transmittal of Unit History.

TO : Commanding General, Seventh Army, APO 758, U S Army.
(Attn: Historical Section)

Transmitted herewith Historical Record of the 120th Engineer Combat Battalion, this command, for the period 1 April 1945 to 30 April 1945, inclusive.

FOR THE COMMANDING GENERAL:

DISPATCHED
HQ 45th INF DIV
APO 45 U S Army
Date 12 MAY 1945

Emil P Navta
EMIL P NAVTA
WOJG USA
Asst Adj Gen

1 Incl:
Hist Red, 120th Engr Bn (trip)
w/Supporting Documents

W. J. ... Col 6. U.S. 19 March 46

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376-ENG-0.3 Narrative Hist - German Campaigns - 120th Engr Bn - 45th Inf Div - 1-30 Apr 45 Master

L-1030

NARRATIVE HISTORY OF THE 120TH ENGINEER COMBAT BATTALION

APRIL 1945I - From First Crossing of Main River to Koningshofen (April 1-10):

1. On the first of April, the 45th Infantry Division, having crossed the River Main south of Aschaffenburg, was pressing the attack to the northeast, pivoting the attack on that city, which was being fanatically defended by the enemy, and just as systematically being reduced by our forces. The division order in effect at the opening of the period was Operating Instructions No. 35. The 106 Cavalry Group was covering the left flank of the division and the 44th Inf Div. was closing in the pocket north of Aschaffenburg, between the Third Army and the 45th Inf Div. On the 45th Division's right flank, the 3rd Inf Div was attacking toward the city of Lehr. The 179th Inf was employed in the right portion of the division sector, and the 180th Inf was assembled in the left portion, prepared to attack through the 157th Inf, which was assigned the task of capturing Aschaffenburg.

2. The engineer problem at the beginning of the period consisted mainly of the opening of roads and maintenance of supply routes. The Germans, by holding on in Aschaffenburg, denied us the use of the main roads in the sector, and the secondary roads the division was forced to use were often inadequate. The main bridge in use over the River Main was the railroad bridge south of Aschaffenburg, which had been captured intact earlier by armored elements of the Third Army. A heavy ponton bridge was built by the 1101st Engr Group at Gross Wallstadt (10 kilometers south of Aschaffenburg) and opened to traffic at 0630 hours on 1 April, relieving the traffic pressure on the railroad bridge. A trestle bridge which had been built earlier at Niedernberg was removed on the afternoon of 1 April, on Seventh Army order, and a trestle bridge installed at Mainflingen, in the 44th division sector. Considerable material of technical interest was found in a German engineer officer training school located on the east side of the river Main, south of Aschaffenburg, including a number of new types of mines and also river crossing equipment. As there was no time for this unit to adequately study this equipment, it was put under guard and turned over to higher headquarters.

3. As there had been information from PW's of a proposed enemy attempt to demolish the railroad bridge south of Aschaffenburg by using a specially trained crew of swimmers, Co A 120th Engineer Combat Battalion was maintaining a constant and strong security guard on that bridge (though the demolition attempt never materialized). Company A also, in support of the 157th Inf, was engaged in maintaining a very poor stretch of road from the railroad bridge into Schweinheim, and clearing blocks in Schweinheim and Aschaffenburg. Co B, supporting the 179th Inf, was sweeping for mines in forward areas (holmines had recently been found in use, and many mines were known to have been available from the various training schools in the area), and improving trails. Co C was preparing to support the 180th Inf in its attack, scheduled to begin the morning of 2 April. The supporting Corps engineers working with the 45th Division was the 1277th Engr C Bn, part of the 1101st Engr C Group.

4. The siege of Aschaffenburg continued until the morning of 3 April, when the garrison surrendered to the 157th Inf. The infantry during the siege had been supported by quantities of artillery firing at virtually point-blank range, as well as constant fighter-bomber support. This left a major street clearing job for engineers, and though most of this clearing was accomplished by supporting Corps engineers after the division had moved on, most of the clearing on the south and east edges of town and in the suburb of Schweinheim was done by Co A, 120th Engineer Combat Battalion, while the fighting was still in progress as well as initial clearing of main routes through the city after its fall. Co A also constructed a 25 ft timber bridge in the south edge of town.

5. Meanwhile, the attack of the 179th and 180th Inf progressed rapidly, the moderate initial resistance being broken rapidly and after that confined to scattered local pockets of opposition, so that the infantry accomplished most of its moves in motorized column. In the first six days of the month, the 120th Engineer Battalion installed four culverts, built three timber bridges, built four by-passes around obstacles, filled 4 road craters and removed eighteen abatis and other types of road blocks. In addition to these, many log obstacles which were not closed but which restricted the flow of traffic, were removed by local civilians upon order of the Division Engineer. The debris from a demolished railroad overpass near Jossa (45 kilometers northeast of Aschaffenburg) was cleared from the roadway on 4 April, but during the following night the remaining portion of the masonry arch collapsed, and the clearing job had to be repeated. A Bailey bridge was installed by the 1277th Engrs at Mottgers (8 kilometers northeast of Jossa) on the morning of 5 April. On 6 April, the 45th Division cleared Gersfeld and reached objectives northeast of that town, as directed in Division Operating Instructions No. 36 and 37. Operating Instructions No 38, published on 7 April, changed the division's axis of advance to the southeast, and this new attack began the morning of the 8th.

6. During these rapid advances, many small pockets of the enemy were by-passed and were frequently encountered deep in the rear areas. A typical example of this occurred on 3 April, when a group of 66 enemy (who had left Aschaffenburg two days earlier and were trying to work their way back to their front lines) stumbled onto the 120th Engr Bn CP area near Laufach, 10 kilometers northeast of Aschaffenburg. Most of H&S Co were gathered for the defense of the CP, and in the brief fight that followed, one of our men and one enemy were wounded, and the entire group captured. At the time of this incident, the CP was 25 or 30 kilometers behind the advance units of the Division.

7. The attack of 8 April reached its objectives (the town of Konigshofen) and the area south of it, over 50 kilometers southeast of Gersfeld) in a single day. A number of small road blocks, mostly wrecked vehicles, were encountered on the way and had to be removed, but otherwise there was no engineer work necessary. The bridge in Saal was found to be prepared for demolition but not blown, and Co A 120th Engrs removed the charges. For the next two days the 45th division remained in this area, with action confined mainly to patrolling and the clearing of small enemy pockets. This short breathing spell was used for badly needed repair of vehicles and equipment, and for preparation for a continued advance to the southeast and the second crossing of the River Main.

II - The Second Crossing of the River Main and the Capture of Bamberg (April 11-14):

1. 45th Div Operating Instructions No. 39, published 11 April, ordered the immediate advance to the southeast, the crossing of the River Main north of Bamberg, and the capture of Bamberg. The 179th and 180th Infantry Regiments were still attacking abreast, the 179th on the right and the 180th on the left. The 3rd Inf Div was attacking on the 45th division's right flank, the 14th Armored Division on the left, and the 106 Cav Gp (Mecz) was reconnoitering ahead of the 45th Inf Div and the 14th Armored Div.

2. The attack of the 45th Div began at 1530E, 11 April and the River Main was reached by the morning of 12 April. The axis of advance was along the road Ebern-Bamach, but east of Bamach there were three demolished bridges and other obstacles, that it was found to be more practical to use the parallel road to the east, through Rattelsdorf to Breitenbussbach. A 70 ft Bailey bridge was installed on the first road one kilometer south of Ebern, and from there lateral secondary roads were used to cross over to the eastern road. A log bridge in the town of Ebern was improved and widened to take two way traffic. An M-2 treadway bridge was installed by Co C, 120th Engrs farther south of Ebern, at Leucherhof, but was not used much. All of these bridges and roads were in the 180th Inf sector. The 179th Inf was making slower progress in the hills on the right portion of the division sector, and Co B's work in supporting the 179th Inf consisted mainly of clearing various types of road blocks.

3. The River Main was crossed in the 180th Inf sector, with very little difficulty. On the left flank, at Niederau, the 106th Cav Gp secured a ford, and on the morning of 12 April, the 3rd Bn 180th Inf, plus one company of medium tanks were crossed at this point. The ford was too deep to pass quarter ton vehicles, so Co C 120th Engrs used a 20 ton trailer on which the quarter tons were loaded and then crossed. The elements then crossed, proceeded south and secured the bridge site north of Breitenbussbach, where a floating treadway bridge was then installed by supporting engineers, and the remainder of the division crossed. Another treadway bridge, 36 ft long, was installed by Co C at the highway overpass between the river and Breitenbussbach. The town of Hallstadt, just north of Bamberg, was soon cleared by the 180th Inf, and the 179th Inf was crossed over the river Main from the west at that point on a 200 ft footbridge, built by Co C. A treadway bridge planned for the site at Hallstadt was cancelled by Maj Gen Frederick, Commanding the 45th Inf Div.

4. It had been planned for the 179th Inf to capture Bamberg from the northwest. However, the 180th Inf, having crossed the River Main, reached the city from the north first; the 179th Inf was moved over to the left of the 180th and the 157th Inf was committed on the left of the 179th Inf. The assault on Bamberg began on 12 April, and that portion of the city north of the Regnitz River was cleared by the night of the 13th. The center of the city is located on an island, and this was cleared on 14 April, while the 3rd Inf Div cleared that portion of the city southwest of the river. Early on the morning of 14 April, Co C built a footbridge for the attack onto the island, which was cleared by 0805B. Because of the rapid collapse of resistance in the city, no further tactical bridging was necessary, though bridges for supply routes from the west were later built by Corps Engineers. The remaining work for Co C was the usual clearing of roadblocks and debris on the main routes through the city.

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III - From Bamberg to the Capture of Nurnberg (April 14-20):

1. As the 180th Inf cleared Bamberg, the remainder of the 45th Div continued the attack to the southeast. Operation Instructions No. 41, published on 14 April, ordered the capture of Nurnberg. The attack from the vicinity east of Bamberg proceeded rapidly, with advance elements of the division reaching the outskirts of Nurnberg on 16 April. The 157th Inf, on the division left flank, succeeded in capturing many bridges intact, encountering only one that was blown, and that was quickly by-passed by Co A. Co B, supporting the 179th Inf in the right of the division sector encountered three demolitions in succession on the main road south out of Bamberg, repairing two of them with treadway bridges and one with a culvert. The usual road-blocks, wrecked vehicles, dead horses, abatis, had to be cleared from the roads in increasing numbers and on the outskirts of Nurnberg, a number of mines were found, mostly of an improvised wooden variety. Until 16 April, the 180th Inf was in division reserve, and Co C was used to maintain the MSR out of Bamberg. Co C also redecked a portion of the overpass north of Hirschaid (on the MSR) which the enemy had unsuccessfully attempted to blow.

2. The bridge over the Pegnitz River at Lauf, 13 kilometers northeast from Nurnberg, was captured intact on 16 April, and after crossing here, the entire division wheeled to attack Nurnberg itself from the east and southeast. The 257 Engr C Bn was attached to the division for this operation, to post security guards and clear mines and booby traps from target areas designated in T-Force Target Lists and Town Plan of Nurnberg. The city was entered on 17 April, and later that night, the 3rd Inf Div entered the city from the north. The center of the city was reached on 18 April and the city was finally cleared on 20 April.

3. The siege of Nurnberg, often referred to as the most German of all German cities, was met by very determined resistance on the part of the enemy. Barricades and road blocks of all types were thrown up in all the streets and surrounding roads, mines were planted, for the first time in large quantities since the fighting in the Siegfried Line, and extensive Allied bombing raids had created enormous road craters and choked the city with debris and rubble. Snipers were unusually active throughout the town, and made the engineer task of passing all these obstacles additionally hazardous. All these factors made the tank dozers exceptionally valuable for the operation, but it was impossible to obtain more than the two normally attached to the battalion. The "Autobahn" circling the east side of the city made an excellent lateral road from which to push the drive, but much clearing and repair work had to be done on it before it could be used for traffic; part of this work was done by the 120th Engrs, and part by the 1101st Engr Gp. Anti-tank mines were found in all the normal places; in road blocks, under debris, and in road-sides; many of them were found to be "Schnell" mines, the 45th Division's first encounter with this type. Two of Co A's men were wounded while removing one of these mines. Of all this clearing and repairing to be done, the 120th Engr Bn itself could do only the most immediately necessary part. The two tankdozers and all bulldozers were used to the fullest extent; cutting torches and explosives were used to remove some of the more difficult obstacles, where practical roadways were carried right over heaps of debris, and in some instances, by-pass routes had to be found around the obstacles. During these four days, the division captured close to 10,000 prisoners and it became necessary to build a special enclosure for them. H&S Co and the battalion prisoners built this, using chicken wire as no barbed wire was available.

4. During this period, the enemy airforce appeared, for the last time, in considerable strength. The 120th Engr C Bn CP and H&S Co, located at Speichern, west of Lauf, were bombed and strafed on the night of 18 April. Two 500-lb bombs fell in the area, and one man was killed and five wounded, including Capt McGullough S-2, and CWO Flanagan, Ass't Bn Motor Officer. One 2½ ton truck and one ambulance were burned, several other vehicles were lightly damaged, and all the equipment for the kitchen as well as the battalion Aid Station was lost. The total personnel casualties of the battalion for the four days were one EM killed, twelve EM wounded, and two officers wounded.

IV - From Nurnberg to the Crossing of the Danube River (April 21-27)

1. On 21 April, IV Corps held a flag raising ceremony in the Adolf Hitler Platz of Nurnberg, and the 45th Div assembled to the south of the city, prepared to continue the attack southward. The attack started on the morning of the 22nd, with 2 regiments abreast, the 157th Inf on the right and the 179th Inf on the left. The 120th Engr C Bn supported the drive in normal fashion; Co A supporting the 157th Inf, Co B supporting the 179th Inf and Co C in general support behind. The Rednitz River south of Nurnberg offered little difficulty, as the bridge at Rednitzhembach was intact, and engineers with the 166th Cav Gp had installed a Bailey bridge at Roth. Where the stream swung to the west and it was necessary to re-cross it, Co A constructed fords at Georgenshauand and Wasserszell.

2. The next stream crossing to the south was over the Altmuhl River, which was accomplished on April 23 and 24. The 157th Inf was crossed first in DUKW's, at Trommetsheim and Bubenheim, and on the night of the 23-24, a 70 ft Bailey bridge was installed at Trommetsheim. The crossing of the 179th Inf was made at Dietfurt, crossing foottroops first over a partially demolished railroad bridge south of town. The roadbridge at Treuchtlingen to the north was captured intact, but there were so many demolitions and blocks on the roads approaching it that it was unusable. During the night of 23-24 April, a 180 ft floating treadway bridge was started along side the highway bridge at Dietfurt, but progress was slow, and when daylight came, it was decided to abandon the treadway and use instead, a fill in the demolished portion of the existing bridge.

3. Operation Instructions No 45, published 24 April, ordered the crossing of the Donau (Danube) River between Donauwerth and Neuburg. The river was reached, with noticeably stiffened enemy resistance, on the 25th. The unexpected swift current proved too strong for the assault boats, and footbridging available, and the crossing attempt had to be abandoned that night. On the 26th, the 180th Inf was committed between the other two regiments, and the crossing was accomplished on the night of 26-27, against heavy enemy fire. The bridgehead was expanded during the day of the 27th, and division began its swing to the southeast.

4. The failure of the first attempt to cross the Danube can be blamed on lack of complete advance information. The engineer plan called for three crossing sites. One crossing with assault boats and DUKW's, south of Bertholdsheim, was to be followed with the construction of a heavy ponton bridge by the 1161st Engr Gp. The second crossing, with a footbridge and assault rafts, would be at Marxheim, and would be the site for a floating treadway bridge, also to be built by the 1161st Engr Gp. Both of these sites were in the 157th Inf sector. A third site was in the 179th Inf sector, at Neuburg, where the crossing was to be made in assault boats only. The bridge at

Neuburg was nearly captured intact; it was blown in the face of elements of the 106 Cav Gp when they were only 50 yards from it, at 2030 hours. The engineer support for the crossing at Bertholdsheim would be given by Co A; Co C was to build the footbridge and rafts at Marxheim, and Co B would man the assault boats at Neuburg. The infantry units reached the river shortly before the scheduled crossing time (2100) and when the engineers approached the river, it was found the current was too swift for the equipment at hand. The current was at least seven (7) miles per hour (faster than the Rhine had been in the 45th Division sector) and motor powered boats were necessary. When attempts to cross in a half-boat manned by ten paddles failed, the plan was abandoned, and the crossing postponed until 1500B 26 April.

5. On 26 April, the 180th Inf was committed between the 179th and 157th and the river crossing began at 1500 hours with three regiments abreast. 40 stern boats with motors were ordered from Seventh Army, but they had been kept so far to the rear that they did not arrive in time to be of any use. The crossing started as scheduled, with the use of only six outboard motors obtained from the 1101st Engr Gp. None of these were used at the 179th Inf crossing site at Neuburg, where the current was not so swift and little difficulty was encountered. Considerable difficulty arose in the operation of these six motors, and at one time or another they were all out of operation. Assault boats were successfully (though not easily) crossed by using six paddlers in each, but as only two of these would be engineers in each case, some of them had to be left on the far shore while the engineers from three boats would come back in only one. The footbridge and ferry planned for the 180th Inf crossing had to be completely abandoned because of swift current. The 179th and 157th Inf crossings were both heavily opposed by enemy fire, but by 2030, the 180th Inf had riflemen across to cross the rest of them in DUKW's which were also used at the other sites. Enemy fire abated so that both of the bridges could be started by 2100. The heavy ponton bridge was built at Marxheim and the floating treadway at Bertholdsheim (the reverse of the previous plan). The heavy ponton bridge was completed by 1030 on 27 April and the treadway by 1100. 120th Engineer Battalion casualties for these operations were one EM, MIA (believed drowned), 9 EM, WIA (mortar and artillery); fifteen assault boats were lost, as well as two stern boats, 1 22 h.p. engine and one 55 h.p. engine.

6. Several bridges, crossing minor streams just south of the Danube, were blown and had to be repaired immediately after the crossing. South of Marxheim, a culvert was installed at one of these sites and a 70 ft Bailey bridge at the second. South of the Bertholdsheim crossing, a weak bridge was strengthened by the addition of treadway as decking.

V - From the Danube River to Munich (April 28-30):

1. After crossing the Danube, the 45th Division shifted to the left and headed southeast toward Munich. Resistance was only scattered and disorganized, though strong resistance was encountered briefly at Dachau, where the concentration camp was captured, and again on the outskirts of Munich. This opposition was quickly overcome, and by the night of 30 April, all of that portion of Munich in the division zone was cleared of the enemy. The remainder of the city was cleared by the 42nd Inf Div on the same day.

2. Heavy division traffic, as well as one Combat Command of the 20th Armored Division and a group of 155mm rifles were passed over a weak bridge (class 9-12) at Schrobenhausen, 20 km south of Neuberg, on 28 April, the only work done to the

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bridge being the addition of traffic stripping and maintenance of approaches. By the time the heavy traffic had passed, the piling on one side had begun to sink, and a by-pass route had to be found to pass some 240mm artillery. Co A on the same day, installed a 36 ft treadway bridge at Gemping, southeast of Rain. On 29 April, Co B built a 15 ft timber bridge at Hettenshausen, 26 kms north of Dachau (building it into blown gap of existing bridge). All other bridges of importance in the division sector were taken intact, and the remainder of engineer work for the period consisted of the usual clearing of various types of road blocks and wrecked vehicles, filling of bomb craters where they obstructed traffic, and the clearing of debris in the city of Munich. This last job was not as great as in other cities, because the Germans had kept it well cleared themselves after each bombing raid, and the city did not suffer from heavy fighting. On 28 April, the division captured 1774 prisoners, 2208 on the 29th and 8294 on the 30th. All engineer trucks which could be spared were used to help haul these PW's to the enclosures. The end of the month found the 120th Engr Bn preparing to move into the city of Munich where it was destined to await the end of the war in Europe.

VI - Summary of Engineer Operations for the Month:

1. Roads cleared of obstacles and opened for traffic:	Miles	473
2. Treadway bridges built	each	5
3. Timber bridges built	"	5
4. Footbridges built	"	2
5. AT mines removed	"	95
(Both Schnell & Teller)	"	
6. Road blocks removed (type not specified)	"	25
Abatis removed	"	20
Vehicle Road Block Removed	"	10
Timber Road Block removed	"	11
Dead animals road block removed	"	1
($\frac{1}{4}$ mile in length)	"	
Fabricated road block removed	"	1
Log and rail road blocks removed	"	7
Railroad overpass demolished	"	1
7. City streets cleared of debris and opened for traffic:	Bamberg, Nurnberg & Munich	
8. Road craters filled	"	28
9. Culverts installed	"	6
10. By-passes built	"	8
11. Abatis felled	"	2
12. Trails cleared of obstacles and opened for traffic	Miles	5
13. Trails repaired	"	1 $\frac{1}{2}$
14. Trails maintained	"	5/8
15. Fords Built	Each	3
16. Enemy Armor Destroyed: 2MKIV, 1 MK V, 1 MK VI, tanks		
17. Enemy guns destroyed		
28 - 88 mm guns		
2 - 20 mm AA guns		
8 - Nebelwerfers		
18. Signs Painted	Each	978
19. Water supplied	Gallons	942,365
20. PW Enclosures built	Each	1

VI - General Health of Battalion:

- a. Scabies 1
- b. Venereal Disease 0
- c. Athletes Foot 2
- d. The percentage of military personnel currently requiring immunization for the month: None.
- e. Undue prevalence of acute communicable disease: None.
- f. There were no surgical infections within this command.
- g. There were no cases of acute psychoneurosis or other mental abnormalities.
- h. As a whole the general health of the battalion during the month was: Very good

VII - Special Service Activities during the Month:

- a. None

VIII - I & E Functions for the Month of April:

1. I & E functions for the month were very limited due to the tactical situation which did not permit the personnel of this battalion to have any group discussions.

2. Normal distribution of I & E Material:

Stars & Stripes
Yank Magazine
45th Div Sig News

45th Div News
Newsmaps
Army Talk Pamphlets.

For the Battalion Commander:

JOSEPH W LOWE, JR
Major CE
Executive Officer

OFFICIAL:

William W Etherton
WILLIAM W ETHERTON
1st Lt CE
Adjutant.

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ROSTER OF OFFICERS
120TH ENGINEER COMBAT BATTALION
APRIL 1945

BATTALION HEADQUARTERS

Lt Col Charles S Monnier	0353106	CO
Major Joseph W Lowe Jr	0293270	Exec O
Major Benjamin E Billups	0403916	S-3
Capt William M Hales	0405742	S-4
Capt Arthur Tauscher	0460191	ADE
1st Lt John M Burger	01109165	DS -Div Hq
1st Lt John H Dismant	0374920	S-1
1st Lt William C Picket	01105740	TD-US
1st Lt Frank F Porter	01107053	Actg S-2
1st Lt Roy C Smith	01100342	Recon O
2nd Lt John L Larzelere	01109440	DS - 7th Army Hq

HEADQUARTERS & SERVICE COMPANY

Capt Elmer S Pickett	01100733	CO
1st Lt Ivan F Sandridge	01105784	Bn Mot O
WOJG George A Ferguson	W2118645	Asst S-4
WOJG Charles P Rusher	W2108276	Pers O

MEDICAL DETACHMENT

Capt Aubrey E Stowers	0375220	Bn Surgeon
Capt Milton Wassermen	0481477	Bn Dental Surg

COMPANY "A"

Capt James H Rickey Jr	0469860	CO
1st Lt Robert C Boedecker	01117080	1st Plat Cmdr
1st Lt William W Etherton	01107937	3rd Plat Cmdr
1st Lt Walter E Oleson	01106374	2nd Plat Cmdr
2nd Lt Frank W Peak	0543107	Co Adm Off

COMPANY "B"

Capt Wayne W Bridges	01112045	CO
1st Lt Harry H Fields	01107411	1st Plat Cmdr
1st Lt David J Dayton	0543901	2nd Plat Cmdr
1st Lt Ray F Boedecker	01117079	3rd Plat Cmdr
1st Lt Howard M Cohen	01112623	Co Adm Off

COMPANY "C"

Capt Alvin L Frank	0461128	CO
2nd Lt Arlis D Foster	01692568	1st Plat Cmdr
1st Lt Marvin S Prestwood	0540201	2nd Plat Cmdr
2nd Lt Richard O Westphal	01103461	Co Adm Off

HEADQUARTERS 120TH ENGINEER COMBAT BATTALION
APO 45, U S ARMY

1 May 1945

I - BATTLE CASUALTIES FOR THE MONTH OF APRIL 1945:

	<u>DATE</u>
(1) <u>KILLED IN ACTION</u>	
Tec 4 Alvin R Lester, 20810751, Company "B"	- 5 April 45
Pfc William C Peters Jr, 20842292, H&S Company	-18 April 45
(2) <u>MISSING IN ACTION</u>	
Pvt Loyd R McCrary, 38343432, Company "C"	-26 April 45
(3) <u>SERIOUSLY WOUNDED IN ACTION</u>	
Pfc Robert D Leshar, 33624831, Company "A"	-26 April 45
(4) <u>LIGHTLY WOUNDED IN ACTION</u>	
Tec 5 James Pratt, 11042942, H & S Company	- 3 April 45
Pvt Frank A Nuzzo, 31020895, Company "A"	-15 April 45
Pfc Raymond Ashmore, 33231742, Company "B"	-16 April 45
Pfc Phillip Baca, 20841886, Company "C"	-16 April 45
Tec 5 Harvey B Mosher, 36564169, Company "A"	-17 April 45
Pvt Orville C Blackman, 38011166, Company "A"	-17 April 45
Capt Hugh T McCullough Jr, 0422440, Bn Hqs	-18 April 45
CWO Jim M Flanagan, W2117855, H & S Company	-18 April 45
1 Sgt Harold R Martin, 38044739, H & S Company	-18 April 45
Tec 4 Albert C Dutton, 12097096, H & S Company	-18 April 45
Tec 5 Anastacio Estrada, 39545051, Company "B"	-18 April 45
Pfc Cra B Pauley, 35780097, Company "B"	-18 April 45
Pvt Doyle D Fennell, 38044710, Company "B"	-18 April 45
Pvt Raymond Perry, 39011182, H & S Company	-18 April 45
Sgt Arnel E Jackson, 13087554, Company "A"	-26 April 45
Pfc Frank Brandefine, 32173804, Company "C"	-26 April 45
Pfc Edgar R Myers, 33493150, Company "C"	-26 April 45
Pfc Edward C Pracko, 33703383, Company "A"	-26 April 45
Pvt Juan Chavez, 20841892, Company "C"	-26 April 45
Pvt Berton L Folk, 33759287, Company "A"	-26 April 45
Pvt Gene C Simms, 3918925, Company "C"	-26 April 45
(5) <u>LIGHTLY INJURED IN ACTION:</u>	
S/Sgt Bennie J Lovato, 20841909, Company "C"	- 1 April 45
Pvt Rubin Edelstein, 32318709, Company "A"	- 2 April 45
M/Sgt Dan L McAlarnis, 15044042, H & S Company	-20 April 45

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II - BATTLE CASUALTIES RETURNED TO DUTY DURING APRIL 1945

Pfc Woodrow W Smouse, 38010182, Company "C" - 3 April 45
Pfc Harold Dean Shinn, 36448426, Company "C" - 11 April 45
Pfc Raymond Meador, 38013062, Company "B" - 24 April 45

For the Battalion Commander:

John H. Dismant
JOHN H DISMANT
1st Lt. CE
Adjutant.

From the collection of:

[The 45th Infantry Division in World War II: An Unofficial Guide to Resources](#)

Researched by:

[John Arnold, The National Information Company](#)