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C O N F I D E N T I A L

HEADQUARTERS
540TH ENGINEER REGIMENT
A.P.O.#464

ELF/fb
3 December 1943

Subject: S-2 Journal for Month of November 1943.

To : Commanding Officer, 540th Engineer Regiment, A.P.O.#464.

1. Submitted herewith the S-2 Journal for the month of November 1943 as requested:

a. November 1st to November 8th (Conclusion of Work in Naples).

S-2 Section concluded its work in Naples preparatory to moving out into the field again. In relation to the initial "de-lousing" of a large city, the following recommendations are made:

(1) - Initial reconnaissance of installations and utilities by engineer units, who are to be responsible for "delousing", should be assigned and coordinated by higher headquarters to avoid duplication of work and unnecessary "thinning-out" of reconnaissance elements.

(2) - Information as to enemy mining activities from civilians, local officials and police should be made available to engineer units.

(3) - Buildings occupied, where possible, should be assigned for clearance prior to occupation.

(4) - Large installations unless vitally needed for military purposes or definitely known to be clear should be "frozen" and unoccupied for a period of three weeks.

(5) - All organizations should be informed as to the difference in function between Ordnance Bomb Disposal Units and Engineer Mine and Booby-trap Clearance Units.

(6) - Necessity for accurate descriptions insofar as locations within a city are concerned cannot be too highly stressed. At least fifty per cent of time was spent in looking for buildings reported by other units.

b. November 8th to November 20th (Liason, Reconnaissance and Design)

S-2 and S-3 sections joined the first battalion in the field as advance echelon of regimental headquarters. Battalion was in support of X Corps being assigned engineer tasks associated with keeping main axis of supply and communication open. The section assisted the battalion in road and bridge reconnaissance, and bridge design and recommendations. It was noticed that due to short time permitted for designing, that too often the designs were completely "academic" ie, designs were made before it was known what materiel was available and consequently bore no resemblance to the bridge that was actually constructed. In this respect a weekly statement, by higher headquarters, on the quantities and types of bridge materiel available, would be most helpful.

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S-2 Journal, cont.

c. November 20th to November 30th (Road, Bridge, and Minefield Reconnaissance) S-2 Section reconnoitered Highway #7 from junction south of Sparanise to Cascano, secondary road from intersection with highway #7 to TEANO and continuing to intersection with highway #6. The section developed Standing Instructions For Marking and Recording Enemy Minefields for use within the regiment. During this period a letter was received from higher headquarters explaining that loss of life and equipment was resulting from carelessly marked minefields. One of the reasons for this state of affairs, it is felt, is that there are no instructions from higher headquarters giving a uniform method of marking and recording enemy minefields within our own lines. Reference is given in the letter to AFHQ Operations Memorandum #21. This memorandum, however, deals with marking and recording instructions for friendly, deliberate minefields. It is quite obvious that the methods of marking used for a friendly minefield (which serves the tactical purpose of acting as a barrier for enemy mechanized advance, and where marking is designed so as to not reveal location and scope of field to the enemy) will widely vary from those that should be used in marking an enemy minefield within our own lines (which serves no tactical purpose and where exact dilineation of the field is desired). Similarly, recording in the memorandum, is based on the DP and Tape and Picket Method of Minefield Laying employed by the Allies. It is unwieldy to use this system of recording on an enemy field which was not layed according to those principles.

It is felt that engineer units such as this regiment would be better off if equipped with the T-2 AA type halftrack rather than the M-3, inasmuch as almost all contact with the enemy in this type of unit is aerial. The skate mounts on the M-3 half-track are not at all well suited for Anti aircraft type fire.

It is felt that all units need a great deal of improvement in road discipline. The maintenance of interval between vehicles, use of hand signals, pulling off road when stopping, etc, doesn't seem to exist within units in this theatre. The damage caused by enemy straffing itself, is negligble compared to the time wasted by traffic jams caused by universal bumper to bumper driving. The military police seem especially lax in enforcing any rules against "jamming-up", if, indeed, they do exist.

For The Commanding Officer:

Edward L. Fizdale
EDWARD L. FIZDALE
Capt, CE
S-2

Inclosures:
Appendix "A" - Standing Instructions For Marking and Recording Enemy Minefields.
Appendix "B" - Engineer Road and Bridge Reconnaissance No. 10-1.
Appendix "C" - Engineer Road and Bridge Reconnaissance No. 11-1.

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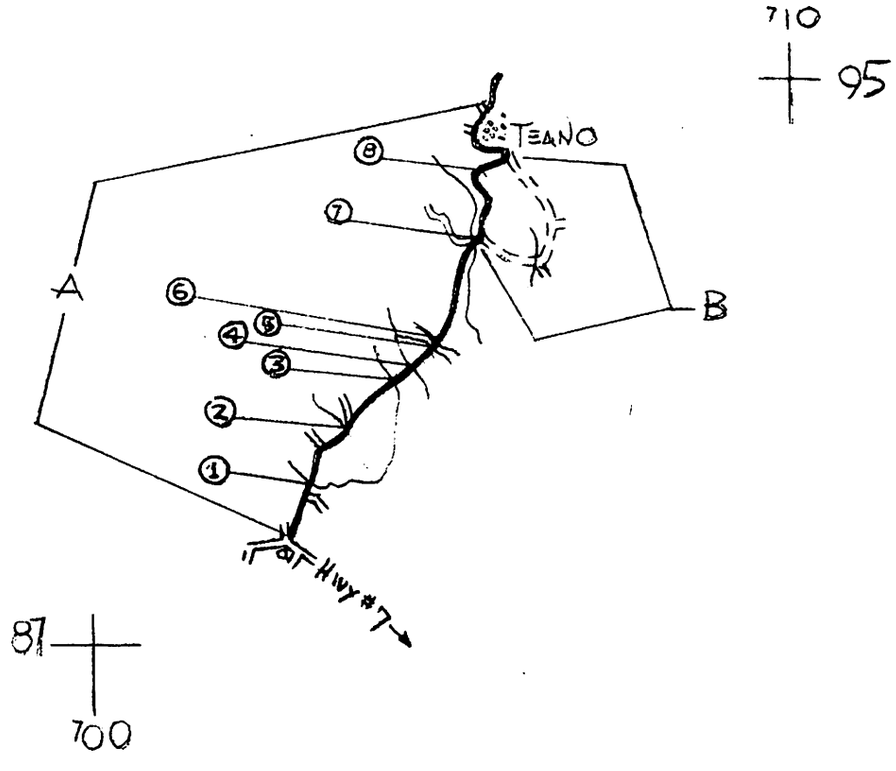
APPENDIX "A"

ENGINEER ROAD AND BRIDGE RECONNAISSANCE No.10-1

ROAD OVERLAY

REFERENCE:
ITALY 1/100,000
SHEET NO. 172 (CASERTA)

NOTE:
REFER TO FOLLOWING SHEETS FOR DESCRIPTION OF SITES INDICATED BY NUMERALS.



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Appendix "B"

R E S T R I C T E D

Engineer Road and Bridge Reconnaissance No.10-1.

WORK SITE DESCRIPTIONS

Maps: Italy 1/100,000, Sheet 172 (Caserta).

A - Road "A" from junction with Highway 87 for four point five (4.5) miles, to TEANO, is a two way (eighteen (18) feet wide), crushed rock road, with a generally smooth surface, gentle grades, and gradual curves.

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B - Road "B", an alternate route to TEANO from its intersection with Road "A" at M054928, for one point six (1.6) miles, is a two way, crushed rock road, with generally smooth surface, gentle grades, and gradual curves.

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(1) - Description - Demolished masonry bridge replaced by Bailey.

Stream - Average 4 feet wide, 2 feet deep, 3 feet/sec flow.
By Pass - On east side a one way, dirt by pass has been cut to both banks of stream but not bridged.
Work Proposal - Improve by pass to two way gravel, construct timber trestle bridge where by-pass crosses stream.
Estd Decking - 68 -3" x 12's.

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(2) - Description - Demolished bridge replaced by Bailey.
Stream - Average 4 feet wide, 1.5 feet deep, slow flow.
By Pass - None.
Work Proposal - Construct one way by pass to west. Erect Bailey where bypass crosses stream. Construct timber trestle, double storey, bridge on original site.
Estd Decking - 130 - 3" x 12's.

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Work Site Description cont.

(3) - Description - Demolished bridge replaced by Class 12 Bailey. Temporary One way Class 40 timber trestle bridge on by pass.
Stream - Average 3 feet wide, 1.5 feet deep, slow flow.
By Pass - One way, "S" Matting sub-course, graveled.
Work Proposal - Improve by-pass to two way. Lift temporary timber bridge, replace with two way Class 40 double storey timber trestle. Reinforce Bailey to Class 40 during construction.
Retd Decking - Use decking from temporary bridge.

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(4) - Description - Culvert demolished, being replaced by culvert and fill by British. Two way.
Work Proposal - Maintenance.

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(5) - Description - Pavement broken, width of roadway over small stream. Gapped by Bailey.
Work Proposal - Culvert and fill. Work half at time permitting one way traffic during construction.

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(6) - Description - Demolished culvert. Originally filled, it appears that fill started to give and was replaced by Bailey.
Work Proposal - Culvert and fill. Work half road at time.

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Work Site Descriptions, cont.

(7) - Descriptions - Demolished highway bridge replaced by Bailey.
Stream - Average 6 feet wide, 2 feet deep, 3 feet/sec flow.
By Pass - None. Will be difficult to bypass due to steep banks, road curves sharply on both sides stream runs on alternate cut and fill.
Work Proposal - See NOTE #1 for general suggestion of detour of Road "A" during construction. If Note #1 not feasible construct one-way bypass to southeast, erect Bailey where bypass crosses stream, permitting erection of double storey timber trestle bridge at original site.
Estd.Decking - 180 - 3" x 12's.

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(8) - Description - Demolished highway bridge replaced by Bailey.
Stream - 9.3 feet wide under bridge, 1.5 feet deep, slow flow.
By Pass - None. Suggest using Road "B" allready marked as TEANO road at present, during construction, allowing erection of fixed bridge at original site.
Work Proposal - Erect two-span, single double story bent, timber trestle bridge on original site.
Estd Decking - 100 - 3" x 12's.

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NOTE #1 - Suggest that north bound traffic for TEANO be routed over Highway #6 and secondary road from junction with #6 at NO88911 to TEANO, during period of bridge construction on Road "A" permitting siting of fixed bridges on original abutments.