

48th ENGINEER CHRONOLOGY

<u>DATE</u>	<u>EVENT</u>
21 December 1943	The three line companies take six days to turn 5 miles of railroad into a class 40 two-way highway. The stretch of railroad had twelve major obstacles all under enemy observed artillery fire. B Company successfully remove all the ties and rails of the first 5 miles - 2 nd Lt. Jonah and eight dozer operators received Silver Stars.
23 December 1943	The commanders of the three line companies were told to stand ready to support additional advancement of forward elements. Company B had the eventual responsibility for obstacle 13 and Company A had the immediate responsibility to make an engineer reconnaissance of the existing track as far forward as the enemy permitted.
24 December 1943	The reconnaissance of the railroad track in no-man's-land revealed the rails were blown and the track contained teller and anti-personnel mines. A dead Italian and the remains of a cow were found on the track. The recon team found eleven wooden boxes used to transport anti-tank mines. Each box carried three mines and their igniters. Thus, it was believed thirty-three teller mines had been buried in the vicinity of the boxes near where the Italian and cow had been killed. Before returning to the company area, the recon team searched for, and found, three teller mines and one anti-personnel mine. One of the teller mines was booby trapped. The personnel mine was a bouncing betty that projected out of the ground but failed to explode. The three igniters to explode the mine had been put in backwards.
25 December 1943	Christmas. The 1108 th Group found a booby trap in their motor pool that contained approximately one thousand pounds of explosives.
26 December 1943	Company A was informed they were going to have the responsibility to clear mines, ties and rails from obstacle 13 to Knox Avenue to support a contemplated Armored attack.
27 December 1943	The Group Commander, Colonel Andersson, requested from the 48 th that Lt. Munson be responsible to instruct three hundred artillery replacements in Axis mines on the 1 st and 2 nd of January. Lt. Reardon from the 48 th and Lt. Lynch and Lt. Drinkwater from the 235 th were chosen to assist. Munson chose to have the training at Aurivola.

<u>DATE</u>	<u>EVENT</u>
3 January 1944	Fifth Army approved the use of troops from the 1st Armored Infantry Division to attack enemy forces and capture a mountain known as Mt. Porchia. The attack was set to kick-off during the evening hours of 4 January. The line companies of the 48th Corps Engineer Combat Battalion had several high priority support tasks that included; assisting tanks and tank destroyers to get into their attack positions, removing mines known to exist on the railroad track that was to be used as a road, clearing ties and rails from the railroad track, building bypasses, culverts or bridges as needed to assist the allied attack force and the continued maintenance of the highway known as Highway 48.

Marion,

Would something like this that lays out a complete chronology of the 48th Engineer Battalion assist you in your preparing a documentary? Or is it too little too late? I am not sure I could do justice to a complete battalion, but I could try.

Bill