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* AUTH: CG FIRST U. S. ARMY *
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ENGP-1110-03

AFTER-ACTION REPORT

MONTH OF FEBRUARY

1945

1110TH ENGINEER COMBAT GROUP

Vol 2
Boyle
Master

SECURITY CLASSIFICATION CANCELED
AUTHORITY SECRETARY ARMY
SECRET DATE
BY *awt/ps*

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HEADQUARTERS
1110TH ENGINEER COMBAT GROUP
APO 230, U. S. ARMY

L-492

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SECTION I

ENEMY INTELLIGENCE

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1. The 1110th Engineer Combat Group, in support of the V Corps in BELGIUM and GERMANY during the period, had no actual physical enemy contact, although the Group was subjected to enemy artillery fire from which battle casualties and equipment losses were suffered. At 100350Z February 1945, a shell (later identified as from a 240 mm railroad gun) landed within 15 yards of the entrance to the Group CP in MALMEDY, BELGIUM. Two men standing guard near the entrance were seriously wounded and died afterwards. Two trucks, a 3/4 ton C&R and a 3/4 ton Weapons Carrier were completely destroyed by fire and five other vehicles received minor damage.

2. Units of the Group, while operating in assigned sectors, came in contact with enemy mines. No flying bombs landed in the area occupied by the Group.

3. During the period subordinate units performed their Engineer work under adverse weather conditions. No sabotage of Engineer work or Engineer equipment and materials was encountered.

4. Engineer Intelligence consisted of routine reconnaissance within the sectors and in advance areas for proposed operations. No change in intelligence received from higher headquarters.

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SECTION II

OPERATIONS

1. The 1110th Engineer Combat Group operated as Army Engineers in the vicinity of NAMOIR, BELGIUM, from 1st to 8th of period with special emphasis on control of ice and drainage of roads during the thaw which began 1 February 1945. All snow and ice was gone by 8 February except in road ditches and places shaded from the sun; also continued with sawmill operations; completed drivers school; completed construction of 180 false bows for Assault Boats, and removed Bailey Barge Bridge at LIEGE, BELGIUM. On 9 February 1945, the Group Headquarters moved to MALMEDY, BELGIUM with mission of close support of Engineer Groups of V Corps. Due to heavy troop movements immediately following the thaw the road beds began to fail, and after 8 February all of the Groups' effort was expended on repair of these foundation failures and keeping the necessary routes open for the supply and movement of V Corps troops. Large numbers of troops and additional equipment was temporarily attached to assist in this mission.

2. For the accomplishment of these missions the following First Army Units were attached to the Group.

- a. 148th Engineer Combat Battalion.
- b. 164th Engineer Combat Battalion.
- c. 184th Engineer Combat Battalion. (atohd 15 Feb 45, reld atohmt 25 Feb)
- d. 207th Engineer Combat Battalion.
- e. 324th Engineer Combat Battalion. (atohd 15 Feb 45, reld atohmt 22 Feb)
- f. 1284th Engineer Combat Battalion. (atohd 15 Feb 45)
- g. 1699th Engineer Combat Battalion. (atohd 25 Feb 45)
- h. 651st Engineer Light Equipment Company
- i. 966th Engineer Maintenance Company.
- j. 1368th Engineer Dump Truck Company. (atohd 16 Feb 45)
- k. 1368th Engineer Dump Truck Company.
- l. 42nd QM War Dog Platoon (reld atohmt 23 Feb 45)

Also to assist in the accomplishment of these missions the following tactical units and additional vehicles and Engineer equipment were available:

ATTACHED PERSONNEL

Unit	Date Atohd	Date reld	No of personnel
820 TD Bn, Cos A,B, Hq,	10 Feb 45	working at end of period	310
738 Tank Bn, Co B	11 Feb 45	18 Feb 45	68
38 Armored Inf. 3 Cos.	12 Feb 45	working at end of period	329
40 Armored Inf Bn	12 Feb 45	working at end of period	300
87 Cav Ron Troop	12 Feb 45	22 Feb 45	190
23 Armored Inf Bn, Co C.	16 Feb 45	17 Feb 45	110
48 Inf Regt.	17 Feb 45	27 Feb 45	500
393 Infantry	17 Feb 45	20 Feb 45	544
33 Armored Hqr Bn, Co A.	22 Feb 45	22 Feb 45	170
203 Hqr Bn, Co. A.	22 Feb 45	26 Feb 45	165
394 Inf Regt.	22 Feb 45	22 Feb 45	500
814 TD Battalion.	23 Feb 45	27 Feb 45	249

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ATTACHED VEHICLES

<u>Unit</u>	<u>Date Attached</u>	<u>Date Relieved</u>	<u>No. Trucks</u>
429 QM Trk Co.	11 Feb 45	working at end of period	15
3908 QM Trk Co	11 Feb 45	"	26
142 AAA Bn	12 Feb 45	"	20
427 QM Trk Co	12 Feb 45	"	10
431 QM Trk Co	12 Feb 45	"	30
440 QM Trk Co	12 Feb 45	"	30
441 QM Trk Co	12 Feb 45	"	15
3712 QM Trk Co	12 Feb 45	"	45
3912 QM Trk Co	12 Feb 45	"	44
3710 QM Trk Co	15 Feb 45	"	29
460 AAA Bn	20 Feb 45	"	12
461 AAA Bn	20 Feb 45	"	12
3810 QM Trk Co	28 Feb 45	"	48

ATTACHED ENGINEER EQUIPMENT

<u>Unit</u>	<u>No. and type of equipment</u>	<u>Dated atchd</u>	<u>Date rel'd</u>
610 Engr Light Equip Co.	1/2 cu yd Shovel	11 Feb 45	working at end of period
610 Engr Light Equip Co	1/2 cu yd shovel	12 Feb 45	25 Feb 45.
1053 Engr Port C. Bn.	3/4 cu yd shovel	12 Feb 45	working at end of period.
1053 Engr Port C Bn.	3/4 cu yd Clamshell	13 Feb 45	working at end of period.
626 Engr Light Equip Co.	3/8 cu yd Quickway w/shovel	11 Feb 45	working at end of period.
552 Engr Hvy Ponton Bn	3/8 cu yd Quickway w/clamshell	17 Feb 45	working at end of period.
1056 Engr Port C Bn.	3/4 yd Clamshell	17 Feb 45	working at end of period.
626 Engineer Light Equip Co.	D-7 Bulldozer.	14 Feb 45	working at end of period.
1121 Engr Combat Group	D-7 Bulldozer	15 Feb 45.	25 Feb 45.
610 Engr Light Equip Co.	D-7 Bulldozer	17 Feb 45.	25 Feb 45.
626 Engr Light Equip Co.	R-4 Bulldozer	19 Feb 45.	working at end of period.
181 Engr Hvy Ponton Bn.	R-4 Bulldozer	14 Feb 45.	working at end of period.
181 Engr Hvy Ponton Bn.	R-4 Bulldozer	19 Feb 45	29 Feb 45.

3. General

a. The Group completed the construction of 150 false bows for M-2 Assault Boats, and special connecting posts for Bailey Barge Bridge; repaired Belgium Barracks in vicinity of VIELSALM, BELGIUM, for the 67th Evacuation Hospital; completed the Drivers and Maintenance School; and released sawmill operations to 1128th Engineer Combat Group.

(1) Construction of 150 false bows for M-2 Assault Boats on First U. S. Army Job Order No. 78 was completed and bows delivered to Engineer Depot E-8 on 15 February 1945.

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(2) Construction of special connecting posts for Bailey Barge Bridge on First U. S. Army Job Order No. 81, by contract with a civilian firm was completed and posts delivered to Engineer Depot E-8, 8 February 1945.

(3) Repair of Belgium Barracks in vicinity of VIELSAM, BELGIUM for the 67th Evacuation Hospital was discontinued 3 February 1945. Repairs were practically complete except for installation of glass windows.

(4) The Drivers and Maintenance School was continued until 4 February 1945 at which time 31 drivers from the 582nd Engineer Dump Truck Company and 78 drivers from the 1368th Engineer Dump Truck Company completed the full course and received diplomas as qualified drivers. At the termination of the school, trucks of the 1368th Engineer Dump Truck Company were returned to the unit, and the unit became operational on 6 February 1945.

(5) Sawmill Operation. Eleven (11) mills were being operated by the group at beginning of period, producing 3" bridge timbers. The mills were transferred to the 1128th Engineer Combat Group at ~~8788th~~ Feb 45 for operation.

b. Read Maintenance.

(1) The road conditions throughout the Group area were critical and the maximum effort on the part of attached units was required at all times on road maintenance. Snow and ice control difficulties experienced during the previous period were virtually ended on 1 Feb 45 when the temperature rose sufficiently for a general thaw subsequently causing drainage of roads to be a major problem and maximum effort was placed solely on road drainage up until 7 February 1945.

(2) Under the heavy armored and constant supply traffic of V Corps units, Route No. N-23 began to fail on 7 February 1945, particularly between TROIS PONTS, STAVELOT, and MALMEDY east to Junction N-32. Immediate action was necessary on these sections. Repairs were accomplished by using rubble to fill the holes and additional emphasis placed on drainage. During the next three days, failures appeared on all routes; some becoming impassable to anything but light traffic. It was necessary to close Route N-29 (REMOUCHAMPS to SPA) and N-28 (EUPEN south to Junction N-27) to all military traffic.

(3) On 10 February 1945, Group moved to MALMEDY, BELGIUM, and assumed responsibility for keeping Army road net open as shown on attached Overlay No 1. (Enclosure No. 1) in close support of V Corps. The placing of rock and drainage work then increased to a 24 hour continuous operation using all the available shovels to load rubble and rock from pits. Arrangements were made to ship rock by rail into FRANCOCHAMPS and DOLHAIN and for additional shovels and trucks. Shovels were placed in the most convenient pits where suitable rock was available, and the attempt was made to hold these roads by proper drainage and generous addition of rock, but each passing day indicated a losing battle. With the heavy traffic on N-32 it became impassable east of WAINES, BELGIUM, and traffic was then routed over N-27 to ROBERTVILLE, then East to ELSENBOREN. Two days of traffic and this road became impassable also.

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(4) On 17 February 1945, the Group Road Net responsibility was reduced as shown on attached overlay No. 2 (Inclosure No. 1), with Group having the mission of opening N-31, EUPEN to MONSCHAU, unnumbered Route MONSCHAU to BUTGENBACH, and N-32, BUTGENBACH to DOM BUTGENBACH, the minimum road requirement necessary for V Corps to supply their forward units in the attack. The unnumbered route and N-32 were kept open to limited traffic; N-31 closed to all traffic and a full scale corduroy project started. Various methods of laying corduroy were used. On the softest road beds 3 to 6 stringers were used and on more solid foundation, corduroy was laid without stringers. Logs were tied together by No. 10 wire or covered with somerfeld mat which was nailed to the logs; and some by the combination of the two. All corduroy was covered with from 6" to 12" of rock as shown on photos (pages 9, 10, and 11). At the end of the period N-32 had one lane of corduroy complete, but due to requirements of construction traffic, it was still closed to general traffic. Route MONSCHAU to DOM BUTGENBACH was open and in fair condition.

(5) During the entire period a total of 22,763 yards of single lane corduroy road was constructed, of which 3,485 yards was laid between BUTGENBACH and MALMEDY but abandoned on Army Order before it was covered with rock, leaving a total of 19,278 yards or approximately 5.5 miles of two lane first class corduroy road constructed and carrying traffic.

(6) Rock hauled and placed on the road during the period was as follows:

(a) Abrasives	3,308	cubic yards hauled and stockpiled during the first 9 days of period.
(b) Shale and quarried rock	58,471	
(c) Shipped in by rail	8,315	
(d) Crushed	3,295	
(e) Rubble	1,340	

74,729 cubic yards total.

Thirteen shovels were employed, four with clamshell attachments, unloading from railroad cars at seven different sidings -- SPA, FRANCOISCHAMPS, DOLHAIN, EUPEN, WAIMES, WEYWERTE, in BELGIUM, and MONSCHAU, in GERMANY. As the work area moved forward, unloading sites were changed to secure the minimum haul for the rock. Nine more shovels were used for loading shale and rock from pits developed at convenient locations throughout the area. One 1/2 cubic yard shovel loaded 2,044 cubic yards of shale in a 24 hour period. 336 attached 2 1/2-Ton Cargo Trucks, in addition to the organic two Engineer Dump Truck Companies and the Engineer Battalion trucks were used to haul the rock and the logs.

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(7) The larger units of the attached personnel were employed in cutting and laying corduroy; the smaller units were used in improving drainage on roads and unloading and spreading rock. All work was supervised by officers and NCO's of the regular attached battalions. At the time of peak construction, 10,000 logs were being cut and laid per day by each battalion.

c. Quarry Operations.

The two rock crushing units were moved from BARVAUX and REONE, BELGIUM to MONSCHAU, GERMANY and WEYWERTZ, BELGIUM respectively and put into operation for V Corps. Due to the large amount of rock needed by the attached units and the limited capacity of the crushers they were not operated 100% of the time, in order to make more shovels available to load pit run material, therefore, V Corps received very little rock from the crushers during the period.

d. Dismantling of Bailey Barge Bridges, LIEGE, BELGIUM.

The Bailey Barge Bridge at LIEGE, BELGIUM was dismantled during the period and the fixed parts delivered to Engineer Depot E-7 and floating parts to Engineer Depot E-8.

e. No bridges were constructed during the period.

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N-51 EUPEN TO MONSCHAU
ROAD BEFORE FAILURE



N-51 EUPEN TO MONSCHAU
ROAD AFTER FAILURE

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N-31 EUPEN TO MONSCHAU
SHOWING CORDUROY LAID FOR ONE LANE WITH NO ROCK - 207TH ENGINEER COMBAT BN



N-31 EUPEN TO MONSCHAU
CORDUROY: ONE LANE COMPLETE; SECOND LANE UNDER CONSTRUCTION BY 207TH ENGR C BN

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N-31 EUPEN TO MONSCHAU (From the Air)
CORDUROY, ONE LANE COMPLETE, LOGS DISTRIBUTED FOR 2ND LANE; 207 ENGR C BN.



N-31 EUPEN TO MONSCHAU
CORDUROY, COMPLETE AND READY FOR TRAFFIC, 207 ENGINEER COMBAT BATTALION

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N 25
EVIDENCE FROM INVESTIGATION



N-31 RIPPEN TO MONSCHAU







N-31 EUPEN TO MONSCHAU
BY: ONE LANE COMPLETE; SECOND LANE UNDER CONSTRUCTION BY 20

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SECTION III

ADMINISTRATION

1. Headquarters and Headquarters Company, 1110th Engineer Combat Group continued to occupy billets at HAMOIR, BELGIUM from 1 February 1945 to 9 February 1945. Morale of the troops continued excellent. Accomodations were sufficient and all personnel were under cover. Stoves were made available and sufficient coal was obtained to maintain livable conditions. On 9 February 1945, Headquarters and Headquarters Company moved to MALMEDY, BELGIUM. The entire headquarters was billeted in the E.S.M.A. building and accomodations were the best encountered by the group since its arrival on the continent. The building was a gray stucco building with spacious quarters. Central heating, electric lights and running water facilities were intact. A shower point was set up nearby and was available to all personnel. This building was formerly occupied by the Germans and used as a headquarters.

2. On 10 February 1945, the Headquarters Company lost two men as a result of enemy action when a shell hit within a few yards of the CP; one other man was wounded. The man wounded was Pfc John Wineland, 33828710, who was awarded the purple heart. The men killed in action were:

Private First Class James H. Parsons, 38371647

Private Thomas W. Fenney, 31335986

The loss of these men was greatly felt by all members of the Group Headquarters as they were exceptional soldiers.

3. The following reinforcements were received by Headquarters Company on 24 February 1945 from the 3rd Reinforcement Depot:

Corporal Thomas McFarland, Jr., 35172956

Private George J. Janckila, 10601729

4. Passes to Paris and Brussels were made available and Headquarters and Headquarters Company was allocated 2 officers and 2 enlisted men. On 28 February 1945, a quota of leaves and furloughs to Great Britain was allocated to the Group. One officer and ten men of the Group and its attached units comprised the first contingent. One man from Group Headquarters Company was included in the quota. Movies were also made available during the month, but due to the lack of spare parts for the projector, and in spite of much improvising on the part of the Special Service Officer and his assistant, they were not of the high quality that had previously been enjoyed.

5. Religious services were made available to all personnel. Protestant services were not as frequent as normally, due to the loss of the Group Protestant Chaplain. However, through the efforts of the Catholic Chaplain and a nearby Protestant Chaplain, some services were arranged.

6. The strength of the Group Headquarters and Headquarters Company, 1110th Engineer Combat Group on 28 February 1945 was 16 officers and 64 enlisted men. Rosters of officers and enlisted men are as follows:

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HEADQUARTERS
 1110TH ENGINEER COMBAT GROUP
 APO 230, U. S. ARMY

29 February 1945.

ROSTER OF OFFICERS

Colonel	JOHN T. O'NEILL	O 269 006	CE	Commanding Officer
Lt Col	ALLAN F. OLSON	O 329 631	CE	Executive Officer
Major	ALLEN H. BOULDIN	O1 101 342	CE	Intelligence Staff Officer
Major	NATHAN B. BLUESTONE	O 486 590	MC	Group Surgeon
Major	ALLEN JONES, JR.	O 366 310	CE	Opns and Eng Staff Officer
Major	TURE E. OTHMAN	O 366 219	CE	Assistant S-2, I-E Officer
Major	ADOLPH C. TOPINKA	O 346 152	CE	Supply and Evac Staff Officer
Captain	BRYCE BLACK	O 284 246	CE	Assistant S-3
Captain	CHARLES R. CRAIG	O1 105 366	CE	Assistant S-3
Captain	FRANCIS J. HAGAN	O1 101 469	CE	Assistant S-4
Captain	JOHN S. SHALALA	O1 100 762	CE	Assistant S-2
Captain	THEODORE C. PANLOWICZ	O 481 318	Ch	Group Chaplain (G)
Captain	WILLIAM SILVERSTEIN	O 349 920	DC	Group Dental Surgeon
1st Lt	RALPH E. BRAULIEU	O1 303 819	CE	Adjutant (S-1)
1st Lt	NATHAN SHAPIRO	O1 112 434	CE	CO, Headquarters Company
1st Lt	JOHN H. ASHBAUGH	O1 643 566	CE	Communications Officer

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ROSTER OF ENLISTED MEN

HEADQUARTERS COMPANY, 1110TH ENGINEER COMBAT GROUP
 APO 230

28 February 1945

<u>GRADE</u>	<u>NAME</u>	<u>SERIAL NUMBER</u>
M/Sgt	Dunlap, Paul O.	38 113 211
M/Sgt	Greider, Donald E.	20 604 005
M/Sgt	Hawkins, Malcolm F.	20 617 639
M/Sgt	Williams, Frederick E.	35 332 105
1st/Sgt	Stonebrook, William N.	35 006 857
T/Sgt	Ferre, Francisco F.	39 844 963
T/Sgt	Kelleher, Thomas C.	37 372 096
T/Sgt	Tortora, Anthony	32 601 267
S/Sgt	Larsen, Andrew J.	32 686 511
S/Sgt	Lord, Richard A.	35 396 938
S/Sgt	Rooks, William	38 385 437
S/Sgt	Ventura, John	32 686 705
S/Sgt	Wenzel, Marton W.	32 686 451
Sgt	Brown, Rodney C.	31 388 064
Sgt	Kostelny, Andrew Jr.	35 385 750
Sgt	Koza, Carl W.	35 235 177
Sgt	Sacco, Cosimo T.	13 188 448
Tec 4	Cook, Glynn F.	35 645 807
Tec 4	Freeland, William R.	14 132 607
Tec 4	Nichols, Glenn D.	38 357 338
Tec 4	O'Neill, Joseph A.	33 311 806
Tec 4	Rush, Owen	37 407 198
Tec 4	Smith, Gordon W.	32 685 528
Cpl	Albrecht, George F.	32 484 366
Cpl	Carney, Joseph L.	32 484 781
Cpl	Honner, Glenn A.	35 539 366
Cpl	McFarland, Thomas F. Jr.	35 172 956
Tec 5	Ball, Thomas A.	31 362 072
Tec 5	Brostrom, Walter G.	32 755 202
Tec 5	Cummings, John W.	31 362 235
Tec 5	Davis, Charles W.	35 896 770
Tec 5	Head, Charles F.	39 130 368
Tec 5	Johnson, Sherman W.	37 581 022
Tec 5	McClintock, Joseph J.	32 484 826
Tec 5	O'Keefe, Gerald J.	31 348 236
Tec 5	Pierce, William H.	32 600 755
Tec 5	Simmons, Elmer E.	38 445 632
Tec 5	Spatola, James	32 600 768
Tec 5	Studley, William R.	32 484 947
Tec 5	Stuart, Delbert W.	37 216 216
Tec 5	Wiencek, John F.	20 517 231
Tec 5	Zwick, Coleman D.	35 053 239

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<u>GRADE</u>	<u>NAME</u>	<u>SERIAL NUMBER</u>
Pfc	Bishop, Harry H.	39 545 198
Pfc	Callahan, William J. Jr.	31 340 062
Pfc	Chase, Walter	33 587 209
Pfc	Densmore, Robert J.	36 890 073
Pfc	Hanmum, Chandler Jr.	32 485 363
Pfc	Hanchar, George A.	35 576 962
Pfc	Knight, Paul A.	35 535 005
Pfc	Melanson, Albert J. Jr.	31 351 364
Pfc	Morse, Eugene T.	31 323 265
Pfc	Penner, Harold M.	13 101 774
Pfc	Shepherd, Edward	35 787 251
Pfc	Watson, Edward H.	32 485 446
Pfc	Wilson, Lester G.	37 247 206
Pfc	Wineland, John S.	33 828 710
Pfc	Wolpert, Richard F.	31 348 325
Pvt	Desmond, Joseph F.	31 323 238
Pvt	Janckila, George J.	10 601 729
Pvt	Strauss, Nathan	32 485 484
Pvt	Taylor, Robert J.	32 600 993
Pvt	Tempone, Louis M.	33 578 393
Pvt	Trampel, Kurt E.	36 811 666
Pvt	Willette, Leland P.	31 348 264

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SECTION IV

SUPPLY

1. Supply Administration:

a. Water activities:

Operating Unit	WP No.	Location	Date Opened	Date Closed	Output (Gals)
148th Engr C Bn	19	K 383191	25 Dec 44	6 Feb 45	18095
207th Engr C Bn	23	K 389038	17 Jan 45	6 Feb 45	44885
164th Engr C Bn	10	K 434054	18 Jan 45	6 Feb 45	52900
164th Engr C Bn	16	P 700870	5 Feb 45	11 Feb 45	48080
184th Engr C Bn	26	K 735085	16 Feb 45	24 Feb 45	14885
148th Engr C Bn	45	K 708005	9 Feb 45	27 Feb 45	101110
164th Engr C Bn	10	K 795081	10 Feb 45	Operating	77875
207th Engr C Bn	24	K 769257	10 Feb 45	Operating	42535

TOTAL ----- 400165 gal.

2. Principal Supply Accomplishments.

a. An emergency repair team equipped with emergency repair truck, has been dispatched each day to this headquarters from the 968th Engineer Maintenance Company for the purpose of maintaining Engineer equipment within the Group. Continuous inspections were made and repairs made on the job.

b. The procurement of tire chains for attached units was completed. A total of 411 tire chains of various sizes were manufactured by local concerns. Due to the shortage of chains in normal channels this project was approved by higher headquarters.

c. It was necessary to procure large quantities of crushed rock, logs for laying corduroy, chesepaling, somerfeld track, and lumber to repair roads in assigned area. The Group S-4 made necessary arrangements with higher headquarters to get the large amounts of required materials to accomplish assigned missions. During the critical period of road repair the group had a large number of non-engineer units assigned for the purpose of assistance on work in the Group assigned area of responsibility. Due to the large number of troops working it was necessary to obtain extra hand tools, shovels, axes, picks, saws, and sledges.

d. During the month two new Engineer Combat Battalions and an Engineer Dump Truck Company were attached to the Group. Their shortages of T/E equipment were worked on and all shortages of major items were obtained.

e. Replacement of evacuated vehicles and new allowances of vehicles under T/O and E changes were effected.

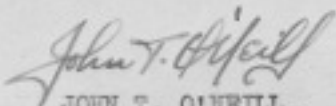
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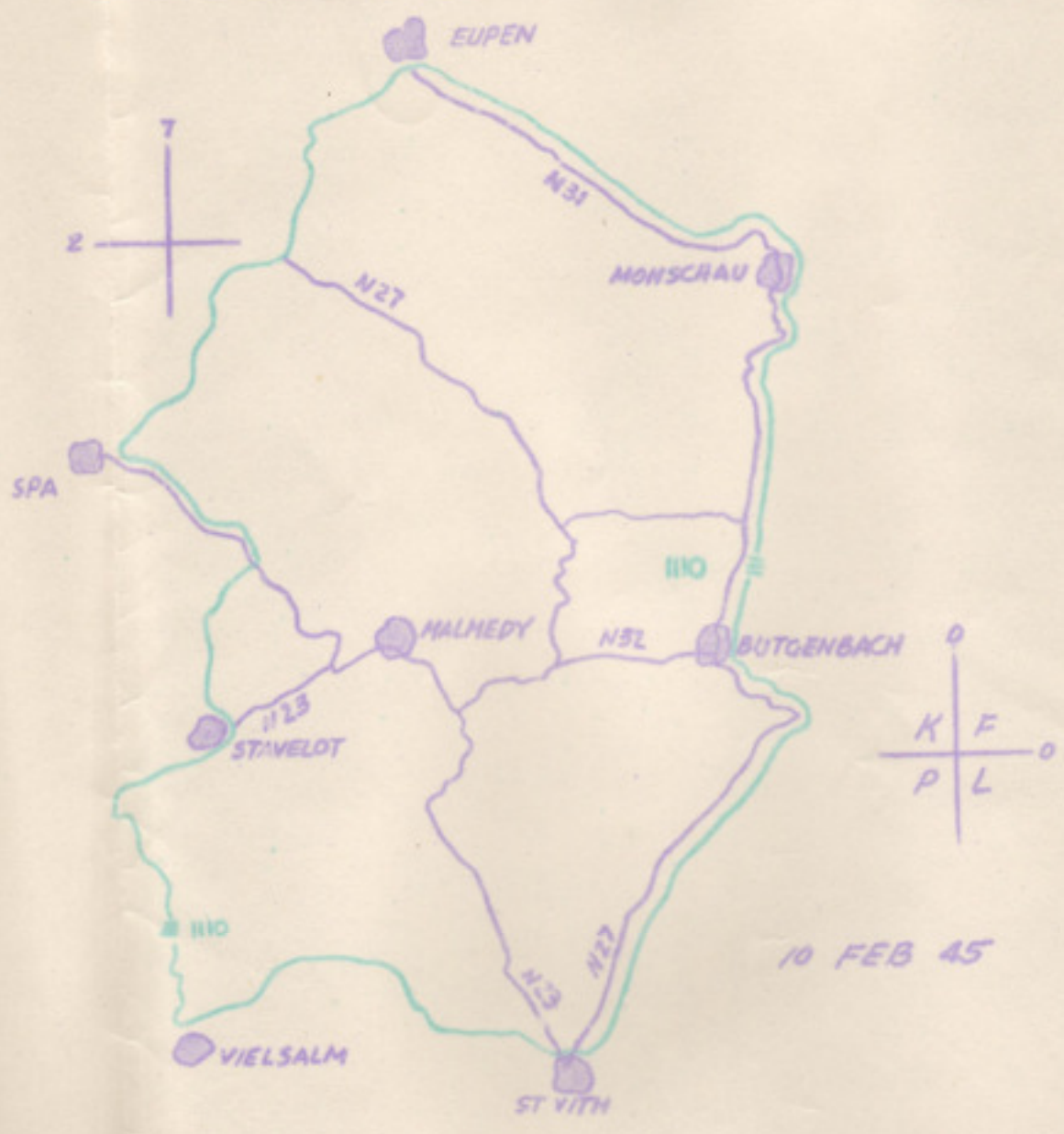
f. Motor vehicle maintenance was stressed. A daily deadline report was submitted to the Group Motor Officer and he acted as liaison between the units and the Ordnance Unit servicing this Group. An ordnance team was obtained to assist the 1366th Engineer Dump Truck Company in checking 48 new 2½ ton 6x6 dump trucks. Drivers maintenance books were distributed to each driver in the Group. These books prepared by the Engineer, First United States Army, set up a system of 1st Echelon maintenance spread over the period of one month so that all necessary checks are made at least once.

g. The school for Motor Maintenance and drivers which was begun in January ended on 4 February 1945. Graduation exercises were held by the director and diplomas were presented by the Group Commander.

h. There is an acute shortage of tire patching materials and brake hose. The lack of hot patches is seriously affecting the combat efficiency of this Group. Rings, anti-aircraft, and ground mounts for machine gun, cal..50 have been short but are being made up by Ordnance.

* * *


JOHN T. O'NEILL,
Colonel, Corps of Engineers,
Commanding.



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1110 ENGINEER COMBAT GROUP
OVERLAY TO ACCOMPANY AFTER ACTION REPORT
AREAS OF RESPONSIBILITY AS OF 10 & 17 FEBRUARY 1945
Map Reference: GSGS 4042, Sheet 3 and 6
Scale: 1:250,000

LEGEND:

- Boundaries
- Roads Maintained