HISTORY

1110TH ENGINEER COMBAT GROUP

1 Apr 1943 - Aug 45

ENGR-1110-0.1

The 1110th Engineer Combat Group was organized from the 49th Engineer Combat Regiment at Camp Carson, Colorado, on 1 April 1943 under the command of Colonel Peter E. Bermel. Following maneuvers in Louisiana and Texas and prior to debarking for overseas, the Group was brought up to strength by a complement of men from the 168th Engineer Combat Battalion. During this period the Group was commanded successively by Major Earl Wheeler, Major Frederick L. Matteson, Jr. and Lt Col Frank J. Forney. Lt Col Daniel S. Spengler, bringing a number of officers and men from the 20th Armored Division with him, replacing Lt Col Forney and assumed command about two weeks before shipment for overseas duty.

On 12 December 1943 the Group left Camp Carson, Colorado by rail and arrived at Camp Kilmer, New Jersey on 15 December 1943. On 21 December this unit boarded the S.S. Santa Marta and sailed the following morning.

The Group debarked at Liverpool, England on 6 January 1944 and arrived at Pangbourne, Berkshire that same evening. On 17 January 1944 the unit moved to Sonning, Berkshire where it remained until the invasion of the continent. During its stay in England, the Group undertook special training in Bailey Bridges. Problems in erection and removal of bridges under all kinds of weather conditions, both day and night, were given to all units. Training on road construction and maintenance emphasized the use and maintenance of power equipment. Mine training was extensive and thorough. At this time, the units attached operationally to the Group were as follows: 148th, 207th and 300th Engineer Combat Battalions, 631st Engineer Light Equipment Company, 512th Engineer Light Ponton Company, and the 989th Engineer Treadway Bridge Company. During this time the unit was attached to First Army but shortly before the assault on Normandy came under control of VII Corps.

The advance increment left for the marshalling area on the memorable 6 June 1944 (D-Day) and landed on Utah Beach in Normandy, France, 11 June 1944. The remainder of the Group left Sonning on 14 June 1944 and embarked at Portsmouth, England the following morning. On 17 June 1944 the second increment went ashore on Utah Beach in Normandy, France at which time they joined the first increment.

Group was first bivouaced at Beaumont, France from 11 to 19 June 1944 and at Picauville, France from 20 June to 6 July 1944. During this period two members of the Communications Platoon, T/5 Wilbur Chasteen, and Private Edward Little were wounded in action while on very hazardous duty. The principal mission was to open Highway 14 through Carentan as soon as possible. One of the attached units of Group, the 300th Engineer Combat Battalion, despite constant mortar and small arms fire from the 6th German Parachute Regiment, succeeded in laying a minefield Southeast of Carentan in front of the 101st Airborne Division's main line of resistance. Another important achievement of the Group during this phase, was the construction by the 300th Engineer Combat Battalion of a Class 70, 80 foot timber trestle bridge East of Carentan, France, which served as the main connecting link between the Utah and Omaha beaches. At all times during the construction, the bridge site was under heavy, accurate artillery fire, which necessitated frequent reconstruction of sections of the bridge. During the construction, in addition to numerous casualties among the work parties, Major John E. Tucker, Commanding the 300th Engineer Combat Battalion, was killed by enemy shell fire at which time Colonel Spengler took over and personally supervised the construction of the bridge. He stayed on the site until the job was completed.

On 17 June 1944, the Group was attached to VIII Corps. Four days later it was assigned a defensive sector North of the Douve River, just South of St Saveur Le Vicomte. This mission involved the commitment as front line troops of the 148th Engineer Combat Battalion, to prevent attacks from the South in the vicinity of La Haye du Puits, during the main drive North to Cherbourg.

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From 10 to 29 June 1944, units of the Group constructed eight bridges in the vicinity of Carentan, ranging from 60 to 110 feet. These included two Class 70 Baileys, a Class 40 Treadway, and a Class 70 Timber Trestle Bridge. During this period, in addition to previously mentioned units, the 299th and 49th Engineer Combat Battalions, 501st Engineer Light Ponton Company, and the 572d Engineer Dump Truck Company were attached to Group.

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The unit was bivouaced in Doville, France from 7 to 15 July 1944. At this time the Group was in support of the 79th and 8th Infantry Divisions. This unit had a two-fold mission in support of the attack on La Haye du Puits. A task force from the 148th Engineer Combat Battalion was to clear and repair the road running South from St Saveur Le Vicomte to La Haye du Puits while a task force from the 300th Engineer Combat Battalion was to clear and repair roads in La Haye du Puits. Colonel Spengler established a forward CP on 8 July and an OP at La Haye du Puits at the same time. Desirous of determining whether or not the town was cleared for engineer work, he procured a six man patrol from the 79th Division and entered the town from the West. He was last seen giving the all clear signal to the OP from the RR Bridge on the North side of La Haye du Puits. Later reported captured, a searching party was sent out and Colonel Spengler was found dead from enemy machine gun fire. A true soldier and a brilliant engineer, he was known throughout the Cherbourg area for his aggressiveness and for his "1110th Light Army".

The 300th Engineer Combat Battalion was relieved from Group control on 9 July 1944 and transferred to another Engineer Group, leaving the 1110th to continue operations with only two battalions, the 148th and 207th.

On 11 July 1944, Colonel John T. O'Neill, then Lt Colonel, assumed command of the 1110th Group. On "D" Day, Colonel O'Neill had commanded engineer assault troops whose mission was to clear the beach obstacles. For highly successful and courageous performance of this duty, the new Group Commander had earned the Distinguished Service Cross. During this period, the 148th Engineer Combat Battalion operated a water point just North of La Haye du Puits that was at times under enemy small arms fire.

After the clearing of La Haye du Puits, Group moved to Blanchelande, France and was there from 16 to 27 July 1944. The principal missions at this time were to clear Highway N-800 and to set up bridge dumps for an anticipated crossing of the Aye River. Captain Ballard, Assistant S-2, was seriously wounded while making reconnaissance for these missions on 27 July. These dumps were established with the assistance of the 511th Engineer Light Ponton Company. The following day the 148th Engineer Combat Battalion erected a steel treadway bridge over a demolished gap, thus making possible the rapid advance of the 6th Armored Division South through Lessay. While making a reconnaissance for the above mentioned bridge, Major John F. Seeman, Commanding the 148th Engineer Combat Battalion, was killed by an S-Mine. Major Seeman had been Company Commander of Headquarters Company, 1110th Engineer Combat Group.

On 28 July 1944, the Group became Army troops by reverting to the control of the Army Engineer, First U. S. Army and moved to Val Laquais, France (near Isigny). Up to this time the Group units had removed 730 AP Mines and 440 AT Mines and had issued 631,440 gallons of water from its water points.

On 30 July 1944, Group moved to the vicinity of La Platriere, France. Additional changes in Group units occurred during this period. The 989th Engineer Treadway Bridge Company was relieved of Group control on 29 July and on 11 August the 164th Engineer Combat Battalion, under command of Lt Col Cameron was attached. This brought Group units to three engineer combat battalions, 148th, 164th and 207th, the 631st Engineer Light Equipment Company, and the 512th Engineer Light Ponton Company.

During this phase, the 207th Engineer Combat Battalion constructed an 88 foot pile bent timber bridge at Tribehou, France, over which a great portion of the Third U. S. Army moved to its assembly area, prior to the push up the Brest Peninsula. At the historic city of St Lo, Group units removed many enemy mines and made considerable road repair because of the large craters caused by the terrific aerial and artillery bombardment. The 148th Engineer Combat Battalion repaired a 135 foot stone-arch bridge in the town of St Lo at this time.

Beyond St Lo, the major portion of the enemy forces made a hasty retreat, and less engineer work was encountered. Yet, during the latter part of August 1944, the area of responsibility tremendously increased, and in some cases amounted to 2000 square miles. On 6 August 1944, the Group moved to Cametours, France (2 miles South [illegible], to the vicinity of La Pagerie, France, 12 August 1944, to Bois Yvon, [illegible] de Rieu), 16 August 1944, to Chateau D'Avoise, France (near [illegible]ugust 1944, to Chateau de Gambais, France (near Dreux), 28 August 1944 [illegible]le d'Avray, France, 31 August 1944 in the suburbs of Paris.

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Throughout the month of August and from that time on, the 631st Engineer Light Equipment Company operated rock crushing units as well as pre-mix plants. The 552nd Heavy Ponton Battalion was attached 9 August 1944 and trained the 207th Engineer Combat Battalion in the use of Heavy Ponton Bridges which were to be used in late August and early September in crossing the Seine and the Oise Rivers.

The 552d Heavy Ponton Battalion also furnished First Army with prime movers and trailers to keep the Army Dump moving to forward areas. The [illegible] Engineer Light Ponton Battalion Company furnish[illegible] equipment for use of the combat [illegible]talions as well as dismantling and moving Bailey Bridges. The 582d Engineer Dump Truck Company was temporarily added to Group the latter part of August to assist the battalions in carrying out their various missions. The 966th Engineer Maintenance Company also came under Group control at this time and took over the maintenance problems of this Grou[p] for the duration of the war.

During the month of September, Group moved to Compiegne, France on 4 September 1944, to Lescholles, France (near La Capelle), 9 September 1944, to Anthee, Belgium (near Dinant), 12 September 1944, to Limbourg, Belgium (near Pepinster), 20 September 1944, and to the vicinity of Dannoeux, Belgium, 21 September 1944.

The principal work of the battalions under Group during the month of September was bridging. This included the construction of a 300' Class 35 Heavy Ponton Bridge, and a 306' Class 40 Floating Bailey Bridge, followed by a 340 foot pile bridge, all across the Oise River at Compiegne, France. This work was done by the 207th Engineer Combat Battalion. Another semi-permanent bridge, 270' long, was built in September by the 164th Engineer Combat Battalion across the Meuse River at Dinant, Belgium in seven days. This bridge was a Class 70 pile-bent, constructed entirely from material secured locally. After the completion of the Heavy Ponton Bridge at Compiegne, the 552d Engineer Heavy Ponton Battalion was relieved of Group control. In all, 20 perm[a]nent or semi-permanent bridges were constructed by the three engineer combat battalions during the month. Along with bridging, sawmill operations were begun and quarry operations were continued.

Group remained in Dannoux, Belgium until 24 October at which time it moved to Herbesthal, Belgium, where it remained until 12 December 1944. During this period, the 164th Engineer Combat Battalion completed their bridging assignments and then went into mine boom training on the Meuse River at Liege, Belgium, in preparation fo[r] the anticipated crossing of the Rhine. This included construction of mine booms an[d] nets which were later used above the vital Remagen Bridgehead on the Rhine River. T[he] 148th Engineer Combat Battalion, with the assistance of the 207th Engineer Combat Battalion, experimented with Bailey Bridging on Barges, also at Liege. It was here that Major Hennessy, S-3 of the 148th Engineer Combat Battalion, developed and designed a special Bailey Connecting Post which later greatly facilitated the construction of the Dual Carriageway Bailey Barge Bridge across the Rhine River at Bad Godesberg, Germany. The 207th Engineer Combat Battalion also spent considerable time training on the construction of the Standard Floating Bailey Bridge. Along wit[h] this training all battalions were maintaining roads in their respective battalion occupational areas. The 631st Engineer Light Equipment Company operated the quarry at Zweifall, which when first established was only about four miles from the enemy lines and was subjected to considerable artillery fire as well as strafing from the air. The 767th and 1368th Engineer Dump Truck Companies supplied the battalions wit[h] additional trucks which greatly facilitated the road maintenance problem.

On 12 December 1944 Group moved to Brand, Germany (East of Aachen), at which ti[me] the 42d Quartermaster War Dog Platoon came under Group control. The dogs were train[ed] to locate minefields and to detect mines.

On 17 December 1944, Von Runstedt made his bid to destroy the United States Fir[st] Army and turn the tide of war. Engineer missions of Group were immediately curtaile[d] and preparations were made for a final defense of the area. During the paratroop alert, thorough searches of all homes and fields were made for enemy paratroopers. Road blocks and demolitions were laid to deny the enemy their objectives within the Army area, and battle plans were rehearsed. However, no action outside of aerial bombing and strafing took place in the vicinity of Brand. When Von Runstedt's forces continued their rapid advance through the Ardennes, the Group made a motor march to the vicinity of Huy, Belgium, to start vital operations in front of the German spearhead. The 207th Engineer Combat Battalion was given a barrier mission to deny the enemy Route N-36 between Dinant and Ciney, Belgium. The battalions met enemy resistance while placing their initial road block and were forced to withdraw to secondary positions while elements of the U. S. 2d Armored Division and armored elements of the XXX British Corps moved up to stop the enemy advance. During this [illegible]eration, 2d Lt Thomas H. Yarborough of the 207th Engineer Combat Battalion, was [illegible] vehicle in which he had been riding struck a mine. Lt Yarborough [illegible]amouflage Sergeant in the Intelligence Section of this Group prior to [illegible]ttlefield commission. Two Floating Bailey Bridges were built across [illegible]r within 48 hours after the completion of the move to Huy, Belgium, a

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On 24 and 28 December 1944 respectively, two bridges, a Class 40 Floating Bailey and a Class 40 Fixed Bailey were completed at Hamoir by the 148th Engineer Combat Battalion. These bridges, and a Steel I-Beam, Class 70 Bridge, built later at Hamoir by the 148th Engineer Combat Battalion, were important in keeping open supply routes leading to the front.

With the completion of the bridging and barrier missions, units of Group concentrated on applying abrasives to roads in the Group area of responsibility. In order to keep supply routes open in the V Corps Sector during the winter blizzards in the heart of the Ardennes, ice and snow was cleared by means of snowplows, motor patrols graders, and bulldozers. In February 1945, after a very severe cold spell, thaw set in, leaving the road ravelled and full of potholes under the continuous battering by heavy traffic. During this last phase of operations Group had been bivouaced at Tihange, Belgium (near Huy) from 22 December 1944 to 15 January 1945, and in Hamoir, Belgium from 16 January 1945 to 8 February 1945.

On 9 February 1945, the Group moved to Malmedy, Belgium. The first night spent in Malmedy was an unfortunate one for Group, as a shell from a German Railroad Gun exploded in the immediate area, killing two guards, Pfc Thomas Fenney and Pfc James Parsons, and wounding the third guard, T/5 John Winsland. Seven vehicles were also destroyed by the shell. The 1264th Engineer Combat Battalion was attached to the Group on 15 February 1945, thus bringing Group strength up to four engineer combat battalions and one light equipment company.

During February 1945, all of Group's efforts were expended on the repair of road-bed failures. All available stockpiles of rock were used and several quarries were in operation in the Monschau area. In February alone, 22,763 yards of single lane corduroy road was constructed and covered with rock by units of the Group, with the assistance of nearly 8000 troops from other branches of the service attached for this mission. The 1365th Engineer Dump Truck Company was attached to Group on 20 February 1945 and the 1699th Engineer Combat Battalion was attached on 25 February 1945. Other units temporarily attached for the road maintenance program were the 802 and 814th Tank Destroyer Battalions, 40th Tank Battalion, 38th and 40th Armored Infantry Battalions, Company A, 203d Engineer Combat Battalion, 440th, 441st, 427th, 431st, 3312th, 3808th, 429th, 3710th and 3712th Quartermaster Truck Companies, 142d AAA Gun Battalion, 460th and 461st AAA Battalions. The fine job done by all these units in conjunction with our combat battalions made possible the opening of the roads for heavy army traffic moving up to the Roer and Rhine Rivers for the final knockout blow of Germany. Having completed their mission in the Malmedy area, Group moved to Eupen, Belgium on 1 March 1945.

Following the capture of the railroad bridge across the Rhine at Remagen by the 9th Armored Division, on 7 March 1945, the Group's efforts were immediately turned to the construction of mine booms upstream to protect the bridge from demolition by swimmers or floating mines. The 164th Engineer Combat Battalion was assigned the mission of river security including construction of the mine booms. Work was started on 9 March, but progressed slowly due to high water velocity, constant air attacks, and observed enemy tank and artillery fire on the bridge and the adjacent work sites. During the initial phase of the construction, the 164th Engineer Combat Battalion suffered heavy casualties; however, six booms of different types were installed. On 13 March 1945 the Group moved to Heimerzheim, Germany. On 9 March and 14 March 1945 Bridge Parks were established in the vicinity of Weilerswist and Liblar, Germany. Shortly after the Remagen bridge failed, a 1200' Class 40 Floating Bailey was constructed by the 148th Engineer Combat Battalion at Remagen in 48 hours.

On 25 March 1945 Group moved to Bad Godesberg, Germany and was given one of the most important engineer missions of the entire war - the construction of a Dual-Carriageway Class 40-70 Bailey Barge Bridge, 1180' long, across the Rhine River at Bad Godesberg, Germany. The sections of the bridge were constructed by the 148th and the 207th Engineer Combat Battalions, each constructing one half of the bridge. The approach roads, which included moving 30,000 yards of earth, were constructed by the 1264th Engineer Combat Battalion.

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On 9 February 1945, the Group moved to Malmedy, Belgium. The first night spent in Malmedy was an unfortunate one for Group, as a shell from a German Railroad Gun exploded in the immediate area, killing two guards, Pfc Thomas Penney and Pfc James Parsons, and wounding the third guard, T/5 John Wineland. Seven vehicles were also destroyed by the shell. The 1264th Engineer Combat Battalion was attached to the Group on 15 February 1945, thus bringing Group strength up to four engineer combat battalions and one light equipment company.

During February 1945, all of Group's efforts were expended on the repair of road-bed failures. All available stockpiles of rock were used and several quarries were in operation in the Monschau area. In February alone, 22,763 yards of single lane corduroy road was constructed and covered with rock by units of the Group, with the assistance of nearly 8000 troops from other branches of the service attached for this mission. The 1365th Engineer Dump Truck Company was attached to Group on 20 February 1945 and the 1699th Engineer Combat Battalion was attached on 25 February 1945. Other units temporarily attached for the road maintenance program were the 802 and 814th Tank Destroyer Battalions, 40th Tank Battalion, 38th and 40th Armored Infantry Battalions, Company A, 203d Engineer Combat Battalion, 440th, 441st, 427th, 431st, 3312th, 3808th, 420th, 3710th and 3712th Quartermaster Truck Companies, 142d AAA Gun Battalion, 460th and 461st AAA Battalions. The fine job done by all these units in conjunction with our combat battalions made possible the opening of the roa for heavy army traffic moving up to the Roer and Rhine Rivers for the final knockout blow of Germany. Having completed their mission in the Malmedy area, Group moved to Eupen, Belgium on 1 March 1945.

Following the capture of the railroad bridge across the Rhine at Remagen by the 9th Armored Division, on 7 March 1945, the Group's efforts were immediately turned t the construction of mine booms upstream to protect the bridge from demolition by swimmers or floating mines. The 164th Engineer Combat Battalion was assigned the mission of river security including construction of the mine booms. Work was start on 9 March, but progressed slowly due to high water velocity, constant air attacks, and observed enemy tank and artillery fire on the bridge and the adjacent work sites During the initial phase of the construction, the 164th Engineer Combat Battalion suffered heavy casualties; however, six booms of different types were installed. On 13 March 1945 the Group moved to Heimersheim, Germany. On 9 March and 14 March 1945 Bridge Parks were established in the vicinity of Weilerswist and Liblar, Germany. Shortly after the Remagen bridge failed, a 1200' Class 40 Floating Bailey was constructed by the 148th Engineer Combat Battalion at Remagen in 48 hours.

On 25 March 1945 Group moved to Bad Godesberg, Germany and was given one of the most important engineer missions of the entire war - the construction of a Dual-Carriageway Class 40-70 Bailey Barge Bridge, 1180' long, across the Rhine River at Bad Godesberg, Germany. The sections of the bridge were constructed by the 148th and the 207th Engineer Combat Battalions, each constructing one half of the bridge. The approach roads, which included moving 30,000 yards of earth, were constructed by the 1264th Engineer Combat Battalion.

These battalions were greatly aided by the 631st Engineer Light Equipment Company, 1368th Engineer Dump Truck Company and the 329th Harbor Craft Company. Other units attached during this period were the 5th Engineer Combat Battalion, 36th and 552d Engineer Heavy Pontoon Battalions, 994th Engineer Treadway Bridge Company, and LCVP Unit No. 1. On the 6th of April 1945, the bridge was opened for traffic and named the Hodges Bridge in honor of Courtney H. Hodges, Commanding General of the First Army. The bridge carried the army's heaviest loads and normal traffic flowed over the bridge at the rate of over 60,000 vehicles per day.

After the completion of the Hodges Bridge, Group took over maintenance of all Rhine River Bridges in the First Army Sector which includ from Honningen to Bonn. This included four Treadway Bridges, 2 Heavy Ponton Bridges, one Floating Bailey, one Infantry Support Raft (pipe-line bridge), and the Bailey Barge Bridge. Maintenance of these bridges was continued by the 164th and 207th Engineer Combat Battalion while Group moved to Hofgeismar, Germany on 17 April 1945, accompanied by the 148th and 1264th Engineer Combat Battalions.

The 148th Engineer Combat Battalion constructed a semi-permanent Double Pile-bent Bridge, 331' long, across the Weser River at Beverungen, Germany.

On 24 April 1945, Group moved to Eisenach, Germany. On 3 May 1945, the 164th Engineer Combat Battalion was operationally attached to the 1523d Engineer Construction Group and moved to Neuweid, Germany. Their mission was to construct a pile-bent bridge across the Rhine River at this point.

During Group's stay in Eisenach, the primary mission was the maintenance of the Autobahn from Geissen to Eisenach and the Army Road Net within Group's area of responsibility as well as the collecting of captured enemy engineer materials.

At the time of the signing of the peace with Germany, the Group was stationed in Eisenach, Germany. Upon return of First Army Headquarters to the United States, Group came under the control of Ninth Army, and continued with routine engineer work on roads and bridges over a large area.

During this operational phase, due to redeployment of troops both to the States and to the Pacific Theater, the number of units attached to Group varied constantly and were too numerous to mention. The 148th Engineer Combat Battalion was transfer from Group Control to Communications Zone on 21 May 1945, the 631st Engineer Light Equipment Company was alerted and moved out on 2 June 1945. These changes left the Group with only the 164th and 1264th Engineer Combat Battalions of the original uni in addition to miscellaneous attached units.

On 15 June 1945, the Seventh Army assumed control of all units previously attac ed to the Ninth Army, and with the pre-arranged movement of British, Russian, Frencl and American troops into permanent areas, the Group and its attached units, on 23 June 1945, moved to the vicinity of Goppingen, Germany.

The 1110th Engineer Combat Group continued to perform its primary mission of maintenance of roads and bridges, lumbering, and supervision of German industrial plants in its assigned area.

The above-mentioned period also saw a change in Group Commanders. Colonel John T. O'Neill, who had done such a splendid job in commanding the Group during its most trying times, was transferred to Headquarters ETOUSA and thence to the States to join the Engineer Section, Headquarters First Army. This transfer was effected 1 June 1945. On this same date, Colonel Harry Meyer, formerly commander of the 118 Engineer Combat Group, assumed command of the 1110th.

During this final phase of operations, the Group units were as follows: 164th, 297th, and 1264th Engineer Combat Battalions, 334th Engineer Battalion (Sep), and th 1019th Engineer Treadway Bridge Company. At the time of movement to the new area, the Group was attached to the VI Corps, but on 20 July 1945, reverted to control of the XXI Corps.

Colonel Meyer's stay as Group Commander was destined to be brief, for on 8 Jul 1945 he was relieved of Command of the Group and ordered to report to Headquarters XVI Corps to take the position of Corps Engineer. Colonel Meyer was doubly fortuna since at that time the Corps Headquarters was alerted for movement to the States.

On 11 July 1945, Major Adolph C. Topinka, then Executive Officer of Group Headquarters, assumed command of the 1110th and remained as such until the final redeployment of high point men and officers was ordered by Army.

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Receipt of further orders from Headquarters Seventh Army started the wheels of redeployment rolling again. Approximately one third of the personnel of Group Headquarters and Headquarters Company (8 officers and 16 enlisted men) were transferred to the 1144th Engineer Combat Group on 26 August 1945, and were further assigned to the 100th Infantry Division on 29 August 1945, being scheduled to return to the States sometime in September with that unit. The critical score for the officers being 85 and 75 points for the enlisted men.

Following the defeat of Japan, high point men, who had previously been transferred from Group Headquarters to the 1264th Engineer Combat Battalion, were recalled to th organization and the few remaining men having ASR scores of less than 60 points were transferred from Group Headquarters to the above mentioned battalion. The 1110th Engineer Combat Group, composed of enlisted men with 60-75 points and officers with 75-85 points, is then scheduled to leave the Army area on 16 September 1945, for return to the States and inactivation there, at the discretion of the War Department.

Major Topinka was one of the officers to be transferred to the 100th Infantry Division, leaving 1st Lt Robert A. Hobart in command of the Group.

Of necessity, the above resume of the activities of the 1110th Engineer Combat Group in the European Theater of Operations must be brief and can only touch on a fe of the many important tasks completed. However, every man was a vital cog in the organization and operations of the Group, which enjoyed an enviable reputation in th engineer operations of the U. S. Army in the European phase of World War II, and can feel proud of a job "well done".

It seems fitting that a work of tribute be written in memory of the men of this Group who made the supreme sacrifice. They have not died in vain. They will be remembered.