

RHINELAND  
CAMPAIGN

On the 14th of September 1944, we crossed the Meuse River and the Albert Canal and found ourselves in Holland. We had gone through Belgium in just nine days. Maastricht was the first town of any significant size which we had seen since we had been on the continent. We had by-passed Paris, Brussels, Liege, and we were beginning to think that there just were not any large towns on our route to Berlin. We found the Netherlanders cold and aloof. Whereas in France and Belgium most of the people were wearing wooden clogs, in Holland most of the people were wearing leather shoes. We didn't see any windmills either. The Netherlanders gazed at us without apparent emotion as we passed. After the wonderful receptions we had received in France and Belgium, these people seemed downright unfriendly. They did warm up to us later, however.

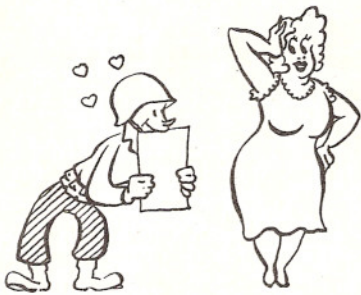


"C" COMPANY'S BAILEY BRIDGE EAST OF GULPEN, HOLLAND. SEPTEMBER 1944

"C" Company pulled the first big job in Holland. They received a rush order to build a bridge over the Gulpen River on the 30th Infantry Division's Main Supply Route. Lt. Slade's second platoon moved toward the bridge site. The Infantry were supposed to have pushed forward at 0800 that morning, but resistance was developing on the outskirts, so that Lt. Slade had to make his recon. ahead of the doughboys. Lt. Miller's platoon set up a security arc around the bridge approaches during which time Pvt Pfisterer, manning a .30 Cal. Machine Gun, exchanged shots with a kraut hill position. He accounted for three dead and several wounded. Some defilade was afforded by the road fill, so work started. Trucks had to move in one by one, and Sgt Aluisse shouted himself hoarse keeping them dispersed.

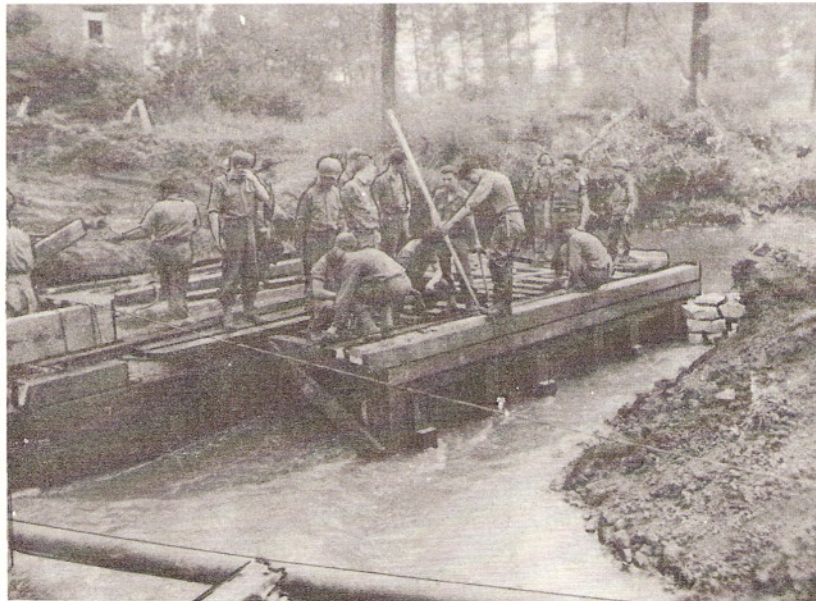
The first traffic over the bridge was due at 1500; the last plank of the ramp was laid as the first jeep rolled up.

From the 19th of September until the 10th of October we were in bivouac in the vicinity of Heerlen. The Hollanders by this time were becoming a bit more friendly, but we found that most of the girls were so plump! However, beggars can not be choosers, and as far as girls were concerned, we were beggars. But...wait a minute...not ALL the girls were too plump.... in two cases real love developed, and two little Dutch misses became Mrs! It was not to be wondered at. We were in one place for almost a month! We had not stayed put for that long since we had left England.



We didn't do much work. We experimented with building bridges on the front of tanks in anticipation of problems to be met in our coming attacks on the redoubtable Seigfreid Line. There was one night which few of us will forget. The krauts had decided that we'd rested enough, and they let us have some long range artillery fire. The sound of the shells screaming over us in the middle of the night was frightening after the comparative lull we had enjoyed. Foxholes were dug or deepened quite suddenly. One man dug through two feet of solid rock with a shovel and

did not know of his feat until next day. That was at Kunrade. We had actually moved back about a mile into this area because Major Munch, the S-3, said that our first area was under direct observation by the enemy. Casualties that night included dirty pants and bedrolls, and two water cans which were pierced by shell fragments.

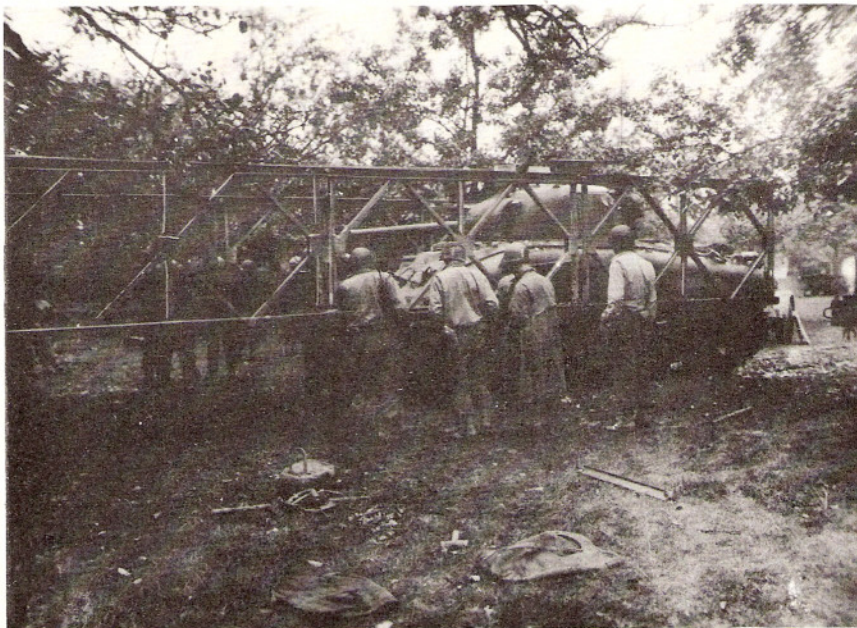


"A" COMPANY BUILDING CULVERTS NEAR GULPEN, HOLLAND. SEPTEMBER 1944

By this time the weather was getting decidedly cool and the rains came. The vehicles cut deep gouges in the fields trying to get in and out; motors were taking a beating. Lt. Col. Carter concluded that we had better get into a town and on hard standing, so on October 18th, 1944, we moved into buildings. Some of us went into houses vacated by Dutch collaborationists, and others went into school buildings. "B" and "C" Companies were all in houses and the rest of us envied them their soft beds and other home comforts. They revelled in it. That was Kerkrade-Chevremont, and many of us will long remember the many good friends we made there.



"B" COMPANY WORKING ON THE BRIDGE APPROACHES BETWEEN GULPEN AND VALKENBURG,  
HOLLAND. SEPTEMBER 1944



TANK CARRYING SECTION OF BAILEY BRIDGE. GULPEN, HOLLAND. SEPTEMBER 1944



S/SGT HELDRETH OF "B" COMPANY SHOWING SOME OF THE DAMAGE DONE AT KUNRADE,  
HOLLAND. SEPTEMBER 1944

Our main efforts at this time were directed in blowing the pillboxes of the Siegfried Line in Germany behind the advancing 30th Division. That was nice noisy work, like a perpetual 4th of July celebration, and we were spoiling the earth of the Reich itself. We got so that we handled TNT like so much garbage. We learned plenty about demolitions.



A DEMOLISHED PILLBOX IN THE SIEGFRIED LINE  
NEAR KOLSCHIED, GERMANY



DRAGONS' TEETH IN THE SIEGFRIED LINE

Then came our first Infantry assignment.

Only an Infantryman can know what it means to be an Infantryman. All the words, all the pictures, and all the devices in the world cannot convey what the life of a doughboy is. To read about it or hear about it takes minutes, perhaps hours; so you cannot conceive the dragging days, the never-ending, nerve wracking nights, nor the eternity of a stay in the front lines. We have a pretty good idea what it is like. We were Infantry for awhile. That was the time that we prayed that we would stay hard-working, back-breaking, dirty engineers. We had never respected the doughboy as much as we did after our spell in his rôle, in contact with the kraut.

It was the afternoon of October 24th, 1944. We were alerted for that Infantry assignment, having been ordered to relieve the first battalion, 119th Regiment, 30th Division. The company officers went out on a reconnaissance of the positions that afternoon and returned to Kohlscheid, Germany, where they met the companies, and at twilight we moved into the town of Wurselen.

It was a long walk from Kohlscheid into Wurselen in Adolf Hitler's crumbling Third Reich. We trudged up one hill and down the next, and we wondered what we would see at the top of each hill ahead. Each one of us looked at the man beside him, and the man in front, and we wondered if everybody was equally scared. As one company moved in, the Infantry company occupying that sector moved out. They did not say very much. They told us what we should know; told us that it wasn't too bad. They looked tired, unshaven, and walked like robots. Their eyes were glassy, and they seemed to look right through you.

Some of us couldn't move in until dark, because the krauts had direct observation on the positions. It was midnight before we were all into position. Each man had his field in front of him, or his road, or his street, or his valley, or the kraut pillbox he had to watch. There were not many of us who knew that the 3rd Battalion of the 119th was on our left, and the 18th Regiment of the Famous 1st Division was on our right; the CP back at Kohlscheid knew that stuff, the contact patrols found out some of the information later; but most of us were just concerned with the few square feet where we stood or crouched, and the field of vision straight ahead, and for many of us that was plenty.

"A" and "C" Companies were in the line, and "B" was battalion reserve. Later "B" became support company for the battalions on the flanks. We were on the line for 18 consecutive days. Kraut artillery and mortar shells poured into our positions, and small arms fire went on all the time. Burp-guns and strange new sounds kept us on edge throughout the nights.



WURSELEN AND 'NO MAN'S LAND' FROM "C" COMPANY'S OBSERVATION POST

The Aid Station back at Kohlscheid was kept pretty busy. The wounded were brought back there, and the men screamed for a chance to get back and avenge their wounds. When a guy quieted down he would then start asking the doc if he would be sure to be returned to the outfit.

"K" Rations became unpalatable after a week. Those of us in relatively concealed positions foraged for additions to our diet.

Each night the patrols went out and the rest of us would sweat out their return. Each day we would pray that the next day we would be relieved. On 10 November it happened. We were relieved by the 84th Infantry Division, and what a welcome sight they were! They were fresh from the States. We wished them luck, and hoped that they were not as green as they looked. We marched back to Kohlscheid and then rode back to Chevremont for a shower and much-earned rest.

We lost 14 men in Wurselen, dead and wounded. We hated that dirty smashed up little heinie town. We prayed that for the rest of the war, we would be just engineers.

HEADQUARTERS 119TH INFANTRY  
APO 30, U.S.ARMY

11 November 1944

SUBJECT: Commendation.

TO : Commanding Officer, 1115th Engineer (C) Group, XIX Corps,  
U.S. Army.

For the period 24 October 1944 to 11 November 1944 the 295th Engineer (c) Battalion, 1115th Engineer (c) Group, commanded by Lt. Col. George T. Carter, was attached to the 119th Infantry. During this time the battalion held an important sector on the regimental front where it was in continuous contact with the enemy.

It gave a good account of itself throughout, cheerfully and efficiently performing all missions assigned to it. Particularly commendable was the performance of Lt. Col. Carter, who was constantly "on the job."

I desire to extend, through you, my thanks to Lt. Col. Carter for the cooperative and energetic assistance given this regiment by his battalion.

/s/ E M Sutherland  
/t/ E.M. SUTHERLAND  
Colonel, Infantry,  
Commanding.

1st Ind.

Hq 1115th Engr C Gp, APO 339, U.S. Army, 11 November 1944.  
TO: Commanding Officer, 295th Engr C Bn, APO 339, U.S. Army.

1. It gives me great pleasure to forward this commendation.
2. The Group Commander wishes to add his appreciation of the outstanding manner in which the Battalion accomplished a difficult mission.

/s/ G.H. Hodges Jr.  
/t/ G.H. HODGES, JR.  
Lt. Col. C.E.,  
Commanding.

With the rest of XIX Corps, we were now out of the First United States Army, and placed in the new Ninth Army under General Simpson.

On 29 November we moved into Alsdorf, Germany. The line companies went into houses, while headquarters went into a former Stalag (prisoner of war camp.) There was a mine in the town so that plenty of coal was available and we kept warm. The mine also supplied electric light for the city, and a place where we could take showers. Life was comfortable. We no longer had to take baths out of our steel helmets, and being able to read at night by the light of an incandescent lamp, instead of using the flickering uncertainty of a kerosene lamp or the tear-promoting fumes of a gasoline lamp, was sheer luxury.

We did light road maintenance and repair, and then we prepared for the crossing of the Roer River. We were to ferry the assault boats over for the 29th Division. We practiced at night, trying to make soundless crossings, until we became quite proficient. On 14 December we had a successful "dry-run", and we felt that we were all set for the big show ..... but nobody relished the deal. But....the krauts had a surprise for us! On 16 December, they smashed through in the Ardennes, the Battle of the Bulge was on, and our Roer job was off, indefinitely.



PRACTISING FOR THE ASSAULT CROSSING OF THE ROER RIVER, GERMANY.  
DECEMBER 1944

We stayed by the radio listening to the conflicting reports coming up from the south. We saw the Second Armored pull out from our sector; we were all tense. Then the Luftwaffe began to appear, They came over in formation. We had not seen a formation of kraut planes ever since we had hit the beaches. It seemed like a big show all right.

On the 23rd of December we moved into Stolberg. We ate Christmas dinner at 1000 on the morning of the 25th, and that night we slept in snow coated foxholes in the Hürtgen Forest. Before dawn on the 26th, "B" and "C" Companies were again Infantry, holding the west bank of the Roer River between Untermaiback and Winden, just below Duren.

We sat on the banks of that freezing river and watched the krauts on the other side. We shivered and we watched. We took potshots at those that became careless, and they did the same to us. We did not fire on them as they evacuated their wounded, nor did they shoot at ours. We were there for two weeks and for most of us it was the most miserable two weeks we had ever known. We hardly realized when New Years' Eve arrived, although we did get a little chance to celebrate by joining in a three-minute blast of small-arms fire, while at the same time all the American artillery in the vicinity gave a nice show of strength for Jerry's benefit. The heinies, too, put on a little show for the occasion, making the "V" Sign with tracer ammunition in the pitch black sky, just at midnight. It was during these long dark nights that we also watched keenly while our night fighters bagged German jet-propelled aircraft.

During this period, "A" Company acted as the supporting engineers for the two companies on the line, as well as the 113th Cavalry Group, which had overall responsibility for the sector. Before dawn on the 30th of December, the first platoon of Company "A" received orders to put in a minefield. They pulled into Winden, unloaded the mines, and waited for a guide to show the exact location for placing them. The krauts sent over a mortar shell at that moment and made a direct hit on the pile of mines; almost half the platoon was killed. When the mines exploded they made the loudest, most horrifying noise we had ever heard. The silence that followed was deathly.



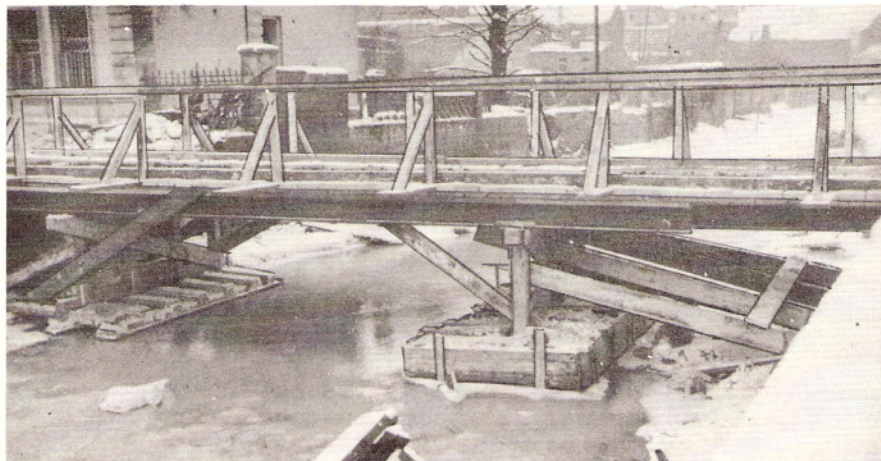
BATTALION FORWARD CP NEAR WINDEN, GERMANY. JANUARY 1945

We moved out of that piece of hell on the 8th of January. Skidding over the cart tracks of the Hürtgen Forest, sliding into the drainage ditches on the roadsides, we hoped we would not land on mines. Even the thick blanket of snow could not overcome the smell of death in that evergreen woods. The forest itself was dead; shellholes were everywhere; minefield signs were continuous along the roads. Pieces of men and equipment revealed what was one of the war's worst battlefields. It might have been the cold, but we were shivering like dogs when we pulled into the battered town of Eschweiler early on the morning that we were relieved from the sector.

We had nice Billets in Eschweiler. The population had disappeared in the battle's path, and although most of the houses were destroyed, there were enough left to house the battalion. We picked up glass from neighboring towns to make windows, and we had to board up the shell-holes in the walls, but we had plenty of coal and our rations were good. Some of us got passes to Valkenburg, in Holland, and one or two lucky ones even got passes to Paris. There was something to look forward to now, anyhow. We were supporting the 104th Division then. We cleared snow, did road maintenance. We sprinkled ashes to reduce the iciness of the highways, and built bridges. It was a cold winter.



"B" COMPANY'S BRIDGE SITE ON THE INDE RIVER IN ESCHWEILER, GERMANY  
FEBRUARY 1945



"A" COMPANY'S BRIDGE IN ESCHWEILER, GERMANY. FEBRUARY 1945



"A" COMPANY'S BRIDGE IN ESCHWEILER, GERMANY. FEBRUARY 1945

Once again we got ready for the crossing of the Roer River. The Allied armies had held the west bank of this river for a long time now, and the krauts had had plenty of time to build their defenses on the other side. But we were not going to make the assault crossing this time; we were, instead, going to build the bridges. Once again we moved back to Alsdorf and then on February 9th we moved into Erberich, a couple of miles from the river itself. The crossing was supposed to have been made on the night of 10 February. General Montgomery's message was read to all the troops; he told us how this was to be the beginning of the end, that we'd "crack about on the plains of Northern Germany, and finish the Hun for all time..." Then the krauts opened the dams to the south, flooded the river plain, and the crossing was delayed for almost two more weeks!

Living conditions during those two weeks of waiting were crowded in Erberich. The normal population of the town was well under 500. More than 1500 men and their equipment lived in what was left of the houses, waiting for the river to go down. Whole squads lived in one room. The H & S orderly room, the personnel section, and sleeping quarters for



H & S officers and the S-1 section was the oat bin of one of the barns. All in all, there were more troops crowded on the bank of the Roer than there were in a similar area on the beaches of Normandy. The Luftwaffe knew that something was in the wind, and they sent up every available plane to harrass us. We watched their new jet-propelled planes as they streaked through the skies; we ducked as the familiar whistle of bombs came down at us. They even sent a few V-1's over. Not all of these missiles missed. We were now in support of the 30th Division, and to reach Division Headquarters we passed up a road under direct observation by the enemy.

It was after midnight on the 22nd of February when the steadily mounting crescendo of massed artillery announced that the big day had come at last. There was no sleep for anybody that night. Every gun in the XIX Corps seemed to be firing in the next field. Bits of the ceiling and walls fell; sleep was impossible. We couldn't talk because we couldn't hear ourselves speak; all we could do was lie, or sit, and listen and wait.

"C" Company's third platoon under Lt. Slade stood by with trucks already loaded with rubble, and at 0315 moved forward behind the crews clearing mines. Tec/5 Porter with his big D-7 Bulldozer then began clearing the felled trees and rubble toward the bridge approaches. S/Sgt Vincent J. Aluise meanwhile crossed the river with his crew on the Infantry Assault Footbridge, to clear the road from the far shore to a canal some 500 yards down the road. The assault Infantry battalion was completely across the footbridge by this time.

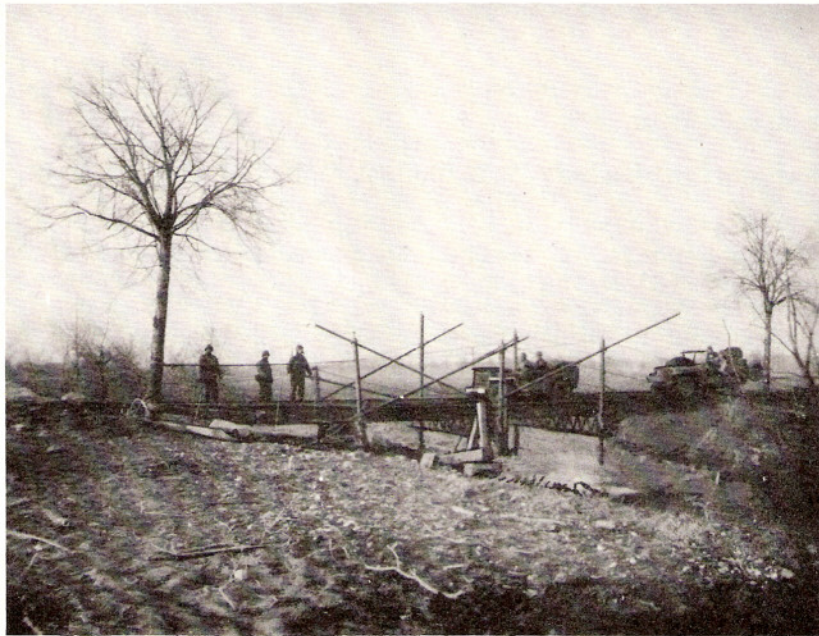
The site for the intended treadway bridge was a bombed timber bridge which the krauts had thoroughly destroyed. Both the abutments had huge craters and one of them contained an unexploded 500 pound bomb. The dawn found 2-1/2-ton trucks dumping rubble for a new abutment, while smoke generators provided cover for the men working. There were lots of tears as the smoke got into our eyes, but that smoke saved lives. The krauts, having to fire by instrument, were dropping their shells about 50 yards upstream. The missiles fell into the river or into the soft muddy banks, so that there were not many fragments flying about.

Sgt McGinley of "C" Company began installation of a cable across the racing river at 0400. By 1400, one assault boat, one power boat, and two cables later, they had one over that held. The hard working D-7 became the anchor on the far, treeless, shore. At 1100 the 1st platoon under Lt. Duge began bring-in in the bridge trucks. The floats had already been assembled on specially built ramps attached to the backs of the trucks. The floats were easily slid off these into the river, but getting the bridge assembled and across was difficult. The current was swift, and sheer strength and sweat kept the floats from being swept downstream. By 1800 the bridge was in and stayed there. Prior to this D-Day, the Division Engineer had estimated that no bridges could be completed before 36 hours after the jump off!



THE 30TH INFANTRY DIVISION CROSSES "C" COMPANY'S BRIDGE OVER THE ROER RIVER NEAR SCHOPHOVEN, GERMANY. FEBRUARY 24, 1945

The third platoon of "C" Company then took over the far abutment and the first platoon moved on to the 55-foot gap at the canal. Before dawn on the 24th, all the division tanks and tank-destroyers were over, plus the equipment of two regiments. We also guarded a jet-propelled heinie plane which we found almost undamaged on the other side, and the Air Corps gathered it up with glee and commendation.



THE BRIDGE OVER THE CANAL EAST OF THE ROER RIVER .

Since no other bridges were yet in along the assault front, vital armor and artillery from adjacent units began to focus on our Schophoven bridge. "C" Company went to sleep while "A" took over the bridges' maintenance. This was no easy assignment. The Luftwaffe made its last grand effort then. They sent their jet-planes over and they did suicidal tricks trying to knock out the bridges. They did not succeed. "A" Company meanwhile cleared the roads on the other side and later built the bridges between the 29th and 30th Division sectors so that the race across the Cologne Plain could get into full stride. After the stalemate at the Roer, the speed of the move across from the Roer to the Rhine was reminiscent of Eastern France and Belgium. The krauts were now on the run again, but this time they were running on their home ground.

HEADQUARTERS 30TH INFANTRY DIVISION  
APO 30, U.S. ARMY

26 February 1945

SUBJECT: Commendation.

TO : Commanding General, XIX Corps, APO 270, U. S. Army.

1. It is especially desired to commend personnel of Company "C" 295th Engineer (C) Battalion for their superior performance of duty in connection with the operation of the 30th Infantry Division in crossing the Roer River on 23 February 1945.

2. This company was responsible for opening the initial division MSR from Schophoven to Krauthausen, Germany, which included the repair of fifteen hundred yards of badly cratered and flooded road and the construction of two Treadway bridges of a total length of two hundred feet. This operation was completed within twenty hours of the initial assault of the division and greatly assisted the forward movement of reinforcements to the units previously crossed in assault boats, foot bridges, and landing vehicles, tracked. This operation had been initially expected to require at least thirty-six hours, but by superior performance of duty on the part of all concerned, it was completed much earlier and allowed the division to proceed to its objective with much greater speed than would have been otherwise possible.

3. For this demonstration of efficiency in a combat operation, the officers and men of Company "C", 295th Engineer (C) Battalion are deserving of high commendation.

/s/ L. S. Hobbs  
/t/ L. S. HOBBS  
Major General, U.S. Army  
Commanding.

330.13 (A) 1st Ind.

HQ XIX CORPS, APO 270, U.S. ARMY. 6 March 1945

THRU: CO. 1115th Engr (C) Gp, APO 339, U.S. Army.

TO : CO, 295th Engr (C) Bn, APO 339, U.S. Army.

I am pleased to note and forward the above commendation.

/s/ Raymond S. McLain  
/t/ RAYMOND S. McLAIN  
Major General, U.S. Army  
Commanding.

Re: Ltr, dated 26 Feb 45, Hq 30th Inf Div, subj: "Commendation"  
and 1st Ind, Hq XIX Corps, dated 6 Mar 45.

2nd Ind.

HQ XIX CORPS, Office of the Engineer, APO 270, U.S. Army, 8 Mar 45.

TO : CO, 295th Engr C Bn, APO 339, U.S. Army

THRU: CO, 1115th Engr C Gp, APO 339, U.S. Army.

It is very gratifying to note the above commendation which is well deserved. I wish to add my commendation to Company "C", 295th Engineer Combat Battalion, for the accomplishment of their particular mission as well as the many excellent missions previously accomplished in combat.

/s/ H. S. Miller  
/t/ H. S. MILLER  
Colonel, C.E.  
Engineer

3rd Ind.

Hq 1115th Engr C Gp, APO 339, U.S. Army, 9 March 1945.

TO : CO, Co "C", 295th Engr C Bn, APO 339, U. S. Army.

THRU: CO, 295th Engr C Bn, APO 339, U. S. Army.

1. The above commendation is forwarded with a great deal of pleasure.

2. The outstanding work performed by your Company reflects great credit on yourself, your Company, and your Battalion.

/s/ G. H. Hodges, Jr.  
/t/ G. H. HODGES, JR.,  
Colonel, C.E.  
Commanding.

HEADQUARTERS XIX CORPS  
Office of the Engineer  
APO 270

10 March 1945

SUBJECT: Commendation

TO : C.O., 295th Engineer Combat Battalion

1. The 1115th Engineer Combat Group, consisting of the 1115th Group Headquarters, 82nd Engineer Combat Battalion, 234th and 295th Engineer Combat Battalions, 512th Engineer Light Ponton Company, and 992 Engineer Treadway Bridge Company, has completed successfully one of the most difficult tactical missions in the Roer River Crossing. This river crossing deserves to stand high among our military accomplishments.

2. The Roer River was in flood, the current rapid, the banks were swamps, the terrain provided no cover, the roads were all poor and the crossing was made at night. Success was achieved only by superior planning and splendid coordination within the engineer units and the supported division. Special equipment and unusual methods were used, and individual initiative and personal heroism were common. The result was a tactical surprise and complete military success. It is remarkable that no lives were lost through drowning, due to unusual life saving precautions.

3. I wish to add the highest commendation to the 1115th Engineer Combat Group for superior planning and coordination and to the 82nd, 234th, 295th Engineer Combat Battalions, 512th Engineer Light Ponton Company, and 992 Engineer Treadway Bridge Company, for the skillful execution of their particular missions. I wish to congratulate the many men decorated for their personal bravery in this operation. There were, I know, many acts of heroism which were not witnessed and have not been publicly recognized. There were also many men ready and willing to make greater sacrifices if the situation required. To these men who cannot be officially recognized by name, I would like to make it clear that we all know battles are won only by teamwork such as they displayed and accordingly, we commend the entire unit to which they belong. I am certain the Roer River Crossing will be recorded by history as one of the great military accomplishments of this war, and every member of the 1115th Engineer Combat Group has a right to be proud of the part he played in this operation.

/s/ H.S. Miller  
/t/ H. S. MILLER  
Colonel, CE  
Engineer.

HEADQUARTERS 30TH INFANTRY DIVISION  
APO 30, U.S. ARMY

26 February 1945

SUBJECT: Commendation.

TO : Commanding General, XIX Corps, APO 270, U.S. Army.

1. The 1115th Engineer Combat Group, composed of the 82nd Engineer Combat Battalion, 234th Engineer Combat Battalion, 295th Engineer Combat Battalion, 992nd Treadway Bridge Company, and the 512th Bailey Bridge Company, is to be commended for its outstanding service in support of the 30th Infantry Division in the recent crossing of the Roer River.

2. The Roer was flooded beyond its banks, making it in reality a swamp, with a six-mile-per-hour current in its center. The high velocity of the current made bridging operations very difficult. The roads leading to the river had been badly damaged by previous aerial bombardment and had been covered by the flood waters. The 1115th Engineer Group in the initial phase of the operation and prior to the construction of vehicular bridges operated a fleet of landing vehicles, tracked, ferrying assault troops, light vehicles, anti-tank weapons, and supplies, and evacuating prisoners and casualties. They constructed one foot-bridge one hundred sixty feet in length, three trestle Treadway bridges of a total length of one hundred thirty-two feet, and two floating Treadway bridges of a total length of three hundred fifty feet. They also rebuilt a total of three thousand, five hundred yards of entrance and exit roads to the bridges. In spite of the many handicaps, the 1115th Engineer Group was able to operate vehicular bridges twenty hours after the assault across the Roer River began. This operation was accomplished in approximately one-half the time reasonably expected.

3. The speedy accomplishment of their mission was due to superior planning, expert supervision, and devotion to duty of the officers and men of the group. Their achievement contributed greatly to the division's success in this operation. On behalf of this division, I extend thanks for a task well done.

/s/ L. S. Hobbs  
/t/ L. S. HOBBS  
Major, General, U.S. Army  
Commanding

330.13 (a) 1st Ind.  
HQ XIX Corps, APO 270, U.S. Army, 8 March 1945.

TO: CO, 1115th Engr C Gp, APO 339, U.S. Army.

I am pleased to note and forward the above commendation.

/s/ Raymond S. McLain  
/t/ RAYMOND S. McLAIN  
Major General, U.S. Army  
Commanding

2nd Ind.  
HQ XIX Corps, Office of the Engineer, APO 270, U.S. Army, 10 Mar 45.

TO: CO, 1115th Engr C Gp, APO 339, U.S. Army.

It is a particular pleasure to forward a commendation initiated by the Commanding General of a supported division. This is the finest example of teamwork among the various arms to date, and the 1115th Engineer Combat Group can justly be proud of their accomplishment.

/s/ H. S. Miller  
/t/ H. S. MILLER  
Colonel, C.E.  
Engineer.

3rd Ind.

Hq 1115th Engr C Gp, APO 339, U.S. Army, 11 March 1945.

TO: CO, 295th Engr C Bn, APO 339, U.S. Army.

I wish to add my commendation for the outstanding performance of duty of your Battalion while in support of the 30th Infantry Division during the crossing of the Roer River. The work performed by your organization was vital to the success of the entire operation and the manner in which your mission was accomplished reflects great credit on the standards of the efficiency of your command.

/s/ G. H. Hodges, Jr.  
/t/ G. H. HODGES, JR.,  
Colonel, C.E.  
Commanding.

HEADQUARTERS 2ND ARMORED DIVISION  
Office of the Division Commander

APO 252, U.S.Army  
5 December 1944

SUBJECT: Commendation.

TO : Lt. Col. G.H. Hodges, Commanding Officer 1115th Engineer  
Combat Group, APO 339, U.S. Army (Thru Channels).

1. I wish to commend you and the other members of your group for the superior manner in which you supported the division in its successful advance to the Roer River.

2. Confronted with the worst conditions in the form of enemy mines, poor terrain conditions and heavy rain, our division engineers received unhesitatingly, the complete support of your group. This assistance contributed greatly to the success of the division in reaching all of its objectives.

3. The performance of your organization under all circumstances, reflects a high state of training and is a credit to the entire Corps of Engineers.

4. The continued support of your group should be an important factor in future operations.

/s/ E.N. Harmon  
/t/ E.N. HARMON  
Major General, U.S.Army,  
Commanding.

330.13(a) 1st Ind.  
HQ XIX Corps, APO 270, U.S. Army, 13 December 1944.

TO : CO, 1115th Engr C Group, APO 339, U.S.Army.

The above commendation has been noted and is forwarded with pleasure.

/s/ Raymond S. McLain  
/t/ RAYMOND S. McLAIN  
Major General, U.S. Army,  
Commanding.

330.13

2nd Ind.

HQ, 1115TH ENGR C GP, APO 339, U.S.Army, 14 December 1944.

TO : CO, 295th Engr C Bn, APO 339, U.S. Army.

1. Any commendation to a Commanding Officer is merely an official recognition of the work of all members of that unit. I therefore forward this letter to your Battalion with a great deal of pleasure.

2. I should like to take this opportunity to add my personal appreciation of the outstanding job you have done and of the loyal support you have given me during the two months it has been my honor to have commanded this group.

/s/ G.H. Hodges Jr.  
/t/ G.H. HODGES, JR.,  
Lt. Colonel, C.E.  
Commanding.

AIR TECHNICAL INTELLIGENCE SECTION  
OFFICE OF THE DIRECTOR OF INTELLIGENCE  
HEADQUARTERS, USSTAF  
APO 633, US Army

7 March 1945

SUBJECT: Commendation.

TO : All units Concerned (Thru: CG, 30th Infantry Division).

1. Appreciation is extended to the following units of the 30th Infantry Division for their cheerful and efficient aid in the evacuation of an enemy jet propelled aircraft from the front lines.

119th Infantry Regiment  
295th Engineer Battalion  
30th Division Military Police Co.  
Attached Air Personnel

2. By their very prompt action in notifying Air Technical Intelligence, guarding the aircraft and clearing a road and the surrounding area, it was possible to remove the aircraft to a rear area for detailed examination. This aircraft was of great technical value and its immediate evacuation was of great importance.

/s/ John O. Gette, Jr.  
/t/ JOHN O. GETTE, JR.,  
Major, Air Corps,  
Chief, Air Technical  
Intelligence Section.

(7 Mar 45)

1st Ind.

HEADQUARTERS 30TH INFANTRY DIVISION, APO 30, 24 March 1945.

TO: Commanding Officer, 295th Engineer Combat Battalion,  
THRU: Commanding General, XIX Corps, APO 270, U.S. Army.

It gives me great pleasure to note and transmit this commendation for a task well performed.

/s/ L.S. Hobbs  
/t/ L.S. HOBBS  
Major General, U.S. Army  
Commanding