

HEADQUARTERS
1058TH ENGR POET CONST & REPAIR
APO 350, U. S. ARMY

18 May 1945

UNIT HISTORY

For Period: 1 Jan 1945 to 8 May 1945
XXXX

1. On 1 January 1945 the organization was in the midst of preparation for an impending move. On 2 January 45 an advance party consisting of the Commanding Officer, Executive Officer and six enlisted men left for Headquarters, Advance Section ComZ, believed to be at Verdun, France. When the advance party arrived at Verdun it was discovered that Advance Section Headquarters had been set up at Namur, Belgium. Colonel Hillier proceeded to Namur for a conference with Advance Section Engineer. ^X It was decided to attach the 1058th Engineer ^{XX} PC&R to Advance Section Engr Group "C", whose headquarters was located at Arlon, Belgium. Instructions were received from the Commanding Officer of Group "C" to move the entire unit to Arlon as soon as possible. The advance party proceeded to Arlon to make necessary arrangements for reception of the main body.

2. In the meanwhile the work of packing, crating and loading had been continuing at Bretteville, France. It was planned to move all possible personnel, baggage, and equipment by rail. Two trains designated "A" & "B" were formed. Train "A" carried heavy equipment while Train "B" carried personnel and small equipment. Certain items of equipment such as heavy cranes were unable because of lack of clearance to be moved by rail and it was necessary to arrange a motorized convoy.

3. The main body was informed by the Commanding Officer through the Transportation Corps of their new destination and both trains departed from

Bretteville at approximately 1500 hours 6 January 1945. The two trains arrived at Arlon, Belgium at approximately 0700 hours 12 January 1945. The company was billeted, and headquarters set up, at Caserna Leopold in the center of the town. The motor convoy, commanded by Captain Henry B. Sanders left Bretteville, France at approximately 0800 hours 8 January 45 and arrived at Arlon 1700 hours 23 Jan 45. The convey encountered considerable difficulty because of icy condition of the road. Several lengthy delays were occasioned because of the break-down of the Prime Movers which pulled the heavy equipment.

4. No task was assigned to the unit immediately, except that of setting up in its new location, arranging an equipment yard and motor pool, and building a large storage shed for organizational supplies and construction materials.

5. On 17 January 1945 twelve enlisted men, mostly dockbuilders, were sent to Metz on detached service to work on a railroad bridge.

6. On 20 January 1945 the unit was assigned a project consisting of clearance of the double track railroad line from the junction of the track east of Metz south via Rivage and southeast to Trois Pont, Belgium. The major item in this project consisted of construction of a single track railroad bridge at Remouchamps, Belgium; over the Ambleve River. Reconnaissance of the new project was begun immediately and the project was assigned to Dock Section No. 2 commanded by Captain William F. Hartman. An advance party of Dock Section No. 2 moved to the new job site on 21 January. This group was augmented the following day by another group from Dock Section 2 with 1st Lt. Ralph O. Musick in charge.

7. The bridge at Remouchamps was 200 feet long, with 2 spans of approximately 95 feet each. The track was approximately 65 feet above the river. Six meter beams, mark DIN 100, were used in each span and the pier consisted of a steel trestle resting on a reinforced concrete foundation. Sheet steel piling

was driven as a coffer dam, and also acted as a form for the foundation, which was located nearly in the center of the river. It was necessary to move the large steel trusses of the former bridge, which rested in the stream bed before work could begin. Major difficulties encountered were high water, swift current, and extremely cold weather.

8. On 26 January a channel clearance project at Anchamps, France was assigned to Dock Section No. 1. This project consisted of clearing a part of the Moselle river channel which was blocked by a demolished masonry bridge.

XXX * Captain Arthur F. Gullo, 1st Lt. Raymond Patricio and 22 enlisted men left for Anchamps on that day.

9. During this period groups of technicians from this organization were sent on detached service to various Group "C" jobs. Some of these assignments were as follows:

2 men to Trois Ponts to operate crane for Co A, 31st Engrs.*

2 men to Ettelbruck, Belgium

10. Headquarters of Group "C" was moved to Raeren, Belgium on 7 February 1945. Major William C. Carr, Operations, was ordered to report to Group Headquarters on detached service on 14 February 45 to serve as a member of the Rhine Board investigating possible sites for locations of railroad bridges over the Rhine river. In accordance with the desires of the Group Commander to locate the headquarters of the 1058th Engr FC&B close to his own headquarters, an advance party consisting of the Executive Officer, Engineer Officer, Assistant Engineer Officer and 5 enlisted men proceeded to Raeren and set up a headquarters on 2 March 1945. Shortly thereafter, on 5 March 45, Group "C" headquarters was transferred to Duren, Germany and headquarters of 1058th Engr FC&B was likewise moved to the same city. The projects at Anchamps, France and Remouchamps, Belgium

were nearing completion and on 10 March 45 Dock Section No. 1 was transferred from the Anchemps project to Duren. Upon arrival there Dock Section No. 1 with Captain Arthur F. Gullo in charge was assigned the task of helping Co. B, 31st Engr GS Regiment to complete the railroad bridge over the Roer river at Duren.

11. Before this work could be quite completed an emergency arose at the newly captured Remagen Bridge over the Rhine River. On 10 March 1945 four welders of the 1058th Engineer PCER were ordered to the bridge site to assist Major Carr who had been ordered directly by the Group Commander to take charge of the repair work at the bridge. This work consisted principally of replacement of a section of the lower chord of the upstream truss at a panel point which had been blown out by an enemy demolition charge. As enemy bombing and shelling of the bridge continued, additional repairs to hangers and to the floor system became necessary. On 13 March 1945 Captain Arthur F. Gullo, 1st Lt. Raymond Patricio and 28 enlisted men of Dock Section No. 1 were sent to the bridge. Work continued for 4 days until, on 17 March 1945 the bridge collapsed carrying with it to their deaths Major Carr, Captain Gullo and the following enlisted men of this organization:

T/Sgt. John H. Marcotte
S/Sgt. Henry F. Albertson
S/Sgt. Alexander P. Tercha
Tec 4 Harley E. Harlow
Tec 4 Robert H. Hufford, Jr.
Tec 4 Herbert H. Johnson
Tec 5 Wesley E. Smith, Jr.
Pvt. Guy R. Dillon

The following enlisted men were seriously injured and were hospitalized:

T/Sgt. Joseph P. McDonnell
Tec 4 Lawrence Jackson
Tec 4 Kague W. Smathers
Tec 4 Andrew E. Sikora

M/Sgt. Edwin A. Thompson, Tec 4 Walter M. P. Curlock and Pvt. Rescoe Lawson were slightly injured.

12. The bridge project at Remouchamps, Belgium was completed on 9 March

1945. On 13 March 1945 Dock Section No. 2 moved from Rijnouchamps, Belgium to Duren. Shortly after their arrival at Duren, on 19 March 1945, Dock Section No. 2 was assigned the project of reopening the railroad tunnel at Gross-Konigsdorff, Germany. This project had been previously studied by the Commanding Officer and arrangements were initiated by him to secure the services of a Belgian contractor for the job. Dock Section No. 2 moved to the new location, set itself up in billets and began preparations for an extensive task. Before actual work on construction could begin, however, a change in orders necessitated the abandonment of the work, and movement from Gross-Konigsdorff to Bonn, Germany. The Dock Section's new project at Bonn consisted of reconstruction of the double track railroad from Stadt Meckenheim to Bonn, including several bridge structures. Before this work could be started another change in orders transferred the project to a different organization and Dock Section No. 2 was assigned the task of making a reconnaissance of the west bank of the Rhine river from Bonn to Coblenz in order to locate and guard construction materials for future use on Rhine river projects.

13. Meanwhile on collapse of the Remagen bridge Dock Section No. 1 was withdrawn to Duren, Germany for reorganization. On 2 April 1945 Headquarters and Dock Section No. 1, 1058th Engr PCER moved from Duren to Urnitz, Germany. They were joined there by Dock Section No. 2 on 14 April 1945. No definite project was assigned the organization at this time. However, on 13 April orders were issued detaching the 1058th Engr PCER from Advance Section COMZ Engr Group "C" and attaching it to 1523d Engr Const Group for construction of a highway bridge across the Rhine at Neuwied. Neuwied, Germany

14. While all of these moves were in progress the Equipment Section, consisting of Captain Robert S. Cook in command, Lt. John F. Gallagher and 55 enlisted men and the Supply Section with Captain John H. Mats, Lt. Frank G. Gillo

and 7 enlisted men had moved from Remouchamps on 12 March 1945 to Stolberg, Germany. The Equipment Section and Supply Section remained at Stolberg until 3 April 1945 at which time they moved to join the organization at Urmitz, Germany. Thus at Urmitz the entire organization was together again for the first time in several months.

* 15. The new project consisted of a two way, Class 70, highway bridge supported on pile piers. The entire structure to be approximately 1700 feet long with an overwater length of approximately 1200 feet. The design was made by the 1523d Engr Const Group and all construction and supervision were assigned to 1058th Engr PC&R. This organization was assisted initially by Companies D & E, 372nd Engr GS Regiment, Det. B, 329 Harbor Craft Co, and a small detachment of Seabees commanded by Engin T.A.M. Fisher who assisted in assembly of naval lightering into barges. Later a detachment of 28 enlisted men from the 1056th Engr PC&R and 7 enlisted men, with 3 DUKW's, from the 348th A.T.C. were attached. In addition German civilian laborers were employed as required, up to a maximum of 350 laborers. A field office was set up at the bridge site. The bivouac area remained at Urmitz and personnel were transported to and from the job by means of a passenger train manned and operated by this organization. On 4 May 1945 two companies of the 372nd Engr GS Regiment were withdrawn from the job and were replaced by the 164th Engr Combat Bn commanded by Lt. Colonel Cameron. This change in personnel caused a considerable delay in the progress of the work. Nevertheless good progress was made and on 8 May 1945 the project was approximately 60% complete.

Design 1523rd
Const + sup. 1058th
329
372
1056
US NAVY SEA BEES
164

Enclosed ARE two pictures OF the ARTHUR F.
GOLLO BRIDGE UNDER CONSTRUCTION.

the SIGN AT the ENTRANCE to the BRIDGE.
Approx: 6' x 8' States the Following:

The April 1945
CAPT. ARTHUR F. GOLLO
BRIDGE ^{NEUWIED} ~~BRIDGE~~ GERMANY
ON THE RHINE RIVER.

✓ Designed by: 1528th ENGINEER CONSTRUCTION

GROUP U.S. ARMY.

const & sup ✓ Built by: 1058th ENGINEER PORT CONSTRUCTION

AND REPAIR GROUP U.S. ARMY

164th ENGINEER CONSTRUCTION

BATTALION U.S. ARMY.

COMPANIES B, C, D & E 372 ✓

ENGINEERS G.S. REGIMENT U.S. ARMY

DETACHMENT 1056 ENGINEER, PORT
CONSTRUCTION & REPAIR GROUP U.S. ARMY

DETACHMENT COMPANY D, 341

ENGINEERS G.S. REGIMENT U.S. ARMY

DETACHMENT B, 329 H.C. COMPANY
U.S. ARMY

DETACHMENT C.B.M.U. 629 ✓

U.S. NAVY

BIVOUAC AREA URMITZ,
GERMANY

4-1945

BRIDGE CROSSING Rhine River
BUILT AT NEUWIED, GERMANY.
A FEW MILES NORTH OF URMITZ

THIS PHOTO TAKEN BY MELVIN E. OLSEN
NATIONAL ARCHIVES DOES NOT HAVE THIS
PICTURE, EXCEPT COPY I SENT THEM

F.W.B.L

MELVIN E. OLSEN T-4
38532091 ^{1058TH} P.C. & R.G. U.S. ARMY
COMBAT ENGINEERS

BIVOUAC AREA URMITZ, GERMANY

4-1945

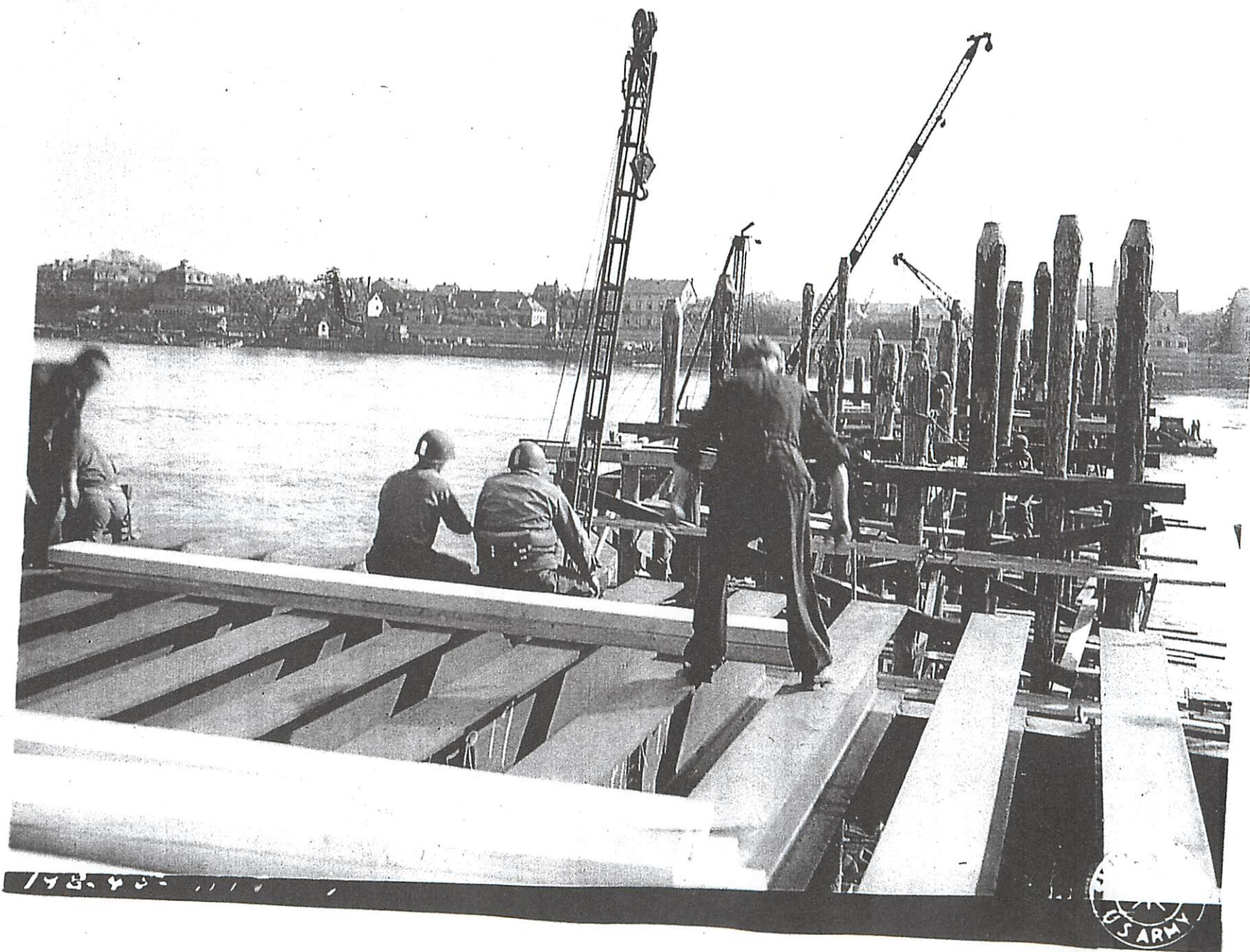
BRIDGE CROSSING Rhine River, BUILT
AT NEUWIED, GERMANY, A FEW MILES
NORTH OF URMITZ.

THIS PHOTO TAKEN BY MELVIN E.
OLSEN. NATIONAL ARCHIVES DOES NOT
HAVE THIS PICTURE, EXCEPT COPY I
SENT THEM.

F.W.B.L

MELVIN E. OLSEN T-4
38532091 ^{1058TH} P.C. & R.G. U.S. ARMY
COMBAT ENGINEERS

111-SC- 226000



148-40- 111



~~198-45-1119/~~

The underpinning of the Captain
Arthur R. F. Golle, Highway Bridge
crossing the Rhine River at Neuwied
Germany is under construction by the
1058th P. C. & R. Group and the 1523rd
Engineer Construction Group.

Date: 12 May 1945

Place: Neuwied, Germany

Photog: T/5 Gray.

~~CONFIDENTIAL~~

MAR 1946

8

RELEASED FOR PUBLIC USE
BUREAU OF PUBLIC RELATIONS
WAR DEPARTMENT, WASHINGTON

12860

SC-226066



111-SC-226067

~~198-45-1118/~~

The underpinning of the Captain
Arthur R. F. Gelle, Highway Bridge
crossing the Rhine River at Newwied
Germany is under construction by the
1058th P.C. & R. Group and the 1523rd
Engineer Construction Group.

Date: 12 May 1945

Place: Newwied, Germany

Photog: T/5 Gray.

~~CONFIDENTIAL~~

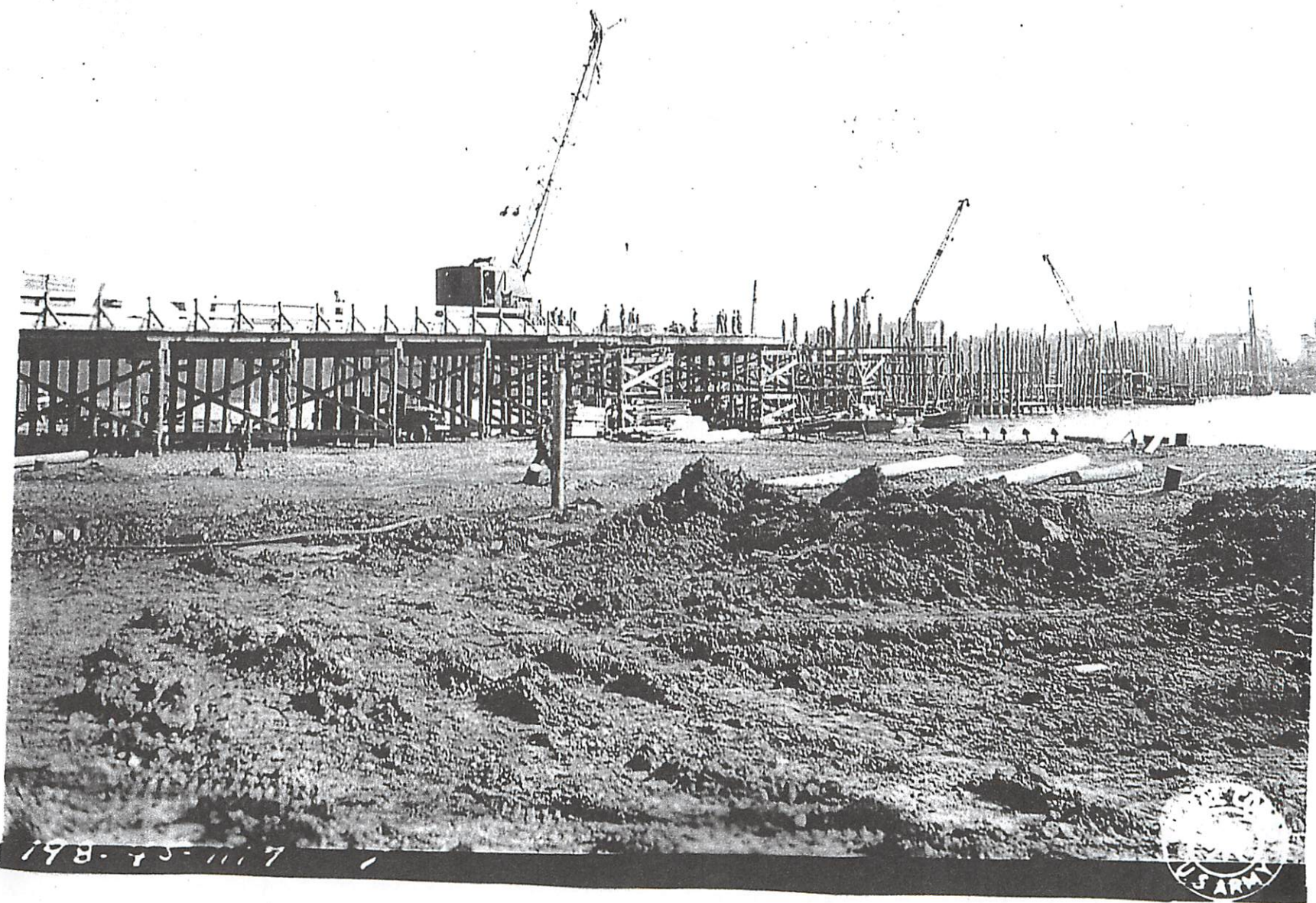
8

MAR 1946

RELEASED FOR PUBLICATION
BUREAU OF PUBLIC RELATIONS
WAR DEPARTMENT, WASHINGTON

12860

52-226063



111-cr. 226064

198-45-1117/

At Newwied, Germany the Captain
Arthur R. F. Gelle, Highway Bridge
crossing the Rhine River is under
construction by the 1058th P.C. &
R. Group and the 1523rd Engineer
Construction Group.

Date: 12 May 1945

Place: Newwied, Germany

Photog: T/5 Gray.

~~CONFIDENTIAL~~

8 MAR 1946

RELEASED FOR PUBLICATION
BUREAU OF PUBLIC RELATIONS
WAR DEPARTMENT, WASHINGTON

12860

SC-226064

Melvin E. Olsen, father of Philip Jon and Constance Marie, retrieved this French Model 1892 service revolver at the base of the Ludendorff Bridge at Remagen. The serial #I2408 was chambered for 8mm Lebel ammunition. Melvin was a dragline and crane operator and he was working to stabilize and repair the bridge when he noticed the revolver in the bucket of the dragline and he retrieved it. Melvin was with the Combat Engineers, 1058 Engrs, P.C.&R. who helped capture the bridge so the U.S. Forces could cross the Rhine River and proceed through Germany. The Germans had made several attempts to destroy the bridge with artillery and air assaults. The bridge remained standing but was severely damaged.

