Nothing But Praise:

A History of the 1321st Engineer General Service Regiment

By Aldo H. Bagnulo
Edited by Michael J. Brodhead

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Foreword

Over the course of World War II, the U.S. Army deployed 325,000 engineers to the European Theater of Operations. Among the units that saw action in Europe were fifty-four engineer general service regiments. These heavily equipped units, which were attached to field armies or corps headquarters, performed general construction, road maintenance, or bridge work on the main routes of communication. During the war, the Army established seventy-nine such regiments, and in keeping with the policy at the time, engineers were segregated into predominantly white or African American units. Twenty-nine of the regiments were composed entirely of white soldiers, while the remaining fifty were African American. The 1321st Engineer General Service Regiment was one of those African American units.

Nothing But Praise: A History of the 1321st Engineer General Service Regiment chronicles the training and battlefield experiences of one unit that served in Europe during World War II. Yet, in many ways, the experiences of the 1321st mirrored those of other engineer units—both black and white—that served during the war: arduous training followed by prolonged deployments overseas. It is often said that Army engineers labored in the shadows of history, but if white general service regiments received little attention, the African American regiments often toiled in obscurity. This publication not only fills some of the gaps in engineer history, it attests to the crucial role engineers played in the Allied victory in Europe.

The officers and men of the 1321st Engineers learned their profession in the piney woods of the Carolinas and Tennessee. After completing basic training, they learned how to become engineers, acquiring the specialized skills that they would put to good use in Europe. The 1321st compiled an enviable record of accomplishment during World War II. In support of the Allied drive across France and into Germany, the 1321st repaired bridges and cleared roads. Later, when spring thaws and disintegrating roads threatened to disrupt

the desperately needed flow of supplies to the front, the regiment repaired and maintained hundreds of miles of roads, highways, and bridges. The regiment's well-trained carpenters, electricians, welders, machinists, and heavy equipment operators also renovated buildings, constructed hospitals, and built sprawling supply depots. At the end of the war, the Army transferred the 1321st to Korea where it served with distinction until 1946.

Although this history of the 1321st Engineers is largely the work of the unit's commander, Col. Aldo H. Bagnulo, and therefore reflects his perspective and interpretation of events, the regiment's record speaks for itself. This history of an accomplished unit also sheds new light on the role of African American engineers during World War II and in the process enriches the history of the entire Engineer Regiment.

R. L. VAN ANTWERP
Lieutenant General, U.S. Army
Chief of Engineers

Preface

Army engineers were an integral part of the war in Europe. They were among the first ashore at Normandy, and in the months of hard fighting that followed they played a pivotal role in supporting the Allied advance into Germany. Many engineers served in combat engineer battalions assigned to infantry or armored divisions. These combat engineers constructed field fortifications, built bridges, conducted river crossings, and built and maintained roads in direct support of combat forces and sometimes under hostile fire. Other Army engineers served in units that performed a range of tasks—usually, but not always, behind the front lines. Among these units were the engineer general service regiments. The mission of general service regiments was to perform "general engineer work—particularly that requiring most skilled labor—throughout the army service area and communications zone of a theater of operations." The specific duties of a general service regiment included "general construction work and work on roads and bridges," and at "ports, bases, depots, airdromes, and of the construction of roads and railroads at these points."[1]

A general service regiment consisted of a headquarters, a headquarters and service company, a medical detachment, and two battalions of three companies each (A, B, C and D, E, F). The general service regiment received more types of special equipment than other kinds of engineer units. Its mechanical equipment included an earth auger, air compressors, bulldozers, road graders, and power shovels. Other equipment consisted of portable water supply sets, basic tool sets, and basic drafting equipment. The authorized weapons were M–1 rifles, carbines, bayonets, pistols, rifle grenades, and .30- and .50-caliber machine guns.[2]

Although the authorized strength of a general service regiment varied throughout the war, in general it was 39 officers, 11 warrant officers, and 1,221 enlisted men. It had a larger headquarters organization and a greater number of specialists than most other engineer units.[3]

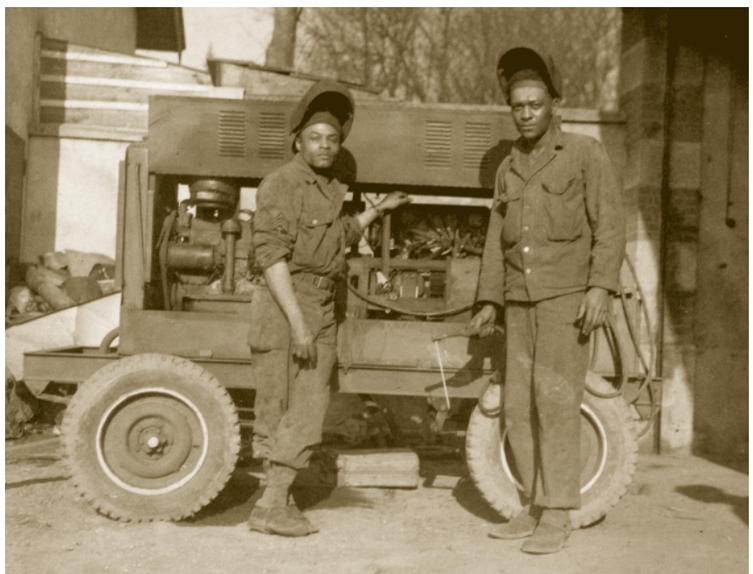
It was the Army's intention that the soldiers of the general service regiments would have a skill level greater than those in

1 U.S. War Department, *FM 5-5 Engineer Field Manual, Engineer Troops. 11 October 1943* (Washington, D.C.: Government Printing Office, 1943), 149, 152–53.

2 Ibid., 149–50.

3 Karl C. Dod, *The Corps of Engineers: The War Against Japan* (Washington, D.C.: Office of the Chief of Military History, U.S. Army, 1966), 687.

the labor battalions of the First World War.[4] Accordingly, the Army provided training in specialties such as electrical wiring, welding, and the operation of heavy equipment. Also, the table of organization and equipment for a general service regiment authorized a variety of military occupation specialties and equipment that required a degree of technical proficiency.[5]



Soldiers of the 1321st operating an arc welder in France, 26 March 1945.

Many of the Army's engineer units were composed of African American soldiers. The United States Army maintained a policy of segregation of white and African American troops until 1948. From the late nineteenth century until World War II, the Regular Army had but four regiments of black soldiers, two of infantry and two of cavalry. These units had mostly white officers. Several black regiments served in the volunteer forces during the Spanish-American War, and many African Americans enlisted or were drafted into the armed forces in

4 Blanche D. Coll, Jean E. Keith, and Herbert H. Rosenthal, *The Corps of Engineers: Troops and Equipment* (Washington, D.C.: Office of the Chief of Military History, U.S. Army, 1958), 576–77.

5 Table of Organization No. 5-21, Engineer General Service Regiment, 1 April 1942. Tables of Organization and Equipment, Box 1, Folder 2, Office of History, Headquarters, U.S. Army Corps of Engineers, Alexandria, Va. (hereafter cited as CEHO).

World War I. Some served in the combat arms, but most were placed in engineer and quartermaster labor battalions.

The assignment of most black troops to non-combat and non-technical units continued into the World War II period, ostensibly because most of the black soldiers came from the rural South, with little or no education and many lacking experience with machinery. Although some African Americans saw action in the Army Ground Forces as infantry, artillery, armor, and engineer combat troops, the belief of Army leadership was that they would perform best behind the battle lines in support of the fighting forces. Accordingly, the Army once again assigned most blacks to quartermaster and engineer units. Black engineer troops (and many whites as well) served in light ponton companies, heavy ponton battalions, and dump truck companies. However, many African American troops served in the more technical engineer aviation battalions (which built airfields and related structures) and engineer general service regiments. By 1942, 42 percent of all engineer units were African American, whereas the Army's manpower was only 8.6 percent African American by 1943.[6] In most cases, a white officer commanded the black units, and white and black officers were his subordinates. All of the enlisted personnel, including noncommissioned officers, were African American. As of 30 June 1945 there were seventy-nine general service regiments, fifty of which were made up of black soldiers.[7]

In the spring and summer of 1943 the War Department created several new African American general service regiments, among them the 1321st. For most of its existence, Lt. Col. (later Col.) Aldo Hector Bagnulo commanded the regiment. Born of Italian immigrant parents on 4 April 1914 in Revere, Massachusetts, Bagnulo ("Al" to his friends and associates) graduated from the Massachusetts Institute of Technology in 1936 with a degree in sanitary engineering.[8] That year he accepted a reserve commission in the Coast Artillery Corps and went on active duty. In the following year he transferred to the Corps of Engineers after passing a competitive examination. Until 1939 he was with the 1st Engineer Regiment stationed at Fort DuPont, Delaware, where he performed the usual duties of a company grade officer and the special duty of supervising Works Progress

6 Coll, Keith, and Rosenthal, *Troops and Equipment*, 118, 237; Ulysses Lee, *The Employment of Negro Troops* (Washington, D.C.: Office of the Chief of Military History, U.S. Army, 1966), 128.

7 Coll, Keith, and Rosenthal, *Troops and Equipment*, 238, 311–12.

8 Biographical information on Bagnulo and his career is found in "Biographical Sketch, Colonel Aldo H. Bagnulo, CE," 24 February 1953, Aldo H. Bagnulo Papers, Box 2, Folder 1, and "Résumé," March 1967, Box 7, Folder 2, CEHO (hereafter cited as Bagnulo Papers), and the *Official Army Register, Volume 1* (Washington, D.C.: Government Printing Office, 1946), 1:30.

Administration projects at the fort. From 1939 to 1943 Bagnulo oversaw the construction of Army cantonments and airbases in the U.S. Virgin Islands, Puerto Rico, and the British possession of Antigua. Promotions to first lieutenant and captain came in 1940. He became a major in 1942. He concluded his Caribbean duties in the position of Department Engineer, Puerto Rican Department. For his work in the West Indies the Army awarded him the Legion of Merit.

Aldo H. Bagnulo as a young engineer officer.

Bagnulo completed the Engineer Field Officers Course at Fort Belvoir, Virginia, in 1943. In the fall of that year he served on the Engineer Board, also at Fort Belvoir. At his duty station on Martha's Vineyard, Massachusetts, he conducted experiments to test the feasibility of laying pipelines under the English Channel for delivering petroleum products for the impending invasion of the European mainland.

On 21 November 1943, Bagnulo, a lieutenant colonel since February, took command of the 1321st Engineer General Service Regiment, the African American unit whose history he later chronicled. As the history he wrote will show, the regiment trained primarily at Camp Sutton, North Carolina, and at the Tennessee Maneuver Area.

The 1321st sailed from Boston on 7 October 1944 and arrived in England eight days later.[9] The regiment moved to France on 6 December and began providing engineer support for the Seventh Army in the Alsace-Lorraine region. There it maintained roads, repaired bridges, laid pipe, erected prefabricated structures, supplied lumber, and built hospitals, engineer depots, and other facilities. Bagnulo recorded the regiment's strength at approximately 55 officers and 1,200 enlisted men. Other units attached to the 1321st, including equipment detachments and companies of German prisoners of war, increased the unit's strength by an estimated one thousand.[10]

9 Shelby L. Stanton, *Order of Battle, U.S. Army, World War II* (Novato, Calif.: Presidio Press, 1984), 563.

10 "Résumé," Bagnulo Papers.

Regimental staff in France, 13 March 1945.

Soon after the regiment entered Germany, the war in Europe came to an end. Rather than being discharged, the men of the 1321st found themselves on transports bound for the Far East. They learned of Japan's surrender during a stopover at Pearl Harbor. Eventually they reached Okinawa and concluded their service in Korea in 1946. For the construction efforts in Korea, Bagnulo received the Army's Commendation Ribbon.[11]

Throughout it all, the regimental commander, who had been promoted to colonel (temporary) in June 1945, saw to it that his men received the necessary equipment and the proper training in the many and varied skills required of a general service unit. Bagnulo pushed them hard but showed them the respect that black troops did not always receive from white officers. His confidence in his soldiers paid off in a commendable record in which he and they could take pride.

Soon before he and his regiment sailed to England, Bagnulo married Helen Montesinos of Baltimore on 13 September 1944. The couple was to have five sons.[12]

Bagnulo's postwar years followed a pattern typical of career engineer officers, with military assignments alternating with civil works duties. With the Tactical Air Command, at Langley Field, Virginia, he served as chief of the Construction Division and as post

11 The Army Commendation Ribbon, created in 1945, was to be awarded to those commended for meritorious achievement or service on or after 7 December 1941. In 1949 the award became the Army Commendation Medal. Philip K. Robles, *United States Military Medals and Ribbons* (Rutland, Vt.: Charles E. Tuttle Company, 1971), 160.

12 Michael Bagnulo, personal communication, 16 September 2008.

engineer, 1946–47. He returned to the Massachusetts Institute of Technology in 1947 and earned a master's degree in civil engineering the following year. From 1948 to 1952, at the Office of the Chief of Engineers, Washington, D.C., he was assistant chief of the Construction and Operations Division of the Military Construction Office.

As district engineer of the Corps' St. Paul District, 1952–54, Bagnulo oversaw projects throughout a 170,000-square-mile area that covered much of the upper Midwest. These projects included flood control, improvements in navigation, water conservation, and the operation and maintenance of locks and dams. He also represented the United States on a joint committee concerned with the control of bodies of water shared with Canada.

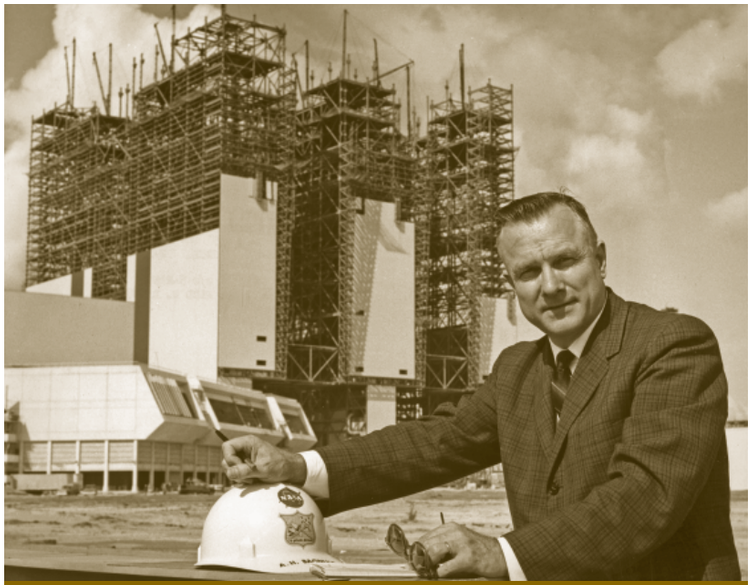
From 1954 to 1958 Bagnulo served in the Corps of Engineers' Eastern Ocean District, headquartered in New York, as assistant district engineer and later as district engineer, as well as area engineer for Iceland. In 1958–59 he was assistant director of the U.S. Army Engineer Research and Development Laboratory at Fort Belvoir. Next he attended the U.S. Army Air Defense School at Fort Bliss, Texas, where he took the Atomic Weapons Orientation Course, and the U.S. Cold Weather and Mountain Training School, Fort Greely, Alaska, where he completed the Winter Orientation Course. His military education culminated with the regular course at the U.S. Army War College.

Bagnulo's cold weather training prepared him for duty as chief engineer, assistant chief of staff for logistics, and chief of staff at the Army's headquarters in Alaska, 1960–63. His last years with the Army were with the National Aeronautics and Space Administration (NASA). At NASA's John F. Kennedy Space Center, Florida, he served first as chief of facilities engineering and construction; next as assistant director for engineering and development; finally as deputy director, design engineering. In recognition of his "exceptionally meritorious service" from June 1955 to June 1965, the Army awarded him a second Legion of Merit for "consistently demonstrat[ing] decisive leadership, professional skill, resourcefulness, and mature judgment."[13]

Bagnulo retired from the Army in July 1965. Retirement, however, brought little change because he remained at the Kennedy Space Center in the same capacity—deputy director of design engineering—but as a civil servant. He retired from NASA in 1967.

Aldo and Helen Bagnulo spent the last seventeen years of his life in northern Virginia, at the Fairfax Retirement Community outside of Fort Belvoir.[14] He continued to be active in his profession, performing environmental engineering work for Pope, Evans and

13 Legion of Merit citation provided by Michael Bagnulo, 16 September 2008.
14 Michael Bagnulo, personal communication, 16 September 2008.



Colonel Bagnulo at Cape Canaveral, Florida, in front of the NASA Vehicle Assembly Building under construction, 17 February 1965.

Robbins, Inc., of Fairfax County, and the Bechtel Corporation.[15] He retained membership in the American Society of Civil Engineers and the Society of American Military Engineers. In addition, he was actively involved in church and community affairs.

Colonel Bagnulo died 21 February 2004 at age 89 and was buried with full military honors at Arlington National Cemetery. His life's work had begun with routine garrison duty in the pre–World War II Army and concluded with important leadership positions in America's space program. It was a career rich in accomplishments as a soldier and an engineer. Yet he was no martinet or soulless technician. The written record he left behind reveals a man of intelligence and compassion and with a sense of humor. Lt. Gen. John W. Morris, Chief of Engineers, 1976–80, remembered him as "just one of the nicest men you'll ever meet."[16]

The title of this work comes from the 15 May 1945 entry of Bagnulo's diary, in which he writes that the regiment had received "nothing but praise for our performance in connection with that work on the autobahn."

15 "Aldo Hector Bagnulo: Army Colonel," *Washington Post*, 11 March 2004.
16 *Engineer Memoirs: Lieutenant General John W. Morris* (Alexandria, Va.: Office of History, Headquarters, U.S. Army Corps of Engineers, 2000), 37.

The Bagnulo Donations

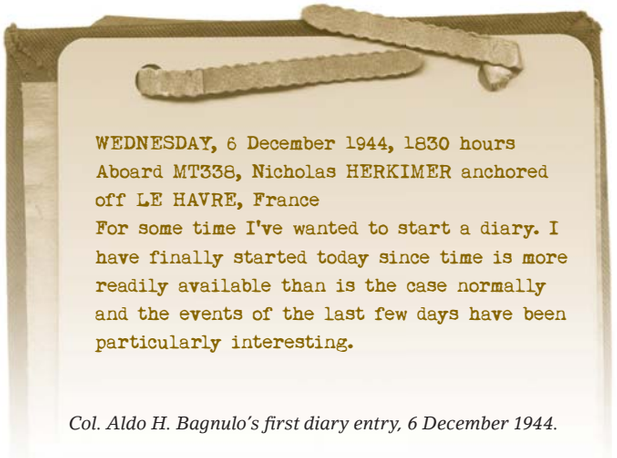
In 2007 Michael and Marcella Bagnulo, son and daughter-in-law of Aldo H. Bagnulo, donated his father's papers to the Office of History, Headquarters, U.S. Army Corps of Engineers, Alexandria, Virginia. The collection well documents Colonel Bagnulo's long and productive career as an engineer officer. Shortly after the donation of the Bagnulo papers, another son, John Bagnulo, gave his father's World War II diary to the Office of History.

Included in the first donation was Colonel Bagnulo's typescript history of the 1321st Engineer General Service Regiment. It consists of thirty-seven double-spaced pages, with a disproportionally large part of it devoted to the unit's training in the United States. The narrative is straightforward, gracefully written, and with occasional touches of humor. Oddly, Bagnulo never explicitly indicates that the 1321st was an African American unit. Bagnulo the author refers to Bagnulo the commander but a few times, and then only in the third person. It will be obvious to the reader that he is proud of what the 1321st achieved, yet nowhere does he give himself the credit for the success of the regiment; its accomplishments were those of the officers and men under him.

Whereas the history covers the story of the regiment from its beginnings in North Carolina until its inactivation in Korea, the diary entries span only the months spent in Europe. The diary is, of course, more personal in nature. Although Bagnulo could feel freer to express emotions and opinions, he exercises restraint and rarely comments negatively about anyone. Unlike the history, the diary contains a few references to black officers and to racial issues. He confesses to a feeling of uneasiness when he watched black officers dancing with white French women, but adds that he was trying to overcome such reactions. In fact, he appears remarkably free of the prejudice and condescending attitudes one might have expected in the era. Somewhat unusual for a diary, it is typewritten. Physically, it is bound by detachable front and back covers and consists of sheets of 7 ¼ x 4 ¼ inches. Some of the sheets are lined; others are unlined onionskin. Usually there are intervals of a few to several days between entries.

Included in the Bagnulo donation were hundreds of photographs of the personnel and activities of the 1321st Engineer General Service Regiment in the United States, Europe, and the Far East. A number of the photographs were probably taken by one of the regiment's dental officers, Capt. Robert E. Harris, who also served as regimental photographer.[17] Other photographs in the collection were taken by the Army's Signal Corps.

17 *1321st Dispatch* [regimental newsletter], 4 March 1945, Bagnulo Papers, Box 1, Folder 25; Harris to Bagnulo, 4 October 1946, Bagnulo Papers, Box 4, Folder 5.


WEDNESDAY, 6 December 1944, 1830 hours
Aboard MT338, Nicholas HERKIMER anchored
off LE HAVRE, France
For some time I've wanted to start a diary. I
have finally started today since time is more
readily available than is the case normally
and the events of the last few days have been
particularly interesting.

Col. Aldo H. Bagnulo's first diary entry, 6 December 1944.

Perhaps the most challenging part of preparing the history for publication was knitting together three related elements from the Bagnulo collection—the history of the 1321st Engineer General Service Regiment, the colonel's diary, and dozens of photographs—into a cohesive narrative. Readers will note that Bagnulo's history of the 1321st comprises the first two-thirds of the book, while the remainder consists of the colonel's diary. Also, the editor embedded excerpts from the diary into the preface and history section in a format that mirrors that of the original diary. The images in this publication not only illustrate the story of the regiment, they offer readers a glimpse into the lives and experiences of the men who served in the 1321st.

Editorial Procedures

Histories of black engineer units are uncommon, especially of the quality of the Bagnulo manuscript. Accordingly, the Office of History made a decision to edit, annotate, and publish the history and diary soon after receiving the donations. Colonel Bagnulo had explored the possibility of publishing the manuscript, which he wrote while in Korea.[18] Although nothing came of his efforts, he had written the manuscript with publication in mind, so it is a fairly smooth piece of prose. Nevertheless, the Office of History felt that some annotation and other editorial attention to the decades-old manuscript were necessary. The footnotes supplied by the editor mostly identify persons, places, events, military units, vessels, and construction terms. Identifications made in the notes for the history are not repeated in the notes for the diary. Some of the notes expand

18 Robert B. Reed, Newsphoto Publishing Company, to Bagnulo, 31 December 1945; Bagnulo to Reed, 14 January 1946, Bagnulo Papers, Box 1, Folder 21.

upon the author's information. The editor has identified the persons mentioned wherever possible, but many persons proved difficult if not impossible to identify. Most of the photographs carry extremely scant written identification, and some none at all, which will explain the often general captions given them in this publication. Many of the images taken in Europe include dates, however, allowing the editor to assume the general location depicted based on where the regiment or its companies were operating on that day. Almost none of the people portrayed in the images are identified by name. Some of the footnotes at the bottom of the pages are offset with images of unidentified soldiers and officers of the 1321st. All photographs in this publication come from the Bagnulo Personal Papers at the Office of History unless otherwise indicated.

Although the history received a light edit, every effort was made to retain as much of the author's original prose as possible. The editor found it occasionally necessary to correct silently a few misspellings and obvious typographical errors, such as transposed letters or the hitting of a wrong key. Here and there needed punctuation has been inserted, also silently. The editor sometimes updated the treatment of dates, abbreviations, proper nouns, and the like for the sake of consistency and to reflect current style conventions. Where appropriate, italics and accent marks have been added in the history, but not the diary.

The same procedures have generally been followed in the editing of the diary. Here, however, the editor has supplied most corrections in brackets, such as missing words and conjectural readings. Typographical errors and misspellings of French and German words and place names have been corrected. For the sake of readability, the layout of the diary portion of the publication does not duplicate the irregular formatting and erratic spacing in the original diary entries, much of which may well have been the result of a malfunctioning typewriter. The editor has adjusted some of the diary entry headings to reflect a consistent style and arrangement but has not altered Bagnulo's prose or his use of abbreviations, capitalization, numbering, and underlining.

Among the more useful materials the editor consulted to prepare the annotations were items in the Aldo H. Bagnulo Personal Papers, Office of History, Headquarters, U.S. Army Corps of Engineers, such as lists of the officers of the 1321st, regimental newsletters, and biographical data about Bagnulo. Copies of newsletters from Camp Sutton are in the Office of History's military files in the research collections. A small but valuable collection of the regiment's records was found in RG 407, Records of the Adjutant General, Box 19697, National Archives, College Park, Maryland.

The most helpful published sources were *The Corps of Engineers: The War Against Germany*, by Alfred M. Beck, Abe Bortz, Charles W. Lynch, Lida Mayo, and Ralph F. Weld (Washington, D.C.: Center of Military History, U.S. Army, 1988) and *The Corps of Engineers: Troops and Equipment*, by Blanche D. Coll, Jean E. Keith, and Herbert H. Rosenthal (Washington, D.C.: Office of the Chief of Military History, U.S. Army, 1958). Also rewarding were: *Final Report of the Chief Engineer, European Theater of Operations, 1942–1945*, 2 vols. (n.p., n.d.); *FM 5-5 Engineer Field Manual, Engineer Troops. 11 October 1943* (Washington, D.C.: Government Printing Office, 1943); *Official Army Register, Volume 1* (Washington, D.C.: Government Printing Office, 1946); and *Dictionary of American Naval Fighting Ships*, James A. Moody, editor, 8 vols. (Washington, D.C.: Navy Department, Office of the Chief of Naval Operations, Naval History Division, 1959–81).

Acknowledgments

Our greatest debt is to Michael and Marcella Bagnulo, of Roswell, Georgia, and John E. Bagnulo, of Annandale, Virginia, for the thoughtful and generous gifts that made this publication possible and for answering numerous questions about Colonel Bagnulo.

William A. Dobak and Frank R. Shirer, both of the Center of Military History, supplied helpful information; so too did Larry D. Roberts, Command Historian, U.S. Army Engineer School, Fort Leonard Wood, Missouri, and Davis Elliott of the Navy Department Library. Thanks also to the Modern Military Records staff at the National Archives, College Park, Maryland, for making available records of the 1321st Engineer General Service Regiment. Francis X. Hartigan, of the University of Nevada, Reno, gave the benefit of his expertise in French history. Debbie Cox, Metro Archives, Nashville, Tennessee, identified an elusive place name. Meschelyn Barrett, Director of the Stokely Memorial Library, Newport, Tennessee, provided a newspaper account of the "Tennessee Fire." Deborah Keller, HECSA Library, U.S. Army Corps of Engineers, Alexandria, Virginia, obtained needed volumes through interlibrary loan. Bruce M. Arnold of Sam Houston State University provided information on Ulithi Atoll and the islet of Mog Mog. Thanks to Professor Richard Polt, a collector of typewriters, for the image that illustrates the opening page of the diary section.

Special thanks go to Marion Chard, founder and guiding light of a website devoted to the history of VI Corps Combat Engineers, WWII. Although the 1321st was not a component of VI Corps, Ms. Chard knows where to find information about almost any engineer unit participating in the war. She put the editor in touch with John R. Wall of the Department of Special Collections, J. D. Williams Library, University of Mississippi, who supplied a copy of the oral history transcript of C. C. Pinson, a veteran of the 1321st. Marion also sent out a call through her extensive network. Answering the call was Michael Kirby of Sandpoint, Idaho, who located Mr. Pinson in

Oxford, Mississippi, and in many other ways materially assisted the editor. Telephone conversations with Mr. Pinson provided helpful recollections of life in the regiment and confirmed and reinforced much of the information found in Colonel Bagnulo's history and diary. Also responding was Jack Clay of Monroe, North Carolina, who freely gave of his considerable knowledge of Camp Sutton, North Carolina, and donated copies of a run of the camp's newsletter, *The Carryall*, and the notebook of a 1321st soldier.

All of the staff members of the Office of History lent time and talent to the production of this book. Paul K. Walker, former chief of the office, approved the project and gave every encouragement. His successor, John C. Lonnquest, energetically supported this effort. He headed a project delivery team whose other members were James T. Garber, Douglas J. Wilson, and the editor. The team scanned photographs, wrote captions, and made recommendations and decisions regarding layout, illustrations, editorial procedures, and stylistic matters. Michelle S. Tyler assisted the team in many ways and did most of the work of indexing. Eric A. Reinert freely shared his extensive knowledge of military equipment. Matthew T. Pearcy kindly volunteered to transcribe the Bagnulo history manuscript. Anna Punchak and Patricia K. Paquette (Corporate Information, HQUSACE) helped us navigate through new funding and printing procedures. John T. Punchak processed the many photographs that came with the Bagnulo donation. Former staff member William C. Baldwin supplied information on French history, geography, and language. Four volunteers provided valuable assistance with processing the Bagnulo Personal Papers, scanning the Bagnulo photograph collection, organizing image captions, and reviewing the manuscript: Joseph Liddle, Anne Musella, Marie Pfefferle, and Justin D. Wood. Everyone's support and hard work are greatly appreciated.

Gwynn Fuchs of the Creative Services Department at the Government Printing Office used her considerable talent to design the publication. Gordon Clark, also of GPO, assisted with the publication process along the way.

A final thanks goes to the author, Col. Aldo H. Bagnulo, for having written the history of the 1321st and for having kept a diary during his time in Europe. Both texts are over sixty years old, but they remain historically valuable as a reflection of one man's experiences during World War II and as an account of the activities and efforts of one of the less-well-documented engineer regiments of the era as told by the man who commanded it for most of its existence.

Bagnulo attributed the regiment's successes not to himself but to the officers and men who served in it. Nevertheless, his history of the unit is a highly personal, subjective view (and his diary, of course, even more so) and apparently based largely on his own recollections. ★