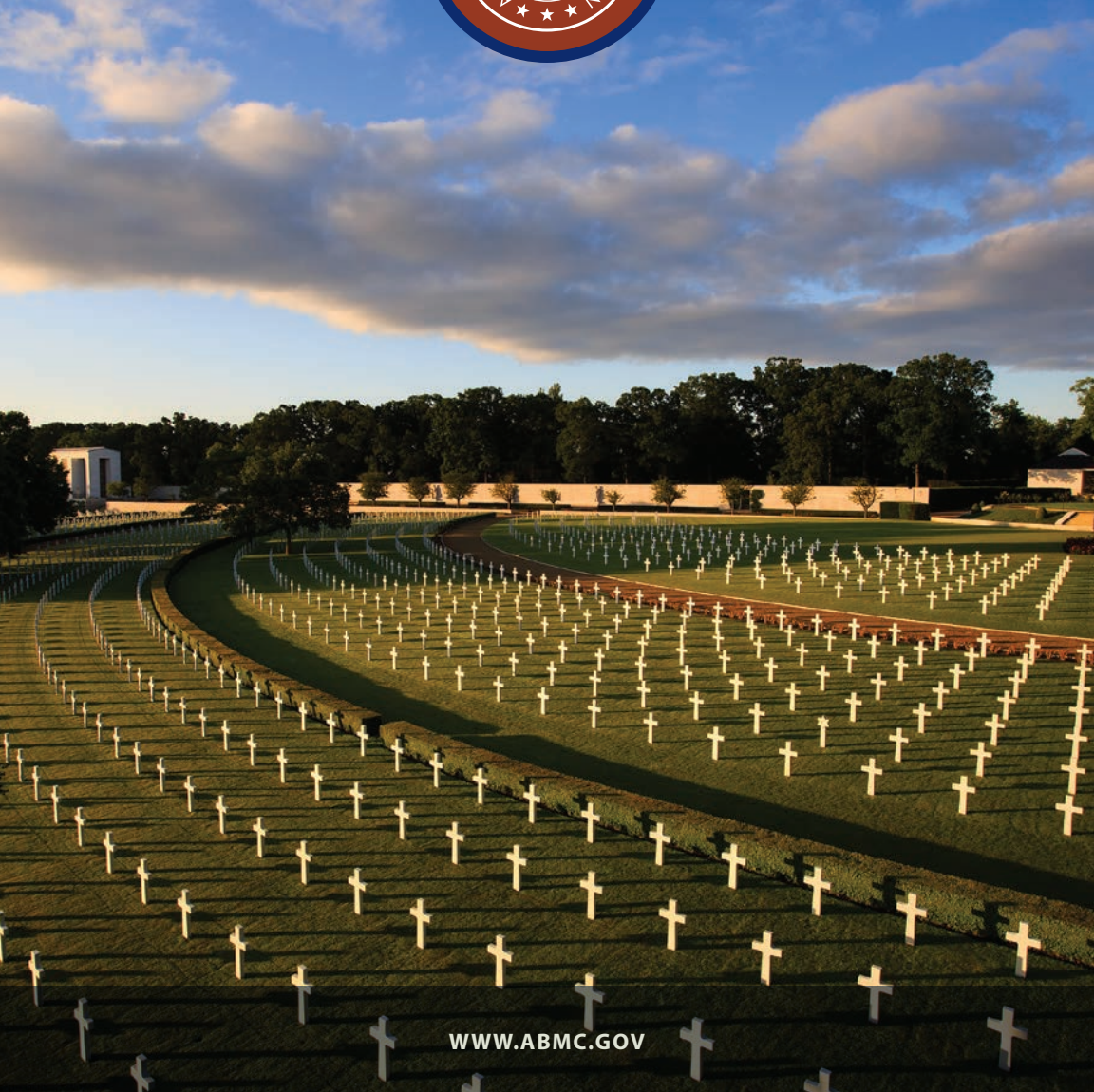


AMERICAN BATTLE MONUMENTS COMMISSION

Cambridge American Cemetery and Memorial



WWW.ABMC.GOV

PLANNING A VISIT

HOURS

The cemetery is open daily to the public from 9:00 a.m. to 5:00 p.m.

The cemetery is closed on January 1 and December 25. It is open on all other U.S. and host country holidays.

LOCATION

GPS coordinates: N52 13.020 E0 03.320

Cambridge American Cemetery

Madingley Road

Coton Cambridge

CB23 7PH

Email: cambridge@abmc.gov

Tel: +44 (0)1954 210350

The Cambridge American Cemetery and Memorial is located three miles west of the university city of Cambridge, on the A1303 (off Junction 13 of the M11).

PUBLIC TRANSPORTATION/PARKING

The cemetery can be reached by train from London Kings Cross toward Kings Lynn.

Taxis and buses are available at Cambridge station. Car parking is available on site.



Cover: ABMC photo/Warrick Page

AMERICAN BATTLE MONUMENTS COMMISSION

Cambridge American Cemetery And Memorial



In the Cambridge American Cemetery the headstones are aligned like the spokes of a wheel. (ABMC photo/WarrickPage)

**I SHALL MAKE IT CLEAR AT THIS MOMENT THAT WE NEVER FAILED TO
RECOGNIZE THE IMMENSE SUPERIORITY OF THE POWER USED BY THE
UNITED STATES IN THE RESCUE OF FRANCE AND THE DEFEAT OF GERMANY.**

—PRIME MINISTER WINSTON CHURCHILL
IN A RADIO BROADCAST MAY 13, 1945 AFTER VICTORY IN EUROPE

The Cambridge American Cemetery honors the service and sacrifice of Americans who served overseas during World War II, particularly in the United Kingdom. The United Kingdom was the principal base for the Allied Strategic Bombing Campaign and the liberation of Western Europe. Troops, supplies and equipment arrived by convoy across the Atlantic to defend the United Kingdom and support these efforts. They did so in the face of dangerous threats from German U-boats, which were brought under control through an arduous maritime campaign. The men and women buried and memorialized here represent the full diversity of American participation in World War II, both military and civilian.

BATTLE OF THE ATLANTIC

The Battle of the Atlantic was the prolonged campaign to secure Allied shipping from German U-boats and other threats in the Atlantic Ocean from 1939 through 1945.

From the outbreak of World War II, German U-boats in the Atlantic attacked merchant ships on their way to Great Britain. They sank a great many merchant vessels and threatened to cut off Great Britain from vital sources of supply. In response to these attacks, Britain and its Allies instituted a transatlantic convoy system escorted by naval vessels. From 1939 through 1941, the United States transitioned from relative isolation to become increasingly involved in securing portions of these maritime routes.

After the attack on Pearl Harbor, the United States became an Allied power and a full belligerent. At first, shipping losses surged as the Germans expanded their U-Boat campaign into vulnerable American waters. Here they found under-prepared and under-protected shipping.

The success of the Allied war effort depended on moving troops and supplies across vast oceans. Naval operations prioritized escort, armed guard, and antisubmarine operations. New technologies like radar, sonar and improved depth charges entered service, and merchant ships increasingly traveled in convoys protected by combatant escorts.

Through 1942 the balance poised precariously, with the Allies losing 800,000 tons



Coast Guardsmen of the U.S. Coast Guard Cutter *Spencer* watch the explosion of a depth charge blasting German submarine U 175 about to attack a convoy in the North Atlantic. April 17, 1943. (U.S. Coast Guard)



British and American warships lie alongside each other at the U.S. naval base in Londonderry, Ulster. The American warships had escorted a convoy across the Atlantic, and arrived at Londonderry in January 1942. (Library of Congress)

of shipping more than they replaced with new construction that year. In May 1943 the balance finally tipped decisively in favor of the Allies. In that month, increasingly effective Allied forces sank 41 of 240 German U-Boats, while losing fewer than 300,000 tons of shipping to them.

Growing air superiority allowed the Allies to take the fight ever closer to German submarine bases, especially those along the Bay of Biscay. Supplies and reinforcements crossed the Atlantic in ever increasing volume, while the German U-Boats dwindled in effectiveness.

Over the course of World War II, Britain became a vast supply depot, military base, air base, and training and staging area for the Allies fighting in the European theater.

During the war, more than 17 million tons of cargo and nearly two million servicemen and women from the United States passed through British ports. Many military bases and training areas were established throughout the British Isles to receive these forces, which later achieved decisive results in North Africa, on the beaches of Normandy and beyond. Airfields were enlarged and additional bases constructed for the U.S. Army Air Forces, which conducted a strategic bombing campaign against Germany in concert with the Royal Air Force and supported the ground invasion and liberation.

STRATEGIC BOMBING

After World War I, military theorists developed the doctrine of strategic bombing. Advocates believed that the terror of mass casualties would cause civilian morale to collapse, and in turn force the capitulation of a nation being bombed. They also believed that the vulnerability of modern economies presented opportunities to destroy industrial “choke points,” depriving a nation under attack of the means to wage modern warfare. All major combatants attempted strategic bombardment to some degree, but only the British and Americans amassed the resources necessary to pursue the doctrine as envisioned.

The Royal Air Force, recovering from the Battle of Britain (July 2 – September 17, 1940) and the “Blitz” (September 7, 1940 – May 11, 1941), undertook large-scale offensive fighter sweeps into France and stepped up its strategic bombing of German cities, industries, and facilities early in the war.

American bombers and crews began their Strategic Bombing Campaign on July 4, 1942, joining the British in the air war. Both Allies steadily expanded their strategic bombing capabilities, with the Americans expanding at a more rapid rate.

By mid-1943 the Allies formally launched the Combined Bomber Offensive, which achieved a division of labor wherein the Americans conducted precision bombing during daylight with the British bombing at night, hammering the Germans around the clock.

Deep American daylight raids, such as one on Schweinfurt on October 14, 1943, proved prohibitively costly until the Americans perfected a long-range fighter to escort their bombers to distant targets. This capability was achieved in December 1943 with the P-51 Mustang, upgraded for a considerably greater range. Lieutenant Colonel Thomas



The B-17G Flying Fortress “Mon Tete Rouge II,” and other bombers of the 452nd Bomb Group, flying on a mission to bomb German targets in France on March 28, 1944. (National Archives)

Hitchcock, Jr. of the U.S. Army Air Forces participated as a pilot in the improvement program of the P-51. He had also flown in World War I as a volunteer pilot in the Lafayette Flying Corps. He was killed in the crash of a P-51 in England on April 18, 1944. He is buried at the Cambridge American Cemetery at Plot A Row 6 Grave 21.

Advances in the Mediterranean opened up airfields complementing those in Great Britain, permitting shuttling between theaters and exposing more German territory to strategic bombing.

Constant battering and expensive defensive efforts drained German resources, while German cities underwent horrific destruction. By the time of the Normandy landings, the German air force was decimated, and attacks targeting fuel facilities dramatically eroded German capabilities for mechanized warfare.

When the Strategic Bombing Campaign ended on April 12, 1945, the Americans had dropped 1,388,000 tons of bombs and the British 988,000 on Germany – at the cost of 110,000 airmen from both nations lost in action.



North American P-51 Mustangs of the 361st Fighter Group fly in formation over England in 1944. (Library of Congress)

THE ESSENTIAL BASE OF OPERATIONS

During World War II, Britain served as an advanced base for Americans preparing to assist in the liberation of Europe.

In 1942, President Franklin D. Roosevelt and British Prime Minister Winston S. Churchill were eager to seize the initiative and strike an effective blow against Nazi Germany. After some debate, the western Allies agreed to an invasion of North Africa named Operation TORCH.

American forces that had been building in England since mid-to-late 1942 were committed into Operation TORCH. American task forces landed on beaches flanking Casablanca, Morocco. Combined Anglo-American



Prime Minister Winston Churchill and General Dwight D. Eisenhower inspect a mortar crew during a tour of an American Army base in England before D-Day, 1944. (Library of Congress)



U.S. Army paratroopers of the 2nd Battalion, 503rd Parachute Infantry, inspect equipment before a training jump in England, 1942. (Library of Congress)

task forces similarly attacked Oran and Algiers, Algeria. Near Casablanca and Oran, resistance was significant at first, but force and diplomacy induced the Vichy French to surrender. In Algiers, a pro-Allied uprising enabled the landing force to take the city with minimal conflict.

American air units participating in the Strategic Bombing Campaign and the air war over Europe were based in England. Great Britain served as the training ground and staging area for Operation OVERLORD, the massive amphibious invasion of Europe through Normandy on June 6, 1944 – D-Day.

As preparations for the invasion through Normandy continued, Allied bombing and French Resistance attacks isolated the future battlefield. Elaborate security and deception plans focused German attention in the vicinity of Pas-de-Calais, France, the shortest distance

between Great Britain and the continent, instead of the Normandy beaches.

On the night of June 5-6, 1944 American and British paratroopers landed in Normandy to secure egress from the beachheads, disrupt German counterattacks, and guard the flanks of selected beaches.

On the morning of June 6, U.S. Navy, U.S. Coast Guard and Royal Navy amphibious craft landed six Allied divisions, massively supported by air and naval bombardment, on beaches code-named UTAH, OMAHA, GOLD, JUNO, and SWORD. This began a difficult battle to secure and then break out of the beachhead. Fighting would continue for eleven months through France and into Germany until May 8, 1945.

After the invasion of Normandy on June 6, 1944, American troops poured onto the European continent to liberate France and the Low Countries, and invade Germany. As the war continued in Europe, Britain continued to serve as a base for the Strategic Bombing Campaign, a communications zone supporting operations in Europe, a transit area for arriving reinforcements, and a haven for injured service members.

More than 1,600,000 American servicemen and women were in Great Britain as the invasion was launched. Numbers dwindled thereafter, but as late as April 30, 1945 the United Kingdom still hosted more than 224,000 airmen, 109,000 communications zone troops, and 100,000 in hospitals or preparing to serve as individual replacements.

The United Kingdom served as a critical base for American operations throughout the war. U.S. troops embarked from there for the invasion of North Africa in November 1942, and for subsequent operations in the Mediterranean.

At the height of the American presence in Great Britain, American servicemen and women were everywhere through much of the island nation. They built or occupied vast encampments of their own, but also spent time in local pubs and establishments, toured the countryside, and befriended British families. Both nations established impressive programs to bring the two cultures together amicably, and to accommodate and entertain the visitors. Tens of thousands of American servicemen married English women, bringing them back to the United States after the war ended.

The American Forces Radio Network broadcast from the United Kingdom, bringing music and news from “home” to the British air waves. American Red Cross Service Clubs opened to entertain American servicemen off their bases.

Cambridge American Cemetery honors more than 8,500 Americans who died in operations based out of the United Kingdom. These include those who battled to secure the Atlantic, those who fought in the skies over Europe, and those who prepared for and participated in the invasion through Normandy and the campaigns that followed.



A Red Cross worker in an Army hospital in Great Britain assists a soldier in writing a letter back home. (Library of Congress)



American servicemen and British civilians in London celebrate Germany's surrender. May 8, 1945. (National Archives)



ABMC photo/Warrick Page

THE CEMETERY



The entrance welcomes visitors to Cambridge American Cemetery. (ABMC photo/Warrick Page)

The cemetery is situated on the north slope of a hill from which Ely Cathedral, 14 miles in the distance, can be seen on a clear day. It is framed by woodland on the west and south. The road to Madingley runs along the cemetery's northern border.

Within the seven grave plots (A through G), there are 24 unknown burials. The Cambridge American Cemetery commemorates one Medal of Honor recipient and three sets of brothers. The Medal of Honor recipient and five of the brothers are inscribed on the Wall of the Missing. Only one brother of the three pairs is buried at the cemetery.

Every grave is marked with a white marble headstone: 80 with a Star of David for those of the Jewish faith, and 3,732 with a Latin cross for the others. The backs of the headstones are inscribed with the service numbers of the decedents. As in all ABMC cemeteries, the burials are not separated by rank; officers and enlisted men are interred side-by-side.



The north face of the memorial building. (ABMC photo/Warrick Page)



The map displays locations of American units in the United Kingdom during World War II. (ABMC photo/Warrick Page)

THE MEMORIAL

The memorial building is built from Portland stone, as is St. Paul's Cathedral and many other monumental buildings in London. It is 85 feet long, 30 feet wide and 28 feet high. On the north face of the memorial are five pylons, each inscribed with one of the years 1941 to 1945, during which the United States participated in World War II. Above these pylons runs the inscription:

GRANT UNTO THEM O LORD ETERNAL REST.

Below the bronze rope railing on the north face balcony is inscribed:

IN GRATEFUL TRIBUTE TO THEIR SACRIFICE AND IN PROUD MEMORY OF THEIR VALOR.

The entrance to the memorial at the west end is framed by two pylons. The main entrance doors are of teakwood. They bear bronze representations of military equipment and naval vessels.

On the south exterior wall of the memorial building is a map of the United Kingdom depicting each location where an American unit of battalion size or larger was stationed during World War II. The places where units of brigade size or larger were stationed are indicated by name. The map also shows the principal air and sea approach routes to Great Britain from the United States, and the invasion routes to North Africa in 1942 and to Normandy in 1944. It is embellished with the sculptured coats of arms of the United States and the United Kingdom.

The interior of the memorial building is separated into a large room and a small devotional chapel at the far end. The outstanding feature of the room is its impressive map: "The Mastery of the Atlantic – The Great Air Assault." The map was designed by the American artist Herbert Gute from data prepared by the American Battle Monuments Commission. It indicates the principal sea routes across the Atlantic and the types of naval and commercial craft which bore men and munitions to Europe from the United States. It also depicts aircraft which operated in the anti-submarine campaign and the Strategic Bombing Campaign by the United States and Royal Air Forces against occupied Europe. Air lanes indicate routes from the United Kingdom and Italy to various targets – military, industrial, and transportation – as explained in the legend. The map is 30 feet long, 18 feet high.

THE MALL

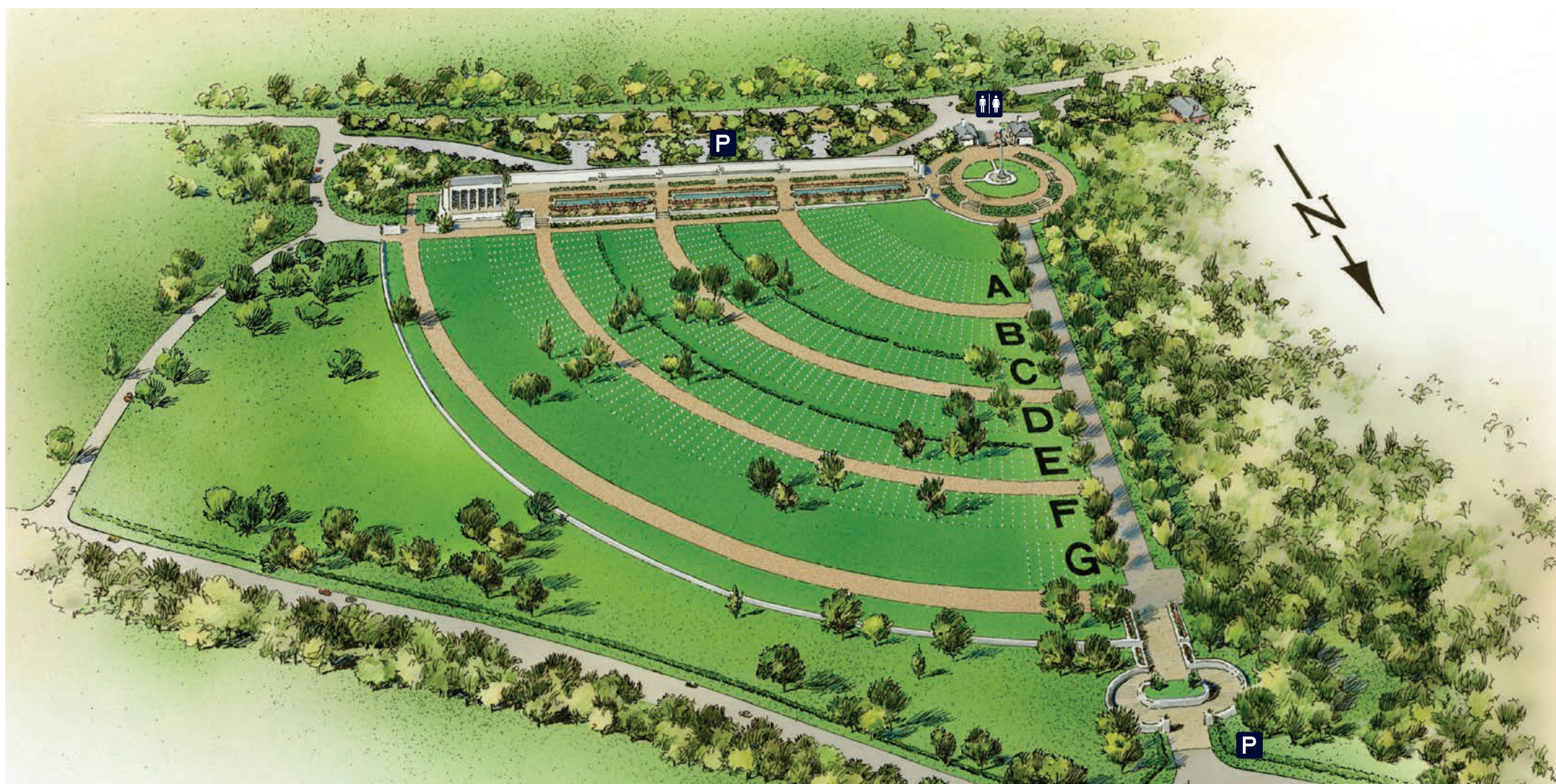
Just beyond the visitor building is a 72-foot flagpole on a tall platform. The two malls that frame the grave plots extend from the flagpole.

The great mall stretches eastward from the flagpole platform to the memorial building at the opposite end. Along the south side of the mall is the Wall of the Missing. The north side is lined with a single row of double-pink hawthorn trees.

The mall includes reflecting pools that stretch eastward from the flagpole. The Wall of the Missing extends along its south side to the memorial area. The west mall runs northward from the flagpole to the cemetery's lower entrance.

The west mall stretches northward from the flagpole platform to the lower gates of the cemetery and the service area. The grave plots extend in concentric arcs toward the Wall of the Missing.

The headstones in the graves area are arranged in seven curved grave plots, A through G. Those within the plots are aligned in seven rows of concentric arcs whose wide sweep across the green lawns may best be viewed from the veranda of the memorial building. All of the headstones are laid out 'theatre-style', looking toward the flagpole. The graves area layout might also evoke the propellers of a plane, the spokes of a wheel, or the layout of a baseball field.





The visitor center is located convenient to the cemetery entrance. (ABMC photo/Warrick Page)

THE VISITOR CENTER

Across the entrance court is a visitor center, which opened in 2014, where you can explore the historical events relating to those who are memorialized here through a permanent exhibition. At the visitor center you can meet members of the cemetery staff, who are happy to answer questions about those who are commemorated at the cemetery.

The 4,000-square-foot center, which is free and open to the public, honors the courage and sacrifice of the men and women who participated in the Battle of the Atlantic, the Strategic Bombing Campaign, and the build-up to the D-Day invasion and subsequent operations. Through interpretive exhibits that incorporate personal histories, photographs, films, and interactive displays, visitors gain a better understanding of the British-American partnership that contributed to the Allied victory in Europe in World War II.

The Sacrifice Gallery in the center connects the visitor with personal stories of some of the men and women buried or memorialized there on English soil.

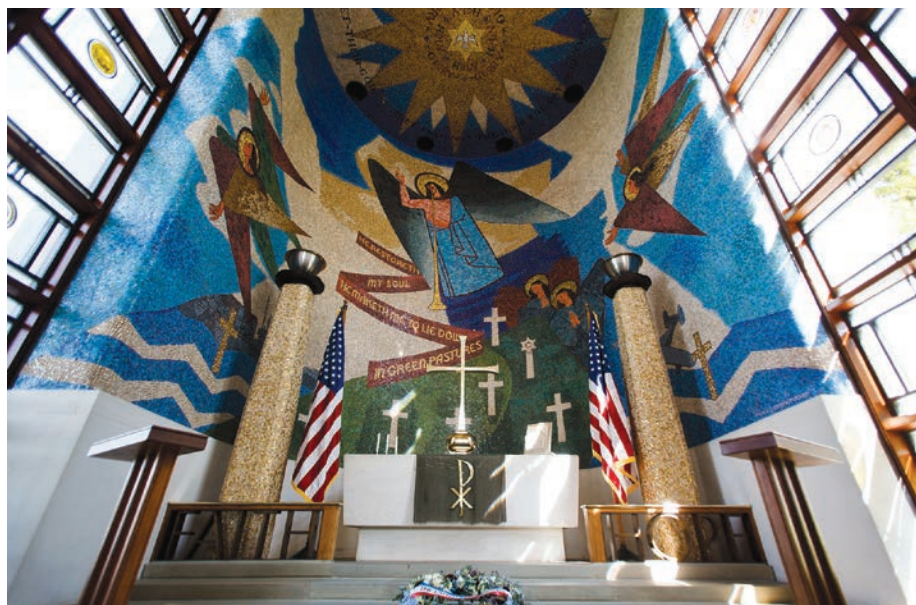
To help visitors further explore the history, there is a short introductory film. The center also provides touch-screen kiosks equipped with digital interactives where you can explore the Battle of the Atlantic, the Strategic Bombing Campaign, and the story of Americans in Great Britain during World War II.



The golden lettering and star indicate that Lt.Col. Leon R. Vance, Jr. is a recipient of the Medal of Honor. (ABMC photo/Robert Uth).

NOTABLE MEMORIALS

- ★ Crew of the USS Reuben James, the first American warship lost in the Battle of the Atlantic, Wall of the Missing. She was sunk by a German U-boat on October 31, 1941, while escorting a convoy.
- ★ Joseph P. Kennedy Jr., Lieutenant, U.S. Navy Reserve, Wall of the Missing. Brother of the late President John F. Kennedy. On August 12, 1944, his plane exploded while on a mission from Britain against a German rocket site in France.
- ★ Glenn Miller (listed as Alton G.), Major, U.S. Army Air Forces, famed musician and composer, Wall of the Missing. He vanished on Dec. 15, 1944 after flying in a single-engine airplane headed from England to France.
- ★ Leon R. Vance, Jr., Lieutenant Colonel U.S. Army Air Corps, Medal of Honor recipient, Wall of the Missing. He displayed conspicuous gallantry on June 5, 1944 as command pilot of a heavy bomb group on a mission to destroy German coastal positions in France. He was wounded but survived. Tragically, Lt.Col. Vance's air evacuation plane bound for home to the United States disappeared without a trace on July 26, 1944.



The deep blue of the ceiling above the altar denotes the depth of infinity. (ABMC photo/Warrick Page)

THE CHAPEL

Over the teakwood doorway to the chapel is the following inscription in bronze characters:

INTO THY HANDS O LORD.

The words FAITH and HOPE in bronze letters are set into the chancel rail in the chapel. A cloth of mail is spread over the Portland stone altar on which rests a large bronze cross. At the altar base rest the Tablets of Moses. Flanking the altar are two large ornamental candelabra embellished with mosaic.

A mosaic by Francis Scott Bradford (an American muralist, popular during the 1930s, who developed a unique style of allegorical and figurative paintings) depicting the Archangel trumpeting the arrival of the Resurrection, and the Last Judgment covers the wall above the altar. It continues across the entire ceiling of the memorial building, with pictures of ghostly aircraft accompanied by mourning angels making their final flight. The deep blue of the ceiling denotes the depth of infinity, while lighter colors reflect the light of Heaven breaking through the earthly layers of the sky. A lighter nimbus surrounding each of the single-engine, twin-engine and four-engine aircraft separates them from earthly forces while they carry the souls of the men who perished in the skies.

The ship and aircraft depicted above the altar memorialize members of the naval and air forces who are buried or memorialized at the cemetery. The Latin Cross and Star of David symbolize those who are buried beneath the ground. Mourning angels and an inscription from the 23rd Psalm are also featured in the design.

WALL OF THE MISSING

The Wall of the Missing is 472 feet in length and is made of Portland stone (a limestone quarried on the south coast of England). On the wall are recorded the names and particulars of 5,127 Missing in Action, Lost or Buried at Sea. They come from every state of the Union and the District of Columbia. Bronze rosettes indicate those whose remains have subsequently been recovered and identified.

Four statues - a soldier, airman, sailor, and Coast Guardsman - stand guard over the Wall of the Missing.



The statue of a Coast Guardsman is one of four standing watch over the Wall of the Missing. (ABMC photo/Robert Uth)



The eagle atop the base points southwest to the Statue of Liberty. (ABMC photo/Robert Uth)

EAST COAST MEMORIAL

The East Coast Memorial is located in Battery Park in New York City at the southern end of Manhattan Island. It is about 150 yards from the South Ferry subway station on the IRT Lines and stands just south of historic Fort Clinton, on a site furnished by the Department of Parks of the City of New York.

GPS Coordinates: N40 42.1381 W074 0.9242

Similar to Cambridge American Cemetery, this memorial commemorates those soldiers, sailors, airmen, Marines, Coast Guardsmen, and merchant mariners who lost their lives in the western waters of the Atlantic during World War II.

On each side of this axis are four tall gray granite slabs upon which are engraved the name, rank, organization and state of 4,611 American servicemen who are listed as missing in action or lost at sea.

The inscription reads:

1941 ★★ ★ 1945
 ERECTED BY THE UNITED STATES OF AMERICA
 IN PROUD AND GRATEFUL REMEMBRANCE
 OF HER SONS
 WHO GAVE THEIR LIVES IN HER SERVICE
 AND WHO SLEEP IN THE AMERICAN COASTAL WATERS
 OF THE ATLANTIC OCEAN
 INTO THY HANDS, O LORD

The American Battle Monuments Commission

The American Battle Monuments Commission – guardian of America’s overseas commemorative cemeteries and memorials – honors the service, achievements and sacrifice of the United States armed forces. Since 1923, ABMC has executed this mission by (1) the erection and maintenance of suitable memorial shrines, in the U.S. when authorized by Congress and where U.S. forces have served overseas since April 6, 1917; (2) designing, constructing, operating, and maintaining permanent American military burial grounds in foreign countries; and (3) supervising the design and construction on foreign soil of U.S. military memorials, monuments, and markers by other U.S. citizens and organizations, both public and private, and encouraging their maintenance.

In the performance of its mission, ABMC administers, operates, and maintains 26 permanent American military cemeteries; 29 federal memorials, monuments, and markers, and eight nonfederal memorials. Three memorials are located in the U.S.; the remaining memorials and all of ABMC’s cemeteries are located in 16 foreign countries, the U.S. Commonwealth of the Northern Mariana Islands, and the British dependency of Gibraltar. ABMC’s World War I, World War II, and Mexico City cemeteries are closed to future burials, except for the remains of U.S. war dead discovered in World War I and II battle areas.

In addition to grave sites, the World War I and II cemeteries and three memorials on U.S. soil commemorate, on Walls of the Missing, U.S. service members who went missing in action or were lost or buried at sea during World War I and II, and in the Korean and Vietnam Wars.

AMERICAN MILITARY CEMETERIES AROUND THE WORLD

BELGIUM

Ardennes American Cemetery

164, Route du Condroz
B-1421, Neupré

Flanders Field American Cemetery

Wortegemseweg 117
8790, Waregem

Henri-Chapelle American Cemetery

159, rue du Mémorial Américain
4852, Hombourg

NETHERLANDS

Netherlands American Cemetery

AM Begraafplaats, 1
6269 NA Margraten

LUXEMBOURG

Luxembourg American Cemetery

50, Val du Scheid
L-2517, Luxembourg

ITALY

Florence American Cemetery

Via Cassia, S.N.
50023 Tavarnuzze (Firenze)

Sicily-Rome American Cemetery

Piazzale Kennedy, 1
00048, Nettuno

TUNISIA

North Africa American Cemetery

BP 346, Sidi Bou Said
2026 Tunis

PANAMA

Corozal American Cemetery

Calle Rufina Alfaró, Edif. #6566
Panama City

PHILIPPINES

Manila American Cemetery

McKinley Road
Global City, Taguig

Clark Veterans Cemetery

Manuel A. Roxas Highway
Pampanga

FRANCE

Aisne-Marne American Cemetery

Cimitière Américain
02400, Belleau

Brittany American Cemetery

Cimitière Américain
50240, Saint James

Epinal American Cemetery

385, Rue de la Rondenolle
88000, Dinozé

Lafayette Escadrille Memorial Cemetery

Floral arrangements and correspondence should be sent to Suresnes American Cemetery (below).

Lorraine American Cemetery

Avenue de Fayetteville
57500, St. Avold

Meuse-Argonne American Cemetery

Rue du Général Pershing
55110, Romagne-sous-Montfaucon

Normandy American Cemetery

Omaha Beach
14710, Colleville-sur-Mer

Oise-Aisne American Cemetery

Cimitière Américain, CD 2
02130, Seringes-et-Nesles

Rhône American Cemetery

553, Blvd John F. Kennedy
83300 Draguignan

Somme American Cemetery

Rue de Macquincourt
02420, Bony

St. Mihiel American Cemetery

Route du Verdun
54470, Thiaucourt

Suresnes American Cemetery

123 Boulevard Washington
92150, Suresnes

ENGLAND

Brookwood American Cemetery

Dawney Hill-Brookwood
Woking, Surrey, GU24 0JB

Cambridge American Cemetery

Coton, Cambridge, CB 23 7PH



**AMERICAN BATTLE
MONUMENTS COMMISSION**

"Time will not dim the glory of their deeds."

GENERAL OF THE ARMIES JOHN J. PERSHING

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