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History of the Ninety-Eighth Engineer (General Service) Regiment of African Americans in World War II Simon and Schuster

The combat engineers of the First Marine Division, 9th Engineer

Battalion, risked their lives daily in Vietnam as they cleared the roads of mines, repaired and paved the famous “Highway 1,” disarmed booby traps, built bridges and culverts, and destroyed enemy bunkers and tunnels. Despite their sacrifices and pain, the combat engineers in Vietnam have heretofore largely been ignored. This is the first oral (or other) history of the 9th Engineers, the only Marine battalion formed specifically to go to Vietnam. More than 35 men of the 9th talk about why they joined the Marines and their experiences in basic training. They speak candidly and compellingly about their five years (1966 to 1970) in country. The soldiers also discuss what it was like to come home and get on with their lives.

Road Gang

U.S. Government Printing Office

In April 2003, Major Wayne Sodowsky deployed in support of Operation Iraqi Freedom as the assistant operations officer of the 70th Engineer Battalion, part of 3rd Brigade, 1st Armored Division - a mechanized combat engineer unit. After doing a relief in place with 3rd Brigade, 3rd Infantry Division, his brigade took over battlespace in northwest Baghdad.

"When it became apparent that reconstruction was going to be the major mission," Sodowsky explained, "I became the battalion civil-military operations (CMO) officer. Within the division there were these Task Force Neighborhood projects and I became the point man on that for the battalion. Since we were co-located with the brigade, I got plugged in there and was fairly involved in that," dealing with transformer substations, water treatment plants and the like. Sodowsky also talks about working with a North Dakota National Guard company that could "build anything," the Task Force Fajr folks from the US Army Corps of Engineers, and his battalion commander who could speak Arabic and was, thus, hugely popular among the local residents. In addition, he tells how the Office of Reconstruction and Humanitarian Assistance (ORHA) at some point suddenly put a stop to all projects their division was doing and the resulting second- and third-order problems that order caused. "Balancing what we could do and what the local populace wanted" was a principal challenge throughout his deployment, as was the transition from combat

engineering tasks to those associated with stability and support operations. Sodowsky closes with recommendations on how this gap could be more easily bridged and also describes his encounter with a reporter who was only interested in details about a recent casualty event, not in any of the positive reconstruction projects they were doing. *Combat Engineer, Pacific Theater* iUniverse From Normandy to the heart of Germany itself, the 291st Engineer Combat Battalion literally paved the way for the Allies' final march to victory in Europe. This book shows how this important division provided critical access over the Rhine in the face of enormous resistance. Engineer combat battalion, corps and engineer combat support equipment company Author House At the induction center brave men fainted at the sight of doctors in white coats armed with needles. We were dumped into a Texas inferno where salesmen, clerks and teachers were transformed into ferocious fighting men, none so fierce however as the cooks who waved their butcher knives and screamed at defenseless K P s. Later we tasted the real hazards of war

at an advanced infantry training camp: bullets, grenades, bazookas and forced marches in pouring rains, risking pneumonia in a winter wasteland of mud and slush. In spite of these harsh conditions I won a quarter mile race and was rewarded with a beautiful brunette. Soon we were off, not to Europe or the Pacific but to Arkansas to form a new battalion of Combat Engineers and train for a suicide mission: To slow the advance of charging Panzers. One trainees, on guard duty, managed to slow the advance of a milk truck. We adopted a Little Rock bar as our own and later cloned it in England, France, and Germany. When we finally embarked for overseas we were so tough only one man became seasick on the Staten Island Ferry. Our health was checked as we ran past examining doctors to board a ship. Off to England we went, where some men soon learned about the unique sex habits of the kind of English women who welcome foreign soldiers into their arms. On to France, aboard a truly sickening Landing Ship for Tanks. I witnessed the Battle of the Bulge from a safe distance of fifty miles, while guarding a dark intersection in

Picardy. I was apprehended by a trigger happy M P who thought I was a Nazi spy. There were no charging Panzers after that and we sulked in dull unemploymen t. All this time we hated Warrant Officer Spode but, strangely, no one ever shot him. I encountered a charming angel in a drab mining town who taught me to love France. We crossed the Rhine in triumph, actually in the back of a truck, and soon I almost got shot in the men's room of a German restaurant. Joe was the shooter's name, and screwing up was his game. And finally the big wreaker driver, Bubba, discovered that a French woman can give birth to a big, beautiful, baby only six months after the affaire. The dupe actually handed out cigars, but abandoned his potential war bride to return, with his stolen French dog, to Coon Hollow and his remarkable mule. (Lucky for Her!)

Engineers, the Dynamic Corps

Bloomsbury Publishing

This "engrossing" (The Wall Street Journal) national bestseller and true "heartbreakin g tale of tragedy and redemption" (Hampton Sides, bestselling author of Ghost Soldiers) reveals how a discovered diary—found during a brutal World War II

battle—changed our war-torn society's perceptions of Japan. May 1943. The Battle of Attu—called "The Forgotten Battle" by World War II veterans—was raging on the Aleutian island with an Arctic cold, impenetrable fog, and rocketing winds that combined to create some of the worst weather on Earth. Both American and Japanese forces tirelessly fought in a yearlong campaign, with both sides suffering thousands of casualties. Included in this number was a Japanese medic whose war diary would lead a Silver Star–winning American soldier to find solace for his own tortured soul. The doctor's name was Paul Nobuo Tatsuguchi, a Hiroshima native who had graduated from college and medical school in California. He loved America, but was called to enlist in the Imperial Army of his native Japan. Heartsick, wary of war, yet devoted to Japan, Tatsuguchi performed his duties and kept a diary of events as they unfolded—never knowing that it would be found by an American soldier named Dick Laird. Laird, a hardy, resilient underground coal miner, enlisted in the US Army to escape the crushing poverty of his native Appalachia. In

a devastating mountainside attack in Alaska, Laird was forced to make a fateful decision, one that saved him and his comrades, but haunted him for years. Tatsuguchi's diary was later translated and distributed among US soldiers. It showed the common humanity on both sides of the battle. But it also ignited fierce controversy that is still debated today. After forty years, Laird was determined to return it to the family and find peace with Tatsuguchi's daughter, Laura Tatsuguchi Davis. Pulitzer Prize–winning journalist Mark Obmascik "writes with tremendous grace about a forgotten part of our history, telling the same story from two opposing points of view—perhaps the only way warfare can truly be understood" (Helen Thorpe, author of Soldier Girls).

The Corps of Engineers

Pickle Partners Publishing

At its peak in World War II, the United States Army contained over 700 engineer battalions, along with numerous independent brigades and regiments. The specialized soldiers of the Engineers were tasked with a wide variety of crucially important tasks including river bridging, camouflage, airfield construction, and water and petroleum

supply. However, despite their important support roles, the engineers were often employed on the front lines fighting beside the general infantry in the desperate battles of the European theatre. This book covers the role of these soldiers, from their recruitment and training, through their various support missions and combat experiences, forming an account of what it was truly like to be a combat engineer in World War II.

The Engineer

White Mane Pub

This report's aim is to assess the combat engineer brigade workload in support of an ALB-F (Air Land Battle Future) heavy corps. This report assumes the organic brigade engineer units satisfy the engineer workload within the immediate zone of brigade operations. The setting of this concept is a non- linear battlefield. The basic approach identifies engineer workload for a typical period of a scenario. Then, the Engineer Studies Center (ESC) divides the workload by the capability for the same period of a corps engineer battalion. Finally, the Center diverts some of battalion equipment workload to form equipment companies.

ESC performed this study using two scenarios. In Europe, ESC calculated a one-day fires phase. In Southwest Asia, the Center calculated a four-day maneuver phase. ESC identified tasks with priorities. Tasks also identified the required engineer unit with associated squad and various equipment hours. ESC performed excursions and looked at five alternative structures. The Center compared all alternatives to the base case. The report's findings determine: the future workload for a Corps Combat Engineer Brigade, the capability of a USAES (U.S. Army Engineer School) designed Combat Brigade to execute the calculated workload, and the optimal mix and number of units for this brigade within a fixed strength. ESC also offers additional suggestions to improve individual units.

US Combat Engineer 1941–45 Createspace Independent Publishing Platform

It is the story of the 24th Division’s Naktong River crossing with which this thesis is concerned. In writing an account of the 24th Division’s crossing, the historian cannot detract from the praise due the officers and men of the division who sacrificed so

much in crossing the Naktong River barrier; neither can he omit the roles played by the non-divisional troops who supported the crossing. Likewise, he should not disregard the adjacent units' actions that materially assisted the 24th Division in accomplishing its mission. For these reasons, I have chosen to relate the 5th Regimental Combat Team's attack on Waegwan and the 5th Cavalry Regiment's attack to secure the Taegu-Waegwan highway. Both of these operations were vital to the 24th Division's success; the first cleared the enemy from the east bank of the river and the second secured a main supply route for the division.

U.S. Army Engineers in World War I

Savas Beatie

At its peak in World War II (1939-1945), the United States Army contained over 700 engineer battalions, along with numerous independent brigades and regiments. The specialized soldiers of the Engineers were tasked with a wide variety of crucially important tasks including river bridging, camouflage, airfield construction, and water and petroleum supply. However, despite their important support roles, the engineers

were often employed on the front lines fighting beside the general infantry in the desperate battles of the European theatre. This book covers the role of these soldiers, from their recruitment and training, through their various support missions and combat experiences, forming an account of what it was truly like to be a combat engineer in World War II. *Ammunition Maintenance* Motorbooks International The Ninety-Eighth Engineer (General Service) Regiment, African American, embarked for North Africa in February 1943 and landed at Algeria. The regiment became nomadic and split up its battalions and companies to work in different locations, including port stewards, road construction, and clearing mines in the Kasserine Pass. All the while, they were moving forward with the combat units until they reached Tunisia. In December 1943, the Ninety-Eighth loaded aboard amphibious vehicle landing ships and sailed to Naples, Italy. As in North Africa, upon arrival, the regiment was split up and sent to different locations. It began work on the ports, roads, railroads, and reconstruction of buildings, minesweeping , and bridges. It moved up

the coast of Italy, ensuring that the roads and bridges could hold armor and other vehicles as combat units advanced up the boot. Eventually, the regiment reunited in Leghorn, Italy, where it added another battalion and worked in Pisa, Florence, and surrounding areas until September 1945.

Combat and Construction

Government Printing Office

As engineers in several pitched battles, elements of five divisions relieved the battalion as the Battle of the Bulge came to an end. When the American counter-offensive began, the 51st was in the forefront clearing roads and mines and bridging the Roer, the Rhine, and the Danube, along other natural obstacles to the American advance. When the war ended in May, the 51st had just finished several bridges over the Isar Canal. The 51st then turned to helping the Germans.

Interview with MAJ Wayne Sodowsky

Franklin Classics Trade Press

In 1965, soon after the first US combat troops had arrived in Vietnam, it was realized that in some areas the Viet Cong had developed vast tunnel complexes in which to hide from the enemy. It was long known that such complexes existed, but it was not realized just

how extensive they were in some areas, how important they were to the Viet Cong, and how difficult it was to detect and neutralize them. At first infantrymen volunteered to enter the tunnels armed with only pistols and flashlights – the 'tunnel runners' were born, known to the Australians as 'tunnel ferrets'. Starting as an ad hoc force of infantrymen, combat engineers and chemical troops, it was not long before units were 'formalized' as 'tunnel exploration personnel' and 4–6-man 'tunnel exploitation and denial teams' were created. They came to be known simply as 'tunnel rats' with the unofficial motto Non Gratum Anus Rodentum – 'Not Worth a Rat's Ass'. This title will be based on the personal accounts of those who served in this unique role and will describe the specialist training and equipment, not to mention the tactics and combat experiences, of those who fought an underground war against the Viet Cong in Vietnam.

The 51st Again! DIANE Publishing Captain Jim Decker returns for his second tour in Vietnam. With all his engineer experience in construction units, he is surprised to be assigned to a combat engineer battalion. And

surprise almost turns to shock as he learns that he will command a company detached from its battalion and under the operational control of the 122nd Separate Infantry Brigade (Airborne). Upon arriving at the brigade's basecamp, he learns that his company has been relegated to base support work such as repairing perimeter bunkers, improving the helipad, and expanding the ammunition supply point. Shortly after arrival he sees that the brigade could use his unit's support in its combat operations. But there are problems: How can he get his noncommissioned officers' support for changing the company's operations from work in a relatively secure area where almost all of the soldiers will successfully complete their Vietnam tour, to combat engineer support in the jungle with its very real risk of injury and death? How can he get his soldiers trained up for these jungle operations? How will he get the brigade to ever trust his "leg" engineers to support its airborne soldiers? If this is to work at all a great number of challenges must be overcome, to include training for jungle survival, for proficiency in individual and crew-served weapons, for

skills in booby trap identification and avoidance, for expertise in setting out trip flares and Claymore mines, and for constructing hasty field fortifications. However, nothing seems to work and the brigade appears determined to ignore Decker and his combat engineer company . . . until it finds itself in the fight of its life. Will Decker's efforts pay off? Maybe and maybe not. The fruition of months of hard training and the exciting ending are highlighted in the fight of Operation Valley Fury."

The Corps of Engineers: The War Against Germany
Bloomsbury Publishing

In the summer of 1969, young American men were called upon to go to Vietnam and to fight and die in a war that no one cared about any more. I was a first-hand witness to this. I had a wide range of experience in that conflict, and I saw "the good, the bad, and the ugly." My service included duty as an engineer with the paratroopers, a company commander with a construction battalion, a liaison officer for a Playboy Bunny, and a reconnaissance officer on the Cambodian border. The heart of my narrative is a road construction project in Viet Cong territory, but my service

carried me all across South Vietnam and out to sea with the Navy on Yankee Station. What I saw was the demoralizatio n of an army and the end of an era. What I experienced was my Rite of Passage.

US Army Order of Battle, 1919-1941

Osprey Publishing

Combat Engineer, Pacific Theater looks at the daily lives of ordinary young men who found themselves with a unique job to do at an extraordinary time and place in history. It tells the mostly untold story of the armys combat engineering battalions in the Pacific in World War II. As their name implies, the role of these soldiers was unique. They were trained both in construction and in combat, and were called upon to do both. With every step of the way contested, their job was to build an infrastructure for crossing the worlds biggest ocean, to take the fight to an implacable enemy where he lived. The focus is the experiences of the men in the ranks of the Thirty-Fourth Engineer Combat Battalion. Part of the Armys Twenty-Seventh Infantry Division, the battalion participated in two of the three largest and bloodiest amphibious assaults in military history, those of Saipan and Okinawa.

Tunnel Rat

in Vietnam Government Printing Office Presents professional information designed to keep Army engineers informed of current and emerging developments within their areas of expertise for the purpose of enhancing their professional development. Articles cover engineer training, doctrine, operations, strategy, equipment, history, and other areas of interest to the engineering community.

One Island, Two Soldiers, and the Forgotten Battle of World War II Xlibris Corporation George Patton is renowned for his daring tank thrusts and rapid movement, but the many rivers and obstacles his Third Army encountered crossing Europe required engineers spearheading his advance. A Combat Engineer with Patton's Army is the untold story of Frank Lembo, one of Patton's men who helped move the American command in the battle of Argentan in the Normandy Campaign, in the high-speed pursuit of the German Wehrmacht eastward across France, and in the brutal battles waged during the Battle of the Bulge and during the final combats along the borders of the collapsing Reich. Throughout his time in Europe Lembo maintained a running commentary

of his experiences with Betty Craig, his fiancé and future wife. This extensive correspondence provides a unique eyewitness view of the life and work of a combat engineer under wartime conditions. As a squad (and later platoon) leader, Frank and his comrades cleared mines, conducted reconnaissance behind enemy lines, built bridges, and performed other tasks necessary to support the movement of the 317th, 318th, and 319th Infantry Regiments of the Blue Ridge Division—Patton's workhorses, if not his glamour boys. Frank wrote about the deadly river crossings at the Moselle, Seille, and Sauer, all under enemy fire, and of the frustrating pauses when supplies were diverted. He participated in the mid-December sprint to Luxembourg and the relief provided at Bastogne during the Bulge, the liberation of concentration camps once Third Army had charged into Germany, and of their occupation duty in Bavaria. Frank's letters go beyond his direct combat experiences to include the camaraderie among the GIs, living conditions, weather, and the hijinks that helped keep the constant threat of death at bay. His letters also worked to reassure Betty

with hopeful dreams for their future together. Including dozens of previously unpublished photographs, A Combat Engineer with Patton’s Army: The Fight Across Europe with the 80th “Blue Ridge” Division in World War II offers the rare perspective of what day-to-day warfare at the ground-level looked like in the European Theater through the eyes of one of the men spearheading the advance.

An Engineer Combat Battalion in World War II

The 9th Engineer Battalion, First Marine Division, in Vietnam35 Personal Accounts NOTE: NO FURTHER DISCOUNT FOR THIS PRINTED PRODUCT- OVERSTOCK SALE -- Significantly reduced list price Engineers at War describes the role of military engineers, especially the U.S. Army Corps of Engineers, in the Vietnam War. It is a story of the engineers' battle against an elusive and determined enemy in one of the harshest underdeveloped regions of the world. Despite these challenges, engineer soldiers successfully carried out their combat and construction missions. The building effort in South Vietnam allowed the United States to deploy and operate a modern 500,000-man

force in a far-off region. Although the engineers faced huge construction tasks, they were always ready to support the combat troops. They built ports and depots, carved airfields and airstrips out of jungle and mountain plateaus, repaired roads and bridges, and constructed bases. Because of these efforts, ground combat troops with their supporting engineers were able to fight the enemy from well-established bases. Although most of the construction was temporary, more durable facilities, such as airfields, port and depot complexes, headquarters buildings, communications facilities, and an improved highway system, were intended to serve as economic assets for South Vietnam. This volume covers how the engineers grew from a few advisory detachments to a force of more than 10 percent of the Army troops serving in South Vietnam. The 35th Engineer Group began arriving in large numbers in June 1965 to begin transforming Cam Ranh Bay into a major port, airfield, and depot complex. Within a few years, the Army engineers had expanded to a command, two brigades, six groups,

twenty-eight construction and combat battalions, and many smaller units. Other products produced by the U.S. Army, Center of Military History can be found here: https://bookstore.gpo.gov/agency/1061

US Combat Engineer 1941–45 Dementi Milestone Pub

The 9th Engineer Battalion, First Marine Division, in Vietnam35 Personal AccountsMcFarland

First Across the Rhine McFarland

In 1927, Major General Commandant John A. Lejeune published a paper describing his beliefs regarding the role of engineers in the Marine Corps. He envisioned a service organization whose capabilities spanned the broad spectrum from performing military engineering as a member of a Marine Division in an amphibious assault operation to making cabinets for the garrison posts. As the remainder of the combat arms communities evolves, incorporating more modern weapon systems and rapid, highly dispersed maneuver tactics, the disparity between engineers and the infantry they support in terms of combined arms employment is increasing. Therefore, the Marine Corps should provide each combat

engineer battalion with a Marine	Corps infantry weapons	officer, or "gunner," MOS 0306.