Th Combat Engineer Battalion Corps Whl Volume 3 Issue

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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 Including dozens of previously unpublished photographs, A Combat Engineer with Patton's Army: The Fight Across Europe with the 80th "Blue Ridge" Division in World War II offers the rare perspective of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.

The Official History of the Second Regiment of Engineers and Second Engineer Train, United States Army, In the World War by William Augustus Mitchell, first published in 1920, is a rare manuscript, the original residing in one of the great libraries of the world. This book is a reproduction of that original, which has been scanned and cleaned by state-of-the-art publishing tools for better readability and enhanced appreciation. Restoration Editors' mission is to bring long out of print manuscripts back to life. Some smudges, annotations or unclear text may still exist, due to permanent damage to the original work. We believe the literary significance of the text justifies offering this reproduction, allowing a new generation to appreciate it.

U.S. Army Engineers, 1965-1970

Why Combat Engineer Battalions Need a "Gunner."

US Combat Engineer 1941–45

Combat Engineer, Pacific Theater

From Camp Adair to Germany

The Engineer

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.

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.

One of the cherished beliefs of those who do not know is that the logistical services of the Army lead a safe and boring life, even in the combat zone. The Combat Engineers and the Signal Corps began to cloud this belief in World War I. The Medical Corps, the Chemical Corps and the Bomb Disposal squads of the Ordnance Corps began to demand respect as dangerous assignments in World War II. In Korea all the services won the right to be shot at. War becomes increasingly a matter of logistics. The thin cutting edge of infantry, armor and artillery still contains the larger proportion of heroes, dead and alive, but these combat arms depend more and more on the services to provide them not only with the traditional beans and bullets, but with gasoline, transportation, medical service, concealing smoke, communications equipment, graves registration, potable water, laundry service—the list is endless. Here are some true accounts that tell how the services fulfilled their missions in a tough and dirty little war. There are tales of devotion to duty that match those of any combat arm. There are roles of technical proficiency combined with the foresight to seize opportunities as they arose. But because these are true stories, there are descriptions of actions whose only value is to indicate what should not be done, what lock of preparedness means in lives and dollars. Here is an honest book—one that had to be honest because it was conceived to tell the whole truth, for the education of our army. This is a book for every soldier, every youth who might become a soldier, every parent of every such youth. He succeeded, and the fruit of his labors is here.

Battle of the Bulge

The Evolution of Divisions and Separate Brigades

Proposed Force XXI Engineer Designs

The Forgotten Battalion

The War Against Germany

Journal of the 105th Engineer Combat Battalion, 30th Infantry Division, in the European Theater of Operations, 1944-1945

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.

After seven years of research, interviews and hard work, Steve has pieced together a history of the unit, from their training with the 70th Infantry Division at Camp Adair, Oregon, to their movement overseas and arrival in France in January 1945, their journey to the front were they entered combat in early February 1945 in France and continues on through their operations up to the end of the war in Germany in May 1945. He also includes much information on the duties of combat engineers, including the building of bridges, the placement and removal of minefields, the building and maintenance of roads, the detection and deactivation of booby traps, and the demolition of fortifications and anything else that stood in the way of the advancing American forces. Also covered is the equipment they used and the unit table of organization and equipment.

This monograph analyzes the ability of two proposed engineer organizations to adequately support the future Force XXI Division. Examinations of four historical case studies determine engineer support requirements for division operations. The U.S. Army's participation in Vietnam and Bosnia define engineer support analysis criteria for stability operations. Combat engineer support in World War II and the Persian Gulf define analysis criteria for major theater war. The key criteria are tactical bridging capability, breaching and countermine capability, combat construction capability, and engineer command and control capability. The monograph deems both proposed engineer designs inadequate to support the Force XXI division. Design One has inadequate amounts of tactical bridging and an insufficient number of engineer company headquarters to adequately conduct countermine/breaching missions. However, Design One's division-level headquarters is flexible and rapidly expandable, and should easily integrate additional engineer forces. Design One can plan and execute major division river crossings. With the addition of one additional corps combat engineer battalion, Design One will provide adequate divisional support. Design two will adequately support brigade operations but lacks division-level flexibility. The lack of a divisional engineer headquarters will preclude adequate integration of additional engineer forces without engineer headquarters augmentation. Design Two cannot adequately plan and execute division-level engineer mission such as major river crossings without significant augmentation.

History of the 283rd Engineer Combat Battalion

Engineer Combat Operations

Maneuver and Firepower

The History of the U.S. Army Corps of Engineers

First Across the Rhine

A Short History of the 9th Engineer Battalion

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.

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.

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.

The History of the 105th Regiment of Engineers

The 51st Again!

US Army Order of Battle, 1919-1941

Corps Engineer Operations Supporting Non-Linear Battle (CONLIB).

The Corps of Engineers

Station Lists and Statement Showing Rank, Duties, and Addresses of the Officers of the Corps of Engineers, United States Army

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 unemployment. 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!)

This "engrossing" (The Wall Street Journal) national bestseller and true "heartbreaking 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).

Corps engineer battalions have acquired more responsibility to provide support across the spectrum of conflict in the areas of mobility, countermobility, survivability, and general engineering. The various organizational designs of corps engineer units limit their capability to provide support in all four areas. The central research question asks: Is the proposed echelons above division engineer battalion design a better one for active and reserve component corps engineer forces to respond in a contingency? The method of evaluation is an adaptation of the seven characteristics of the Army Transformation Force: agility, deployability, lethality, responsiveness, survivability, sustainability, and versatility. The research evaluates the engineer units deployed under the current force structure in their ability to accomplish engineer support requirements (based upon the Army Facilities Components System) for a two-division peacekeeping deployment to Africa. The study then examines the ability of a hypothetical engineer force built around a proposed multifunctional corps engineer battalion design in the same operation. It also compares the two forces in personnel, equipment, and structure using the objective tables of organization and equipment. The force built around the proposed multifunctional battalion design is superior in all seven characteristics and has pronounced advantages in agility, deployability, responsiveness, survivability, and versatility.

History of the Ninety-Eighth Engineer (General Service) Regiment of African Americans in World War Ii

35 Personal Accounts

Engineers at War (Hardcover)

256th Engineer Battalion

Daily Life in an Army Construction Battalion in World War Ii

Engineer combat battalion, corps and engineer combat support equipment company

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

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.

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 Support in Korea

The 291st Engineer Combat Battalion in France, Belgium, and Germany

The Corps Engineer Battalion in Contingency Operations

The 9th Engineer Battalion, First Marine Division, in Vietnam

An Engineer Combat Battalion in World War II

"GORDY-ISMS" BOOK TWO

This thesis assesses the effectiveness of Future Engineer Force (FEF) transitions between full-spectrum operations. The main question is as follows: Does the FEF transition engineer units between offensive and stability operations in ways that achieve responsiveness, versatility, agility, effectiveness, and efficiency? The author addresses the main question by answering five secondary questions: What discrete capabilities do combat and general engineering units bring to the warfighter?; Who decides the priority of combat engineering and general engineering capabilities allocation and apportionment?; What organizations provide command and control to nonorganic engineer units?; Do engineer units possess sufficient strategic and operational mobility to achieve assured mobility in today's contemporary operating environment?; and Does engineering unit training adequately prepare engineer units to be effective in combat? The transition to and execution of stability operations during Operation Iraqi Freedom (OIF) posed significant challenges for the Engineer Regiment. This thesis identifies these challenges and uses them to compare the forces that executed the initial 30 to 60 days of OIF stability operations to the FEF. The following forces were analyzed: 3rd Infantry Division Engineer Brigade; 94th Engineer Battalion (Combat) (Heavy), Attached to 3rd Infantry Division (Mechanized); 1st Engineer Battalion (Combat) (Mechanized), of 1st Infantry Division (Mechanized); 54th Engineer Battalion OPCON to 3rd Armored Cavalry Regiment; 54th Engineer Battalion (Combat) (Mechanized) OPCON to 3rd Armored Cavalry Regiment; and 130th Engineer Brigade in Support of V Corps. The author found that FEF solutions to OIF challenges were better than the solutions derived by the units that served in OIF. However, the FEF can improve by addressing training shortfalls and mitigating the ramifications of not having an organic engineer battalion commander in each brigade combat team.

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.

An overview of the many missions that the U.S. Army Corps of Engineers (CoE) have performed in support of the Army and the nation since the early days of the Amer. Revolution. This heavily illustrated history looks at the role of the CoE in times of war as well as in building projects in the U.S. and other nations. Includes chapters on explorations and surveys, lighthouses, hydropower development, flood control, waterway development, the Panama Canal, the environmental challenge, the Manhattan Project, the space program, and changing military responsibilities and relationships. Portraits and profiles of the CoE's highest ranking officers are also included.

The Corps of Engineers: Troops and Equipment

Divisional Engineers of the "Old Hickory" (30th) Division

The Official History of the Second Regiment of Engineers and Second Engineer Train, United States Army, in the World War

Interview with MAJ Wayne Sodowsky

The Ardennes

A Combat Engineer with Patton's Army

"You better think of something positive, uplifting, motivational or funny and hold onto it tight; because the pain is coming!" That is what then wounded warrior, and now author Gordon L Ewell used to tell himself every morning prior to the surgeries, and the therapies, that faced him every day during a long and arduous six year recovery after being severely wounded in 2006 during the war in Iraq. He began to share his positive and uplifting thoughts with other Soldiers in the hospitals, trying to give them something to hold onto as well to get them through their day! It caught on quickly, and so began the birth of "Gordy-isms," Inspiring, Inspirational, and Thought Provoking Quotes to help everyone start their day! Gordon L Ewell (US Army Retired) served in the war in Iraq. He had one of the most dangerous missions; find the roadside bombs. He completed 59 combat missions, was blown-up on six different occasions, and saved countless lives. He was also severely wounded in the process. Blessed to cheat death on so many occasions, he now seeks to greet each day with a positive energy that is contagiously caring, light-hearted and motivational. This collection of his quotes was gathered during six very long and intense years he spent on his "Recovery Road." His quotes will make you laugh, smile, and feel good all over... and what an awesome way to start the day!

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

The 270th Engineer Combat Battalion in World War II

Does the Future Engineer Force Transition Engineer Units Between Offensive and Stability Operations in Ways that Achieve Responsiveness, Versatility, Agility, Effectiveness, and Efficiency?

The Corps of Engineers: The War Against Germany

Ammunition Maintenance

The War Against Japan

One Island, Two Soldiers, and the Forgotten Battle of World War II