

169th ENGINEER BATTALION

Document Collection
1944 through 1999



Prepared By

ROGER L. KNIGHT
COL, CE, USAR Ret

February 2000

This is a selective collection of United States Army, 169th Engineer Battalion documents found in the National Archives II. The location of each document is listed after the main body of text. Misspellings, phasing and words not found in the dictionary used by the original author were left intact.

Any comments by this preparer are stated and identified as such so that they will not be construed to be part of the original retyped document. These comments were added to help clarify the information contain therein.

This collection is for the reader who wants to know more details about the battalion, where it has been located and some of the projects the companies have completed.

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Prepared By Roger L. Knight

Roger Knight was a First Lieutenant with D Company, 169th Engineer Battalion (Construction) from June 1969 to July 1970 as an Operations Officer and 2nd Platoon Leader. D Company was located in Long Binh, Vietnam, then moved to a base camp located at the intersection of highway QL-20 and the LaNga River.

169TH ENGINEER BATTALION

THE BATTALION CREST

The 169th Engineer Battalion coat of arms consists of a shield and motto.



SHIELD: Per fess enhanced dovetailed of three argent and gules, in base a fleur-de-lis flowered of the first.

CREST: None

MOTTO: "Mind and Hand"

Scarlet and white are the colors of the Corps of Engineers. The fleur-de-lis flowered was suggested by the coat of arms of Florence, Italy, where the battalion was activated after being reconstituted in 1944. The dovetail is used to allude to an engineering construction principle. The three points represent the organization's three battle honors awarded for service in Italy during World War II.

Source: United States Army Orders QMGRD-H 424.2 and 421.4, Office of the Quartermaster General, Washington 25, D.C, Subject: Coat of Arms and Distinctive Insignia for the 169th Engineer Battalion, dated Jan 26, 1956. Retyped from the original in 169th Engineer Battalion, RG 472, Stack 270, Row 34, Compartment 34-, Shelf 7-, Box 1-Organizational History 1954-1972, National Archives II.

The motto "Mind and Hand" is indicative of the qualities and skills required of the Engineer Soldier - "A Man Doing a Man's Job".

Source: "169th Engineer Battalion (Construction), Fort Stewart, Georgia, 1963" prepared by the Information Office, Troop Information Division, Fort Stewart, Georgia, excerpts from pages 2 and 3. Document obtained from the Fort Belvoir Engineer Museum during the summer of 1986.

CHRONOLOGICAL HISTORY

1. Constituted 25 February 1943 in the Army of the United States as the 169th Engineer Combat Battalion.
2. Activated 25 June 1943 at Camp Beale, California.
3. Disbanded 1 May 1944 at Camp Ellis, Illinois.
4. Reconstituted 3 August 1944 in the Army of the United States.
5. Activated 16 September 1944 at Florence, Italy.
6. Inactivated 18 February 1946 at Fort Jackson, South Carolina.
7. Allotted to the Organized Reserves, redesignated 373rd Engineer Construction Battalion on 17 May 1947 and assigned to Fifth Army, 23 May 1947.
8. Activated 11 June 1947 with headquarters at Fargo, North Dakota.
9. (Organized Reserves redesignated 25 March 1948 as the Organized Reserve Corps: redesignated 9 July 1952 as the Army Reserve)
10. Inactivated 15 November 1950 at Fargo, North Dakota
11. Redesignated 169th Engineer Construction Battalion 25 June 1952.
11. Redesignated 169th Engineer Battalion (Construction) withdrawn from the Army Reserve and allotted to the Regular Army, 29 September 1954.
12. Activated 15 November 1954 at Camp Stewart, Georgia.
13. Reorganized under TOE 5-115D on 23 September 1960 at Fort Stewart, Georgia.
14. The 169th Engineer Battalion arrived in Vietnam on 30 May 1966 and was operational on 10 June 1966.
15. Inactivated 30 April 1972 at Oakland Army Base, California.
16. Headquarters transferred 30 September 1986 to the U.S. Army Training and Doctrine Command and organized at Fort Leonard Wood, Missouri.

Sources: "169th Engineer Battalion (Construction), Fort Stewart, Georgia, 1963" pamphlet prepared by the Information Office, Troop Information Division, Fort Stewart, Georgia, excerpts from pages 2 and 3. Obtained from the Fort Belvoir Engineer Museum during the summer of 1986.

Entries 9, 11, 15 and 16 obtained from an informational sheet provided by the Engineer Museum, Fort Leonard Wood, Missouri, June 1999.

DA Lineage and Honors, Book 13, 169th Engineer Battalion documents items 1 through 12 above, stamped 30 July 1968, located in the Photo Archives, National Archives II, College Park, Maryland.

Current Battalion Address:

Commander
169th Engineer Battalion, 1st Engineer Brigade
1243 Iowa Avenue
Ft. Leonard Wood, MO 65473-8963

SUMMARY HISTORY OF THE 169TH ENGINEER BATTALION

The 169th Engineer Battalion has a long and distinguished history of service and achievement. Its history started in World War II with the Allied Invasion of Italy in September 1944. This Battalion fought its way up the Italian Peninsula to capture Rome, the capitol of Italy, the Ally of Nazi Germany. Although the Italians were no longer a viable opposing force after the capture of Rome, Italy was occupied by a very formidable German Army which was making the Americans and her Allies pay for every inch of Italian soil with their sweat, effort and blood. It wasn't until some seven months later this Battalion's combat and construction engineers could rest-that was after they, along with thousands of other Allied soldiers pushed the Nazi Army through the Apennines and out of the PO Valley of Northern Italy in full disorganized retreat and eventual capture. They destroyed enemy bunkers, cleared roadways, built many bridges to replace those destroyed by the retreating enemy in order to impede the Allied advance. They removed barbed wire obstacles-in addition to building enemy prisoner of war compounds and all those things combat and construction engineers do in combats. Lastly, they fought as infantry when necessary. For those actions they received three campaign streamers- Rome, North Apennines and the PO Valley.

The 169th Engineer Battalion was again called upon to serve in the Vietnam War. For seven years this Battalion served with pride, honor, valor and distinction a war which had no front lines and where the farmer working in the fields next to your camp by day, became an enemy attacking you by night. This Battalion built hundreds of miles of roads, constructed hundreds of Quarters for American Soldiers throughout the Delta regions of South Vietnam -they built bridges, installed culverts, repaired Heavy Engineer Construction Equipment, cleared land-all those things that Heavy Engineer Construction Equipment Operators, Mechanics, Carpenters, Plumbers, Electricians, Structures Specialists and Combat Engineers do to support the United States Army. This Battalion is the most highly decorated Engineer Battalion on Fort Leonard Wood with the credit for 14 campaigns in Southeast Asia and three in World War II. It has also been decorated with three meritorious unit commendations and one Vietnam Civil Actions Honor Medal.

Source: Internet web page: <http://www.wood.army.mil/1STBDE/169th/history.html> dated August 1999

PERIODS OF ACTIVE SERVICE

June 1943- May 1944 (Camp Beale, CA / Camp Ellis, IL)

September 1944-February 1946 (Italy)

June 1947-November 1950 (Fargo, ND-Army Reserve)

November 1954-May 1966 (Fort Stewart, GA)

May 1966-April 1972 (Long Binh, Vietnam)

September 1986-Present (Fort Leonard Wood, MO)

Source: 169th Engineer Battalion Plaque located in the Regimental Hall, Engineer Museum, Fort Leonard Wood, Missouri, 1999.

CAMPAIGN STREAMERS

As of 1963, the 169th Engineer Battalion proudly displays from its colors three Campaign Streamers awarded the unit for service in Italy during **World War II**. These honors were earned in the Rome Arno, North Apennines and PO Valley Campaigns.

Vietnam Campaigns included:

- | | |
|---------------------------------|----------------------------------|
| (1) Counteroffensive | (9) Summer-Fall 1969 |
| (2) Counteroffensive, Phase II | (10) Winter-Spring 1970 |
| (3) Counteroffensive, Phase III | (11) Sanctuary Counteroffensive |
| (4) Tet Counteroffensive | (12) Counteroffensive, Phase VII |
| (5) Counteroffensive, Phase IV | (13) Consolidation I |
| (6) Counteroffensive, Phase V | (14) Consolidation II |
| (7) Counteroffensive, Phase VI | (15) Cease-Fire |
| (8) Tet 69/Counteroffensive | |

Source: 169th Engineer Battalion Plaque located in the Regimental Hall, Engineer Museum, Fort Leonard Wood, Missouri

DECORATIONS

Meritorious Unit Commendation (Army), Streamer embroidered VIETNAM 1966-1967

Meritorious Unit Commendation (Army), Streamer embroidered VIETNAM 1967

Meritorious Unit Commendation (Army), Streamer embroidered VIETNAM 1967-1968

Republic of Vietnam Civil Action Honor Medal, First Class, Streamer embroidered VIETNAM 1967-1970

Source: 169th Engineer Battalion Plaque located in the Regimental Hall, Engineer Museum, Fort Leonard Wood, Missouri.

BATTALION PLAQUE

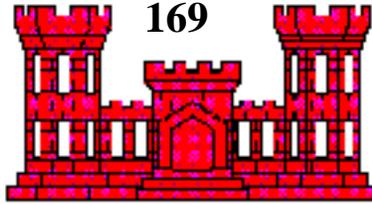
On 11 September 1998 a commemorative plaque was dedicated and placed in the Regimental Room of the Engineer Museum at Fort Leonard Wood. A small size duplicate is available for sale from the Regimental Gift Shop.

For more information plus a picture of the plaque, see Internet site:
<http://www.wood.army.mil/1STBDE/169th/plaque.html>

The illustration is an approximate portrayal. A copy was downloaded from the Internet and parts rebuilt for sharpness to give the reader a general idea of what was on the plaque.

169TH ENGINEER BATTALION

MIND AND HAND



ITALY



VIETNAM



MISSOURI



Periods of Active Service

June 1943- May 1944 (Camp Beale, CA/Camp Ellis, IL)
 September 1944-February 1946 (Italy)
 June 1947-November 1950 (Fargo, ND-Army Reserve)
 November 1954-May 1966 (Fort Stewart, GA)
 May 1966-April 1972 (Long Binh, Vietnam)
 September 1986-Present (Fort Leonard Wood, MO)

Lineage and Honors

Campaign Participation

World War II

Rome-Arno
 North Apennines
 Po Valley

Vietnam

Counteroffensive
 Counteroffensive, Phase II
 Counteroffensive, Phase III
 Tet Counteroffensive
 Counteroffensive, Phase IV
 Counteroffensive, Phase V
 Counteroffensive, Phase VI
 Tet 69/Counteroffensive
 Summer-Fall 1969
 Winter-Spring 1970
 Sanctuary Counteroffensive
 Counteroffensive, Phase VII
 Consolidation I
 Consolidation II
 Cease-Fire

Unit Decorations

Meritorious Unit Commendation
 1966-1967
 Meritorious Unit Commendation
 1967
 Meritorious Unit Commendation
 1967-1968
 Republic of Vietnam Civil Action Honor
 Medal 1967-1970

Plaque Donors

LTC Dale A. Carr
Ft. Leonard Wood, MO

CPT Samuel M. Ligo
West Point, NY

LTC (Ret) Billy G. Reynolds
Corpus Christi, TX

LTC (Ret) Clifford Flanigan
Huntsville, AL

BG (Ret) Robert S. McGarry
Potomac, MD

Mr. John T. Rhett
Arlington, VA

LTC & Mrs. Allen C. Estes
Ft. Leonard Wood, MO

COL (Ret) George M. Miller
Herndon, VA

Mr. Leroy A. Schmidt
Albion, MI

MG Peter A. Gannon
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MAJ & Mrs. Robert Peller
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COL (Ret) William T. Harvey
Alexandria, VA

MG (Ret) Louis W. Prentiss, Jr.
Newburg, MO

MAJ & Mrs. Curt D. Weiler
Fort Leonard Wood, MO

LTC (Ret) William D. Horton, Jr
Albuquerque, NM

COL (Ret) Marvin W. Rees
Burke, VA

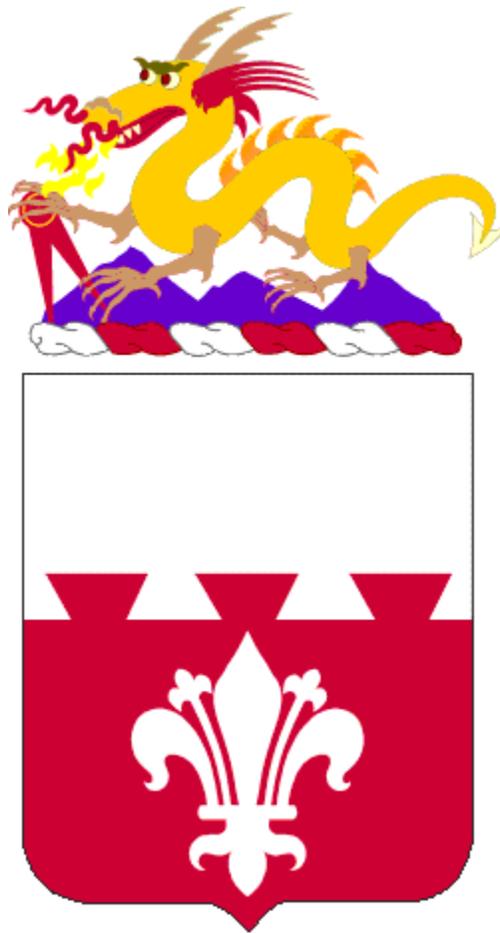
MG (Ret) William R. Wray
Fair Oaks Ranch, TX

BATTALION COIN

During 1998 a new battalion coin was struck by direction of the battalion commander, LTC Allen C. Estes.



NOTE: This coin is about twice its normal size to show the details.



SHIELD

Scarlet and white are the colors of the Corps of Engineers. The fleur-de-lis flowered was suggested by the coat of arms of Florence, Italy, where the battalion was activated after being reconstituted in 1944. The dovetail is used to allude to an engineering construction principle. The three points represent the organization's three battle honors awarded for service in Italy during World War II.

CREST

The many campaigns in which the 169th participated, during the Vietnam conflict are recalled by the golden dragon, holding an engineer's divider to symbolize the outstanding construction work the unit accomplished in support of military operations during 1967 and 1968. The mountains represent the rugged country in which exacting land development projects were completed and also symbolize the regions in Italy where the unit saw action during World War II, specifically the Po Valley, North Apennines and Rome-Arno. Scarlet denotes courage and recalls three Meritorious Unit Commendations and the Republic of Vietnam Civil Action Honor Medal awarded the 169th in the period 1966 to 1970.



WORLD WAR II

169TH ENGINEER COMBAT BATTALION

I. Activation:

1. The 169th Engineer Combat Battalion was activated on 16 September 1944, per General Order Number 151, headquarters, Fifth Army, dated 12 September 1944, at Florence, Italy.

2. Personnel of the First Battalion, 337th engineer General Service Regiment was transferred to the 169th Engineer Combat Battalion, per Special Order Number 41, Engineer headquarters, Fifth Army, dated 16 September 1944, for activation of this organization.

3. The 169th Engineer Combat Battalion was attached to the 1338th Engineer Combat Group for operating, then attached to Engineer headquarters, Fifth Army and was assigned to Fifth Army.

4. Strength upon activation was:

- a. 17 Officers
- b. 2 Warrant Officers
- c. 540 Enlisted Men

5. The following Units were formed in the Battalion:

- a. Battalion headquarters
- b. headquarters and Service Company
- c. Medical Detachment
- d. Company "A"
- e. Company "B"
- f. Company "C"

6. The following officers were in Command upon date of activation:

- a. Harold J. Moe, Captain, Battalion Commander.
- b. Louis J. Paglierani, 1st Lt., Hq. and Serv. Company.
- c. Roderick J. Carruthers, Captain, Med. Det. Commander.
- d. Francis M. Nichola, Captain, Company "A" Commander.
- e. Fred E. Wennlund, Captain, Company "B" Commander.
- f. Ralph s. Altman, Captain, Company "C" Commander.

II. New Command:

1. Major Roy A. Doman, 0-347215, assumed Command on 1 October 1944.

IV. Operations:

Since the activation on 16 September 1944 the 169th Engineer Combat Battalion has expended 116,328 man hours of work and have performed the following engineering works:

- a. Opened and maintained ninety-four (94) miles of roads, using 9176 cubic yards of crushed rock and gavel and have expended 93, 910 man hours.
- b. Fourteen (14) of these ninety-four (94) miles have been practically rebuilt as the roads were nothing but mud when taken over.
 1. The entire road was covered with eight (8) inches of mud and by diligent and systematic drainage it was practically free of mud in two (2) days time.
 2. High winds, rain, snow, and exceptionally heavy divisional traffic presented unusual difficulties, but here again, the 169th Engineers have gone to work with a happy heart and have lived up to the old engineer saying of "Never say it can't be done."
 3. To date, 7060 cubic yards of crushed stone and gravel have been spread on this road and Quarries have been operating on a twenty-four (24) hour basis to meet the ever increasing need for crushed rock and gravel.
- c. We have constructed six (6) semi-permanent timber bridges with an aggregate length of 254 feet and have expended 5616 man hours in their construction.
- d. Three Bailey Bridges totaling 560 feet in length have been built with an expenditure of 531 man hours.
 1. One of these bridges was a 450 feet, five span, T.S. class 40 Bailey Bridge. The bridge was supported by Bailey Panel Cribs resting on Pile Piers. Approximately 100 feet of the bridge had been constructed when it was necessary to halt operations pending the arrival of special parts.
 2. In the mean time the Bailey Panel Cribs were set in place and when the special parts arrived, the cribs were jacked up and the parts inserted.
 3. Twenty-three (23) hours after the arrival of these special parts, the bridge was completed and open for traffic. After having expended approximately 4300 man hours.
- e. A mine detail consisting of fifteen enlisted men was furnished to the 51st Signal Battalion to assist them in the construction of the main telephone line to Bologna, 2040 man hours were expended for this job and a total of 2240 for all mine jobs by this Battalion.
 1. Other jobs completed by our Battalion are the reconstruction of two masonry arch bridges by the use of Italian civilian labor.
- f. Construction of roads and towing service for the 204th Quartermaster class III Truckhead. At the time this job was assigned, the truckhead was very far forward and it was imperative that it be completed in the shortest time possible.
 1. Due to mud caused by incessant rains it was necessary to keep a D-7 tractor at the truckhead for almost three weeks to assist in pulling trucks out.
- g. A twenty-four (24) hours per day traffic count was taken on route # 6529. at the end of ten (10) day period a total of 14,122 vehicles had passed the station. The check is still being conducted to determine whether there is a increase or a decrease in traffic.

- h. A temporary P.W. enclosure was constructed South of the Arno River. Work here included the construction of doors, windows, latrines and the laying of a concertina barbed wire fence, 820 man hours were expended.

1. A total of 7440 man hours were expended on various miscellaneous jobs of this sort.

- i. We established and maintained a total of four (4) water points which produced approximately 55,000 gals of water. This was used by our own as well as by many other units.

- j. A total of then (10) Rock Quarries and Gravel pits were established and maintained to provide for the ever increasing road needs, 1040 man hours produced 9176 cubic yards of crushed rock and gravel which has been spread on our assigned roads. Of this amount, over 7060 cubic yards have been spread on one fourteen mile stretch of road.

- k. An interesting project is now being carried on in our S-3 section. We were given the problem of designing a 2000 foot bridge across a gap at an unknown location. From recent air reconnaissance information, our engineers choose an arbitrary site and designed to bridge for it.

1. Two (2) designs were decided upon, and a complete set of working drawings and operational plan for each was prepared. The operational plan consisted of the proposed manner of construction each bridge, the amount of material and the number of men necessary to complete the bridge. Complete stress diagrams were also prepared and checked for the respective factors of safety just as in civilian practice.

2. If constructed according to plan, the bridge can be built by a Battalion of men in 28 days.

- l. A recapitulation of the man hours expended by our Battalion since its activation follows:

Timber Bridges	5616 man hours
Bailey Bridges	5314
Mines & Booby Traps	2240
Road Repairs	93910
Quarries	1040
Water Points	768
Miscellaneous Jobs	<u>7440</u>
	116,328 total man hours

1. This stretch of road was nothing more than a mule trail, but nevertheless it was being used as a Main Supply Route by several front line divisions.

Source: United States Army, 169th Engineer Battalion, "169TH ENGINEER COMBAT BATTALION". Retyped from the original in RG 407, Stack 270, Row 62, Compartment 1-, Shelf 6-, Box ENBN-169-0.1 to ENBN 169-2, National Archives II.

World War II:

**SUMMARY OF THE HISTORICAL RECORD OF THE 169TH ENGINEER (C)
BATTALION** from 1 November 1944 to 8 May 1945

On the first day of November 1944, the entire battalion was located on Route 6529. The road was at first nothing more than a crooked, muddy, rock-strewn mule trail that had been in existence for a great many years. The road wound around the hillsides and through narrow valleys past the towns of PIANCALDOLI, GIUGNOLA, BELVEDERE and many other small towns.

The little donkey had been the main source of travel and not even the ever present bicycle appeared on the muddy trail. Most of the farm lands were planted on the sides of steep embankments. It was impossible to see how the tender roots had obtained a foot hold in the rocky ledges.

There was always danger of cloudbursts that would in a very short time come rampaging down from the heights and flood the narrow roads and make them a muddy Quagmire, leaving them impassable for many days.

This is the situation that faced the men of this battalion as they pushed and shoved heavy rocks into shell craters that dotted the roadway for several miles. The road had to be widened and made ready to receive heavy traffic capable of moving troops and ammunition, tanks and convoys laden with gasoline and food supplies, ever northwards, within the reaches of German held BOLOGNA.

Rock Quarries were located and crushers set in place. Large ramps were built from which R-4 Dozers quickly pushed crushed rock over the sides into the bed of the waiting trucks that stood with idled motor below.

Quantities of dynamite were used to blast the heavy rock from the hillsides. Day after day, men hauled the larger pieces and dropped them into holes that seemed to have no bottom. Often trucks would appear for a moment and then fall completely out of sight as they dropped into deep shell craters.

Road graders and Dozers worked daily to widen the road while the men cleared the ditches of rotten logs that had lain there for years along with other accumulated waste. Constant patrols were necessary throughout the entire rainy winter season. It was necessary to widen and improve existing culverts and install many others. Quarries were being operated both day and night, with every truck available always on the move, hauling gravel from the river bottom to smooth over the larger rocks that had been used as fill.

A traffic survey was made to determine the amount of traffic that passed daily over the much improved road. Curves were being widened and revetments built to hold back the high sloping sides of the road and keep it from sliding down and once more filling up newly cleaned ditches which at times became fast flowing streams, feeding into rampaging rivers below.

Company "C" took over a job of tearing down a tower for Fifth Army. The tower had become unsafe and due to the danger it was ordered removed. Work on the tower was accomplished during the cold and rainy weather. It was a precarious task for workers were almost directly below working in offices. many times they had to be removed to prevent accidents. The job was started on 12 November 1944 and completed on 19 November 1944.

The Quarries were turning out, on an average, better than 250 loads of gravel, crushed stone and rock daily. After working for nearly three full months, the road had become a good, two-lane highway, capable of carrying the heaviest of equipment. Traffic had continued to climb with the vastly improved conditions of the road.

On the 23rd day of the month, snow removal stations were being organized for the clearance of roads during the coming winter season that would bring with it the ice and snow, heavy snowfalls would block the roads and tie up the progress of the men serving at the front. It would be necessary to organize crews to man snowplows, prepare for stranded trucks and provide rations facilities.

Two stations were organized and placed under the direction of non-commissioned officers. First-Aid stations were also included in the arrangements. Facilities for radio communications were established to maintain contact with main snow stations.

Operations Section began to make drawings of a proposed 2000 foot bridge of semi-permanent design. After several possibilities were tried it was finally decided to use Bailey Bridge panels as stringers. Complete working plans and a material list were drawn up and held in readiness for future operations. The PO River was used as a proposed site. All measurements were taken from aerial photos.

The carpenters began to winterize all heavy equipment and jeeps and weapons carriers. Heavy plate glass was used on the heavier equipment to prevent breakage.

The month of December started out with full scale employment of civilian laborers to work on and maintain Route 6529. At this time the battalion was also maintaining Route 937 to CASTEL DEL RIO from the junction of Route 6529. This assignment was originally part of that being maintained by the 182nd Engr Combat Battalion. It was taken over by the 169th Engr (C) Bn while the other unit went to rest camp.

"C" Company began erecting prefabricated huts for the 8th Evac Hospital on 5 December 1944. A towed type road grader was on loan to the 39th Engrs and continued in their possession for several days. The water point was turning out to nearby units as well as to our own organization, an average of 10,000 gallons of water daily.

On 16 December 1944 "A" Company went to the rest camp at MONTECATINI and remained there for five days. Their work was divided by the rest of the companies until they returned on 20 December when "B" Company went to rest camp. At this time we had our first heavy fall of snow that covered the fields and roads, making driving hazardous. All snow stations worked on a 24 hour shift in an effort to keep the roads clear of all blocks. Large stock piles of gravel were used to combat the icy roads. Winches were hooked into heavy tanks to keep them moving up the steep hills and around blind treacherous curves. Road markers were placed along the road to keep the traffic from falling into snow filled ditches.

On 25 December 1944 "C" Company went to rest camp. Road maintenance went on as usual. All work was taken over by the remaining companies until "C" Company returned on 30 December 1944.

During the month of January, 1945 a training program was put into effect. This program affected two platoons daily and at no time interfered with the regular schedule of work. The program was changed weekly and covered many subjects. The inaugural program began with a clothing and equipment check, followed by a well constructed refresher course in the building of bridges, both Bailey and semi-permanent types. The second phase was the discussion of new types of mines and every effort was made to have the men become familiar with them. Cleanliness and military courtesy was also stressed. Company Commanders, or men appointed by them, conducted an Information and Education program.

The third schedule of training was started on 16 January 1945. This was a review of previous courses, but had in addition, showings of film training strips on the building of bridges and mines.

There were no bridges constructed during the month of January, 1945.

During the month of February road reconnaissance was made of the new stretch of Route 937 and a report made of all existing road conditions, bridges and culverts. Information as to the location of possible quarry sites was also listed. It was planned to open this road for class 40/70 traffic if conditions warranted it. An additional survey was made of Route 6531 and the same notations made as in regards to Route 937.

A power survey was made of II Corps headquarters and the 91st Division headquarters to determine the number, size, use and condition of all generators, and the number of appliances operated by each.

In addition to the regular assignment of the maintenance of roads, battalion had three construction jobs. Two of these were culverts and the third was the building of a semi-permanent bridge.

The culverts were built entirely of native material that was located as near as possible to the site itself. Bailey Bridges had been constructed over these two gaps, but were removed during the construction of the culverts. As soon as the culverts were finished, all Bailey material was hauled to the dumps and stacked. The culverts were both started on 26 January 1945 and finished on 15 February 1945.

"B" Company began the construction of their semi-permanent bridge on 31 January 1945. This bridge was renamed "Charlie" Bridge, after the name of the original bridge which had been constructed there. This had been a Bailey Bridge and required a lot of jacking in order to keep traffic moving. While the bridge was under construction it was necessary to route traffic over an existing by-pass. This bridge had an unusual feature. The guard rails were cut a little shorter and it appeared as if the bridge was much wider and longer than it actually was. It was a two span, 75 foot, class 30/50, semi-permanent, timber, steel stringer bridge.

The expected heavy fall of snows did not arrive, so the men at the snow posts spent a very quiet month.

The month of March was very quiet. It was spent mostly in the maintenance of roads and the clearing up of all assignments. An efficient sprinkling system was arranged and used daily on the roads. Several men in the battalion attended Floating Bailey Bridge School in CAPUA, Italy. After their return, a training schedule was prepared and a training site selected near PISA, Italy.

On the third day of April 1945, the battalion moved to CASCINE NUOVA, and immediately began training for the building of a Floating Bailey Bridge across the PO River. The training lasted for two weeks and at that time the entire battalion moved to Route 67531 and immediately began patrolling roads. At this time there was little work to be done in the way of improving the existing roads.

The battalion moved again then in the space of four days. This time we were only a short distance out of BOLOGNA. Here, "B" Company erected a Bailey Bridge and "A" Company began the construction of another bridge. Before work could get any further than clearing of piers and abutments, the battalion was again moved. This time we were instructed that we were to erect the Floating Bailey Bridge that we had practiced on for two weeks across the PO River. We moved out at 0200 hours on the morning of 25 April 1945.

The advanced party traveled through the deserted streets before the PO and arrived at the site at 0630 hours. The Infantry was still clearing German soldiers from ruined buildings across the river. Everything about was a scene of desolation and quiet. The surveyors set up a center line of the bridge and the dozer operators began work at once.

One of the dozers had to be taken across the river on a ferry boat.

The dozer operators worked until noon the following day. At this time materials had arrived in such quantities that actual construction of the bridge could get under way. From the time that actual construction started and until the bridge was finished, it required 34 hours.

During the time that the building was going on, a big crowd gathered to watch. Four German Soldiers who had donned civilian clothing were among them. Upon their capture they were questioned by the military police. They had never seen anything to equal the giant task of construction. They marveled at the ease with which the men prepared and launched the bridge and the short space of time that it required to build it.

Before the bridge had been completed, the dozer operators were again hard at work in clearing another site at the ADIGE River near LAGNANO. This bridge was constructed in a period of ten hours.

The battalion did not pause to rest. It carried on to three other bridges. The bridges are all semi-permanent. One is being built on Bailey Panels for stringers and the other two are being made from regular steel girders. Work has not yet been completed.

Water gauges are also being maintained on both the PO River and the ADIGE River.

Source: United States Army, 169th Engineer Battalion, "SUMMARY OF THE HISTORICAL RECORD OF THE 169TH ENGINEER (C) BATTALION". Retyped from the original in RG 407, Stack 270, Row 62, Compartment 1-, Shelf 6-, Box ENBN-169-0.1 to ENBN 169-2, National Archives II.



World War II Campaigns

- (1) (a) Name: Naples-Foggia
(b) Duration: 9 Sep 43 to 21 Jan 44
(c) Purpose: To secure Naples as the main port and its road net. Also to secure the Airfields in the Foggia Area.
(d) Authority ordering: 15th Army Group
- (2) (a) Name: Rome-Arno
(b) Duration: 22 Jan 44 to 9 Sep 44
(c) Purpose: To secure the Capitol of Italy, its road net, and to drive the Germans north of the Arno River
(d) Authority ordering: 15th Army Group
- (3) (a) Name: North Appennines
(b) Duration: 10 Sep 44 to 4 Apl 45
(c) Purpose: To secure the high ground overlooking the Po river valley in preparation for the drive into the Po Valley
(d) Authority ordering: 15th Army Group
- (4) (a) Name: Po Valley
(b) Duration: 5 Apl 45 to 8 May 45
(c) Purpose: To destroy the German in the Po Valley so that they will be unable to withdraw to the Alps and prolong the struggle there
(d) Authority ordering: 15th Army Group

Source: United States Army, 169th Engineer Battalion, "Campaigns ". Retyped from the original in RG 407, Stack 270, Row 62, Compartment 1-, Shelf 6-, Box ENBN-169-0.1 to ENBN 169-2, National Archives II.



CAMP STEWART FORT STEWART

1954 Camp Stewart: HISTORY OF THE 169TH ENGINEER BATTALION (CONSTRUCTION)

In January 1954, Lieutenant General A. R. Bolling, Third Army Commander, and Brigadier General Richard W. Mayo, Camp Stewart Commander, decided that Camp Stewart could provide facilities for concurrent training of tank units without detrimental effect to its role as an AAA Training Center. This decision was reached after a comprehensive study was made of the available maneuver areas and ranges. An extensive trafficability survey revealed that tank training was feasible at Camp Stewart on a year-round basis; it also revealed that this areas provided many advantages not to be found elsewhere.

Before tank units could conduct their field and gunnery training at Camp Stewart, certain work was necessary: tank trails, and tank gunnery ranges had to be constructed. The 169th Engineer Construction Battalion (then the 423rd Engineer Construction Battalion, stationed at Camp Rucker, Alabama) was selected for this important and vital mission. The unit advance party arrived at Camp Stewart on 26 January 1954, and was followed shortly afterward by the battalion main body of 461 officers and enlisted men.

The first project assigned to the 169th Engineers was to construct approximately 32 miles of tank trails between the main camp area and the Glisson's Pond Field Camp area on the reservation. Work was completed in one month—a remarkable achievement considering the task: the existing roads and trails had to be straightened, connected, drained, and widened; new bridges had to be built, and existing bridges had to be strengthened to accommodate the weight of M-48 General Patton tanks.

Shortly after satisfactory completion of its first mission, additional commitments were placed on the battalion to further prepare Camp Stewart for its role of training both tank and AAA Units. With a three-month deadline placed on the projects, the battalion immediately went to work building a complete set of ranges at five sites in the Glisson's Pond area which would enable tank gunners to fire their eight-table qualification course. Also, another segment of tank trail—15 miles long—was constructed to provide additional facilities for movement of tactical and administrative vehicles to the Glisson's Pond Area.

These projects were completed by 1 May 1954, and included building a 1.5 mile railroad track for use on moving target ranges.

To accomplish their mission within the target period, personnel of the battalion worked a seven-day week February through April; they expended 150,000 man-hours and 26,000 equipment hours in the process. The projects covered many various types of engineer construction work, and included such things as clearing approximately 1,5000 acres of timber, cutting railroad ties out of native timber, draining and filling many low areas of the Camp Stewart reservation.

A reward was given the 169th Engineer Battalion for their endeavors when General Bolling, on 14 April 1954, commended the personnel for their extraordinary efforts and achievements.

On 1 May 1954, the battalion reached its peak of personnel strength when it had 844 officers and enlisted men. An over-strength of 156 men had become necessary for the battalion to accomplish the many tasks assigned it.

Construction of the primary phase of tank-trail and range construction did not lessen the 169th's work program. In following months, tank trails and roads were continually repaired, and complete billeting facilities were constructed at the Glisson's Pond Field Camp. The latter project included erection of complete tent-city of sufficient size to accommodate two battalions.

Concurrently, the battalion rehabilitated various small arms ranges of Camp Stewart, completely rebuilt the Camp's "L" Range, and –to add to Camp Stewart's recreational facilities- constructed a bath-house at Weaver Swimming Pool.

Still another project completed was the erection & organization of a sawmill at the Glisson's Pond area. This facility later was given a "Superior" rating by Third Army inspectors for its efficient operation and has supplied 364,693 board feet of lumber to construction projects.

In early may 1954, battalion personnel began the construction of a platoon Tank-Infantry Combat Course and a Tank Driver's training course, both of which are important to the post's Tank Training Mission.

The latter part of 1954 saw the 169th Engineer Construction Battalion undertake various projects to create and improve facilities of the post proper. The projects included construction of parking areas, tennis courts, reviewing stands, repairs to buildings of the post, and many other tasks of similar nature. Simultaneously, continuous maintenance and improvement to tank trails and ranges were being performed by the unit.

By 1 November, after five weeks of work, new K-Range had been completed by the 169th expending 5,091 man-hours and 2,597 equipment hours and construction of an RCAT launching site at the range had been started. Other members of the battalion were at the same time rehabilitation Camp Stewart Route #68, where they repaired three existing bridges and constructed a new bridge, 60' long.

Operation "Sweep", a mission to clear 42,000 acres of the Camp Stewart reservation of duds and unexploded shells, occupied the battalion's schedule beginning on 6 December. Completion of this task was accomplished in time for the conduct of portions of Exercise "Follow Me" at Camp Stewart early in 1955.

More recently, the 169th Engineer Battalion added still further to Camp Stewart's field training facilities by constructing a 15 mile tank trail and nine new tank firing ranges in the Taylor Creek area. Completed by 1 April, the project included the construction of a 5 mile railroad track in a figure "8" pattern on Table VII in order to accommodate moving targets on this range alone, over 40,000 cu yds of dirt were moved to construct Berms, Firing lines and an access road. Further, over 5,0000 railroad ties were manufactured and treated out of native materials. In all, 13,426 man-hours and 5,282 equipment hours were expended on this job.

Currently, the battalion is working to expand the anti-aircraft and field artillery training capabilities of Camp Stewart. Construction is under way on a 13.5 mile tank trail to accommodate artillery tracked vehicles which will be fired from the New K Range, presently being extended to 3 times its present size. Thirty-six (36) field artillery battery positions are being constructed while a 3,000 acre artillery impact area is being cleared. Forward OP's are being prepared for use by student observes. In addition, small arms ranges are being rehabilitated and existing facilities maintained.

In the further development of Camp Stewart as an Artillery and Tank Training Center for the following projects which are authorized, but not yet started will be constructed by the battalion:

1. National Guard Concentration Site.
2. Tank Turret Trainer Storage Buildings and Hardstands, Tables I, II, and IV.
3. Maintenance Buildings, Tank Maintenance Area Taylor Creek.
4. POL Dispensing Facilities, Glisson Pond.
5. Extension of Artillery Impact Area.
6. Tank Infantry Combat Course.
7. Olympic Type Swimming Pool.

Projects which have yet to be approved but which are planned for the future are listed below:

1. Skysweeper Range with RCAT Landing Site.
2. Extension of existing Tank Trails to Northeast and Anti-Aircraft Artillery Range.
3. Two Battalion Tent Camp, Northeast Reservation.
4. Parking Areas in Cantonment Area.

The 169th Engineer Battalion (Construction)'s record of "can do" duty performance at Camp Stewart since their arrival here was established in spite of a high rate of personnel replacement. Since January 1954, the battalion has had a 100% turnover of enlisted personnel. Continual on-the-job training had to be conducted concurrently with work on essential projects.

Overall, the 169th Engineer Battalion has cleared better than 3,500 acres of wooded area for construction, it has moved over 125,000 cu yds of earth in order to construct firing lines, berms and access roads to the various ranges. It has also constructed 717 ft of timber trestle bridges, expending over 15,650 man-hours on this type work alone.

Today, as in the past, the 169th Engineers are ready for any and all tasks assigned in the performance of its mission as resident Engineer Construction Battalion of the Camp Stewart Anti-Aircraft Artillery and Tank Training Center.

FORT STEWART

1963:

FORT STEWART INFORMATION PAMPHLET

169TH ENGINEER BATTALION (CONSTRUCTION)

Fort Stewart, Georgia

1963

COMMANDING OFFICER
Lt. Colonel William P. Kincy, Jr.

EXECUTIVE OFFICER
Major Thomas Z. James

STAFF

S-1 1st Lt. Joseph Pratt

S-2/3 Captain Leonard D. Jones

S-4 CWO Raymond J. Wroblewski

COMPANY COMMANDERS

Hq & Hq Co 1st Lt. Jack E. Schreiner

A Company 2nd Lt. Michael L. Molak

B Company Captain Arthur E. Dewey

C Company 1st Lt. Harry G. Mac Gregor, Jr.

D Company Captain Kenneth E. Stone

Added Note: Information on page 2, THE BATTALION CREST, page 3, CHRONOLOGICAL HISTORY and CAMPAIGN STREAMERS, are enclosed at the beginning of this collection.

MISSION

In time of war, the Battalion has a two-fold mission....

a. In the theater of operations to construct and rehabilitate roads, airfields, pipeline systems, structures and utilities for the Army and the Air Force in the communications zone, rear areas of the combat zone and in support of airborne and beach operations; and to assist in emergency recovery operations.

b. To defend construction sites during construction.

Similarly, as the resident Engineer Battalion of Fort Stewart, the current mission of the battalion is:

a. To prepare for overseas deployment by training as a unit, to train individuals as replacements, to support the training of other units - Regular Army, Reserve and National Guard, and to support the training of the reserve components in the RFA Training Program.

b. To support the United States Army Armor and Artillery Firing Center by executing construction assignments as directed by the Commanding General, Fort Stewart.

ORGANIZATION

As presently organized, the Battalion authorized strength is 892 officers and men. It has three general construction companies, an equipment and maintenance company and a headquarters company.

The construction companies are capable of construction or rehabilitation of routes of communications, bridges, forward tactical and forward cargo airfields, and heliports; general facilities; construction of pipelines and storage tanks; limited reconstruction of railroads, ports, depots, hospitals and utilities; limited bituminous paving; minor protective construction and sustained operations on a two-shift basis.

The equipment and maintenance company provides third echelon maintenance for organic Engineer equipment and Ordnance vehicles to include major unit replacements. This company carries a reserve pool of specialized construction equipment, such as asphalt and quarrying machines.

The headquarters company furnishes personnel for the battalion staff sections. j Its capabilities include generating potable water and providing medical treatment, operation of a battalion aid station, evacuation of the sick and injured, and supervision of sanitation within the battalion.

When supported by attachment of specialized personnel and equipment, the battalion is capable of large scale bituminous and cement paving operations, large scale Quarrying operations, major reconstruction of railroads and railroad bridges, major rehabilitation of ports, and major protective construction.

1963: HISTORY OF THE 169TH ENGINEER BATTALION (CONSTRUCTION) AT FORT STEWART, GEORGIA

Late in 1953, the results of an extensive traffic-ability survey showed that Fort (Then Camp) Stewart could provide the facilities needed for tank training in the area East of the Mississippi River. Fort Stewart was chosen because of weather and terrain characteristics unique to the area which would permit training for armored units on a year-round basis.

Field and gunnery training for the tank units required development of tank trails and tank gunnery ranges. The 169th Engineer Battalion (the 423rd Engineer Battalion) stationed at Camp Rucker, Alabama, was selected for this work. Advance elements of the unit arrived at Camp Stewart on 26 January 1954, and was followed shortly thereafter by the main body of 461 officers and enlisted men.

Completion of the initial work assignments was only a forerunner of additional commitments soon to come to the battalion. As Fort Stewart assumed increasing importance in its role as an Armor and Anti-aircraft Artillery Training Center, the Engineer Battalion went to work building a complete set of ranges at five different sites in the Glisson's Pond area of the reservation. Construction of these ranges soon enabled tank gunners to fire their eight-table qualification course. Another segment of tank trail - 15 miles long- was built to provide for the movement of both tactical and administrative vehicles between training areas. In addition to earthmoving jobs, the Engineers completed three timber pile-bent bridges to accommodate the M-48 tank and one and one-half miles of target track for the moving target tank ranges before 1 May 1954.

During the May 1954, the battalion reached a strength of 844 officers and men and, in the following months, worked on roads and tank trails while constructing complete billeting facilities at Glisson's Pond Field Camp. concurrently the battalion rehabilitated various small arms ranges, rebuilt a sub-machine gun range and

constructed a bath-house at Weaver Pool. A related project involved the battalion in a timber harvesting operation which produced over 700,000 board feet of rough cut lumber for use in the construction of training facilities. The battalion operated sawmill in the Glisson's Pond areas received a superior rating on its operations when inspected by representatives of the Commanding General Third United States Army.

Later in the year, the battalion undertook various projects designed to improve facilities in the cantonment area of the post. These projects included the construction of parking areas, tennis courts, reviewing stands and repairs to post buildings while the work on improvements to tank trails and ranges continued in the training area.

Operation "Sweep" a mission to clear the reservation of duds and unexploded shells, rounded out the 169th's operations in its first year at Fort Stewart. Completion of this task enabled a portion of Exercise "Follow Me" to be conducted on the post early in 21955.

Other field training facilities were added by the 169th during the year of 1955. In the Taylor's Creek area, another set of tank firing ranges was constructed. Despite obstacles imposed by weather and support requirements levied by Exercise "Follow Me", five miles of new tank trail, six heavy caliber tank firing tables and a tank crew proficiency course were completed by 1 April. the magnitude of the work can be visualized by considering the following statistics applicable to only one of the projects completed in the first quarter of 1955. The construction of one tank firing table involved the manufacture and preservative treatment of 3, 000 railroad ties, laying three miles of railroad track, and moving 40,000 cubic yards of earth.

Anti-aircraft and Field Artillery training facilities were also extended through the construction of thirty-six Field Artillery gun positions while a 3,000 acre artillery impact area was cleared. Observation posts, for the use of student observers, were prepared South of the Canoochee River. Thirteen and on-half miles of tank trails were constructed for tracked artillery vehicles while rehabilitation of small arms ranges and maintenance of other facilities continued.

In the first two years at Fort Stewart, the 169th Engineers cleared more than 3,500 acres of wooded area and moved over 125,000 cubic yards of earth in order to construct firing lanes, berms and access roads on the variety of ranges needed. Over 15,650 man hours of labor were expended on bridge construction alone. the bridges erected would, if consolidated into one timber trestle bridge, measure 717 feet in length.

Throughout the next two years, 1956 and 1957, the Engineers continued the hard work so well begun. Once again their efforts were directed to the post proper where one hundred quonset huts were erected; sewer, water and drainage features were completed; and fourteen miles of right-of-way were cleared to the Vanguard Tracking Station site. In addition to the major projects already enumerated, many smaller jobs were completed such as sidewalks and parking areas, range towers and range clearing, roads and tank trails, and repairs on athletic facilities.

The year 1958 saw considerable effort being expended by the battalion in support of visiting units attached to the post for training.

During most of the year, the battalion's strength was quite low, and as a result, only one line company was operational. In September, however, replacements arrived and a second construction company was returned to operational status in November.

Considerable changes were in store for the battalion in 1959. October brought authorization for the unit to *(Note: Pages 11, 12 and 13 are missing from the author's handout copy.)*

Captions under photos:

- Clearing brush & timber at Liberty Army Airfield by "B" Company results in increased aircraft parking facilities.
- Company "C" personnel work to complete concrete tank crossings on Georgia Route 67 during the spring 1963 ATT.

- The largest earthmoving project of 1963 was the construction of Oliver Army Airfield. A double shift work schedule was planned and successfully complied with by "D" Company and supporting units.

1963 ACTIVE PROJECTS

1. Rehab Ward A-12, USAH.
2. Construct Detention Facility, Provost Marshal's office.
3. Construct 7 Tank Crossings.
4. Construct Hallwood Maintenance Building.
5. TMP Grease Rack Shed.
6. Rehab Bldg 9597.
7. Construct PE Access Road.
8. Construct Dam, FS 2.
9. Clear 105 acres, Fish and Wildlife.
10. Install Furnace, Bldg 2302.
11. Rehab BEQ 9594.
12. Rehab FS 13 and 17.
13. Rehab FS 23, 24, 11, 9A and 16.

Source: "169th ENGINEER BATTALION (CONSTRUCTION), Fort Stewart Georgia", 1963 Information Pamphlet prepared by Information Office, Troop Information Division, Fort Stewart, Georgia.



ENROUTE TO VIETNAM - OKINAWA

1965 Enroute to Vietnam:

OVERSEAS DEPLOYMENT OF THE 169TH ENGINEER BATTALION (CONSTRUCTION) beginning 1 May 1965

On 1 May, 1965 the 169th Engineers were nominated for deployment to a restricted, isolated, overseas areas (Vietnam) with a target date of 1 July. At this time, personnel were screened for deployability and personnel requisitions were submitted. In addition requisitions were submitted to cover material and equipment shortages. During the next sixty days, practically nothing was received in the way of equipment or materials. Personnel replacements began arriving on 15 June, 1965. These replacements were authorized to transport their dependents to a single designated place of residence in connection with their pending deployment. Most of them elected to locate their families at or near their home of record. Therefore, the separated tour for most of these men actually started when they arrived for duty with the battalion and this created a personal hardship for them during the next four months or their duty at Fort Stewart.

On 30 June, the battalion was alerted for deployment to a restricted, non-isolated overseas area (Okinawa). This was to be a 180 day temporary change of station. The equipment readiness date was 15 September and the personnel readiness date was 10 October 1965. Based on the new criteria, personnel were rescreened for deployability and new personnel requisitions were submitted. Outstanding equipment and material shortages were requisitioned using on 02 priority. Plans were finalized for the completion of numerous projects then under construction. The battalion made a 100% technical inspection of its equipment and this was followed by a 100% technical inspection by Post Personnel. Both inspections were very thorough and resulted in a few additional equipment and material requisitions, for replacement items. Requisitions were honored very rapidly and new equipment and material began to arrive en masse. New multiple 5 ton dump trucks and 5 ton tractors were received to replace existing v vehicles. The majority of 2.5 ton trucks were exchanged for low mileage multifuel vehicles. A limited amount of engineer equipment was replaced. There was some concern as to whether an authorized stockage list of repair parts would be authorized for deployment, and it was finally correctly decided to permit the battalion to take it.

On 2 September, the two incomplete projects remaining were stopped and packing and crating was started.

On 14 September, the port call for equipment was issued. The battalion would outload through the Port of Savannah from 29 September through 5 October and would utilize its own transportation to move from Fort Stewart to Savannah. The port call for personnel was tentatively set for 20 October at Oakland Army Terminal, California. POM leaves were immediately authorized because there was not enough time between the equipment port call and the personnel port call to do it later.

On 23 and 24 September, all equipment was moved to Savannah on order of the port authorities. All but 4 minor items arrived at the port in GREEN condition-mainly due to the flawless and outstanding support provided by the Fort Stewart personnel throughout the deployment of the battalion. The Battalion S-3 supervised the movement of the equipment and the S-4 was to supervise the outloading.

The first ship, the Dennison Victory, arrived on 1 October and departed on 5 October with half of the CONEX containers, all of the general cargo and a mix of equipment. The second ship, the Berea Victory, arrived on 5 October and departed on 8 October with the majority of the balance of the CONEX containers and a mix of equipment. The third ship, the African Lake, arrived on 9 October and departed on 11 October with the balance of the equipment and a few CONEX's.

On 6 thru 8 October, the Red Circle TAT was loaded in 4 Gondola Cars and 5 Box Cars and dispatched to Oakland.

After the Cargo was outloaded, the battalion underwent a few hours of required training and prepared to move. This was a very quiet period. The battalion commander, chief of the advance party, briefed the nine other officers and 21 EM of this party and established individual missions. Basically, the S-1 was made responsible for billeting, pay and personnel services; the S-3 had movement of the equipment at destination and construction planning; S-4 had off-loading at the port and supply, and the company quartering parties were to execute all plans made by the staff that pertained to their respective companies.

The Battalion Executive Officer, who was designated to lead the main body, conducted similar briefings and designated responsibilities for the movement of the main body to the port and while aboard ship.

The advance party departed from Fort Stewart, Georgia on 15 October, 1965. It was comprised of the Battalion Commander, the Sergeant Major, S-1, S-3, S-4, a pay section, a drafting section, a survey section, one S-3 officer, the Battalion Operations Sergeant, and one officer, the Supply Sergeant and two enlisted men from Companies A, B, C, & D. This advance party was given two missions:

- a. To receive and Quarter the main body when it arrived on Okinawa.
- b. To expedite construction planning and the procurement of materials so that the battalion could commence construction at the earliest possible date.

This party was transported to Okinawa on one C-130 Aircraft.

The advance party arrived on Okinawa on 19 October, 1965. At a meeting with the Deputy Commander, Fort Buckner: the Post Engineer, the Battalion Commander and the Battalion S-3 on 21 October, 1965, a number of decisions were reached. The battalion was to be billeted in Bldgs 475, 491, 493 and 495 in Sukiran and one company in the Camp Boone area. All of these buildings were in poor shape and the battalion was expected to rehabilitate them. A motor pool at Camp Kue would be the main motor pool. Again, rehabilitation would be necessary. A company sized motor pool would be constructed in the Camp Boone area utilizing existing maintenance building there. In addition, all battalion projects would be routed through the Post Engineer and the battalion would be, in effect, a construction contractor for the Post engineer. The battalion was under the operational control of Fort Buckner, and this decision in effect placed it under the operational control of the Post Engineer. Based on this guidance, the S-3 immediately began construction planning with the Post Engineer with a view toward developing as many construction drawings and bills of materials as possible prior to the arrival of the battalion.

S-4 and the company Quartering parties began drawing Post, Camp, and Station Property immediately so the billets would be in the best possible shape when the main body arrived. Their efforts were somewhat hampered because the Okinawa Army Depot did not know what they had on hand. They did permit the S-4 to go through their warehouses, however, and agreed to issue anything that could be located to meet our needs. This arrangement proved satisfactory and the necessary property and supplies were located and obtained.

The S-1 was actively engaged in all of the personnel service areas and in supervising the preparation of the monthly payroll.

The period between the arrival of the advance party and the main body was spent readying the billets for occupancy, construction planning with the Post Engineer and in establishing contact with the numerous support agencies upon which we would depend.

In the meantime, the Battalion Executive Officer and 249 officers and men departed Fort Stewart on 19 October, flew to Oakland and boarded the USNS Patch to provide an initial voyage staff for the receipt of the main body. The balance of the battalion left on 19 and 20 October and boarded the USNS Patch. The Patch sailed on the 20th for Okinawa.

The rear detachment, consisting of one officer and approximately 50 EM coordinated the turn in of the remaining Post, Camp, and Station Property at Fort Stewart. The rear detachment was much larger than needed because it contained a number of personnel who had compassionate transfers pending, compassionate deferments and some who had recently joined and had not been given opportunity to take their POM leaves.

On 3 November, 1965 the Okinawa District Engineer was officially notified that the battalion would soon arrive on Okinawa and that its primary mission would be Army Emergency MCA construction for the Okinawa District. This was the first time that the District Engineer was aware of this decision and it also took the advance party by surprise. In the weeks that followed, many of the Post Engineer's O&MA projects were deleted from the schedule of approved projects because they were deemed inappropriate for the battalion by CG, Fort Buckner. Many of these projects were in an advanced stage of planning. Our construction planning effort therefore suffered a severe setback and it was necessary to start practically from scratch in planning projects with the District Engineer.

The main body arrived at the Port of Naha, Okinawa on 5 November, 1965. The Battalion Commander, S-3 and Sergeant major went out on a pilot boat and joined the troops prior to debarkation. The primary staff, consisting of the above personnel and the Executive Officer, led the troops ashore. The primary staff was welcomed to Okinawa by Major General D'Orsa, Commanding General of Fort Buckner.

The troops were loaded in orderly fashion aboard busses and transported to their billets. There, they were fed their noon meal, briefed on the local situation and paid. The barracks and the messes were all in operational condition. The execution of the plans made by the advance party was flawless.

From 5 November until 12 November, when the first cargo ship arrived, the battalion was busily engaged in improving its own posture. barracks and motor pool rehabilitation was started with the limited tools and materials available. From 12 November thru 24 November, when the ships were being unloaded, the bulk of the battalion was involved in moving equipment from Naha to the battalion motor pool at Camp Kue and the B Company motor pool at Camp "Boone, deprocessing the equipment, making minor repairs caused by shipping damage and inventorying. During this entire period, the Battalion C. P. was located in the Sergeant Major's bedroom in Bldg. 475.

On 29 November, sufficient amounts of the equipment were deprocessed to permit commencement of work on external projects. Initially, the effort was directed toward the O&MA projects because planning on the MCA projects had not progressed sufficiently to start work on these projects. On 1 December, one reinforced earthmoving platoon was committed to an MCA project consisting of preparing an area for the construction of a large concrete warehouse, without the benefit of either plans or specifications. Since this involved removal of a hill containing 184,000 cubic yards of limestone, plans were not needed.

During December, two additional MCA projects were started, each as soon as planning was completed and sufficient materials were available to permit a start. By the end of December, the battalion was engaged in eight small O&MA projects and 3 large MCA projects. Of these, 4 were self help type O&MA projects in its barracks and motor pools. At this time, 78% of its theoretical construction capability was being utilized. Everyone involved had hoped to do better, but the lack of prior planning by the personnel on Okinawa had taken its toll.

By the end of December it was determined that sufficient plans and construction materials were on hand to launch a full scale construction operation. The battalion, which had been on an 8 hour day for 5.5 day per week, was placed on a 10 hour day for 6 days per week. In addition, all critical production equipment was double-shifted.

During the month of December, the Battalion C.P. was temporarily located in Bldg T-359 in Camp Sukiran. On 3 January, it was moved to Bldg 602 in Camp Kue. Other elements of the battalion headquarters were located in five adjacent quonsets - putting most of the headquarters together for the first time since we departed Fort Stewart.

During the First full month of operation, several problems had developed which required continuous attention in addition to the construction problems mentioned before. In the personnel field, Fort Buckner issued

instructions that conflicted with our TCS status. They did not realize that the battalion was commanded by Third U. S. Army and that Third Army retained administrative control. It took time to convince them that personnel being sent home were utilizing Third Army funds and that they had to be returned to Fort Stewart, Georgia. Personnel replacements were also sent by Third Army, specifically designated for the 169th. In the maintenance field, the repair parts situation was critical. Of 660 requisitions submitted during December, only 21 were filled. Of these, 66 were deadline requisitions and only 7 of these were filled. Appropriate comments were included in the Battalion Commander's quarterly report to alert appropriate headquarters. In addition, requisitions were submitted to the District Engineer, who had the authority to purchase repair parts for military equipment being utilized on MCA projects. Relief from this source was estimated to take approximately 90 days. However, it was feared that the ASL and PLL of the battalion would be seriously depleted before then. A morale problem had also developed because of our TCS status. No one really believed from the start that the battalion would return to Fort Stewart in 180 days, and the uncertainty over the future was causing grave concern among officers and men alike. The pay situation was also poor. The finance officer had made so many errors in their machine records that our personnel section had to check all forms W-2 manually prior to their issue to the men.

On 5 January, 1966 the construction planning criteria was changed. In the original planning with the District Engineer, it was directed that planning be based on the assumption that the battalion would remain on Okinawa indefinitely. This assumption was no longer considered valid and plans had to be altered based on an assumed construction termination date of 1 April 1966. This cause rescheduling of all planned MCA projects and alteration of construction plans.

By 17 January, 1966, all planned MCA projects were under way. Briefly these eight projects are as follows:

- a. Grading Ware house Area; Removal of a limestone knoll consisting of approximately 184,000 yards of material (in place) in preparation for construction of two large concrete warehouses. 80% of this material must be dynamited because it is solid rock. This is done by the Battalion's Quarry Section. Constructing unit is Company B.
- b. Relocated PDO Yard; Placement of approximately 200,000 cubic yards of fill in the East China Sea to enlarge a beach area and provide hardstand for storage and sufficient area for several buildings. Fill used is the spoil from the Grading Warehouse Area project, and the area is being completed and turned over in increments as soon as they can be furnished, because the old PDO yard must be vacated as soon as possible in order to permit completion of the Open Storage Area. Constructing unit is Company B.
- c. Relocate Building T-500; Dismanteling and re-erection of an 80 x 400 ft double Butler building. This includes site preparation, installation of utilities, and construction of the foundation. This is to be done with minimum non-availability of the building. Constructing unit is Company B.
- d. Open Storage Area; Cutting approximately 120,000 cubic yards of topsoil, clay and limestone, placement and compaction 100,000 cubic yards of fill to make hardstand for vehicle parking. After final grading, the area will be given a bituminous surface treatment. Constructing unit is Company B.
- e. Site Preparation and Outside Utilities for Logistical Command headquarters; Heavy Maintenance Repair Shop, and Calibration Laboratory; These are three separate projects including removal of a total of 35,000 cubic yards of spoil; construction of access and service roads and parking lots, with surface treatments; installation of outside water, electrical, and sewage utilities; and site preparation for construction of the buildings. Constructing unit on all three projects is Company C.
- f. Relocate POL Yard; Construction of several concrete buildings for storage and offices, a large area of hardstands for storage of oil and fuel drums, and a system of pipelines. this is the largest and most complicated of the projects, and would not be completed before July 1966. Constructing unit is Company D.

Note: All units are being extensively supported by Company A though it would appear that the majority of the work was done by Company B, such was not the case. Each of the construction companies were equally over committed.

Source: United States Army, 169th Engineer Battalion, "OVERSEAS DEPLOYMENT OF THE 169TH ENGINEER BATTALION (CONSTRUCTION)" Retyped from the original in 169th Engineer Battalion, RG 472, Stack 270, Row 34, Compartment 34-, Shelf 7-, Box 1-Organizational History 1954-1972, National Archives II.



VIETNAM

The 169th Engineer Battalion arrived in Vietnam on 30 May 1966 and was operational on 10 June 1966.

Source: 159th Engineer Group ORLL Common Items.

1966-67 Vietnam:

HQ, 159TH ENGR GP (CONST) APO 96491, RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION dated 1 May 67, ENCLOSURE 13, LIST OF TASKS PERFORMED.

NOTE: The company listing at the end of each paragraph was added by the author from information found on the ORLLs.

1. Thu Duc Barge Site: During the month of June 1966 the battalion constructed an expedient barge off-loading site in the vicinity of Thu Duc Island just south of the Ha Tien Cement Plant. This project was completed in response to an emergency request from 4th Terminal Command to provide expedient off-loading sites in the Long Binh-Thu Duc area. Construction of these sites was urgently needed to relieve the jam of shipping at Saigon Port. The project consisted of constructing 10 crane off-loading pads and a service road connecting the pads and providing egress from the area. The 10 pads were covered with a heavy timber mat to spread the load of the cranes to the sub-grade. Although new to Vietnam the battalion quickly located the nearest source of laterite fill material at the RMK university area and negotiated with RMK officials for the use of the pit. Within 3 weeks of commencing the project, a usable facility was made available to the Transportation Corps. In 1966, D Company of the battalion up-graded the facility by installing a wooden finger pier for the handling of rock barges. At a later date C Company further improved the site by installing ballards. *(D Company)*

2. Song Dong Nai Barge Site: Again in response to a 4th Terminal Command request for barge off-loading capability, work commenced in June 1966 on the construction of a barge off-loading facility near the Saigon end of the Song Dong Nai bridge on highway 1A. The facility was designed to have a six month life and due to a shortage of materials had to be designed as a wooden retaining structure tied back with wire rope to dead men and back-filled with available material. The installation called for excavation of 24 narrow trenches some lying within inches of others. Winning over the instability of the existing overburden and fluctuations of the water table the battalion completed a facility which is still operational after 9 months saving 1st Logistical Command thousands of manhours and dollars. The facility is being operated by the 64th Quartermaster Battalion POL to off-load POL barges coming up river from Nha Be. Previously all POL to units in the III Corps area had to be trucked with 5000 gallon tankers from Nha Be through Saigon to the using unit. This enhanced the possibility of sabotage within the city and of accidents involving the civilian populous. Now the Song Dong Nai facility affords the option of barging which by-passes Saigon and is less expensive for a cost stand point.

The completed project consists of a timber bulkhead 200 feet long, and an adjacent 200' x 140' hardstand. A two lane all weather access road connects the facility with Highway 1A. Prior to construction, the ARVN families located at the site had to be relocated to quarters constructed by the battalion upstream of the bridge. These quarters consist of a building 5x36 meters divided into 9 living units. three mooring points and a lighting system are also installed as part of the project. *(D Company)*

3. CRS Compound-Tan Son Nhut Air Base: This project consisted of the erection of three 20' x 48' quonset buildings and one latrine at Tan Son Nhut air Base for the use of elements of the 509th Radio Research Group. (*D Company*)

4. Xuan Loc Artillery Site: This project consisted of construction of cantonment areas for the 2/35th Artillery headquarters and firing Batteries and for a composite battery of 175mm and 8 inch guns. One platoon of this battalion deployed to Xuan Loc in June 1966 and became the first American unit to be stationed there other than advisory personnel. Re-supply for the project had to be accomplished across 40 km of insecure roads and in most cases the battalion provided its own security. Upon completion of the project four (4) 20' x 92' mess halls, five (5) 10' x 20' latrines, and five (5) 12' x 16' bath houses had been erected. Three artillery pads 40' x 100' requiring the placement of 2700 cubic yards of fill. 2000 feet of roadway was completed and 80,000 square feet of area was cleared, graded, and prepared for tent-age. (*B Company*)

5. 24th EVAC Hospital: Work began to construct a 400 bed evacuation hospital in early July 1966. The construction of the entire hospital to include electrical power distribution, running water to the mess, laundry, and nurses quarters, and a 21,000 gallon bolted steel tank and tower is now virtually complete. The hospital consists of 36 major buildings ranging in size from 20' x 96' to 40' x 100'. The 8 operational buildings and 3 intensive care wards are air conditioned throughout. The entire electrical system has been installed by the battalion to include primary and secondary distribution from the generator to fixtures and receptacles. The x-ray machine wiring was accomplished by the battalion electrical shop. A septic facility to include a septic tank, leaching field, and out-fall services 8 showers, 8 lavatories and 9 commodes in the nurses quarters to provide for hot water in the showers and lavatories. The nurses lounge and beauty parlor is completely air conditioned. In addition to providing water to the hospital, the 21,000 gallon tank services a truck fill stand constructed as part of the project. The 750 man mess hall is the first of its kind to be built and is now standard for evacuation hospitals throughout Vietnam. The hospital is also the first evacuation hospital in Vietnam to be entirely constructed by Engineer Troop Effort. (*D Company*)

6. Long Binh Post Headquarters: This project was started in June 1966 and consisted of preparation of the Long Binh Post Headquarters area to include roads, parking hardstands, motor pool area and construction of buildings. Six (6) major buildings make up the headquarters complex. The dispensary and dental clinic buildings are tropicalized round wall quonsets with plumbing and partitions (approximately 5000 square feet of floor space). The "L" shaped mess hall accounts for 3600 square feet and includes a scullery and 4200 gallon tank and tower. The Headquarters, APO, and Finance buildings are constructed from 20' x 50' prefabricated buildings to form three 150' x 40' buildings. These buildings include partitions, counters and electrical wiring. Three latrines and two showers were constructed as part of the project. (*C Company*)

7. Ho Nai Class II & IV Storage Area: In response to requirement from the 1st Logistical Command for emergency Class II & IV open storage hardstand, work commenced in late July in construction of a road network to provide access for expedient storage of construction material overflowing from other yards in the Long Binh area. A road network was constructed by the battalion dividing the area into eight large storage areas each 500' wide by 1000' in length. Upon completion of the project an area 1250' x 4000' had been cleared, stripped and leveled. A total hardstand area of 485,500 square yards, almost twice the area available for open storage in the Long Binh Ammunition Depot, was constructed and treated with penepime. 5250 feet of 50 feet wide road and 17,000 feet of 24 foot wide road were shaped, graded and compacted. A total of 205,000 cubic yards of fill was excavated and hauled to the site for the construction of roads and hardstands. The total man hour expenditures towards this project was 66,429, the equivalent of 2.5 company months. (*B Company*)

8. 784 Man Cantonment-HEMCO: This is one of the many cantonments constructed by this battalion for new units deploying from CONUS. 30 acres of area was cleared from virgin jungle and a laterite road network consisting of 2600 feet of standard two lane road (24 feet wide was constructed. The following buildings were constructed as part of the project: (*B Company*)

- a. 40' x 150' Mess Hall 2 ea
- b. 10' x 30' EM Latrine 3 ea
- c. 10' x 24' Officers latrine

and Shower	3 ea
d. 20' x 50' Admin Bldg	4 ea
e. 20' x 100' Bn Hqs	1 ea
g. Water Tower	5 ea
h. 20' x 60' Cone slabs (for Adams Huts)	56 ea

9. USARV Stockade-Long Binh: This project was started in July 1966 as one of the first efforts to move troop facilities located in Saigon to the Long Binh area. In the initial phases of the job 20,000 cubic yards of fill were placed at the project site to stabilize the area. As the next step, 5,680 feet of 8 foot high chain link fence with anti-climber bars was installed to provide a double barrier around the facility. The following vertical work was completed as part of the project: (*B Company*)

a. 10' x 20' Showers	2 ea
b. 10' x 24' Latrines	2 ea
c. 10' x 10' Latrine	1 ea
d. 10' x 10' Latrine	1 ea
e. 40' x 120' Mess Hall	1 ea
f. 20' x 50' Chapel	1 ea
i. Guard Towers	6 ea
j. 4200 Gal Towers & Tanks	3 ea

10. Staging Area-Honai: In late July IIFV tasked the 159th Engineer Group (Const) with the requirement of providing a staging area slightly north of the IIFV area for the 11th Armored Cavalry Regiment deploying from CONUS. The facility was to provide on a crash basis roads and hardstands for staging 4300 men and over 1000 wheeled and tracked vehicles. The priority on this project was so high that it was designated "operational support" by CG, IIFV. By the time the lead elements of the cavalry regiment began arriving in early September, the battalion had constructed 58,200 square yards of road and 39,000 square yards of hardstand for the parking of tracked and wheeled vehicles. In addition, a helipad complex with an area of 5800 square yards was constructed to provide an operational area for the regimental aviation support. A total of 53,468 cubic yards of fill was hauled for the project. The battalion constructed 36 portable showers which were transported by the unit to their permanent base camp following staging. The area also was used to stage the 2/34th Armor Battalion and is now the home of the 199th light infantry Brigade. (*C Company*)

11. 500 Man Cantonment-2/34th Armor Battalion: Work on the permanent cantonment of the 2/34th Armor Battalion began in late October 1966. The project scope was later expanded to provide facilities for an automatic weapons battalion situated in the same cantonment. 100,727 cubic yards of fill were hauled to stabilize the area and for the construction of roads and hardstands. 2,200 linear feet of 30 foot roads and 2,400 linear feet of 40 foot tank trail were constructed towards this project. 84,000 square yards of hardstanding for tracked and wheeled vehicles were constructed. The following vertical construction was accomplished: (*C Company*)

20' x 160' mess hall w/scullery	1 ea
40' x 150' mess hall w/scullery	1 ea
12' x 26' Latrines	8 ea
12' x 24' showers	8 ea
20' x 80' Dispensary	1 ea

20' x 50' Admin Bldg	4 ea
20' x 100' Admin Bldg	1 ea
20' x 100' Bn Hq Bldg	2 ea
20' x 100' S-4 Bldg	2 ea
Water Tower w/1000 gallon Navy cube	10 ea

This amounts to 32,000 square feet of vertical construction.

12. USARV headquarters Building Repair: Late in November 1966, Post Engineers at Tan Son Nhut determined that serious settlement of the USARV headquarters building was taking place and that something must be done immediately to prevent a dangerous situation from developing further. Orders reached the battalion to mobilize and be on site within 4 hours to begin corrective emergency repairs. Meeting the challenge once again of an emergency situation, the battalion started the job on 28 November and completed the reinforcement of the entire building less than two (2) weeks later. The reinforcement called for the excavation of sections of the existing floor and the installation of grille footers. These footers provided the base for 12" x 12" columns installed on the first, second, and third floors at the mid-points of critical beams and girders. General Seitz, Chief of Staff, USARV personally commended Engineer Command, Vietnam, and the 159th Engineer Group (Construction) for the exceptional work done by the 169th Engineer Battalion (Const). His comments were to the effect that due to the "splendid" work of the battalion, USARV headquarters was able to remain operational in the building throughout the project. (*B Company*)

13. Open Storage for the Vietnam Exchange System-Saigon: During October 1966 heavy rains had turned the open storage areas of two PX depots into quagmires. The battalion once again responded to an emergency situation which was resulting in the loss of thousands of dollars through water damage. The project consisted of installing a network of laterite roads and the construction of a large timber storage mat (60' x 210') - In addition a new entrance into one of the compounds was constructed. In all 5,300 cubic yards of laterite fill material was hauled through the heavy traffic of Saigon streets from pits in the Long Binh area to complete the job. (*C Company*)

14. Construction for development of 6,400 man cantonment-Long Binh:

a. 64th Quartermaster Battalion Cantonment: The project requirements were to provide a standard 3 cantonment for a QM POL Battalion consisting of 2 transportation companies, a POL Depot Company, and one HHC. The following vertical construction was accomplished: (*D Company*)

- (1) One Mess Hall (235 man)
- (2) Two 10- seat latrines
- (3) One 6-seat latrine
- (4) One 6-head shower
- (5) Concrete slabs poured for two 10-head showers, each 10' x 22' 39,640 square yards of laterite hardstand was constructed for the project.

b. 159th Engineer Group Headquarters Bldgs: This project consisted of preparing the foundation and pouring a concrete floor slab equivalent to 20' x 170' slab 6" thick. Approximately three vertical wall quonsets were erected with a center section tying the two outer wings together. Project included interior finish of walls, partitions, and installation of the electrical system.

c. 178th Engineer Company Area: Project consisted of foundation preparation for and erection of a 20' x 120' mess hall and kitchen.

d. 43d Dump Truck Company Area: Project consisted of construction of:

- (1) One 20' x 50' company headquarters building

- (2) One 20' x 100' mess hall building
- (3) Two latrines with showers (460 square feet)
- (4) Two elevated water tanks (total 1800 gallon capacity)

e. Mess Hall Construction: Project consists of the construction to include plumbing, electrical system, and installed equipment of 4 each 40' x 150' mess halls. To date mess halls in the 266th QM Battalion, 3rd Ordnance Battalion and the IIFV area have been completed. This amounts to 1800 square feet of vertical construction.

f. Clearing in the M&S Area: The battalion cleared approximately 340 acres in the M&S area to provide access to the area for the contractor, RMK.

g. PX Beverage Surge Point: The battalion constructed a 20' x 50' operations building and graded and fenced an area 100 meters x 100 meters. To be used by the Vietnam Exchange System as a beverage surge point in the Long Binh area.

h. Batch Plant: A central concrete batch plant incorporating a 34 E paver was constructed by the battalion to provide ready mix concrete to Long Binh units for self-help projects. In conjunction with this project, 550 feet of 24 foot road was constructed. (*B Company*)

15. Signal Receiver Site: This project consisted of clearing two areas each 500 meters x 700 meters. In addition, 600 meters of two lane access road were completed with laterite fill to tie in tow 100' x 100' pads located in the center of each area. a total of 3, 240 cubic yards of fill were hauled for the project. (*B Company*)

16. Additional Helicopter Facilities-Bear Cat: In response to the urgent requirement to provide helicopter operational facilities for the Buffalo aviation Battalion deploying from CONUS, one entire company effort was placed at Bear Cat in February of 1967. Work accomplished in support of this project was as follows: (*C Company*)

- a. Spoil Hauled - 25,814 cubic yards
- b. Fill Hauled-113,399 cubic yards
- c. Single Surface Treatment - 280,000 square feet
 - (1) Parking Pad - 100,000 square feet
 - (2) Maintenance Area- 180,000 square feet
- d. Double Surface Treatment (Chinook Landing Pad) - 200,00 square feet (includes compaction).
- e. Laterite Pads:
 - (1) Chinook Parking Pads to Final Grade- 190,000 square feet
 - (2) Huey pads
 - (a) Penepime 36,000 square feet
 - (b) Laterite Pads (rough grade only) -357,000 square feet
 - (3) Motor Pool (laterite compacted) - 120,000 square feet
- f. M8A1 Matting Placed: 11,232 square feet

In addition to the operational facilities, the company on this project compacted the following vertical construction credited to the 15,000 man contonment directive for Bear Cat:

- a. Mess Hall 40' x 150' w/scullery - 2 ea
- b. Showers 10' x 20' (10 head) - 6 ea

- c. Latrines 10' x 16' (6 hole) - 9 ea
- d. Water Towers (2 w/3000 gallon rubber tanks and 1 w/gallon Navy cube) - 3 ea

17. Water Well Development- Long Binh-Bien Hoa-Bear Cat: By September of 1966 the inadequacies of tactical water point production to meet forecasted water requirements in the Long Binh-Bein Hoa-Bear Cat area had been recognized and an intensive program to develop water wells in these areas was undertaken. (*D Company*)

a. Water Wells and Fill Stands at Bear Cat:

(1) BDE Directive 66-219c-159: This project consisted of installing two airlift pumps on existing water wells at Long Thanh and the fabrication and installation of expedient water storage tanks with a capacity of 4,500 gallons for the storage of non-potable water. This was in response to an urgent requirement to provide water showers and other non-potable facilities in the Bear Cat Base Camp.

(2) Bde directive 66-248DC-159: This project was constructed at Bear Cat to provide a potable water facility and relieve pressure on tactical erdalater units. The project consisted of the construction of a 22 foot tower, assembly of 21,000 gallon bolted steel tank, design and construction of an access road and fill stand designed to accommodate five each 5,000 gallon tankers. This project originated in USARV.

(3) Cmd Directive 46-200-01-T-MA: This project consisted of constructing towers and installing one 10,500 gallon tank and one 4,200 gallon tank at wells number 2 and 3 respectively, two truck fill outlets were installed at point #2 and one fill stand at point # 3 (cost-\$5,189.52)

b. Water Well and Fill Stand at Bien Hoa: This project consisted of the construction of a tower and 21,000 gallon tank in the 4/503 infantry battalion area at Bien Hoa. In addition to providing water to 4 outlets for truck and tank filling in cantonment area A, the tank also provides potable water back-up to the contractor installed distribution system in the area. (cost \$8,602.89)

c. Water Well and Fill Stands in the Long Binh area:

(a) Gp Directive 159-69: This project consists of standard tower and 21,000 gallon steel belted tank with access road and hardstand connecting to Mac Arthur Loop. 6 outlets are provided for the loading of 5,000 gallon tankers and below.

(b) Gp Directive 159-79: This project consists of installation of standard water tower and 21,000 gallon tank in the cantonment area of the 2/34th Armor Battalion.

18. Asphalt Paving in the Long Binh area: In December 1966 work began on development of design mixes to be used in paving the Long Binh area. Two test strips were placed during early December at the 93rd evacuation hospital and the Ammunition Supply Depot and paving of Fargo Ave began on 20 December. To date 5.5 miles of road have been paved by the battalion in the Long Binh area. This includes 6500 square yards in the 93rd Evacuation Hospital area, 5650 square yards on the VIP Helipad at IIFFV, 6500 square yards for the roads at IIFFV, 7200 square yards on other roads in the Long Binh cantonment for a total of 124,300 square yards of asphalt pavement placed. (*D Company*)

19. Rock Off-loading Methods: During off-loading of rock being provided by contract, the problem of hauling rock being unloaded from barges and small river craft was recognized and the CG, USAECV(P) directed a study be conducted to determine the best solution for this problem. The study was conducted using salvage 5 ton dump truck beds, salvage conex containers, and nets of various types in order to come up with some feasible means of "packaging" rock so that it could

The battalion, after testing all methods, developed the simple and efficient expedient of using three to four 55 gallon drums mounted along a lifting bar. This solution was adopted and is now being put into practice with saving of much time and money. (*A Company*)

20. 15,000 Man Cantonment-Bear Cat: During the past three months, this battalion headquarters has been actively engaged in the Bear Cat Base Camp construction. The following projects constitute the various phases of construction completed to date. (*B Company completed 70% of the project before it was turned over to the 86th Engineer Battalion.*)

a. Internal Road Network

A total of 14,400 feet of laterite roads were constructed within the boundaries of the Bear Cat Camp by this unit. The roadways were of the standard two lane type, 24 feet width.

b. Clearing 1st Brigade Area

This unit cleared approximately 264 acres of jungle growth to provide the required cantonment area for the 1st Brigade, 9th Infantry Division. This also included a 900 foot wide strip on the outer boundaries of the cantonment area for fields of fire. Rome plows were effectively employed in this operation.

c. 9th S&T Class II & IV Yard

A laterite hardstand, 88,900 square yards in area was constructed for the 9th S&T. Necessary drainage facilities were also provided.

d. 9th Aviation Battalion Heliport

A laterite hardstand, 80,000 square yards in area was constructed to serve as a heliport for the 9th Aviation battalion. Necessary drainage ditches were constructed and the hardstand was shot with penepime as a dust preventative.

e. 3/5 Cavalry Heliport

A laterite hardstand 46,700 square yards in area was constructed for use as a heliport to serve D Troop, 3/5 cavalry. Necessary drainage ditches were provided. The heliport was shot with a mixture of RC-3 and diesel to control the dust problems.

f. 9th Replacement Detachment

This unit constructed latrines, showers and water towers for the 9th replacement Detachment, 9th Infantry Division. This included: 4 each 10-hole latrines, 6 each 6-hole latrines, 2 each 10 head showers, 2 each 5 head showers, 2 each 6 head showers, and 2 each water towers (3,000 and 1,000 gallon tanks).

g. New Access Road

The new access road, recently completed, connects the Bear Cat Camp with Highway 15. The road is 2.65 miles long, constructed of laterite over a sub-base (over-burden), and has a travelway of 36 feet. A total of 44,000 cubic yards of laterite were used in construction of the road. Seven culverts were installed at strategic locations along the road to provide for lateral drainage.

h. Messhall Construction

A total of 18 separate mess hall buildings of tropical type construction were built with the past three months. This included messhalls of various sizes: 20 x 80'; 20' x 100'; 20' x 130' and "T" shaped mess halls. This entailed a total of 45,200 square feet of building space.

i. Main Drainage Ditch

A drainage ditch to serve as the main drainage facility for the 1st Brigade portion of the post has been partially completed as of this date (4,400 feet). The ditch itself averages 12 feet in depth and has a total length of 9,600 feet.

j. Construction in the Buffalo Aviation Battalion area: See above additional Helicopter Facilities Bear Cat.

k. Totals for Project:

- (1) Total acres cleared: 432
- (2) Total heliport hardstand constructed: 52,500 square yards
- (3) Total laterite hauled: 181,548 cubic yards
- (4) Total Open Storage Constructed: 124,000 square yards

21. In addition to those projects mentioned above as completed or under construction the following projects are presently being worked on by the battalion:

- a. Installation of water distribution system at 90th Replacement Battalion cantonment, Long Binh.
(*D Company*)
- b. 6000 foot C-141 capable airstrip at Bear Cat. (*B Company*)
- c. Office space and parking facilities, Free World Forces compound, Saigon. (*C Company*)
- d. Communications Center, Bien Hoa. (*B Company*)
- e. General Officers Quarters, Bien Hoa and Long Binh. (*D Company*)
- f. PX facility, 173rd Airborne Brigade Cantonment, Bien Hoa.
- g. Water Well fill stand, 1/503 Infantry Battalion Area, Bien Hoa. (*D Company*)
- h. Hold Baggage Warehouse, Long Binh.
- i. Further work on PX storage facilities, Saigon.
- j. Construction for 34th Engineer Battalion area.
- k. Construction of 92nd Engineer Battalion area.

Source: United States Army, HQ, 159TH ENGR GP (CONST) APO 96491, RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION dated 1 May 67, Enclosure 13, LIST OF TASKS PERFORMED. Retyped from the original in 169th Engineer Battalion, RG 472, Stack 270, Row 34, Compartment 34-, Shelf 7-, Box 1-Organizational History 1954-1972, National Archives II.

1967 Vietnam:

HQ, 159TH ENGR GP, RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION DATED 1 DEC 67, ENCLOSURE 10, LIST OF TASKS PERFORMED.

NOTE: The company listing at the end of each paragraph was added by the author from information found on the ORLLs.

1. FWMAO Compound Saigon: This project called on the 169TH to provide additional facilities for the headquarters of the Free World Military Assistance Organization. The work assigned included the construction of seven (7) Pascoe pre-engineered metal buildings enclosing a total of 6,720 square feet, 700 linear feet of sidewalks, 1,000 feet of security fence, 6,861 cubic yards of fill, an asphaltic single surface treatment over the entire area, and a helipad surfaced with M8-A1 matting. (*C & D Companies*)

2. General Officers Quarters:

a. Begun as the pilot model for further construction of this type of sophisticated structure, this building would immediately house the Commanding General, US Army Engineer Command Vietnam and later billet the Commanding General of the 20th Engineer Brigade. Included in this air conditioned structure were two bedrooms, two ceramic tiled baths, a large living room, all electric kitchen lined with base and wall cabinets, fitted with a bar, and a large screened patio. The installation of wall paneling and trim in all rooms, the cabinet work, the mill-work for doors and windows, the laying of asphalt and ceramic tiles all required a skill level in finish carpentry and other trades that is rarely needed in theater of operations construction. The project posed many unusual problems, some due to flaws in the initial set of plans furnished by a civilian architect-engineer. The principal problems, however, stemmed from the requirements for special plumbing and electrical fixtures, hardware, plexiglass and other materials not in the supply system. Despite the problems and the attendant delays caused by materials, the finished product was one of most unusual quality for troop effort.

b. USARV: Construction of another set of General Officer's Quarters (GOQ), this one for USARV Headquarters, was begun in September with a required completion time of only three weeks, necessitating exceptionally tight scheduling of the many skills involved and allowing no room for slippage in the schedule. The design bugs has previously been worked out on the pilot model, however, and the supply of special materials posed no significant problems. In the absence of these prior problems and with a skilled and experienced crew, the deadline was met without sacrificing quality for speed. At the same time as the GOQ was being constructed, the unit was also required to build a tennis court for the GOQ area at Long Binh. In a period of just over two weeks, a concrete court of exceptional quality was constructed, complete with net posts, a 60' wide by 8' high backboard for practice, chain link fence and lights for night play. (*D Company*)

3. Long Thanh North Airfield: In April 1967 the 169th was directed to begin construction on the USARV Airfield at Long Thanh. At this time only preliminary plans were available and work in April was limited to clearing, opening borrow pits and starting construction of haul roads. In May, clearing and grubbing began, along with the first major excavation and embankment work, despite the fact that final plans were not available until early June. The airfield is to be the largest Army airfield in Vietnam, with a 5,000 foot C-130 capable runway an necessary parking aprons, taxiways and operating facilities. Construction was planned as a phased operation to permit early occupancy by selected aviation units. Phase I, for which the 169th was responsible, comprised 3,500 feet of runway, a 400' x 1,700' parking apron, a connecting taxiway and a 75' x 202' pre-engineered steel hanger. The phase I work, which would have to be done entirely during the monsoon season, was to require the construction of 2.5 miles of hauling roads; the removal of 133,000 cubic yards of unsuitable material; the placement and compaction and stabilization of almost 20,000 yards of select base rock; and laying of 9,640 tons of asphaltic concrete on 107,000 square yards of runway, taxiway and parking apron. This work and the hanger construction were required to be completed during the months of May through November, some rainfall occurred on most days and a total of 149 inches of rainfall was recorded over the entire period. During July alone, when the placement and compaction of select base material began, rain fell on all but three days of the month and 25 inches were recorded over the month. Despite night and day attempts to attain adequate compaction of the select base using various conventional construction procedures, the required densities and base strength could not be achieved. By this time work on all other major airfield projects in Vietnam had been suspended because of the almost impossible weather conditions. Failing success by conventional means, the 169th initiated the use of Portland cement stabilization to attain the necessary base course strength. This specialized operation was affected to a far lesser degree by monsoon conditions and steady, rapid progress was

made in spite of the weather. Portions of the paved runway and parking apron were paved and opened to aircraft traffic by the middle of August. All the runway and half the parking apron were placed in use by mid-September and the remainder of phase I was completed in November. Throughout the period of this outstanding achievement under most difficult conditions, the unit maintained a program of close quality control and produced results which always met and in most cases exceeded, by a significant amount, the engineering criteria and specifications for the airfield. *(B Company)*

4. Bien Hoa Commo Center: This building would house a signal complex of highly complicated electronic equipment. Requiring a completely isolated system enclosed within a building demanded that the 169th follow rigid security codes involving communications equipment. The 40' x 60' wood frame structure required a reinforced concrete foundation, acoustical and floor tile for sound and dust control, an extensive 200,000 BTU air conditioning system to maintain the operating temperature required for the vast heat producing units, extensive electrical wiring totally installed in conduit, and a separate power source to serve temporarily until permanent power became available. Two 1,000 gallon fuel tanks and a water borne sewage system with a 31,500 gallon septic tank were included in the project now complete and turned over to the 1st Signal Bridge. *(B Company)*

5. Medical Storage Depot: In late April a requirement was levied for a medical storage depot consisting of two 40' x 210' steel buildings and over 12,000 square yards of paved hardstand surrounding the buildings. Because medical supplies were at that time stored in the open in Saigon, subjected to worsening weather conditions and stacked in such a manner as to preclude knowing just what was available or where, there was a critical need for warehouse storage space at the earliest possible time. Each of the 140' x 210' buildings consisted of three 70' x 140' Inland Steel pre-engineered structures placed side-by-side and connected by a common system of gutters and downspouts designed and fabricated by the unit. Despite the fact that these buildings were the largest undertaken by engineer troops in the area at this time and the first attempt at heavy steel erection, the unit completed the first building in just under thirty days, working on a "round-the-clock" basis. The second building, which included a large quantity of partitions (most of which were of concrete block masonry construction) and other special requirements, was scheduled to be completed two weeks later. During its construction, however, many changes were made to the plans, revising and layout and adding to the requirements by a significant amount. Despite these changes, the construction of the basic building took only one week longer than the original schedule. Electrical design for the depot was not made available by higher headquarters until after the basic buildings were completed. Temporary lighting was installed to permit beneficial occupancy, however, and work was begun immediately on the permanent system. Because of the extensive requirements, much of the special electrical equipment required had to be ordered from CONUS, causing a potential delay of three to four months in full utilization of the depot. However, through the initiative of the 169th in locating materials that could be substituted and in redesigning portions of the system to provide for an interim solution, substantial full use of the depot was made possible two months in advance of the receipt of materials ordered from CONUS. *(D Company)*

6. 24th Evacuation Hospital X-Ray Extension: Approximately 2,400 man hours were expended in the construction of this 21' x 28' extension to the x-ray building constructed by the 169th some six months earlier. The extension, completed on 10 October, was required to serve special high powered x-ray equipment to be used especially for casualties with head wounds and similar injuries. Although the building was small the special requirements were considerable, including a cooling system for the x-ray negative printer, two air conditioners, extensive wiring for the lighting and x-ray equipment, and finally lead lining for the walls. *(D Company)*

7. Mess Hall Construction: Within the past seven (7) months this unit has completed a total of four (4) 500 man mess halls, 40' x 150' and two (2) 250 man mess halls. Each of these structures is complete with internal plumbing, electrical wiring, water tank, grease trap, and scullery. *(B Company)*

8. Nha Be Heliport: During July a combat support mission was given this unit in the form of a heliport for the Navy cantonment at Nha Be. The old heliport, used for assault helicopter operation, had deteriorated to the point where accidents were occurring caused by the protruding matting and the torrential monsoon rains which steadily eroded the base. The 169th was directed to rebuild the helipad while maintaining operating capability. By the end of August a new 150' x 400' heliport, surfaced with the M8-A1 landing mat, had been built. Helicopter revetments were provided and dust palliative was added to bind the surrounding sand base. *(D Company)*

9. Two Story BEQ for USARV: On 13 July 1967 construction was begun on a series of seven (7) two story BEQ's for use by newly arrived USARV Troops. By 15 September, 27,000 troop and 10,000 Vietnamese civilian manhours had been expended in completing the seven laterite pads, reinforced concrete foundations, and 20' 108' two story tropical frame buildings. (*B & C Companies*)

10. Chapel for 169th: The goal both to have the first of 11 newly authorized chapels on Long Binh Post and to provide a place of worship for the 169th Engineer Battalion and the surrounding units was realized by the end of October in the form of a 30' x 64' structure dedicated on 5 November. A true battalion effort, construction was accomplished with the participation of all units in the 169th. With an "a" line roof, steeple with bell, stained wood frame with fluorescent lighting, fans, and offices for the chaplain and his assistant, this structure has become an outstanding feature of the horizon of Long Binh Post. (*43d Engr Company (DT)*)

11. Australian Signal School: To assist the Australians, the 169th hauled over 1,610 cubic yards from Long Binh to Saigon in order to alleviate extremely poor drainage conditions. The entire signal school contonment was filled, graded, and drained to provide a solid foundation surrounding all the buildings. The entire operation required nine days to finish the 10,000 square yard area. (*D Company*)

12. Hold Baggage Warehouse: This was a 40' x 100' pre-engineered metal warehouse in which all hold baggage in the Long Binh area would be processed. The work included the erecting of the building on a concrete floor slab, installing incandescent lighting, and providing an 80' x 160' parking area surfaced with asphalt.
(*D Company*)

13. Asphalt Paving: Of all achievements, one of the most notable was the result of the vast paving program undertaken by the 169th. During the past seven (7) months the unit has placed over 75,000 tons of asphalt for roadways, heliports, airfields, parking aprons, parking lots, and hardstands. The paving done amounts to the equivalent of 78 miles of single lane roadway 12 feet wide. Adding to the outstanding nature of this task was the fact that the seven months in question comprised the monsoon season and many days were a total loss for paving. Not only did the paving crews work day and night when the situation demanded, they also learned to live with the elements and circumvent the weather. By the use of cement treated base rock, the preparation of base courses was continued, followed by the paving, in spite of the environment. The major feet of this period was the preparation and paving of the USARV headquarters parking and roads complex and the area surrounding that headquarters. Initially the plan was for the civilian contractor who built the headquarters to prepare a stable base for the areas to be paved by the 169th. Because of the intensive rainfall, the contractor labored unsuccessfully through the months of June and July in an attempt to get the laterite base ready for paving. Early in August, when it became evident that the rate of the contractor's progress would never permit the attainment of paved surfaces by a required date of 1 September, the contractor was relieved of his responsibility and the 169th was given the task of preparing and paving the required areas with an exceptionally short period of about three weeks. Beginning on 11 August, working 24 hours per day under the close scrutiny and skepticism of many USARV staff members and civilian contractor personnel, the unit removed the wet, soft, unsuitable material from the areas previously worked, replaced it with cement treated select base material and paved all areas within the amazingly short period of twenty-five (25) days. During this period, when rainfall occurred on 20 of the 25 days, the equivalent of 9.5 miles of single roadway was prepared and paved. The successful accomplishment of this extremely difficult and technically demanding project was a truly remarkable achievement, one which many engineers considered could not be done by an engineer unit in the time allowed. (*D Company*)

14. 90th Replacement Battalion Water Distribution System: Consisting of a 126,000 gallon storage tank, loop type distribution system to the existing facilities, an 8' x 10' pump house with in-line chlorinator, and a truck and trailer fill stand with two outlets, this project was completed in time for the approaching dry season. The project was made more difficult than it normally would have been by the unavailability of the proper type pipe, requiring that the steel pipe which was available be joined by welding and section. (*D Company*)

15. USARV Flag Poles: Although a small project in size, the distinction of fabricating and erecting the two 60 foot flag poles for the USARV Headquarters fell to the 169th for their previous work at II Field Force Headquarters. The flag poles were erected on 15 July, in time for the dedication ceremonies of the new headquarters. (*A & C Companies*)

16. Maintenance Buildings for 64th Quartermaster Cantonment Area: A project consisting of three 40' x 120' structures is presently underway to provide maintenance facilities for the 64th Quartermaster Battalion. At the close of this period, one building was completed, a second was in its final week of construction and the third has not yet been sited. (*C Company*)

17. Two-story BOQ's for II Field Force Headquarters: Begun on 14 August 1967 and scheduled for completion in late November, these six 20' x 108' two-story BOQ's each contain thirty-two (32) individual rooms and two latrines, one on each floor. Extensive wiring, including 220 volt wiring for room air conditioners, and plumbing facilities which will eventually be tied into a waterborne sewage system were included in the installation. The first building was turned over to the user on 22 October and the last building was made available to him on 15 November. (*C Company*)

18. Microwave Relay Building for 2nd Signal Group: This H-shaped structure, consisting of 20' x 50' and 20' x 100' building connected by a short corridor is designed to house complicated electronic equipment utilized by the Signal Corps. The structure contains a maze of trenches in the concrete floor to house the complicated wiring which serves the electronic equipment. Although the building is now completed and in partial use, full utilization awaits the installation of a 180,000 BTU air conditioning system when the units become available in the supply system. (*D Company*)

19. PX and Civic Action Warehouses: Barely started at the beginning of this period, two 40' x 50' Pascoe pre-engineered metal sheds butted together as the basic structure for each building. The work, completed on 17 May, required a total of 25 days.

20. Song Dong Nai Bridges: Two bridges spanning the Song Dong Nai near the city of Bien Hoa were repaired as part of a joint project with the Vietnamese Ministry of Public Works. The timber decking and tread on the bridges was rapidly deteriorating, causing unacceptable traffic delays. The work required to remove and replace the unsatisfactory timbers on these two bridges, one 550 feet and the other 859 feet, would have been a fairly routine task except that the bridges were narrow one-way structures and work on them required interrupting traffic flow. In order to avoid closing the bridges to traffic during the busy hours, all work was done between the hours of 2200 and 0400 hours. At the completion of the project the Bien Hoa province chief stated that this work was the most beneficial work the United States had done in the Bien Hoa area because it provided direct benefits for so much of the population. (*B Company*)

21. ARVN Wac Training Center: This project required the dewatering and filing of laterite of an abandoned 70' x 500' section of canal which existed within the ARVN Wac Officer Candidate training center in Saigon. The work involved the hauling of 2,190 five-ton dump truck loads of laterite a distance of twenty-five (25) miles, much of this distance through the busy streets of Saigon. At the end of this period the haul was substantially complete and the only remaining work required was to put a finish grade on the area and peneprime it. † (*D and 43rd (DT) Companies*)

22. Miscellaneous Tasks: Aside from the formal projects executed by the battalion, much effort was expended in tasks such as the following: (*D and 43rd (DT) Companies*)

- a. Minimum essential construction was accomplished to provide well drained areas, roads, latrines, and pads for tents or structures for units moving into the Long Binh area. Included among units for which this work was done were the 92nd Engineer Battalion, for which a sizable effort was required; the 7th Management Traffic Agency; and the 299th Supply and Support Battalion.
- b. A great variety of laterite pads, numbering in the dozens, were constructed for various units for EM and NCO clubs, officer's clubs, telephone exchange vans, photo facilities and barracks. In addition, the unit has provided technical assistance to units in their self-help construction program to provide themselves with barracks and other facilities.
- c. The unit has participated in a major program to rehabilitate and upgrade substandard electrical wiring in buildings erected by non-engineer units over the past year. The rewiring is required in order to meet proper safety standards necessary for hookup to the permanent electrical distribution system now

available at Long Binh Post. During this period approximately 200 buildings have been rewired in accordance with the proper codes. (*D Company*)

- d. Despite the heavy workload of the battalion and the long hours each man works, the unit has found time during this period to construct 13 two-story barracks in the battalion area. Almost all of this work has been done at night, after completion of a normal day's work, with carpenters, cooks, clerks, mechanics and equipment operators all pitching in to help. As a result of this self-help program, the unit now has fourteen (14) of the eighteen (18) barracks required to house the battalion and its attached 43rd Dump Truck company.

23. Projects Underway at End of Period: At the end of this period many new projects were underway or being planned. The largest single project and probably the most important involves the restoration and upgrading to MACV standards of national Highway QL-15 from Long Binh to Bearcat. The project is one of the first assigned as part of the very large and dramatic effort on lines of communication restoration. This effort will facilitate movement by Free World Forces, but of greater importance will contribute significantly to the overall development of the country of Vietnam. The project assigned to the 169th covers a very heavily traveled ten mile section of roadway which was deteriorating rapidly under the heavy military and civilian traffic using it. The work required entails completely rebuilding the drainage system, removing three bridges and replacing them with reinforced concrete structures widening the roadway to a total width of forty (40) feet of surfaced highway and shoulders, improving the base and paving it with asphaltic concrete. At the close of the period the first 1.5 miles of roadway over the most difficult and heavily traveled section, has been completed and opened to traffic. Another 1.5 miles was in advanced stages of construction and work on the remaining section was just beginning. The project, begun on 21 September, will be completed by the end of January 1968. Other projects just starting or in various stages of completion are:

- a. Preparation of a graded, stabilized, penepripped staging area encompassing approximately 40,000 square yards for the 199th Light Infantry Brigade. this work will be completed by mid-December. (*D Company*)
- b. Construction of a 40' x 70' reinforced and sandbagged tactical operations center, with air conditioning, for the 101st Airborne Division.
- c. Construction of a 57' x 150' EM/NCO club for the 169th Engineer Battalion area.
- d. Relocation and repair of defensive berms, bunkers and guard towers for the 7/8th Artillery at Bien Hoa.
- e. Revolutionary Development Support in the form of a 35' x 37' maternity dispensary in the delta area south of Saigon.
- f. Construction of a 40' x 160' dispensary for Long Binh Post.
- g. Continuation of the rehabilitation of electrical wiring in approximately 200 buildings on Long Binh Post. (*D Company*)

OTHER PERTINENT INFORMATION

1. Some interesting statistics about the 169th during this period included the following:

Total concrete placed	6,394 cubic yards
Total building floor space constructed	305,000 square feet
Fill placed	571,795 cubic yards
Water produced	over 6,000,000 gallons
Area stabilized	667,396 square yards

2. Pre-fab Operations: During this seven (7) month period, the pre-fab yard has turned out the following:

321 side panels for the 20' wide buildings
 622 20' trusses
 26 corner panels
 138 end panels
 8 two-story BEQ's
 6 two-story BOQ's
 1 one-story BOQ
 5 500 man mess halls
 2 250 man mess halls
 20 chapel pews
 165 2,4 and 6 hole latrines
 8,078 blue top & surveyor stakes

3. Begun as a pilot project prior to May 1967, the battalion sheetmetal shop reached its zenith in operation during this period, furnishing support to all units of the 159th Engineer Group and to many units outside the group. Undertaking progressively move difficult work, the shop fabricated many sheetmetal products not available in the supply system, such as gutters and downspouts, flashing, ventilation devices and complicated ductwork for large air conditioning systems.

4. 43rd Dump Truck Company: During this period the attached 43rd DT Company has:

- a. Hauled over 20,000 yards of fill to the Long Thanh North Airfield.
- b. Hauled 2,850 cubic yards of sand and laterite at night to Newport compound in Saigon.
- c. Along with other elements of the 169th, supported the 92nd Engineer Battalion by hauling in excess of 85,000 sandbags and 9,000 barrels filled with laterite, and other materials, to MACV Headquarters at Tan Son Nhut Air Base as revetment material. The majority of this material was hauled at night.
- d. Support the 46th Engineer Battalion by hauling laterite fill for the Bien Hoa By-Pass road. met both day and night, this commitment required the trucks to haul over 4,000 cubic yards of laterite.
- e. Supported the First Infantry Division on a combat support mission from 4 September 1967 thru 28 September 1967 (see Incl 6). The entire company of 48 trucks was utilized hauling select base and rock from RMK University Quarry to Di An, Lai Khe, and Phouc Vinh. During this time the company hauled approximately 3,200 cubic yards of material while traveling over 38,000 miles.
- f. hauled over 50,000 tons of asphalt plant mix in support of the paving program.
- g. Achieved the distinction of having driven over 1,000,000 vehicle miles since arriving in country.

5. **Combat Support**: During this period segments of the 169th Engineer Battalion were engaged in three combat support operations. From 6 June to 29 June, eight men, two Rome Plows, and two tractor-trailers supported the 86th Combat Engineer Battalion during Operation Paddington. Later, these same men and pieces of equipment moved to support the Royal Australian Engineers over an extended period of time in clearing jungle from their compound and during such engagements as Operation Anslie. As mentioned above from 4

September to 28 September the 43rd DT Company supported the First Infantry Division in operations near Di An and Lai Khe (see Incl 6).

6. **Maintenance:** The maintenance of this unit stands out as an example for all to follow. Despite day and night operations, seven days a week with no breaks, over all manner of roads, this unit has maintained an average deadline rate of 2.04 percent for engineer items and 1.6 percent for ordnance items. The command goal is 5 percent. The deadline rate for critical items of equipment averaged 5.02 percent, against a command goal of 10 percent. It is most significant that this deadline rate has been maintained even as the vehicles and equipment get older and older.

7. **Civic Action:** The redecking of the two bridges over the Song Dong Hai near Bien Hoa (*B Company*) have been discussed in Inclosure 10, para 20. As pointed out in that inclosure, this work has been among the most beneficial done for the Vietnamese by any US Forces in the local area. Help has been given to the Bui Thai Catholic Church in the form of some fifty loads of laterite. Materials for the repair of the Vien Giac Pagoda in Tau Hiep were also provided by this unit. Trucks were made available on various occasions to haul fill for use in helping the Vietnamese repair roads through the village of Tam Heip under the Auspices of the Minister of Public Works. Clothing, soap, toys and school supplies have been donated to local orphanages by members of this unit. A sizable project was undertaken to reclaim the land where a large pond previously existed as the Duc Quang Pagoda in Phouc Hai. The pond has been dewatered, blast rock has been hauled to fill the resulting cavity and laterite is being spread to provide a suitable foundation for a new school building at the site. The battalion surgeon has devoted time in local villages to provide first aid and hygienic instruction to the Vietnamese. Finally, the paving of the main routes through Bien Hoa and surrounding villages has made a significant contribution to the Vietnamese transportation system and provided good will throughout the area.

8. During this period, approximately 170 individuals in the 169th have taken advantage of the opportunity to extend their tour of service in Vietnam, thus adding greatly to the efficiency of the battalion's operation.

Source: United States Army, HQ, 159TH ENGR GP, "RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION" dated 1 Dec 67, Enclosure 10, LIST OF TASKS PERFORMED. Retyped from the original in 169th Engineer Battalion, RG 472, Stack 270, Row 34, Compartment 34-, Shelf 7-, Box 1-Organizational History 1954-1972, National Archives II.

1968 Vietnam:

HQ, 159TH ENGR GP (CONST) APO 96491, RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION LETTER WITH ENCLOSURE 1, SIGNIFICANT PROJECTS, DATED 15 JANUARY 69.

Para 1:period of operations against an armed hostile enemy in the Republic of Vietnam from 1 May 1968 through 31 October 1968.

Para 3a: Several highly sophisticated, complex structures were built requiring a great deal of detailed planning, organization, and hard work. Two of the projects, the III Corps Tactical Operations Center and the II Field Force Tactical Operations Center, were very similar in nature.both were massive structures built underground. ...enough concrete to build a wall 6 feet high by 6 feet wide and 500 yards long. Interior wall paneling, extensive electrical wiring, and large air conditioning facilities..... . A third project was the 175th Radio Research Facility.the 169th Engineer Battalion was chosen for the task. They responded with their typical "can do" attitude..... In all three of these cases, platoons had to work long arduous hours t meet rigid construction schedules. Two shift operations on each of the facilities were often necessary to insure early occupancy of the facilities by the users.

Para 3b: Units of the 169th had various lines of communication (LOC) restoration missions. One of the most significant was the upgrading and repaving of 13 kilometers of LQ-1 between Bein Hoa and the Intersection of QL-1 and QL-20. The improved road was the first one in the 20th Engineer Brigade's AOR to incorporate new design criteria t meet stiff tactical requirements of combat commanders. In addition, the road will make it easier for the Vietnamese people to bring their produce from outlying areas to populated centers, contributing to the economy of the country.

Para 3c:build three 60 foot counter-mortar radar towers around Saigon. Each tower was in place and operational within one week-contributing to the overall defense of Saigon.

Para 3d:the 169th Engineer Battalion.....paved a total of 105 kilometers of roads, airfields, and hard stands.

Para 3e: .. combat support missions....restoration of the village of Ap Cho on Operation Coventry, building of the C-13- Parking Apron at the Xuan Loc Airfield, and drilling of a well at Bao Trai..... It should be noted that the 169th has been selected to control all well drilling operations in the 20th Engineer Brigade AOR. During August the earth moving platoon of Company C, 169th Engineer Battalion, made emergency repairs on QL-20 near the II/III Corps border in conjunction with the 18th ARVN Engineers. The platoon was also awarded the Commanders Unit Commendation Award.

Para 3f: During this period the 43rd Engineer Company (DT) completed an outstanding record of over 350,000 miles in hauling a total of 85,000 tons of material.In October the 43rd Engineer Company (DT) directed eight large convoys on QL-20 to the village of Phuong Lam. They hauled 5000 tons of rock to the 18th ARVN Division Engineers who were repairing a section of the road in order that traffic could continue to move between Dalat and Saigon. The average length of each convoy was 100 vehicles with the last three averaging almost 200 vehicles including several combat elements from the 11th Armored Cavalry Regiment.

Para 3h: During this period organizational training began for the 20th Brigade core drilling team, the first of its kind in Vietnam. This team is used for exploratory subsurface investigation throughout the 20th Engineer Brigade's area of operations to increase the command's capability in selecting quarry and crusher sites.

4. Administration:

5. The 169th Engineer Battalion, the 43rd Engineer Company (DT) and the 22nd and 551st Well Drilling Detachments continue to put great deal of emphasis on maintenance. The 169th Engineer Battalion received the 159th Engineer Group Best Maintenance Award for the month of October 1968. ...the average ordnance rate was 4.5% and the critical items deadline rate was 6.7%.. Both of these averages compared quite favorably with USARV goals of 5.0% and 10% respectively.

Enclosure 1, Significant Projects

NOTE: The company listing at the end of each paragraph was added by the author from information found on the ORLLs.

1. 506th Field Depot: During this period the earthwork and paving was completed on 192,733 SY of open storage hardstands. Drainage ditches along the hardstands were grouted to combat the effects of the large monsoon rains. The streets were brought to final grade and paved with asphalt concrete. The 8,000 SF Sealand loading Dock was completed with a 72 foot hardstand and two access roads. A standard tropical frame 500 man mess hall, 150' x 40', was constructed and 3000 gallon water towers were built to supply it with water. This facility saved many man hours of wasted effort involved in transporting personnel back to the center of Long Binh Post for the noon meal. The total project has involved a total of 700,000 CY of earth-work. Next period, work will continue on the vertical construction, an additional 6700 SY hardstand, and DBST operations to complete 110,000 SY of hardstand. (See Incl 23) *(A, B, C & D Companies)*

2. 175th Radio Research: This highly complex project consists of a 70' x140' Operation Building of masonry construction, an incendiary building, a 400 KW Power Plant, a high voltage electrical substation, and an incinerator building. The operations building is now in the final stages of construction; the floor tile and acoustical tile have been completed as well as the earthwork around the structure. The building will house complex electrical equipment and be completely air conditioned and have water-borne sewage. Few jobs of troop construction in Vietnam have been as complex as this radio research facility. *(B Company)*

3. Bien Hoa Underground Tactical Operations Center III Corps: This underground operations center was constructed of reinforced concrete utilizing over 900 cubic yards of concrete and 9 miles of reinforcing bar. The forms were made of reusable corrugated metal and proved so successful that they were also used on the II Field Forces TOC. The structure was painted on the interior and will soon be air conditioned. A corrugated raised roof has been placed over the structure to detonate incoming rounds. The structure contains 3800 square feet of floor space. *(D Company)*

4. Well Drilling Support: As of 1 August 1968 an additional three water detachments, the 38th, 156th, and 917th, were assigned to the 169th Engineer Battalion. These three detachments together with the 22nd and the 551st Well drilling detachments, which were previously assigned to this unit gave this Battalion the entire well drilling capability for the 20th Brigade. A total of four additional wells were drilled on Long Binh Post since May 1968, with an average production of 50 to 70 gallons per minute. At Bao Trai south of Cu Chi a 75 GPM well was drilled in support of the 79th Engineer Group. Currently one detachment is drilling at an artillery support base north of Tay Ninh near Nui Ba Den. *(A Company)*

5. Restoration of QL-1: Working throughout the rainy season a total of 13 Kilometers of QL-1 to QL-20 were upgraded and paved. The roadway was raised, widened, compacted, and paved with asphalt concrete. During the next period the drainage ditches, culverts, and shoulders will be completed to bring the road up to MACV standards. This national route in conjunction with QL-20 is extremely important for transport of produce from Dalat to the Saigon Markets. *(A & D Companies)*

6. 50th Medical Company Facilities: During this period this hospital complex for VC prisoners was completed. A total of six (6) double quonsets, 11,600 SF, on a raised three foot foundation, each complete with shower and sink were constructed. In addition to the 2600 LF of chain link security fencing, latrine facilities, security lighting, four (4) guard towers and bunkers were placed. The quonsets are paneled with masonite and offer quite a contrast to the tents in which the prisoners formerly lived. (See Incl 24) *(C Company)*

7. II Field Forces Tactical Operations Center: This TOC's design is very similar to the III Corps TOC although it is larger and has an additional 18" concrete cap in lieu of the corrugated stand off roof. The interior walls were paneled and painted and floors tiled. The interior area is 5750 square feet. As on the III Corps TOC, the corrugated metal forms proved highly successful and economical. The structure contains 26 rooms and a complete electrical system. Electrical conduits were placed within the concrete to minimize exposed wiring. The only remaining interior work is the installation of the air conditioning which will be accomplished by a civilian contractor. *(D Company)*

8. Operation Coventry: The village of Ap Cho located southeast of Cu Chi was completely destroyed during the TET Offensive of February 1968. Using two dozers, one front loader, one grader, and six dump trucks, roads were constructed to establish a drainage system. A secondary mission was removal of debris from the village area. Within a short time the Vietnamese people of the village were able to reestablish their life in that area (*C Company*)

9. Operation Appian Way, Phase II: The upgrading of 25 kilometers of QL-20 from the II Corp's boundary to Dinh Quan. An earthmoving platoon worked in conjunction with an ARVN Engineer Company on the upgrading and paving of a single surface treatment on the roadway. Both units were quite isolated throughout the operation, occasionally receiving harassing fire from the enemy. (*D Company*)

10. Minimum Essential Requirements (MER): A Technical advisor and material were provided for two newly arrived signal units attached to the 2nd Signal Group and the 36th Signal Battalion. A total of 43 wooden tent floors, six 4 hole latrines, two 6 hole latrines, six 6 head showers and two 3000 gallon water towers were constructed. The plumbing was accomplished by our plumbers.

11. Counter-Mortar Radar Bunkers and Towers and Observation Towers: The battalion reacted quickly in the construction of these installations, important in defense of the Saigon area. Within a week two 60' metal observation towers were constructed, one at Hoc Man and the other at Camp Davies. Two 30' and one 10' wooden counter mortar radar towers designed by this unit were erected at Tan Son Nhut Airbase in conjunction with three 20' x 20' command bunkers. The towers have a 5' 6" concrete wall one foot thick to protect the radar equipment sitting on the tower deck. The bunkers house the control panels for the radar. (*B Company*)

12. Free World Forces Helipad and Hardstand: A 28,000 square foot helipad in the heart of Saigon was compacted and primed during the monsoon season. Additionally, a 15,000 square foot parking hardstand, a 5' 6" high wooden fence, a wooden curb, and seven Helicopter landing pads were built. (*B Company*)

13. Airfield Upgrading Xuan Loc: Earthwork on the 900 foot parking Apron for C-130 aircraft has been completed this period. A Sand Surface Treatment was placed on the parking area and taxiway and a double surface bituminous treatment on the cargo loading area. (*A, B & C Companies*)

14. Long Khanh District Advisor's Billets: Two one-man billets, 200SF; three four-man billets, 2160 SF; and three six-man billets, 2880 SF, were constructed in eight different isolated locations for advisors in the Long Khanh district. Latrines, water storage facilities and septic tanks were also constructed at each of the eight locations. Much of the work was accomplished by prefabrication operations at Xuan Loc. (See Incl 25) (*C Company*)

15. Rock Crushing: The rock crushing operation at Long Thanh Airfield was converted from a base course operation to crushing 3/4" and 3/8" material. The crusher operation provided all the rock for over 200,000 square yards of DBST at the 506th Field Depot. (*A Company*)

16. Class III Covered Storage: Construction of this 40' x 200' covered storage area for the 64th Quartermaster Battalion began on 20 April 1968 and was completed this period. The project consisted of placing a laterite pad, laying a concrete pad, constructing the covered storage area, installing culvert to improve drainage, and placing a laterite ramp. (See Incl 26) (*C Company*)

17. Restoration of QL-20: The restoration of this commercially vital national highway from its intersection with QL-1 to the II/III Corps boundary fell to this battalion. In August it was necessary to send an earthmoving detachment to aid the ARVN Engineers in repairing 8 Kilometers of roadway damaged by the heavy rains. Since then detailed survey of the first 22 kilometers has been made and the road is being designed to meet MACV standards. Numerous drainage structures are required including a major bridge. Base rock has been stock piled and work has begun to place a by-pass road in the right-of-way along the existing road. (*D Company*)

18. Grass Seeding, USARV Headquarters Hill: The Battalion received the task of seeding some 300,000 square yards of surface. Over 100,000 square yards of this surface were top soiled prior to placement of seed and fertilizer. Old rye grass seed was used as mulch since straw mulch was not available. The mulch, grass seed, and fertilizer were spread by use of two 1300 gallon hydro-seeders which sprayed the materials to a distance of 100 feet. This operation was completed within a 30 day limitation, in spite of a 10 day loss due to heavy rain. (See Incl 27) *(A Company)*

19. USASUPCOM 500 Man Mess Hall: The construction of this standard 500 man mess hall began on 3 July 1968 and was completed on 15 September 1968. The building is 40' x'150' with a 17' x 120' scullery and a 3000 gallon water tower. In addition to the construction of the mess hall, all appliances were installed. *(C Company)*

20. Civic Action Work: During this period this Battalion has provided material, equipment, and labor assistance to the Ho Nai Refugee Hospital, Bien Hoa Provincial Hospital, R&L ARVN dependent housing area, Tran-Thoung Xuyen Semi Public High School in Bien Hoa and employees of the Battalion. In addition to our civic action program we have provided technical assistance and equipment to other units located in Saigon and Xuan Loc areas, to use for their Civic Action Programs.

21. Core Drilling Team: During this period the organizational training began for the Battalion core drilling team. This team is used for exploratory subsurface investigation throughout the 20th Engineer Brigade's area of responsibility to increase the command's capability in selecting quarry and crusher sites.

22. In addition to the projects listed above the following tasks have been or are being undertaken.

- a. **Aircraft Revetments:** A total of 1600 linear feet of 12' revetments have been prefabricated at Long Binh and are now being erected at Tan Son Nhut Air Base. The revetments are being used to house eleven U-21 aircraft. *(C Company)*
- b. **Security Gates:** A total of 20 security gates were made by the welding shop and placed at the 90th Replacement battalion, 208 yard, Long Binh Post Gate #3 and the PDO yard in conjunction with strengthening of the Long Binh Post Security. The gates were placed in a concrete base and secured with wire rope guide lines. *(A & B Companies)*
- c. **493 Man Cantonment:** Through the use of one supervisor and material support, work continued in construction of nine barracks and administrative two story buildings for the 92nd MP Battalion in Saigon. By thorough planning and continued development of their self-help capabilities, the engineer supervisor gave the Military Police the ability to complete the major construction, while freeing engineer troops for more necessary effort elsewhere. *(B Company)*
- d. **Protective Walls for Billets:** Revetments of roofing tin and lumber three feet high were placed around the four newly constructed WAC Billets. Then work began on 55 gallon drum revetments around 38 BOQ Billets on Long Binh Post. Approximately three-quarters of the BOQ billets were revetted in this period. *(B Company)*
- e. **Engineer Support, Nui Chau Chan:** Repair of a 4" non-potable water line on Nui Chau Chan required an air lift of both men and equipment to the top of the mountain. The project required several sections of water line and couplings to be placed. *(B Company)*
- f. **Cat Lai Base Development:** In support of the 11th Transportation Battalion an engineer supervisor was provided to direct this self-help project at Cat Lai - a major ammunition unloading point on the Dong Nai River. Additionally, laterite for building pads and materials were supplied for this project. *(C Company)*
- g. **159th Engineer Group TOC:** Construction of a concrete shell around the existing Group TOC involved a total of 80 cubic yards of concrete. The shell was constructed in such a manner to support its own weight. The interior was paneled, air conditioned was installed and security fence was placed around the outside. (Inclosure 28) *(C Company)*

h. Repair of Xuan Loc Runway: The existing airfield runway at Xuan Loc was upgraded to include grading, patching with asphalt concrete, and priming. (*C Company*)

i. Repair of II Field Force Artillery TOC: To repair the leaking roof on this underground TOC it was necessary to remove the laterite covering the roof and place T-17 membrane over the surface and recover with select laterite.

23. Some interesting statistics about the 169th Engineer Battalion during this period include the following:

a. Total Concrete placed:	6038 CY
b. Fill hauled:	150,000 CY
c. Asphalt placed:	94,667 tons
d. Area of double surface treatment	240,970 SY
e. MACV standard roads paved	105 KM

Source: United States Army, HQ, 159TH ENGR GP (CONST) APO 96491, "RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION" Letter with Enclosure 1, Significant Projects, dated 15 January 69. Retyped from the original in 169th Engineer Battalion, RG 472, Stack 270, Row 34, Compartment 34-, Shelf 7-, Box 1-Organizational History 1954-1972, National Archives II.

Miscellaneous Notes from Other Sources:

Operation "Dutch Boy" (*C Company*)- repair of war damaged dikes roads and buildings in the village of Nhi Binh located on the west bank of the Saigon River approximately 10 miles north of Saigon.

C Company built the 159th Engineer Group TOC. D Company built the 169th Command Bunker, III Corp TOC and II FF TOC. TOC is tactical operations center.

From the 159th Engineer Group ORLL dated 15 Aug 69, page 9:
Bunker Construction, Hill 837, Nui Chau Chan, Co. D, 169th. Construction (and anchoring against sliding) one perimeter bunker. Starting Date: 19 July 69. Project is 50% complete. Est. completion date: 10 Aug 69.

1969-1970 Vietnam:

HISTORY OF THE 169TH ENGINEER BATTALION (CONSTRUCTION) FROM SEPTEMBER 1969 TO OCTOBER 1970

The 169th Engineer Battalion set up, operated, and maintained a rock Quarry, crushing complex, hot mix asphaltic cement plant, and a concrete batching plant. The Quarry greatly aided the construction of National Highway QL-20, the battalion's main project.

On 15 September 1969, the 169th Engineer Battalion moved its Bravo Company north up QL-20, a mile south of Phu Lam. As National Highway construction work was completed and continued north, the need for a base camp became essential.

On 14 November 1969, the 544th Engineer Company (CS) was assigned to the 169th Engineer Battalion. The 544th will be located some twenty three miles northwest of Battalion headquarters, and will operate various road producing complexes.

In need of greater quality and Quantity of rock for its major project, QL-20, the 169th Engineer Battalion constructed, operated, and maintained a rock Quarry, crushing complex and a hot mix asphaltic cement plant in December 1969. Included in the project of operational equipment was one 410 TPH jaw crusher, one 880 universal crusher, one 4' standard cone, and one 54 roller. A KA-60 model asphaltic plant was used for maximum output. Over 11,140 man hours were exhausted on the site. The 544th Engineer Company (CS) moved from base camp at Nui Da Dinh, to operate the project.

Charlie Company was responsible for a 'quick job' at Xuan-Loc this past year. In a project plagued by continuous rains, untimely shortages in supplies, and typical mud problems of monsoon season building, C Company constructed 14 aircraft revetments, 2 fuel storage revetments and three guard towers.

D Company, working at Long Binh, installed two elevated type water storage tanks this past January. The tanks were fitted on forty foot steel towers, set in concrete bases. Two filling points were set up, one for each tank, which will handle 10,500 gallons of water. Some 5,300 man hours were expended on the project.

Three 282 feet parallel culverts were installed in January by Company D. The site of the mammoth complex, with preassembled culvert sections each 60 inches in diameter and 40 feet long, was located 3 miles west of the La Nga River along National Highway QL-20.

Units of the 169th Engineer Battalion removed thick vegetation growing between Providence Village and Long Binh Army Post in February in an effort to deny the enemy a natural hiding place. The clearing was accomplished with defoliants, fire and finally, land clearing equipment.

Sanford Heliport also received some work from C Company, 169th Engineer Battalion this past year. The Long Binh located port needed non-skid paint on its landing surface to provide traction for taxing and towing of helicopters. In all, 288,000 square feet of M8A1 matting was applied.

Civic Activities

Charlie Company built a kilometer of peripheral road and repaired over two kilometers of road for villages in Gia Kiem.

In March the Chaplain contributed over thirty gallons of canned food to the Gia Kiem orphanage and a load of food and clothing from the States was donated to the Dominican Sisters Orphanage in Honai.

Chaplain Ballard and volunteers from headquarters Company and Company A loaded a jeep and a 2 & 1/2 ton truck with excess food from various messhalls and boxes of clothing sent from the U.S., and visited Protestant and Catholic communities of Dong Xuan, 23 miles northeast of the 169th Engineer Battalion base camp in Long Binh, this past June.

In October, Chaplain Ballard once again made a visit, this time to the newly formed refugee village outside of C Company. Boxes of clothing from the States, as well as food from Battalion messhalls were passed out.

Changes in Command

LTC R. S. McGarry --- 18 Jun 69 to 4 Jan 70
 LTC N. J. Andre----- 4 Jan 70 to 1 Aug 70
 LTC C. Sanders----- 1 Aug 70 to 12 Sep 70
 LTC J. E. Smith -----12 Sep 70 to present

Listing of Units

Units Assigned

169th Engineer Battalion

HHC Administration
 A Co Maintenance
 B Co Construction
 C Co Construction
 D Co Construction

Units Attached

43d DT Co Hauling operations
 544th En Co Asphalt and Quarry Operation

Source: United States Army, 169th Engineer Battalion, "HISTORY OF THE 169TH ENGINEER BATTALION (CONSTRUCTION) FROM SEPTEMBER 1969 TO OCTOBER 1970". Retyped from the original in 169th Engineer Battalion, RG 472, Stack 270, Row 34, Compartment 34-, Shelf 7-, Box 1-Organizational History 1954-1972, National Archives II.

1971 Vietnam:

HQ, 159TH ENGR GP (CONST) APO 96491, RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION DATED 7 February 72, ENCLOSURE 1, TASKS PERFORMED. Period covered is 1 Nov 1970 to 6 Nov 1971.

NOTE: It appears that the ORLL was used for the justification with a cover sheet added requesting the Recommendation for Award of Meritorious Unit Commendation.

Paragraph 3 of 159th Engineer Group Cover Letter:

In August 1971, the Battalion was designated a Keystone Oriole unit. The Battalion worked until 6 November 1971 to accomplish its assigned mission. With a determined attitude and the highest degree of professional competence the battalion continued upgrading QL-20 to Bridge 4 by working 6 days past its initial stand down date.

2. Significant Projects:

a. Overall Production: During the year the battalion completed construction of 64.5 KM of Class A Highway; produced 225,310 cy of 3/4" (-), 299,250 cy of 2"(-) and 134,730 tons of asphalt; participated in more than 40 combat and operational support missions; and placed 1655 cy of concrete.

b. Combat and Operational Support. During the award period the battalion was tasked with more than 40 combat and operational support missions ranging from a signal piece of equipment with operator for a day to retrograding a capture dozer. The missions were varied and included among others, technical assistance, emplacement of a float bridge, berm construction and construction of rearm and refuel points. Quick response and timely completion were the battalion's key to efficient support of tactical units.

Major Projects included:

(1) Aviation support: The 169th provided revetments to the 312th Aviation Detachment. In addition rearmament and refueling points were constructed for the 1st Cav Division (am) to assist tactical air operations.

(2) Equipment Support. The most frequent recipient of support was the 62nd Engineer Battalion (Land Clearing) which was provided haul support to move units to and from field locations on a regular basis.

(3) Technical Assistance. The 702nd Engineer Detachment (Power Line) provided planning, guidance, and construction effort in a variety of missions from Bao Loc to the Delta. Included among other missions were: perimeter lighting of recreational facilities for night use, perimeter lighting for base camps, lighting and electrical connection of crusher lines and asphalt plants and training and technical guidance for the installation of perimeter lighting at Phu Loi. In addition the 103rd Engineer Company provided technical assistance to the ARVN 505th Engineer Company in their operation of Nui La industrial site.

c. Minimum Essential Requirements (MER): None

d. Line of Communication (LOC) Projects: The battalion's effort was devoted to construction of QL-20. The original work directive was to complete the upgrading to MACV Class A highway from QL-1 to the MR II/III border. This area was divided into 5 sections.

Section I extended from the intersection of QL-1 and QL-20 to Gia Kiem-Gia Tan and measured 9.7 KM. Extensive patching to the wearing surface, shoulder construction with DBST and completely new ditch work were the tasks to be accomplished. The last 6.9 KM of shoulder were completed in November and December 1970 and the section was turned over to the Saigon Highway Department on 5 January 1971.

Section II measured 21 KM and was 50% complete at the beginning of the period. The remainder required extensive earthwork including building shoulders, ripping and upgrading failed areas and raising the profile of 2 KM for more effective drainage. Six Kilometers of section II through the villages of Gia Kiem-Gia Tan required new construction and was paved 40 ft wide with a 24ft travelway. When section II was turned over to the Saigon Highway Department on January 1971 the battalion had turned over approximately 30 KM of Class A highway in one month.

Section IIIa (12.8 KM) was examined in detail at the beginning of the construction season. It was found that approximately 50% had failed due to monsoon rains and the remainder was suitable for rough grade of subbase. The failures were removed and backfilled with laterite up to subbase grade. The entire section was overlaid with an 8 in base course of 2 in (-) crushed rock. Paving was accomplished in 2-2.5 in. lifts. First lift paving included the shoulders and 2nd lift provided the travel way. This section was turned over to SHAD on 28 March 1971.

Section IIIb (11.1 KM) contained a 2 KM hill just south of the village of Dinh Quan which harbored several underground springs. A combination of heavy axle loading on one lift of asphaltic concrete and the pooling of the springs at the bottom of the hill caused numerous failures. It was necessary to install a system of french drains to carry the spring flow away from the highway before repairs could be made.

Section IV, the final 20.5 KM, was examined in October 1970 and was determined to be 80% failed. The remainder was found suitable for rough grade subbase. The failures were removed and backfilled with laterite to subbase grade. The section received an 8 in base of 2 in (-) crushed rock and 2 lifts of asphaltic concrete. The first lift included the shoulders and the second lift provided the travelway. Extensive earthwork was necessary to improve the vertical alignment as well as provide necessary drainage. A 3.9 KM overlay was required in the area of the village of Trai Lam Cay due to the heavy axle load of logging trucks used in this vicinity. This section was completed to the MR II/III border on 15 June 1971.

A subsequent work directive to complete an additional 10.8 KM of roadway extending to bridge 20-4 was received. Construction of this section was carried out during the monsoon season. Only constant monitoring of drainage prevented the monsoon rains from causing a serious problem. The rains complicated paving operations but since they consistently fell in the early afternoon it was possible to allow for them in work schedules and the road progressed daily. This section lacked 1 KM of roadway which was left out to allow for construction of approaches to bridges 20-1,3, and 4, and 2 KM of 2nd lift paving when it was turned over to the 554th Engineer Battalion on 6 November 1971.

e. Base Construction:

(1) (*Note: Vietnam Regional Exchange*) **VRE Warehouse.** The scope of this project was to erect 8 General Purpose Warehouses, Open Storage area and a Warehouse loading dock. Responsibility was received on 27 March 1971 and worked commenced on 4 April 1971. Five of the buildings had to be dismantled at Qui Nhon and shipped to Long Binh. Responsibility was transferred to 92nd EBC on 21 June 1971. (*Note: D Company was assigned to the 82nd Engineer Battalion to work on this project.*)

(2) **USARV Stockade.** The 43rd DT Company hauled sand to the USARV Stockade during the period 12 December 1969 to 27 September 1971.

(3) **Base Camp Maintenance.** Each company continued to maintain its base camp and in the light of increased enemy activity in the area, improvements were made in defensive wire, bunkers and perimeter lighting.

3. Vietnamization and Civic Action

a. The 103rd Engineer Co (CS) provided training and equipment to the ARVN 505th Engineer Company who took over operations of Nui Le Industrial Site on 1 June 1971. This included Quarry and Crushers.

b. With the availability of heavy equipment near their homes, village elders often called on the line companies for help. Significant projects included:

- (a) A housing area in Dinh Quan was leveled and waste loads of asphalt were provided.
- (b) Rock was provided for the foundation and front yard of a new high school in Dinh Quan.
- (c) Culverts were installed in access roads from QL-20 to the village at the La Nga River.
- (d) Food and clothing was provided an orphanage in Gia Kiem.
- (e) Land was cleared for an experimental farm.
- (f) Land was cleared for garden plots for the village Xa Bien Hoa.
- (g) The road leading to the hamlet of Cuu The was upgraded, spread with 3/4 in (-) reject aggregate and treated with MC-70.
- (h) Two roads in Kiem Tam were surfaced with crushed rock.
- (i) The access road to the civilian dispensary Gia Tan was surfaced with crushed rock.
- (j) Approximately 250 meters of village road in Xa Bien Hoa was upgraded and spread with 3/4 in (-) reject aggregate and treated with MC-70.
- (k) The market place in Xa Bien Hoa was covered with 3/4 in (-) reject aggregate and treated with MC-70.
- (l) Approximately 1100 square yards was cleared for the establishment of a new village south of Xa Bien Hoa.
- (m) Reject asphalt was used to pave the Dinh Quan market place.
- (n) 500 bags of cement was furnished to rebuild the Binh Quan District Office that was destroyed by a sapper attack.

(2) Medical assistance:

- (a) Medical civic action programs (MEDCAPS) were conducted at several locations including the villages of Soui Kat, Gia Kia, Binh Loc, and Binh Hoa. These were done on a weekly basis.
- (b) Constructive materials and advisory support were given to the 635th ARVN Hospital.
- (c) All local nationals working at battalion installations received yearly physical examinations including chest x-ray and blood test.
- (d) All females VN contacts were treated on a biweekly basis.
- (e) A battalion drug amnesty program was designed to include a detoxification ward at unit level.
- (f) Provided suture equipment and intravenous equipment to the Binh Quan Hospital.
- (g) B Co, 169th EBC sponsored treatment for a Montanyard boy who could only move on his hands and knees due to a leg injury. The Battalion doctor evacuated him to 24th Evac Hospital where an

operation was performed on his injured leg. Co B provided weekly transportation for this father to visit him. The boy can now walk with the aid of crutches.

Source: United States Army, HQ, 159TH ENGR GP (CONST) APO 96491, "RECOMMENDATION FOR AWARD OF MERITORIOUS UNIT CITATION" dated 7 February 72, ENCLOSURE 1, TASKS PERFORMED. Retyped from the original in 169th Engineer Battalion, RG 472, Stack 270, Row 34, Compartment 34-, Shelf 7-, Box 1-Organizational History 1954-1972, National Archives II.

Inactivated 30 April 1972 at Oakland Army Base, California.



FORT LEONARD WOOD

1999: **BATTALION TRAINING**

Headquarters transferred 30 September 1986 to the U.S. Army Training and Doctrine Command (TRADOC) and organized at Fort Leonard Wood, Missouri.

MISSION

Conduct basic combat training, combat engineer and bridge crewmember one station unit training (OSUT), 51/62 career management field (CMF) advanced individual training (AIT), and Army values training to TRADOC standards at Fort Leonard Wood and Gulfport, MS to prepare soldiers for the Army.

THE VISION OF THE 169TH

We are committed to training excellence and sustaining the total Army Force with highly trained, disciplined, motivated and loyal soldiers that provide unparalleled Combat Engineer and Bridge Crewmembers support to the Total Army.

- SAFETY ALWAYS
- LIVE THE ARMY VALUES
- DRIVING FORCE IS OUR CADRE
- INSTILL A WARRIOR ETHOS
- TAKE CARE OF OUR SOLDIERS AND FAMILIES
- BE A PROACTIVE PARTNER IN THE FORT LEONARD WOOD COMMUNITY
- SET THE STANDARD FOR EXCEPTIONAL SERVICE

THE COMPANIES OF THE BATTALION



The following information regarding the battalion is from Internet web site:

<http://wood.army.mil/1STBDE/169th/169web1.htm> during a 25 January 2000 search.

WELCOME LETTER *(To parents of new soldiers)*

I am pleased to inform you that your son or daughter is assigned to 169th Engineer Battalion, 1st Engineer Brigade. Your soldier will undergo a comprehensive training program of Basic Training and Advanced Individual Training (AIT) in the specialty of a Combat Engineer or Bridge Crewmember. The training is challenging and demanding, both physically and mentally, so I would like to first ask that you write your soldier as often

as possible to show your support. This will provide the needed encouragement for the stressful times ahead.

I ask that you do not use the address for magazine or newspaper subscriptions. The soldiers are here for training and their free time is very limited. In addition, please do not send food packages; there is limited storage space and perishables are not allowed in the barracks.

Please understand that your soldier is training six or seven days a week. Since training days are 12-16 hours long and your soldier must remain in training, a surprise visit will end in disappointment. There will be two times during the cycle when you will have an opportunity to visit your soldier. These events are the Essayons Pass (signifying the completion of basic training) and graduation at the end of AIT.

There will be another letter sent as we approach graduation to let you know the latest news.

You are cordially invited to attend the graduation banquet on the evening before graduation. Depending on availability, the banquet will be held in the Engineer Club or the Essayons Club. Check with your soldier for the proper location. It is an all-you-can-eat buffet for the entire family, including your soldier. The current price is \$7.00 for adults, \$3.00 for children age 10 and under, and free for children age 2 and under. Prices are subject to change.

Please let your soldier know well in advance how many will attend the banquet. You may purchase tickets at the door, but I recommend your soldier purchase the tickets in advance so the club will prepare enough food for everyone.

If you plan to attend either of the ceremonies, please note Ft. Leonard Wood has limited accommodations. I've listed some motels and hotels in the St. Robert and Waynesville area where you can make reservations. Ft. Leonard Wood Guest Housing may also be available, but your soldier needs to make the arrangements as early as possible. Before you leave home, check with your soldier to ensure he or she has met all requirements and will graduate! This will help you avoid problems when you arrive.

BEST WESTERN MONTIS INN (573) 336-4299

BUDGET INN (573) 336-5212

ECONO LODGE (573) 336-7272

RAMADA INN (573) 336-3121

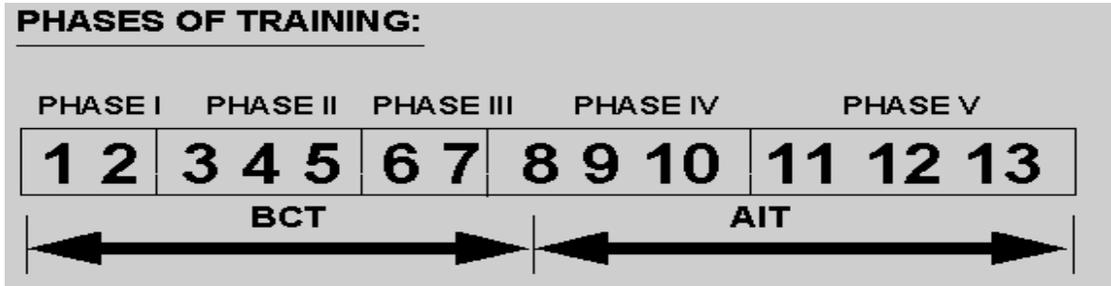
On graduation day, your soldier will be able to depart directly after final outprocessing. We have to make sure everything is in proper order for them to leave. If you plan to take your soldier home with you, please check several weeks ahead to see that he or she has not made other travel plans; last minute changes are extremely difficult.

If for any reason there is an emergency at home and you need to contact your soldier, please contact the local chapter of the American Red Cross, hospital, or law enforcement agency. The Red Cross (our preference) maintains an efficient 24 hour worldwide notification service and there is no charge for this service.

I hope this letter has answered some of the questions you may have concerning your soldier. If there are any changes to the above mentioned event times and/or locations, I will ensure your soldier has the most current information. I look forward to meeting you.

THE WAY WE TRAIN

The One Station Unit Training (OSUT) we do for the Combat Engineers and the Bridge Crew members is done in Five Phases, which is broken down into 13 weeks.



PHASE I	PHASE II
<p>WEEK 1</p> <p>ORIENTATION APFT I COMMUNICATIONS INTRODUCTION TO BRM DRILL & CEREMONY UNIT TAUGHT SUBJECTS</p> <p>WEEK 2</p> <p>FIRST AID NBC TRAINING MAP READING</p>	<p>WEEK 3</p> <p>DRY FIRE BRM (PD 2) WEAPONER TNG (PD 3) GROUPING/ZEROING (PD 4 & 5) DOWN RANGE FEEDBACK (PD 6)</p> <p>WEEK 4</p> <p>FIELD FIRE 1 & 2 (PD 7 & 8) PRACTICE RECORD FIRE (PD 9) PRACTICE RECORD FIRE (PD 10) RECORD FIRE (PD 11) GRENADES</p> <p>WEEK 5</p> <p>US WEAPONS APFT II BTFTX INDIVIDUAL TACTICS NIGHT RANGES UNIFORM FIT (FEMALES)</p>

<p>PHASE III</p> <p>WEEK 6</p> <p>UNIFORM FIT (MALES) CONFIDENCE COURSE BAYONET TRAINING END-OF-CYCLE-TEST</p> <p>WEEK 7</p> <p>UNIT TAUGHT SUBJECTS</p>	<p>PHASE IV</p> <p>WEEK 8</p> <p>ESSAYONS GRADUATION ACCIDENT AVOIDANCE/PMCS 12B/12C DEMOLITION TRAINING</p> <p>WEEK 9</p> <p>LANDMINE WARFARE TRAINING COMBAT CONSTRUCTION BAILEY BRIDGE TRAINING</p> <p>WEEK 10</p> <p>BAILEY BRIDGE TRAINING AVLB TRAINING 12B MEDIUM GIRDER BRIDGE (MGB) TRAINING 12C</p>
<p>PHASE V</p> <p>WEEK 11</p> <p>AVLB TRAINING 12B BEB/RIBBON BRIDGE TRAINING 12C ACE TRAINING 12B</p> <p>WEEK 12</p> <p>ACE TRAINING 12B END-OF-COURSE-COMPREHENSIVE- TEST12B/12C BEB/RIBBON BRIDGE TRAINING 12C CEFTX</p> <p>WEEK 13</p> <p>BATTALION COMMANDERS INSPECTION EQUIPMENT TURN-IN OUTPROCESSING GRADUATION</p>	

D COMPANY, 169th Engineer Battalion (DELTA)

Delta Company has been designated as a Training Base Expansion Company (TBE). The 98th Division (IT) Army Reserves has the mission from April to August of each year to train both OSUT (One Stop Unit Training) and BCT (Basic Combat Training) soldiers.

The purpose of Delta Company is to handle the summer influx of soldiers coming into the Army and to provide simultaneously training for the 98th Division (IT) Army Reserves. During this time frame the Army reserves will train over 350 IET/OSUT soldiers and provide the extra Drill Sergeants and officers to complete the Army's training mission.

CURRENT COMANDER**LTC BRIGID OCKRASSA**

Lieutenant Colonel Ockrassa received a Bachelor of Science Degree from the United States Military Academy at West Point and was commissioned as a Second Lieutenant in the Corps of Engineers on 28 May 1980. She is a graduate of the Army Parachutist School, the Army Jungle Warfare School, the Combined Arms Services Staff School, the Command and General Staff College and has a Master's Degree in Management from Webster University. LTC Ockrassa became commander during July 1999.

CURRENT COMMAND SERGEANT MAJOR**CSM BONZA L. MONROE**

CSM Bonza L. Monroe has a BA in Criminal Justice from Columbia College in Columbia, MO. He entered the United States Army in August 1978 and took training at Fort Leonard Wood, MO. CSM Monroe is a graduate of Ft. Polk NCO Academy (PNCOC), BNCOC, ANCOG, NBC, MFT, Drill Sergeant School, First Sergeant School, Sapper Course, and the U.S. Army Command Sergeant Major Course.

INFORMATION SOURCES

INFORMATION SOURCES

ARCHIVES II -NATIONAL ARCHIVES AT COLLEGE PARK, MARYLAND

8601 Adelphi Road • College Park, MD 20740-6001

Archives II is located West of the Univ. of Maryland (College Park campus) or just outside the NE corner of Washington, D.C.

Opens at 8:45 am. Records are "pulled" from the shelves at 9:30, 10:30, 11:30, 1:30 and 3:30 Monday through Friday. No "pulls" on the weekend. Must request ahead of time for a Friday pull to have records available to you on Saturday. Pulls must be approved by an archivist.

PROCEDURE

1. Get researcher photo identification card in the office off the main lobby. All papers that you are taking in with you must be stamped in the office where you got your ID card.
2. Any jackets or overcoats must be placed in a wall locker in the basement. Takes a quarter to activate the lock. The quarter is returned when you leave. Check the slot inside the locker door.
3. Proceed to 2nd floor, Room 2000, research review room. Will have to pass through security showing your new ID card. Take along pencils to write with. Pens are forbidden. Photocopy cost is \$0.10 per page using a legal size piece of paper. Only one page of a document may be photocopied at a time.
4. At the desk in room 2000, request Badge for entry to Room 2400 which is where the military indexes are kept Ask for Ms. Susan Francis Haughton, ATTN: MWCTM, Room 2400, phone 301-837-1716 (Vietnam archivist-very knowledgeable and helpful).
5. Within the index room, complete Reference Service Slip:

169TH ENGINEER BATTALION, 159th Engineer Group, 20th Engineer Brigade
VIETNAM WAR

Book RG 472, # 24, Engineer Battalions. Book # 23 contains the Engineer Groups.
Record Group (RG) 472 is Records of United States Forces in Southeast Asia
169th Records Declassified: NND 873541

REFERENCE SERVICE SLIP

RG NO.	STACK AREA	ROW	COMPARTMENT	SHELF
472	270	34	34 -	7-
RECORD IDENTIFICATION				
169th Engineer Battalion				
Box 1 - Organizational History 1954 - 1972				
Box 2 - S-1 Daily Journal 1970				
Box 3 - S-2 Daily Journal Nov 1969 - April 1970				
Box 4 - S-3 Daily Journal Dec 69 - Jan 70				
Box 5 - S-3 After Action Reports 1969				
Box 6 - S-2 Daily Journal 1969-1970				
Box 7 - S-3 General Records 1969				
Box 8 - S-3 ORLLs 1968-1971				
Box 9 - S-3 Situation Reports May 68-Dec 69				
Box 10 - S-4 Daily Journal				
Box 11 - General Orders 1967-1971				
Box 12 - HQ Daily Journal May 68-Jan 70				

GENERAL INVENTORY OF BOX CONTENTS

Box 1

- Detailed History of 1967.
- Battalion Unit Roster of all personnel dated 3 March 1966.
- Many 1967 newspaper clippings.
- Several Awards, Certificates of Appreciation, Letters of Appreciation and Commendations
- Meritorious Unit Commendation Recommendations for 66, 67 & 72
- C Company narrative for Itschner Award Recommendation 4 Feb 68.
- 1968 Monthly Unit History Report
- 1954 & 1956 Histories
- Photos: II FF (Field Force) TOC, III Corps TOC, 159th Engr Gp TOC, 175th Radio Research Facility, 50th Medical Facility, roller on QL-1, well drilling, counter-mortar towers for defense of Saigon, medical facility, dust and erosion control, revetments, bridges, buildings and VIP visitors.

Box 2 S-1 Daily Staff Journal or Duty Officer's Log for Jan, Feb, Mar 69 and Jan 70

Box 3 S-2 Daily Staff Journal or Duty Officer's Log for Nov, Dec 69 and Jan, Feb 70.
Most signed by LT Richard C. Reiley.

Box 4 S-3 Daily Staff Journal or Duty Officer's Log for 1 Dec 69 to 19 Jan 70.

Box 5

- Company D After Action Reports for 1969 and the Monthly Civic Action Reports.
- Engineer Field Notes written by CPT Mathews on the mortar pit and bunkers. CPT Harvey on Marker Drums for D Company base camp at the intersection of QL-20 and the LaNga River. Field Notes from all companies.

Box 6

- Test Firing and Ammunition Reports
- 1968 Road & Bridge Upgrading Reports for all companies
- 4 Nov 68, 169th ENGR BN SOP through change 7.
- 1 July 68, 20th Engr Bde, Standard Drawings listing.
- Monthly Troop Capability Reports from Jan to Oct 68
- Monthly Project Status Reports from June to Aug 68.
- Statistical Data For The Month during March to Nov 1969 from all companies.

Box 7

- 1969-159th Engr Gp Engineer; 1969-79th Engr Gp and 1969-34th Engr Gp Field Notes
- Casualty Reports
- Weekly Reports of Significant Construction from Jan to 28 Dec 1969 for Company D
- Quarterly Operational Reports (ORLL) for Company D dated 7 Feb 69, 7 May 69, 28 July 69 and 2 Aug 69.
- Operational Reports of the 169th Engr Bn dated May 69

Box 8

- 169th Engr Bn Operations Reports-Lessons Learned for 1968 to 1971
- Photos of the La Nga River float bridge, B Company headwall construction, B Company scraper

Box 9 Situation Reports for Company D, 169th Engr Bn signed by Unit Commanders Robert Matthews and William T. Harvey from May 68 to Dec 1969.

Box 10 S-4 Daily Staff Journal or Duty Officer's Log for 1-4 June 68, 12-30 May 68 and 5-17 Jan 70.

Box 11 General Orders for 1967 and 1971. Awards for Good Conduct Medal.

Box 12 HQ, Daily Staff Journal or Duty Officer's Log from 1 May 68 to 30 Dec 68 and 2-24 Jan 1970.

INFORMATION SOURCES

169th ENGINEER BATTALION OPERATIONS REPORTS-LESSONS LEARNED (ORLL)

REFERENCE SERVICE SLIP

RG NO.	STACK AREA	ROW	COMPARTMENT	SHELF
472	270	28	11-	3-
RECORD IDENTIFICATION Headquarters, United States Army Vietnam Command Historian Operations Reports - Lessons Learned (ORLL) 169th Engineer Battalion Boxes 135 & 136				

ORLLs are available for quarters from 1 May 1966 to 31 October 1971.
Missing are 1 May to 31 July 66 and Nov 66 to Jan 67.

159th ENGINEER GROUP ORLLs

ORLLs for years 1969 & 70.

REFERENCE SERVICE SLIP

RG NO.	STACK AREA	ROW	COMPARTMENT	SHELF
472	270	28	11 -	3-
RECORD IDENTIFICATION Headquarters, United States Army Vietnam Command Historian Operations Reports - Lessons Learned (ORLL) 159th Engineer Group Boxes 132 & 133				

MORNING REPORTS and UNIT ROSTERS

Complete SF 180 or NA Form 13043 and mail to: Chief, Army Reference Branch (NCPMA), Military Personnel Records Branch, National Personnel Records Center, 9700 Page Boulevard, St. Louis, MO 63132.

Per the staff at the Records Center, unit rosters were prepared approximately every six months listing all personnel who join the unit during that time.

See internet site: <http://www.nara.gov/regional/mprmrr.html> for further information on ordering morning reports or unit rosters.

OTHER POSSIBLE SOURCES

Public Information Office (PIO) stories were sent to the Castle Courier, Belvoir Castle, Army Reporter, MACV Observer, Army Times, Stars & Stripes and KYSU Magazine. Locations of these sources are unknown to me. However many newspaper articles are located in Box 1, 169th Engr Bn, Organizational History.

INFORMATION SOURCES

PHOTOGRAPHS

Army Signal Corps photographs of Vietnam can be found on the 5th floor of National Archives II, College Park, Maryland. See Reference Group 111-SCA (Signal Corps Albums). Vietnam is listed starting with album 3049B through 3049YYY or 61 uncataloged albums starting in 1962. Contents unknown to the author.

The following photographs are listed in the general card catalog under Vietnam War, 169th Engineer Battalion.

<u>COLOR PHOTO NUMBER (CC)</u>	<u>PHOTOGRAPH DESCRIPTION</u>	<u>DATE</u>
80552, 82823	Post Exchange Warehouse	1971
80407	24th Evacuation Hospital Company D, 169th	23 Apr 67
54616, 17	Banana Quarry Asphalt Plant	Feb 70
83801	Rehab of Hwy 20 Tri Lam Cai North to Phoung Lam	May 69
83805	Upgrade of Hwy 20 between Tuc Tuy and RJ 1	May 69
83806	Operator Training	May 69
83807	Men in front of 3 GMC 12 CY Dump Trucks - Long Binh	May 69
83068	Xuan Loc Advisor Billits	Nov 68
81199- 201	24th Evac Hospital (Internal & External views)	Sep 67
81198	24th Evac Hospital, 400 bed facility Aerial View	Sep 67
80407 (Pic C)	24th Evac Hospital constructed by D Company	Apr 67
81039	Maintenance Hanger Co. B	Jul 67
81040	Runway Construction Co. B	Jul 67
80542	B and C Companies	Oct 71
80168	Asphalt Plant Co. A	1971
79702- 04	Adams Huts under construction Co. C	Nov 66
66891- 66898	544 Engineer Company	Apr 70
52391	Company C	Oct 68
35737	169th Bn Insignia (B&W or Color)	Aug 66
47608	Vietnam	Mar 68
37320-2	Long Binh Province	Nov 66
43446	Long Binh Province	Sep 67
37613- 28	Vietnam	Dec 66
27892, 93	Indonesia	1964
24685- 88	Fort Stewart, Georgia	1964
661366	Internal View of 169th Bn Chapel	Apr 71

INFORMATION SOURCES

**169TH ENGINEER COMBAT BATTALION
WORLD WAR II**

INDEX BOOK: World War II Book 32, Engineer Units

Old reference group: RG: 407-270-50-24-5 Slip was marked as below when materials received.

REFERENCE SERVICE SLIP

RG NO.	STACK AREA	ROW	COMPARTMENT	SHELF
407	270	62	1-	6-
RECORD IDENTIFICATION				
169th Engineer Battalion				
ENBN-169-0.1	21147	Hist	16 Sept 44 - Feb 46	
ENBN-169-0.2	23214	Hist	Feb-Apr 45	
ENBN-169-1.13		General Orders	1944-45	
ENBN-169-0.1-	27454	Photos		
ENBN-169-2	17264	S-2 OPN RPT	Jan - Feb 45	

Box Label:

WW II Operations Reports 1940-48 Engineers ENBN-169-0.1 to ENBN 169-2 Box 18711

Contents of box ENBN-169-0.1 to ENBN 169-2

HQ, 5th Army, 12 Sept 44, G.O. 151

169th Engr (C) Bn TO&E 5-15 w/C1
Authorized Strength: 29 Off, 3 WO, 605 EM
A, B, C Companies

Many photos with multiple copies

- Bridging-timber trestle, bailey (Po River bridge at Ostiglia, Italy-April 45), rafting operations. Mine barrier across Adige River- May 45. Other bridges at Verona, Italy-May 45 and Charlie Bridge on Route 937.
- Quarry operations- blasting on Route 6529
- Road building. Saw mill operations.
- Snow clearing of Routes 6529 and 937 using D-7, D-8 and motorized grader.
- Mine clearing on Route 6526

Day by Day reports and Operational Map