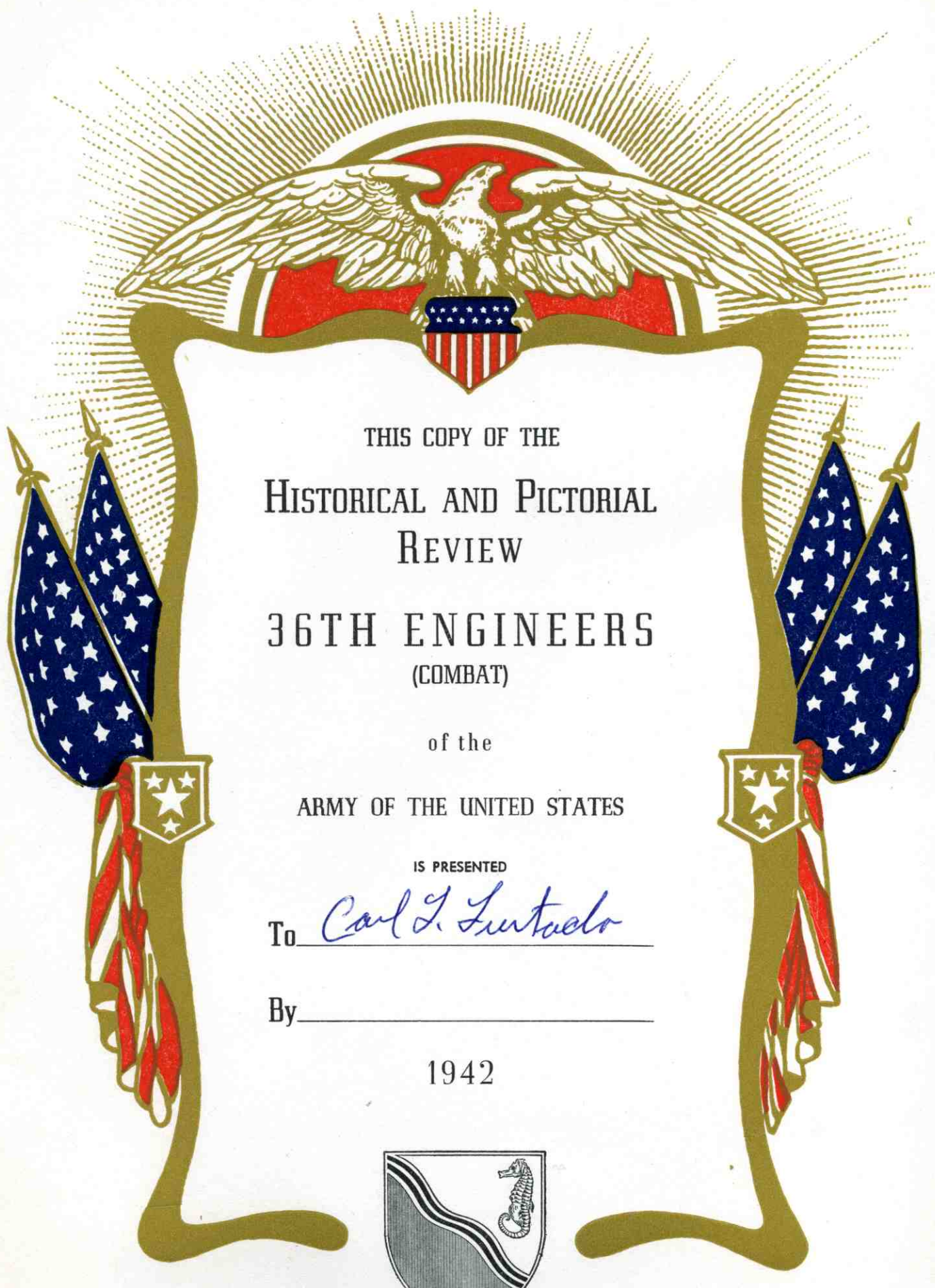


36TH ENGINEERS (COMBAT)

FORT BRAGG
NORTH CAROLINA



THIS COPY OF THE
HISTORICAL AND PICTORIAL
REVIEW

36TH ENGINEERS
(COMBAT)

of the

ARMY OF THE UNITED STATES

IS PRESENTED

To Carl L. Lutzelo

By _____

1942





THIS CERTIFIES

THAT

Carl J. Zurtado

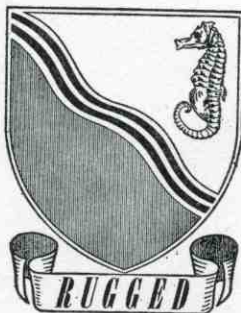
March 14, 1942

AS OF THIS DATE

36th Combat Engineers

IS A MEMBER OF

Commanding Officer



HISTORICAL *and* PICTORIAL REVIEW
36TH ENGINEER REGIMENT
(COMBAT)
ARMY OF THE UNITED STATES



FORT BRAGG, NORTH CAROLINA
1942

G R E E T I N G S



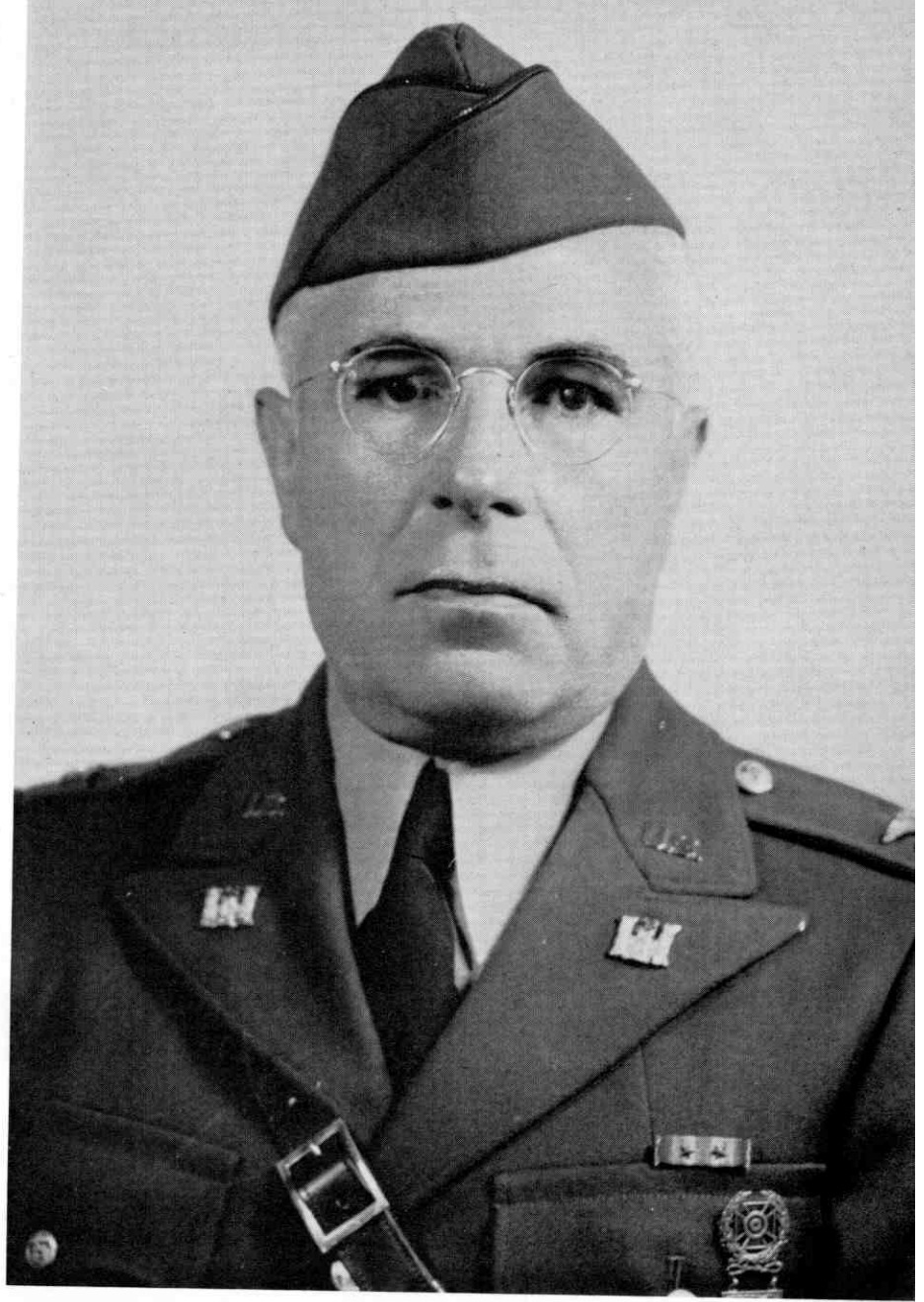
To: The Officers and Men of the 36th Combat Engineers.

This regiment during the first year of its activation has established an enviable record for itself, not only through its deeds and accomplishments but because of its outstanding Esprit de Corps. This conspicuous regimental spirit has been demonstrated through the loyalty, cooperation, and enthusiasm shown in the efficient execution of the many diverse tasks and missions assigned to us.

It is my hope that every member of the 36th Engineers may find something of interest and sentimental reminiscence in this book; that it may serve to further stimulate in him, pride in the regiment and lead him so to conduct himself that his actions may reflect credit, never discredit, upon the regiment, in training or in a foreign theater of operations under the most severe combat conditions.

We are proud of our motto, "The Rugged 36th." We shall always live up to it and the motto of the Corps of Engineers, "Essayons."

A handwritten signature in cursive script, reading "Paul M. Ellman". The signature is written in black ink and is positioned below the main text.



PAUL M. ELLMAN

Colonel

Commanding

Graduated from College of Engineering, Washington University, St. Louis, in 1913 with the degree of Bachelor of Science in Mechanical Engineering. Entered the Army in 1917 as a Lieutenant. Graduated from the United States Army Engineer School at Fort Belvoir, Virginia, in 1923, and the Army Industrial College in 1929. Rose successively through the grades, and promoted to Colonel, Corps of Engineers in May, 1942. During World War I, served overseas with the 114th Engineers, the First Engineers of the First Division, and as assistant to the First Corps Engineer. Served for 10 months with the Army of Occupation in Germany, returning to the United States for duty in the War Department in the office of the Chief of Engineers. Served five years with the Second Engineers at San Antonio, Texas, and at Fort Logan, Colorado. Following another four-year tour with the War Department in Washington, served three years in Hawaii with the Third Engineers from 1935 to 1938 inclusive.

Was in charge of Flood Control operations on the Winooski and Lamoille Rivers and Champlain Basin in Vermont. This project included in addition to channel improvement, the construction of large earth fill and concrete dams, and relocation of highways and bridges.

Prior to assignment to Command of the 36th Engineers, was on duty as a professor of Military Science and Tactics in the College of Engineering, New York University, in charge of the Engineer unit of the R. O. T. C.



GEORGE W. GARDES
Major
Executive Officer

REGIMENTAL STAFF



JOHN K. KEYS
Captain
S-1



ROBERT W. WOOD, JR.
Captain
S-1



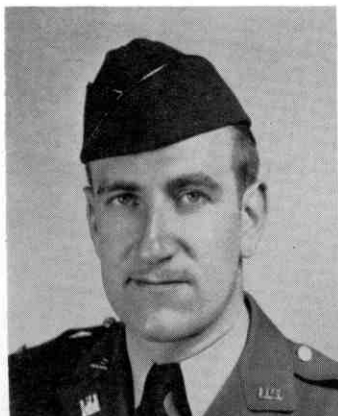
R. A. WHEELER
Warrant Officer
Assistant S-1

MAXMILIAN J. B. WELKER
Captain
S-3

WILLIAM E. MOSS
Second Lieutenant
S-4

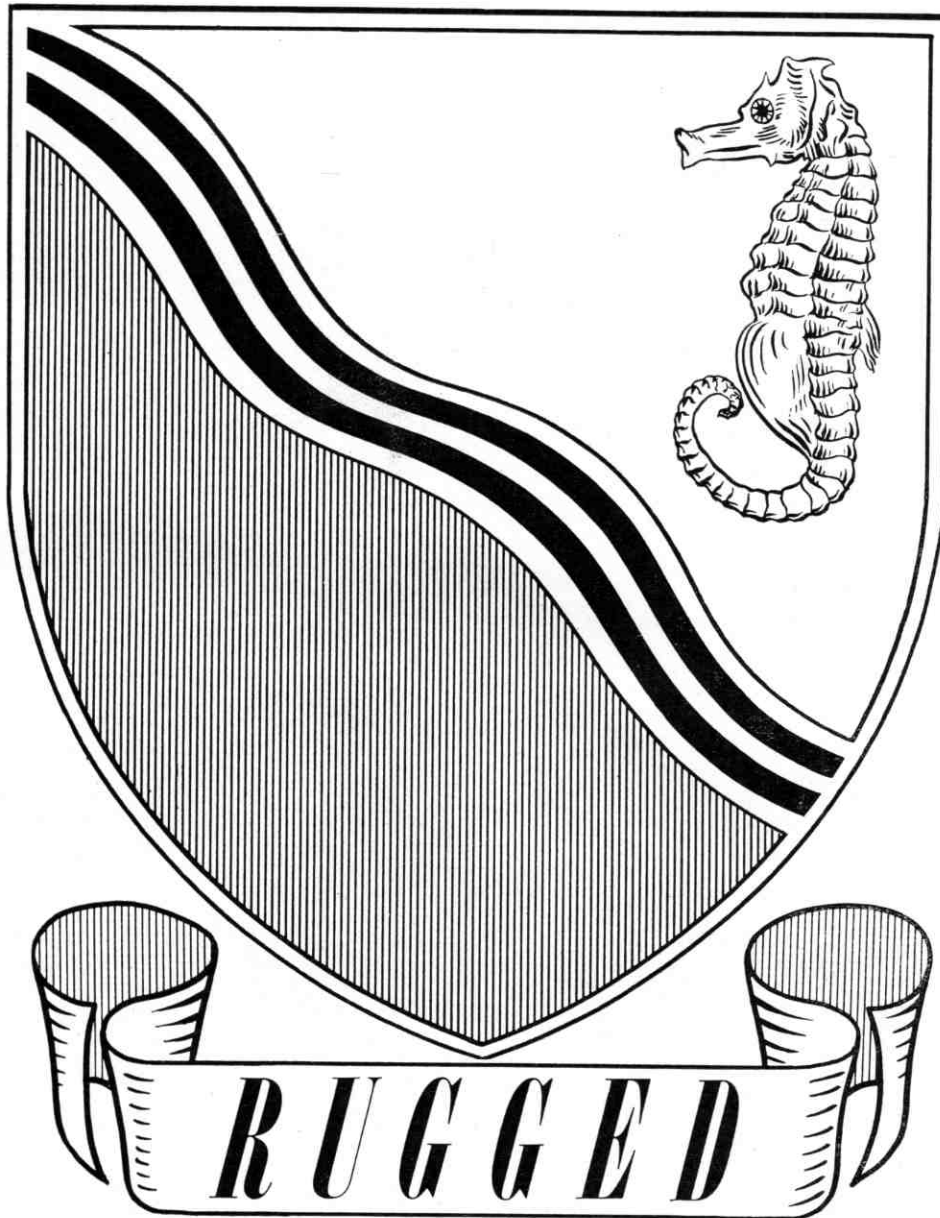
LEONARD W. SCANNELL
First Lieutenant
Chaplain

MILTON ZARCHIN
First Lieutenant
S-2



Proposed Insignia

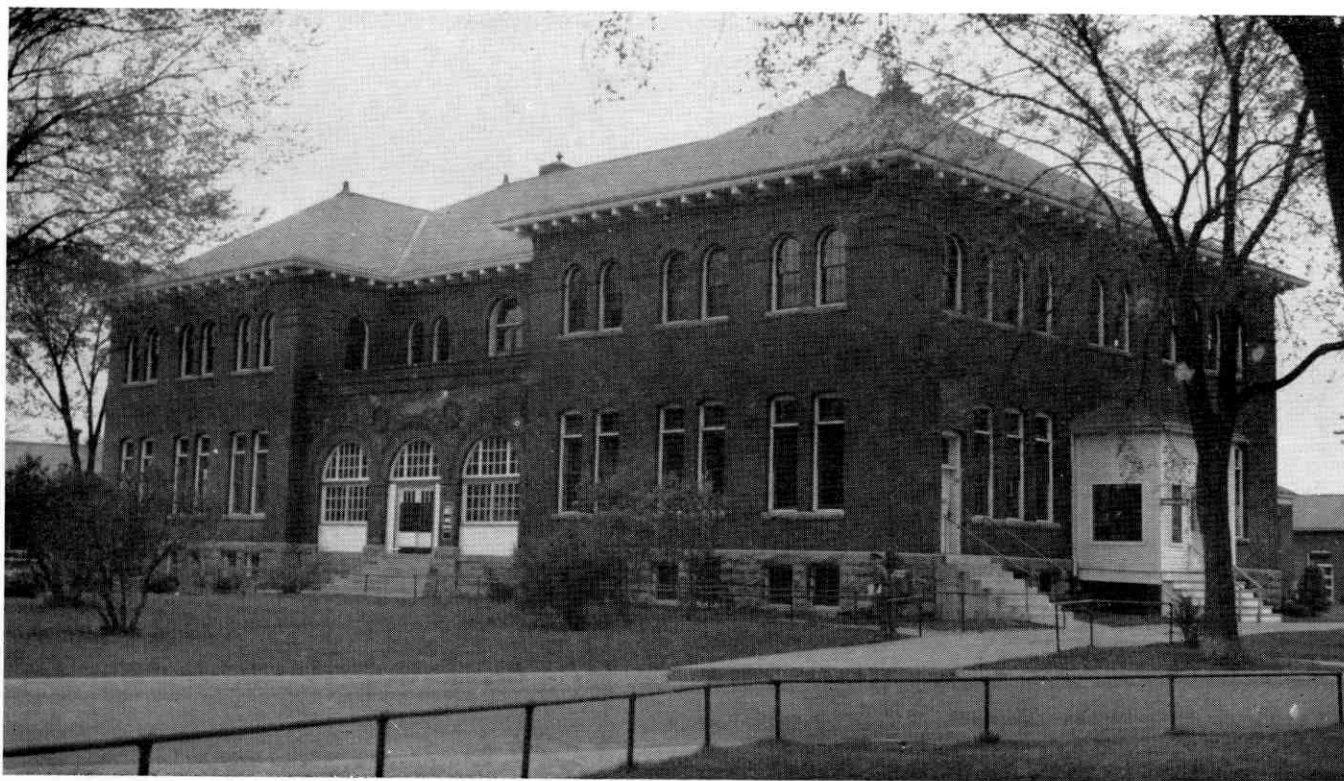
OF THE 36TH ENGINEERS COMBAT



BLAZONRY

Engineer colors: Red and White on a shield with alternate wavy silver and blue lines bar dexter representing water. This is taken as indicating the formation of the Regiment on the shores of Lake Champlain and the training of the Regiment, a great deal of which has been in river crossings and on the water. The sea horse is superimposed on the right of the shield symbolizing the amphibious training of the Regiment and marine activities.

The motto of the Regiment is "Rugged," which at first was held up as the aiming mark by its original commanding officer and which subsequently came into more or less habitual use by officers and men in speaking of their Regiment. This motto has been approved by the War Department and reserved for the exclusive use of the 36th Engineers.



Post Headquarters at Plattsburg, New York.

HISTORY OF THE 36TH ENGINEER REGIMENT

COMBAT

The 36th Engineer Regiment (Combat) was activated on June 1, 1941, at Plattsburg Barracks, New York, under the command of Lieutenant Colonel W. N. Thomas.

The cadre forming the nucleus of the 36th Engineers consisted of 55 officers and enlisted men. The officers were Captain John J. Danis, Captain Hamilton W. Fish, Captain Francis J. Bonini, First Lieutenant James B. Chubbuck and First Lieutenant Frank A. Swatta. The enlisted men who completed the cadre were from the Second, Seventh, Seventeenth and Sixty-fourth Engineers.

Additional officers joined in June, six of whom were sent to the Engineer Replacement Center at Fort Belvoir to bring back troops assigned to the Regiment. These men were part of the first group to complete the three months basic training course in the newly-constructed Replacement Training Center.

On June 28, 1941, 954 men arrived at Plattsburg Barracks on the shores of beautiful Lake Champlain, and the formation of the 36th Engineers was initiated. The first task was to weld the various elements of the Regiment into a smoothly-working, cooperative unit. This was accomplished by six weeks of intensive training at the Barracks and at the nearby Macomb Military Reservation, six miles from Plattsburg, a beautiful, heavily wooded undeveloped area where the men were trained in combat and engineering problems. A memorable feature of this training was the long hikes in full pack from the Barracks to the Reservation; the longest hike being 30 miles. Through this training and toughening, the 36th was quite ready for their first maneuver at Fort Devens, Massachusetts where they went on August 11.

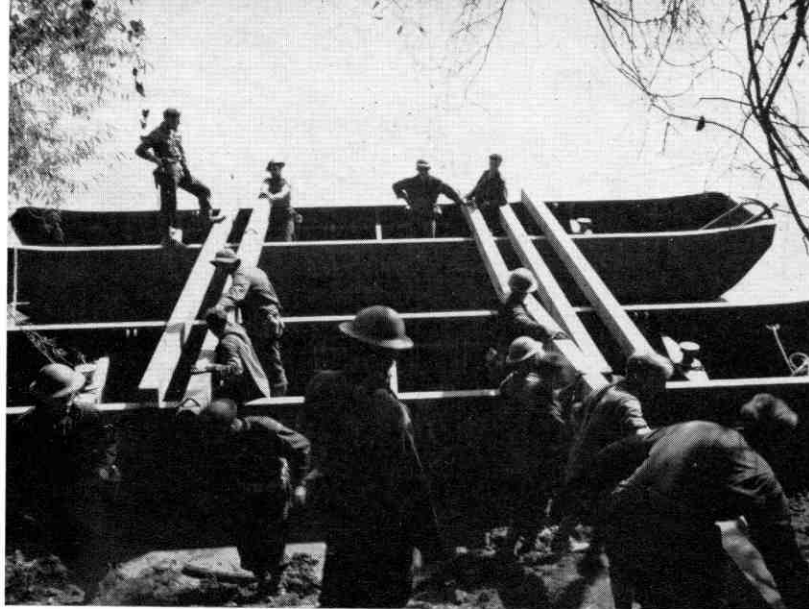
The Regiment moved by truck convoy and set up camp about four miles from Shirley, Massachusetts.

From their base camp, the 36th took part in the VI Army Corps maneuvers for a month. During this time, the 36th received thorough training and experience in anti-tank tactics, road blocks and bridge demolition. To the members of the 36th, the highlights of these maneuvers were the exciting dashes made at night in unlighted convoys under black-out conditions, and the erection of a ponton bridge over the Nassau River one night in a blinding rain. When the Regiment returned to Plattsburg from Fort Devens, Massachusetts, on September 12, they received high commendation for their excellent work on this maneuver and were already showing indications of becoming a crack outfit.

Three days after returning to Plattsburg, the 36th entrucked for the trip to North Carolina to participate in the First Army maneuvers. After a four-day drive, the Regiment established base camp at Rubaiyat, North Carolina. For three months they engaged in various problems, climaxed by the 15-day General Headquarters maneuvers. During this time, the 36th built up a reputation as one of the hardest-hitting, smoothest-working Engineer Regiments in the Army. Their construction of foot and ponton bridges across the muddy Pee Dee River received especial commendation. An attack across the Pee Dee, in assault boats and ferries made of half-boats was a new and valuable experience to the 36th.

The 36th Engineers left North Carolina and began their long trek home on December 3, 1941. At almost the same time that the attack was being made on Pearl Harbor, the 36th was parading through the streets of Plattsburg in full field equipment. Only upon their arrival at the Barracks, at the conclusion of the parade, did they learn of Pearl Harbor, and that war with the Axis was imminent.

The return of the Regiment to Plattsburg marked the beginning of a series of losses of experienced and well-liked officers and men. First, on December 15, 1941, Major George Lincoln was detailed to new duties at the Bureau of Public Relations in Washington, D. C.



Next, Colonel W. N. Thomas was promoted to Corps Engineer, VI Army Corps, and departed for Providence, Rhode Island. With him went Major Albert Boehm and Lieutenant Harold Greene.

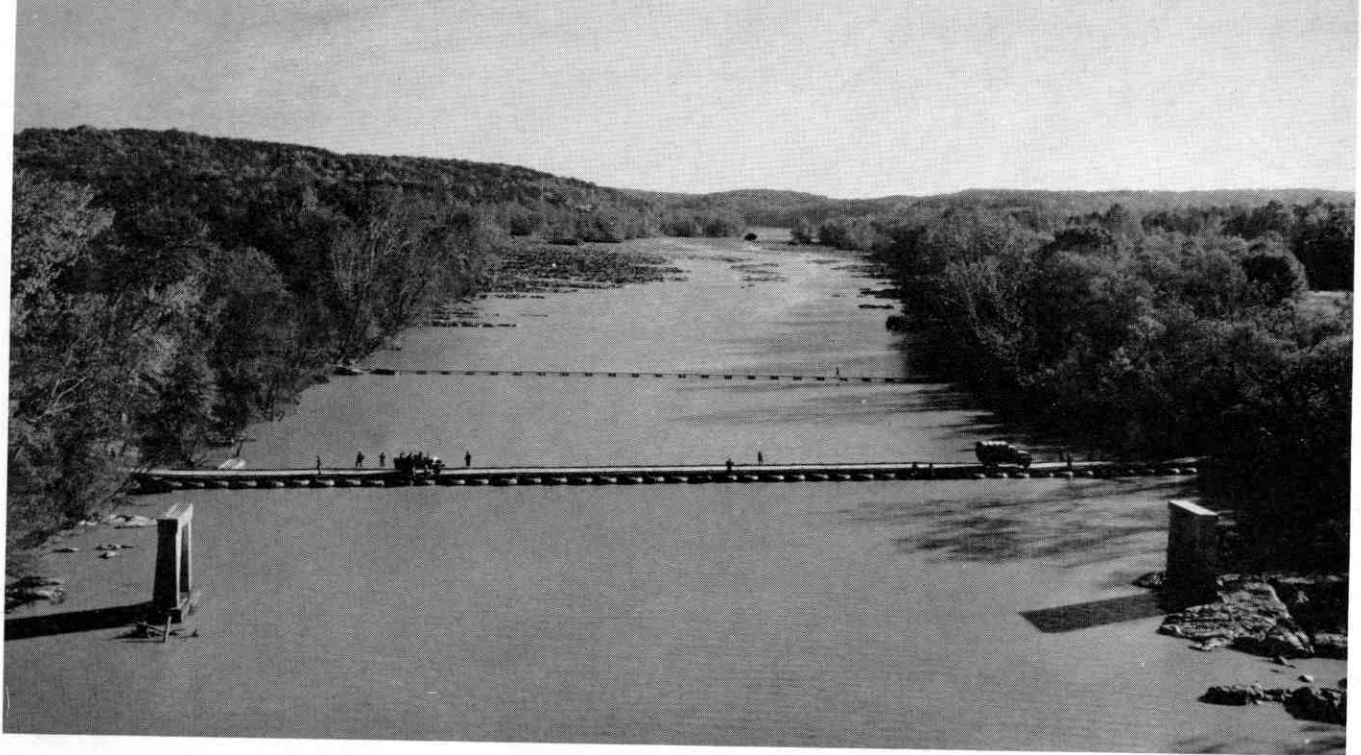
Colonel Frederic B. Butler succeeded to command of the 36th and after a very short stay was transferred to other duties. Colonel J. E. Wood commanded the Regiment from January 7 to February 1, and was succeeded by Lieutenant Colonel Paul M. Ellman, the present Regimental Commander. The post of Executive Officer, left vacant by the departure of Major Lincoln, was filled by Major George W. Gardes.

Companies C and E were ordered on detached service and left Plattsburg on December 26. Company E was sent to Boston, Massachusetts, and Manchester, New Hampshire, and Company C to Bangor and Lewiston, Maine. There they worked on Airport Defense construction, often in temperatures 20 or more degrees below zero. They rejoined the Regiment on February 7, 1942.

The remainder of the 36th left Plattsburg on January 7 to participate in their first amphibious maneuvers. They served with the First Division as part of the Atlantic

Fleet Amphibious Force. At Virginia Beach, they took part in the three-day landing maneuver. In many ways, this was the hardest test the 36th has had. Although chilled by re-





peated plunges in the icy water unloading shore boats and irritated by the sand that got into their food, blankets and equipment, the Regiment lived up to their fine reputation. Even the experience of sleeping on sand-encrusted snow did not alter their fine record.

Upon return to Plattsburg on January 18, the Regiment began an intensive program of training in engineering and combat work designed to prepare them for any eventuality of actual combat. During this period, the Band, long a fond dream, became a reality with the addition of a number of talented musicians and the arrival of shiny new instruments. Under the direction of Warrant Officer Olle G. R. Blomfelt, the Band rapidly developed into a fast-stepping unit worthy of the 36th.

During March, a cadre of five officers and 47 enlisted men left the 36th to form the 603rd Camouflage Bat-

talion. Another cadre of one officer and nine men was sent to form the 640th Camouflage Company. The Regiment also lost Captain Danis and Lieutenant Swatta, sent to Fort Belvoir to form a water purification battalion, and Captain Hiller, Lieutenant McKeefe and Lieutenant Ryan, who were designated as part of the staff of the Engineer School at Fort Belvoir.

The training program of the Regiment was suddenly interrupted when it was ordered to proceed to Fort Bragg, North Carolina, on a permanent change of station. On March 11, 1942, the 36th bid a reluctant farewell to Plattsburg and to old Lake Champlain as they entrained. They arrived at Fort Bragg on Friday, March 13. They were attached to the Ninth Division on March 20, as part of the Atlantic Fleet Amphibious Corps under the command of Major General Smith, United States Marine Corps.

Although the 36th Engineer Regiment has been in existence for less than a year, it has already established a reputation for hard work and fast hitting that marks it as one of the best Engineer Regiments in the Army. Especially noteworthy is the Regiment's reputation for being "rugged." The 36th Engineers has made a fine record and will, in the future, continue to maintain and expand that record in the best traditions of the Corps of Engineers.



The 36th Engineers in Action



*Construction of Ponton and Foot Bridge at Saranac River
Cadyville, New York*



Constructing Ponton Bridge on Saranac River.



Bridge over Stillwater River, Fort Devens.

THE 36TH ENGINEER REGIMENT AT WORK



Whatever the task may be, the 36th Engineers do their task with the minimum of time and with the maximum efficiency. Often they are forced to work under fire from the enemy and the success or failure of an offensive action can depend upon the coolness and speed with which the Engineers carry out their work. On these pages are shown pictures of ponton, foot and rubber bridges across which men and vehicles can move to attack.



Official car crossing rubber ponton bridge at Leahs Ferry.

Foot bridge at Macomb Reservation.



Approach runways in position.





Bridging the Saranac River.



Constructing half boat bridge over Pee Dee River.

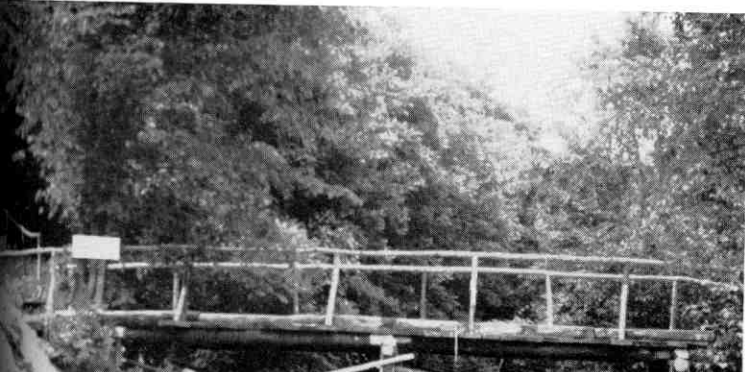


Men place trestles in position.



Removing ponton from river by use of Angle Duzer.

Bridge over Salmon River.



General view of bridge over Mac Faydens Pond.

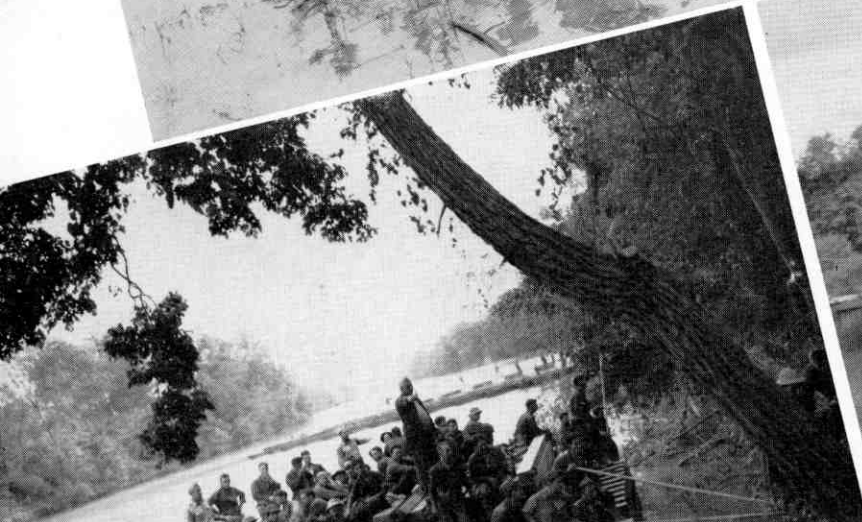




Assault boats on Saranac River.

AMPHIBIOUS MANEUVERS

Combat Engineers prove themselves skilled at landing operations performed with alacrity and thoroughness.

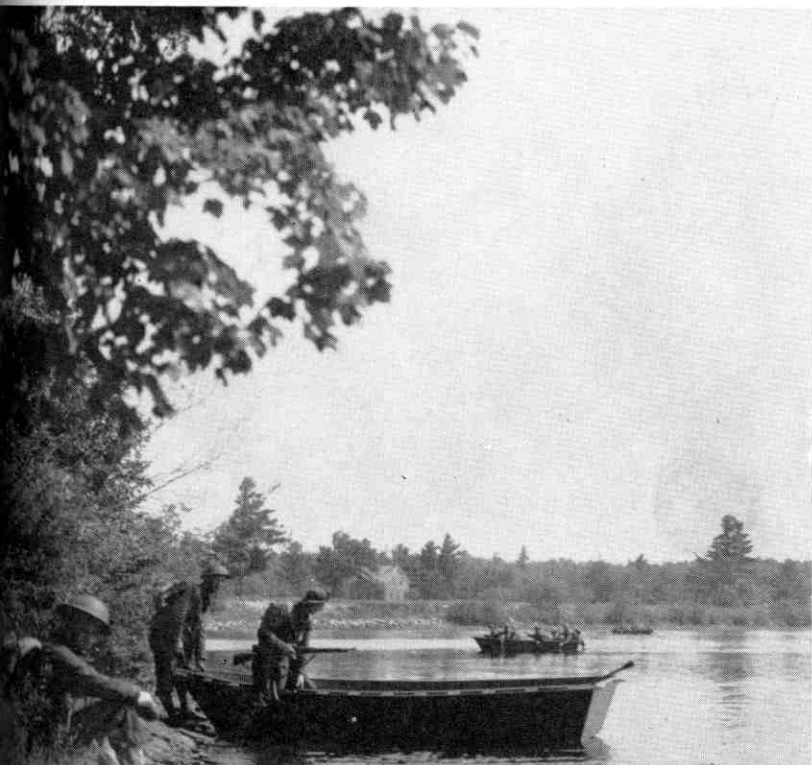




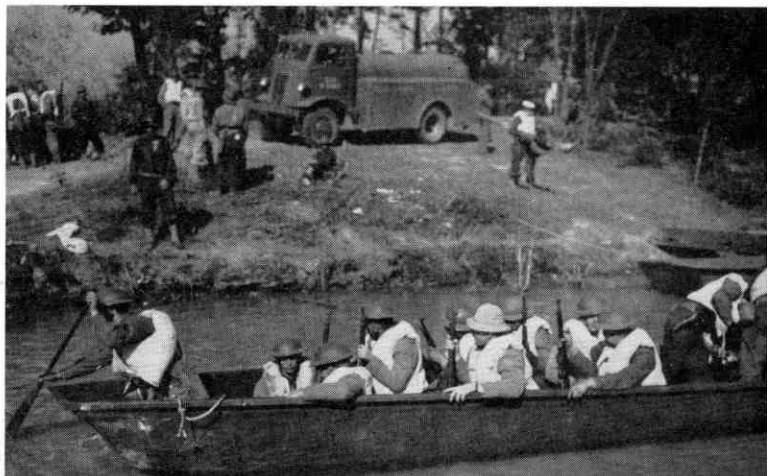
Reconnaissance crew removes assault boat from river.



Powered storm boats take the Engineers across to destroy the enemy.



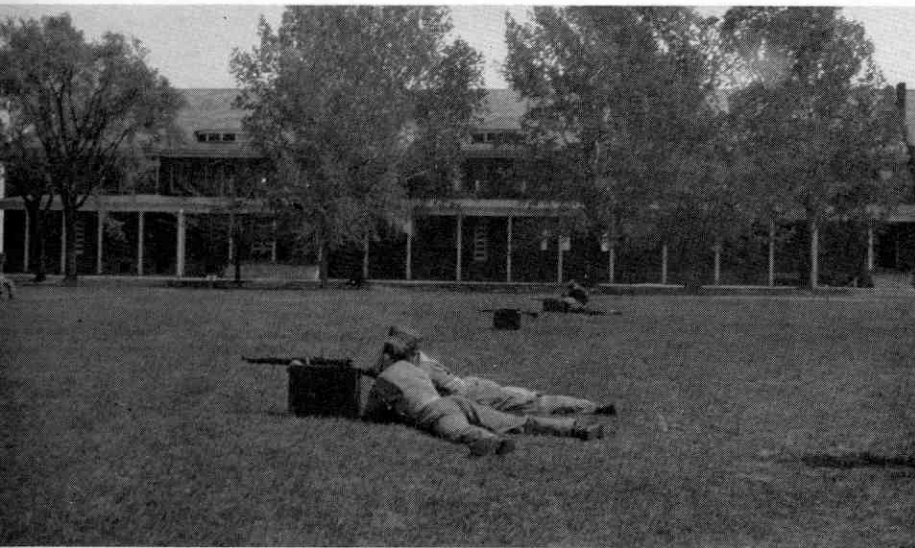
Using half boats as assault boats.





Machine gun firing.

THE 36TH MUST BE GOOD



Sighting and aiming exercises.



On target range, left to right, Major Hutchinson, General Phillips, Lieutenant Colonel Thomas, Lieutenant Colonel Baer and Lieutenant Colonel Kochler.



ENGINEERS MARKSMEN



37-mm. antitank gun in action.



50 Caliber machine gun in action

Target range.



THE 36TH ENGINEERS



MOTOR CONVOY ON 300-MILE TRIP TAKING REST AT MALONE, NEW YORK

S-1 SECTION IN WOODS IN MACOMB RESERVATION



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