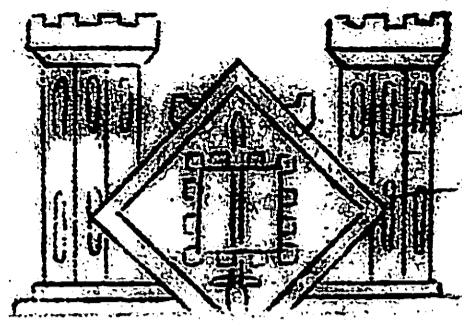




# OUT 45 NEWS



## C 84 TACKLES MOUNTAIN ROAD

Traveling the two and a quarter mile road winding up Vung Chua Mountain was a dreaded and difficult task. At least until the Earthmoving Platoon of Charlie Company, 84th Battalion started work on it in early June.

Today the widened and greatly improved road is an easy drive to the Qui Nhon Armed Forces Radio Station and the largest tactical communications site in the world.

The engineers faced not only an earthmoving but also a drainage problem as well. Since June 1, 520 feet of 36-inch and 72-inch culvert have been placed for the coming Monsoons. In addition dump trucks and 290M tractor scrapers have hauled 50,000 cubic yards of laterite and laid 4,000 cubic yards of three-inch minus rock on the road.

While his 25-man platoon is busy running the five 290Ms, five dozers, two graders, dump trucks and a 35-ton roller, Platoon Sergeant Milton Estabrooks has 7 Vietnamese workers constructing headwalls and culverts.

The road base is composed of three-inch minus rock compacted four inches thick and then "shot" with a double bituminous surface treatment (dbst).

## 19TH CELEBRATES TWO YEARS IN VIETNAM

Two years after making the first amphibious assault landing by engineers in the Vietnam conflict, the 19th Engineer Battalion (Combat), commanded by Lieutenant Colonel Andrew Remson, has returned to Tam Quan and is presently engaged in the upgrading of Highway 1 from Tam Quan to Duc Pho.

Pausing for a moment at the second anniversary since arriving in Vietnam in September, 1965, the 19th Engineers have spent eight of those 24 months as construction engineers.

From Tam Quan the battalion moved their headquarters to Qui Nhon and participated in combat operations "Paul Revere II", "Duke", "Thayer I & II", "Tiger Hound" and "Irving". Bridge construction and maintenance, road improvements, airfield construction, minesweep operations—these were some of the combat operations which the 19th participated in.

In November, 1966 after a year with the 937th Engineer Group (Combat), the 19th Battalion became part of the 45th Engineer Group, the largest in Vietnam, now commanded by Colonel Kenneth T. Sawyer. That

date marked a turning point for the 19th as they shifted their missions from combat to primarily construction.

(Continued on page 4)

## CHIPS DOWN 35TH PRODUCES

Build a bridge with no previous experience, in less than an hour and in a location where three Korean soldiers were killed by Viet Cong three days before? No it isn't impossible according to the men of Headquarters Company, 35th Battalion.

On August 31 a 9 vehicle convoy departed LZ Hammond, headquarters of the 35th, for the 200 mile trip to Cam Ranh Bay to pick up much needed bridge supplies.

Returning just 2 days later the convoy rolled to a halt in front of a burned out bridge with just a few hours of daylight left and still 60 miles south of Qui Nhon. The only way around the span was across a hastily constructed bypass. As an overladen lowboy attempted to cross its wheels slipped and crushed the culvert, blocking the entire road.

(Continued on page 7)

# COMMANDERS COLUMN

by Colonel K.T. Sawyer

So we are due for another monsoon season. What does this mean? Many of us now in the 45th Group have not observed these rains. Generally, our monsoon begins in October and ends in February. From May to September we have fewer than ten inches of rainfall. In November we can expect thirty inches; it might rain on fifteen or more days of that month and in one day we could receive as much as 10-15 inches of rain. In December, probably it will rain every day. When you spread this amount of rain over large sections of the province it means a large volume of water must be accommodated.

We have done much already to prepare for the monsoon season. An old engineer maxim states: "get the water off and the rock on." On our roads and hardstands, we have built drainage structures which will handle a rainfall of 15 inches in one day and we have shaped, compacted and sealed our subgrade so that water will roll-off to our drainage.

But there will be failures. When these occur, we are now working on a sufficient rock base that we can repair damaged areas using rock and emulsified asphalts which can be placed on wet material. Too, we will continue pouring concrete under shelters, and working on electrical installations and similar interior work.

We will be as busy as ever though perhaps not as efficient. Personally each man must be more cautious in his work habits. The danger of drowning is ever present. We must work on steel roofs to raise shel-

(Continued on Page 3)

# ROK VALLEY QUARRY NEVER SHUTS DOWN

Twenty four hours a day, seven days a week the rock crusher operated by 589th Battalion engineers in ROK Valley is showing why it is the most productive one in the Qui Nhon area.

Since moving their operation from Vinh Thanh, Alpha Company has produced more than 40,000 cubic yards of river run crushed rock varying in size from one quarter inch to two inch minus. Their high for a 24-hour period is 3,270 cubic yards.

Under the supervision of Staff Sergeant Joseph LaGasse (Lewiston, Maine) the 50-man quarry crew has one 75 ton-per-hour primary crusher from the 73d Engineer Company and Alpha Company's own 75 ton-per-hour primary and secondary crushers.

Very little of the river run produced rock can be stockpiled because of the high demand on projects at LST Beach, the An Khe Pass and the Cha Rang Depot Complex. The Koreans also use the rock for their 400-bed hospital in ROK Valley.

Most of the men at the site are on the job trainees who rotate shifts and jobs in order to learn the complete operation.

When the engineers were supporting the construction of the 1,950 foot airstrip at Vinh Thanh they produced 1,000 cubic yards of rock per day as compared with approximately 3,000 in the Valley. "One of the big reasons for the difference is that here we are not bothered as much by the heavy rains which used to scoop the rock from the river," said Sergeant La Gasse.

Alpha Company runs the

quarry in two 15 hour shifts with a three hour overlap in shifts. These three hours are used for maintenance.

\*\*\*\*\*

## OFFERINGS GIVEN TO LOCAL CHURCH

Chapel service offerings from the 523rd Engineer Company (Port Construction) for the month of August are helping to build a Protestant church in Qui Nhon.

The offering of \$VN 10,000 or \$100.00 was presented by 45th Group chaplain (Major) Edwin T. Silliman to the Reverend and Mrs. Chester Travis.

Mr. Travis and his wife have been missionaries in Vietnam for the last 42 years, the past ten spent in the Qui Nhon area.

\*\*\*\*\*

The Colt 45 News is an authorized Army newspaper published monthly by the 45th Engineer Group, APO San Francisco 96238. Views and opinions expressed do not necessarily reflect those of the Dept. of the Army. This newspaper uses Armed Forces News Bureau material.

Distribution: 1,200 copies.

\*\*\*\*\*

COL. K.T. Sawyer  
Commanding  
LTC Jack G. Becker  
Executive Officer

Editor...

2LT. Martin A. Krunding  
Managing Editor...

PFC Gary L. Hutchison  
Mimeo...

SP4 Enrique T. Falls  
Artist...

SP4 Fred W. Lemley

# LARGEST TANK FARM SPROUTS IN QUINHON AREA

A tank farm does not grow tanks but it stores a product which is just as much in demand.

Under the command of Captain Charlie C. Crowder (Danville, Va.), the 523d Engineer Company is in the process of building the largest tank farm (fuel storage) in the Qui Nhon area. The 193,000 barrel farm will connect with the An Khie pipeline, the new line to Pleiku, the tankers in the Qui Nhon harbor and the existing farms in Qui Nhon.

This is the first time the Army has attempted to use this type of tank production. The Second Platoon, led by Lieutenant Phil Peterson (Sherburn, Minnesota), has incorporated the method of welding the tank seams instead of the usual bolt-together type. The new tanks will last longer and the dimensions are not restricted as the bolted tanks are.

Although the tank farm is located on an old grave yard where rock formations had to be blasted away, the engineers are still two weeks ahead of schedule.

Another problem was that the port construction engineers had never been trained in the construction of tank farms. To help in the training Pittsburgh's Des Moines Steel Corporation sent their representative, Mr. George Yeagle, to teach the 2nd Platoon the welding process. An additional ten civil service workers from the United States also helped to assemble the first tank and to train the engineers.

The tanks are built on crushed rock foundations to prevent damage from

to prevent damage from the Monsoons and give them a natural drainage flow.

The project calls for eight tanks upon completion— one 3,000 barrel, three 5,000 barrel and four 10,000 barrel tanks. To date the project is over 65 per cent complete and scheduled for completion December 1st.

Lieutenant Peterson has ten AIK Vietnamese laborers helping install the 13 drainage culverts throughout the 3/4 mile of roadway at the farm.

With the help of the 643d Pipeline Platoon attached to the 523d the engineers are installing a manifold system of pipe to transfer the fuel from tank to tank, tank to pipeline and pipeline to tanks. This system requires the use of 64 valves and numerous feet of pipe.

A unique feature in constructing the large tanks is that a wall has to be left open for the 20-ton crane to get out after it has lifted into place most of the panels for the tank.

## COMBAT ENGRS. BRIDGE QL-1

Bravo Company, 19th Engineer Battalion is fast laying claim to the fact that they are the "bridge builders of QL-1" from Tam Quan to Duc Pho. And seven bridges certainly don't damage their pronouncement.

The 4-man Third Platoon, led by Lieutenant Henry Greenwalt and Platoon Sergeant Eddy Harkness, have found time to construct four timber trestle bridges in addition

to road maintenance and the emplacement of drainage culverts.

"When we drive piles we literally live at the job site," said Lieutenant Greenwalt. They have bridges of 15 feet, 31 feet, 60 feet and 80 feet to their credit thus far.

Breathing heavily on their heels is the 2nd Platoon, led by Lieutenant Danny Hoshino and Staff Sergeant Johnny Vaughn.

A 90-foot Bailey bridge and a 20-foot timber trestle attest to their ability. The 37-man platoon is currently working on a 40-foot span five miles north of Tam Quan.

Finding a suitable base in the swampy, unstable ground is one of the big problems for the platoon. Although the timber piles supporting the span were originally 40 feet high, only 3 1/2 to four feet were above ground after they were driven into the marshy soil. "The only way to be sure that the bridges have adequate support," said Lieutenant Hoshino, "is to keep sinking the piles until we have sufficient bearing capacity."

The 2d Platoon is also working on the upgrading of QL-1 and the emplacement of drainage culverts before the onset of the Monsoons.

Bravo Company's efforts have gone a long way towards finishing Phase I of the 19th's QL-1 mission 22 days ahead of schedule. Phase I, which called for a single lane, Class 31, all-weather road, was completed on the 11th of September.

\*\*\*\*\*

(Continued from Page 2)  
ters for concrete work; the increased hazards of wind and rain are evident. With the help of everyone despite the monsoons, we will move ahead.

(Continued from page 1)

Under the command of LTC Nolan C. Rhodes, the 19th Battalion fully lived up to its motto, "Acutus Acumen" (Sharp Ingenuity) as they started the construction of heliports, logistical supply complexes and a large ammunition supply point.

The 19th was instrumental in the expansion of Qui Nhon as evidenced by the Long My Depot in Long My Valley, the Qui Nhon PX facility, Lane Airfield and the ammunition supply point in Phu Tai.

While somewhat divorced from combat operations the combat engineers stayed in touch through road maintenance on QL-1 and the surfacing of the Van Canh Airfield with T-17 membrane matting in support of the Special Forces team there.

From Song Cau to the Cu Mong Pass work on the 23-mile stretch of road was marked by the 320 feet of panel bridge and timber trestle bridge. Completion of the road allowed a reconnaissance platoon of the 101st Airborne to travel from Kontum to Phan Rang, the longest road drive in Vietnam at that time.

Principal construction assignments became memories in July, 1967 when the engineers, minus their Charlie Company, departed Long My Depot and headed north to their present location at "Sniper's Island" just north of Tam Quan where it all began. After eight months of construction activity expanding the facilities in Qui Nhon the 19th was once more committed to combat operations.

Experiencing sniper rounds and Charlie's ever-present mines, the engineers became engaged in the upgrading of QL-1 and keeping the 35-mile

stretch from Tam Quan to Duc Pho open during the Monsoons.

Two of the 19th's newest additions, the 137 Light Equipment Company and Delta Company, have joined the parent unit in the mission.

(Continued on page 7)

## PX EXPANDS THANKS TO

Did you say that you couldn't get a certain item from the Post Exchange (PX) because they were out of stock? Well in the near future you will no longer have that problem thanks to Charlie Company of the 589th Engineer Battalion.

Under the leadership of Lieutenant John W. Morgan (Dayton, Ohio), the 2nd Platoon is constructing a new PX depot in Cha Rang which will provide eight times the storage space

of the Qui Nhon PX depot.

Working two shifts the engineers will have the twenty Pascoe pre-fabricated buildings completed by the middle of Nov. These will consist of 2 40-foot by 200-foot shed-type structures with 16,000 square feet of storage space and eight enclosed buildings with 64,000 square feet.

During the project the engineers have had to make on the spot changes including strengthening of building supports, pre-fabricating parts and designing many of the parts.

Charlie Company, commanded by Captain David Harbach, is also teaching some of the 30 Vietnamese workers skills in metal work and carpentry which will train them for the future and also maintain the high quality of work which the 589th is noted for.

## THE GOD OF COMFORT

By Chaplain (Major) Winslow E. Brown  
35th Bn. Chaplain

A long time ago, the apostle Paul writing to the people in the Church at Corinth said, "Blessed be God...the God of all comfort; Who comforteth us in all our tribulation..." (II Corinthians 1:3-4 AV)

Sorrow is universal. None escapes trouble. For example, Job in the Old Testament had a tremendous fortune of land, seven sons, three daughters, faith, family, friends, fortune, but due to a chain of events he lost all. He was overwhelmed with grief. He was even covered with boils from head to foot.

In such a time there is but one who can bring light out of darkness, who can heal the heart

that is broken by grief, who can bring peace of soul and strength of spirit. That One is the One Paul called the God of Comfort. He did not fail Job, Paul, nor Christ. He will not fail you. Jesus in leaving his disciples for the last time said, "Let not your hearts be troubled, ye believe in God..."

God does not give insurance against accidents hardships, failures or trouble. Christianity is not a miracle drug to make life easy without suffering or pain. Christianity is not a way to avoid difficulty, but rather a way of life which produces a character adequate to meet diff-

(Continued of p. 8.)

# U.S. GI'S, ROK'S BUILD HOSPITAL

Combined efforts of American and Korean construction engineers are producing a modern, 400-bed hospital in ROK Valley near Qui Nhon.

Led by Lieutenant Tommy Sanders (Lake Charles, Louisiana) the 1st Platoon of Delta Company, 589th Engineer Battalion and the 103d Korean engineers have erected seven 20-ft. by 100-ft. quonset huts and five tropical buildings which comprise the majority of the hospital.

Connected by the enclosed walkway and completely air conditioned, the quonsets will house admission, x-ray, pre-operation, post-operation, surgery and intensive care.

The tropical buildings are the pharmacy, administration, officers club, supply and the ear, eye, nose and throat clinic.

In addition to the vertical construction, the 589th Engineers are doing the electrical, metal, plumbing and finishing work, even to the extent of fabricating their own parts.

The roads leading to the hospital as well as the two heliports serving it have been given a double bituminous surface treatment (dbst). Three wells have been sunk and five 100 kilowatt generators installed.

While the 589th is doing its work on the hospital, the 103d ROK Engineer Battalion is constructing eight tropical buildings for the 340 enlisted men.

Under the supervision of Colonel Jung Ho Kim, the hospital staff will consist of 89 officers and 340 ROK enlisted personnel. Of the officers 31 are doctors, 33 nurses 17 medical corps, four dentists, two interpret-

ers, one chaplain and one veterinarian.

## B/35 REBUILDS 1ST CAV STRIP

Bravo Company of the 35th Battalion recently completed the rehabilitation of the northern section of the 1st Cavalry Division's 3,600-foot air strip at LZ English.

The C-130 field with M8A1 matting had become badly damaged because of the rain and continuous airlifts involving the 3d Brigade of the 1st Cav. To insure that the airfield would remain open during the Monsoons the 2nd Platoon, led by Lynwood E. Tyndall, was charged with rehabilitating the northern 1,400 feet of the runway.

The matting was removed in sections of approximately 55 pieces. After the subsurface had been bared it was scarified and gra-

ded with additional fill being used for the ruts and low spots.

After compaction with equipment from the 517th (Continued on Page 6)

## ENGR. PULLS VIET TO SAFETY

Tragedy was narrowly averted on Highway QL-1 when a combat engineer didn't like what he saw and decided to change it.

Specialist Four Michael D. Mijan (Rockville, Md) of Delta Company, 39th Engineer Battalion had just set a charge on a VC suspected land mine. The seconds were ticking off and the members of the mine sweeping team were securely concealed when Specialist Mijan suddenly spotted a Vietnamese civilian walking towards the charge.

Although the engineers shouted warnings at him he paid no attention. So (Continued on Page 6)



## MEDIC AIDS ARVN TROOPS

When the chips were down Army medic Specialist Four Richard E. Hill of Palm Springs, California proved he was more than equal to the task. A Bronze Star for Valor proved it.

After receiving a call for medical aid from an Army of the Republic of Vietnam (ARVN) unit near the 19th Engineer Battalion perimeter, Specialist Hill immediately volunteered to cross a river and evacuate the wounded from the jungle.

As he entered the dense foliage under heavy fire he located a wounded ARVN soldier. After administering emergency first aid the medic evacuated the officer and returned to find three more wounded. He accompanied them to the aid station and assisted in their treatment.

Specialist Hill returned to the ARVN location for the third time to obtain splints in order to save the officer's leg.

The following night the 21-year old California native's unit came under attack from small arms and mortar fire. Finding no one in the area to treat he returned to the aid station and helped the wounded.

Specialist Hill was awarded the Bronze Star for Valor by Lieutenant Colonel Andrew C. Remson, 19th Engineer Battalion commanding officer, in ceremonies near Tam Quan.

\*\*\*\*\*

(Continued from page 5) disregarding his own life the 22-year old combat demolitions specialist rushed from his position, grabbed the civilian and pushed him to safety seconds before the mine and charge exploded.

## CIVIL ACTION WORKS DESPITE VC ANNOYANCE

Not even a Viet Cong warning note saying that his life would be in danger if he kept coming around could stop Doctor (Captain) David L. Mainz from helping the people of Khurong Nhon on the outskirts of Chu Lai.

Prior to his first visit almost eight weeks ago the village was heavily Viet Cong oriented. Only a handful of women and younger children dared to greet the 39th Engineer Battalion doctor when he arrived.

In fact the VC were so totally against the visit of an American that they burned the one room school house to the ground the night he left.

Two days later the San Antonio, Texas native and his aide, Staff Sergeant Joseph Wallace of Birmingham, Alabama, were back not only with medicine and sandy but enough cement to get the villagers started on a new school house. Gradually the people became curious and came out of hiding.

"We told the chief of the village that we would only provide the material and if the villagers wanted a school they themselves would have to build it," said the graduate of St. Mary's College in San Antonio and the University of St. Louis Medical School.

When the doctor discovered that the VC were stealing the bags of cement he insisted that the people would get supplies only if there were tangible results. And so the school was erected.

The school is certainly not the only contribution to the village. As often as he can Dr. Mainz makes a Medcap run to treat the children for malnutrition

skin diseases, infected mosquito bites and even dirt. Soap is probably the most effective combatant in this area.

With over 200 children in Khurong Nhon education is a real need. So the engineers of Bravo Company, 39th Battalion are devoting their spare time to provide technical assistance for the construction of two more classrooms. In addition they are building a playground for the children.

The effects of Dr. Mainz's efforts are quite evident. There is a general healthiness among the people and a genuine show of warmth and appreciation.

In fact the 29th Civil Action team attached to Task Force Oregon has labeled this project as one of the most successful in the Chu Lai area because "it is giving the Vietnamese the responsibility for constructing their own facilities." The engineers are merely providing the materials and advice.

This small village of 525 people on the sands around Chu Lai may not have completely shaken the strains of Viet Cong influence, but so far they have turned over an M-1 carbine to Dr. Mainz as well as a note which says "your life will be in danger if you keep coming around."

\*\*\*\*\*

(Continued from p.5)

Light Equipment Company the field was shot with three coats of RC-3 and covered with a one-inch layer of sand.

MSA1 landing matting was replaced on the field and 3 weeks after the project began the strip was open to C-130 traffic.

(Continued from p.1)

Warrant Officers Clarence F. Byrd and Clifford J. Classen realized that since they couldn't spend the night they must construct an expedient bridge from the materials which they were carrying. Employing axes from the emergency tool kits the drivers hacked the smoky remains away and began construction.

Bridge timber was used for decking; six inch by 12-inch stringers had to be manhandled and nails were driven into place with everything from axes to wheel wrenches. Finally, rocks were placed on the end of the stringers for the trucks to use as guideposts. One hour after stopping, the convoy was crossing the 15-foot expedient bridge.

"If only we had a chain saw we could have done a real good job," said WO Classen.

## 84TH DONATES TO AN ORPHANAGE

No one better understands the old adage that "it is better to give than to receive" than the men of the 84th Engineer Battalion.

Since the beginning of the year the 84th has donated an average of \$375.00 monthly to aid the 250 homeless children at the Holy Infant Orphanage in Qui Nhon. This has added up to over \$4,000 which the engineers take from their monthly pay checks.

Medical supplies, clothing, food, cribs, diapers, beds, blankets, school books and toys are only some of the items which the money buys.

Although the Holy Infant Orphanage has been the sole recipient of the 84th's donations until now, the battalion is planning to expand the

program to include other orphanages in the Qui Nhon area.

## COKE GIRLS SAVE LIVES

Three young Vietnamese Coke girls may have saved the lives of engineer and infantry soldiers on Highway QL-1 just south of Duc Pho.

The 1st Platoon of Bravo Company, 19th Engineer Battalion was sweeping for mines when three Vietnamese girls ran up to Staff Sergeant William Pace and Sergeant Silas Allen saying "Mine-VC."

After contacting Platoon Leader Lieutenant Richard Reid the engineers moved to the spot with a mine detector and prober. The mine, a "Bouncing Betty" type anti-personnel device, was blown in place. It had been booby trapped.

Less than 25 minutes later a reconnaissance team from the 25th Infantry Division moved directly through the area the Coke girls had set up and where the mine had been located.

"The girls were pretty lucky themselves," Sergeant Allen said, "their box containing cokes was lying only inches from the mine."

\*\*\*\*\*

(Continued from p.4)

The 19th has seen both the combat and construction side of the engineer coin. But Revolutionary Development and Civil Affairs have not gone untouched. In the past two years the engineers have assisted the Queen of Peace Hospital in Qui Nhon and have taken toys, beds, soap, food and clothing to the children at the Go Thi Orphanage. They have provided medical and dental care to

orphanages and schools.

The 19th Engineers have been busy during their first two years in Vietnam. As the following months pass, the mammoth engineer progress in Vietnam will be that much farther along thanks to the aggressiveness, professionalism and sharp ingenuity of the 19th Engineer Battalion.

\*\*\*\*\*

## PROMOTIONS AND AWARDS

### HHC 45th ENGR GP

1 Lt Lyle R. Hedgpeth  
 SF/5 Tommy D. Highnote  
 MSG Edward Weeks  
 SP/4 William N. Hayes  
 SP/4 Kenneth E. Jackson  
 SP/4 Richard A. King  
 SP/4 Don G. Richter  
 SF/4 Peter Rymf  
 SP/4 Paul Seabrooke  
 SP/4 Theodore G. Staehel  
 SP/4 Gary J. Young  
 SP/4 Roy Zeigler

### 19TH ENGR. BN.

Capt Thomas N. Lash  
 SSG Dominick Polizzi  
 SP/5 Charles W. Markham

### 35TH ENGR BN

SP/4 Robert J. Blazek  
 SP/4 Charles Love  
 SP/4 David L. Simons

### 84TH ENGR. BN.

#### HHC

SP/5 John Dupree  
 SP/4 Bert Bliss  
 SP/4 Bobbie Boyd  
 SP/4 Fredrick Braatz  
 SP/4 Thomas Collins  
 SP/4 Dave Cormier  
 SP/4 Charles Lokker  
 SF/4 Donald SeEVERS  
 Sp/4 James West

#### CO A

SP/5 Richard Davis  
 SP/5 Danny Howell  
 SP/4 David Arnold  
 SP/4 Dennis Gemza  
 SP/4 James Szabo  
 SP/4 James Sondreal  
 SP/4 Richard White  
 SP/4 John Williams  
 SP/4 Marshal Woodal

## WOLLYBURGERS OPERATE SITE

By day the "Wollyburgers" operate a crusher which is producing all the base course rock for Highway QL-1 from LZ Uplift to Bong Son while at night they guard against Viet Cong attacks.

Ten miles south of Bong Son the Support Platoon of the 517th Light Equipment Company, 35th Battalion is producing three-inch minus rock at the rate of 1,000 cubic yards per day. Their 75 ton-per-hour crusher has been in operation only three weeks but has already turned out 17,000 cubic yards with a daily high of 1,441.

The Quarry is located at the Phu Cu Pass where Charlie Company of the 35th originally operated a Chinaman for hauling laterite to QL-1.

Rock for the crusher is supplied by a river run site a mile north of the pass. Dump trucks of the 513th Dump Truck Company, 84th Battalion and Charlie Company of the 35th haul seven days a week.

"The acquisition of the Euclid dump trucks has greatly increased our capability," said Lieutenant Charles Edwards (Wilson, N.C.), platoon leader of the Support Platoon. The 18-ton Euclids can carry 15 cubic yards per haul, three times that of the Army standard dump trucks.

After a seven and 1/2 hour day the site is forced to close down for security reasons. But if the supposed Regimental size VC unit located in the area over attacks, the engineers will be ready for them.

That name "Wollyburger"? Nothing more than a morale booster nickname.

(Continued from Page 7)

73RD ENGR. CO.  
SP/5 Wesley Hatton  
SP/4 William Delozier  
SP/4 George Kluft  
SP/4 Phillip Martin  
643 ENGR CO  
SP/5 Donald Daniel  
SP/4 Stanley Antkiewicz  
SP/4 Glenn Applebee  
513 ENGR. CO.  
SP/4 Elam Campbell  
SP/4 Richard Fallen  
589TH ENGR. BN.  
MSG Frank Cascarelli  
MSG Charles Day  
SSG Billie Thompson  
SGT James Ozimek  
SP/5 Dudley Bowles  
SP/5 Jerry Golden  
SP/5 Robert Wheller  
SP/5 Jerry Williams  
\* \* \*

SOLDIER'S MEDAL  
SP/4 Paul Depew  
Co D 84th Engr Bn  
BRONZE STAR WITH "V"  
DEVICE

SP/5 Robert K Jackson  
Co A 589th Engr. Bn.  
Pvt William Smith  
73rd Engr Co  
BRONZE STAR

1LT Bernie Digiorgio  
523rd Engr. Co.  
1LT Hugh Simmons  
45th Engr. Gp.  
1LT Albert McCollam  
19th Engr Bn  
1SGT Art Cline  
Co A 84th Engr Bn.  
1SGT Robert Mayes  
35th Engr Bn  
SFC Monroe Crouthers  
643rd Engr Co  
SSG William Lewis  
Co C 84th Engr Bn  
ARMY COMMENDATION MEDAL

SFC William Vanover  
Co C 84th Engr Bn  
SSG David Kinzie  
554 Engr Co  
SSG Euclid Parker  
Co D 84th Engr Bn  
Sgt David Putnam  
554 Engr Co  
SP/5 Michael Waugh  
Co C 589th Engr Bn  
SP/4 Eddie Lawrence  
35th Engr Bn  
PURPLE HEART  
SP/4 Fred Parischon  
Co D 589th Engr Bn

\* \* \*

## 85<sup>TH</sup> EVAC TO ESCAPE FLOOD

The 85th Evacuation Hospital is no longer in danger of the monsoons and their floods thanks to Company B, 589th Battalion attached to the 84th Battalion. These construction engineers have completed their portion of the Qui Nhon drainage system.

The system, which will protect the hospital and surrounding areas from flood waters, includes 2,858 feet of main line that drains into the South China Sea. Of this amount 2,180 feet is 36-inch culvert and the remaining 670 feet 24-inch culvert. The system has four drop inlets which provide drainage for a portion of the Qui Nhon Army Depot.

Company B, commanded by Captain Charles Tilton, has been attached to the 84th Battalion since May of this year.

Captain John Sparks was commanding officer of B Company from August, 1966 until August, 1967 before becoming CO of Headquarters Company, 45th Group.

In addition to the drainage system Captain Sparks was responsible for preparing three miles of roadway in the Qui Nhon area for paving. His company also supported Charlie Company of the 84th on Vung Chua Mountain road with 290M tractor scrapers and dump trucks.

At present Bravo Company's efforts are going to the Ammunition Supply Point in Phu Tai Valley and the DS Maintenance Depot on QL-1.

(Continued from P.4)  
iculty, when it comes. It doesn't make life easy, but makes us strong to meet whatever life may bring. It isn't a way of escape, but a way of life.