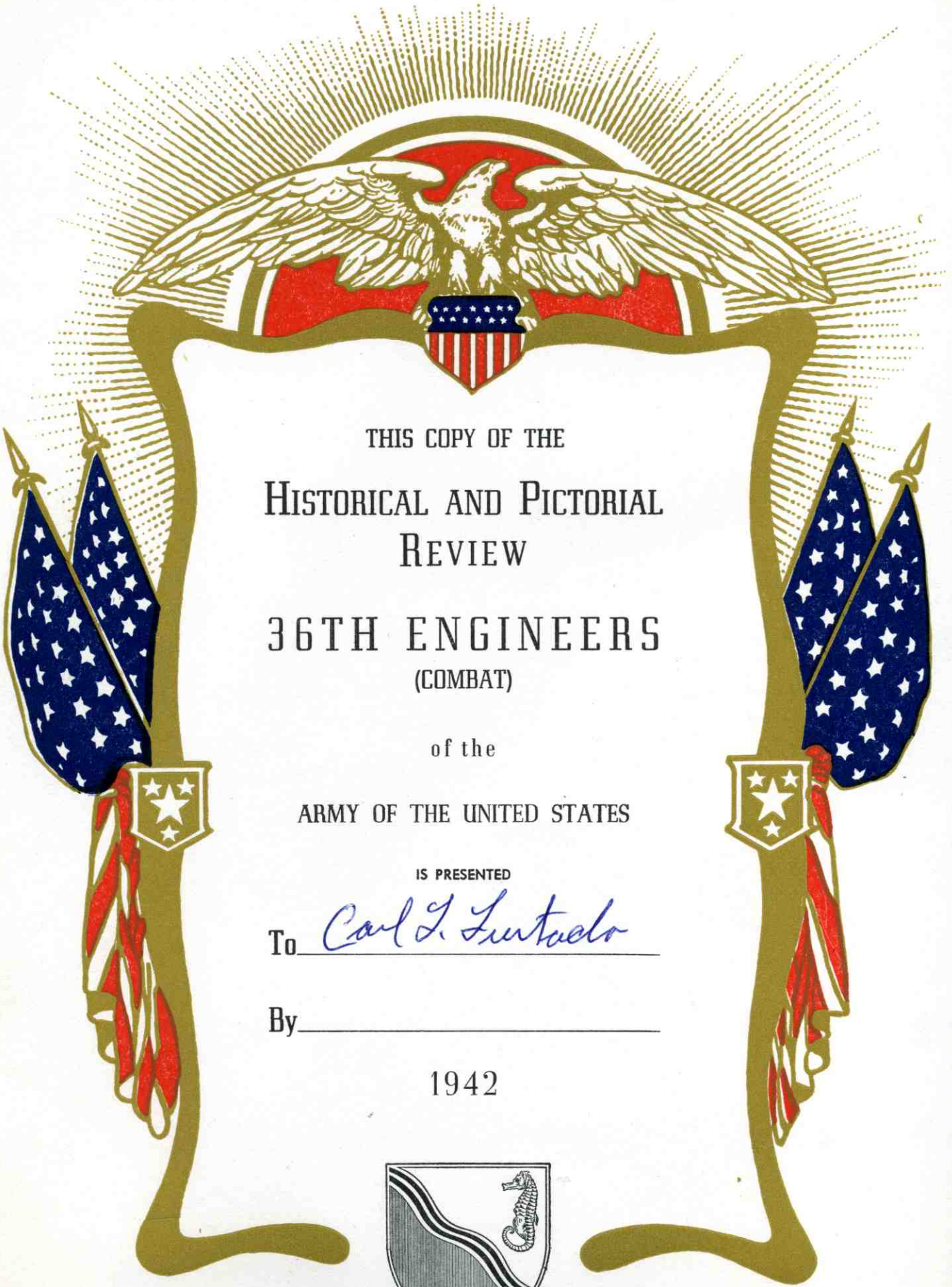
36TH ENGINEERS (COMBAT)

FORT BRAGG



THIS COPY OF THE

HISTORICAL AND PICTORIAL REVIEW

36TH ENGINEERS

(COMBAT)

of the

ARMY OF THE UNITED STATES

IS PRESENTED

To Carl L. Furtado

By _____

1942

THIS CERTIFIES

THAT

Carl L. Furtado

March 14, 1942

AS OF THIS DATE

36th Combat Engineers

IS A MEMBER OF

Commanding Officer

RUGGED

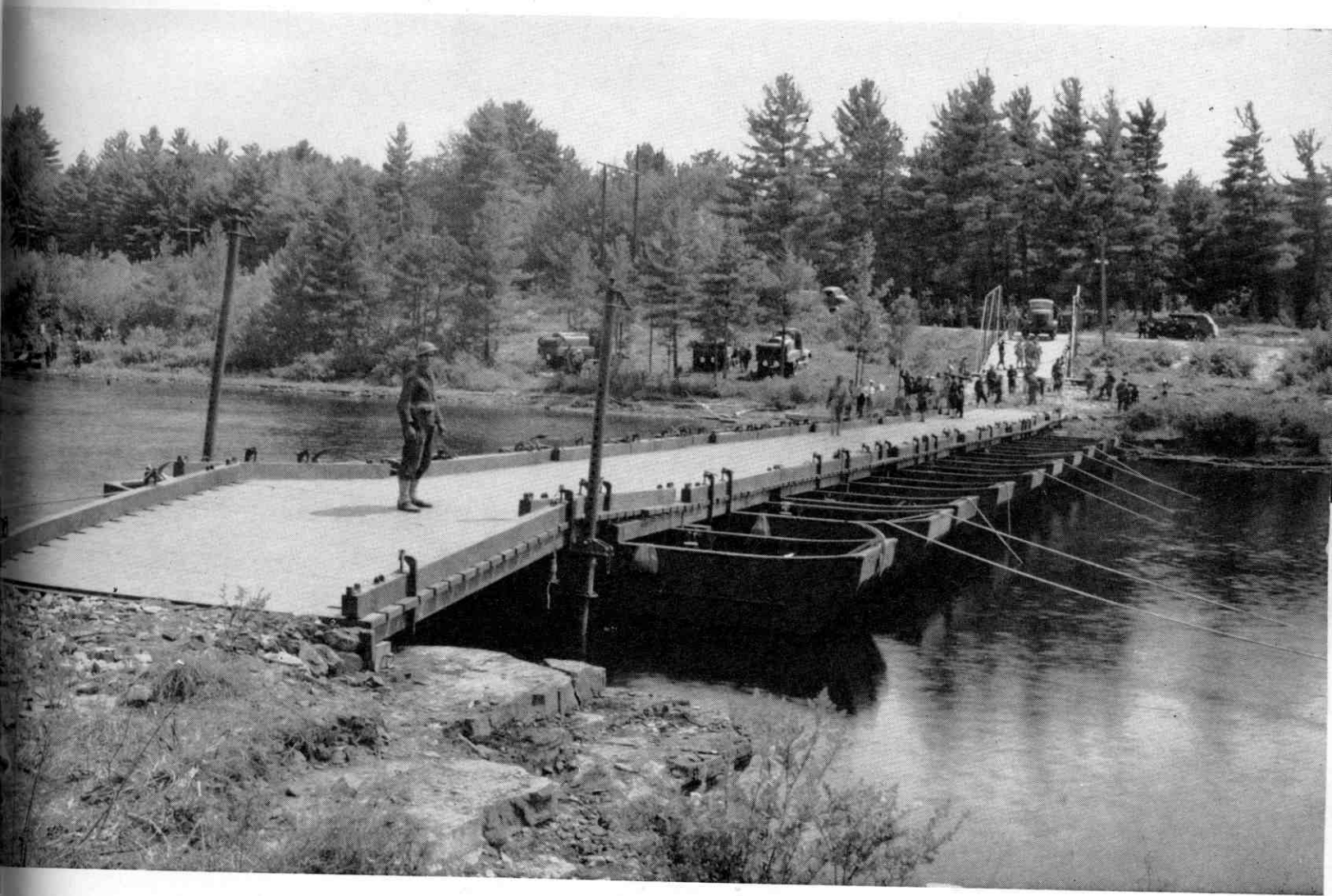
PROPOSED

HISTORICAL *and* PICTORIAL REVIEW

36TH ENGINEER REGIMENT

(COMBAT)

ARMY OF THE UNITED STATES



FORT BRAGG, NORTH CAROLINA

1942

GREETINGS

★

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.

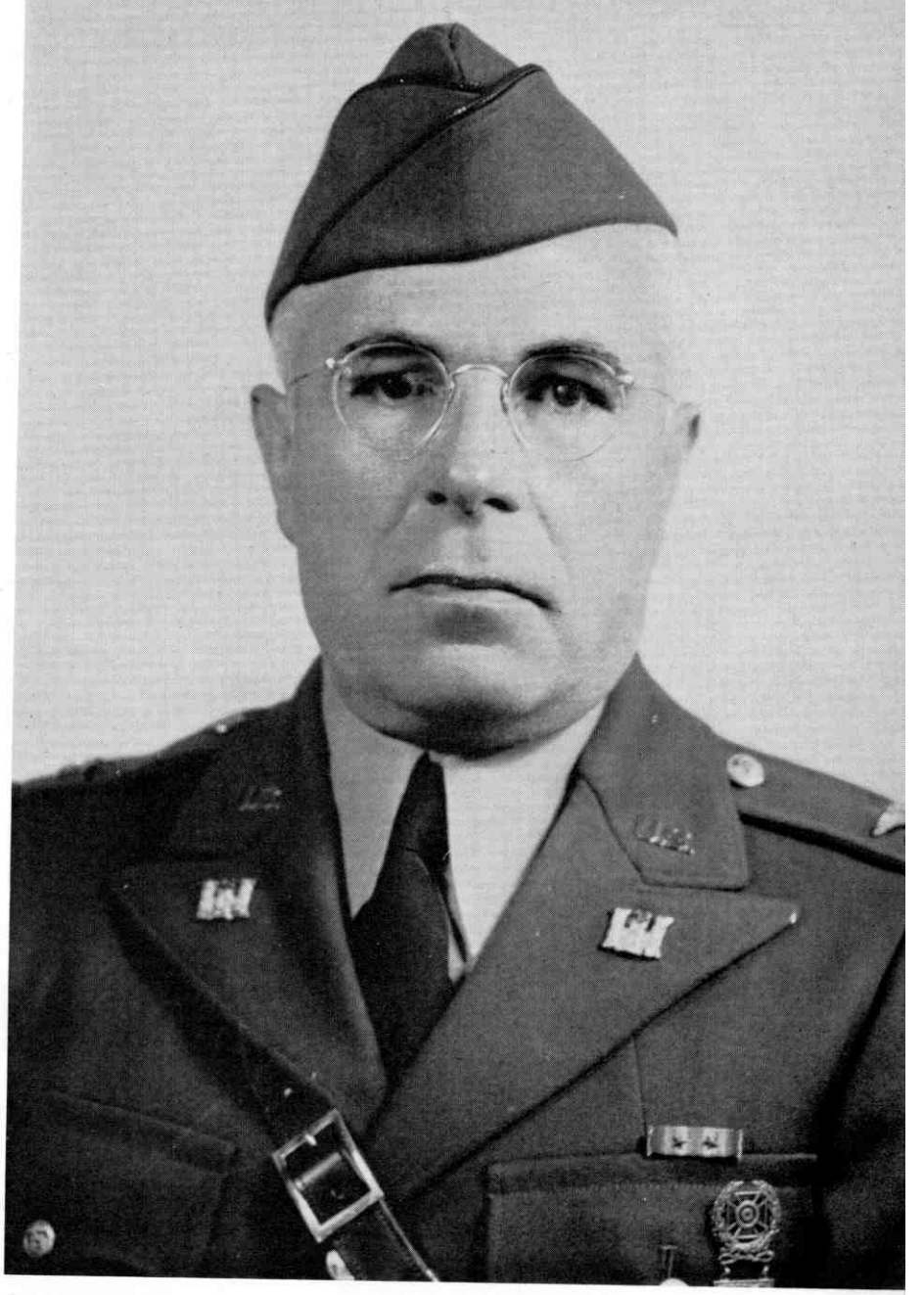
It is my hope that every member of the 36th Engineers may find something of interest and sentimental reminiscence in this book; that it may serve to further stimulate in him, pride in the regiment and lead him so to conduct himself that his actions may reflect credit, never discredit, upon the regiment, 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."

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

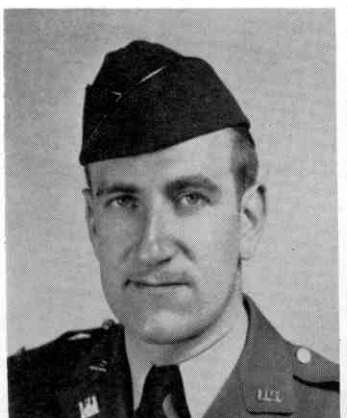
R. A. WHEELER
Warrant Officer
Assistant S-1

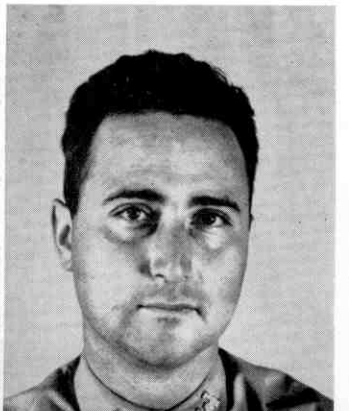
MAXMILIAN J. B. WELKER
Captain
S-3

WILLIAM E. MOSS
Second Lieutenant
S-4

LEONARD W. SCANNELL
First Lieutenant
Chaplain

MILTON ZARCHIN
First Lieutenant
S-2

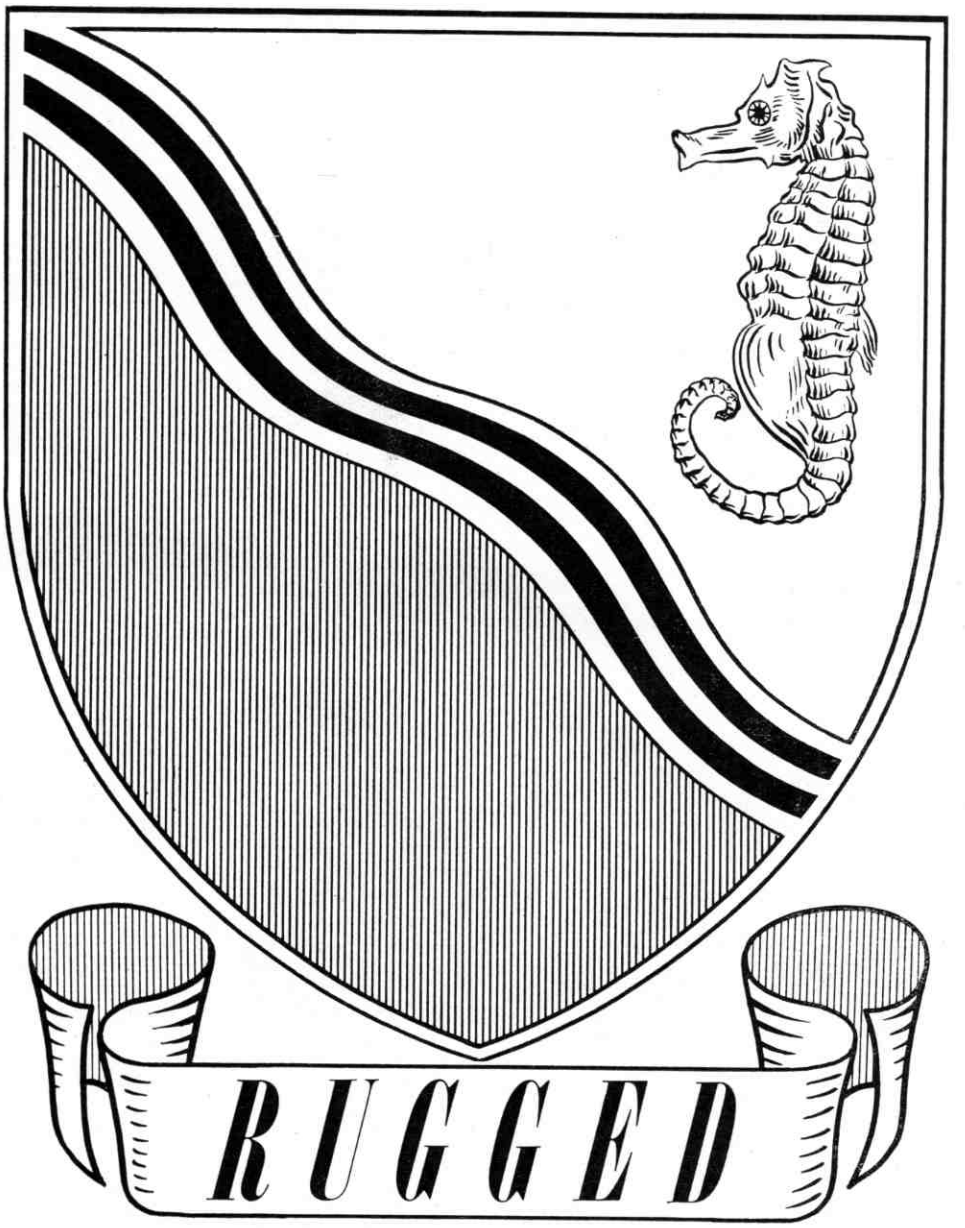




Proposed Insignia

OF THE 36TH ENGINEERS

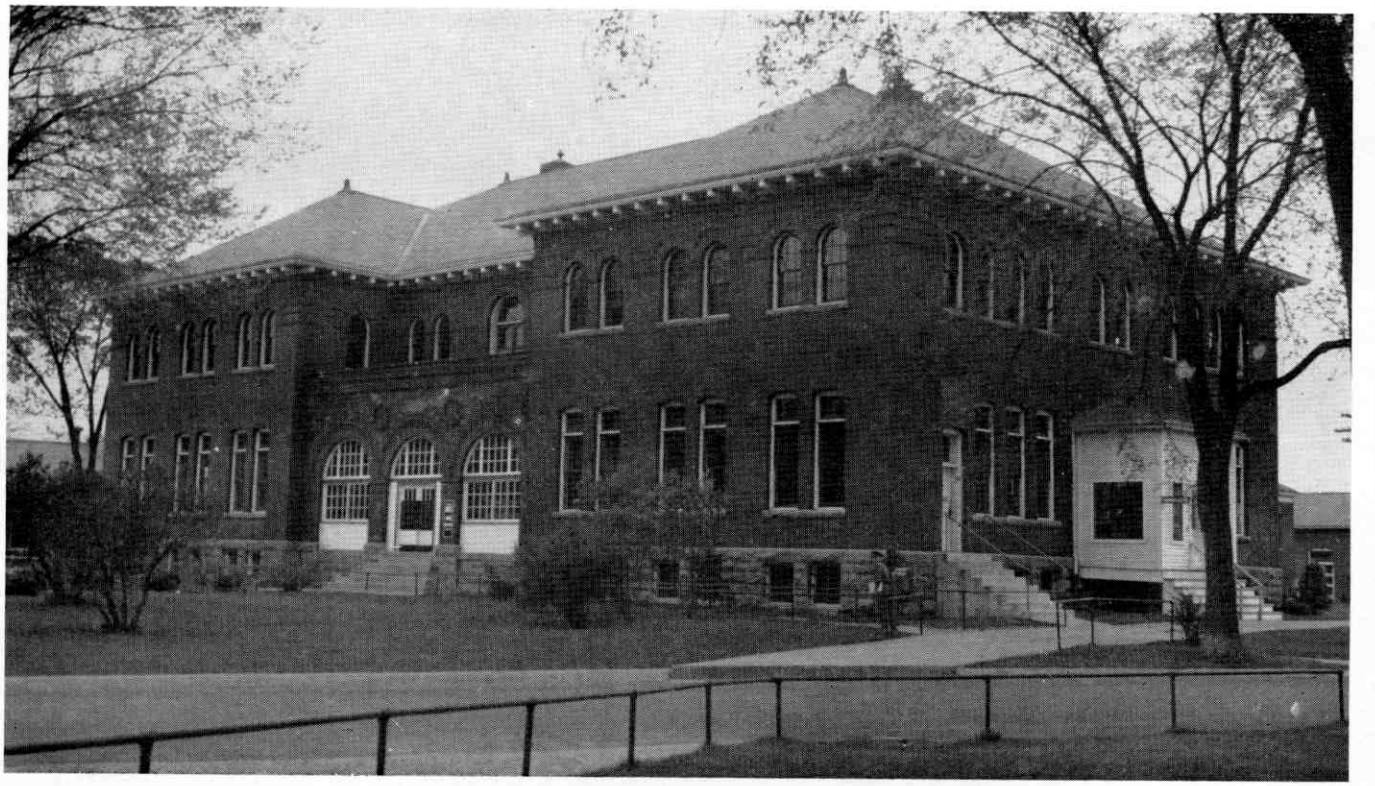
COMBAT



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 activites.

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

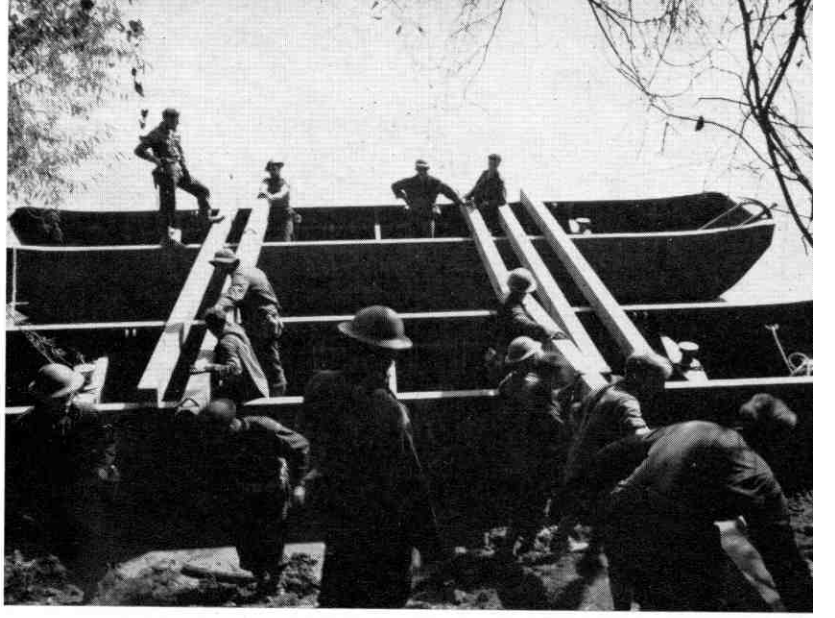
The 36th Engineer Regiment (Combat) was activated on June 1, 1941, at Plattsburg Barracks, New York, under the command of Lieutenant Colonel W. N. Thomas.

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.

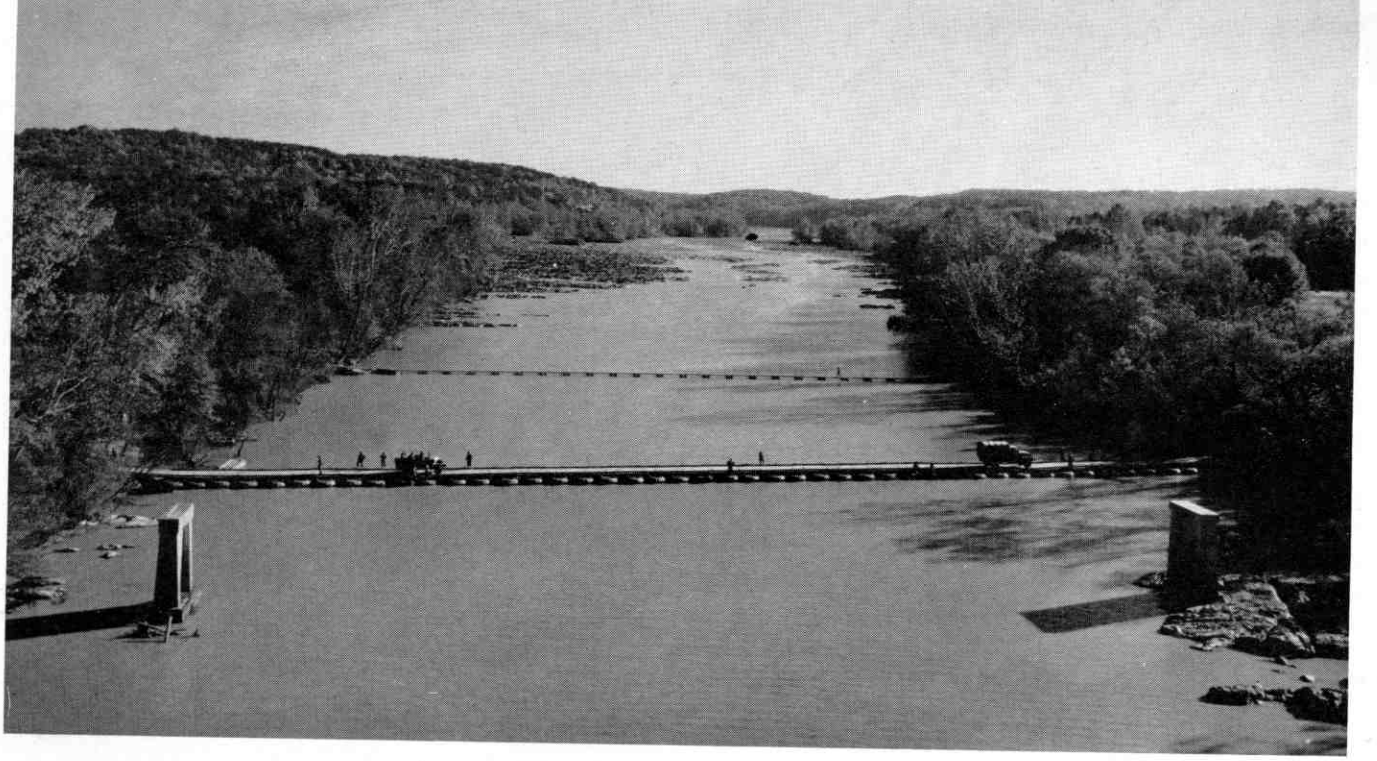
The return of the Regiment to Plattsburg marked the beginning of a series of losses of experienced and well-liked officers and men. First, on December 15, 1941, Major George Lincoln was detailed to new duties at the Bureau of Public Relations in Washington, D. C.

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 Battalion. 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.

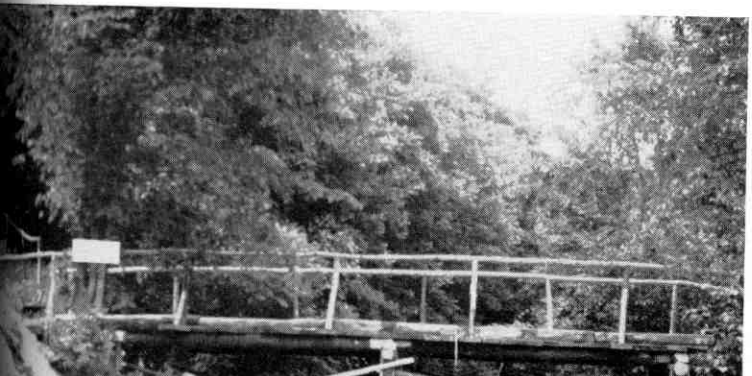
Bridging the Saranac River.

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.

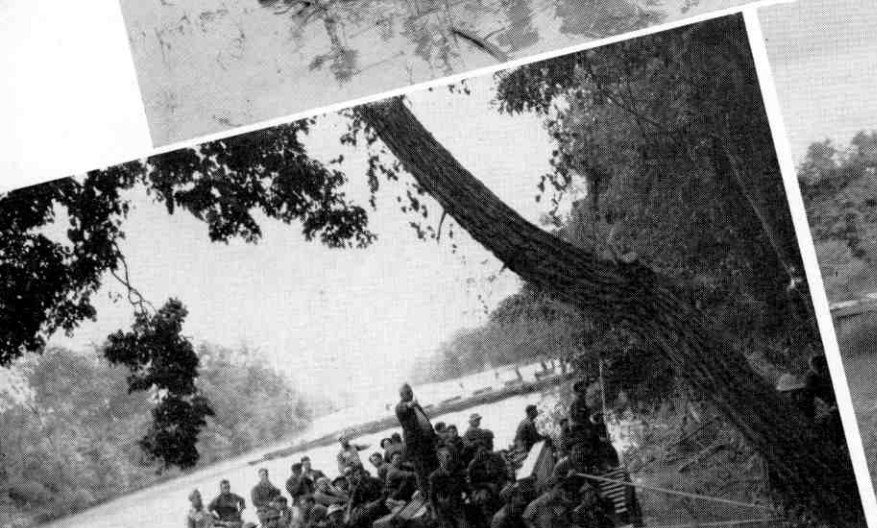


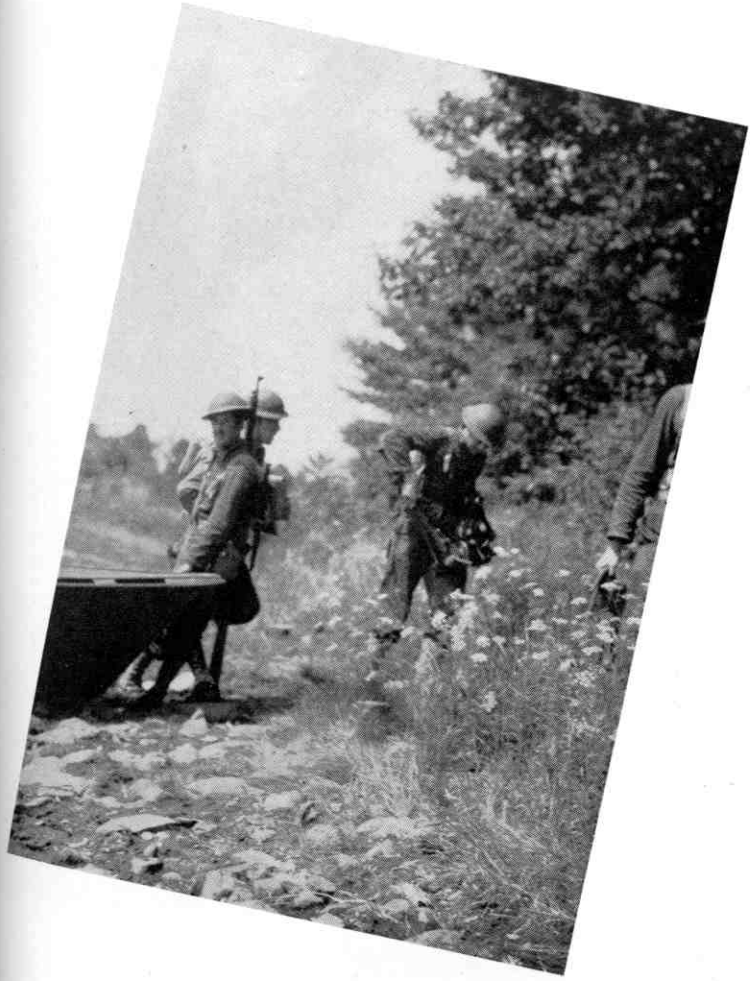
General view of bridge over Mac Faydens Pond.

Assault boats on Saranac River.

AMPHIBIOUS MANEUVERS

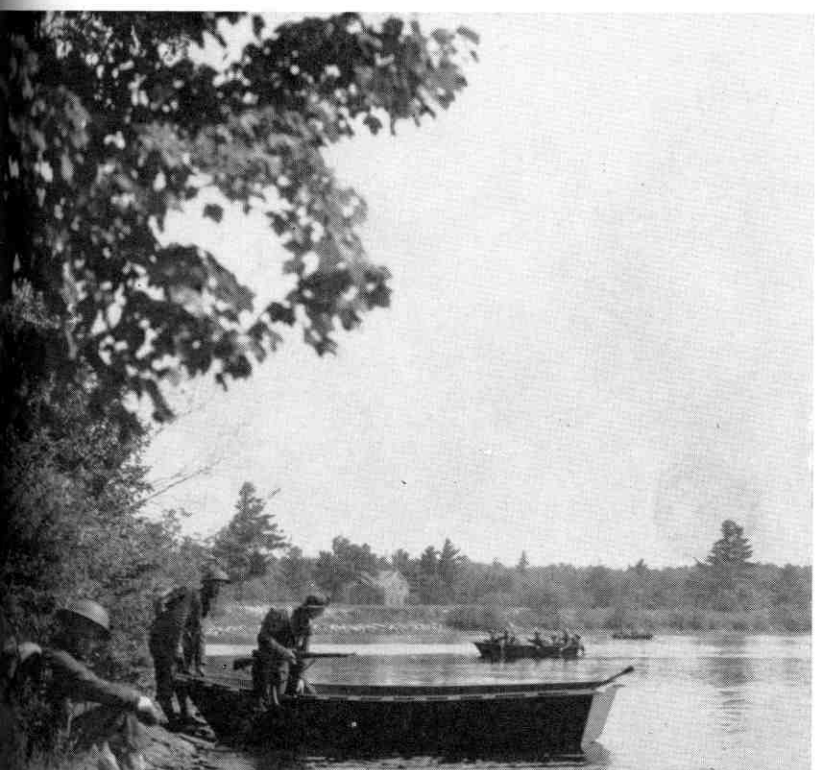
Combat Engineers prove themselves skilled at landing operations performed with alacrity and thoroughness.



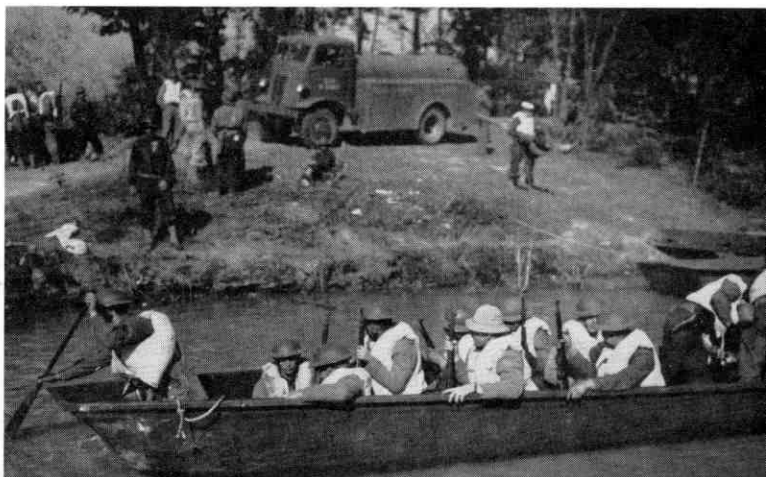


Reconnaissance crew removes assault boat from river.

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

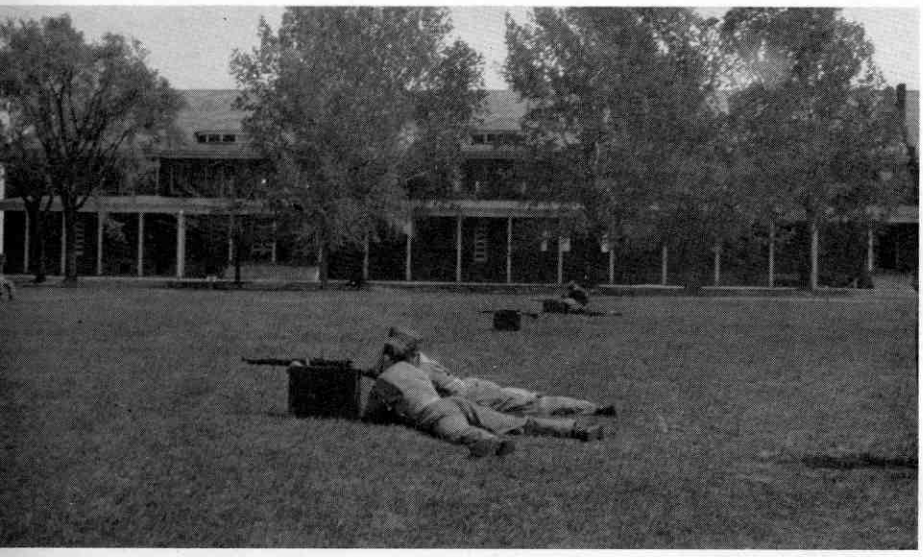


Using half boats as assault boats.



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

MALONE, N. Y.

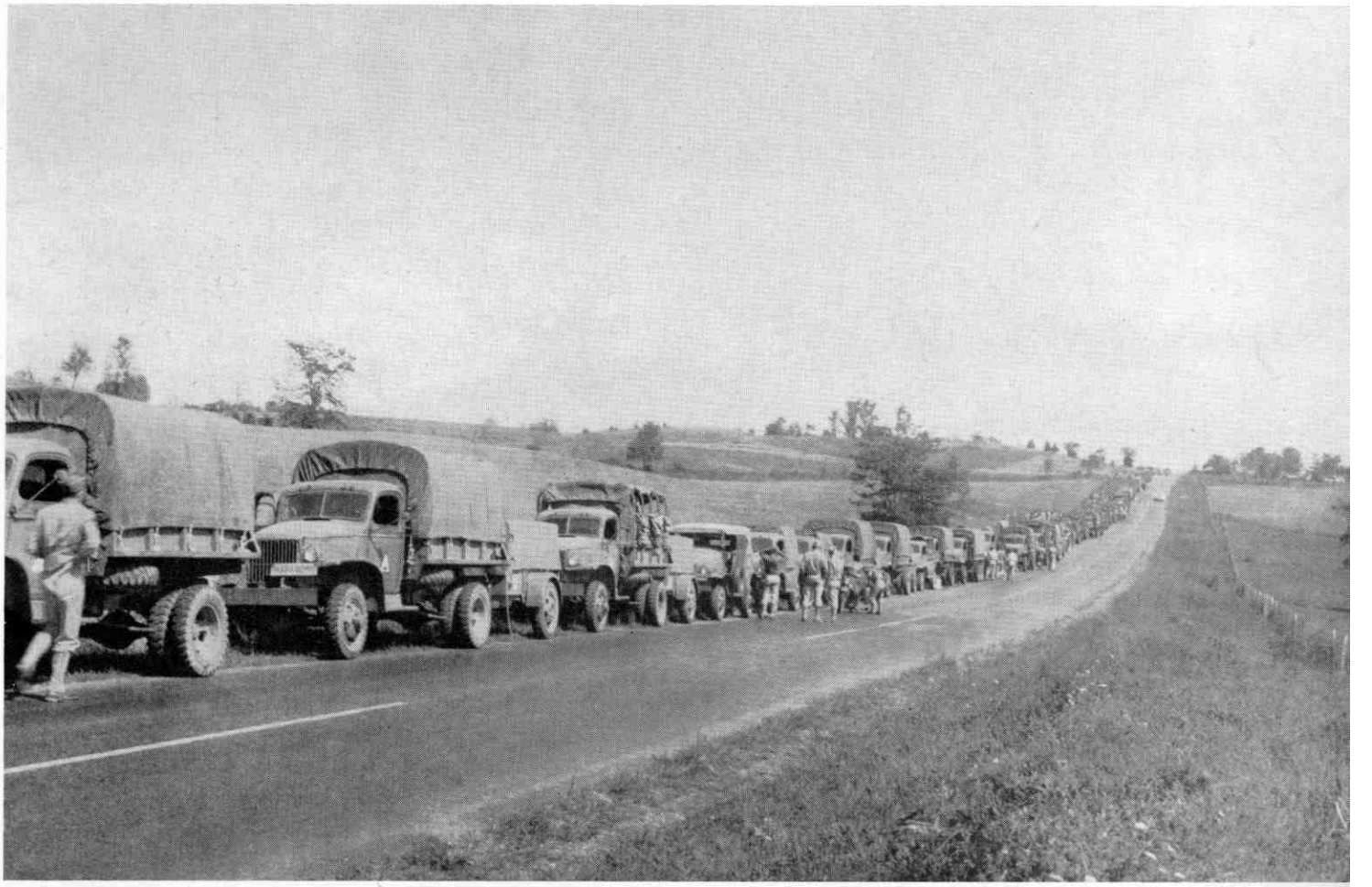
MOTOR CONVOY ON 300-MILE TRIP TAKING REST AT MALONE, NEW YORK

S-1 SECTION IN WOODS IN MACOMB RESERVATION

MACOMB RE

ON MANEUVERS ★ ★

CULPEPPER, VA.



CONVOY PARKED NEAR CULPEPPER FOR NOON MEAL

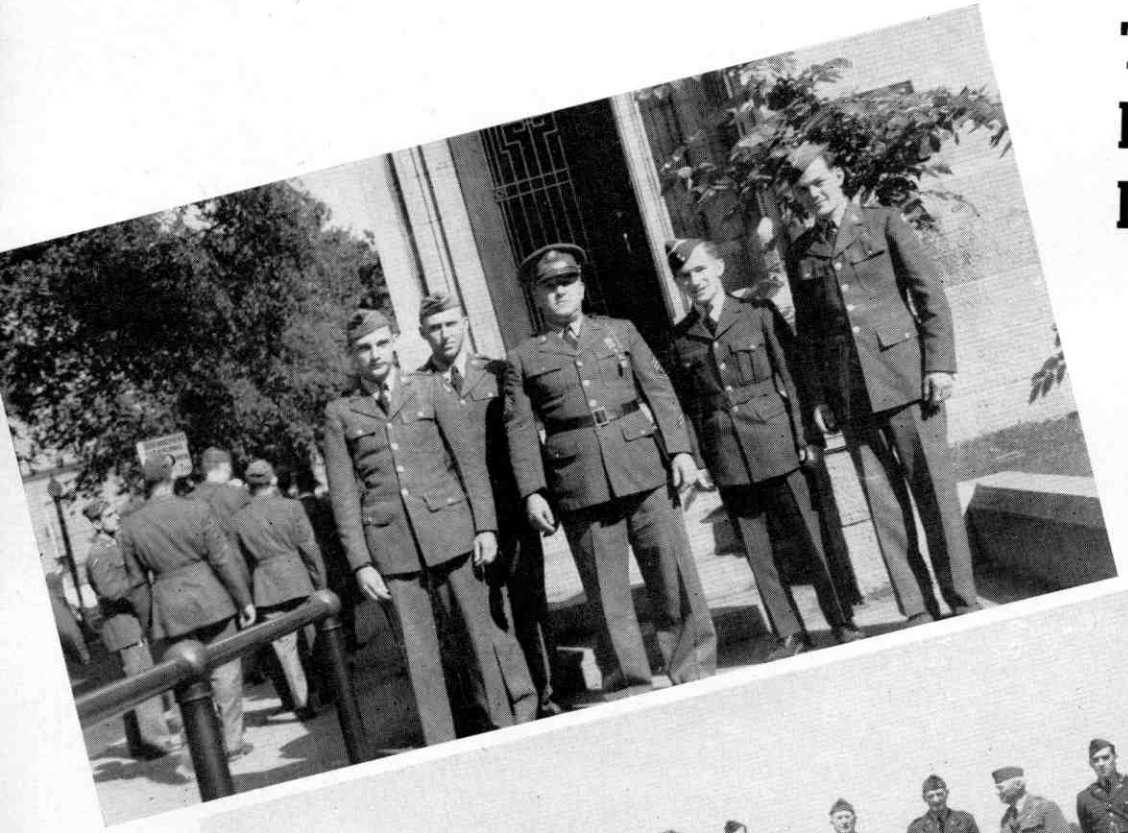
PLATTSBURG, N.

LEAVING FOR MASSACHUSETTS

The 36th Engineers arrive in Montreal, Canada.

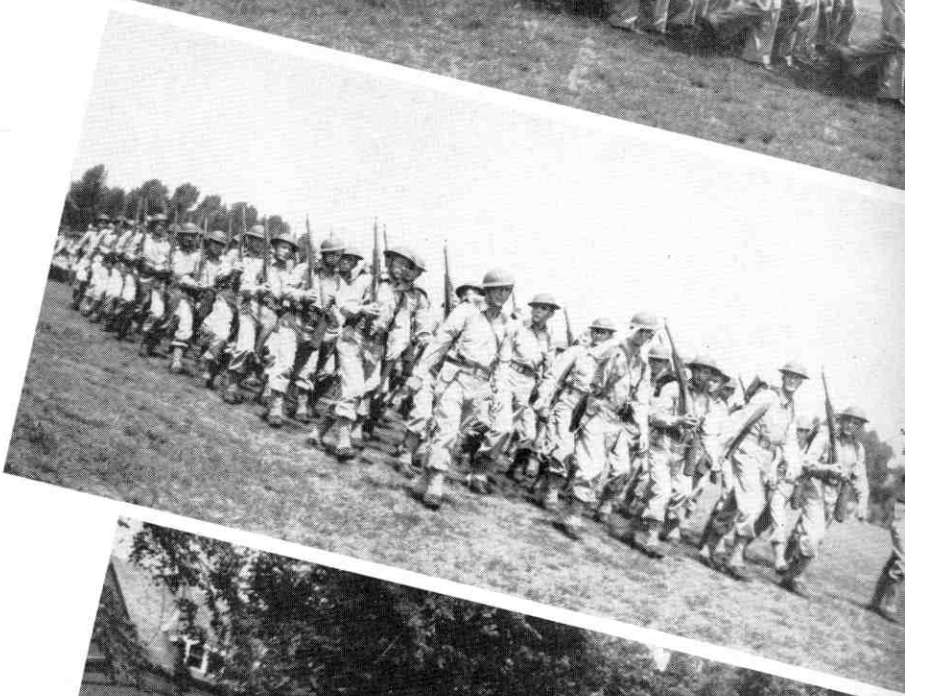
Royal Navy band and mascots.

THE 36TH ENGINEERS IN MONTREAL

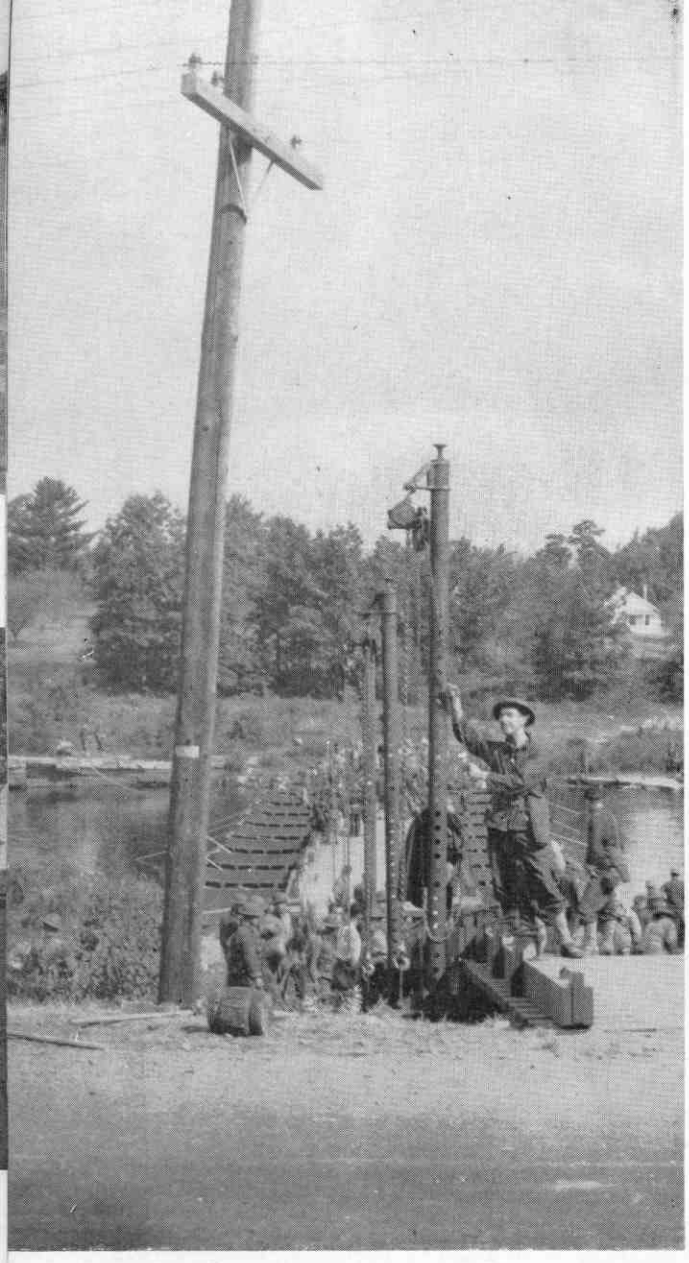


Non-commissioned officers of the 36th Engineers with members of Royal Air Force. Center: Official Canadian reception committee greets Colonel Baer and Colonel Thomas. Bottom: Canadian and American officers at ball park.

THE RUGGED 36TH PASSES IN REVIEW



36th Engineer Regiment

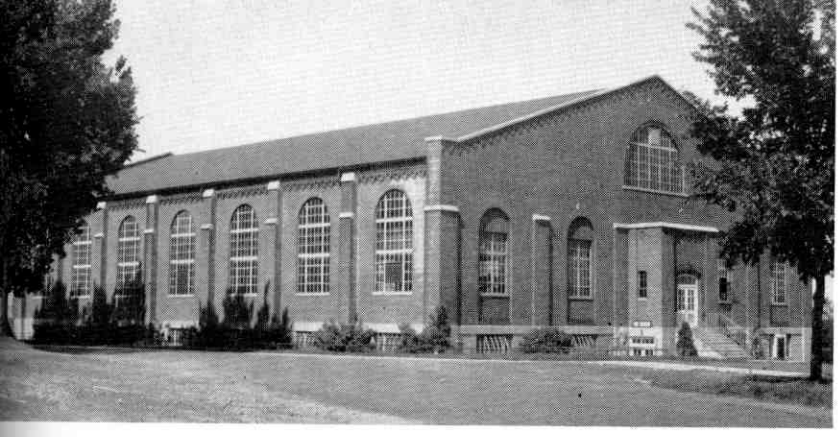


Adjusting transom.

"Doc" Patterson performs extraction in field dental clinic.

★

H-10 bridge being assembled over ravine.

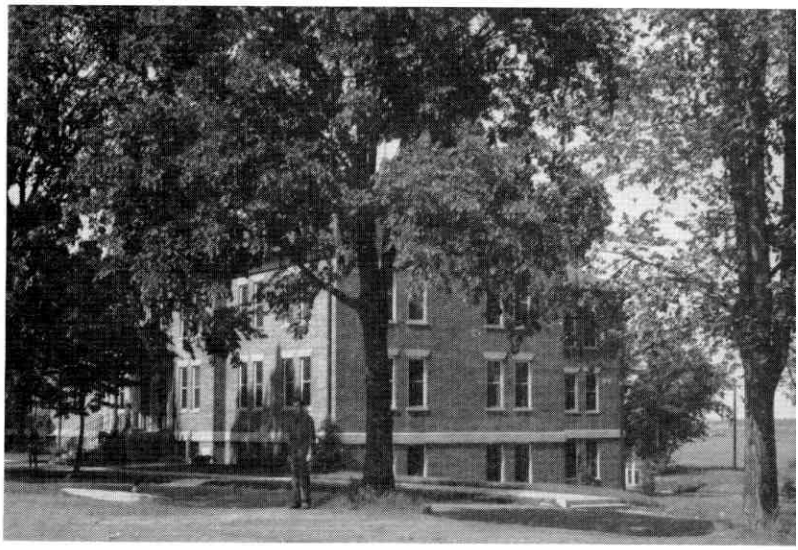


Post Exchange.

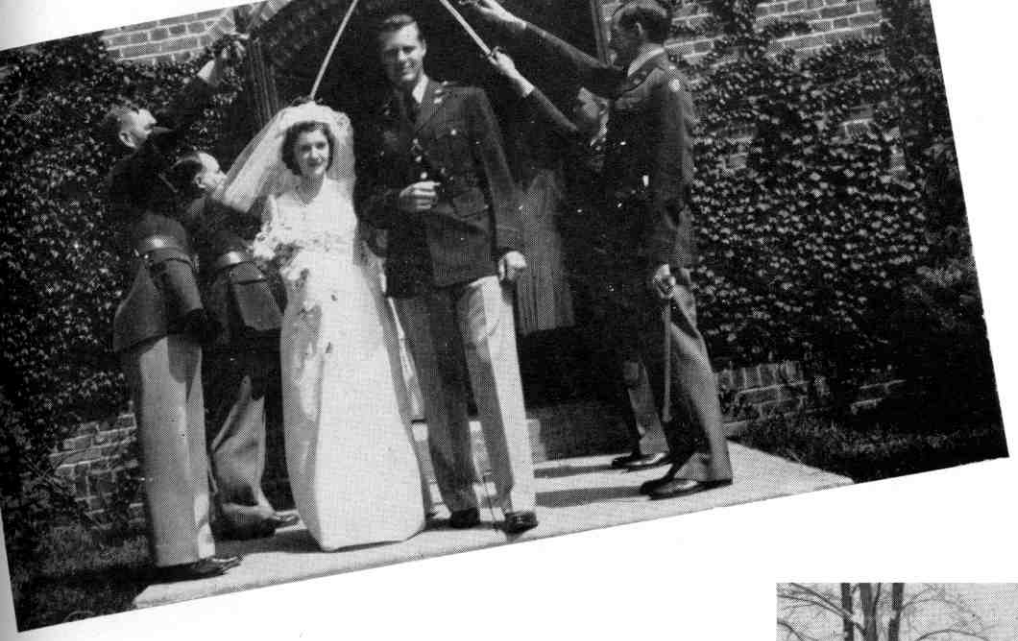
Station Hospital.

AT HOME WITH THE 36TH

Left to Right: Colonel Thomas's quarters. Company E barracks. Company A barracks. Non-commissioned officers' quarters. Officers' quarters in winter. Chapel.

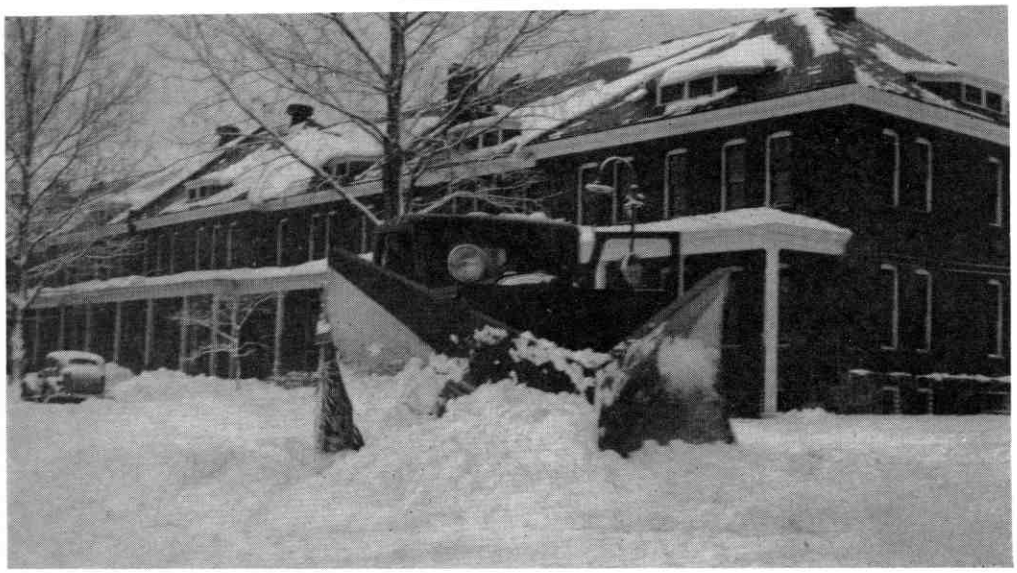


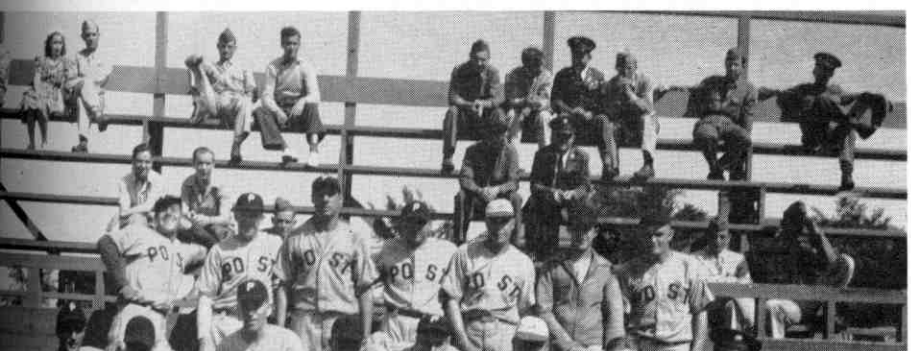

CHOW
36TH ENGRS
PLATTSBURG BKS. N.Y.



Lieutenant Peterson and bride under arch of chivalry.

SEEN AROUND THE REGIMENT





Top: Sergeant Meadows forces way through snow in "jeep." Center: Snow plow in action. Bottom: Baseball team.

COLOR GUARD

Fort Bragg

Basic Military Training Grounds of the 36th Engineer Regiment

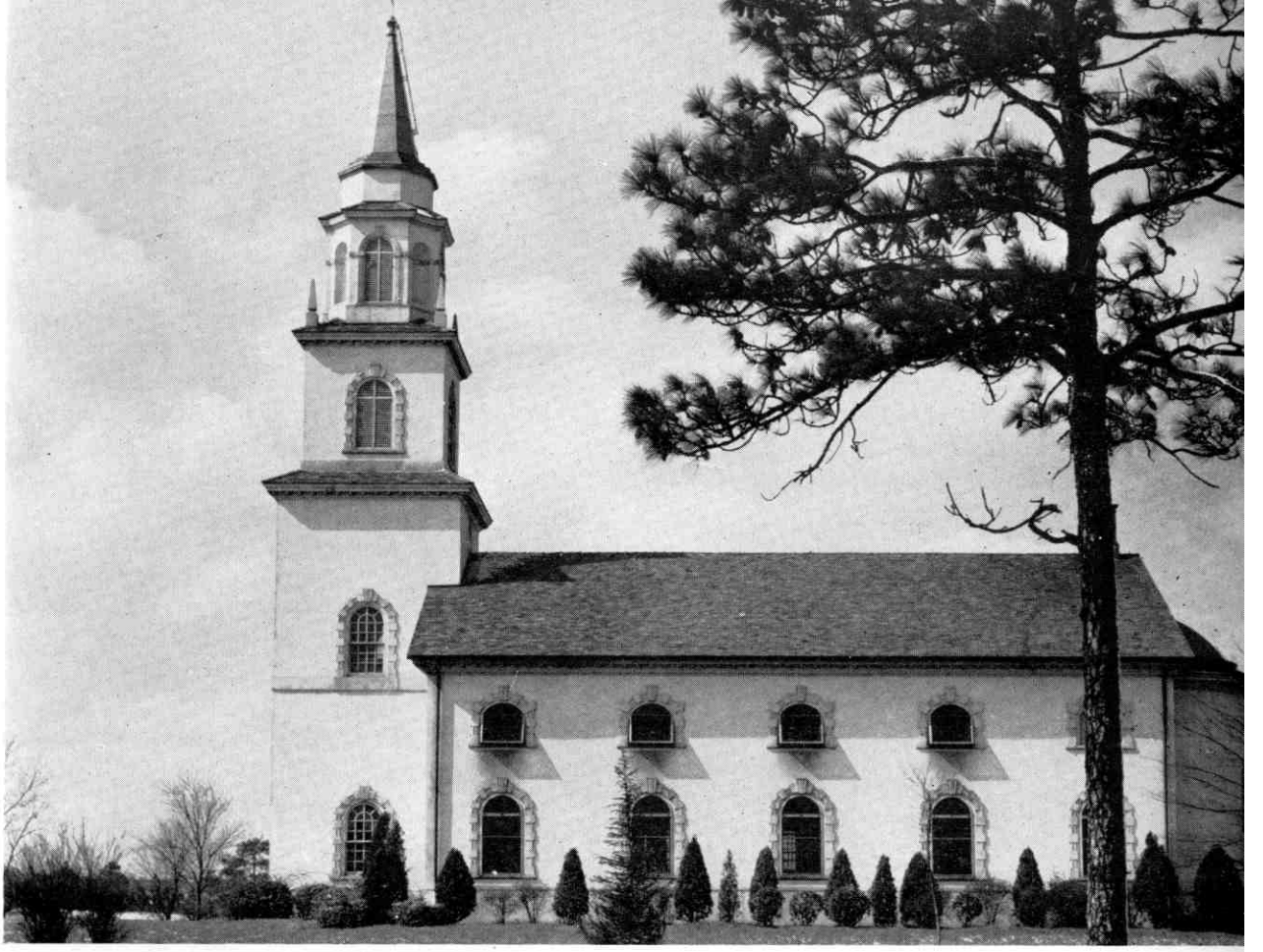
POST HEADQUARTERS

March 1942

ENLISTED MEN'S BARRACKS

GUEST HOUSE

A TYPICAL COMPANY STREET



POST CHAPEL

Fort Bragg Scenes

THEATER

THE SERVICE CLUB

HISTORY OF FORT BRAGG

Situated on land that was first inhabited more than 200 years ago, Fort Bragg, an important installation for national defense, contains the largest field artillery range in the world. With its mild climate permitting outdoor training throughout the year over varied terrain, it is a splendid training center and on its extensive ranges field guns of the largest calibers may be fired with safety.

Located in the sandhills section of North Carolina between the Piedmont area and the coastal plain, the Fort Bragg Military Reservation is 10 miles northwest of Fayetteville and averages eight miles in width by 24 miles in length and contains approximately 122,000 acres. A branch line connects the post with the main line of the Atlantic Coast Line Railroad at Fayetteville.

The post proper is located at the eastern end of the reservation due to the existence of level terrain there suitable for drill, maneuvers, post construction and airdromes. With an estimated 22,000,000 gallons a day being available at the waterworks intake station on Little River, an adequate supply of fresh water is assured.

SITE EXPLORED IN 1663

The land on which this modern military post is located was first explored by commissioners from Barbados who sailed up Cape Fear River in 1663, and it was first settled about 1729 by Highland Scotch, who still remain the dominant racial group. A slow but steady immigration of Scots followed in succeeding decades, with a great influx about 1749. Infrequent clearings supported the sparse population, whose principal means of livelihood was small farming. Great forests of long leaf and loblolly pine covered the area.

Within several decades after their arrival in 1729, the Scots had spread out into the area between Manchester and Cross Creek (Fayetteville). An especially promising section was the Long Street area, in the center of what is now the Fort Bragg reservation, located in Hoke and Cumberland counties. The Long Street community was favored by the beauty of the scenery, the fertility of the soil, the variety of the forest growth and the general healthful site of the locality.

Although these Highland Scots were industrious farmers, whose main occupation was the tilling of the soil, they became involved in the Revolution and were divided among themselves in the late 1700's with regard to political sympathy in the strife between the colonists and King George. In the early days of the revolution, a settlement of Whigs located in Piney Bottom was wiped out by the Tories coming from the locality now occupied by the City of Fayetteville. During the Carolina campaign, Lord Cornwallis, following his defeat by General Nathaniel Greene at Guilford Court House, retreated along the Yadkin Road which traverses the length of the reservation. Morgan, called the Swamp Fox, made this locality his headquarters, from which he carried on harassing operations against the British forces.

Following the revolution and the winning of independence for the colonies, the Highland Scots again farmed the land, but during the period from 1782 to 1862, the area and its inhabitants showed little change. In the War Between the States, this area was again the scene of military operations.

One of the last engagements in this conflict, brief but sharp in nature, took place at what is now called the Battle Field Farm on the Fort Bragg Reservation. It was here that the Confederate forces, commanded by Major General Wade Hampton, and the Union forces, commanded by Brevet Major General H. Judson Kilpatrick, met in conflict, and, on the Reservation, there are now small groups of graves of unknown Union and Confederate soldiers who gave their lives to their cause in that action. Annually, these graves are decorated with appropriate ceremonies by the Fort Bragg garrison with the assistance of local patriotic societies.

During the War Between the States, 107 men from the Fort Bragg area marched away to fight for the Confederacy, but only seven came back at the close of the war. In the years that followed, the land was almost depopulated, and not a child was presented for baptism in the Long Street Church for a full 16 years. Slowly the land commenced to revert to the wild state which characterized it when the early settlers first viewed it. As time passed, the process slowly reversed itself, although at the outbreak of the World War, half a century later, only seven per cent of the land was under cultivation and approximately 170 families were living in the area which eventually became Fort Bragg.

MILITARY RESERVATION

The history of this area as a military reservation began in June, 1918, when the Chief of Field Artillery sought a site for the establishment of an Artillery Firing Center having adequate artillery range, suitable terrain and soil, nearby rail transportation, adequate water supplies and a location as far north as possible but still where climatic conditions would permit year round training.

Major General William J. Snow, the Chief of Field Artillery, instigated a survey of the areas which might be appropriate for the establishment of artillery firing centers. Colonel E. P. King made a search throughout the Eastern part of the United States for such an area. In his account of this search, he stated in part:

"At that time, there were no road maps such as we have today and we found very few sign posts through the country. The geological survey had made very few maps in that section. We traveled principally by compass and dead reckoning . . . About six o'clock

(the fourth evening), we drove into Manchester, North Carolina, along an unimproved sand road that ran along the north bank of Lower Little River . . . We stopped at a store in Manchester and asked the storekeeper where was the nearest place we could put up for the night. He directed us to Fayetteville . . . The first tract of land we found which bade fair to comply with our requirements was the watershed north of Lower Little River. We stayed at Fayetteville the fourth night and the next day examined the present site of Fort Bragg. We liked it so well that we went no farther. We remained in Fayetteville about a week going over this tract in great detail and laying out the lines, which, with certain alterations, are the present boundaries. Judge John G. Shaw, of Fayetteville, kindly consented to give us a great deal of his time and guide us."

LOCATING FORT BRAGG

The area selected begins at a point about 10 miles northwest of Fayetteville and extends westward for about 24 miles to the vicinity of Southern Pines. Averaging eight miles in width, the reservation contains approximately 122,000 acres. The post proper was located at the eastern end due to the proximity of the water supply and the existence of level terrain suitable for drill, maneuvers, post construction and for airplane landing fields.

The plan was approved by General Snow after a personal inspection, and, on July 1, 1918, he submitted a report to the War Department requesting the assignment of the site to the Field Artillery. This request was promptly approved.

The new camp was named Camp Bragg in honor of General Braxton Bragg, Confederate States Army, who was a native North Carolinian and had been a distinguished artillery officer in the War with Mexico.

Actual construction of Camp Bragg began September 16, 1918, and about $6,000,000 was expended that year for the purchase of land. Erection of cantonments was planned for six brigades but cessation of hostilities in the World War changed these plans. The War Department recognized that no existing Field Artillery training area except Camp Bragg was of sufficient size to permit training in the firing of heavy caliber and long range artillery weapons developed during that war, so it was decided to continue Camp Bragg but to reduce it to a two brigade cantonment to provide a garrison for Regular Army units and a training center for National Guard artillery units. One company of the 46th Infantry was Camp Bragg's first garrison.

With Camp Bragg completed by the Constructing Quartermaster about February 1, 1919, artillery personnel and material were transferred there from Camp McClellan, Alabama. Although 1919, the year following the World War, was a period of demobilization, construction was completed, and lumber, trash and scrap material left by the contractors cleaned up. Military personnel took over the clerical work at post headquarters from war-time civilian employees. In 1920, little military training was conducted at Camp Bragg.

In 1921, the 17th Field Artillery, which is still there, arrived at Camp Bragg on January 9, and on May 19, 1921, the 13th Field Artillery Brigade was organized at the post.

On August 23, 1921, the War Department, in reorganizing the Field Artillery, ordered the abandonment of Camp Bragg, but through the efforts of the post commander and civic organizations, the Secretary of War came to Camp Bragg and inspected the facilities, and on September 16, 1921, the orders directing the abandonment of Camp Bragg were revoked.

FIELD ARTILLERY BOARD

On February 1, 1922, Army Regulations changed the station of the Field Artillery Board, an agency devoted to research and testing of new artillery weapons, from Fort Sill, Oklahoma, to Camp Bragg, the Board's present station. On September 30, 1922, Camp Bragg was designated a permanent establishment of the Army and named Fort Bragg. Parade grounds were finished, roads improved and game preserves set aside.

The years from 1923 through 1926 constituted a period of valuable training for artillery regiments at the post. Units were recruited up to peace strength, with many of the non-commissioned officers having seen war service. The men were contented and many enlistments were from nearby points. A great deal of time was spent on field training, the vast expanse of the reservation being admirably adapted to this purpose.

Great progress was made by the motorized regiments of Field Artillery in learning how to handle this comparatively new type of transportation in deep sand, heavy mud, swamps, streams and forests. The Field Artillery Board turned over to the various regiments new, experimental types of vehicles, weapons and equipment, making Fort Bragg a laboratory as well as a training center.

During the period from 1927 to 1931, new construction was begun that has aided in making Fort Bragg one of the finest of Army posts. Four of the permanent brick barracks buildings were constructed then, as well as 53 officers' quarters, 40 non-commissioned officers' quarters, a modern water supply system with cast iron mains, storm and sanitary sewers, nurses' quarters, magazines and motor and material sheds. By the end of 1931, $3,000,000 had been spent on new construction.

It was also during this period that all occupied temporary buildings of World War construction were painted and most of the unoccupied ones torn down. In 1930, the new barracks were made attractive by planting lawns, shrubs and trees. Streets, sidewalks and the road from the post to the reservation limit were paved, and the drainage system completed. The Fourth Field Artillery arrived from Fort Robinson on June 9, 1931, and construction of the regiment's new stables was finished in 1932. The Station Hospital was also begun and completed in 1932.

From 1932 to 1940, beautification of the post was

stressed, and additional brick barracks buildings were erected. Also constructed during this period were the Post Headquarters, Chapel, Theater, Field Artillery Board, Post Ordnance Shops, Commissary, Quartermaster Office, Guard House and Signal offices.

During this period, regiments stationed at the post were furnished with modern motorized equipment and the latest type weapons. They trained with other arms and services in Third Army Maneuvers in 1938 and 1940.

PRESENT DEVELOPMENTS

Such was the history of Fort Bragg on June 1, 1940, when the garrison strength was 5,406 officers and enlisted men, but during the months which have passed since that date, Fort Bragg has added many more interesting pages to its already interesting history. By mid-summer of 1940, the Post personnel began to expand and early in September a new building program was started, involving the construction of approximately 2,478 buildings at a cost in excess of $32,000,000. The number of workmen on the job ranged from the original group of approximately 5,000 to more than 23,500, with a daily payroll in excess of $100,000. These buildings will accommodate a garrison totaling more than 67,000 officers and enlisted men, making Fort Bragg North Carolina's third largest city.

As this building program is such an important part of the history of Fort Bragg and its development into an even more important part of national defense, a fairly detailed account of it will be given here.

As time was an important element in this construction, it is well to note that the timely procurement of building materials and orderly planning of the program in advance of actual construction contributed largely to the speed with which the work was accomplished. As soon as construction was authorized by the War Department, roads were built and ground cleared, electricity was then made available for lighting and for operation of high speed electric saws in each area.

An efficient communication system involving four switchboards and 13 operators was established, and water mains were laid to each area so that water might be available for both building purposes and fire protection. During the construction period, an average of more than 1,000,000 board feet of lumber moved into Fort Bragg daily.

In addition to the roadway already built, much of which was improved, widened or rebuilt, approximately 75 additional miles were built to take care of additional traffic and to open up new areas. Fifty miles of sewage lines and more than 40 miles of new water mains were laid. The Fort Bragg water plant, which had an original capacity of approximately 2,500,000 gallons per day, has been increased to 7,000,000 gallons, and water storage facilities originally 1,500,000 gallons have been doubled. The Fort is assured of an adequate water supply from the 22,000,000 gallons of water which flow by the intake station on Little River daily. Fifty miles of new power lines have been erected, and sub-station facilities increased in line with the increase in power needs of the reservation.

In order to make living conditions as comfortable and pleasant as possible, the largest number of buildings constructed were for the purpose of providing living arrangements for the rapidly increasing garrison, which has sprung from the 5,500 officers and men at the post in mid-summer of 1940 to a final total of more than 67,000. Included in the new construction are more than 800 barracks buildings, each having interior latrines and circulating heating systems. The Post now has quarters for more than 1,600 officers and mess halls sufficient to take care of the personnel.

RECREATION BUILDINGS ERECTED

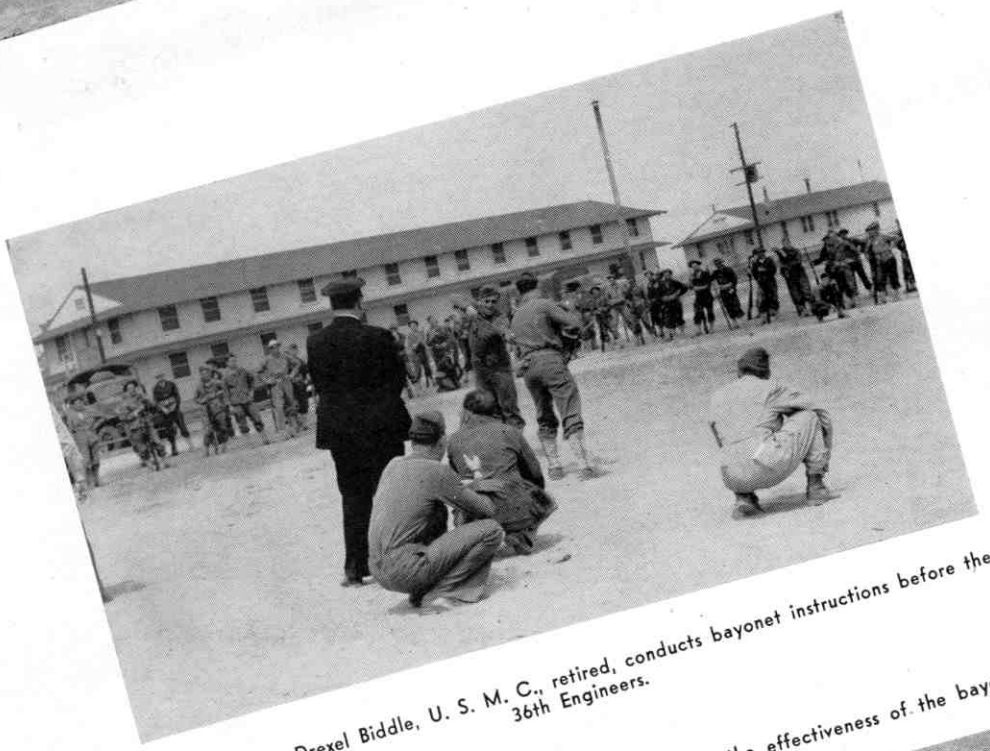
Adhering to the old adage that "all work and no play makes Jack a dull boy," the authorities have provided recreational facilities to care for the needs of the personnel, including day rooms, post exchanges, recreation buildings, theaters, guest houses and Service Clubs. Each of the Recreation buildings has a stage, dressing rooms, facilities for motion picture projection and seats for 500 people, which may be removed leaving the entire floor for dancing, or for use as a lounge or other recreational purposes. The theaters will seat 1,038 people each. The guest houses contain living rooms for the Hostesses and for visitors. A cafeteria and a large dance floor are parts of the Service Clubs. They are well equipped and capable of furnishing many hours of wholesome recreation and relaxation.

To take care of the physical well-being of the people stationed at Fort Bragg, a large hospital, 18 separate infirmaries and a large Dental Clinic were included in the construction program. The hospital covers an area of 2,680,000 square feet, has a total of 83 wards, with 1,680 beds immediately available and capable of expansion to 2,000 beds if needed. The hospital project consists of a total of 112 buildings, with a total of 75 doctors and 240 nurses.

Scattered throughout the Post are a number of fire stations, each housing three vehicles, giving to Fort Bragg all the facilities of a modern city.

Already considered the largest Field Artillery reservation in the world, Fort Bragg has been and still is one of the most important installations of our national defense, not only because of the many organizations stationed at the post but also because of the fact that modern developments in field artillery have had their inception and field proving under actual service conditions over its extensive terrain.

Now, with the arrival of more combat units at the Post, the responsibilities of Fort Bragg are daily increasing, but the officers and enlisted men stationed at the post feel confident that they will be well equipped and fully prepared for whatever may come. They are justly proud of Fort Bragg and its brief but important history. It has served its purpose well in the past and promises to be of even more importance and value in the future.



Colonel A. J. Drexel Biddle, U. S. M. C., retired, conducts bayonet instructions before the 36th Engineers.

The Rug
Action a
Marc

In this picture a detail of the 36th Engineers illustrates the effectiveness of the bayonet

In addition to constr
and demolition, Eng
must be good combat
as well, and learn the
ples of offensive and def
tactics just as do men in
branches of the service.

The business end of a bayonet and a mean business man.

in hand-to-hand combat. Here the bayonet proves an efficient weapon with which to dislodge the enemy from a defensive position.

ed 36th in Fort Bragg 1942

these pages the 36th Engineers are learning from competent instructors how to handle the bayonet with which to protect themselves during their combat operations.

The 36th Engineers constructing road block using pneumatic hammer.

The power saw.

The 36th constructs

Left: Here will be a road block.
Bottom, Left: Loading logs on truck.
Below: The job is finished.

Men in ambush covering road block.

The Engineers construct a road block and then cover obstacle with rifle

a road block

Riflemen take cover near road obstacle they have just completed.

Plenty of Fire Power is the By-

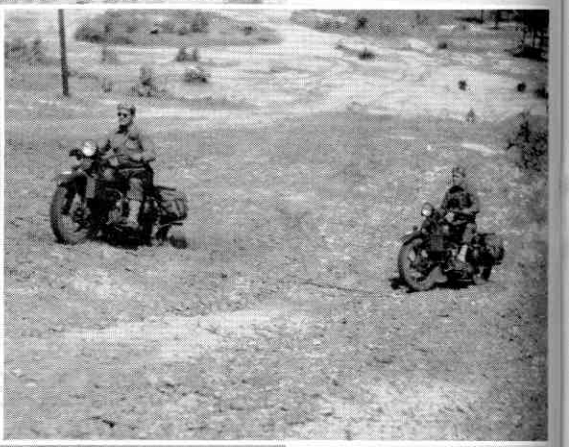
Reconnaissance car and crew in action.

To the left, bottom: Guns in action. New Engineer half truck scout cars are a highly mobile steel fortress. Reconnaissance car's crew has eye on things. Enemy spotted, one 50 caliber and two 30 caliber machine guns are ready.

word of the Combat Engineer

Antitank crew put the small but mighty 37-mm. gun in action.

To the right, top to bottom: Getting the mighty 37-mm. ready for action. Firing position. Engineers half track goes crashing through dense forest. Ready!



The 36th MOTORCYCLE SQUAD

ADJUSTING GAS MASKS

Gas Mask Training

EMPHASIZES THE VARIETY
OF COMBAT CONDITIONS FACED
BY THE 36TH ENGINEERS

★

Up to their waist in water, the 36th Engineers practice constructing bridges that are sturdy and safe.

36th Engineers Build a Ponton Bridge

INSPECTION: DRIVERS AND TRUCKS

Painting a "Cat."

Maintenance and Repair One of the 36th's Biggest Behind-the-Scene Jobs

★

Upkeep of vehicles and speedy handling of route work is important in the 36th Engineer Regiment. To present an efficient unit, the Regiment works hard to maintain high qualifications of capability and speed.

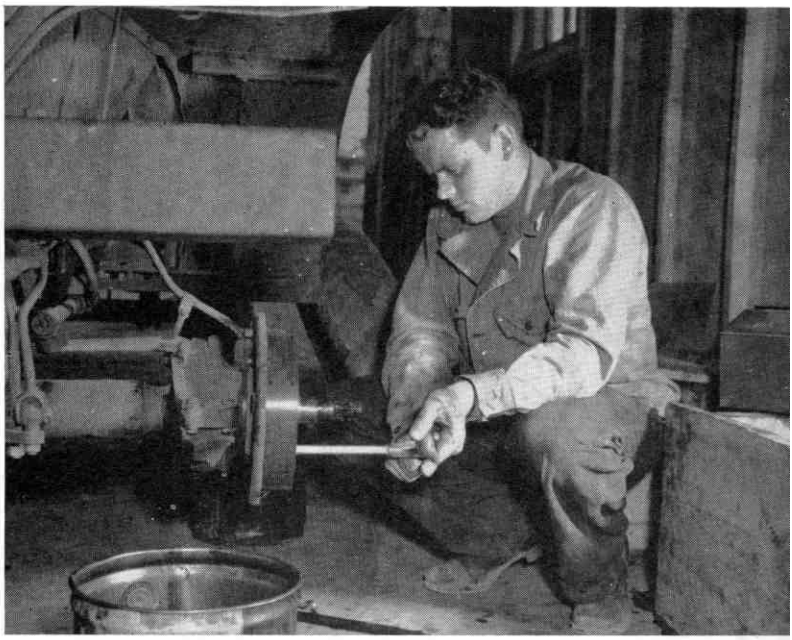
Repairing transfer case.

Maintenance truck.

Performing echelon maintenance.

Gasing a half truck.

Repairing power unit.



Repairing front knuckle joint.

Heaving on block and tackle to right overturned vehicle.

Adjusting and tightening a prone for righting overturned truck.

INSPECTION

To maintain high qualifications of cleanliness and order the Army must have regular inspection of equipment.

ON PARADE

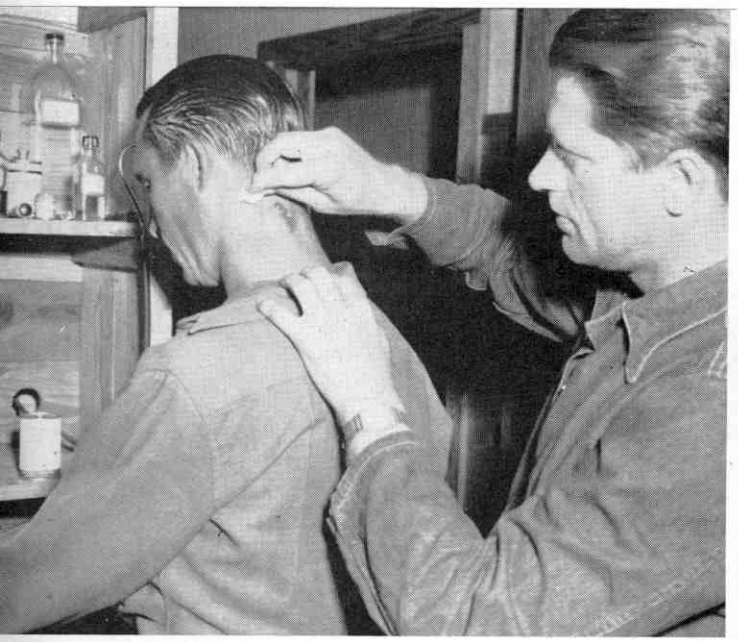
REGIMENTAL BAND

Officers and men of the 36th at concert of Regimental Band at the Service Club.

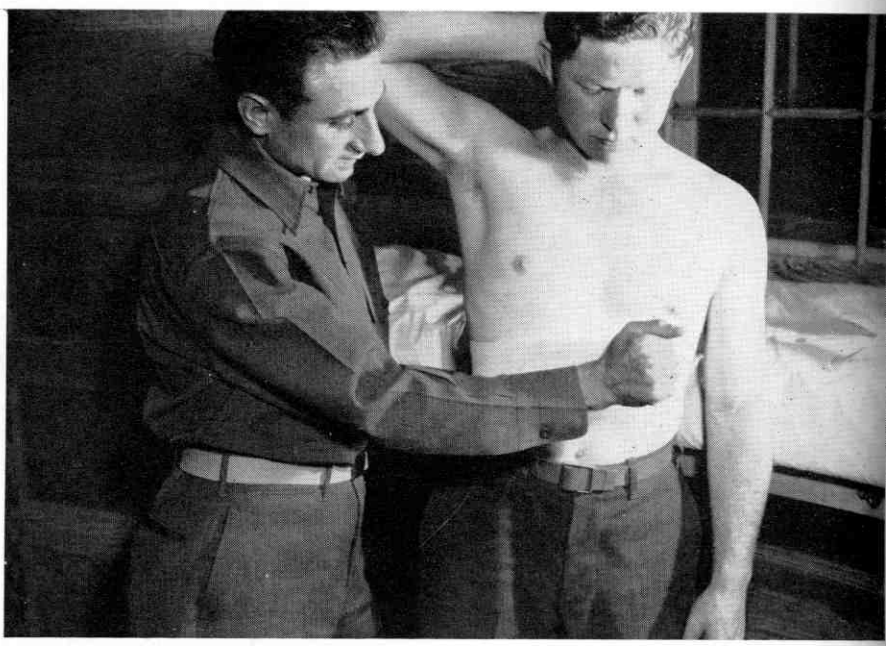
Litter squad applying Thomas leg splint to a casualty out in the field

Moving off after placing patient across rear of "Jeep."

Medical Detachment on Duty



Treating neck infection.



Applying pleurisy binding.

Examining patient as Sergeant Accetta records temperature.

Taking blood specimen for Wasserman test.