

Going Hard

WAKAYAMA JAPAN

LAPAZ, LUZON

TACLOBAN, LEYTE



NOEMFOOR IS.

WAKDE TOEM

AITAPE

FINSCHHAVEN

GOODENOUR

DECLASSIFIED
Authority: NND 88-2078

NO. 44

HISTORY OF OVERSEAS WAR SERVICE
OF

27th ENGINEER CONSTRUCTION BATTALION

DECEMBER 1943

OCTOBER

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Authority NAV 883078

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Authority NAO 863078



27th ENGR. CONS. BN.

14 AUGUST 1945

MEN and OFFICERS of the 27th

We have come a long way and have made a record of which we can all be proud. From the jungles of NEW GUINEA, through the mud of LEYTE, to the mountains of LUZON; we have worked hard and have done our best. We have the heart-felt personal satisfaction of knowing we have done our share.

It has been a pleasure to have served with you, the men and officers of this battalion, and I wish to express to each and every one of you my thanks and appreciation for a job well done.

Let us always remember our honored dead who gave their lives that our cause might be triumphant.

May God be with you in days to come.

A. P. Rollins Jr.
A. P. ROLLINS JR.
Lt. Col. C.E.
Commanding

AUTHORIZED: ASIATIC-PACIFIC THEATER. Ribbon with BATTLE HONORS for NEW GUINEA, SOUTHERN PHILIPPINE & LUZON campaigns.

AUTHORIZED: PHILIPPINE LIBERATION Ribbon with one BRONZE STAR. Reported from the San Francisco Port of Embarkation on 6 January 1944 at 1800 hours, PWT, as the 27th ENGINEER COMBAT BATTALION. Reorganized and reorganized as the 27th ENGINEER CONSTRUCTION BATTALION on 8 November 1944.

Completed 19 months and 9 days of overseas wartime service with 5 combat amphibious landings.

SERVED under: US 6th ARMY & 8th ARMY in close combat support of elements of the 41st INF. DIV. • 158th CT. • 505th PARACHUTE BGT • 1st CAVALRY DIV. • 24th INF. DIV. • 32nd INF. DIV. • 35th INF. DIV. • 43rd INF. DIV. • 6th INF. DIV. • X, XI & XIV CORPS of the US ARMY - and the 62nd WORK WING of the ROYAL AUSTRALIAN AIR FORCE.

• TOEN (WADGE V)
17 May 1944

AITAPE
22 April 1944

FISH HAPEN
21 March 1944

GOODE HOUGH V.
5 Feb 1944

LA PAZ
29 Jan 1945

TACLOBAN
22 Oct 1944



NOENFOOZ V.
2 July 1944



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HISTORY OF OVERSEAS WAR SERVICE

27TH ENGINEER CONSTRUCTION BATTALION

DECEMBER 1943 - NOVEMBER 1945

The 27th Engineer Combat Battalion, with full strength of 664 men and officers, left Camp Breckenridge, Kentucky, on the night of Wednesday, 22 December 1943, for the San Francisco Port of Embarkation and an unknown overseas destination. The unit moved in two trains; the first contained Companies A and C, while the second contained H/S and B Companies.

Both trains followed the same route west, going through St. Louis, Kansas City, Pueblo, Denver, Ogden, Reno, Sacramento, Stockton, enroute to Camp Stoneman, California. Christmas Day was spent rolling across Wyoming on the Union Pacific R. R. in a snowstorm which provided a white Christmas, and all the troops enjoyed a good Christmas turkey dinner, thanks to the Camp Breckenridge Quartermaster.

Both trains arrived in Camp Stoneman on the afternoon of 26 December, and the men were moved into barracks on the post. Last minute preparations were made for staging, such as a lecture on mail censorship, issue and test of the new style light-weight gas masks, inspection of small arms, and a final clothing show-down inspection, which resulted in having to find a pair of pants for a man in the battalion who wore a 54" waist size.

The battalion was alerted for movement on the morning of 3 January, and on 5 January 1944, it walked that extra long distance down to the Pittsburg pier to board the transfer boat for the Oakland harbor. This boat, the CATALINA, arrived at the pier in Oakland late that afternoon, and the troops were transferred aboard the U.S.A.T. KOTA AGOENG. This boat was a motor ship of Dutch ownership, leased by the Army Transport Service, and was a combination passenger and cargo vessel.

The KOTA AGOENG completed loading stores on the morning of 6 January, and she got underway that afternoon and passed beneath the Golden Gate Bridge headed west at 1800 hours, P.W.T. She carried aboard in addition to the 27th Engineers, the 1112th Engineer Combat Group, the 239th Engineer Combat Battalion, a Naval C. B. Maintenance Unit, and Navy casual personnel, making a total of about 1800 troops aboard.

The course followed was so laid out that land was not seen for 25 days until arrival at the first port of call. However, a New Zealand Lockheed Hudson bomber on patrol passed over one day when close to the Samoan Islands and caused quite a little excitement. On the morning of 31 January, the coast of New Guinea appeared on the horizon, and the KOTA anchored in Milne Bay about noon that same day. After unloading the Naval personnel, the C. B.s, and mail, the vessel sailed on the morning of 3 February, and

put into the dock at Goodenough Island that afternoon at 1500 hours, where all troops still on board were debarked.

The 27th Engineer Combat Battalion upon arrival at Goodenough Island was assigned to the U. S. Sixth Army and remained there for approximately six weeks. During this period trucks were assembled, equipment drawn, and in general the unit readied itself for further duty. As a training measure, working under the 1112th Engineer Group, it was assigned the maintenance of a stretch of the main road of the island, which involved some interesting culvert and bridge work.

On 19 March 1944, the battalion loaded on U.S.S. LSTs 465 and 475 for overwater movement to Finschafen, Australian New Guinea, arriving there on 21 March. The area assigned as a bivouac was located in thick jungle growth and required extensive clearing for which bulldozers were borrowed from other engineer units. While there, the first heavy equipment was drawn which included 2 D-12 motor graders, 2 Buckeye 3/4 yard shovels, and 4 D-8 tractors with hydraulic blades.

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NEW GUINEA CAMPAIGN

AITAPE

On 23 March 1944, the 27th Engineer Combat Battalion was attached to the Persecution Task Force, officially known as U. S. Forces, APO 705, and commanded by Brig. General Jens A. Doe of which the major element was the 163rd Infantry Regimental Combat Team of the 41st Infantry Division. Plans were made for further overseas movement, and the unit continued its staging. A practice landing was made at Red Beach, Lee, New Guinea, on 10 April 1944, and then the unit returned to Finschafen, unloaded, and did its final packing and processing of vehicles. A rear echelon was left at Finschafen, and the battalion itself loaded in two echelons; the D-day echelon composed of the battalion less Co C on USS LSTs 221 and 38, and the D plus one echelon, composed of Co C on USS AK 99.

The convoy sailed on 18 April 1944 from Finschhafen bound for Aitape, Australian New Guinea. The course followed by the convoy passed between the Admiralty Islands and New Britain, thence west along the 3° South parallel of latitude, and then turned southwest at a point north of Aitape. On the afternoon of D minus 1 day, the convoy split into two parts, the Hollandia force and the Aitape force; and the dawn of D - Day, 22 April 1944, found the task force standing off the village of Korako, 7 miles southeast of Aitape, on the coast.

After a preliminary bombardment by ships and aircraft, the landing was made against slight opposition, and the Tadji airstrips were secured

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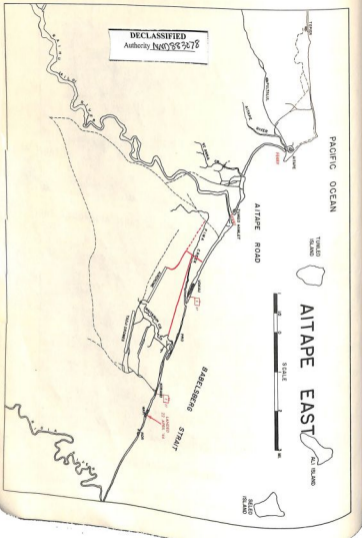


FIG. 1. WATER POINT ON ROAD TO TADJI AIRDROME, AITAPE.



FIG. 2. BRIDGE ACROSS PIMI CREEK, AITAPE.

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by the afternoon of D-Day. LST 221 was the first LST on the beach, hitting at H plus 15 minutes. After unloading, the 27th went into temporary bivouac along the beach, and worked on the rain beach road and the access road to the strips. On 25 April, the battalion moved to a new bivouac area near the Tadji Plantation on Pini Creek, where it remained until its next overwater move.

The 62d Works Wing of the Royal Australian Air Force (R.A.A.F.), commanded by Wing Commander F.A.C. Dale, was the task force engineer headquarters, and directed all engineer activities. Projects assigned to the 27th included roads, bridges, water supply, building and operating ferries, and improvements around task force headquarters.

The battalion constructed approximately 20 miles of new road in the original beachhead, about 80% of the network of new roads built. All bridges and culverts were constructed of coconut logs due to the lack of cut timber. Water supply was of primary importance, and Point # 1 on the access road to the strips supplied better than 45,000 gallons per day for the first 7 days of operation.

Ferries were built on the Raihu and Aitape Rivers by Company C, and operated by this company until 6 May. Pneumatic 6-ton rubber floes were used, and these ferries had capacity for a loaded 2½ ton truck. Seasonal high water on the Raihu caused ferry operations to cease twice during this period.

While building a new access road to the west end of the Tadji airstrip, Company B gained valuable experience in building a road across swampy ground which was later used at Roenfoor Island with marked success. The roadway was first cleared of jungle growth, and this growth was felled so as to form a mat. By using a shovel and dump trucks, material was provided which was dumped right on this mat. The trucks backed out on the fill to dump their loads which were then spread with a bulldozer, and thus the road was projected across the swamp from high ground to high ground.

The battalion suffered its first casualty on this operation when an unexploded U.S. para-fragmentation bomb was exploded as Pvt Delio Brandy of Company C attempted to pick it up on 23 April 1944. Brandy was buried in the U.S.A.F. Cemetery there. No enemy ground action was experienced, but the beachhead was bombed once at night by enemy aircraft.

The 27th Engineer Combat Battalion also assisted in the preparation of the bivouac area for the 32d Infantry Division in the vicinity of Tadji Plantation, and the division started landing about 1 May 1944 to take over tactical control of the Aitape area. At this time, a congratulatory radiogram from G2C, SWPA, was received and in turn transmitted to all units of the Persecution Task Force by the commanding general (App V, Part 1). Upon assumption of command by the Commanding General of the 32d Division,

the battalion was relieved of further engineer duties in the Aitape area on or about 6 May 1944.

WAKDE - TOEM

On 6 May 1944, the 27th Engineer Combat Battalion was attached to the Tornado Landing Force, commanded by Brig. General Jens A. Doe and composed mainly of the same troops as were in the Persecution Task Force. Plans were made for further overseas movement, and the battalion began staging. Due to later developments, the name of this force was changed to the Tornado Task Force before embarking.

On 14 May 1944, the battalion loaded on USS LST 170, leaving behind a rear echelon of heavy engineer equipment and operators. The convoy moved under cover of darkness to Humboldt Bay at Hollandia, where it laid at anchor on 15 May, and then moved again at night to Tanahmerah Bay where it laid at anchor on 16 May. On late afternoon of 16 May, the convoy sailed for an amphibious assault against the Wakde Island - Sarini area of Dutch New Guinea, and dawn of D-Day, 17 May found the force standing off Arere, on the mainland opposite Wakde Island.

After the usual preliminary bombardment, the landing was made against very slight enemy opposition. All the companies of the battalion were initially engaged in unloading LSTs, and then elements of each company built one bridge, engaged in widening a single lane road into a two way road for approximately 3 miles, furnished security to Task Force Headquarters, and accomplished a road and bridge reconnaissance up to the Tor River.

The next day, 18 May, an assault landing was made on Wakde Island, 3 miles offshore, to take the airfield there. Company A proceeded to the island by LCTs in the middle of the day, and initially cleared dump areas and bivouac areas. Engineer operations were severely restricted by enemy action, and the company functioned as infantry for the most part, supplying patrols, protecting the perimeter, and rooting Japs out of caves with demolitions and flame throwers. For this work the company received a letter of commendation from the Task Force Engineer. (App V, Part 2). Company A returned to the mainland on 22 May, and reverted to battalion control.

During the period of 18-22 May, Companies B and C on the mainland built and improved roads three miles east and three miles west of the original landing point, repaired a Jap bridge over an unnamed river, furnished security for Task Force Headquarters, and cleared dump and bivouac areas.

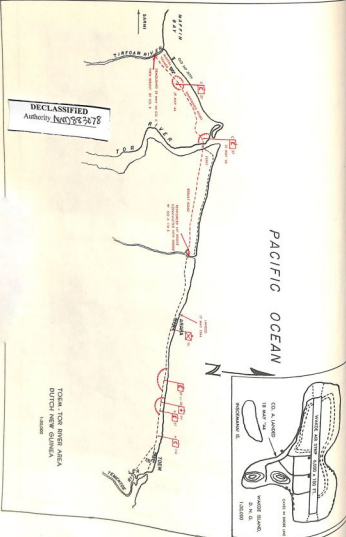
Meanwhile, the 158th Infantry Regimental Combat Team had landed, and on 23 May Company B was attached to the 158th to give close combat



FIG. 4. ROAD CONSTRUCTION AT TOEM, D.N.G.



FIG. 5. FERRY ON TOR RIVER, D.N.G.



support to its drive from the Tor River towards the Maffin Airdrome. This mission involved repairing roads and bridges, reducing enemy fortifications with flame throwers when other methods employed by the infantry had failed, and blowing a cliff within enemy territory to facilitate the advance of tanks. Much of this work was accomplished under severe enemy artillery and mortar fire, and at all times during the day and night this company was subjected to harassing enemy patrol and sniper action.

During the period 23-28 May, Company A worked on bridge construction. On the night of 27 May when a Jap night attack broke through the perimeter of Company A, 116th Engineer Combat Battalion, Company A of the 27th accomplished the hazardous undertaking of executing a night movement on foot from the 27th area to the 54th Evacuation Hospital and deployed there, forming a strong perimeter defense during complete darkness and in the midst of the confusion occasioned by the surprise and unknown direction and force of the Jap attack. Company A remained on perimeter defense at the hospital until relieved on 11 June 1944. Company C during this same period continued to build the road leading west to the Tor River and also constructed a ferry on this river, experiencing difficulty because of floods and harassing enemy fire from the opposite shore. The rear echelon of the battalion left at Aitape arrived at Arara and rejoined the battalion on 24 May 1944. On or about 28 May, the 163rd Infantry less one battalion embarked for Biak, leaving only four battalions of infantry on this seven mile beachhead.

On 29 May, Company C relieved Company B across the Tor River, and was assigned the mission of continuing to assist the 158th Infantry in its unsuccessful attempt to reach Maffin Airdrome. It functioned chiefly as infantry during this period by furnishing perimeter security, and it suffered Jap night attacks against its perimeter on the nights of 29 and 31 May. Forty-two enemy dead were credited to Company C, and it lost 8 dead. Engineer tasks consisted of clearing fields of fire, construction of defensive works, and the demolition of a bridge across the Tirfoam River, after the withdrawal of the infantry.

From 29 May to 1 June, Company A strengthened the perimeter defenses around the 54th Evacuation Hospital by putting up barbed wire and booby traps, and furnished security there at all times in addition to road work and Task Force Headquarters special details. Company B constructed battalion perimeter defenses, constructed a bridge, and furnished battalion security.

On 2 June, Company B relieved Company C at the Tor River, and continued to give support to the 158th Infantry which was then holding a bridgehead on the west bank of the Tor River, while awaiting reinforcements. Until relieved on 11 June, engineer operations were negligible due to the fact that infantry was maintaining a static defensive position, and during this period, Company B may be said to have functioned

mainly as infantry in forming part of the perimeter defense of the bridgehead. Company A continued to furnish security for the hospital, furnished men for patrols and carried on road work and Task Force special details. Company C performed routine tasks and rehabilitated the considerable damage to equipment suffered while assisting the infantry in maintaining the bridgehead on the Tor River.

On the night of 4 June, an attack was made against the west flank of the battalion perimeter around the bivouac area at about 2300 hours, and firing continued intermittently until 0230 hours. Enemy machine gun and mortar fire were received in the battalion area, and the double apron fence was cut in two places, but the attack did not succeed in penetrating into the area. Six Jap bodies were found the next morning in the vicinity.

At approximately the same time as the start of the attack against the perimeter on the night of 4 June, a 2½ ton dump truck of Company A west of the battalion area on the dock area and was ambushed just by felling a coconut tree across it, and a ditch had been blocked had been dug across the road across it, and a ditch 18" deep and 18" wide went over the ditch but was stopped by the tree. The truck the Japs began throwing grenades and opened up with machine gun fire. The men jumped from the truck and ran for the beach, many losing their weapons in the confusion. Two badly wounded men fell near the truck where they were later bayoneted by the Japs. Of the 21 men on the truck, 3 were killed and 8 wounded in this ambush. With the casualties suffered by the attack on the perimeter, it made the total casualties for night of 4-5 June, 7 killed and 13 wounded, the most costly 24 hour period in the battalions overseas service.

The 6th Infantry Division started landing on the morning of 5 June and was able to take over the main defense of the beachhead soon thereafter. The 27th worked with the 6th Engineer Combat Battalion in preparing the bivouac areas for the division, and from 11 June to 29 June, the battalion performed minor engineer tasks on roads, unloaded ships, cleared bivouac areas, and gradually turned all engineer operations in the Arara area over to the 6th Engineers.

From 17 May to 11 June, the water points of the 27th furnished more than 2,000,000 gallons of water to units of the task force. On 27 June, the rear echelon of the battalion which had been left at Finschhafen, joined the battalion, and the unit was completely together for the first time since 18 April 1944.



FIG. 7. PERIMETER DEFENSIVE POSITION, CO. B,
 TOR RIVER, D. N. G.



FIG. 8. CORAL PIT, KORNASOREN AIRDROME,
 NOEMFOOR ISLAND.



FIG. 9. FIRST PLANE LANDING ON KORNASOREN AIRDROME, NOEMFOOR ISLAND.



FIG. 10. ENGINEERS, U.S. & R.A.A.F., AROUND FIRST PLANE TO LAND, KORNASOREN AIRDROME.

NOEMFOOR ISLAND

On 22 June 1944, the 27th Engineer Combat Battalion was attached to the Cyclone Task Force, composed in the main of the 158th Infantry Regimental Combat Team and commanded by Brig. General Edwin D. Patrick. The 62nd Works Wing of the R.A.A.F. commanded by Group Captain W.A.C. Dale, was the task force engineer section, having transhipped from Aitape to stage for the pending operation. Plans were made for an amphibious assault against Noemfoor Island, Dutch New Guinea, and the unit began staging.

A practice landing was scheduled to take place on 28 June on the mainland east of Wakde Island. The rear echelon from Finschhafen arrived on 27 June at the same time that loading was going on for the practice the following day. The practice landing was held on the morning of 28 June; however, the LSTs did not beach for this practice run and put back onto the beach at Arara that afternoon. The battalion then unloaded and went back to its bivouac area. Meanwhile 100 replacements had been assigned from the 6th Infantry Division, joined the unit, and were reassigned to companies on 28 June.

Again it was necessary to leave a rear echelon because of the shortage of assault shipping, and final assault loading was begun on 29 June. Company A loaded on USS LST 466, Company B on LST 459, and Company C and H&S Company on LST 339. Loading was completed by 1200, 30 June, and the convoy got under way at 1800 the same day. The convoy passed by Biak on the late afternoon of 1 July, and at dawn of D-Day, 2 July 1944, the Cyclone Task Force was standing off Kamiri Airstrip on the northwest corner of Noemfoor Island.

After a preliminary bombardment by naval vessels and B-24s, the landing was made across a coral reef. It was impossible to beach the LSTs so some were unloaded into LCTs which unloaded on the edge of the reef and while other LSTs unloaded directly onto the reef. Using both methods and after much difficulty, the battalion got its equipment ashore. The elevator on LST 459 fell, killing one man and injuring eight men of the battalion, and one man was killed on the beach by the desultory enemy artillery and mortar fire that was received during the morning. For this landing, all personnel of the battalion who were present received the Bronze Service Arrowhead. (App IV).

The 27th Engineer Combat Battalion was initially used in the accomplishment of its assigned combat missions, which were: (1) Be responsible for unloading LSTs 466, 459, and 339; (2) Assist the 158th Infantry in its advance to phase line 2-2 and its preparations to defend the area occupied; and (3) assist the 147th Field Artillery in the preparation of, and movement into, position. Flame thrower teams from the battalion had been attached to the infantry for the assault landing and were used twice during D-Day to flush Japs out of dugouts and out of caves on the airstrip itself.



FIG. 12. ALERT AREA, KORNASOREN AIRDROME,
NOEMFOOR ISLAND.



FIG. 13. CLEARING FOR NAMBER ROAD, NOEMFOOR
ISLAND, G. C.

ational on the target date set for Kornasoren North Strip. This coupled with the clearing of the flight gaps at either end of the strip constituted the major portion of the unit's work until 26 July 1944. For this work on the strip, a letter of appreciation was received from the Task Force Engineer. (App V, Part 3). Work continued on the road from Kamiri to Kornasoren during this period as well as the construction of a 50 by 100 foot building for the fighter control sector.

During the last part of July, the 27th Engineers were engaged on a new road job south to Kamiri Peninsula. Company C broke the pioneer track and road center line as far as the ocean on the tip of the peninsula and had cleared and graded about 1000 yards of completed road before the project was abandoned on the last day of the month and the unit assigned new tasks in road building in the Kornasoren Strip area.

Two roads, each 1000 yards in length, were to be constructed for access to bomb and fuel dump areas, air corps bivouac areas, and miscellaneous storage areas. Most of this work was in swampy ground and the fill work necessitated opening and operating another borrow pit near the job. This work continued until 9 August 1944. During the entire period of 2 July-9 August, this unit worked on a 24 hour, 3 shift basis, so as to accomplish all assigned tasks.

During the early part of August the unit constructed 3 buildings for a radio transmitter station; and in mid-August, Company C began work on the construction of a station hospital which involved 72 tent frame buildings complete with light and water systems. The hospital was completed in 21 days, the supply of materials being the critical factor.

On 15 August, Company A was assigned the task of clearing and grading 1400 foot portion of the runway of the South Kornasoren Strip. This task was completed on 27 August, and it was from this strip that the first bombing attack of Balikpapan, Borneo, was launched on 30 September 1944.

Because the B-24's which were to make this mission were to be so overloaded, 12,000 pounds to be exact, the glide angle on the west end of the strip had to be increased from 1 on 40 to 1 on 100. And the 27th was assigned a portion of the additional clearing of jungle growth that was caused thereby.

During the early part of September, the 27th was engaged in the construction of 4 buildings for parachute maintenance and storage in the 503rd Parachute Infantry area, and in the construction of 1 mile of road from Namber Road to the USAAF-RAAF Bomb and Fuel Dump. Upon the completion of these jobs, the battalion spent some time on training in basic subjects and with small arms.

In a recapitulation of work accomplished on Noemfoor Island, the following totals are found: (1) Clearing of areas at Kornasoren Airdrome for subsequent grading operations - 23 acres; (2) Dirt and coral moved for stripping, grading, and fill operations at Kornasoren Airdrome - 20,000 cubic yards; (3) Flight gap clearing at Kornasoren - 130 acres; (4) 9.1 miles of new road built; and (5) 80 buildings or tent frames constructed.

Upon his relief from assignment as Task Force Engineer of the Cyclone Task Force, on 25 September 1944, Group Captain Dale of the RAAF sent a memorandum to the Commanding Officer, 27th Engineer Combat Battalion, (App V, Part 4), from which the following statement is quoted, "which to do more with less equipment than the enviable reputation of being able west Pacific Area". This statement is one of which every member of the battalion at the time is justifiably proud. At the same time, Group Captain Dale put through official channels a letter of commendation (Part 5) which was later received by the battalion on Leyte. (App V,

The completion of its task on Noenfoor Island about 1 October 1944, signified the end of the participation of the 27th Engineer Combat Battalion in the New Guinea Campaign; and official recognition of battle participation was given the unit in General Orders No. 26, Headquarters USARPAC, dated 11 February 1945. (App III, Part 1)

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SOUTHERN PHILIPPINE CAMPAIGN

LEYTE

Pursuant to instructions contained in General Orders No. 159, Headquarters Sixth Army, 5 October 1944, and Field Order No. 11, Headquarters X Corps, 30 September 1944, the 27th Engineer Combat Battalion was attached to X Corps for the purpose of participating in the Leyte, Philippine Islands (King II) Operation. Alert instructions were brought by an officer courier from X Corps on or about 1 October 1944 and delivered to the battalion at Noenfoor Island.

The unit immediately thereafter began its staging and loading preparations for another overseas movement. Elements of the battalion prepared on the Liberty ship, USS Sidney Short, which sailed on 7 October, and the battalion less Company A loaded on USS LST 460 which sailed on 13 October 1944. These two vessels were scheduled for unloading at White Beach, Leyte, on D plus 2 (22 October). Company A loaded on LST 1025, sailed on 15 October, and landed at Leyte on D plus 4 (24 October).

Loading at Noenfoor Island was delayed because of surf conditions, and all vessels after loading, proceeded to Hollandia to rendezvous with the Leyte-bound convoys. The course followed came close to Palau Island Group, and then changed to a more westerly course for a straight run into Leyte Gulf. The convoy was uneventful for all elements of the battalion until after arrival in Leyte Gulf.

LST 460 unloaded on 22 October at Cataisan Point, and the battalion less Company A went into a temporary bivouac on the Tacloban Airdrome. The battalion was assigned the mission of reconstruction and maintaining the White Beach access road from San Jose to the intersection with Highway # 1, and maintaining Highway # 1 from Tacloban to Palo. Work was

initiated on these assigned missions on 22-23 October.

Company A on LST 1025 arrived at White Beach on 24 October, and all units of the battalion moved to a new bivouac area at the intersection of Highway # 1 and the access road to White Beach on 24 October 1944.

On 25 October, the battalion less Company B was attached to the 24th Infantry Division to assist the 3rd Engineer Combat Battalion, and all units involved moved to the vicinity of Palo in the late afternoon of the same day. In carrying out this mission, the unit strengthened the bridge across the San Joaquin River, south of Palo, and maintained the road from Palo through Castilla to Pastana. During the first six days ashore, numerous daylight as well as night raids by Japanese aircraft were refuted, and it was soon found that falling pieces of shrapnel from American ack-ack fire were more dangerous than the Jap bombs dropped. Also during this period the famous naval battle of the Philippines was going on, unknown to most of the troops ashore.

Meanwhile Company B assisted the 46th Engineer Construction Battalion in laying pierced plank mat on the Tacloban Airstrip, and continued on this project until 26 October. This project was of the highest priority so as to open an operational fighter strip as soon as possible. The first American fighters, P-38s, landed at Tacloban on 27 October 1944.

As the 19th Infantry of the 24th Division reached Pastrana and prepared to push west, it became necessary to move Companies B and C to Pastrana on 29 October so as to render effective combat support. In making this move, difficulty was encountered on the road between Santa Fe and Pastrana when it was discovered that a Jap patrol had sawed all the stringers on a long bridge span half in two. Company B replaced the sawed timbers with coconut logs, using 7 logs of a 12" average diameter to span 22 feet. This span later carried a D-8 tractor with a hydraulic blade and an armored cab, a total weight of about 25 tons, safely with a maximum deflection of approximately 14". These companies at Pastrana worked on assault roads south to Bunga Bunga and southwest to Tingib.

As the attack pushed toward Carigara, it became necessary to relieve the 3rd Engineers for work further forward, so H&S Company and Company A moved to Alangalang on 31 October. On 1 November, the battalion reverted to X Corps control, and Companies B and C moved to the vicinity of Cavite. The maintenance of the road net Jarro-Cavite-San Miguel-Bargugo was assigned to the battalion initially, necessitating the further movement of Company C on 2 November to Santa Rosa. Meanwhile the elements of the battalion loaded on the USS Sidney Short has been unloaded and re-joined the organization 31 October 1944.

As a coordinated attack against Carigara was scheduled on 2 November, Company A was called out at 2100 hours on 1 November to reconstruct 2 bridges in the vicinity of San Miguel for the movement of a 155mm howitzer battalion across them by 0600 hours into position to support this

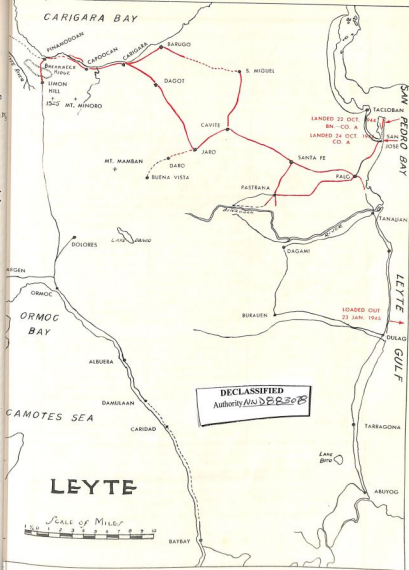
attack. This mission was accomplished by 0530; and Carigara was entered and secured virtually unopposed that morning, an unexpected development. As the attack pushed on, the battalion's assigned road maintenance responsibility was expanded to include the entire net, Jaro-Cavite - San Miguel-Barugo-Carigara-Jaro. All bridges on the Cavite-Barugo road were reinforced to a 35 ton capacity, on the Cavite-Jaro-Carigara on the road between Barugo and Carigara, the first Bailey to be built by the unit overseas. The battalion opened and operated gravel pits in the Mainit River at Cavite and in the Tapan River at Tunga.

On 6 November, HES Company and Company A moved to Tagak, 2.4 miles south of Carigara on the Jaro road. As the attack pushed on towards Pinanooan, Company A took over maintenance responsibilities of heavy ponton bridge on the road to Capocan, assisting in the construction of a C moved to Barugo, and on 9 November Company B was assigned the road construction project of the Jaro-Jaro road. This road was necessary to supply a 155mm gun battalion which was firing on Ormoc at the maximum range of 25,000 yards. Work progressed on this road until 18 November, at which time the 3rd Engineers assumed construction responsibility.

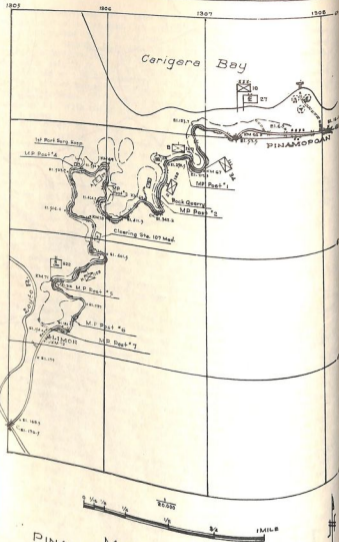
On 8 November, the 27th Engineer Combat Battalion was redesignated the 27th Engineer Construction Battalion and reorganized under current tables of organization and tables of equipment. (App VI) The only immediate apparent effect of this reorganization was the making available of increased grades and ratings for enlisted personnel.

On 14 November, the battalion was relieved of maintenance of the Jaro-Cavite-San Miguel-Barugo-Carigara road net, and was assigned maintenance of the road from Carigara west to Antipolo. This necessitated moving Company C from Barugo to the battalion bivouac area at Tagak. This section of road was an extremely difficult problem and deteriorated rapidly as a result of the increasingly heavy rains and necessary heavy combat traffic. Large numbers of Filipino laborers with hand tools were used in attempting to open and improve drainage, and one battalion of the 127th Infantry of the 32nd Division was even used for the same purpose one night. Flank treadway road sections were used in the worse spots, and gravel supply was quite difficult as the pit at Tunga was 12 miles distant over mostly one-way traffic controlled roads. This work was carried on on a 24 hour basis, and the frequent blackouts and red alerts caused much delay. On 24 November, a letter of commendation was received from the Commanding General, I Corps, commending the battalion for its efforts in road reconstruction during this period and in this area. (App V, Part 6)

On 19 November Companies B and C moved to Antipolo, 1 mile west of Capocan, and the battalion's road responsibility was extended west-



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ward to include Pinampoan. Company A on 21 November and H&S Company on 22 November moved to a new area 2 miles west of Carigara, and the losing battle against the rain and mud continued. On 20 November the 2nd platoon of Company C was ambushed while going to work on the road near Culasian Point, losing one man killed and one wounded, and on the evening of 24 November, the camp area of Company C was shelled by Japanese artillery, wounding one man who later died.

As the Carigara-Pinampoan road continued to deteriorate, a method of supply using LCMs was worked out, whereby these boats loaded supplies on the east coast of Leyte, traveled through the San Juanico Strait, and unloaded at Pinampoan. Accordingly on 28 November, the battalion less Company B moved to Pinampoan with the mission of building a dump and dispersal area there and maintaining the road into the Ormoc Corridor. Company B meanwhile constructed a road down to a new gravel pit on the beach of Carigara Bay near its camp area at Antipolo; but on 3 December the Carigara-Pinampoan road was abandoned completely and Company B moved to Pinampoan.

The construction of the Pinampoan supply dump involved improving the landing beaches for LCMs, building a jetty of rock-filled coconut log cribs for barges, improving the road net and drainage within the area, and improving and constructing hard stands and dump areas for quarter-master, engineer, and ordnance ammunition supplies. All companies of the battalion worked on this project at one time or the other, but Companies A and C did the major portion of this work. This mission was virtually completed by 10 December when a company of the shore battalion of an engineer boat and shore regiment landed and took over.

The Pinampoan-Limon road into the Ormoc Corridor was the main supply road of the I Corps; and 7 December, the 27th Engineers had taken over from the 114th Engineers of the 32nd Division responsibility for maintenance from Pinampoan to a point 1 1/2 miles north of Limon. This stretch of road was only 4 kilometers long; but due to constant rainfall, heavy traffic, and lack of suitable material for surfacing in adequate quantities, it required the entire effort of the battalion to keep it open.

This portion of the road was located in a mountainous section and was on a steep gradient up to the divide from Carigara Bay and then down into the Leyte River valley at Limon. Drainage and surfacing materials were the critical factors. Filipino laborers, as many as 800 in one day, were used for ditching with hand tools, and the men of the battalion worked 10 hours per day, 7 days a week on the same job. For surfacing material, hand loaded rock from the beach and coral loaded from a drag line on the beach were used initially; and about 25 December, a rock crusher was set upon the beach near battalion headquarters

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MAP OF ROAD
 PINAMPOAN TO LEYTE RIVER
 Surveyed and drawn by
 S-3 27th Engineer Construction Battalion
 Datum Mean Sea Level, Dec. 10, 1944

and fed by hand loaded rock. However, the supply of any type of surfacing material was never adequate for the necessary minimum needs. This road was kept open by the battalion until relieved on 5 January, and not a piece of equipment failed to go through at any time. During the period of 20 December to 3 January 2 divisions and 2 separate RCTs were being supplied over this road from the Pinampoan dump.

On 3 December, 247 engineer replacements were picked up at Tacloban and joined the battalion at Pinampoan. On 8 December, thus bringing the unit up to full strength as a construction battalion. Due to this increase, Company C on 5 December had to move to an area adjacent to Company B at Pinampoan so as to give more camp area to all companies. On 9 December Company A was forced to move to Limon as the advance C.P. of I Corps moved into its area at Pinampoan. After receiving many rounds of Japanese 150mm Artillery fire in its area at Limon on 9-10 December, which caused 3 wounded, one of whom later died, Company A moved on 10 December back to a hill side area in defilade just off the road about half way between Pinampoan and Limon. And as a fitting "present" from the Japanese Air Force, an incendiary bomb was dropped just 100 yards back south of the battalion C.P. on Christmas Eve, 24 December, at 2100 hours, falling just in front of a D-8 ball-dozer which was being moved up to the road at that time. Fortunately no one was injured.

The constant working in mud and slush and the difficulties of obtaining resupply of shoes caused much foot trouble during this period. At one time just before the replacements joined, the effective working strengths of the lettered companies were reduced 50% from this cause alone. The battalion also obtained two DUMWS, amphibian 2 1/2 ton trucks, to use as communication between the rear echelon on Leyte and Pinampoan. Due to road failure, these DUMWS were the only means available for supply, mail, and message center runs, and proved themselves invaluable for this purpose. They were later turned in on Luzon as excess and unauthorized.

On 26 December 1944, Eighth Army took over control of all tactical operations and of Sixth Army units on Leyte; and upon relinquishing command, General Krueger, Commanding General of Sixth Army, sent a congratulatory message to all units of his command on Leyte who participated in the King II Operation (App. V, Part 7). As a result of this change, the 27th Engineer Construction Battalion was relieved of assignment to the Sixth Army and was reassigned to the Eighth Army, effective 26 December. However, this change of command affected in no way the work or assigned missions of the battalion.

On 28 December, the battalion was assigned the mission of building 1900 yards of causeway from Oulastian Point east to a point on the beach close to Antipolo. This was necessary so as to have a road from Pinampo-

poan to Carigara which would be unaffected by tide action, and the portion assigned the battalion was the only uncompleted stretch of this road. This road was to be completed by 2 January so that the 1st Cavalry and 32nd Infantry Divisions could be moved back over it from the Ormoc Corridor to stage for movement to Luzon.

This job was assigned to Company C, and equipment, mostly bulldozers, was borrowed from every unit in the vicinity. Work was started on the early morning of 29 December, and Company C moved later that day to Oulastian Point. Coral was dozed up from the reef to make the road fill, and after tidal action had settled this fill, a road grader was used to grade the top of the fill to make a suitable roadway. One bridge and 8 culverts were put in as relief structures. Work was done at the two low tides, and the dozers worked until the water began to get into the crankcase vents. In this way, about 11 hours could be done in every 24. The road was opened for traffic on 3 January after 96 hours of work.

Upon the completion of this causeway, the 27th Engineers were relieved of any further missions under I Corps control and moved back to a staging area in the vicinity of Alangalang: Companies A and C on 4 January and Company B and H&S Company on 5 January 1945. This ended this unit's participation in the Leyte Operation, for which campaign credit was given for the Southern Philippines Campaign in General Orders No. 91, Headquarters USAFPAC, 4 August 1945. (App III, Part 2) Also under the provisions of General Orders No. 23, Headquarters USAFPE, 5 February 1945, (App III, Part 3) all personnel assigned to the 27th Engineer Construction Battalion during this operation are entitled and authorized to wear the Philippine Liberation Ribbon with one bronze star, signifying 30 days service in the Philippines during this period and participation in an engagement against the enemy during the campaign.

LUZON CAMPAIGN

On 27 December 1944, the Battalion Commander attended a conference at Eighth Army Headquarters upon the M-3 Operation, which was a projected landing at Vigan, Ilocos Sur Province, Northern Luzon, to support the Lingayen Gulf landing. And on 5 January, I Corps attached the 27th Engineers to the 38th Infantry Division for this operation.

However, subsequent developments on Luzon after the Lingayen Gulf landing, on 9 January 1945, eliminated the necessity for the M-3 Operation, which was then cancelled, and the M-7 Operation, Subic Bay Landing, was substituted therefor. On 18 January, the 27th Engineer Construction Battalion was relieved of attachment to the 38th Division, and was attached to the XI Corps, reattached to the 112th Engineer Construction

Group, for the M-7 Operation. Meanwhile, the Battalion had been relieved of assignment to Eighth Army, reassigned to USASOG, and attached to Eighth Army for operations and control, effective 5 January 1945.

Assignment for work tasks for M-7 were made by the 1112th Group, and planning and loading preparations were carried out. Complete reequipping and replacements for dump trucks were drawn from Base K at Tacloban. It was also necessary to train additional heavy equipment operators so a school was set up and training conducted from 5 January until time for Bailey of Company A, and the men lived in a tent camp at Red Beach, Leyte. In all, 86 men were trained in operation of shovels, bulldozers, and graders, and excellent results were obtained.

Loading out was done at Orange Beach near Dulag, and the battalion broke camp at Alangalang on the evening of 21 January and moved to Dulag. The convoy from Red Beach the preceding night, the "cat camp" had moved down by 2000 hours, 23 January. The following loading assignments were made: Company A - USS LST 612, Company B - LST 990, Company C - LST 680, H&S of 40mm AAA were also loaded on the LSTs assigned to the battalion.

The convoy sailed on the morning of 24 January, and the course followed west between Leyte and Mindanao, then through the Sulu Sea east of 29 January, the task force was laying off San on the morning of B-Day, on the west coast of Luzon. The assault landing was made without firing a shot, and the battalion less Company A and San Narciso, Zamboales Province, assembled in temporary bivouacs near San Narciso with difficulty and retract from Orange Beach at Leyte in time to join the B-Day convoy, and as a result, Company A landed on 3 February (B plus 5) at Subic Bay.

The first job assigned the battalion ashore was the construction of a 190' double-single Bailey bridge across the Matigan River between Subic and Olongapo. Company C built and launched the bridge, but in order to get the required 30 ton capacity, it was necessary to build intermediate bents under the structure so as to have the effect of three shorter spans. The 2nd Platoon, Company B, built these two bents and the bridge was opened for traffic on 2 February.

On 2 February, the 27th was placed under XI Corps for operational control; Colonel C. R. Batshurst was Corps Engineer. Also on 2 February, H&S and B Company moved to an area south of Subic on Subic Bay where A Company joined them after landing on the following day. Company C

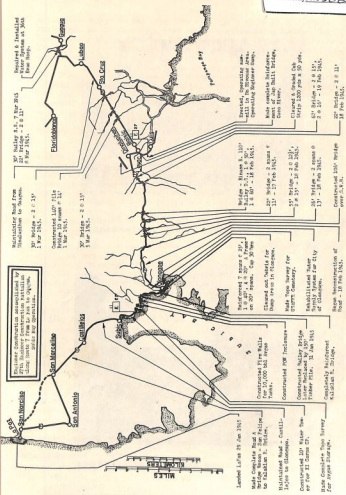


Fig. 16

moved to Olongapo at the same time with the assignment of cleaning up the debris so that a supply base could be established there. The third Platoon, Company B, assisted the 399th Engineer Construction Battalion in building construction at the San Marcelino Airdrome until 5 February when it rejoined its company.

Heavy Japanese resistance was encountered in the Zig-Zag Pass between Olongapo and Dinalupihan, and during the period 3-6 February, the 1st Platoon, Company B, was attached to the 34th Infantry R.C.T. to render close combat support. Company B also built a 150' pile bent bridge across the Matagan River which replaced the Bailey Bridge there, and this bridge was opened for traffic on 15 Feb 1945. This was the first pile structure that the battalion had built overseas.

On or about 12 February, the 27th was alerted for the assignment of rebuilding the road between Olongapo and Dinalupihan through the Zig-Zag Pass, making it two-way, all weather, with 35 ton bridges. In preparation for this task, Company A set up two primary rock crusher units in the Kalaklan River, 3 miles north of Olongapo. However, priority was given to the bridges on this route, and when the Pass was secured on 14 February, all elements of the battalion started work on bridges. In all 7 bridges of a total length of 416' were built and completed by 19 February, and the road was then opened to the central Luzon plain.

The first of these 7 bridges was the 106' King Post truss bridge of 40 ton capacity across the Santa Rita River built by A Company. The 6 trusses rested on the top of 9 concrete columns which remained from the original structure, and the roadway was on top of the trusses. The trusses themselves were fabricated in Olongapo, hauled to the site, and placed by crane. All 12"x12" timbers for columns and caps were laminated by bolting together four 3" x 12"s as this was the only size of timber available. The bridge was completed in 34 hours working time by a 46 man platoon.

On 20 February, Company A moved to Kulis, Bataan, to set up a saw mill and to start on the reconstruction of the eastern end of the Zig-Zag Road, from the Binasa River eastward towards Dinalupihan. For this portion of the road, clay and river-run gravel were dumped, mixed in place, sprinkled, bladed, and rolled to give a 6" surface course.

B and C Companies were assigned a portion of the road from Olongapo eastward to the Binasa River. C Company prepared the subgrade, and Company B hauled, placed and shaped the surface course. A 6" base course of river run gravel was placed, and then a 3" layer of crusher run material was used as the surface course. Company B was able to complete 0.5 miles of road per 24 hour working day by this method. On 22 February Company B moved to the vicinity of the rock crushers 2 miles east of Olongapo.



FIG. 17. SANTA RITA RIVER BRIDGE, ZIG-ZAG PASS,
 LUZON, CO. A.

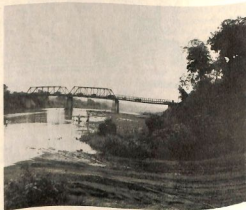


FIG. 18. MARIKINA RIVER BRIDGE, EAST OF MANILA,
 CO. A.

On 14 February, 2 D-7 bulldozers and 4 operators from Company C were attached to Company C, 3rd Engineer Combat Battalion, for the assault landing on Corregidor on 16 February by the 34th Infantry R.C.T. On landing one dozer struck a beach mine between the landing craft and the shore and was destroyed. The second mine between the landing craft and the shore was destroyed. The second dozer was caught by a burst of Jap machine gun fire the second day of the assault and rendered unserviceable. For this operation, these four men are entitled to wear the Distinguished Unit Badge, as the entire Corregidor Task Force was cited in War Department General Orders. The second bulldozer was later evacuated back to Olongapo and repaired.

On 23 February, H&S Company moved to Kulis, Bataan, and Company C and Company B followed on 3 March and 6 March respectively. When B Company's construction reached the mid-point between Olongapo and the Binasa River, the rock crushers were moved to the Binasa River on 8 March and construction was then carried westward from the Binasa River until the two sections were joined. This 19 mile stretch of road was completed on 16 March, after 26 days work, and involved the crushing and placing of 48,000 cubic yards of material. For this road work, a letter of commendation was received from the group commander. (App V, Part 8)

After the landing at Subic Bay had been made, Sixth Army assumed operational control of all troops in the M-7 Operation, and consequently on 30 January 1945, the 27th Engineer Construction Battalion was relieved of attachment to Eighth Army and was reattached to Sixth Army. Also on 5 March, the battalion was attached by II Corps to the 1112th Engineer Group for operational control and remained under Group control until 25 March, when it reverted back to II Corps control.

The saw mill set up and run by Company A at Kulis used initially the felled timber set up and run by Company A at Kulis used initially had been cut and hauled out of the hills of Bataan during the Japanese occupation for Japanese consumption. This timber was available around Dinalupihan. This timber and 12" x 12"s for all the engineer timbers, such as 6" x 12"s, 10" x 10"s, was operated by Company A for the engineer units of the II Corps. The mill took over and ran the mill until it was shut down on 18 June. Total lumber production from sawing logs was 500,000 board feet, with a daily output of from 5,000 to 8,000 board feet on a 2 shift basis. In May 350,000 board feet of dimensional lumber were resawed, and the daily output for resawing was 12,000 to 16,000 board feet. The total mill production for the period was 850,000 board feet. The total mill production was 850,000 board feet.

A Company moved to Culaao, Rizal Province, on the outskirts of Manila on 23 March, so as to be able to render combat support to the corps in the area east of Manila. While in this area, A Company's jobs included road reconstruction and repair, such bridge construction, construction of rainy season camps for Corps troops, and the usual large number of small engineer tasks. Two platoons of Company B later moved to the same area on 29 April to assist A Company with the additional task of building the 92nd Field Hospital near Marikina.

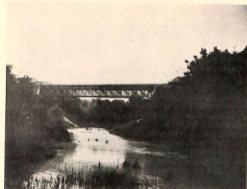


FIG. 19. "UPSIDE-DOWN" BAILEY BRIDGE, NOVALITCHES, LUZON, CO. A.



FIG. 20. 280 FT. DOUBLE-DOUBLE BAILEY, SANTA MARIA RIVER, IPO ROAD, CO. A.

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FIG. 21 RECONSTRUCTION OF HIGHWAY 7, DINALUPIHAN TO GUAGUA FOR ASPHALT SURFACE, CO. C.



FIG. 22 ASPHALT DISTRIBUTOR IN OPERATION, CO. C.



FIG. 23. DRIVING PILING, ROUTE 5, SABANG, BULACAN CO. C.



FIG. 24. CATMON RIVER BRIDGE, 120' LONG, NORTH OF SANTA MARIA, BULACAN, CO. A.



FIG. 25. THEATRE BUILDING, SAN ILDEFONSO AREA.



FIG. 26. RAINY-SEASON CAMP FOR XI CORPS ARTILLERY,
 EAST OF MANILA, CO. A.

The first assignment given to A Company was the building of a 140 foot double-double Bailey bridge across the Marikina River at Marikina, east of Manila. This Bailey span was to replace one steel truss span of a three span bridge which had been destroyed by our forces in 1941. It was built in 6 days, and after launching, it was jacked down on the abutment and pier so as to put the Bailey span on the same grade as the existing structure. This bridge had a rated capacity of 30 tons and was later to carry 90% of all the gravel hauled into the Manila area from the Marikina River. It is believed that this bridge carried the highest total tonnage of any Bailey bridge on Luzon.

Another interesting bridge problem was encountered by A Company near Novaliches in replacing a demolished concrete arch bridge about 1 April 1945. Conditions at the bridge site were such that only with a modified Bailey bridge could the span be kept below 100 feet in length. Concrete side walls of the old bridge could not have been removed so as to give the clearance needed for launching a standard Bailey without the loss of 40 to 50 feet of abutment at each end, and such a removal would have necessitated a large fill. It was decided, therefore, to retain the original abutments and utilize a less than normal width Bailey by constructing three, separate 90 foot double-single girders to be launched individually, using one shears and two 4-ton trucks with winches. After the three girders were in place, the transoms were installed over the trusses, cut off where necessary, spot welded to the top chord, and the regular Bailey stringer system, decking, and curbing were used to complete the structure.

The largest Bailey bridge constructed on Luzon by the battalion was built across the Santa Maria River on the Metropolitan Road between Manila and Ipo Dam, by A Company. This structure, a double-double type 280 feet in length, was supported on a middle pier, double type 280 feet in length, which gave clear spans of 130 and 140 feet 10 foot in length, which was completed on 30 May after 8 days work. The first vehicle to cross it was General Krueger's jeep and the General personally congratulated the men upon their workmanship.

After the completion of the Zig-Zag Pass road, C Company was assigned the repair and reconstruction of Highway # 7 from the battalion area at Kulis to Guagua. This task involved the reconditioning of 8 miles of asphalt and concrete pavement by the patching of all pot-holes, and the remaining portion of the road, 6.5 miles in length was completely reconstructed. For this the existing road was scarified; and clay and sand were added, mixed in place, sprinkled, bladed, and rolled to give a stabilised base. A single bituminous surface treatment was then used as a seal coat, the pea gravel for which came from the secondary rock

crusher unit which was operated in the Binana River by Company B. This road job was the battalion's first experience with asphalt and was completed by 7 April 1945.

Company C on 18 April and H&S Company on 19 April moved to a new bivouac area near San Ildefonso, Bulacan Province. As the rainy season was due shortly, plans were made for extensive improvements: a good road net in the battalion area was built; permanent type mess halls were built; and native type bamboo and thatch buildings were put up for a theatre and a chapel. B Company, less 2 platoons as of 29 April, remained at Kulis, operating the saw mill and maintaining all Corps roads in that sector mainly by use of the "Caninero" system of maintenance.

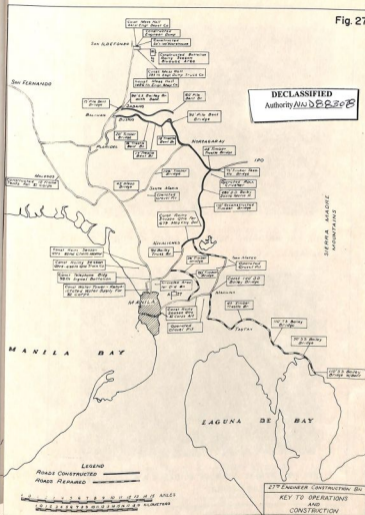
On 25 April, the 27th Engineer Construction Battalion was further attached by II Corps to the 1164th Engineer Combat Group for operational control. Due to the pending drive for Ipo Dam by the 43rd Infantry Division, the battalion was then assigned Sabang, with specifications for a two-way, all weather road with 35 ton bridges. Company A started construction north from Novaliches on 30 April, and Company C started construction east from Sabang on the North side of the Angat River on 2 May. The road on the north bank of the river was discontinued on 14 May after 12 miles had been built due to the impracticability of a bridge across the Angat River.

On 15 May, the road on the south side of the Angat River from Bustos through Norsagary to Bigti under the same specifications was started by Company C. The two sections of this road loop were later joined at Bigti, and this 33.5 mile stretch of road was completed by 26 June 1945. Company A also made subsequent improvements on the road from Bigti to Ipo Dam, and operated a primary rock crusher unit at Bigti for a short time in June.

After closing down the saw mill at Kulis, Company B less 2 platoons moved to San Ildefonso on 26 June and was joined there the following day by the 2 platoons from Manila. Company B then took over responsibility for the maintenance of Route # 5 from Floridel to Cabanatuan with the "Caninero" system.

In working on Luzon under Sixth Army from 29 January until 30 June 1945, the following major items of work were accomplished: (1) Roads reconstructed, 77 miles of main supply roads and six miles of secondary roads; (2) Roads reconitioned, 63 miles of main supply roads; (3) 43 major bridges built with a total length

Fig 27



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FIG. 28. BRIDGING SLIDE 1, HIGHWAY 4, NORTH OF BAGABAG, CO. B.



FIG. 29. AERIAL VIEW OF SLIDES 4 & 5, HIGHWAY 4, ALONG IBULAO RIVER.



FIG. 30. BRIDGING SLIDE 4, HIGHWAY 4, CO. A.



FIG. 31. BRIDGING SLIDE 5, HIGHWAY 4, CO. B.

of 2891 feet; and (4) 4 major bridges of a total length of 525 feet reinforced to a 35 ton capacity. And at the end of this period the battalion felt that it was then a fully qualified and experienced engineer construction unit.

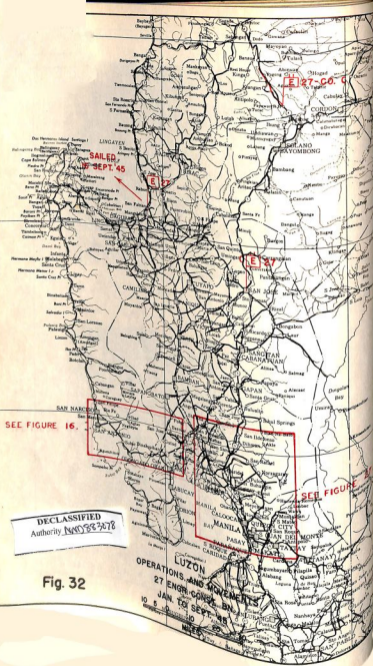
On 1 July, the control of all tactical operations on Luzon passed from Sixth to Eighth Army, and at this time, General Krueger of the Sixth Army sent a congratulatory message to all units which had participated in the Luzon operation under his command. (App V, Part 10) Therefore on 1 July, the 27th Engineer Construction Battalion was relieved of attachment to Sixth Army for operational control only and was attached to Eighth Army, further attached to XIV Corps, and the 112th Engineer Combat Group for subsequent operational control on Luzon.

On 1 July, Company C was moved to the vicinity of San Jose, Nueva Ecija Province, and started to work making improvements in the Army supply point at San Jose. This company worked in this area until 26 August on jobs such as the following: improvement and beautification of XIV Corps headquarters, additional hard stands for cub strip, preparation of camp areas for Corps units arriving for redeployment, running ice plant, operating saw mill, and constructing motor parks and hand stands for field artillery units.

On 5 July the battalion was assigned the maintenance and direct improvement of Highway # 4 from Bagabag towards Romloc in direct support of the combat operations of the 6th Infantry Division. Company A moved from Manila into its bivouac area near Bagabag and started to work on 5 July 1945. A Company later moved on 22 July to an area about 5 miles north of Bagabag on Highway # 4.

Company B completed moving into its bivouac area near Lantap, Mountain Province, on Highway # 4 by 16 July, and H&S Company closed into its bivouac area in the same vicinity by 19 July, thus placing the effective strength of the battalion less one company on this road. On 25 July, the 112th Engineer Group assumed responsibility for Highway # 4 from Bagabag to Payaman Rest House, and the 27th Engineer's responsibility was moved forward from this point to and including the crossing of the Ibulao River.

In reconstructing the 6 mile stretch of this road south from the Ibulao River towards Bagabag, a method of using Bailey bridge panels to bridge road slides was worked out. A truss of Bailey panels was used as the outside structural member to replace the stone masonry retaining walls which had failed; and on the inside, posts and a continuous sill were used. Beams were placed from truss to sill, and a double 2" diagonal



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Fig. 32

OPERATIONS AND MOVEMENTS
27 ENGR. CON. BN.
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decking was laid so as to give lateral stability. Wooden intermediate piers were used to give stability, to prevent overturning, as points of changes in direction, and as platforms for launching the successive trusses.

The total length of the slides thus opened for traffic was 573 feet, 460 feet by use of Bailey panels and 113 feet with earth fill timber retaining wall. This road was opened for traffic after 19 days work by Companies A and B on a 24 hour basis, and a letter of commendation from the Sixth Division was later received by the battalion for its work on this road. (App V, Part 11) It was later learned that General Yamashita was brought out over this road on his way to sign the surrender terms at Baguio.

As the 6th Division advanced towards Bontoc, it became necessary to bridge the Ibulao River, and the 27th was assigned this task. A Bailey bridge was built by Company B, supported on an intermediate pier built of Bailey panels by Company A. In this way a 28 ton capacity bridge was built across a 180 foot opening by using 120 feet of triple-single and 60 feet of single-single Bailey. This bridge was completed on 15 August 1945.

When news of the Japanese acceptance of the unconditional surrender terms reached the battalion on 14 August, it was still engaged in maintaining Highway # 4. This maintenance continued until taken over by the 114th Engineers of the 32nd Division on or about 25 August 1945. This also marked the termination of this battalion's participation in the Luzon Campaign. Battle participation credit was given the 27th Engineer Construction Battalion for the Luzon Campaign in General Orders No. 136, GPO, USAFPAC, 26 August 1945. (App III, Part 4)

OCCUPATION OF JAPAN

Meanwhile, the 27th Engineers had been attached to I Corps by Sixth Army, effective 5 August, except for operational control. On 24 August I Corps further attached the unit to the 931st Engineer Construction Group (Avn). Effective 1 September, the 27th was relieved of assignment to AFWESPAC and reassigned to Sixth Army with the attachment to I Corps and the 931st Group remaining in effect.

These changes in assignments and attachments were all made on the basis of this battalion's scheduled participation in the Olympic Operation, the proposed landing on Kyushu Island by Sixth Army on 1 November 1945. The 27th was to have landed in the I Corps sector at Miyazaki on 3 November. However, with the unexpected capitulation at Japan, the plans of the occupational landing were made so as to take advantage of as much of the previous



FIG. 33. IBULAO RIVER BAILEY BRIDGE, HIGHWAY 4, COS. A & B.



FIG. 34. BATTALION FORMATION, SAN JACINTO, LUZON, SEPT. 1945, PRIOR TO EMBARKING FOR JAPAN.

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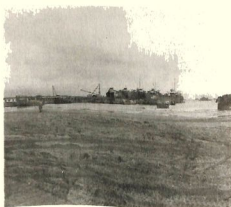


FIG. 35. UNLOADING ON BEACH AT WAKAYAMA, JAPAN.



FIG. 36. 11 TH. REPLACEMENT DEPOT, OKAZAKI, JAPAN.

planning on Olympic as possible; and so the 27th became the first construction battalion to come ashore in the Sixth Army sector on Honshu.

Upon release by XIV Corps the battalion assembled in the San Jacinto area, Pangasinan Province, for staging. Company C moved from San Jose on 26 August, and the remainder of the battalion moved down from Bagabag on 27 August. There preparations were made for movement to Japan as an occupation unit, and the first large group of men from the battalion was released for readjustment and return to the states on 5 September 1945.

The battalion loaded out for Japan on White Beach, Lingayen Gulf, during the period of 14-15 September: Company A - USS LST 520, Company B - LST 822, Company C - LST 716, and H&S Company - LST 769. The convoy sailed on 16 September, and after arriving in Wakayama Bay on the morning of 25 September, the battalion unloaded on the beach at Wakayama, Honshu, Japan, south of Osaka, on 26-28 September 1945.

On 29 September the battalion set up camp in the Sumitomo Iron Works at Minato, 2 miles north of Wakayama. Companies A and B were then assigned the maintenance of the Osaka - Hashimoto - Iwade - Wakayama Road and the Sano - Iwade Road respectively until departure for Nagoya.

On 1 October the battalion was relieved of attachment to I Corps and reattached to the 5220th Engineer Construction Brigade under 931st Group control. On 6-8 October, the battalion moved overland by truck convoy to Nagoya, and set up in the Nagoya Arsenal. The reconstruction of the 11th Replacement Depot at the Japanese Naval Air Training Station at Okasaki was then assigned the battalion, and by 25 October the battalion less H&S Company had moved to Okasaki for work at the depot.

The 11th Replacement Depot was the Disposition Center through which all Sixth Army personnel being returned to the states passed. The battalion completed its assignment of building a depot to house 20,000 troops by 5 January 1946; and as a fitting climax, on that same day the last man left in the 27th Engineer Construction Battalion who had sailed with it from San Francisco as an enlisted man entered the depot enroute home for discharge. Thus the battalion completed its overseas war career by building the installation through which all its remaining veteran personnel passed going home.

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APPENDICES

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APPENDIX I

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ROSTER OF DECEASED PERSONNEL

27TH ENGINEER CONSTRUCTION BATTALION

H&S COMPANY

<u>RANK</u>	<u>NAME</u>	<u>DATE OF DEATH</u>	<u>PLACE</u>
Tec 5	Loftus, Harold A.	4 Jun 1944	Toem, D. N. G.
S/Sgt	Dunn, Ieland L.	7 Jun 1944	Toem, D. N. G.
Tec 5	Pataki, Frank	7 Jun 1944	Toem, D. N. G.
Pvt	Ratayczak, Raymond W.	6 Dec 1944	Leyte, P. I.
T/Sgt	Husband, Jack T.	4 Aug 1945	Luzon, P. I.

COMPANY "A"

Pvt	Davis, Wilbur A.	21 May 1944	Wakde Is, D. N. G.
Pvt	Elanchar, Eurie L. A.	2 Jun 1944	Toem, D. N. G.
Tec 5	Stevenson, Howard R.	4 Jun 1944	Toem, D. N. G.
Pfc	Martin, Horace L.	4 Jun 1944	Toem, D. N. G.
Pfc	Saulnier, Julian P.	4 Jun 1944	Toem, D. N. G.
Pvt	Ritter, William A.	4 Jun 1944	Toem, D. N. G.
Sgt	Vnencak, Albert J.	6 Feb 1945	Leyte, P. I.
Tec 4	Trent, Morris, E.	17 Mar 1945	Luzon, P. I.

COMPANY "B"

Pvt	Testo, Louis A.	2 Jul 1944	Noemfoor Is, D.N.G.
Tec 5	McNew, Samuel I.	11 Mar 1945	Luzon, P. I.
Pvt	Perez, Fernando	25 Mar 1945	Luzon, P. I.

COMPANY "C"

Pvt	Brandy, Delio	23 Apr 1944	Aitape, N. G.
Tec 5	Peterson, Bill D.	29 May 1944	Tor River, D. N. G.
Pfc	Falco, Louis J.	29 May 1944	Tor River, D. N. G.
Pfc	Phillips, Eldon E.	29 May 1944	Tor River, D. N. G.
Pvt	Guerrieri, Joseph J.	29 May 1944	Tor River, D. N. G.
Pvt	Palladino, Paul A.	29 May 1944	Tor River, D. N. G.
S/Sgt	Huffaker, Wallace H.	31 May 1944	Tor River, D. N. G.
Tec 5	Lerch, Stewart E.	31 May 1944	Tor River, D. N. G.
Pvt	Crandal, Arthur W.	4 Jun 1944	Tor River, D. N. G.
Tec 5	Lukich, Luka L.	2 Jul 1944	Noemfoor Is, D. N. G.
Pvt	Magers, Patsy J.	20 Nov 1944	Leyte, P. I.
T/Sgt	Broadwater, Porter W.	26 Nov 1944	Leyte, P. I.
Pfc	Ramdies, George W.	24 Apr 1945	Luzon, P. I.
Tec 5	Corcoran, Andrew M.		Luzon, P. I.

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APPENDIX II
PERSONNEL ROSTERS

MASTER SERGEANTS

Melvin C. Corsaw
Homer C. Ellison
James M. Evans
Glen M. Fowler
Elmer E. Grether
Samuel Joffe
Ronald G. Kinghorn
Warren A. Sutton
John F. Thomas
John O. Tweston

STAFF SERGEANTS

Frederick S. Adams
Leroy Beasley
Robert W. Bratton
Henry J. Brodlo
Thomas W. Bushby
George R. Bullock Jr
William J. Cramer
Leland L. Dunn
Carl Edwards
Lester E. Fisher
Joseph H. Fontenot
George B. Gerdes
Arthur R. Hart
John V. Hunter
Ashby C. Jacobs
Benjamin Kitts
Walter W. Lohrentz
James R. Merchent
Maurice L. Murray
Alfonso M. Not
Frank Pataki
Joseph E. Pickens Jr
Irving A. Podrat
David H. Pursell
John J. Rodway
William J. Sakowic
Thomas G. Sanders
Jesse O. Skaggs
Robin T. Tuttle
James P. Walsh
Charles W. Wildman
Abraham Wolf

FIRST SERGEANTS

Samuel Friedlander
Patrick P. Miloe

TECHNICIANS GRADE 3

Harold E. Dennett
Lester H. Edwards
Charles E.H. Hoehns
Vernon E. Nevin
John E. Schonenberger
Leverett V. Scott
Shirley L. Southwick
John W. Tallent

SERGEANTS

John L. Davis
William P. Dowd
Wilbur W. Kennedy
Benton L. Kingsbury
Herbert A. Kuehn
Walter K. Moon
Conway J. Powell
Weldon O. Walker

TECHNICIANS GRADE 4

Omer P. Alberson
Keith K. Alderman
Charles C. Alfonso Jr
Charles Apa
Oscar J. Althaus
Edward A. Bartell
Clifford P. Beardsley
Antonio J. Bedard
Francis J. Benton
Harry Berinastein
Bruce L. Boesler
Donald C. Brink
Gilbert O. Brodow
Clifford D. Brower
William C. Carrender
Ferry L. Carriger
Leon E. Cassista
Luolan F. Church

TECHNICAL SERGEANTS

John S. Bacza
Robert L. Benson
Jewel S. Cape
Walter E. Eiting Jr
William A. Gilbert
Meede B. Goss
Edward R. Grant
Victor J. Herwitz
Herman Harsh
Jack T. Husband
George B. Hutcherson
Sidney C. Lee
Robert E. Levan
John A. Markley
Earl L. McColaugh
George W. Mentzer
Harry Moore
William S. Pollock
Zenon Rodriguez
Joseph S. Russell
Robert E. Sunderman
Elias P. Vlantton
James R. Wescott Jr

TECHNICIANS GRADE 4 CONT'D

Hugh G. Cole
Samuel A. Crafts
Brough E. Cronin
Carroll W. Deberry
Vanten H. Deen
Thomas F. DeVito
William W. Dillon
Robert R. Dolan
Herbert E. Edgar
Carl M. Frazier
Clyde W. Frye
Richard D. Glass
William L. Grubb
Ferris G. Halsey
Thomas J. Hanigan
Jack L. Harrison
Russell K. Hartman
Russell L. Hazel

TECHNICIANS GRADE 4
(CONT'D)

John L. Heckman
Arnold F. Hinchee
Floyd J. Hinkle
John P. Hoffman
Franklin Horn
Thomas L. Hughes
Fredrick J. Hurley
Edward L. Huth
Gordon T. Kotasek
Charles Lefkowitz
Warren L. Levy
William R. Lydecker
John V. Meckowaki
Theodore G. Migliorina
Warren E. Miller
Arthur W. Mومن
Robert E. Moore
Burton E. Offner
John C. Oldham
Radford H. Oneal
William C. Partin
Sidney Perr
Alexander Pugna
Benjamin H. Ray
Joan V. Ruddy
Steven V. Severino
Shrewster L. Scott
Charles H. Shaffer
John G. Sibold
James E. Thomas
Keith H. Thompson
Elias H. Tiderman
Francis R. Waddell
James R. Vasquez
Martin Weidner
Robert A. Weinberger
Robert A. Weitz
Ralph J. Wissler
Harry A. Zeck

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Warren J. Brendel
Chalmers A. Casazza
Oliver W. Chamliels
Jack E. Collins
Michael Franz
Harold D. Frost
Horace O. Glasie
James W. Greer
William E. Haroldson
Thaddeus L. Nawrocki
Frank Feat
Bernard D. Per
Raymond I. Sachs
Alfred W. Sweet

TECHNICIANS GRADE 5

Leslie A. Adley
Everett W. Allen
Anthony L. Arcazo
Leonard Arel
Luis D. Avellano
Riley J. Berkley
John L. Blanton
Cono F. Blasi
Andrew D. Botti
Carlton F. Brabon
Joseph H. Brown
Donald J. Callahan
Delmer W. Campbell
Anthony L. Capizzi
Jesse B. Carlton
Joseph A. Castonguay
Charles Catania
Joseph D. Christian
Harold R. Christiansen
Russell L. Colvin
Dewey S. Coombs
Elmer J. Crist
Carroll R. Davis
Cantrell C. Dawson
Norman W. Destachs
Roland E. Doane

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John K. Duncan
Russell E. Dunham
Edward B. Dunning
Lloyd E. Dussault
Keruit A. Eldien
John T. Farley
Michael L. Fiore
Hugh T. Flener
Frank J. Franczek
Sailor R. Furstenberg
James R. Gibson
William A. Gilbert
Ralph Gillis
Howard E. Hills
Frank A. Goodman
Joseph Greco
Norman V. Guiney
Edward J. Gwiazdzinski
Harold E. Hagens
Lloyd R. Harris
Norman E. Haskins
Clarence R. Herman
Carl H. Hoehns
Jacob Hoffman
Orville R. Holder
Edward M. Hopkins
Earl Jack
Murlie Lee
Joseph A. Janiewicz
Robert Jeanson
Robert C. Jones
Bernard Kennedy
Edward V. Kidd
Neal D. Kennedy
Eugene B. Kindig
Harold R. Kjellander
Raymond H. Lavrens
Lewis E. Lee
Carl Light
Elmer C. Mackey
Randolph E. Manning
John Marex
George O. McCarty

TECHNICIANS GRADE 5
(CONT'D)

PRIVATES FIRST CLASS
(CONT'D)

PRIVATES FIRST CLASS
(CONT'D)

PRIVATES (CONT'D)

Roy L. McCuiston
Claude S. Miller
Linden G. Miller
James Y. Montgomery
John C. Muldowney Jr
Joseph E. Osborne Jr
Angus C. Ott Jr
Francis J. Pangallo
John W. Parker
John W. Parker Sr
William H. Parris
Howard E. Perry Jr
Raymond P. Platt
Donald G. Reesegule
Clair R. Ritzman
Loren K. Rocks
Earl K. Rusley
Lawrence A. Sammarco
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Jack H. Stiddard
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John J. Sule
Anthony T. Tebo
James A. Testa
Joseph Tomarchio
Milton P. Uthe
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Stanley Levine
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Ray E. Lowder

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Richard F. Sharrow
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Orville I. Sorenson
Benjamin G. Southwell
Leland E. Teed
Louis Ushinsky
John G. Whiddon
Richard F. Wilkes
Holt Willis
David R. Wilson
Lewis H. Wylids
John J. Yoder

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Roger R. Douglas
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Garland O. Hauschild
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Louis J. Rossi
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Eugene Russell
Arthur T. Shilling
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Leo E. Wheeler
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Wilton D. MatthewsSERGEANTS

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Mario A. Valluzo
Edward J. Wardzala
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Chester Carter
Stanley J. Fazzino
Stanley J. Kulik
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Albert Panettieri
Clarence Ryckeghem
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Carl G. Corwin Jr.
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Edward Gardiner Jr.
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Herman A. Green
Edward L. Hager
Ronald H. Haggan
Alfred P. Keene
Joseph G. Kniec
Elmer B. Olbricht
Stanley J. Ozarski
Willie M. Pugh
Hugh F. Reed
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Russell V. ZimmermanTECH GRADE 5Jeff Abercrombie
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Herbert V. Anderson
John A. Banick
Joseph Battuello
Webbie L. Bell
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James M. Blakely
Herman J. Bloom
Lawrence L. Boulris
Samuel Boyce
Joe L. Boyer
Barclay F. Bragg
Vernon E. Brooks
Bernard G. Brusco
Armando Bucci
Frank J. Burlenshi
Delmar Cantrell
John J. Carrilli
Everett L. Carper
Ernest B. Casagrande
Oliver N. Cash
Irving L. Conway
Edward T. Corkins

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Sentino R. Cosalter
 Truman E. Cullens
 Warren P. Cyr
 Gilbert F. Dallas
 Charles W. Danenhower
 Walter Danylew
 John C. Davenport
 John R. Davis
 Nicholas M. DeMicco
 Howard R. Dietzel
 Lawrence A. DuBord
 Charlie E. Dyer
 George C. Elias
 George J. Felegie
 Aquiles E. Fernandez
 Thomas Ferris
 Joseph A. Friscia
 Lester E. Godden
 Woodrow Goodnight
 Johnson P. Hagen
 Oliver J. Hansen
 Robert J. Harbaugh
 Gordon U. Hare
 Rex E. Harper
 James H. Holmes Jr.
 Charlie A. Honea
 Sewell E. Honeycutt
 Wayne B. Houx
 Elsie Howard
 Russell Harley
 Francisco M. Isadore Jr.
 Harold J. Johnston
 Thomas G. Kase
 Norbert H. Kehl
 Ross S. Kirkpatrick
 George A. Klock
 Henry B. Layne
 Joseph J. Latona
 Harlan W. Lakowski
 Anthony B. Licciardiello
 Bennie A. Love
 Ivan W. Mason
 Louie R. Martinez
 Dwight S. McQuillen
 Nicholas K. Meglio
 Jeremiah Morris
 Albert S. Murdoch
 Allen R. Meyers
 Jack E. Northup
 Robert L. Overbay
 Francis J. Owens
 Charles M. Oxley
 William C. Oxley
 Hubert W. Parrish
 Elmer I. Pennwill
 Valentino R. Pennino

TECH GRADE 5 CONTD

James R. Peterson
 Stefano Pinneri
 Hubert P. Plasterer
 Maurice L. Powell
 Alan J. Putzer
 Geston J. Quinby
 Austin J. Reed
 James J. Reddig
 Anthony J. Regina
 Carl E. Reynolds
 Earl W. Rigely Jr.
 Frank M. Rodriguez Jr.
 Roscoe G. Rule
 Fred Santora
 Joseph P. Saviano
 Henry G. Schields
 Roy D. Shookley
 Harold L. Siebert
 Perciles G. Sipaoides
 Wallace A. Smith
 Howard R. Stevenson
 Earl G. Strande
 James L. Southerland
 Harold E. Swom
 Raymond R. Taylor
 James C. Thrasher
 Vito M.T. Titone
 Dominick Tripiano
 George Valsamis
 John G. Van Eperen
 Harley F. Walton
 Harry A. Warfel
 Richard E. Whitt
 Harold Wilhelm
 Lawrence O. Williams
 John K. Wipf
 Leslie C. "Ithrow
 James Zakal
 Vincent A. Zegarelli

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James R. Albrecht
 Broughton W. Barber
 James W. Belfance
 William B. Bilyeu
 Willie L. Biles
 David N. Biles
 Eugene N. Bloom
 Valere N. Boudreau
 Gordon C. Bradford
 Henry C. Bradford
 Albert Brown
 Harding T. Birkett
 Ermae L. Butler
 Floyd B. Burbank
 Calvin R. Cale

PRIVATES FIRST CLASS

Gabriel M. Camara
 Adain A. Cannon
 Pasquale L. Castagna
 Bruce C. Clough
 Walter C. Clow
 Richard J. Cochr
 Severn H. Cooper
 Dewey L. Corbin
 Melver Crabtree
 Archie Crawford
 Russell K. Crawford
 Leroy Davidson
 Anthony D. DeSimone
 Stanley O. Dietrich
 Carmen L. DeNelle
 Raymond W. Duell
 Joseph S. Eisenburg
 Robert L. Fell
 Neal M. Ferguson
 Vito S. Ferrers
 Robert W. Fowler
 John J. Fox
 Robert E. Gibbs
 Ira C. Guy
 Elda A. Hall
 Walter L. Hawk
 Burney Hayes
 Leroy Hellickson
 John E. Henley
 Luke B. Hebert
 Bernard L. Hoffman
 Chester House
 John R. Housely
 Walter J. Jablonst
 Frank A. Jalowiec
 Harold C. Jones
 Almond F. Johnson
 Thomas E. Johnson
 Maurice N. Jutras
 Harold Kadin
 Herbert J. Karger
 Michael Koval
 Jesse E. Lanter
 Anthony LaVaglia
 Merwin H. Leonard
 Frank J. Longteli
 Jacob S. Lorberbaum
 Paul C. Lowery
 Horace L. Martin
 Edward P. Messing
 Robert L. McGinnis
 Robert C. McIntosh
 Robert C. Miller
 John J. Mitchell
 Berry W. Moore
 Orburn J. Moersdorf
 William S. Moersdorf

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 John J. Ptacek
 Caramella F. Fuma
 Vincent J. Raola
 Richard W. Reeves
 Nathan L. Rietter
 Roy L. Rice
 William H. Ritter
 Martin Roenblum
 Joseph P. Rogers
 Gary J. Ruane
 David Rylak
 Julian P. Saulinier
 Loyd I. Schrieber
 William Schwatzrock
 George A. Scott
 Earl E. Shockey
 Ernest E. Simmons
 Edwin E. Simmons
 George T. Simmons
 Mervin K. Simmons
 Isadore K. Simmons
 Thomas B. Singer
 Leslie A. Smith
 Shirley L. Stiffler
 Shirley L. Stoops
 Albert M. Sunach
 Walter A. Tatarowicz
 Doyle Talley
 Leon C. Taub
 Walter J. Thalet
 Florido Venturelli
 Ralph Vinson
 Howard B. Webb
 Charles S. White
 Fred R. Wiley
 Charles J. Wyman
 Winfield S. Yingling

PRIVATES

Verble F. Adcock
 Clyde H. Anderson
 Elmer D. Anderson
 Berry P. Bilyeu
 Euria L.A. Blanchard
 Thomas H. Cadden
 Clarence M. Caylor
 Donald S. Clark
 Steven P. Collitti
 Owen K. Cox
 Wilber A. Davis
 Eli G. Duncan
 Lee L. Faunce
 Joseph G. Gaston
 Ira B. Gilliam
 Joseph Golon
 Howard Y. Holliday
 Cletius M. Hovis
 Gerald D. Jacobs
 Edward F. Kvis
 Melvin E. Lohman
 Lara C. Michaelson
 Kenneth L. Miller
 William M. Montgomery
 Peter Oskorpi
 James E. Pedigo
 George E. Pinkerton
 Earl J. Rapp
 Ford Reed
 Elwal R. Richards
 Albert E. Roberts
 Arthur T. Shilling
 Arnold Silva
 Fred Thompson
 Clement D. Thornton
 Will Tolin
 Flint A. True
 Andrew J. Tutt
 Edwin E. Weber
 Denzil F. Wilson Sr.
 Lester Young
 Anthony Zytcsak

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FIRST SERGEANTS

Charles R. Jamison
Alden S. McLellan
Fred H. Wallot
Andy M. Plutecki
Stuart C. Sands

MASTER SERGEANTS

Alton L. Campbell
Edward F. Hayes Jr
Artie Kennedy
Reginald A. McAfee
John E. Updegraff
Joseph A. Welch

TECHNICAL SERGEANTS

Andreas A. Alexander
Amdice O. Barnes
Raymond A. Barrager
James E. Berlow
Louis Berté
Frank S. Bonus
Donald F. Buchanan
Sylvio J. Deaune
Russell E. Diercks
Andy J. Gingle
Charles L. Graybill
John R. Hasbrouck, Jr
Edgar A. Martin
Walter J. Rawinski
Richard J. Reuck
Edward A. Romgus
Emilio Santoni
Harold B. Speicher
James E. Walsh
Kenneth L. White
Therman C. Young
Joseph Zagorski

STAFF SERGEANTS

Thomas R. Bowden
Tony Dembocki
Sam Friedlander
 Cecil Hays
Houston R. Leach
Paul E. Lee

STAFF SERGEANTS contd

Gerrard L. Lyster
Joseph S. Martin
Johnnie C. O'Daniel
Theodore G. Patoka
Edward J. Rhineschmidt
Billy B. Richards
Samuel T. Schulze
Henry L. Smith
George Minkoeki

SERGEANTS

Henry Boden Jr
Alphonse Bottino
Murray E. Brookman
Farcy R. Clement
John R. Egan Jr
Charles W. Gackin
Michael S. Pahay
John T. Seuches
Edward A. Henley
Thomas F. Barron
Joseph D. Jastrock
Paul H. McCarthy
Virgil H. Massey
Henry B. Fenaly
Arnold A. Franky
Victor O. Rivers
John S. Rosenberky
Edward Sheppia
Edward J. Slonka
Guy W. Smith
Louis B. Valvano
William E. Vanassel
Willard J. Wegener
Gerlan L. Webster
Jimmie Wright

CORPORALS contd

Carroll W. DeBerry
Melvin E. Danielsback
Samuel Dickstein
Solon H. Gottlieb
Noah Hall
Harold H. Hamby
Guenther M. Hans
Harry E. Hillje

TECHNICIANS GRADE 4

Adam Althouse
Albert H. Badke
Burnard H. Brewer
James A. Britton
Robert K. Bowers
Paul H. Bucher
David M. Cocozzi
Austin E. Ohavvus
James T. Coffey
James B. Coopwood
William A. Demu
Delphus B. Freestan
Eddie S. George Jr
John D. Gibson
John A. Goldschmidt
Raynard S. Johnson
Walter J. Keiser
Frank J. Kerber
Uuno M. Kienola
Edward J. Konkol Jr
Andrew M. Makovich
Floyd L. McClanahan
Aldridge G. Milliken
Francis G. Mills
Ilias J. Mitchell
Jesus Moncada
David Monn
Arnold Morgan
Roger W. Provost
Virgil Russell
Hannull W. Snyder
Glenn H. Shtetler
James M. Smith
Alfred L. Sterling
Albert L. Turnbull
Robert A. Waters
Maurice Watts
Denver Wells
Edward J. Yager

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William F. Baxter
Joseph B. Bonocchi, Jr
Horuan C. Bretzclaff
Ralph S. Catlett
Harold B. Coffey
Warner T. Danner

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Albert M. Hornymk
Arthur R. Kaytor
John E. Kemplin
John W. Kenney
Raymond S. Kimball
Thomas J. Mullins
Lawrence W. Rahlife
Fred J. Rock
Arthur T. Shelton
Lloyd H. Shiflett
James S. Spencer
William A. Stoots
Gaylan A. Wicker

TECHNICIANS GRADE 5

Herbert O. Arestad
George T. Bailey Jr
William S. Bale
Joseph Bonelli
William R. Bannister Sr
Felix Bardon
Sency Barson
William Barola
Ralph D. Barth
Wayne Bayliss
James E. Beaumont
Bernard F. Boland
William J. Brice
Harvey Brown
Fred Campbell
Jesse L. Gates
Troy Chandler
Leon W. Childress
Richard Collier
Leonard Collier
Dennis D. Cook
Horace G. Currier
Charles V. Dean
Phelps C. Dill
Floyd T. Debuque
Charles H. Doffebach
Fred E. DeSitone
Henry B. Downing
Winfield H. Durburov
John J. Farina
Charles J. Favre
Evan Feinblum
Edward K. Felney
James A. Felton
Bruno Finocchio
Julius M. Fiorillo

TECHNICIANS GRADE 5 contd

Arthur Ford
Charles M. Gaston
Anthony Garrier
James S. Garroson
Doumas H. Gaines
John D. Gibson
Gerard M. Gilman
Rod C. Gladson
Raymond A. Gleason
Carl W. Glover
Joseph J. Glowicki
Andrew W. Goetz
James P. Goetts
Calleton F. Gonzales
Henry Jotcsak
Herbert Greenbaum
Oliver Grummet
Martib M. Hanson
Mike M. Hage
John Haasig
Milton L. Hardle
Harrold F. Harrison
Robert O. Hartwood
Edward M. Harwood
Milford R. Hawthorne
Conley Hays
Raymond A. Heisler
John W. Hennessy
Johann Henriksen
Milton J. Hendricks
John R. Henry
Lewis G. Hobbs
Richard L. Howe
Crawford E. Hough
Clatus L. Hurd
Clyde Zvie
Harold J. Jozwiak
John Jude
John Kaslo
Francis E. Kates
Robert T. Kelly
Dale D. Kemp
Kenneth Neilson
Irvin Koranski
Jeffrey C. LaBerge
Arthur Langlois
Manford Lewis
Robert Lindsay
Fred H. Lloyd
Melvin E. Lohnan
Joseph C. Lowry

TECHNICIANS GRADE 5 contd

Christopher J. Madeka
George D. Manning
Harold W. Marvin
Joseph J. Maxwell
Roger McAfee
Donnie McGlannon
Samuel L. Meric
Hubert Meece
Richard C. Merical
Tryvge E. Mikalson
Jeremiah Morris
Robert I. Morris
Ernest P. Morrison
Joseph P. Muchisky
Robert Muldoon
Otis Mullins
Donald E. Myers
Ulysses S. Pace
Harvin S. Weifert
Eric W. Koll
Bill D. Odan
John W. Cylar
Michael L. Parascando
Leonard Pasour
Oleo J. Paxson
George A. Petrello
Edward P. Power
Paul M. Reha
Walter J. Reinhardt
Thomas H. Rice
John H. Richardson
Kenneth E. Ritter
Benny Roberts
Wilbur D. Rock
Joseph M. Rogers
Milton E. Rosenblum
Paul N. Ruppert
Charles H. Schaeffer
John H. Silvers
Howard J. Schatzle
Robert L. Schiff
Robert L. Sharpe
Jenson Shing
Ira J. Smith
Carroll E. Snyder
James J. Soper
Robert R. Stettin
Hilford Stevenson Sr
Eldeburn H. Stout Jr
Edwin Taylor
John S. Tenaley

Milford F. Thornton
 Jesus C. Trevino
 Charles E. Tucker Jr
 Edmund J. Urbanski
 Edward Voigt
 John K. Valentine
 John A. Wakeman
 Wilson F. Wallace
 George R. Waits
 John H. Watkins
 David L. White
 Ralph C. Wilmoth
 Clarence E. Wittborg
 Charles C. Williams
 Paul H. Young

PRIVATE FIRST CLASS

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 Louis J. Agagnina
 George W. Ash
 Harvey D. Ashton
 Thomas A. Reichgo
 Murray Berg
 Jack C. Bosman
 Gabriel J. Breault
 Walter A. Broering
 Leonard O. Brown
 James L. Burke
 Perry L. Carriger
 Philip Cohen
 Frank J. Calandro
 John T. Connor
 Lucien Contois
 Frank J. Costanzo
 John S. Cranna
 Earl W. Curtseinger
 Leroy Davidson
 Lawrence A. DeFord
 Walter P. Dekowski
 Howard W. Dewarney
 Leonard B. Edwards
 Harry J. Fabinski
 Donald H. Fish
 Charles H. Gabe

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Leroy E. Garver
 Robert E. Gibbs
 Stanley L. Goldstein
 Franklin R. Greene
 Ralph J. Grunhart
 Tadusz V. Gulewicz
 William Outridge
 Estel H. Harris
 George H. Hart
 Harry R. Higgins
 James A. Hope
 Angelo Irimarry
 Archie M. Jones
 George Jones
 Clayton V. Kunkle
 Herman D. Levitt
 Sidney C. Lee
 J. M. Lesley
 Howard Lester
 Charlie E. Leigh
 William T. Leigh
 Golden C. Lough
 Robert J. Lough
 Ben D. Massey
 Thomas Marrone
 Frederick T. Martin
 Harold C. Mills
 Ralph J. Nelson
 Eyril D. Nelson
 John S. Nolan
 Martin J. O'Connor
 Robert E. Palser
 Joseph A. Passaro
 Fernando Peres
 Michael L. Pentziano
 Arturo Pierri
 Edmund D. Power
 Glenn H. Rawlings
 Walter W. Rakowski
 Thomas Reina
 Earl W. Richards
 Vincent Ruggiero
 Emil Salts
 Hugh V. Scanlon Jr
 Carl R. Sams

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 Carl N. Seals
 Jess L. Sells
 Carsten R. Sibilla
 Charles R. Spiker
 Robert E. Stickles
 Donald J. Todd
 Hugh Tracy
 Robert C. Trimble
 Arthur Tucker
 Lowell A. Williams
 William A. Wilson
 Jacob Wolko Jr
 William T. Woodall

PRIVATE

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 Michael Beckage
 James R. Bevington
 Winfield Blackford
 Merle R. Brady
 Howard T. Briggs
 Bernard Brownstein
 Lawrence Chancio
 Anthony D. Godispati
 Pedro Colon
 Samuel W. Clougher
 Fred Dachs
 Walter F. Dekowski
 Lester M. Elwell
 Andy Fedorico
 Charles E. Finn
 Fernando Framario
 Joseph Grace
 Herman L. Jackson
 Roy L. Jordan
 Roy L. Kidwell
 Lester L. Leslein
 Patrick Miles
 Glenn Mullins
 Coy Nelson
 Leland L. Newell
 Arthur R. Newton
 James R. Reed
 Russell C. Rouser
 Louis A. Testo
 John P. Walnick
 Frank L. Wright Jr

FIRST SERGEANTS

William F. Ford
 Sam L. Leo
 Williard M. Loeg

MASTER SERGEANTS

James W. Hemphill
 Michael Kusko
 Lucien A. Riberty

TECHNICAL SERGEANTS

Porter W. Broadwater
 George F. Dawson
 Thomas N. Isom
 Thomas P. Kenny
 Augustine Penecole
 Robert A. Scott
 William W. Simon
 Bryan R. Starks

STAFF SERGEANTS

William H. Allen
 Francis M. Breecland
 Francis A. Boucher
 Arthur W. Crandall
 Jeffrey D. Cristaldi
 Ed Roy V. Craver
 Charles E. Harrington
 Wallace H. Huggins
 William L. Huggins
 Lucille R. Knight
 John H. Korn
 Edward R. Pace Jr
 William E. Pavel
 William H. Powers
 Angelo J. Trovisan
 William T. York

SERGEANTS

Walter J. Berg
 Albertus D. Bird
 Estelomew H. Del Moro
 Alfred A. Donaldson
 Robert H. Gaston
 William Hall

SERGEANTS CONT'D

William B. Herndon
 Albert L. Kemples
 Thomas P. Kinney
 Richard J. Lawson
 Elmond Lledford
 Webster J. N. Luna
 Burkie S. McLeod
 John F. Michael
 John Petrillo
 Martin Rosenfeld
 John M. Sloan
 Ronald J. Sprague
 George E. Van Leuven
 Howard W. Watkins
 Losey B. Ward
 Richard C. Wolff

TECH GRADE FOUR

Leonard H. Anders
 William H. Allen
 John D. Baker
 William C. Birchfield
 Woodrow Collins
 Robert D. Ellis
 William J. Ellis
 Manuel A. Griffith
 Manuel Hernandez
 Harry N. Jones
 Nick L. Lambirnos
 Bennie J. Mamie
 Bennie Mason
 Ferald N. Moore
 Bernard J. Pranger
 Edgar A. Scheffler
 Earl H. Shirley
 John J. Sudel
 Bernard J. Smith
 Ralph W. Tucker

CORPORALS

Willie D. Ambrose
 Darrel C. Borders
 John Canterbury
 Samuel L. Carney
 Gerald K. Chalser
 Kenneth J. Clark
 Prescott M. Cook
 Lloyd L. Degnan

CORPORALS CONT'D

Robert L. Buller
 Joseph Gonnella
 Patrick Jennings
 John L. Kelly
 Charles M. Mihalak
 Dale E. Moore
 Gerald E. Patterson
 George N. Potter
 Salvatore Principato
 Ivory B. Rogers
 Ismail A. Romero
 Franklin R. Shindle
 Edward A. Stearn
 James V. Taylor

TECH GRADE FIVE

Leroy H. Akers
 Lawrence S. Ament
 Rodmond D. Bailey
 Alto J. Baker
 Wallace R. Bates
 Gerald B. Bayles
 David J. Bottinelli
 James H. Brommer
 Eugene B. Brand
 David R. Brook
 Carl F. Burris
 Joseph A. Busch
 Ray Burnett
 Averyth F. Capley
 Kenneth P. Carson
 Albro Casteen
 John T. Chmo
 Shirley T. Clark
 Allison D. Cope
 John E. Cooke
 Andrew N. Corcoran
 Kirk H. Cromwell
 Glenn H. Detrick
 Ralph D. Davis
 Antonio F. Diaz
 Alfred C. Digiroium
 Bellon L. Dominguez
 Albert J. Esposito
 Joseph Gomez
 Elmer W. Gunther
 Wilber F. Hartman
 John R. Himan

TECH GRADE FIVE CONT'D

William F Herrmann
 Isaac N Hoffman
 Alfred J Hunt
 Donald W Hussey
 Anthony V Ignatowicz
 Harry A Jaynes
 Francis L Jones
 Harry Ketcha
 Joseph A Kissel
 Frank J Leach
 Charles W Leizear
 Stewart E Lerch
 Luka L Lukich
 Ray H Mallory
 Earl H McGarry
 Leo F McCaully
 Lewis J McGillick
 George W Medley
 Chester F Milewski
 Sherman G Miller
 Edward J Molina
 John E Muir
 Irving C Munford
 Lionel A Peets
 Bill D Peterson
 Kenneth C Phelps
 Ben Fotts Jr
 Stephen A Rachel
 Jasper L Raper
 Alex Renew
 Arnold L Ring
 Milton J Roles
 Victor E Roybal
 John T Sanders
 Edward R Schlosser
 Joseph R Schmitz
 Frank R Schneider
 Elliot V Segroves
 Lee E Shane
 Evan R Starke
 Claude C Stevens
 George W Taylor
 Gus Teal Jr
 Roger A Vaillancourt
 Frank S Wall
 Ervine H Wallace
 Paul F Wier
 Everett L Woaleski
 Richard L Woods

PRIVATES FIRST CLASS

Arthur A Anderson
 Matthew U Annesse
 Joseph V Arthur
 Vasco M Atkins
 Lester A Bausch
 Eliza Dilbreay
 Leo Blashko
 William T Blevins
 Eldort H Buchholz
 Russel A Bumgarner
 James Chakides
 Stanley J Chryzanowski
 Stanley R Clark
 Lionel Celevinger
 Anthony Cobiepopi
 Raymond J Cote
 Byron J Craver
 Lawrence Cross
 Jessie J Crotts
 Arthur W Outhbert
 William H Darling
 Ralph J Delquadri
 Michael G Demchak
 Vincent F DiPietro
 Bernard F Dwyer
 Anthony J Esposito
 Jack V Falco
 Lewis J Falco
 Frank V Pappiano
 Otto J Pinaldi
 Horace G Fincher
 Leslie G Foss
 Richard J Frewick
 George E Gibbons
 Abner J Golieb
 James V Gray
 Joseph G Guerrieri
 Robert E Haines
 William B Haines
 Richard B Hall
 Marshall W Hamilton
 Steve J Husard
 Sidney Hysen
 Nicholas T Iannuzzi
 Raymond R Jefferey
 Horace R Johnson
 Frank L Jones
 Walter A Kerns
 Victor T MacClurg
 Anthony G Malinoski

PRIVATES FIRST CLASS

Alfred G Mambriano
 William J Manley
 Harlan E Martin
 Joe D Matheson
 Joseph L McCaffery
 Marion C McGraw
 Eugene J Moisan
 Herbert Oats
 John P O'Neill
 George Panter
 John A Peoples
 Lewis Petro
 Eldon E Phillips
 Anthony Pinto
 Harry Rabello
 Charles K Redfield
 Claude C Reeves
 Earl W Rhoten
 Ira Richard
 Charles G Rintpui
 Louis W Roesch
 Gerard A Rosamilia
 Herbert J Rossmiller
 Lewis H Rowe
 Dan M Rowell
 Edward A Sadowski
 Charlie B Sanders
 John T Scally
 Charles B Stick
 Richard L Stumaker
 Samuel Silverman
 Ralph C Sloan
 James Smith
 Orville T Stavola
 John J Szakacs
 Frank E Tickle
 Clyde F Van Ruyl
 Willis L Volker
 James M Wall
 Harry R Weddle
 George C Whitten
 James L Stevenson
 Lewis H Wilde
 Homer A Williams

PRIVATES

Robert J Abel
 Howard P Bellon
 Richard W Bankus
 Delio Brandy
 James R Brown
 Anthony Cammarano
 William H Camp
 Armond R Cardinal
 Everett K Cook
 Arthur J Day
 Aaron H Douglas
 William J Duval
 Bernard L Eagleson
 Paul J Gildner
 Alan J Golifarb
 Jesus Hernandez
 Willie F Herrington
 Robert L Felt
 Herman L Jackson
 Wesley J Johnson

PRIVATES

Kenneth R Keith
 Henry L Lewis
 Jatsy J Margera
 Frederick K Martin
 Frederick K Melton
 Earl R Martin
 George W Miller
 John Miller
 William D Murphy
 Edward J Neatrou
 Eugene F O'Neill
 James J O'Neill
 Paul A Paladino
 Clayton W Poff
 Dennis O Ragan
 George W Randies
 William W Ream
 James T Rivera
 Russel C Rorer
 Preston K Shearer
 John A Sherwood

PRIVATES

Sherwood O Shingle
 Earnest C Short
 John O Sibold
 Ben T Slade
 Shirley L Southwick
 Clyde L Stone
 Veto M T Titone
 Warren I Tucker
 Martin F Wagner
 James R Waldrup
 John H Watkins
 Joseph Weinschelbaum
 Donald R Yager

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ROSTER OF OFFICERS

<u>RANK</u>	<u>NAME</u>	<u>ASSIGNMENT</u>
Lt Col	Andrew P. Rollins	Battalion Commander
Maj	Arthur J. Copeland	Executive Officer
	Ferdinand Graszky	S-3
	John R. Jones, Jr.	Executive Officer
Capt	Will A. Kennedy	S-3
	Rosellah Abbott	Company Commander, Co. "C"
	James W. Abbott	Company Commander, Co. "H&S"
	Harold T. Ansell	S-3
	Myron R. Bailley	Executive Officer
	Alvah E. Brink	S-1
	Donald F. Brown	S-4
	John Herina	Company Commander, Co. "C"
	Malcolm D. Hooker	Chaplain
	Tom T. Jones	Company Commander, Co. "A"
	Wayne D. Maybew	Company Commander, Co. "A"
	Albert McAuliffe	Company Commander, Co. "B"
	Jack D. Parker	S-2
	Hans P. Pettersen	S-3
	James C. Shanks	Company Commander, Co. "H&S"
	Earl R. Sialer	Chaplain
	Julius Walters	Dental Officer
	John P. Watkins	Medical Officer (TDY from 307 Hosp)
	Allen E. Wetter	Medical Officer
	William R. Woolsner	Co. "H&S"
1st Lt.	Carl W. Adams	Co. "H&S"
	Charles D. Bailley	Co. "A"
	Virgil R. Bell	Co. "A"
	Frank F. Benseal	Co. "A"
	James J. Bird	Co. "B"
	Francis E. Eiron	Personnel Officer
	Harold R. Elade	Co. "C"
	William W. Elnado	Co. "B"
	Roland A. Ebnis	Service Platoon Commander
	Richard A. Brandt	Co. "B"
	Max D. Bruckner	Co. "B"
	William W. Cotten	Co. "B"
	Irwan R. Dahlgren	Co. "B"
	James H. David	Co. "B"
	Charles J. Davis	S-4
	Robert E. Day	Co. "C"

ROSTER OF OFFICERS (CONT'D)

<u>RANK</u>	<u>NAME</u>	<u>ASSIGNMENT</u>
1st Lt.	Walter B. Evans	Co. "H&S"
	George A. Heidbreder	Company Commander, Co. "A"
	Frank G. Manna	Co. "C"
	James M. McCoy	Co. "B"
	Stuart Meyerhaus	Co. "C"
	William E. Raborn	Co. "A"
	Richard C. Reynolds	Co. "A"
	William T. Rowe	Co. "H&S"
	Alvin J. Simecek	Co. "C"
	Frank J. Skowronek	Co. "C"
	Warren H. Stetler	Co. "H&S"
	Mace G. Thomas	Co. "A"
	Charles B. Thompson	S-1
	James T. Thompson	Co. "B"
	Hugh T. Verano	Co. "C"
2d Lt.	Ronald W. Albert	Co. "C"
	Joseph Ford	Co. "H&S"
	William S. Galloway	Co. "A"
	Kenneth N. Holsberg	Co. "C"
CWO	George G. Alderfer	Personnel Officer
WOJG	Rudolph S. Bilkie	Ass't S-4
	William J. Silva	Motor Officer

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 Authority NY 683078

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Authority NAO 88 3078

APPENDIX III
BATTLE PARTICIPATION CREDITS

HEADQUARTERS
UNITED STATES ARMY FORCES IN THE FAR EAST

GENERAL ORDERS

A.P.O. 501

11 February 1945

NO 26

BATTLE PARTICIPATION CREDIT - NEW GUINEA CAMPAIGN

Pursuant to paragraph 21b (2), Army Regulations 260-10, 25 October 1944, the following Ground Force units are entitled to battle honors for participation in the New Guinea Campaign during the period 24 January 1943 to present date:

* * * * *
27th Engineer Construction Battalion

By Command of General MacARTHUR:

RICHARD J. MARSHALL
Major General, General Staff Corps
Chief of Staff

OFFICIAL:

s/ R. E. Fraile
t/ R. E. FRAILE
Colonel, A.G.D.
Adjutant General

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

AFO 500
4 August 1945

GENERAL ORDERS)

NO.....91]

BATTLE PARTICIPATION CREDIT
SOUTHERN PHILIPPINES CAMPAIGN

1. Pursuant to AR 260-10, 25 October 1944, and General Orders No. 33, War Department, 1945, the following Ground Force units are entitled to battle honors for participation in the Southern Philippines campaign:

* * * * *
27th Engineer Construction Battalion

2. The awarding of battle honors in paragraph 1 above, does not of itself entitle members of units listed therein to wear the Bronze Service Star on the Asiatic-Pacific Theater ribbon. Unit commanders will cause the necessary entries to be made in the personnel records of members of their organizations who are eligible to wear the Bronze Service Star under the provisions of War Department Circular No. 62, 1944, as amended by War Department Circulars No. 195, 1944, No. 90, 1945, and No 142, 1945.

AG - PA 200.6

By command of General MacARTHUR:

R. X. SUTHERLAND,
Lieutenant General, United States Army
Chief of Staff

OFFICLL:

s/ B. M. FITCH
t/ B. M. FITCH,
Brigadier General, U. S. Army,
Adjutant General.

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Authority NND 883078

HEADQUARTERS
UNITED STATES ARMY FORCES IN THE FAR EAST

GENERAL ORDERS)
NUMBER 23)

A.P.O. 501
5 February 1945

PHILIPPINE SERVICE RIBBONS

1. The Commonwealth of the Philippines, in Army Headquarters General Orders 6, 1944, has announced the following service ribbons:

a. Philippine Liberation Ribbon. For service in the liberation of the Philippines from 17 October 1944, to 2 September 1945.

2. The following conditions governing eligibility for the award of these service ribbons are announced:

a. (3) An individual will be considered as having participated in combat if:

(b) He was a member of and present with a unit actually under enemy fire or air attack.

(c) He served on a ship which was under enemy fire or air attack.

b. Philippine Liberation Ribbon.

(1) All members of the Philippine Army, including the Philippine Constabulary, on active duty and all members of the armed forces of the United States and of nations allied or associated with the United States in the war against the Japanese Empire, are eligible if:

(b) They participated in any engagement against the enemy during the campaign. An individual will be considered as having participated in combat under the conditions set forth in paragraph 2a (3) (b), (c), or (d).

(G. O. 23)

(c) They served in the Philippine Islands or on ships in Philippine waters for not less than 30 days during the period from 17 October 1944 to 2 September 1945.

(2) (a) Individuals eligible under any two of the provisions stated in the foregoing paragraphs are authorized to wear a bronze star on the ribbon.

5. With the approval of the War Department, acceptance of the aforementioned ribbons and the wearing of them by all eligible military personnel of the Army of the United States is authorized.

By Command of General MacARTHUR:

RICHARD J. MARSHALL
Major General, General Staff Corps,
Chief of Staff.

OFFICIAL:

s/ R. E. Fraile
t/ R. E. FRAILE
Colonel, A. G. D.
Adjutant General

DECLASSIFIED
Authority NND 883278

GENERAL HEADQUARTERS
UNITED STATES ARMY FORCES, PACIFIC

APO 500
26 August 1945

GENERAL ORDERS)
:
NUMBER.....136)

BATTLE PARTICIPATION CREDIT
LUZON CAMPAIGN

1. Pursuant to AR 260-10, 25 October 1944, and General Orders No. 33 War Department, 1945, the following Service Force units are entitled to battle honors for participation in the Luzon Campaign:

- | | | | | | | |
|---------------------------------------|---|---|---|---|---|---|
| * | * | * | * | * | * | * |
| 27th Engineer Construction Battalion. | | | | | | |
| * | * | * | * | * | * | * |

By Command of General MacARTHUR

R. K. SUTHERLAND
Lieutenant General, U. S. Army
Chief of Staff.

OFFICIAL:

s/ B. M. FITCH
t/ B. M. FITCH
Brigadier General, U. S. Army
Adjutant General.

APPENDIX IV
AWARD OF BRONZE SERVICE ARROWHEAD

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Authority 14C03828

HEADQUARTERS
27TH ENGINEER CONSTRUCTION BATTALION
APO 75

200.6

26 July 1945.

SUBJECT: Award - Bronze Service Arrowhead

TERM : Commanding Officer, 1164th Engineer Combat Group, APO 75.

TO : Commanding General, Sixth Army, APO 442.

1. Under the provisions of Section I, War Department Circular No. 465, dated 9 December 1944, and USAFFE Circular No. 17, dated 24 February 1945, it is recommended that the personnel of this unit be awarded the Bronze Arrowhead for participation in an amphibious assault on enemy held territory.

a. Geographical area involved: Noonfcor Island

b. "D" Day: 2 July 1944
"H" Hour: 0800 K
Date and hour this unit landed: 2 July 1944 0857 K

c. Active enemy opposition was encountered.

d. This unit was designated in field orders as an "assault wave", and it actually carried out its assigned mission in an opposed amphibious landing on enemy-held territory.

e. List of names of attached personnel: NONE

f. This unit was an Engineer Combat Battalion during the period of this operation.

A. P. Rollins, Jr.
A. P. ROLLINS, JR.,
Lieutenant Colonel, CE,
Commanding

DECLASSIFIED
Authority 1450383678

200.6 - (26 Jul 45)

1st Ind.

HEADQUARTERS, 1164TH ENGINEER COMBAT GROUP, APO 75. 29 July 1945.

TO: Commanding General, XI Corps, APO 471.

For your consideration.

FOR THE COMMANDING OFFICER:

s/ R. A. Silver
t/ R. A. SILVER
1st Lt., CE,
Adjutant

AG 200.6 (26 Jul 45) G

2nd Ind.

HEADQUARTERS XI CORPS, APO 471, 31 July 1945

TO: Commanding General, Sixth Army, APO 442

s/ P. I. S.
t/ P. I. S.

AG 200.6 A-12

3rd Ind.

HEADQUARTERS SIXTH ARMY, APO 442, 8 August 1945

TO: Commander-in-Chief, AFPAC, APO 500.

Approved.

FOR THE COMMANDING GENERAL:

s/ John L. Werne
t/ JOHN L. WERNE
1st Lt., A.G.P.
Asst. Adj. Gen.

App IV

BASIC: Ltr, Hq 27th Engr Coast Bn, subj: "Award - Bronze Service Arrowhead",
dtd 26 July 45.

AG 200.6 (26 July 45) AG-PA 4th Ind.

GENERAL HEADQUARTERS, UNITED STATES ARMY FORCES, PACIFIC, APO 500, 28 August
1945.

TO: Commanding General, Sixth Army, APO 442.

1. Approved. Those individuals assigned or attached to unit indicated, who have participated in an initial assault landing on a hostile shore and who otherwise fulfill the requirements contained in Circular No. 465, War Department, 1944, and Circulars No. 17 and 64, United States Army Forces in the Far East, 1945, are authorized to wear the Bronze Service Arrowhead. It is desired that your headquarters direct unit commander to make proper entries in the records of personnel eligible to wear the device and to notify the individuals of their eligibility.
2. Furnish this headquarters a list of names of the individuals notified of their eligibility to wear the Bronze Service Arrowhead, as required by paragraph 5a, Circular No. 465, War Department, 1944.
3. This unit will be included in the list of units submitted to the Adjutant General by this headquarters for inclusion in War Department General Orders.

By command of General MacARTHUR:

s/ B. LUBOVSKY
t/ B. LUBOVSKY
Major, A.G.D.,
Asst. Adj. Gen.

AG 200.6 Ap10

5th Ind.

HEADQUARTERS SIXTH ARMY, APO 442, 2 September 1945.

TO: Commanding Officer, 27th Engineer Construction Battalion, APO 75.
THRU: Commanding General, I Corps, APO 301.

For compliance with preceding indorsement. It is requested that the personnel roster required by paragraph 2, preceding indorsement, be forwarded to this headquarters at the earliest possible date.

BY COMMAND OF GENERAL KRUEGER:

s/ ROBERT E. QUINN
t/ ROBERT E. QUINN
2nd Lt. A.G.D.
Asst. Adj. Gen.

APPENDIX V
COMMENTATIONS

HEADQUARTERS U. S. FORCES
APO 705

2 May 1944

SUBJECT: Congratulatory Message

TO : All Units, this command.

I am deeply gratified and proud to be able to publish the commendations of the Commander-in-Chief, SWPA, and the Commanding General, Sixth Army. The capture of the Aitape Area was an important part in the strategic plan for capture of the Hollandia sea and air bases.

TO CG TASK FORCE
FROM: CG ALAMO FORCE
CITE NR. WF 4176

THE FOLLOWING MESSAGE RECEIVED FROM THE COMMANDER IN CHIEF UNDER YOUR COMMAND PREPARED FOR AND CARRIED OUT THEIR PART OF THE RECKLESS OPERATION. ORGANIZATION AND EXECUTION WERE EQUALLY EXCELLENT. MY SPECIAL THANKS ARE DUE YOU, EICHELBERGER, FULLER, IRVING AND DOE. PLEASE CONVEY MY APPRECIATION TO THESE OFFICERS AND TO THE COMMANDERS OFFICERS AND ENLISTED PERSONNEL OF ALL UNITS INVOLVED. THEIR DEVOTION TO DUTY COURAGE AND DETERMINATION HAVE CONTRIBUTED GREATLY TO THIS GREAT ADVANCE INTO ENEMY HELD TERRITORY SIGNED MAC ARTHUR UNQUOTE IN FORWARDING THIS COMMENDATION BY THE COMMANDER IN CHIEF I WISE TO EXPRESS MY HEARTFELT THANKS TO YOU AND YOUR OFFICERS AND MEN WHO BY SKILL FORTITUDE AND DEVOTION MADE POSSIBLE THIS BRILLIANT VICTORY

SIGNED KRUEGER

s/ JENS A. DOE
t/ JENS A. DOE
Brigadier General, U. S. Army
Commanding

DECLASSIFIED
Authority *NAVY 88 2078*

TASK FORCE ENGINEER SECTION
APO 565, Unit 1

22 May 1944

SUBJECT: COMMENDATION

TO : Commanding Officer
27th Engineer Combat Bn.

1. I would like to take this opportunity to inform you of the splendid work done by Captain Jones and "A" Company of your Unit while stationed at Wakde Island.
2. During the unloading of the first L.S.T.'s this company proved very valuable in clearing the beaches, building ramps, and unloading ships while under enemy fire.
3. What especially impressed me, however, was the thorough manner in which they took over the task of mopping up the remaining enemy resistance on the Island after the Infantry was withdrawn. Working under extremely hazardous conditions they reconnoitered every pill box and cave on the Island in which any of the enemy might have remained. This unit destroyed the majority of the Japs remaining on the Island thereby eliminating danger to the troops remaining from sniper or machine gun fire.

s/
t/ Sherwood E. Liles, Jr.
SHERWOOD E. LILES, Jr.
Lt. Colonel, C. E.
Task Force Engineer.

2801/12/W

Royal Australian Air Force
Headquarters, No. 62 Airfield
Construction Wing.

NCEMFOOR

2 August 1944

Memo to: - The Commanding Officer,
27th Engineer Combat Battalion
APO 704

KORMASOREN AIRFIELD.

It is desired to express the appreciation of this headquarters for the assistance given by your unit in the construction of the Northern Runway at KORMASOREN Airfield.

The co-operation and courtesy extended by the officers and other ranks of your organization played an important part in enabling the completion of the required facilities by the target date.

s/ W. A. C. DALE
t/ W. A. C. DALE
Group Captain
Commanding No. 62 Airfield Construction Wing
R.A.A.F. NCEMFOOR

DECLASSIFIED
Authority NAVY 387878

HEADQUARTERS U. S. FORCES,
A. P. O. 704
OFFICE OF TASK FORCE ENGINEER.
24 September 1944

Memorandum to Commanding General.

The officers and men of the 27th Engineers are exceptionally keen and enthusiastic. Engineer tasks have been carried out always in a manner indicating exceptionally good organization and efficiency.

s/ W. A. C. DALE
t/ W. A. C. DALE
Group Captain, R.A.A.F.
Task Force Engineer

1st Ind.

330.13
(24 Sept 44) A

HEADQUARTERS 158TH REGIMENTAL COMBAT TEAM, APO 704, 15 Oct 1944
TO : Commanding Officer, 27th Engineer Combat Battalion.
THRU: Commanding General, Sixth Army, APO 442

1. The outstanding service of the men of the 27th Engineer Combat Battalion in recent operations is recognized. The high morale of the organization has made the 27th Engineer Combat Battalion into a first class operating force.

2. I join with everyone in this command to express to the battalion commander and the 27th Engineer Combat Battalion, commendation for a job well done and in accordance with the highest standards of the service.

s/ HANFORD MacNIDER
t/ HANFORD MacNIDER
Brigadier General, U. S. Army,
Commanding

AG 330.13 - E
(24 Sept 44)

2nd Ind.

HEADQUARTERS SIXTH ARMY, APO 442, 21 October 1944.

THRU: Commanding General, I Corps, APO 310

TO : Commanding Officer, 27th Engineer Combat Battalion, APO 72

The Commanding General is pleased to note this commendation on the outstanding performance of duty by you and members of your command.

By command of Lieutenant General KRUEGER:

s/ W. A. MIXTACKI
t/ W. A. MIXTACKI
Major, A.G.D.,
Asst. Adj. Gen.

201.22 - F
(24 Sept 44)

3rd Ind.

HEADQUARTERS I CORPS, APO 310, 22 November 1944.

TO: Commanding Officer, 27th Engineer Combat Battalion, APO 72.

The Corps commander is pleased to forward this commendation to you and add his commendation for the work done by your battalion during the current operation.

By command of Major General SIMERT:

s/ ROGER L. BILEWICZ
t/ ROGER L. BILEWICZ
Major, A. G. D.

DECLASSIFIED
Authority: NSD 582 3278

HEADQUARTERS U. S. FORCES,
A. F. O. 704,
OFFICE OF TASK FORCE ENGINEER.
25 September 1944

Memorandum to Commanding Officer, 27th Engineer Combat Battalion.

On relinquishing my appointment as Task Force Engineer I desire to express my appreciation of the assistance and co-operation which I have always received from your Battalion.

The many and varied assignments have been executed with enthusiasm, efficiency and sound organization which have earned the 27th Engineers the enviable reputation of being able to do more with less equipment than any other engineer unit in the South West Pacific Area.

I would like to wish you, your officers and men the best of everything in the future.

s/ W. A. C. DALE
t/ W. A. C. DALE
Group Captain, P.A.A.F.
Task Force Engineer

HEADQUARTERS I CORPS
APO 310

HEADQUARTERS SIXTH ARMY
Office of the Commanding General
In the Field

APO 442,
25 December 1945.

23 November 1944

GENERAL ORDERS)
;)
NUMBER 232)

SUBJECT: Performance Rating of Unit.

TO : Commanding Officer, 27th Engineer Construction Battalion.

1. The following is an excerpt from I Corps Engineer Report dated 20 November 1944:

c. 27th Engineer Construction Battalion:

Willing cooperation and enthusiasm has been evident throughout the period this unit has been under division and later Corps control. ***** S/Sgt Carnahan is deserving of special mention for enterprising initiative on the job, for organizing available labor under his control effectively and for carrying through wholeheartedly suggestions made to him.

2. It is very gratifying to receive reports of this kind, and the Commanding General is pleased to be able to forward such reports describing the effort of your Battalion.

By command of Major General SIBERT:

/s/ Lawrence E. Nobles
/c/ LAWRENCE E. NOBLES
Colonel, A.G.D.
Adjutant General.

The Leyte-Samar ground operations have reached the point which enables me to express to the officers and men of the Sixth Army my deep appreciation and heartfelt thanks for their splendid performance during the campaign.

The combat troops have displayed the highest degree of gallantry, skill, tenacity and fortitude in fighting a resourceful and determined enemy under adverse conditions of weather and on exceedingly difficult terrain. They have added a glorious page to the history of our army and our country. The exploits of the combat troops were equalled by the devoted, highly effective work of the service units, who are deserving of the highest praise for unremittingly toiling day and night to serve and support their comrades in the battle line.

Great credit is due to Major General Sibert, Commanding General of the I Corps, and to Major General Hodge, Commanding General of the XXIV Corps, for the able, determined and skillful leadership displayed by them in conducting the operations of their respective corps.

I extend to our comrades of the Allied Naval Forces and Allied Air Forces the gratitude of the entire Sixth Army for their wholehearted and effective support of the ground operations.

To the gallant officers and men of the Philippine forces, I desire to express sincere thanks for their loyal and devoted services.

I am deeply grateful to the members of my staff for their loyal, unselfish devotion to duty and for their skillful and effective work, which contributed so much to the success of the Sixth Army in this campaign.

It is with deep reverence that I pay tribute to our brave comrades who made the supreme sacrifice. I pray that the Almighty may continue to bless our arms to the end that these heroic dead will not have died in vain.

/s/ Walter Krueger,
/c/ WALTER KRUEGER,
Lieutenant General, U. S. Army,
Commanding.

DECLASSIFIED
Authority NAVY 3878

HEADQUARTERS
1112TH ENGINEER CONSTRUCTION GROUP
APO 73

25 March 1945

SUBJECT: Commendation.

TO : Commanding Officer, 27th Engineer Construction Battalion,
APO 73

1. I desire to commend you for the excellent work which your battalion recently performed during the construction program in the vicinity of Zig-Zag Pass.

2. Due largely to your organization's ability, engineering skill, and untiring efforts, the construction of the vital road and sage had to roll to Clark Field and Dinalupihan. The successful opening of this road and rebuilding bridges enabled heavy material to be transported rapidly from the Subic Bay Area at a time when it was urgently needed. I appreciate the manner in which you, your officers and men have applied yourselves to the job. The energy, initiative, and cooperation shown by all personnel has been outstanding.

s/ D. W. HEIMAN
t/ D. W. HEIMAN
Colonel, C. E.
Commanding

DECLASSIFIED
Authority: *NAVY 83 3878*

HEADQUARTERS 348th FIGHTER GROUP
APO 74

19 May 1945

SUBJECT: Letter of Appreciation.

TO : Commanding Officer, Company B, 27th Engineer Construction Battalion. (THRU: XI Corps Message Center.)

1. On 13 May 1945, Second Lieutenant Wayne J. Randolph and Second Lieutenant Leonard C. Rovick, both of 341st Fighter Squadron, this Group, were returning from a combat mission when the planes which they were flying collided in mid-air, and crashed 2500 yards southeast of your camp area. Both officers were killed instantly.

2. Information received at this headquarters reveals that men were immediately dispatched from your unit to the scene of the accident, and that these men, without any assistance from this organization, carried out all details involved in personally delivering the remains of these officers to the Graves Registration at APO 75.

3. The undersigned desires to express his appreciation for the execution of the many problems involved in this incident. Your display of initiative and cooperation reflects the highest credit upon your unit, and is certainly worthy of commendation.

/s/ Robert R. Rowland,
ROBERT R. ROWLAND,
/t/ Colonel, Air Corps
Commanding.

AG 201.2 (19 May 45) C 1st Ind
HEADQUARTERS XI CORPS, APO 471, 25 May 1945
THRU: Commanding Officer, 1164th Engineer Construction Group, APO 75
FO : Commanding Officer, 27th Engineer Construction Battalion, APO 73

I am pleased to note and forward this commendation from the Commanding Officer, 348th Fighter Group.

/s/ C. P. Hall
/t/ C. P. HALL,
Major General, USA
Commanding

2nd Ind
HEADQUARTERS 1164th ENGINEER COMBAT GROUP, APO 75, 27 May 1945.
THRU: Commanding Officer, 27th Engineer Construction Battalion, APO 75
TO : Commanding Officer, Company "B" 27th Engr Cons Battalion, APO 75

The Group Commander notes with pleasure the above mentioned commendation.

/s/ D. T. Johnson,
/t/ D. T. JOHNSON,
Colonel, C. E.
Commanding

HEADQUARTERS SIXTH ARMY
Office of the Commanding GeneralDECLASSIFIED
Authority ND 883678HEADQUARTERS 6th ENGINEER COMBAT BATTALION
A.P.C. 6GENERAL ORDERS)
NUMBER 134)AFO 442
30 June 1945

6 September 1945

SUBJECT: Commendation

TO : Commanding Officer, 27th Engineer Construction Battalion, AFO 72.
THRU : Commanding General, 6th Infantry Division, AFO 6.

Upon the eve of relinquishing responsibility for tactical operations on Luzon, I desire to express to all units and staffs of the Sixth Army my deep gratitude for their significant performance in this campaign.

Highest honors must be accorded the officers and men of our combat units, who with incomparable skill, gallantry, determination, and tenacity defeated the fanatical enemy in close and bitter combat on exceedingly difficult terrain. There was the suffering, the intense physical hardship, and the mental strain inseparable from war--and theirs, as it should be, is the glory of the victory.

Great credit is due to Major General Innis P. Swift, commanding I Corps, Lieutenant General Charles P. Hall, commanding II Corps, and to Lieutenant General Oscar W. Griswold, commanding XIV Corps, and to Lieutenant General leadership in conducting the operations of their respective corps. Great credit is also due to the Division and separate RCT commanders for their effective and aggressive handling of their units and to Major General Hugh J. Casey for the faithful and untiring support afforded by the Service troops.

To our comrades of the Allied Naval Forces and Allied Air Forces I extend the thanks of the entire Sixth Army for their wholehearted support of the ground forces. The team spirit and outstanding effectiveness displayed in all phases of this support contributed immeasurably to the success of the ground operations.

The gallant Philippine forces, despite tremendous difficulties and the very limited means at their disposal, rendered invaluable support to our operations; their accomplishments are worthy of high praise.

To the officers and men of USASOG I express sincere appreciation for the efficiency with which the many arduous responsibilities of the Services of Supply were handled. Much credit is due the service units of both Sixth Army and USASOG, whose loyal and tireless efforts assured the success of the ground operations.

My heartfelt thanks go to the members of my staff for their loyalty, unselfish devotion to duty, and their skilful and highly effective work which contributed in an outstanding degree to the success of the operations of the Sixth Army in this campaign.

Humbly and reverently I pay tribute to our dead comrades, who gave their lives that our arms might triumph. Their heroic example should embue us all with renewed determination to carry on the fight for the things for which they fought and died, until we have won the final, decisive victory.

s/ WALTER KRUEGER
t/ WALTER KRUEGER
General, U. S. Army
Commanding

1. During the months of July and August 1945 the 27th Engineer Construction Battalion, as part of the 1129th Engineer Combat Group, closely supported the efforts of the 6th Infantry Division in operations along highway Four on Northern Luzon. Roads over rugged mountainous country were almost non-existent and, where not definitely blocked, were of such inferior quality as to preclude the use by normal military traffic.

2. The cooperation, ingenuity, and plain hard work of this battalion made it possible to supply and evacuate an entire division in almost impossible terrain.

3. It is believed the work of the 27th Engineer Construction Battalion and the cheerful cooperation of its commanding officer deserve the highest praise.

/s/ Lawrence R. St John,
/t/ LAWRENCE R. ST JOHN,
Lt Col., 6th Engr C Bn
Division Engineer330.13 1st Ind HDE/gjt
01
HQ 6TH INF DIV, AFO 6, 12 September 1945.

TO : Commanding Officer, 27th Engineer Construction Battalion, AFO 72.

THRU: Commanding General, I Corps, AFO 301.

The superior manner in which the personnel of your unit performed their assigned duties was of immeasurable assistance to the 6th Infantry Division in the accomplishment of its combat mission. Please express to the officers and men of your command my appreciation for the services they have rendered.

/s/ C. E. Burdis
/t/ C. E. BURDIS
Major General, U. S. Army
Commanding

DECLASSIFIED
Authority NND 88 3078

AG 330.13 - LP

2nd Ind.

JDR/ehb

HQ I CORPS, APO 301, 15 October 1945
TO: CG, 5220th Engr Construction Brigade, APO 442

I am pleased to note this commendation and desire to express my appreciation for the excellent service rendered by the officers and men of the 27th Engineer Construction Battalion.

s/ INNIS P. SWIFT
t/ INNIS P. SWIFT
Major General, USA
Commanding

AG 330.13

3rd Ind.

JCBE/rrs

HEADQUARTERS, 5220TH ENGINEER CONSTRUCTION BRIGADE, APO 442, 24 October 45
TO: Commanding Officer, 27th Engineer Construction Battalion, APO 713

1. This is only one of the many jobs which I have personal knowledge that the 27th Engineers have given wholehearted support. My congratulations are added to another well deserved commendation.

s/ JOHN C. B. ELLIOT
t/ JOHN C. B. ELLIOT
Colonel, C. E.
Commanding.

4th Ind.

HEADQUARTERS, 931st ENGINEER CONSTRUCTION GROUP (AVIATION), APO 713, 30 October 45.
TO: Commanding Officer, 27th Engineer Construction Battalion, APO 713.

Reports from other sources also give the 27th ECB high praise for their work in support of the 6th Infantry Division.

s/ J. H. DUDLEY
t/ J. H. DUDLEY
Colonel, CE,
Commanding

APPENDIX VI
REDESIGNATION AND REORGANIZATION

HEADQUARTERS SIXTH ARMY
Office of the Commanding General

AG 322-C

A.F.O. 442
22 October 1944.

SUBJECT: Redesignation and Reorganization of 27th Engineer Combat Battalion.

TO : Commanding General, I Corps, APO 310.

1. The 27th Engineer Combat Battalion will be redesignated and reorganized as the 27th Engineer Construction Battalion, under T/O & E 5-75, 23 December 1943, effective 1 November 1944.

2. Due to the application of WD Circular 201, 1944, and the publication of revised T/O & E 8-500, 23 April 1944, the authorized strength of this Construction Battalion will be twenty nine (29) officers, two (2) warrant officers, eight hundred sixty nine (869) enlisted men, nine hundred (900) aggregate, determined as follows:

Hq & Hq & Sv Co
Atchd Med Sec 1 A.
Atchd Chaplin
3 Engr Coms Coe

T/O & E	Date
5-76	23 Dec 43
8-500	23 Apr 44
5-75	23 Dec 43
5-77	23 Dec 43

Ch	O	WO	EM	Agg
11	2	234	247	
2		8	10	
1			1	
1	15	627	642	

Aggregate 29 2 869 900

3. Shortages of personnel will be requisitioned in the normal manner. No enlisted man will be reduced in grade as a result of this reorganization. Surplus equipment will be turned in to the nearest supply agency.

4. The SLGE published in Inclosures 5 & 6 WD letter SPX 400 (31 July 44), 1 August 1944, are applicable to this unit.

By command of Lieutenant General KRUEGER:

s/ JAMES W. HILL
t/ JAMES W. HILL
Lt. Col., A. G. D.,
Acting Adjutant General.

Itr Hq Sixth Army, Ag 322-D, Ctd 23 Oct 44, Subject: Redesignation and Reorganization of 27th Engineer Combat Battalion.

AG 322 - F 1st Ind.
(22 Oct 44)
HEADQUARTERS I CORPS, APO 310, 6 Nov 44.

TO: Commanding Officer, 27th Engineer C Battalion, APO 72.

For necessary action.

By command of Major General SIBERT:

s/ D. C. BLAKE
t/ D. C. BLAKE
Major, A. G. D.
Assistant Adjutant General

DECLASSIFIED
Authority NAVY 32 78

HEADQUARTERS
27TH ENGINEER COMBAT BATTALION
APO 72

8 November 1944

GENERAL ORDERS)

NUMBER 9)

1. Pursuant to authority contained in letter, Headquarters, Sixth Army, APO 442, file AG 322 - C, subject: Redesignation and reorganization of 27th Engineer Combat Battalion, dated 22 October 1944, the 27th Engineer Combat Battalion is hereby redesignated as the 27th Engineer Construction Battalion and will reorganize under TO & E 5-75, 23 December 1943.

2. The companies and detachment listed below will reorganize under TO & E as indicated:

	TO & E	Date
Headquarters and Headquarters and Service Company	5-76	23 Dec 43
Companies A, B and C	5-77	23 Dec 43
Medical Detachment	8-500	23 Apr 44

3. Pursuant to authority contained in AR 60C-20, the undersigned hereby assumes command of the 27th Engineer Construction Battalion.

Andrew P. Rollins Jr.
ANDREW P. ROLLINS, JR.
Lieutenant Colonel, C. E.
Commanding

DECLASSIFIED
Authority: []

DECLASSIFIED
Authority: ~~NSA 3025.78~~

SILVER STARS

Rank	Name	Co	Location	Start	End
Cpl	Raymond Possich	Co "A"	Wakde Is, N.G.	21-22	May 1944
Pfc	Gilmore C. Smith	Co "A"	Wakde Is, N.G.	21-22	May 1944
Cpl	Charles H. Foote	Med Det	Tor River, D.N.G.	28	May 1944
Tec 4	James W. Herpfill	Co "C"	Tor River, D.N.G.	30-31	May 1944

SOLDIER'S MEDAL

Rank	Name	Co	Location	Start	End
1st Sgt	Willard M. Legg	Co "C"	Aitape, F.G.	14	May 1944
Tec 4	William J. Ellis	Co "C"	Aitape, N.G.	14	May 1944

BRONZE STAR FOR HEROIC ACHIEVEMENT

Rank	Name	HQS Co	Location	Start	End
Pvt	Rodney C. Wilkins	HQS Co	Wakde Is, N.G.	21	May 1944
1st Lt	James M. McCoy	Co "B"	Tor River, D.N.G.	24-26	May 1944
Sgt	Willard J. Wagner	Co "B"	Tor River, D.N.G.	28	May 1944
S/Sgt	Raymond E. Phillips	Med Det	Tor River, D.N.G.	30-31	May 1944

BRONZE STAR FOR MERITORIOUS ACHIEVEMENT

Rank	Name	Co	Location	Start	End
Capt	Rosellah Abbot	Co "C"	Leyte, P.I.	22 Oct 1944-	3 Jan 1945
1st Lt	William W. Bohn	Co "C"	Leyte, P.I.	3 Nov 1944-	13 Nov 1944
Sgt	Lucian A. Riberty	Co "C"	Leyte, P.I.	21 Nov 1944-	3 Jan 1945
Cpl	Paul A. Polito	Co "C"	Leyte, P.I.	21 Nov 1944-	3 Jan 1945
M/Sgt	Artie Kennedy	Co "B"	Leyte, P.I.	19 Nov 1944-	4 Jan 1945
1st Col	A. F. Rollins Jr.	Hq	Leyte, P.I.	22 Oct 1944-	25 Dec 1944
Maj	Will A. Kennedy	Hq	Luzon, P.I.	1 Feb 1945-	15 Apr 1945
Capt	Albert McAliff	Co "B"	Luzon, P.I.	29 Jan 1945-	10 Mar 1945
M/Sgt	James H. Evans	HQS Co	Luzon, P.I.	29 Jan 1945-	10 Mar 1945
T/Sgt	Warren A. Sutton	HQS Co	Luzon, P.I.	30 Jan 1945-	20 Mar 1945
T/Sgt	Raymond P. Barrager	Co "B"	Luzon, P.I.	29 Jan 1945-	10 Mar 1945
1st Lt	George A. Heidbreder	Hq	Luzon, P.I.	10 Jul 1945-	12 Aug 1945
M/Sgt	Alton L. Campbell	Co "B"	Luzon, P.I.	15 Jul 1945-	15 Aug 1945
M/Sgt	John E. Updegraff	Co "B"	Luzon, P.I.	15 Jul 1945-	15 Aug 1945
T/Sgt	Joseph Zogorski	Co "B"	Luzon, P.I.	15 Jul 1945-	15 Aug 1945
CWO	George G. Alderfer	Hq	SWPA	1 Apr 1944-	1 Aug 1945
Capt	Alvah E. Brink	Hq	Philippine Is.	22 Oct 1944-	15 Aug 1945

PURPLE HEARTS

RANK	NAME	PLACEMENT	DATE
<u>HQS COMPANY</u>			
Pvt	John Marek	Arara, N. G.	31 May 1944
Pvt	Robin W. Tuttle	Arara, N. G.	21 May 1944
Tec 4	Edward L. Futh	Noenfoor Is.	2 Jun 1944
Tec 4	James M. Evans	Arara, N. G.	4 Jun 1944
S/Sgt	Wilbur W. Kennedy	Arara, N. G.	4 Jun 1944
Tec 4	Frank P. Bessenbacher	Arara, N. G.	4 Jun 1944
Tec 5	Donald S. Frank	Arara, N. G.	4 Jun 1944
Pfc	Frank E. Wheeler	Arara, N. G.	4 Jun 1944
Pvt	Leo F. Wheeler	Arara, N. G.	4 Jun 1944
Pvt	Rodney C. Wilkins	Arara, N. G.	4 Jun 1944
Pvt	Elias P. Vlantom	Leyte, P. I.	24 Oct 1944
T/Sgt	Benjamin Kitte	Leyte, P. I.	24 Oct 1944
S/Sgt	Harry A. Zeck	Leyte, P. I.	24 Dec 1944
Tec 5	Carroll W. DeBarry	Luson, P. I.	23 Feb 1945

COMPANY "A"

Tec 5	Michael Anniball	Wakde Is, N. G.	19 May 1944
Pfc	Ross S. Kirkpatrick	Wakde Is, N. G.	19 May 1944
Cpl	Raymond Possich	Wakde Is, N. G.	22 May 1944
Cpl	Gilmore C. Smith	Wakde Is, N. G.	22 May 1944
Sgt	Linton G. McGraw	Arara, N. G.	4 Jun 1944
Tec 5	Woodrow Goodnight	Arara, N. G.	4 Jun 1944
Pfc	Shirley L. Stoops	Arara, N. G.	4 Jun 1944
Pvt	Jeff Abercrombie	Arara, N. G.	4 Jun 1944
Pvt	Stephen Colletti	Arara, N. G.	4 Jun 1944
Pvt	Dewey J. Crist Jr.	Arara, N. G.	4 Jun 1944
Pvt	Robert L. Fell	Arara, N. G.	4 Jun 1944
Pvt	Kenneth L. Miller	Arara, N. G.	4 Jun 1944
Pvt	John G. Van Eperen	Noenfoor Is.	2 Jul 1944
Pvt	Mitchell Laczewski	Leyte, P. I.	25 Oct 1944
Sgt	William S. Calloway	Leyte, P. I.	9 Dec 1944
2nd Lt	David L. Morgan	Leyte, P. I.	9 Dec 1944
Tec 5	Barclay P. Pragg	Luson, P. I.	26 Jul 1945
Sgt	Earl G. Henderson		

COMPANY "B"

Pvt	Joseph M. Rogers	Arara, N. G.	4 Jun 1944
Tec 4	Joseph Zogorski	Noenfoor Is.	2 Jul 1944
Cpl	Frank J. Karber	Noenfoor Is.	2 Jul 1944
Pfc	George T. Bailey	Noenfoor Is.	2 Jul 1944
Pfc	James F. Consett	Leyte, P. I.	24 Oct 1944
Tec 5	Robert E. Waters	Leyte, P. I.	24 Oct 1944
Pvt	Hugh V. Scanlon	Leyte, P. I.	25 Nov 1944
Pvt	Herman L. Jackson	Leyte, P. I.	25 Nov 1944
Pvt	Frederick T. Martin		

PURPLE HEARTS

<u>RANK</u>	<u>NAME</u>	<u>PLACE</u>	<u>DATE</u>
		<u>COMPANY "C"</u>	
Sgt	Robert J. Foster	Arara, N.G.	30 May 1944
Sgt	Joseph M. Breeeland	Arara, N.G.	31 May 1944
Tec 4	Lewis J. Mamie	Arara, N.G.	31 May 1944
Cpl	Paul A. Folito	Arara, N.G.	31 May 1944
Tec 4	Ralph M. Tucker	Arara, N.G.	31 May 1944
Tec 5	Glen H. Detrick	Arara, N.G.	31 May 1944
Tec 5	Marshall W. Howard	Arara, N.G.	31 May 1944
Tec 5	Joseph Cornella	Arara, N.G.	31 May 1944
Pfc	Harry M. Jones	Arara, N.G.	31 May 1944
Pfc	Joseph L. McCaffery	Arara, N.G.	31 May 1944
Pfc	Thurman E. Hutson	Arara, N.G.	31 May 1944
Pvt	Clarence L. Houghtley	Arara, N.G.	31 May 1944
Tec 5	Allison D. Cope	Arara, N.G.	31 May 1944
Pvt	Henry L. Lewis	Arara, N.G.	1 Jun 1944
S/Sgt	Antonio D. Cristaldi	Arara, N.G.	1 Jun 1944
S/Sgt	Angelo Trevisan	Arara, N.G.	4 Jun 1944
S/Sgt	William T. York	Arara, N.G.	4 Jun 1944
Tec 4	James W. Hemphill	Arara, N.G.	4 Jun 1944
Pvt	Arthur J. Day	Arara, N.G.	4 Jun 1944
Tec 5	Charles W. Heun	Leyte, P.I.	4 Jun 1944
Tec 5	Alfred Buccì	Leyte, P.I.	20 Nov 1944
Tec 5	Anthony V. Ignatowicz	Luson, P.I.	24 Nov 1944
			16 Feb 1945

BRONZE OAK LEAF CLUSTERS FOR PURPLE HEART

S/Sgt	James N. Evans	H&S Co	Noenfoor Is	2 Jul 1944
Tec 5	Leo E. Wheeler	H&S Co	Leyte, P.I.	24 Oct 1944
Tec 5	Glen H. Detrick	Co "C"	Leyte, P.I.	24 Nov 1944
Tec 4	Rodney C. Wilkins	Co "A"	Luson, P.I.	23 Feb 1945

INDIVIDUAL AWARD OF DISTINGUISHED UNIT BADGE

per War Department General Order 53, 1945

Following EM attached to 3rd Platoon, Company "C", 3rd Engineer Combat Battalion for Corregidor Landing, 16 Feb 1945 to 22 Feb 1945.

COMPANY "C"

S/Sgt Richard J. Lawson
 Tec 4 Louis W. Roesch
 Tec 5 George W. Miller
 Tec 5 Edgar A. Scheffler

LETTERS OF CITATION FROM GENERAL OFFICERS

S/Sgt Lester E. Fisher	H&S Co	Luson, P. I.	20 Feb 45-20 Mar 45
T/Sgt Clayborn Plymson	Co "A"	Luson, P. I.	20 Feb 45-20 Mar 45
M/Sgt Zemy A. Parker	Co "A"	Luson, P. I.	26 Jul 45- 5 Aug 45
T/Sgt Roscoe G. Rule	Co "A"	Luson, P. I.	26 Jul 45- 5 Aug 45
Sgt Carl T. Pedigo	Co "A"	Luson, P. I.	26 Jul 45- 5 Aug 45

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