

NEVER ON SUNDAY

HANKS your copy

Sunday, ~~is~~ traditionally a day of rest, has recently become a day of maximum effort for engineers of Co. A, 70th Engr. BN (Cbt). For several weeks Co. A had been "humping" on various projects including bridge restoration and paving of QL-21. The arrival of Sunday, June 15 was eagerly anticipated because that day had been designated as a free day by Capt. John Rice, A Co. C O. "All day off next Sunday" could be heard in the chew line, on the work sites, and in the shower during the week of June 9.

The bypass ^{at} Bridge 31 was ~~damaged~~ ^{blown} the previous ~~week~~ ~~week~~ rendering the bypass unsafe for traffic. One section of a floating bridge minus the floats was erected on the bypass ~~to~~ ^{be} belster the bypass which was being undercut by flowing waters. For more than a ^{week} ~~week~~ two and four wheeled vehicles as well as heavy trucks and tanks rolled over the balk surface with ~~out~~ ease. Then on June 12 and 13 heavy ~~ns~~ ^{ns} struck the area causing the swift waters to hasten the erosion of the earth supporting the bridge section.

On Saturday, June 14, as Co. A troopers were lining up for the evening meal, Capt. Rice was on the scene at Bridge 31 conferring with Battalion Headquarters by radio. The decision was made: a new bypass would have to be constructed. Co. A was pegged for the job because Bridge 31 was in their AOR. Rapid failure of the old bypass required that the job be done ASAP - Sunday, June 15.

The Sunday sunrise found the engineers readying their heavy equipment for the trip to Bridge 31. 1Lt. Ronald Harrison took charge of the operation and directed activity at the site. Dozers, five ton dumps, and a bucket loader teamed up to complete the project by ~~2300~~ 2300 hours; then they gathered their equipment and headed home.

During the following week the men worked without complaint comfortable in the knowledge that Sunday, June 22, would be "their" day. On June 21 everything was "green" for a day of rest, letter writing, and just plain goofing off.

However, Mother Nature, often reputed to be a VC sympathizer, poured in a ~~continuous~~ series of rainfalls and by Sunday morning the bypass at Bridge 30 was missing and unaccounted for. By 1000 hours Capt. Rice and his men were preparing to lower three culverts into place as the construction of a new bypass got under way. Local traffic ferded the river cautiously with the aid of engines from Co. A and the 131st Light Equipment Co. Cranes from 131 worked in conjunction with A Co.'s five ten dumps and D 7 dozers to complete the task by 1900 hours. As the weary men of Co. A drove back to their base camp near Khanh Duong one thought was foremost in their minds; "I wonder if we'll get ^{next} Sunday off!" Only time and events will tell.