

Q: I'm getting ahead a bit, but by the time Walker was killed in a jeep accident on Christmas Eve, had MacArthur lost **faith** in Walker's ability?

A: I'm not certain. But the fact that MacArthur backed Almond was undoubtedly a blow to Walker's morale. MacArthur obviously believed that Almond was on the right track. He approved Almond's ideas that we had better get the U.S. out of being occupation troops and begin training them for combat. Our troops in Japan were in unbelievably bad shape physically, mentally, and morally. Many U.S. soldiers had Japanese live-in girlfriends and there were thousands of Japanese-American babies. The troops had become lazy and fat. Pulling them back into training camps was long overdue.

But to get back to Walker, if MacArthur had lost complete confidence in him, he would have relieved him. You will recall that MacArthur was a man of strong loyalties and believed that Walker was loyal to him. Still, a gulf opened up between Walker and Almond, and when push came to shove, MacArthur backed Almond.

Engineer, X Corps, Eighth Army, Inchon, Korea

Q: Let's get back to the planning for the Inchon invasion. When did you learn that you were going to be the engineer for the landing?

A: I learned I would be the engineer for the Inchon landing the day after MacArthur got final approval from the Joint Chiefs of Staff for the plan. I was notified that I would be the corps engineer of the X Corps operation. Although still a lieutenant colonel, I would have all the privileges and authority of a brigadier general.

There were many problems involved in getting the troops together, putting them on ships, and getting them moving in a short period of time. The first favorable date for a landing was September 15th. If we failed to meet that date we would have to wait 60 days for the next favorable set of tides. By then the weather would be freezing and the troops in the south of Korea overrun. We had to make the 15 September date.

Another problem we had to resolve was whether to have the troops hit the beach from small assault boats or from LSTs [landing ships, tank]. The troop ships would have to stay several miles away because of the tides. This meant that small boats would have a long way to come—two or three miles—and the troops would be subject to enemy fire. On the other hand, if we landed troops by beaching LSTs, they would be vulnerable to North Korean counterattacks until the next high tide. We spent a lot of time and effort trying to figure out from aerial photographs

whether or not we could repair the damaged locks of the harbor basin. We decided it was unfeasible. We decided that it was too far for the troops to come in on small landing craft. In the end, we decided to take a chance on landing the troops directly from LSTs. We knew that once they beached, the LSTs would be stuck for 12 hours until the next tide. This turned out to be the best plan. We were lucky.

We also spent a lot of time trying to figure out how to bring in a large supply of fresh water. We learned from intelligence sources that the fresh water for all the area between Inchon and the Han River, received its water supply from Seoul through a single pipeline. The North Koreans could simply turn off the water at Seoul and dry us up. There were no deep wells in the area, and the shallow wells produced only brackish and contaminated water. Accordingly, we spent a lot of time trying to procure tankers to take in fresh water. But the only tankers available in the Pacific Theater were vessels that had transported oil. After three steam cleanings, the tankers were tested and the water was still covered with oil slicks. We knew it would make our troops sick. The dilemma was whether to count on trying to treat brackish water that was highly contaminated with dangerous bacteria or to take in fresh water that contained some oil and would therefore nauseate the troops. As it turned out, the North Koreans did not think to turn off the fresh water and it continued to flow. All our prior planning proved unnecessary; we did not need our tanker-transported water at all.

Another major problem was to assemble enough floating bridging to span the Han River, which in the vicinity of Seoul was a mile wide. It took every piece of floating bridging in the Pacific Theater to span the Han River. Even then, there were three different types of bridges involved. We had to plan on setting up forge shops after the landing and manufacture connectors to get these bridges to link up with one another.

We were faced with still other problems. One was to assemble enough explosives, such as the snakes we had used to clear minefields in World War II, against the eventuality that we had to clear underwater obstacles to reach the beach. Intelligence reports held that the entire area at Inchon was full of mines and underwater obstacles. Fortunately, these reports were highly exaggerated and we faced an easier problem than we had expected.

We were also fortunate that the enemy resistance we expected was grossly overestimated. This made those of us who planned the invasion happy because, as I have mentioned, MacArthur's idea was to have the planners go in on the first wave. In retrospect, this had the desired effect. It caused us to think carefully about the safety of our troops knowing that we would be the first troops to hit the beach.

While we proceeded to plan the Inchon invasion, we assembled our staffs. I was somewhat amused to pick up a lieutenant on my personal staff because I was now a temporary brigadier general. I was also assigned a full colonel as my deputy and two other full colonels to command engineer brigades. Major General Clarke Ruffner, then an Army general in Hawaii, was named chief of staff of the X Corps. Because Ruffner had worked closely with the Marine Corps, it was natural that we would take charge of planning for the landing. He brought with him Colonel Tom Fomey, a highly capable Marine Corps officer who was an expert on loading ships for amphibious operations. He also knew a great deal about the organization and capabilities of Marine Corps units. This was very useful since I knew little about the Marine Corps.

Another problem we anticipated was the strong current of the Han River, which, as I recall, was in excess of eightfeet per second. We doubted that we could make the river crossing in the little plastic boats the Army used for river crossings. This turned out to be the case. Accordingly, we planned on using the powerful amtracks of the marines for the river crossing.

One of the curious and entirely unexpected problems we faced was that the marines assigned to us had no prior training in river crossings. They knew how to assault a beach, but they didn't know how to make a river crossing. I had to convince them that the two types of operations were closely related. Two or three days after we landed at Inchon, I had to conduct classes at the Kimpo Airfield for the marines who were scheduled to make the river crossing. In the end, we turned over the amtracks of the marines and a marine driver for each to the 7th Division. The 7th Division, which had been trained in river crossing, made the main crossing of the Han River; the marines made a feint crossing upstream.

Immediately after landing at Inchon, a rift occurred which continued to widen between General Almond and General Oliver Smith, the commander of the 1st Marine Division. Following Marine Corps doctrine, Smith believed it necessary to "tuck up his tail" and get everything in good shape before moving inland from the beach. Almond didn't give a fig for Marine Corps doctrine. He believed that when you've got the enemy on the run, you should continue to push him and not let up. The tension between Almond and Smith was further exacerbated when Almond jumped the chain of command and dealt directly with Smith's regimental commanders. The marines had very good regimental commanders who seemed to enjoy dealing directly with Almond. One was Chesty Puller, a highly decorated marine who had two Navy Crosses. Another was "Big Foot" Brown, an artilleryman who preferred to be a **foot** soldier. The third, whose name I don't recall, was also very good. After being shot in the leg, this officer continued to command the regiment while on crutches.

Almond would pop in on the regimental commanders at the front and give them direct instructions, sending information copies of his instructions back to the division commander. This naturally infuriated General Smith.

The invasion itself was carried out remarkably smoothly. The diversionary force which landed at the island of Walmido also came off well. The troops debarked at Inchon against light resistance and quickly established a beachhead. The next day, a North Korean tank column started down from Seoul toward Inchon. The Air Force performed magnificently. They swooped down and with several passes knocked out the tanks. Enemy resistance was light. Almond kept pushing the marines to move rapidly, pushing them to capture the near side of the Han quickly. He told the regimental commanders: "Get going and capture the river bank. Don't let the North Koreans build up a force south of the Han." At the same time General Smith was trying to slow the marines down. He felt they should wait until all their supporting artillery and ammunition was ashore. Fortunately, the regimental commanders listened to Almond and not to Smith.

The marines arrived at the south bank of the Han on the third day after the landing. Once the enemy tank column had been knocked out, there was not much enemy resistance. General Smith continued to try to slow down the marines. He warned that they would run into stiff resistance when crossing the Han. He said they would need artillery support and lots of ammunition to get to the north bank of the Han.

Almond said, "We'll solve that problem when and if we have to. If we need fire support we'll use mortars and call on the Air Force. The Air Force has done well, and if the weather holds we can count on close air support to substitute for artillery."

Q: Smith's philosophy sounds like Montgomery's tidying up the battlefield.

A: Exactly. It was a repeat of the classical problem: Patton's lightning thrust versus Montgomery's rolling masses. It's curious that in the midst of battle one remembers the more ludicrous incidents. On the third day after the landing, we were on a hill in sight of the **Han** River. General Almond was talking to Colonel Chesty Puller. There were only a handful of North Koreans south of the Han River, and sporadic small arms fire was coming in on the hill. Colonel Puller, who you will recall had two Distinguished Navy Crosses, was crouched down quite low while Almond was standing up straight.

Almond said, "Chesty, why are you cringing down there?"

Puller said, "I'm not cringing, I'm just playing it safe. By unnecessarily standing up, you're drawing fire in on us. I don't know why you feel you have to stand up."

Almond said, "Don't worry, we're pretty much out of range, what's coming in are spent bullets."

Puller said, "Listen, General, I lost a brother to one of those spent bullets."

Finally, Almond knelt down. He said, "I want to present you with a Silver Star for your gallantry in action. Now stand up and salute me while we get a photo of me pinning the medal on you."

Fuller stood up but snatched the silver star medal and stuffed it in his pocket. "You can dispense with reading the citation," he said. "I can read that later." As soon as the photo was taken, he pulled General Almond down with him. "Let's be sensible," he said, "and talk over things in a foxhole." Reluctantly, Almond crawled into the foxhole with Puller.

It was at this location that I conducted classes for the marines on how to make a river crossing. But, by this time, the 7th Division had come ashore. We turned over many of the marines' amtracks to them for the main crossing.

Q: Wasn't the 7th Division headed south toward Suwon?

A: One regimental combat team went south to block the North Koreans who had been cut off, in the event they would turn around and attack our rear. The rest of the 7th Division was used in the river crossing.

Q: **Did you** have any problems bridging the Han?

A: My main problem was assembling the bridging and making sure it would all fit together. We assembled about a third of the bridge upstream on the near bank and then wheeled it out into the river. We brought additional segments from the rear until the bridge reached the far side. Fortunately, we had brought in a number of 60-inch searchlights so we could work around the clock. One of our officers, a very fine engineer colonel, had developed the 60-inch searchlights for use in World War II. He commanded one of the two engineer groups assigned me.

Q: Was the 19th Engineer Group one of them?

A: Yes. Its commander, whose name I can't recall, was the one who had developed the searchlights. He was killed on the near bank by sporadic small arms fire from across the river. The other engineer group commander was from the Class of 1937, Colonel Leigh Fairbanks. His unit may have been the 8224th Engineer Group, but I don't recall precisely.

Both colonels were good officers and very fine commanders. This caused me some embarrassment because, even though I was acting in the capacity of a brigadier general as corps engineer, I was only a lieutenant colonel. Moreover, I had previously served under Fairbanks. However, we got along fine; he bore me no resentment. The other colonel, the one who was killed, also took the rank problem in good grace.

General MacArthur wanted the bridge in place by September 25th. He wanted to ride into Seoul to celebrate the date Syngman Rhee had become president of Korea. MacArthur wanted to show that we had established a solid link between Incheon and Seoul. He wanted to drive into Seoul with Syngman Rhee sitting beside him.

We had a great deal of difficulty meeting MacArthur's timetable. A squall blew up some 12 hours before MacArthur was due to cross which knocked out part of the bridge. Since there were no spare parts, we had to straighten out pieces of the bent bridging in the forges we had set up. We made the deadline with less than an hour to spare. MacArthur landed at Kimpo Airfield and rode across the bridge in a jeep. Looking at the bridge, one would have thought it had been in place for a long time and not for less than an hour. I recall writing to my wife that we encountered so many difficulties getting the bridge in place I wished MacArthur could really walk on water. MacArthur, with Rhee beside him, rode over the bridge without incident.

Q: Was Seoul solidly in American hands by then?

A: Seoul was in American hands, but not solidly. The marine division crossed the Han west of the city limits and the 7th Division occupied the hills northeast of Seoul. Except for a few pockets of resistance, the enemy had been pretty well cleared out. The small pockets of enemy left behind were not organized and fired mostly in self-defense: the sporadic small arms fire did not interfere with the ceremony which MacArthur and Rhee had later that day.

Q: We've about reached the end of the first phase of the war in Korea. Before we move into another phase, would you comment on the caliber of your engineer troops?

A: The engineering troops assigned to me performed extremely well. With a few exceptions, we had first-class leaders and soldiers. One poor lieutenant colonel saw his commander killed while working under fire and cracked up under the strain. He couldn't understand why we had to push so fast to construct the bridge.

“Why build the bridge under fire?” he argued. “Why not wait until the infantry has cleaned out the enemy pockets of resistance and then finish building the bridge?” But we were under orders to finish the bridge before noon on September 25th. MacArthur had attached a great deal of importance to the symbolic significance of that date.

Although all units performed well, there was one National Guard battalion from Alabama that did exceptionally well. There had been some discussion at headquarters over whether or not a National Guard engineer battalion could hold its own in competition with regular Army units. But the National Guard battalion assigned to me was absolutely superb. It caused many officers to change their minds about the performance of National Guard units.

Engineer, X Corps, Eighth Army, East Coast, Korea

Q: After the capture of Seoul, how soon was it before you began thinking about the next step, the landing on the east coast?

A: The X Corps staff had made prior plans to follow up the capture of Seoul with an amphibious landing on the east coast. However, our movement into Seoul went so quickly that it took several days to regroup and prepare for the next stage.

Q: At that time was there a question about whether UN forces would be allowed to move north of the 38th Parallel?

A: No, We were not looking at the situation politically but only from a military point of view. While the 38th Parallel came in for a great deal of discussion later on, it did not have much impact on our planning at the time.

The basic question to be decided was whether we should introduce more forces through Inchon and move to the north, or whether it would be better to go around to the other side where the enemy was weaker and move north from there. The decision was to move to the east and then proceed north from there.

Q: I gather that after the Inchon landing and the capture of Seoul you made an amphibious landing on the east coast at Hamhung.

A: We planned but did not make an amphibious landing on the east coast. The marine amphibious force sat offshore from Hamhung because the waters were heavily mined. Meanwhile, the South Korean 3d Division pursued the North Koreans as they retreated up the east coast and secured Hamhung. I flew into the city from Seoul with an advance contingent of X Corps headquarters. We operated out of its headquarters well before the marines came ashore. They came in mostly by helicopter from their ships because the mine-clearing took several weeks.

Q: Did the X Corps keep the 1st Marine Division and 7th U.S. Infantry Division under its command on the east coast? What about Korean units, were they attached to X Corps?

A: Yes. Part of the 1st Marine Division came in by helicopter from their transports and the remainder of the division landed administratively once the mines were cleared. The 7th U.S. Division arrived on the east coast by air from Kimpo. The 3d ROK Division, the best unit of the South Korean Army, was attached to the X Corps.

Q: Did X Corps then advance north to the Yalu River?

A: Yes. As soon as the 1st Marine Division and 7th U.S. Division closed in on Hamhung, General Almond sent reconnaissance forces north to the Yalu River. These advance reconnaissance forces were largely unopposed. I rode up to the Yalu in a jeep with the chief of staff, General Ruffner. What surprised me was that the frozen river was not an obstacle. It was only a hundred yards or so wide and was completely frozen over.

Q: What about the terrain? Are the mountains much steeper and higher in the north than in the south?

A: Yes, the terrain becomes much more rugged once you move north of the Chosen Reservoir and stays rugged up to the Yalu. The Chosen Reservoir was on a plateau several thousand feet above sea level.



Conflict in Korea, 2 October 1950. Major General Edward M. Almond, commander of X Corps- and five members of his former staff who served with him in the Italian campaign, 92d Infantry Division-study a sand table terrain map at X Corps headquarters in Korea. Lieutenant Colonel Rowny is second from left.

Q: On November 24, 1950, X Corps and Eighth Army were getting ready to make their final moves to the border between North Korea and China. Was it then that the Chinese intervened? Had you prior to that time heard about the Chinese coming in?

A: We had heard rumors that the Chinese were in North Korea through the X Corps' own intelligence network. Our confidence in Eighth Army intelligence was so low that X Corps set up an intelligence net on its own. On November 22, as I recall, we captured several Chinese. This made it now certain that the Chinese were in North Korea.

However, we had difficulty convincing Eighth Army that there were Chinese in North Korea. Eighth Army intelligence officers said they didn't have any evidence

to that effect. General Willoughby, the Army G-2, flew to X Corps headquarters to determine for himself whether or not the soldiers we captured were Chinese. I remember Willoughby saying to me, "They're not Chinese, they're North Koreans."

"I'm certain they're Chinese," said. I told him I was no anthropologist, but the epicanthic fold of their eyes proved that the prisoners were Chinese and not North Koreans.

"Don't **give** me that scientific nonsense," Willoughby said.

Willoughby remained skeptical up until the time the Chinese hit us in force on November 27th. Only then did he become convinced that the Chinese had moved south of the Yalu.

When the Chinese struck, they did so in their classical manner. They blew bugles and whistles, beat metal drums, and yelled as they attacked at night. They struck terror in the hearts of our soldiers who were not used to this type of warfare. The Chinese went directly for our logistical supply bases, our artillery, and our tank parks. They hit us where it would do the most damage, that is our firepower and logistical support.

The Chinese ambushed an artillery battalion of the 7th Division, killing many of its men and burning its artillery pieces and vehicles. They blew up the division's artillery ammo dumps, leaving it in shambles.

Q: How long after the Chinese hit was it decided to evacuate?

A: Immediately after the Chinese struck, the decision was made to pull back into defensive perimeters and then move south and east toward Hamhung. The 7th Division rolled up into defensive positions rather quickly. The marines were more dispersed and moved more slowly. By the time the marines formed a perimeter, a bridge across the chasm at Koto-ri near the Chosen Reservoir had been blown. The marines finally gathered into a defensive perimeter on the Chosen plateau but were cut off from evacuating to the south.

Q: I understand your engineers were involved in building a C-46 airstrip for medical evacuation and in air-dropping a bridge to allow the marines to move out of their perimeter.

A: Yes. We had two major engineer problems facing us. The first was to build an airstrip within the marine perimeter so we could evacuate the many casualties they had suffered. Some casualties were caused by enemy gunfire, but many more were caused by frostbite and extreme cold.

There was a fairly flat piece of ground within the perimeter for a runway, but it needed smoothing out. There was about a 6 percent slope on the runway but this was manageable. The marines had several pieces of engineering equipment with them, but the problem was to keep the equipment operating in the extreme cold which hovered between **30°** and **20°F** below zero. Because the ground was frozen to quite a depth, to bulldoze the strip we set off explosive charges to loosen up the ground. We also erected warming tents-large tents with space heaters in them-at each end of the field. In this way, the operators who were running the equipment and the equipment itself would warm up between passes as the dozers smoothed the airstrip. The theory was good, but in practice it didn't work very well. The warmed up dozer blades melted the moisture in the earth and caused the dirt to stick to the blades. We solved this problem by applying to the blades ski wax which was dropped in by air from Japan. When the dozer and grader blades were waxed, the dirt did not stick to the metal. Some press wag accused me of having ski wax air-dropped into Korea so we could enjoy skiing on the slopes.

The warming tents we set up came under fire. The Chinese moved in close to the perimeter, lobbed in some mortar shells, and then disappeared. By the time a patrol would locate the base from which the mortar shells were fired, the Chinese were gone. They would then set up another base and hit us again.

When the wind blew up, which it did sporadically, the temperature dropped another 10 to 20 degrees. Fortunately, the winters in North Korea were quite dry and there was very little snow. It was very light and powdery, more like dust than snow. When the wind blew, it formed clouds of dry snow and dirt that were like dust storms.

Nevertheless, after a great deal of hard work, we were able to construct a fairly decent airfield. With a number of courageous pilots flying the planes, we were able to airlift out all of the casualties. With this problem solved, Colonel Chester Puller was able to organize an effective defensive perimeter.

Q: And the other problem, I take it, was spanning the chasm at Koto-ri?

A: Yes. I put the question of how to get across the chasm to my engineer staff back in Hungnam. The best suggestion came from an engineer officer, Major Al Wilder, who had been my battalion executive in World War II. He had the idea

of bolting together some rigid frame bridging and dropping it from a C-119 into the perimeter. By cantilevering the bridge over a fulcrum, it would bridge the chasm.

We quickly worked out the engineering aspects of the plan. The main problem was to find an Air Force pilot who was courageous enough to drop the bridge. Most of the pilots we talked to said it couldn't be done. If a bridge was dropped from a C-119, they said it would be impossible to keep the aircraft under control. Fortunately, we found one pilot who said it could be done. To test the concept, we dropped a bridge south of Hungnam. The pilot was able to keep the aircraft under control. However, the parachutes didn't open properly and the bridge wound up in a big pile of wrecked and bent-up steel. With more careful rigging, we believed we could correct that problem. The next day we actually dropped the bridge successfully into the southern portion of the perimeter. The marines then laid down a barrage of small arms fire at the narrowest part of the chasm where we had planned to place the bridge. While the marines kept up the barrage, engineers manhandled the bridge and spanned the chasm. The marines were then able to come out in an orderly fashion, fighting a rear guard action as they evacuated the perimeter. They sent out patrols to the right and left as soon as they crossed the bridge to-protect their flanks. It was a professionally executed military operation.

Q: Let me ask about the bridge. When you read the Marine Corps history, you learn that the bridge was put up in its entirety by the marines.

A: Such accounts are not true. The bridge was assembled and put together by our X Corps engineers. They rigged it and loaded it into the aircraft. After the bridge was dropped into the perimeter, it was pushed across the gap by marine engineers. The idea of putting a bridge of this type together and dropping it was our idea. I personally talked to Colonel Chester Puller, the commander who thought it was a good idea and approved the plan.

Q: The marines started moving across the bridge and back towards Hamhung and Hungnam on 8 December 1950. Was it about two weeks later that the port was evacuated?

A: The date sounds correct. The 7th Division embarked on evacuation boats which took them out to the troop transports. The marines followed. I stayed back with an engineer detachment to assure that there was maximum destruction to the port and to destroy whatever supplies we were unable to evacuate. We wanted to make certain that nothing of any value was left in the hands of the Chinese.

Q: Was that your responsibility as the Corps engineer?

A: Yes. I was put in charge of planning and executing the evacuation of supplies. We got out most of the supplies. I was also put in charge of setting explosive charges to damage the port so it could not be used by the Chinese without a good deal of work. When the explosive charges went off, it was a rather spectacular sight.

Q: Did you feel satisfied about the evacuation?

A: Yes, I think the job was well done. The evacuation was carried out in an orderly fashion. The perimeter was kept intact, and we did not suffer any real interference with the work of evacuating the supplies and setting the explosive charges. It was all done in an efficient and professional manner.

Q: Did the Chinese press you?

A: Yes. The Chinese struck us with hit-and-run attacks, but there were no concerted attacks. While we were subjected to sporadic attacks, there was no big push to cut us off or to drive us into the sea.

Q: After the evacuation where did X Corps go and where did you go?

A: The X Corps staff evacuated to a command ship and landed well to the south on the east coast of Korea. Since I was in charge of the final evacuation, I was one of the last persons to leave. The boat in which I was to leave blew up and sank. One of the soldiers lit a cigarette and set on fire a stack of **mortar** charges. The charges exploded and the boat sank in a matter of minutes. This left us stranded ashore. Luckily, a U.S. plane was hovering above. We had no way of communicating with the plane, so we spelled out "HELP! U.S. TROOPS" with powdered milk on the runway. The plane landed, picked us up, and took us back to Japan. We landed at Tachikawa on Christmas Eve.

Q: How long was it before you returned to Korea?

A: I stayed in Japan just three days. My family, which was in Tokyo, was surprised to see me and glad to have me home for Christmas. General Almond was worried about me. When I didn't come out to the command ship, he thought I might have

gone down with the boat that sank. But when he learned I was okay he sent me a message: "Fine, be back at X Corps headquarters on December 27th." I caught a plane at Tachikawa and got back to X Corps headquarters on time.

Q: Let me ask you at this time to comment on the KATUSAs, the Korean augmentation to the United States Army program. As far as the engineers were concerned, was it a good program?

A: Yes, the KATUSA program was a good one and it helped us considerably. However, we only used them intermittently and in small amounts before our evacuation of Hungnam. We made much greater use of the KATUSAs when we started going north again in **1951**. At one time I believe X Corps had over 7,000 KATUSAs. They worked alongside our engineers to build roads, repair railroads, and otherwise help out the logistical efforts. They also manhandled supplies and ammunition.

Q: Did you have any problems with the KATUSAs?

A: There were no particular problems, they were easy to deal with. The KATUSAs learned quickly and worked hard. We screened them and put those who were more mechanically adept to work at first maintaining and then operating equipment. Some of them made excellent equipment operators. Many KATUSAs who maintained our equipment believed that if the equipment looked well, it would work well. As a result, they polished the vehicles but didn't pick up the hoods and look at the oil levels. We had to teach them to change the oil and use grease guns. After that the vehicles not only looked good but ran well. We also used KATUSAs to manhandle supplies at which they performed well. A KATUSA could put 100 pounds of supplies on an A-frame **and** walk right up the side of a mountain. For one attack I recall using 500 KATUSAs as a human supply chain.

We also used KATUSAs to carve out roads on the sides of mountains. We tried to avoid disrupting the rice paddies that had been terraced over centuries with much care. In general we tried to do as little damage as possible to Korean ecology. We had an unlimited supply of dynamite and taught KATUSAs how to drill and emplace explosive charges. Building roads by cutting into the side of mountains had another advantage. The rice paddies in the flat lands required enormous amounts of rock to act as a foundation, whereas a road carved out of the side of a mountain had a natural rock foundation. Moreover, building roads on the sides of mountains left us lots of rock to lay down foundations for roads in the flat ground. Accordingly, we carved out roads on the sides of mountains whenever possible.

G-4, X Corps

Q: When X Corps began to move north again, how long did you continue to work as X Corps engineer?

A: I remained Corps engineer for only a week or so. Shortly after I returned to Korea the Corps G-4 was killed. For the next six months or so, I was the X Corps logistician. After that, when my one-year tour was up, I volunteered for a second year and joined the 2d Infantry Division.

Q: By the first of June had the X Corps pushed north again?

A: Yes, X Corps pushed up north considerably. My job as logistician was a critical one since we had difficulty moving supplies forward. We built supply depots as we went forward and built airfields wherever we could find a suitable piece of flat land. At that time we were still bringing in a sizable portion of our supplies from Japan by air, dropping much of it by parachute. Air dropping was a costly way of bringing in supplies and many supplies were destroyed or scattered about. The supplies had to be picked up and the parachutes folded and returned. As a result, we tried to build airfields so we could land the aircraft rather than air drop the supplies.

Q: Were there any particular problems that you ran into as the corps logistician?

A: These were no particular problems but a great number of ordinary ones. Keeping several divisions resupplied in an area where there were few roads was quite a challenge. This was also the time when the Army decided to multiply the daily amount of artillery fire by a factor of 2 or 3. The infantry welcomed the extra firepower, but we had difficulty getting the ammunition up to the guns.

Q: What caused you to change jobs and move from X Corps to the 2d Division?

A: In the first place, I had a great amount of experience as an infantry battalion commander and a regimental task force commander when I was in General Almond's division in Italy. In the second place, there were few infantry officers who came up to General Almond's standards.

Infantry officers assigned to Korea were either too old or poorly qualified. As a result, many commanders were relieved, making for a shortage of infantry

regimental commanders. I saw an opportunity of getting to command an infantry regiment and therefore joined the 2d Division. At first I was the regimental executive of the 38th Infantry and later became chief of staff of the 2d Division.

Executive Officer, 38th Infantry, 2d Infantry Division

Q: How did the opportunity arise? Were you asked for or did you volunteer?

A: I let it be known that I would extend for a second tour in Korea if I could join the infantry. The fact that I was known to the corps commander and the division commander made such an assignment easy. They knew I wanted to command an infantry regiment but made me pay my dues by first taking the job of regimental executive officer and then for a while chief of staff of the 2d Division.

Q: When you extended to stay in Korea for another 13 months, did you get another R&R back to Japan.

A: Yes, I got a second three-day R&R back to Japan. My first R&R was an unscheduled one during the Christmas of 1950 when we evacuated Hamhung.

Q: Could you describe for me your work with the 2d Infantry Division during your second tour?

A: My work with the 2d Division was divided into three parts. First, I was the executive officer to the 38th Infantry from July to October. Then, I was the chief of staff of the 2d Division until December. Then, from December of 1951 until April of 1952, I commanded the 38th Infantry Regiment.

Commanding Officer, 38th Infantry, 2d Infantry Division

My job as executive officer of the 38th Regiment was a very satisfying one because I worked for an absolutely first-class infantry commander. Colonel Frank Mildren had extensive experience in Europe in World War II where he distinguished himself in combat. He was also a good staff officer, I had worked for him previously and therefore knew him well.

Mildren let me plan and execute one of the principal battles of the 38th Regiment, even though I was his executive at the time. First, he wanted to take a rest--he didn't think that anyone was physically capable of commanding troops all the time.