Quartermaster Professional Bulletin

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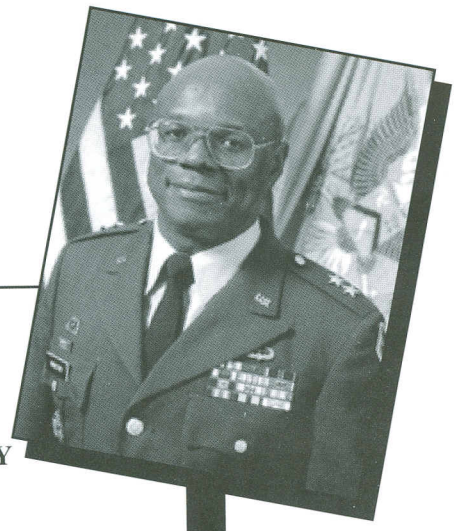
KOREAN WAR COMMEMORATIVE EDITION
1950 - 2000

From The Quartermaster General



THE QUARTERMASTER GENERAL, UNITED STATES ARMY
1201 22ND STREET
FORT LEE, VIRGINIA 23801-1601

SUBJECT: Korean War Commemorative Edition of the *Quartermaster Professional Bulletin*

This June marks the 50th anniversary of the beginning of the Korean War, the first major conflict in the Cold War. As in every previous war in our nation's history, the U.S. Army Quartermaster Corps played a vital role in Korea.

The war posed enormous challenges, costing more than $17 billion and 134,000 Americans dead and wounded. An estimated 30 million measured tons of supplies were forwarded thousands of miles to Korea. The largest portion of those were *Quartermaster* items – procured, stored and distributed through Quartermaster depots here and abroad. Often those same supplies had to be hauled overland to user units by Quartermaster soldiers.

In addition, Quartermaster units provided field services such as salvage, maintenance and repair, laundry and bath, and clothing exchange – through newly designed "Quartermaster Service Centers" positioned near the fighting front. The Corps also formally acquired the aerial delivery mission – supply by air – which proved critically important throughout the war. Food and petroleum service personnel also rose to the challenge. And Quartermaster soldiers recovered, identified, and buried those who died in combat, instituting an unprecedented "return the remains" program while the war was still going on.

This Special Edition of the *Quartermaster Professional Bulletin* uses contemporary articles to tell some of those stories and more…in hopes that today's Quartermaster soldiers will always remember what their forebears did in the so-called "Forgotten War."

Supporting Victory!

Hoo-ah!

Hawthorne L. Proctor
Major General, U.S. Army

Quartermaster Professional Bulletin

The Quartermaster General
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Dr. Steven E. Anders, Quartermaster Corps Historian, researched the articles and photographs for this Korean War commemorative edition. He also designed the layout to illustrate Quartermaster contributions in text, art and photographs.

FRONT and BACK COVER: Dr. Steven E. Anders, Quartermaster Corps Historian, took the photograph of the 23d Quartermaster Brigade's Korean War battle streamers and unit citations against a backdrop provided by the hand-embroidered Quartermaster Regimental Colors. Luther Hanson, Curator of the Quartermaster Museum at Fort Lee, VA, assisted with design and location of the artifacts for the cover photograph. Major General Hawthorne L. Proctor, the 46th Quartermaster General, had secured the unfinished flag for the museum's heraldry exhibit when he was commanding the Defense Supply Center Philadelphia.

MAJOR CONTRIBUTORS: All photographs are courtesy of the U.S. Army Quartermaster Museum's Pieklik Research and Learning Center, Fort Lee, VA. All electronic page layouts were produced in-house for the commercial printer by Martha B. Guzman, the *Quartermaster Professional Bulletin's* Electronic Publishing and Design Specialist.

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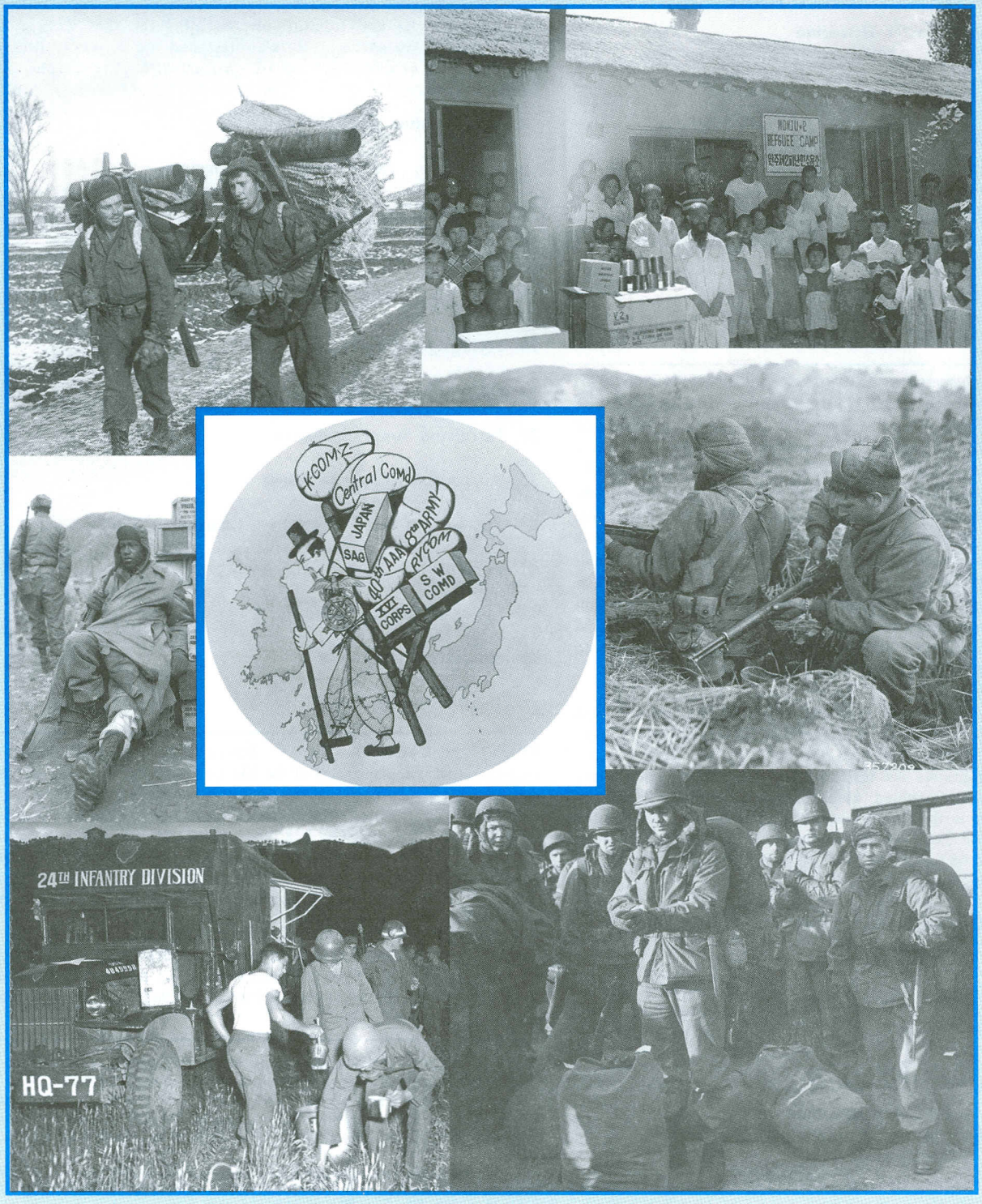
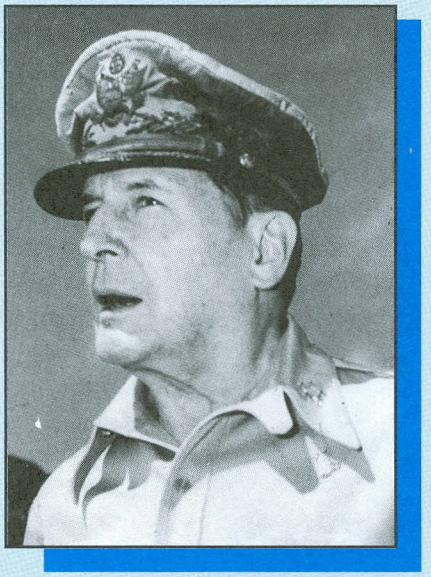
The Forgotten War



- KOREA



Cold War Background. The Korean War is often called "The Forgotten War." Wedged between America's biggest war, World War II, and Vietnam, our longest war, Korea sometimes gets overlooked. That's unfortunate. Because much needs to be remembered about the conflict that began 50 years ago this June.

Even before World War II had ended, the United States and the former Soviet Union, previously allied against Nazi Germany, had grown increasingly suspicious of one another's motives. The "Cold War," as it would later be known, gained momentum in 1946 and 1947 with a series of local conflicts in Eastern Europe, Iran, Greece, and Turkey. The Berlin Crisis in 1948 in particular led many to fear a major East-West conflict was unavoidable.

In the midst of this increased tension and international uncertainty, the Soviets, in August 1949, exploded their first nuclear weapon. Six months later the Communists under Mao Tse-tung took control of mainland China. The Truman Administration responded by formally committing the U.S. to a policy of containing the spread of communism.

In Korea the lines had already been drawn. With Soviet-backed forces in the north, and U.S.-backed forces in the south of the peninsula, ongoing United Nations (UN) efforts to peacefully reunite the country stalled. Then, in May 1948, the South Koreans elected Syngman Rhee president of the Republic of Korea (ROK). The Soviets soon after created and recognized the Democratic People's Republic of [North] Korea. The line separating the two countries was the UN-sanctioned 38th parallel.

By early 1950 some 500 U.S. military advisors were in South Korea aiding President Rhee's newly created national army of about 65,000 troops. President Kim Il Sung had risen to power in the north and amassed a small but capable army of 135,000 troops – bent on reunifying Korea by force. Almost immediately the two sides commenced sparring along the border.

War Begins. At 0400 hours on Sunday, June 25, 1950, artillery shells fell on Kaesong, the ancient Korean capital. North Korean forces followed with a full-scale invasion across the 38th parallel into South Korea. Hours later, in an emergency session at the United Nations, the Security Council passed a resolution calling for a cease-fire and immediate withdrawal. The North Korean Army ignored the resolution and continued its rapid drive toward Seoul – as shattered South Korean units fell back or were captured.

A second UN resolution called for international support and direct military involvement to restore the peace. U.S. President Harry S. Truman wasted no time in responding. On June 26 he authorized General of the Army Douglas MacArthur, Commander of the Far East Command in Tokyo, Japan, to launch air and naval attacks on the Korean peninsula and to deploy U.S. ground forces to the port of Pusan on the southern-most tip of the peninsula. Four days later (on June 30) MacArthur was granted authority to blockade the peninsula and to use all available forces in the region to expel the North Korean invaders.

Delay and Hold. Most of the troops in the region fell under the command of Lieutenant General Walton H. Walker, Commander, U.S. Eighth Army. The ground forces included the 1st Cavalry Division, and the 7th, 24th, and 25th Infantry Divisions, plus the ROK Army and the UN member nations who were in the process of mobilizing international support. The suddenness of events quickly revealed General Walker's main problem – the striking *unpreparedness* of U.S. troops about to go into combat.

Five years of occupational duties in Japan, military budget cuts, and rapid demobilization following World War II, had left these units seriously understrengthed, poorly trained, and inadequately armed. Yet into the breach went elements of the 24th Division – known as Task Force Smith – with the mission to block the North Korean drive until Allied reinforcements could arrive. They were forced to retreat with heavy losses, but managed to delay long enough for a foothold to be established.

By the end of July, General Walker was orchestrating a last-stand defense along a 140-mile line known as the Pusan Perimeter. Through courage, skill, and sheer determination they held the line through mid-September. As the logistical situation improved, plans were being formulated for a counteroffensive.

UN Offensive. Against the advice of many, General MacArthur came up with a daring plan to break out of Pusan with a turning movement, resulting in a surprise amphibious landing at the port of Inchon just west of Seoul. It was a tremendous gamble and involved immense difficulties (not least of which was getting the necessary logistics).

Launched on September 15, the gamble paid off. Inchon marked a stunning success. In the days that followed the port was secured, Seoul was liberated, and North Korean forces cut off from their own base were being defeated by United Nations troops on many fronts.

By the end of September 1950, the North Korean Army in the south was virtually shattered, and the border along the 38th parallel had been restored. During the month of October, UN forces continued their drive northward toward the Yalu River and the Changjin (Chosen) Reservoir, North Korea's major industrial and communications region. The question was how far might they go without prompting either the Soviets or the Chinese to intervene directly, on the ground in Korea. The answer became known on October 25, with fighting in the ROK sector around Unsan. The first Chinese Communist soldier was captured. With that, the

"If the best minds in the world had set out to find us the worst possible location to fight a war, the unanimous choice would have to have been Korea."

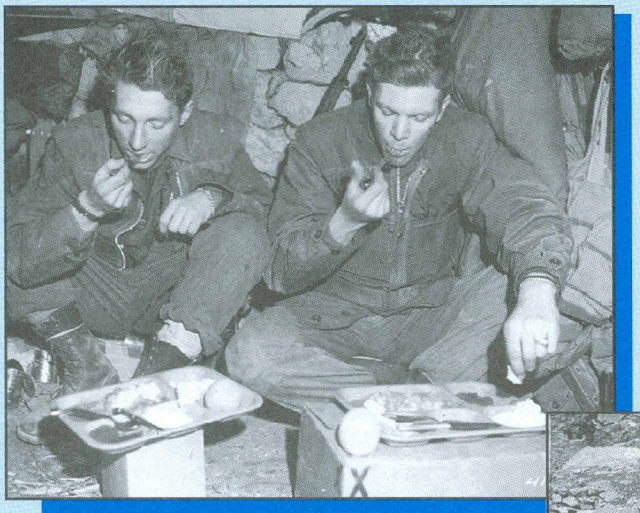
Dean Acheson
Secretary of State
1949-1953

whole nature of the Korean conflict had changed fundamentally. The U.S. and its allies were faced with an entirely new war.

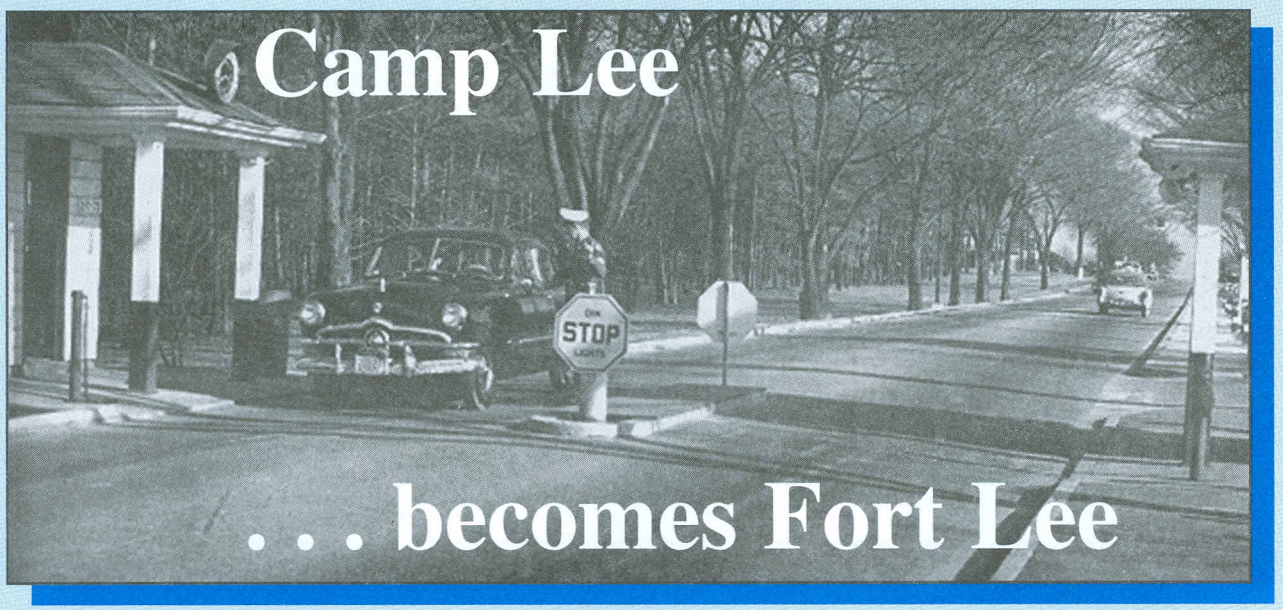
Chinese Intervention. The Chinese launched devastating attacks throughout the month of November around the Yalu and Chosen, forcing the Allies to retreat toward the port of Hungnam. As the weather grew bitterly cold and the fighting more intense, Allied losses (both in terms of casualties and loss of equipment) grew, as did the swelling numbers of South Korean refugees.

The spring and summer of 1951 saw both sides settling into a routine, a stalemate of sorts, with intense fighting for strategic positions. Places with unusual names, such as Heart Break Ridge, Old Baldy, and Pork Chop Hill. In July of that summer, as the fighting continued, the first peace talks began in Kaesong, North Korea.

The talks continued at a frustratingly slow pace for another two years, until an agreement was reached in the spring of 1953. On July 27, the Armistice was signed and the guns fell silent. Bringing to a close the Korean Conflict.



The Quartermaster Corps . . .
supporting AMERICA'S BEST in Korea



1950

FORT LEE, VIRGINIA, was one of sixteen national Army cantonments built at the outset of World War I. It was named in honor of Confederate General Robert E. Lee. Over 134,000 soldiers trained here during the war. It was torn down in 1920 and made into a wildlife sanctuary for the Commonwealth of Virginia.

Camp Lee was reactivated in 1940 and became a bustling center of activity. Here was located the Quartermaster Replacement Training Center, a Quartermaster Board for research and development, and a Technical Training Center for producing doctrinal literature and training aids. Early in October 1941, the Quartermaster School moved from Philadelphia, making Camp Lee its new home. Over 300,000 soldiers trained here during the course of World War II.

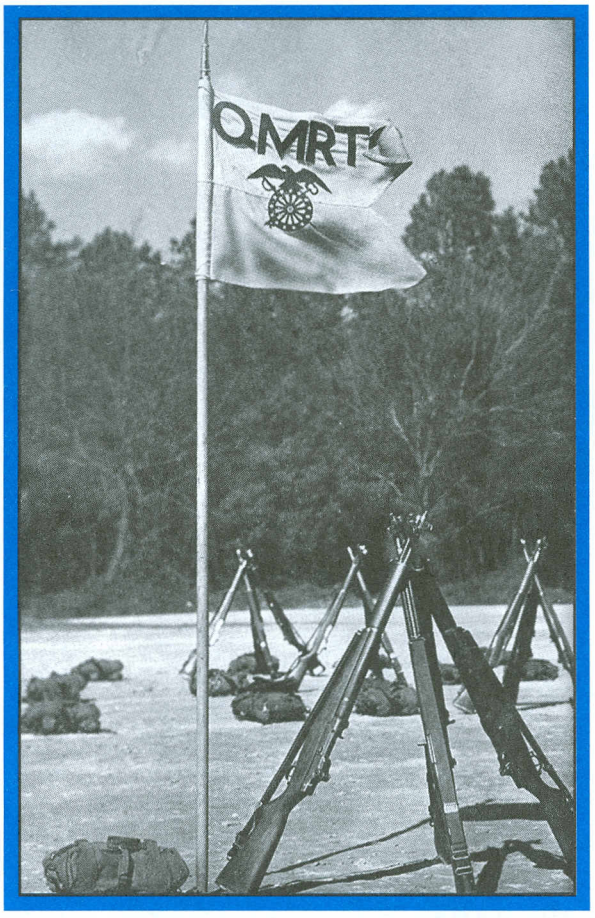
Activities declined sharply at war's end, and there was talk of closing the post altogether. In the meantime, the first two permanent buildings were constructed – a new Post Theater and a library (1947-48). Plans were also underway for new permanent barracks and family housing.

Uncertainty about Camp Lee's future was not over until the spring of 1950. A Defense Department General Order announced that effective April 15th, Camp Lee was to be redesignated Fort Lee – and made a *permanent* installation.

That decision seems almost prophetic in retrospect. For two months later the North Korean Army crossed the 38th parallel, and our nation was again at war. Suddenly Fort Lee sprang to life in the summer and fall of 1950 to meet the new emergency.

In August the Quartermaster Replacement Training Center (QMRTC) was established to train "soldier technicians" for the Korean Conflict. The 543d Quartermaster Group came into being to handle the influx of new trainees. The Quartermaster Board and QM Technical Training Center were both galvanized into activity. The Quartermaster School was also reorganized and greatly expanded to meet current needs. And a new mission – "supply by air" – was handed to the Quartermaster Corps.

Clearly 1950 marked a turning point in the history of the Quartermaster Corps and Fort Lee.



QMRTC. The Quartermaster Replacement Training Center, first activated in February 1941, had as its mission then as now, the training of Quartermaster soldiers. By mid-1941, 10,400 trainees every three months were qualifying in basic military duties and technical subjects. Only a year earlier the total strength of the entire Quartermaster Corps had been 19,000. Following the creation of the Army Service Forces, the name of the command was changed to Army Service Forces Training Center. This name it retained until deactivation in January 1947.

In September 1950, the Quartermaster Replacement Training Center was reestablished to meet the emergencies of the Korean War. About 1,200 inductees began training each month.

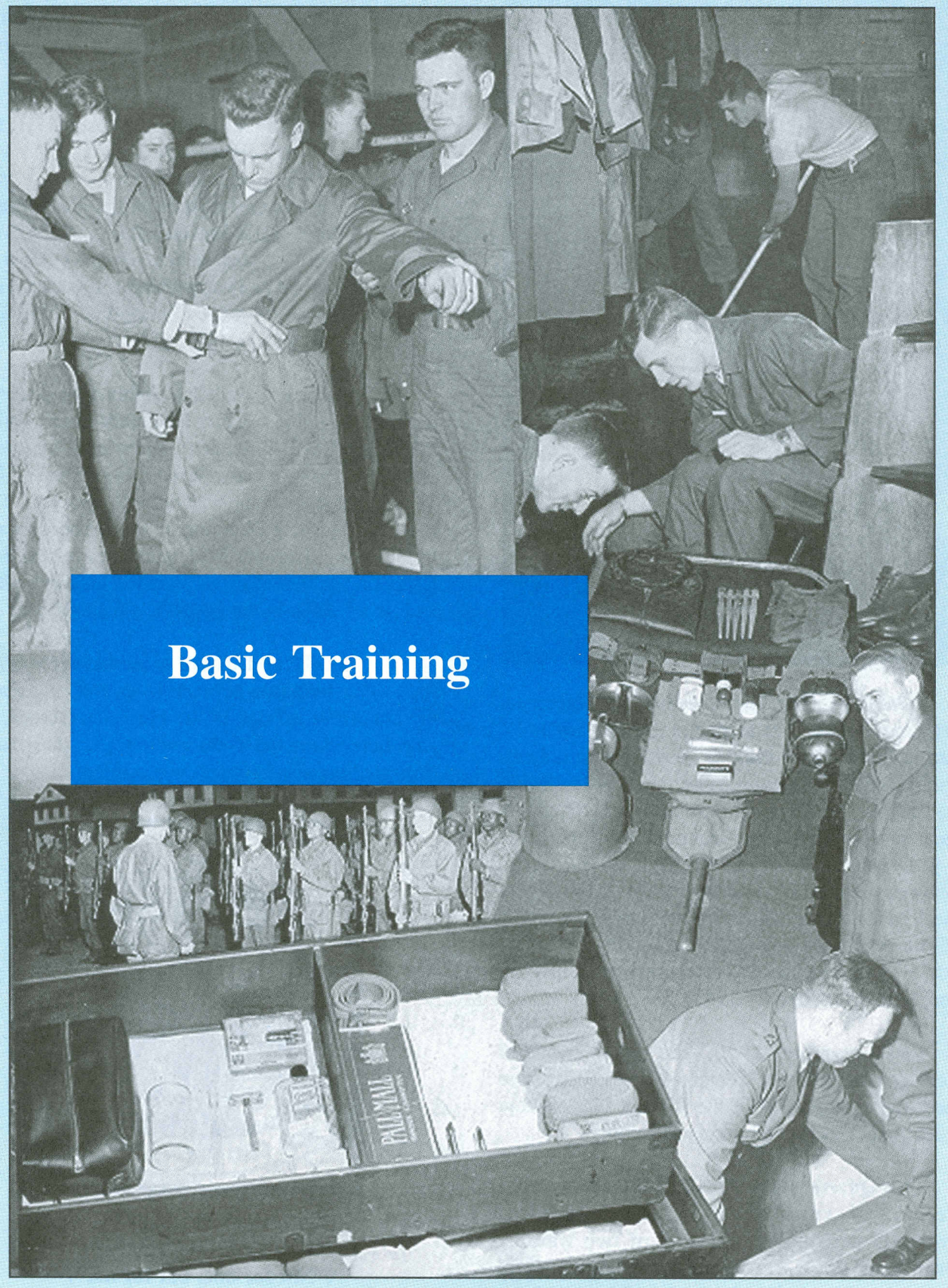
The Quartermaster Replacement Training Center, with a total of almost 7,000 trainees and overhead personnel, consisted of two training Groups of three Battalions each, and Special Troops, under a Headquarters Commandant, consisting of Headquarters and Headquarters Company, Company Q, a Reception and Holding company, and Company S, the Leadership Course Training Company.

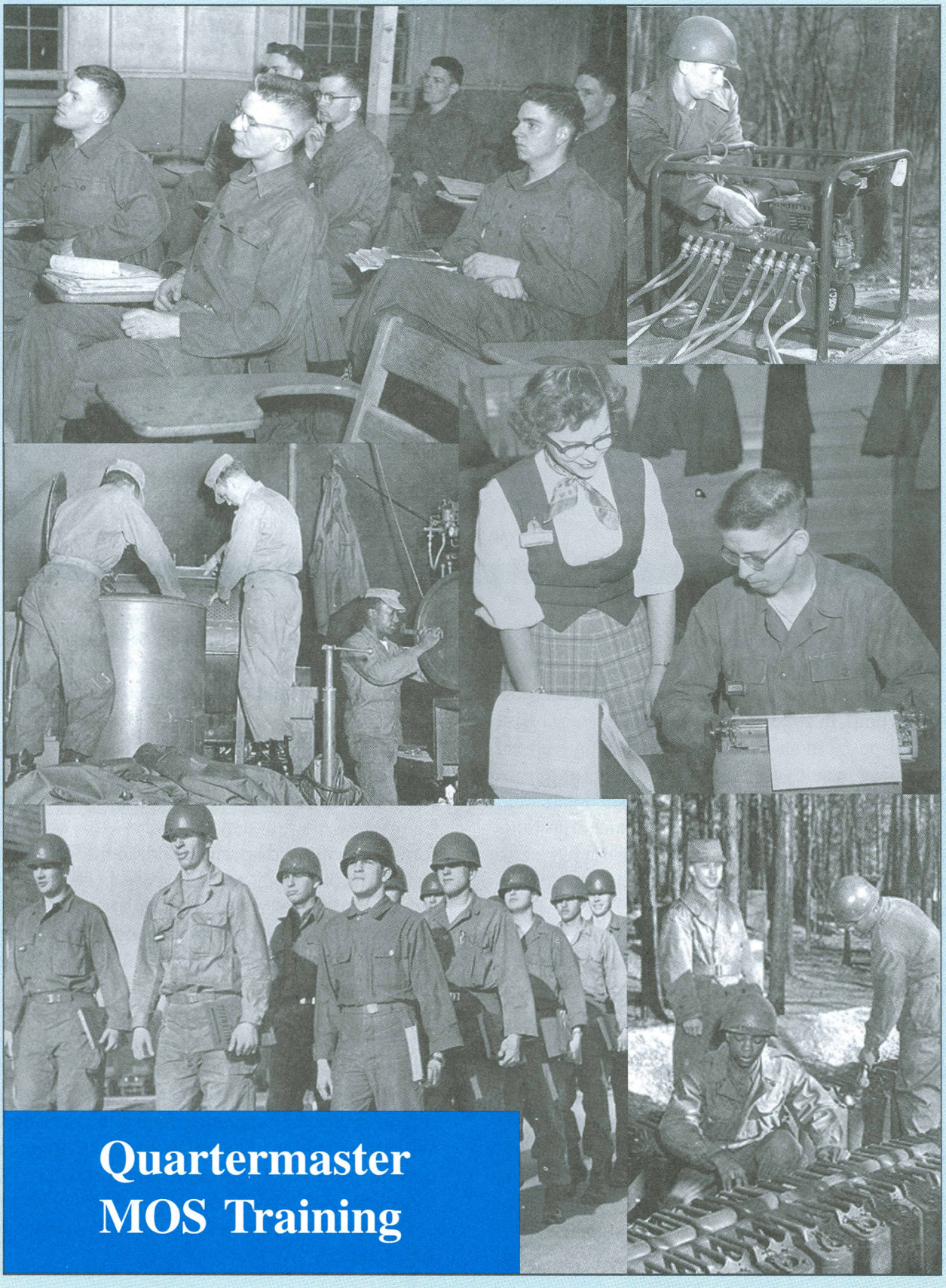
The First Training Group was responsible for conducting the first eight weeks of instruction with the aim of training competent combat soldiers. Forty-two subjects in all were taught, including handling and firing weapons, battle indoctrination, camouflage, dismounted drill, squad tactics, compass and map reading with night and day problems, bivouacs, first aid, and defensive measures against chemical, biological and radiological warfare.

Following the completion of this basic phase of training, the trainee received technical instruction in the Second Group for the next eight weeks. Advanced individual training was offered in four areas: Unit Supply Specialist, Supply Handler, Laundry and Dry Cleaning Machine Operator, or Bath Processor and Fumigator. Trainees with added experience or leadership potential often attended an eight-week Leader's Course in the QMRTC's S Company.

The QMRTC prided itself on producing "Soldiers first – Quartermaster Specialists second" . . . ready for honorable service in the Far East, Europe, or anywhere else in the world where highly skilled and dedicated logistical support was needed.

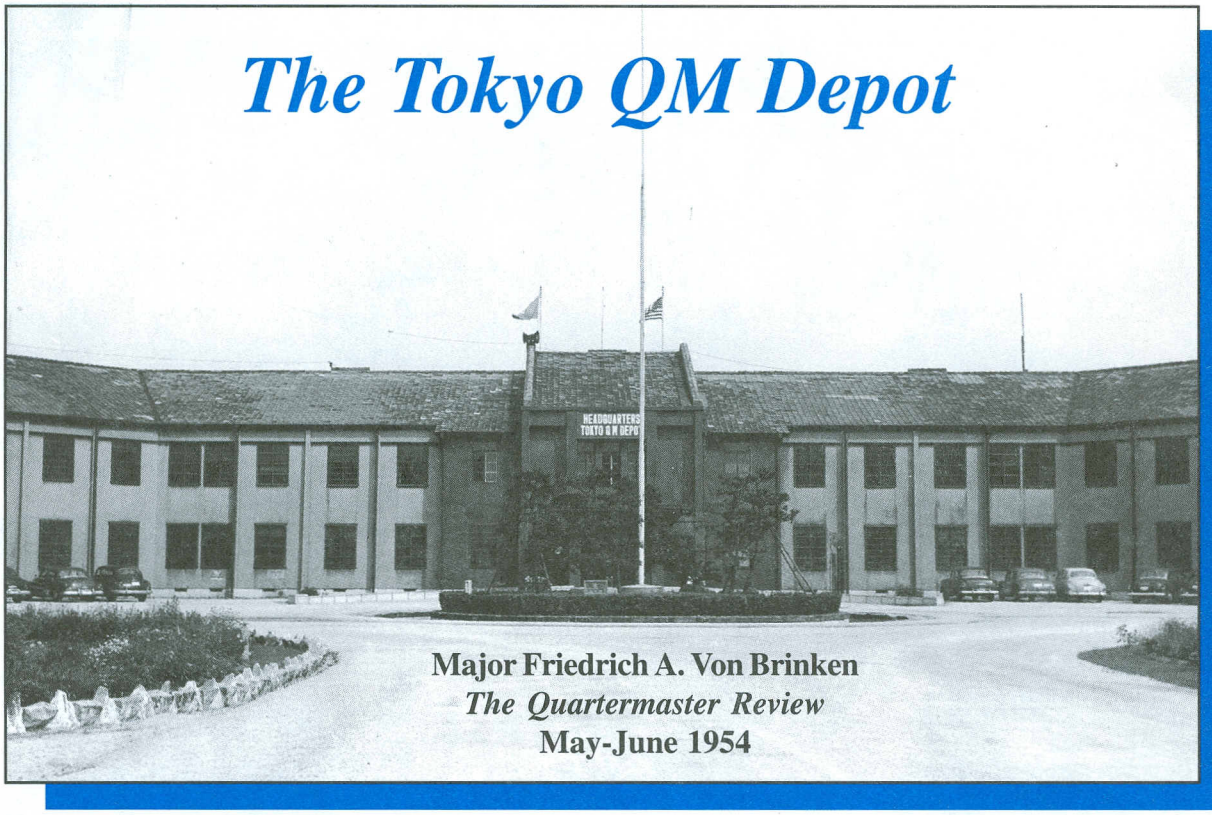
The motto of the QMRTC was
Non Sibi Sed Cunctis
("Not for one, but for all.")


Basic Training



Quartermaster MOS Training

The Tokyo QM Depot



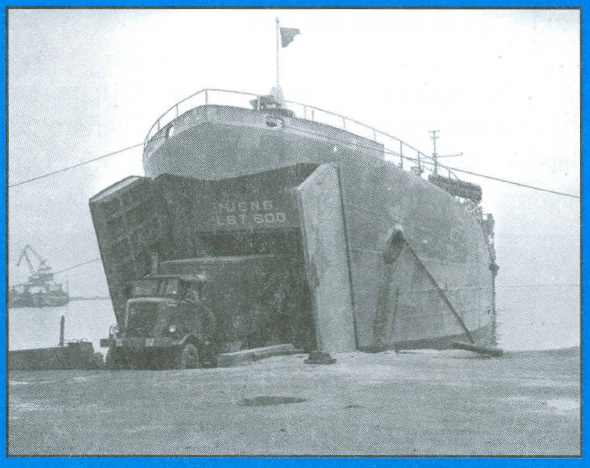
Major Friedrich A. Von Brinken
The Quartermaster Review
May-June 1954

In a very short span of time the Tokyo Quartermaster Depot (TQMD) has passed from a postwar occupation period, through a war-support mission until, in 1953, it embarked upon a new phase of quasi-peace in an overseas area. Rising from an exhausting war cycle, the motivation for future accomplishment is based upon a realistic evaluation of the institution, and the answer to such questions as: Is it possible for boots, socks, fish and rice to acquire glamour? Can missionary zeal be applied to the distribution of hydroponic lettuce? Is the desire for perfection sufficient to make successful a winter clothing program? In a war situation where the emergency and the unusual become the norm, is it possible to keep a sense of balance and to bring forth the essential in its true perspective? At the TQMD the answer is yes.

The historical forces and the circumstances which designated Korea as an arena of political and military conflict also developed the mission of the TQMD as a Quartermaster corollary. Located strategically in Tokyo Bay on four man-made islands surrounded by canals, the depot is ideally situated to give the operational flexibility necessary to operate as a base of supplies and as a control nerve center of depot stocks in Japan and those destined for Korea.

Deepwater ships dock at Shibaura Quay. Barges unload ships in Yokohama. Adequate rail facilities serve the landlocked and mountainous hinterland. Camp Drew, the sub-depot 48 miles to the northwest, furnishes supply dispersion and additional storage space. In the south, storage space is obligated for stocks under Tokyo accountability at the Kobe Quartermaster Depot and the Kokura General Depot. The TQMD has been geographically well prepared for its mission.

The depot's mission encompasses the whole scope of Quartermaster supply and service activities in the Far East Command, and has operational responsibility for supporting both Korea and Japan. With the exception of materials-handling equipment, special-purpose equipment and vehicles, POL [petroleum] and some spare parts, practically all items of Quartermaster supply come within the purview of depot control.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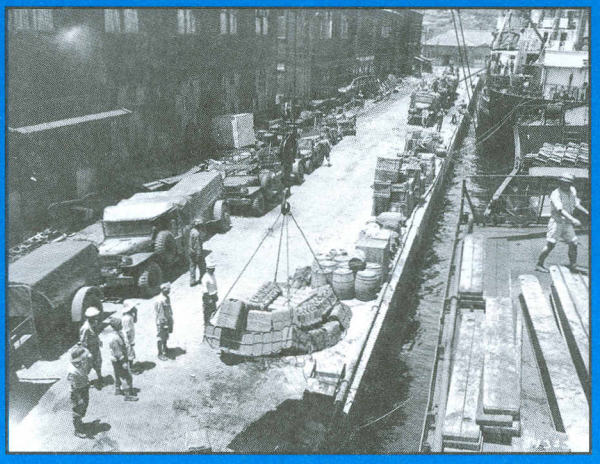


Based upon customer demand, requirements and levels are determined at the depot. Supplies are then requisitioned from the continental United States, from depot reclamation, or local Japan purchase. This requires operational planning, forecasting and a very light finger on the pulse of current events.

The activities of the depot are divided into two general areas: depot and station, or wholesale and retail operation. The foremost mission component is stock control of TQMD stocks located at Tokyo, Yokohama, Kobe, Kokura, Drew, and

Schimmelpfennig. TQMD provides records service for Korea. The depot processes Korean requirements to the continental United States for direct delivery and serves as an emergency supply cushion and source for items in Japan.

Depot Stock Control. In the Stock Control Division, manifests are translated into consolidated Army shipping documents. These become debit tallies from the storage locations. Receiving reports are processed from the storage locations for payment of local contractors. A constant follow-up is maintained to ensure the stability and reliability of the pipeline of supply from the United States and of local procurement. Requisitions from posts, camps, and stations in Japan are processed as a part of an established cyclical pattern. Subsistence is shipped from depot stocks and also allocated from shipside. Clothing, equipage and general supplies are supplied from depot stocks, or direct consignment from the United States. Levels and requisitioning objectives are established and maintained. These are based upon experience and are forecast to achieve the required supply at the end of the pipeline.

In the subsistence field, troop non-perishable items are stored at Kobe and Drew; resale items for the sales commissaries are stored only at Drew; freeze and chill perishables are stored at Yokohama, Tokyo and Kobe. These stocks are controlled to save transportation costs, to achieve a degree of balance between locations and to effect optimum distribution.

Hydroponic Farms. Perhaps the most unique features of the depot supply operation are its two hydroponic farms. At these farms, one located at Otsu near the ancient city of Kyoto and the other at Chofu near Tokyo, vegetables are grown by hydroponic (water, pebbles and chemicals) and soil methods. The produce of these farms is distributed to troops in Korea and Japan.

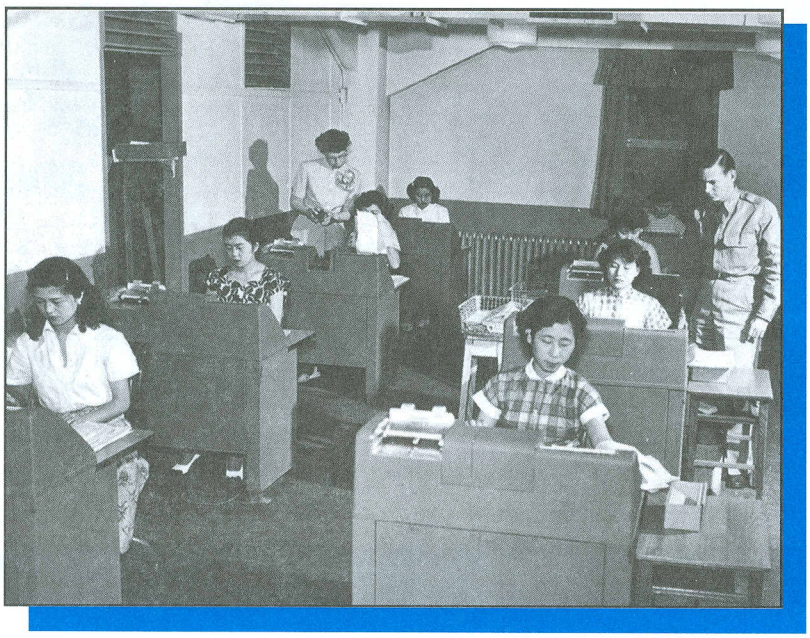
This operation relieves some of the requirements on the continental United States for certain perishables. A hydroponic vegetable airlift from Japan to Korea provides distribution which would be difficult

if not impossible by ordinary refrigerated ship in coordination with rail. Thus the farms provide another avenue of seasonal perishable supply. The balance between the three sources of perishable supply – the farms, local purchase, and the United States – is a stock-control function performed at the depot.

As an extension of depot stock control designed to assist in the maintenance of realistic station

requirements, a station liaison office is organized to cover depot requisitioning station accounts in Japan. This office has four teams constantly traveling from Hokkaido to Kyushu. By serving as a control vehicle of Quartermaster training as well as performing their prescribed mission of technical assistance, they have proved to be a valuable asset. In order to promote smooth operational-level working relationships, two officers from the depot visit Korea each month.

Field Services Division. Classification, reclamation, laundry, dry cleaning and property disposal are depot-mission functions performed by the Field Service Division. Those operations, and the maintenance functions assigned to the Kobe Quartermaster Depot, are very closely coordinated with depot stock control, and save transportation and handling costs which would be required if it were necessary to procure like items new in the United States. The reclamation of items enables the theater to live on its own resources and not to discard anything for which there may be a use or an induced requirement.



The 1953 Korean winter clothing program was the most important depot stock control and reclamation project of the year. Its success was due in large part to cooperation between these allied functions.

Service and maintenance are also on a wholesale basis. Musical instruments, office machines and items of clothing, equipment and general supplies are repaired and maintained. Those items which cannot be returned to serviceable stock are disposed of locally.

As a retail and wholesale operational organization, the depot may be considered similar to a vertical-type corporation. With the exception of some engineer and minor functions, the installation is self-contained and does not require outside support.

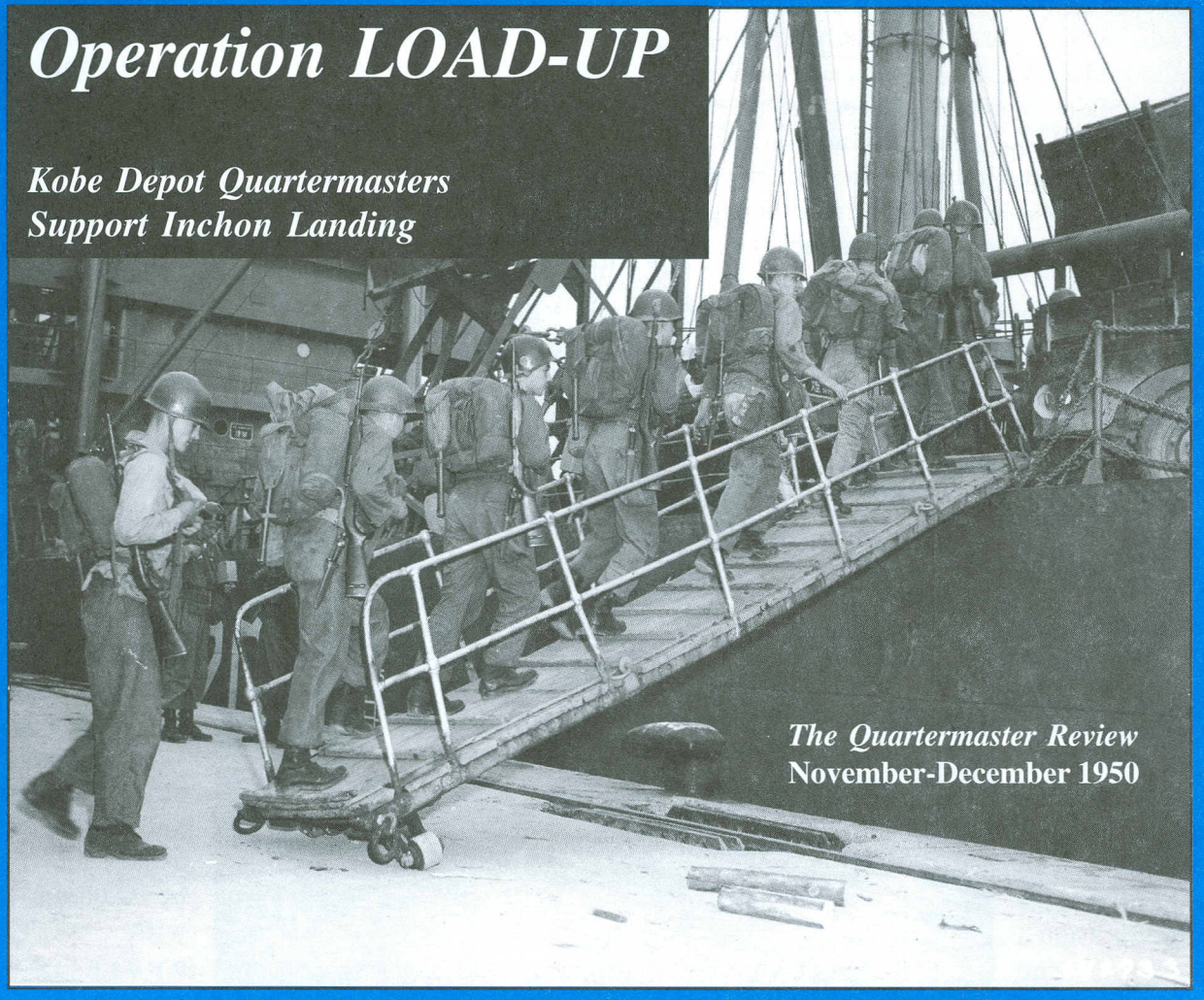
Language barriers and troop rotation notwithstanding, the quality of administrative and operational cohesion that is achieved by a combined Japanese-American effort is gratifying. American enlisted, officer, and civilian personnel serve at the depot on a tour cycle that is dependent on the locale of their prior service, their contracts, and other variables of current rotation policy. Although the Japanese do provide a high degree of administrative and clerical continuity which is a great saver of American manpower, on-the-job training never ceases and must be concomitant with the operational mission. Each is dependent upon the other.

The depot changes and has changed constantly with climate, incumbents and mission. The patterns of the past have well-established wholesale and retail distribution functions, controlled from an island in Tokyo Bay. The tentacles of this organization influence Quartermaster supply of the farthest points in Japan and Korea, as well as occasionally, the Philippines, Formosa and the Ryukyus.

Events to come will determine the future. However the depot is a firmly, well-established institution. It is performing a mission in the Far East for which the Quartermasters who have participated and all Quartermasters can well be proud.

Operation LOAD-UP

Kobe Depot Quartermasters Support Inchon Landing



The Quartermaster Review
November-December 1950

THIS is the story of an operation unofficially known as "LOAD-UP" – the tremendous backbreaking operation at Kobe Base which set the stage for the First Marine Division's invasion of the West Korean coast. It is a story of victory over time, the elements, and physical hardship.

Now, with the security wraps off of the biggest amphibious operation since World War II, the story of LOAD-UP and the men whose determination and exhausting efforts made it a success can be told. In less than twelve days, soldiers, sailors, and marines proved that unification of the armed forces is more than a word: it is a phase of combined operations that can and does work when the chips are down.

The site of the huge staging operation was Kobe, Headquarters of the Kobe Base Command, headed by Brigadier General Carter W. Clarke, and the largest seaport in southern Japan. First indications of the immensity of LOAD-UP came when Brigadier General Kester L. Hastings, Far East Command Quartermaster, flew from his Tokyo headquarters to inspect Kobe Quartermaster Depot storage facilities and to outline the task ahead. With the main body of marines within forty hours of Japan, the Kobe Quartermaster Depot was given the task of vacating three huge warehouses for invasion supplies, restoring the tons of equipment, and, at the same time, continuing its supply operations in support of the troops already fighting in Korea. The Depot Commander,

Colonel Earl C. Thrower, was also given the responsibility of supplying rations and other Quartermaster supplies to the incoming invasion fleet and of cooperating "in every possible manner" with the leathernecks and sailors who would soon reach Kobe.

The Depot Storage Division opened the race against time by tackling the warehouses needed to protect U.S. Marine supplies from the elements. Two thirds of the depot's personnel were switched to removing and restoring supplies from the needed buildings, while the remainder of the soldiers and Japanese workers tripled their efforts to keep other operations moving at top speed.

This first phase of the operation was completed in thirty-six hours of round-the-clock work, with the

Depot setting an almost impossible pace that was followed throughout LOAD-UP by all installations connected with the staging, The KQMD [Kobe Quartermaster Depot] was ready for the marines.

The Kobe Port Command, under Lieutenant Colonel Raymond Blust, threw its efforts into high gear. As the first ships steamed into the outer harbor, final touches were added to the plans for berthing ships, transporting marines to temporary billets, unloading and re-loading equipment, and handling the countless details which make up any operation involving an invasion force.

As the first ship's lines were thrown ashore, the combined efforts of the U.S. Army and the U.S. Marine advance party at Kobe Base had completed the reception phase, including the "piping in" of all transports by the 15th Army Band.

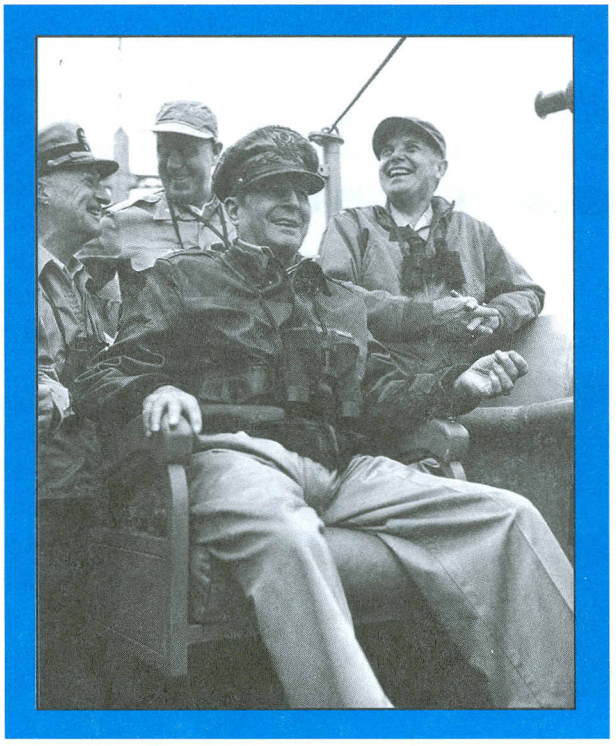
The next transportation phase was to start the marines moving off the docks as smoothly as they had come in. Every available Army truck in Kobe was standing by for transportation of the leathernecks to billeting areas, and every railroad siding was filled with trains ready to move men and equipment to more distant destinations.

Before the marines left the docks, Army messes equipped to handle two hundred, or fewer, men were standing by with meals to feed five times that many. Barracks and quonset huts were ready to receive their share of marines. In Kobe alone, one Army camp had been completely evacuated for their use and another had every available building ready for the incoming troops.

All of this was done without interfering with other operations in the area. As the marines still gathered on the piers, forklifts, trucks, and other heavy equipment dodged in and out of small groups of leathernecks, carrying supplies bound for Korea. It was business as usual, and, in spite of the congestion, all shipping deadlines were met.

On the morning of September 3rd, with operations even ahead of the most optimistic time-table, typhoon "Jane" came to Kobe, with wind velocities unequaled in the history of the Kobe weather station. Disaster to LOAD-UP was averted only by the men who were already exhausted by round-the-clock efforts to stage the Inchon thrust. Their battle was against an enemy that man had never wholly conquered – the weather.

"Jane" did her best to disable the invasion fleet anchored in Kobe Harbor. By noon her 110-mile-per-hour winds had whipped the seas into a frenzy which flooded some waterfront areas with more than four feet of water. Routine work came to a standstill as men fought to survive and to save what equipment they could from the rising sea. The U.S. Navy men braved the storm to secure deck cargoes, landing craft, and hatches, while soldiers and marines worked side-by-side, salvaging equipment floating from the open piers, driving vehicles to safety, and securing loading machinery. During the height of the storm, one hundred and fifty marines saved two heavy floating cranes, vital to loading operations of heavy tanks and trucks. In spite of flying debris, rising water, and raging winds, the marines manhandled lines while Army Transportation Corps personnel brought the cranes to a safe berth at an Army pier.



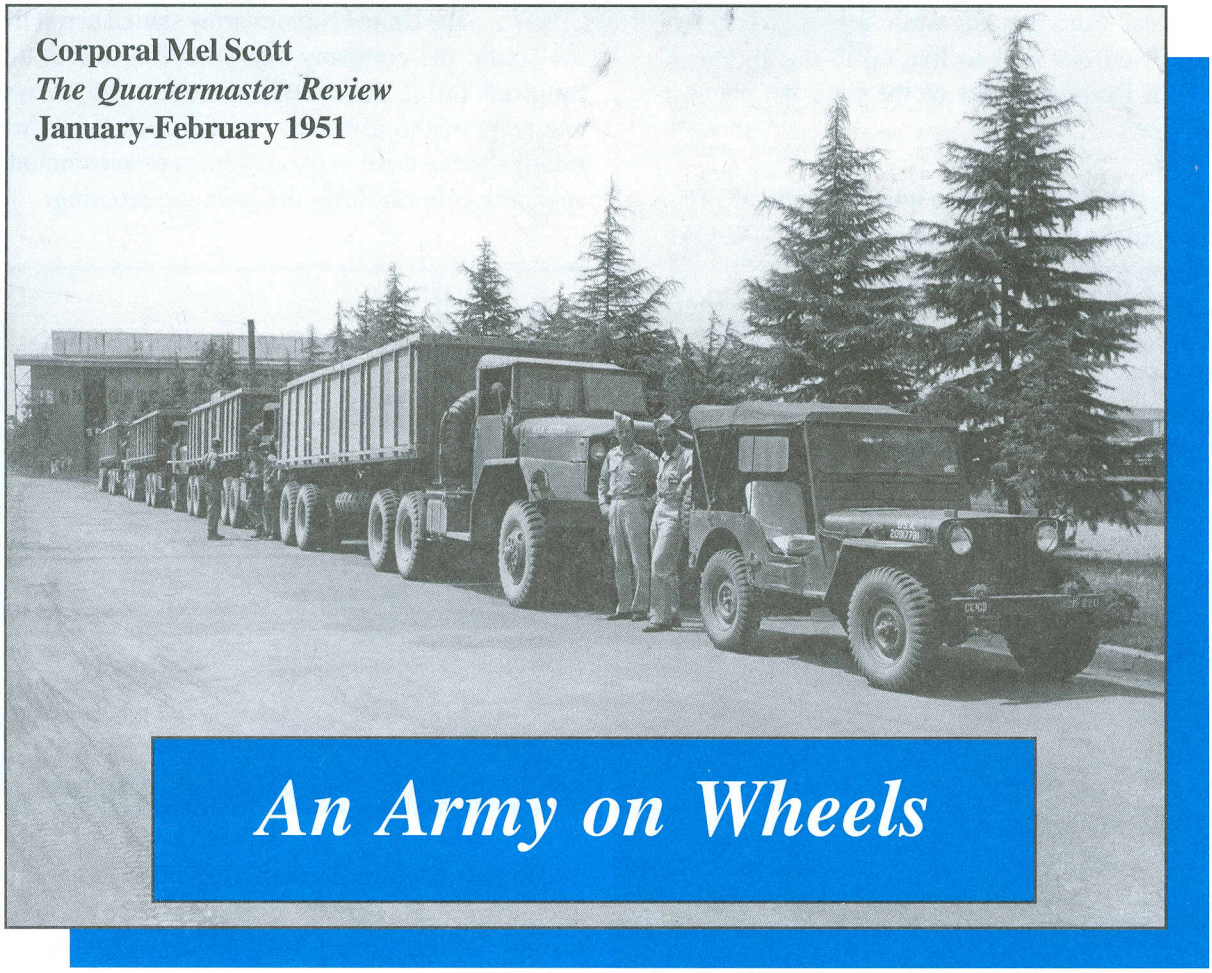
Kobe Base Ordnance troops turned temporarily from their repair and maintenance work on Marine and Army equipment to rescue hundreds of Japanese from their flooded homes in the Koshien area. Among the vehicles used to ferry the stranded Japanese to the safety of the huge Koshien Stadium was a Marine "Duck," repaired at an Army motor shop and "borrowed" by the Ordnance for use as a mercy vehicle. Everywhere in Kobe, marines, soldiers and sailors were represented in the battle against "Jane."

"Jane" departed from Kobe as suddenly as she had come. At 4:00 P.M. Sunday her fury had abated to a miserable rain and a slowly receding sea. Kobe resembled a newsreel scene of some South Korean towns less than five-hundred miles away.

By 4:30 P.M. rain-drenched soldiers and marines were back on the job again.

Although damage to equipment had been fairly light due to the combined efforts of the two services, there were a few delays which had to be immediately overcome. One Navy ship had taken on enough water to render large stores of clothing unfit for use. The Quartermaster Depot's Salvage and Reclamation section renovated and rebundled the critical items in less than twenty-four hours. Other damaged equipment was either repaired or replaced, and rations were issued to vessels that had lost theirs during the storm. Again, all other shipping obligations were met. Before power was restored to downtown Kobe, LOAD-UP was back on schedule.

The payoff came when the marines, fully equipped and supplied, stormed ashore at Inchon. From its inception, it was a plan which called for teamwork and unity between the Army, Navy, and Marine commanders, and by all men concerned. It was another job "well done" by the United States Military Establishment.



Corporal Mel Scott
The Quartermaster Review
January-February 1951

An Army on Wheels

A long procession of trucks moved slowly down the main U.S. supply route toward a railhead. A sentry walking his post remarked: "It looks like a division moving up. I wonder which one. I haven't seen so many trucks since I came to Korea. There must be a hundred."

The soldier was stretching his imagination somewhat, for it wasn't a division, nor a hundred trucks. But there were seventy trucks and they were – and still are – an important part of the 2nd Infantry Division.

These were the men and trucks of the 2nd Quartermaster Company on their way to pick up supplies. This was the small contingent that had kept the Indianhead Division fed, fueled, supplied, and clothed through its tough campaign in South Korea. They were continuing their work in North Korea.

With a little over two hundred officers and men, plus eighty-four vehicles, the 2nd Quartermaster has built an impressive record, believed to be unsurpassed by any unit of comparable size. "As a Quartermaster company the record these men have set is untouchable," said Captain William T. Hunt of Richmond, Indiana, a hard-driving, strict disciplinarian, but a well-liked company commander.

The captain, although undoubtedly a little partial, was correct according to the unit's record books. During the gloomy days when the North Korean invaders were driving spearheads deeper and deeper into the Pusan defense perimeter, the company did a backbreaking job delivering the goods where they were needed.

Bent on accomplishing the ultimate, Quartermaster drivers pushed through in the face of

all obstacles. Said one GI, while toiling over a flat tire, "We tried our best to live up to our motto of 'Keep 'Em Rolling'; most of the time we made it through fire."

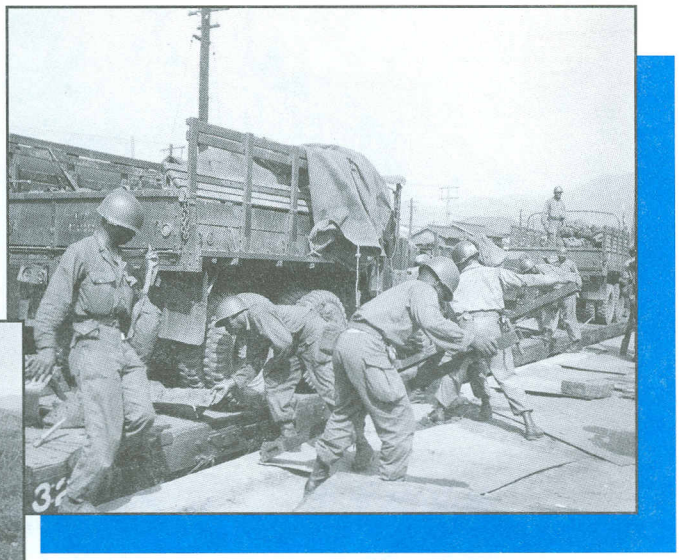
Before the Army trucking units arrived in Korea, the company took on the dual role of a TC-QM [Transportation Corps-Quartermaster] outfit. Its trucks ferried troops from ships at Pusan, carried supplies from railheads, and sometimes had to smash roadblocks in order to get to the front. This meant day and night driving, under enemy sniper fire. These "gallant rubber booters" slept whenever and wherever they could, and, like the Infantry, sometimes they didn't sleep at all. There were not enough men to

afford assistant drivers, and they carried sleeping rolls in the space usually devoted to them.

On numerous occasions, when unit service companies were tied up in other operations, master truckers had to haul the supplies and ammo [ammunition] all the way to assaulting forces. The following sequence of events occurred in September:

The enemy had established a roadblock on the MSR [main supply route] leading to the Yongsan-Changyong sector. A medium Field Artillery battalion was in urgent need of ammunition, but a captain ordered the unit's ammo trucks not to make the run. A 2nd QM convoy, loaded with 155-mm shells, by-passed the stalled convoy to get to the needy battalion. No one was injured.

When the United Nations army started to roll from the south, the company was forced to travel three hundred miles round-trip to reach the forward elements of the division. Later, truck-heads were established at three separate points to accommodate speeding columns after the Naktong crossing.



Enemy guerrillas concealed in rice paddies, trees, and on hillsides, were the biggest menace to 2nd QM drivers. Almost every truck in the company bears bullet scars.

One night in September an enemy group waited for the last of seven trucks; and when the others were out of sight, a machine-gun opened up, shattering the windshield. The driver, Corporal Fred Gonzalez of San Francisco, California, pulled over, took cover under a truck, and waited for help. The guerrillas didn't come down to investigate.

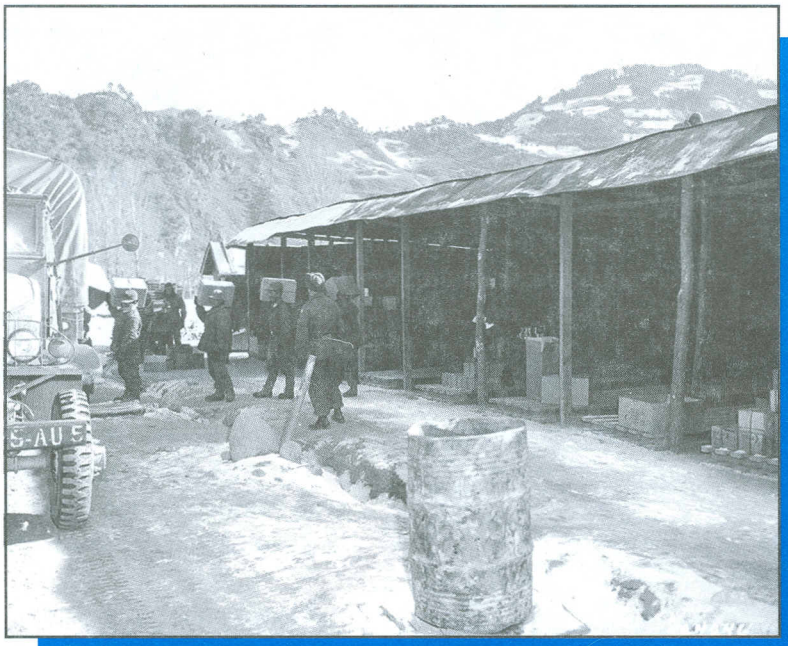
On another occasion, a truck loaded with beef and gravy hit a soft shoulder and rolled down a sixty-foot embankment. The driver, Corporal Peter Isaacson of St. Louis County, Minnesota, jumped free of danger. After three hours of steady labor, the beef and gravy was recovered by a five-man crew. A four-ton wrecker got the truck out next morning.

Altogether, four "six-by's" have been accidentally driven over cliffs, but neither a single vehicle has been lost, nor a life. The excellent maintenance is by six GIs of the company's motor

section, headed by Master Sergeant Ernest B. Schnell of Hopewell, Virginia.

The section had changed over four hundred tires and installed sixty front springs on 21/2-tons, alone. As of 25 October, the unit's eighty-three jeeps, weapons-carriers, and trucks have traveled over 220,000 miles since landing at Pusan.

"We've had to go miles out of the way just to get spare parts from wreckage," said Sergeant Schnell, "but we had to do it to keep the boys on the road."



Actually the company's table of authorization calls for 83 vehicles, but it presently has 84. The 84th is a North Korean, Russian-made jeep that the U.S. Marines captured, repaired, painted, varnished and turned over to Lieutenant Colonel Arnold C. Gilliam, division Quartermaster officer.

Drivers and mechanics were not alone in building the company's standard. At one time the ration breakdown section, headed by Lieutenant Harry E. McCormack of Oakland, California, was feeding, in addition to the 2nd Division, elements of the 24th Division, a Marine brigade, a Puerto Rican regiment, a field hospital, and a Military Police company – a total of 36,000 troops.

Daily the section issues over 110,000 pounds of rations – flour, beans, meat, fruits, and vegetables – to the "Second to None" Division. Lieutenant McCormack has nineteen men in his section.

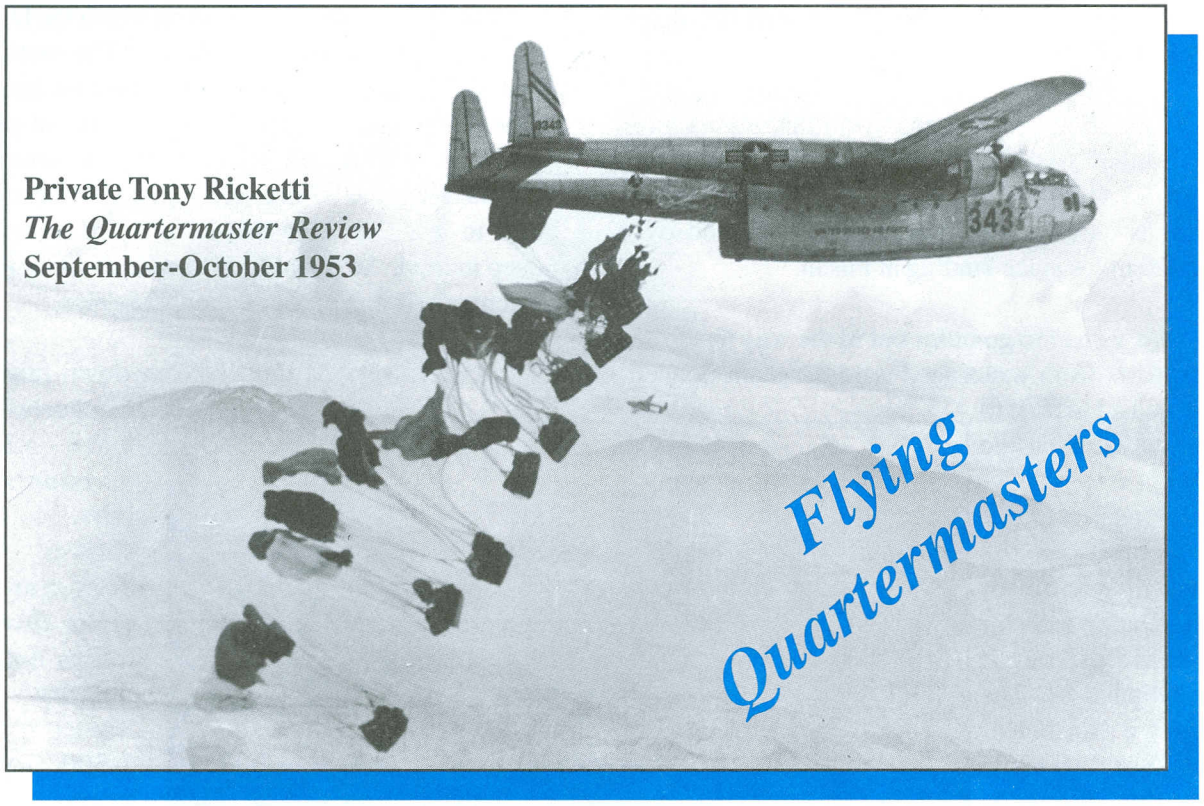
Another important section on which the Division depends is Class III – petroleum. The section has had as many as 2,000 barrels of fuel on hand at a time. It normally distributes 30,000 gallons of gasoline a day. At the start of the Division's offensive across the Naktong, the 25-man crew unloaded eleven boxcars in less than nine hours, in the rain and knee-deep in mud. Sergeant E. J. McGuire of Gould City, Michigan, is one of the section's top men.

A field service unit, broken down into three categories, does many of the division's odd jobs. Three shower units accommodate eight thousand troops daily. A laundry unit washes and dries 1,500 pieces every twelve hours. The unit has washed and restocked 150,000 tons of clothing recovered on the road during the hot spell.

The graves registration section buried one thousand dead during the severe fighting. The deceased lie at rest in the United Nations Military Cemetery at Miryang, Korea.

Also in the thick of things is the twelve-man mess crew, operating on a 24-hour-a-day basis so that men can always have hot chow.

The procession had passed. Only a low cloud of dust could be seen in the distance. The 2nd Quartermaster was rolling on.



Flying Quartermasters

Private Tony Ricketti
The Quartermaster Review
September-October 1953

In the three years following passage of the National Security Act of 1947, which created the United States Air Force as we know it today, the Department of Defense had to redefine many air-related logistical and technical service responsibilities. Early in 1950 the Quartermaster Corps was formally given the mission to store, issue, and maintain parachutes and related items of supply used by the Army. The Corps welcomed the new mission with energy, enthusiasm, and imagination. By the time war had broken out, "Jumping Quartermasters" had established new T/O&E units, were starting to train at Fort Lee, and were in the process of developing new equipment for a new kind of logistics . . . while also making their presence clearly felt in Korea. - Editor

When it comes to handing out plaudits to the Army, the Marines generally change the conversation to the Halls of Montezuma or talk about the weather. But if the talk gets around to the day the Army's paratrooper Quartermasters airmailed them a bridge, the song is a lot sweeter. For their escape route from the embattled Chosin reservoir in North Korea in December 1950 was paved by the Umbrella Men, the Army troops who parachuted from the skies a 20-ton bridge to close the gap in Highway Breakout after Chinese troops had dynamited the road to Hungnam, 50 miles southward.

Road-poor North Korea, with narrow highways carving thin ribbons in its geography, proved a historic nightmare to Marine forces when an avalanche of Red Chinese flooded across the Yalu River to meet them at frozen Chosin. Faced with overpowering odds of a manpower-wealthy enemy willing to lose an army to defeat a regiment, the First Marine Division was forced to pull southward along a single roadway to Hungnam, chief sea outlet of North Korea.

While regiment after regiment hammered at Marine lines, other Chinese troops sped southward, coming up under the belly of the Americans to blow out a vital bridge. The impasse was designed to block the path of heavy equipment and force the Marines to bypass the obstacle by taking to the hills, leaving behind their rolling stock, a million-dollar prize of war to the Reds.

The hands of the clock raced with the casualty lists. Army Engineers in Japan got the Marines'

request for an airborne bridge December 3. A treadway span in eight sections, each 18-feet long and 7 1/2-feet wide, was hurriedly packaged by the 8081st Army Unit, the para-Quartermasters of the Army Forces Far East, war supply line to Korea. The Air Force lined up eight of its huge C-119s, the flying boxcars, each big enough to carry one of the mammoth bridge sections, for an experimental drop. Nobody had ever dropped a bridge this large from the skies before, but the huge sections, spinning downward on silken umbrellas nearly 50 feet in diameter, landed safely.

The para-Quartermasters boarded the planes for Korea. "We felt like Annie Oakley hitting a moving bulls-eye when we dumped those bridge sections into a 300-foot wide target zone," a paratroop corporal commented later. But the target area had to be small. The Chinese army held a lot of neighboring territory.

It was one of the biggest days in the history of the para-Quartermasters, just two wars old. The Marines by nightfall of December 7 were on the receiving end of 265 tons of supplies, fluttered into their ranks by nearly 14,000 parachutes.

Nobody claims the bridge won the battle, or saved the Marines. The Leathernecks proved they could outfight their weight in wildcats coming out of Chosin, but without the airborne span they would have been forced to abandon a lot of their battle equipment. The bridge gave them the green light to move southward on wheels carrying their wounded and cannon.

Trucks and treadways, men and medicine, bridges and bullets all have feathered down into the waiting arms of troops during the past two-and-a-half years of war. For the 8081st, the watchword was "hurry." It came with urgent, sleep-shattering frequency, by day and by night, in good weather and bad.

But the guys who wanted the stuff couldn't use it tomorrow. Or even later in the day. Hours. From Japan to Korea. Get it, load it, chute it down.

Some of the requests were impossible. The impossible seemed to take a little longer. Maybe an hour. But the 8081st delivered. The Umbrella Men sent the guys everything they needed, even water and

chocolate bars. Often the 8081st was the difference in eating and going hungry, living or dying.

Another gilt-edge page in the 8081st's glory-filled history came in "air mailing" the heavy equipment of the 187th Airborne Regimental Combat Team [RCT] to the front in 48 hours.

The 187th RCT arrived at an airbase in Japan, September 23, 1950, in the early dark days of Korea. Twenty-four hours later the 2nd Battalion of the regiment, with full load of battle gear, was in contact with the enemy. The next day, jumping directly into the front lines, the full-strength combat team locked in combat with the North Koreans.

As weathermen, the flying Quartermasters reign supreme. On short notice, they can call down a torrential shower of supplies to dampen whatever optimism the enemy might have. They polka-dot the sky with everything from food rations to ammunition: 1/4-ton and 3/4-ton trucks; weapons such as the 105-mm howitzer, 90-mm anti-tank gun and 3.5-inch rocket launchers; 1/4-ton trailers; anti-aircraft multiple gun mounts; and normal supplies of gasoline and water.

Urgent orders are received from Eighth Army by U.S. Army headquarters in Japan and immediately

relayed to the 8081st, the "delivery boys" for the Eighth Army in Korea. Almost simultaneously, various sections begin preparations for the job while supplies are set up on the ready line. Aircraft - usually C-119s - are requested from the 315th Air Division.

The operations officer issues instructions on the type of parachutes needed. While Army riggers supervise Japanese employees in adjusting the chutes on the bundles, the flying officer briefs aerial delivery technicians. He decides assignment of aircraft, weight of the load, as well as reiterates their duties in tying down supplies on the "flying boxcars" and in checking the lashing once the plane is in flight.

The job itself is more than just a round-trip pleasure cruise. Before the mission is completed, there's no telling what harrowing experiences will befall the combat Quartermasters.

During the Chosin reservoir episode, an inexperienced aerial delivery trooper made a slight error while unlashing his cargo prior to ejection. Unpredictable air currents sucked the bundles and the bundler right out of the plane. Fortunately he had on a parachute, and though he landed in enemy territory he managed to return to the Yon-Po base within a few days.

Even when the heaven-sent vehicles, weapons or what-have-you are in the hands of the grateful combateers, however, the job of the para-QMs is still not finished. An integral though unheralded aspect of their strategic campaigns is the recovery, repair and re-use of air-drop equipment. Following some assignments, as much as a

million dollars can be saved by retrieving grounded silks and other apparatus.

Chutes, made of rayon or nylon depending on their purpose, cost anywhere from $25 to $2,000 each, while standard supply containers may set the government back $120.

After an air detail, the Quartermaster Airborne Air Supply and Packaging Company of the 8081st parachutes a recovery platoon of 60 men into the drop zone, adding insult to injury as far as the enemy is concerned. Chutes, containers, special drop kits and other aerial delivery paraphernalia are collected, regardless of condition, and shipped back to the unit's maintenance section by truck, rail, ship or plane.

For repairing purposes, the paratrooper's home has more than 100 sewing machines of varied functions, special stitchers and cutters and lock-stitch sewers among others. Fabric layout, inspection, marking, packing and crating equipment add further to the Kokura General Depot's mechanical repertoire.

Since a damaged chute may cause the death of its user or the loss of supplies suspended from it, continued close scrutiny aims to ensure perfect condition. This surveillance inspection consists of uncrating and unpacking the items in storage, carefully examining them for mold, mildew or other natural deterioration, and then placing them back in stock if found to be in good shape.

Even storage is performed under an almost laboratory atmosphere. The equipment arrives from the States wrapped in four layers of waterproof material, within a sturdy crate, and is warehoused with special de-humidifiers to prevent damage from dampness or unduly erratic temperatures.

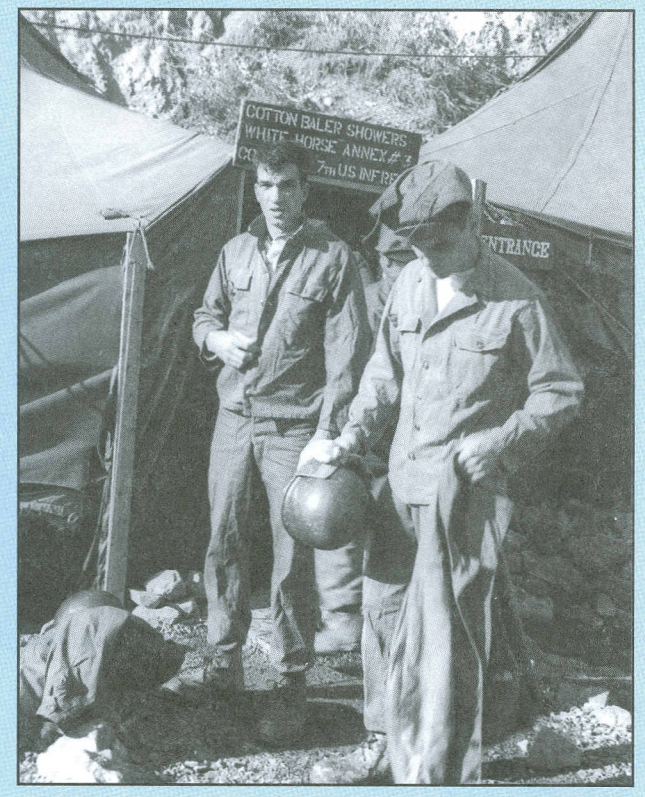
The 8081st arrived in the Far East during the early days of the Korean conflict, at a time when troops were being separated from their lines and depended on aerial re-supply for existence. Since then, the para-tactic professors have dropped more than 20,000 tons of "manna from heaven" and have recovered uncounted millions of dollars worth of drop-equipment for additional service.

Continual development improved the apparatus used by the unit. A jeep trailer sling was evolved, permitting the QMs to deliver the versatile vehicle loaded with ammunition. Mortar and shell drop-methods were improved, a timing device invented to release cargo at any altitude, and even napalm can now be air-mailed right on top of the enemy.

Quartermaster Service Center No. 3

Lieutenant Bevan R. Alexander
5th Historical Detachment

Reprinted from John G. Westover's
Combat Support in Korea



During World War II, U.S. Fifth Army in Italy developed what became known as the Quartermaster service center. The service center is a grouping, in one area, of separate Quartermaster units that provide related services. After World War II, no service center was established until the spring of 1951, when Eighth Army activated one for each of its corps.

The first to begin operations was Quartermaster Service Center No. 3, serving X Corps. From Eighth Army were assembled two and one half platoons of the 549th Quartermaster Laundry Company; one platoon of the 505th Quartermaster Reclamation and Maintenance Company; one section of the 821st Quartermaster Bath Company; and the 580th Quartermaster Office Machine Repair Detachment. Officers of the several units took over duties in the service center, with the commander of the laundry company (Captain Alfred G. Rollins) as officer in charge. The officers and men of each unit cooperated so successfully that, to all intents and purposes, the service center became a regularly constituted unit.

The service center was laid out in a compact area near a stream. The laundry was close to the repair and maintenance platoon. The clothing exchange of the bath company was near the laundry. Mess facilities were centralized but apart from the operations area.

The most important service of a center is laundering. During the first nineteen weeks of our operations (1 May to 8 September 1951), the laundry averaged 13,617 pounds of wash daily, for a total of 1,968,730 pounds. Thus, 1,462,890 individual items were cleaned.

The wash is normally received in bulk, laundered, put in stock, and reissued. When a unit or individual brings dirty clothing to the laundry, an exchange is made from the company's stocks. Trucks bringing soiled clothing arrive at the laundry's checkpoint. Here a checker counts the individual pieces. The agent receives a turn-in slip which he takes to the nearby stock tent and exchanges for an equal number of items of clean clothing.

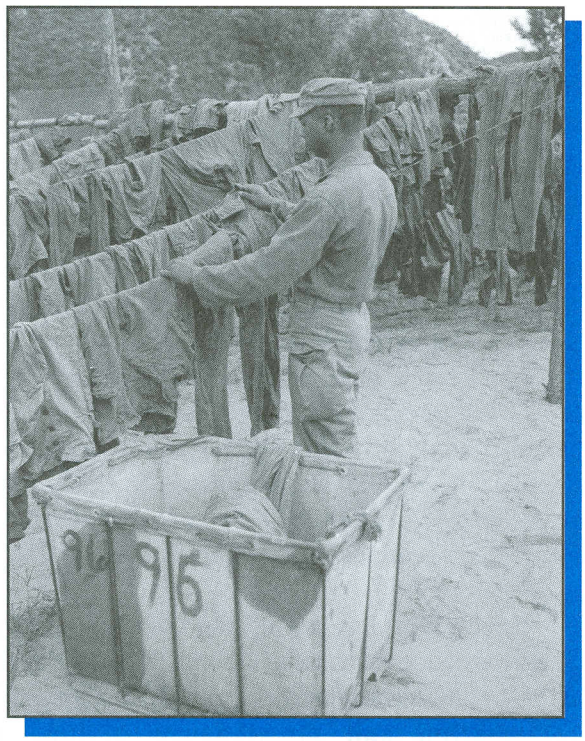
The clothing is exchanged rather than returned because of the time lag and accounting. Since all clothing is of the same design and material, sizing is the only problem. In addition to the bulk laundry, a small amount of bundle work is provided for units or individuals near the service center.

At the laundry there are five separate washing machines. Each section contains a washing machine and a dryer, which are individually mounted on trailers. Dirty clothing is sorted and placed in front of each of the washers. After loading, it goes through a nineteen-minute cycle, during which it is completely washed and 75 per cent dried. Then the clothing is placed in a tumble dryer for eight to ten minutes. The entire laundering process lasts less than a half hour.

The dry clothing is next taken to a nearby inspection tent. Here each item is checked to determine whether it should be placed in stock, repaired, or discarded. If a piece of clothing needs repair, it is sent to the reclamation and maintenance platoon.

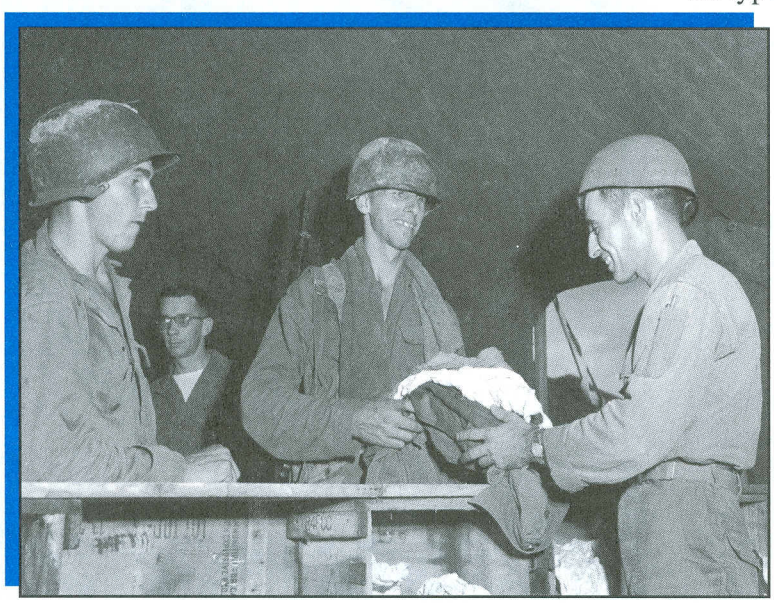
The reclamation and maintenance platoon repairs clothing, canvas and heavy textiles, and shoes. A secondary function of office-machine repair is handled in conjunction with the center's office-machine repair detachment.

The clothing section is equipped with fourteen standard textile-sewing machines for use in repairing uniforms. All clothing received is inspected to determine if it can be repaired. Most of the clothing received comes from the laundry, but some repair work is submitted directly by units.



The textile section is equipped to repair tentage and other heavy textiles. The section uses two heavy-duty textile-sewing machines and tent-repair kits, which contain rubber cement, glue, and patches.

The shoe-repair section is equipped to repair all types of service footwear. This section repaired 9,926 pairs of shoes and boots in nineteen weeks. Footwear is delivered to the section by the agents who bring laundry to the center. If the boots and shoes can be repaired, they are processed and returned. If they cannot be repaired, they are returned to the sender for salvage through the regular supply channels.



The office-machine repair detachment repairs all types of office machinery. The typewriter is the machine most frequently repaired because it is the most widely used. However, almost anything may come in for repair - adding machines, calculators, mimeograph

machines - and the detachment has even repaired a time clock.

The greatest problem has been replacement of parts. Until the fall of 1951 the typewriter-repair kits received from the Zone of the Interior were not much use. Often only two or three parts of any of the kits were needed. For example, in one manufacturer's kit only the variable line-space clutch and the line-space-wheel assembly could be used, although the kit contained a hundred separate typewriter parts. This was more or less true of other kits. A change in the method of procuring replacement parts has been instituted, and all replacement parts are now requisitioned individually. Typewriter platens have never been available in Korea, however.

Expediency has proved the best way to obtain parts for office machines. Damaged machines have been cannibalized, and the machine shop of the reclamation and maintenance platoon has manufactured some unobtainable parts.

The heavy dust, the high humidity, and the extremes of temperature have reduced the effective operation of office machines, but the greatest upkeep problem has been neglect.

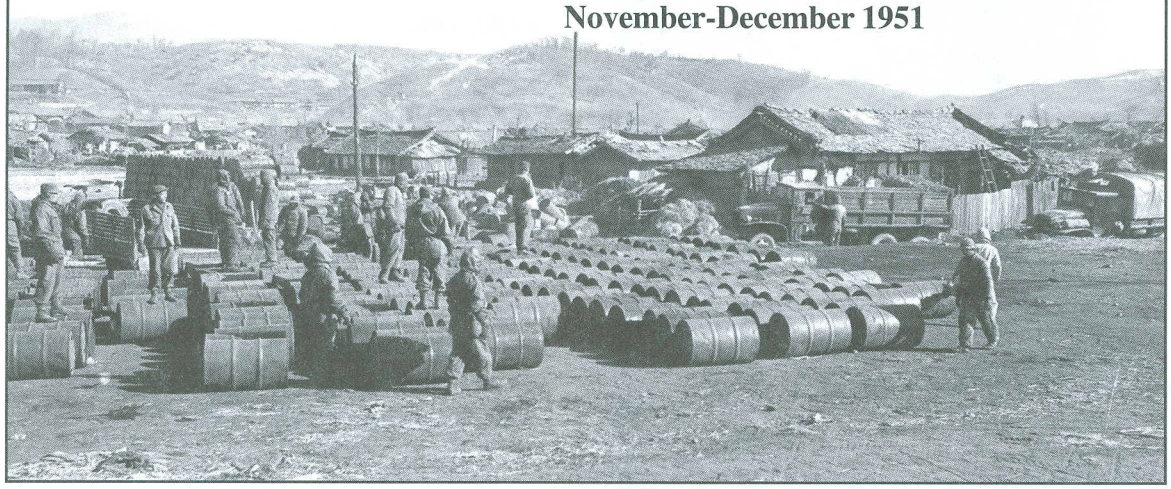
"People just don't take care of their machines," said Sergeant Carrol L. Veach. "Sometimes I'll clean up a machine and tell the person who comes for it to keep it covered. They often reply, 'Why should I worry about it? It's not mine.'"

Another problem for the repairmen has been the misguided effort of the novice repair mechanic. This character, when his machine begins to work improperly, takes it apart. He usually has it entirely disassembled before it dawns on him that he cannot fix it. Then, in its still disassembled condition, he brings it to the detachment, losing about half the parts along the way. Sometimes such a machine can be repaired, but often it can only be used as a source of parts.

Showers and clothing exchange are provided near the service center. The shower unit is capable of serving 4,400 men in a ten-hour day. A man who wants a bath need bring only himself. The exchange provides clean clothing, hot water, free towels, soap, and even shaving cream and razor blades.

Petroleum Supply in Korea

Lieutenant Colonel Merwin H. Smith, QMC
The Quartermaster Review
November-December 1951

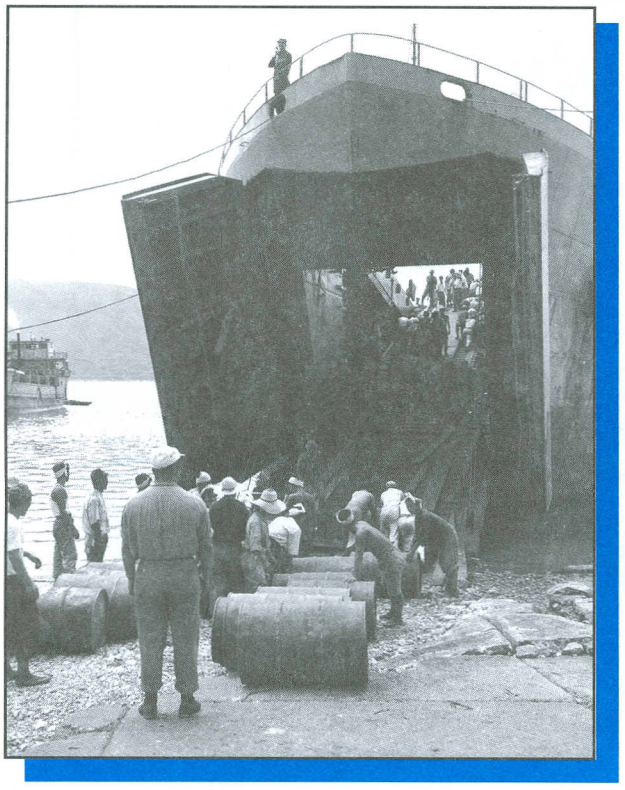


Petroleum, oil, and lubricants – or POL – is the "life-blood" of the modern mechanized army in the field. Korea was no exception. In addition to supplying petroleum directly to user units, Quartermaster POL specialists assigned to the theater operated large tank farms and bulk fuel facilities, ran can and drum manufacturing plants, and cleaning and reclamation facilities, and operated petroleum products laboratories. The harsh climate, poor roads and limited rail system, and absence of drumming facilities in Korea, made Class III a difficult mission. But with the opening of Inchon in the fall of 1950, and gradual stabilization of lines, and improved facilities, Quartermasters made sure that the engines of war did not run dry. - Editor

The war in Korea came at a time when Far East Command petroleum stocks were, in general, in good supply except for avgas [aviation gas] and jet fuel, and packaged stocks of certain grades of lubricating oils and greases, which were adequate to meet the immediate requirements but were not sufficient to meet a prolonged war in Korea without the speeding up of resupply from the United States.

Establishing control. Allied forces were pushed "south" so fast, at the beginning, that there was no chance to evacuate existing petroleum stocks from the Inchon-Seoul area. Within a two-week period the sole petroleum supply facility existing for the United Nations Forces in Korea was the storage terminals at Pusan. These terminals, prior to the war, were operated by the Korean Oil Storage Company (KOSCO), under a contract with the South Korean Government, which owned the facilities. One terminal consisted of twenty 10,000-barrel storage tanks connected by pipelines to a deep-water pier equipped to discharge bulk products from a T-2 tanker; a drum-filling plant capable of drumming about 3,000 drums per day; and a railroad tankcar fill-rack capable of filling eight to twelve cars at a time.

Bulk Storage. By careful allocation of existing storage facilities it was possible, during the early part of the war, to store a maximum of between ten and fifteen days supply of bulk POL [petroleum, oils and lubricants] products in Pusan. To effect supply to Korea in tanker lots, stocks were reduced to almost nil, necessitating close timing in scheduling tanker arrivals and arrivals of certain products from Japan in drums to augment the drumming capacity of the Pusan facilities.



Shipments scheduled via telephone communication were confirmed in radio messages. To maintain the close telephonic coordination required to ensure cargo arrives on a split-second schedule, it was necessary to locate the Sub-Area Petroleum Office-Korea at a point where telephone communication from Korea to Japan was available.

By careful supervision (thanks to the supervisors furnished by the commercial companies), by making certain alterations in the drum-fill plant, and by working labor around the clock, drum-filling capacity at the Pusan POL Terminal was increased from 3,000 drums to about 8,000 drums per day.

Overland Distribution. The big headache in supply of POL in Korea was the problem of distribution within Korea. Initially there were no distribution pipelines in Korea. There were but thirty-two railroad tankcars available to United Nations Forces. The only tanktrucks available were refuelers used by the U.S. Air Force to service aircraft. The available stocks of POL pipeline material and storage tanks were extremely limited and consisted mostly of reconditioned 4-inch pipe and bolted steel tanks stored in Japan. Consequently POL within Korea initially was limited to supply in 55-gallon drums and 5-gallon cans over the railroads.

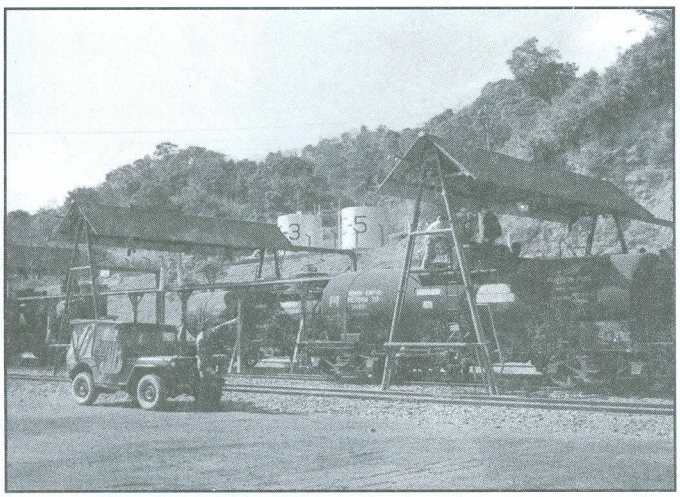
By construction of pipelines from bulk storage to nearby airfields, and the utilization of existing and new tankcars supplied eventually from Japan and the United States, avgas and jet fuel requirements for the Air Force were supplied in bulk to the airfields in Korea. Ground force requirements of motor gasoline continued to be supplied in drums. Materials for construction of pipelines to supply bulk motor gasoline to front lines were not available in the Far East Command, and, in any case, sabotage and pilfering would have rendered operation of long pipelines practically impossible. Furthermore, terrain in Korea renders construction and operation of pipelines extremely difficult. Roads capable of carrying heavy motor traffic were, particularly within the combat areas, practically non-existent.

After United Nations Forces re-took the Inchon-Seoul area, additional storage was constructed at Inchon, and pipelines were laid to Kimpo Air Field to supply avgas and jet fuel to the Air Force. Delivery of bulk POL by tanker to this storage was difficult because of tidal conditions at Inchon, where tides of over thirty feet occur, and because only small coastal tankers can be accommodated inside the Inchon harbor tidal basin. Much difficulty was experienced in operation of the pipelines, due to sabotage and pilferage, and the operation was successful only after Korean military and police personnel were stationed at 100- to 300-yard intervals along the entire line at all times, and then only after a large number of Koreans of questionable allegiance (North or South Korea) were killed while tampering with the lines. These lines and storage tanks were, of course, destroyed when the North Koreans and Chinese Communists again invaded the Seoul area. They have now been replaced.

Aerial Delivery. Airlift has played a big part in POL distribution in Korea, particularly during the period when United Nations troops were scattered over North Korea. During this period the Air Force utilized several airfields in North Korea. These fields were, in some instances, beyond the usable rail lines, and consequently avgas requirements, as well as ground force motor gasoline requirements in these

"The war in Korea has been a 'war of drums'...."

forward areas, had to be flown in. Hundreds of thousands of drums of gasoline and other POL products were air-dropped to isolated units during the evacuation of North Korea, and to supply units advancing in forward areas beyond existing operational airfields and railroad terminals.



Airlift operation is extremely costly and materially increases the POL supply problem. For example, during the initial phase of occupation of Kimpo airfield after the landing at Inchon, jet planes were based at Kimpo long before rail communication was established into that area. The enormous jet fuel requirement had to be flown in. Because of operational difficulties it was impractical to supply this requirement from Pusan, so the airlift originated in Japan. Cargo aircraft engaged in supplying jet fuel on this lift were consuming almost as many gallons of avgas per day as was being delivered as jet fuel. Needless to say, bulk facilities at Inchon and Kimpo were rushed to completion and were in use even before the rail service to this area was restored.

Effects of winter. Winter in Korea is extremely cold. Transportation facilities are extremely limited. The distribution of diesel fuel for heating purposes, and the handling of diesel fuel in addition to motor gasoline, were difficult and, in many instances, impossible. Consequently, using troops consumed large quantities of gasoline for heating purposes. Also, it was necessary, due to the extreme cold, to keep tank and other equipment engines running at nights to ensure starting out on planned operations the next day. Consequently, motor gasoline requirements increased considerably during the winter months.

During these months, shortages of winter-grade lube oil occurred. Winter-grade lubes and greases requisitioned for October and November arrival did not arrive until January, February, and March. Consequently, the limited stocks available were rationed to units operating in far northern areas and for use in heavy machinery, such as cranes, and in weather-station equipment, compressors, etc., which are inoperable unless supplied with light-grade lubes and greases.

Packaged Distribution. The war in Korea has been a "war of drums." Vast numbers of 55-gallon drums were shipped to Korea, and every effort was made to have the empty drums returned to refilling points for re-use. However, during periods of rapid advance, and particularly during periods of evacuation from forward areas, the rate of recovery and return of empty drums decreases. Drums flown to forward bases cannot be returned until surface transportation to the area is established.

During the early stages of the war, existing stocks of empty drums on hand in Pusan were depleted, and the quantity of drummed gasoline supplied forward each day was entirely dependent on the number of drums returned the previous day, plus the drummed gasoline received in cargo ships from Japan and the

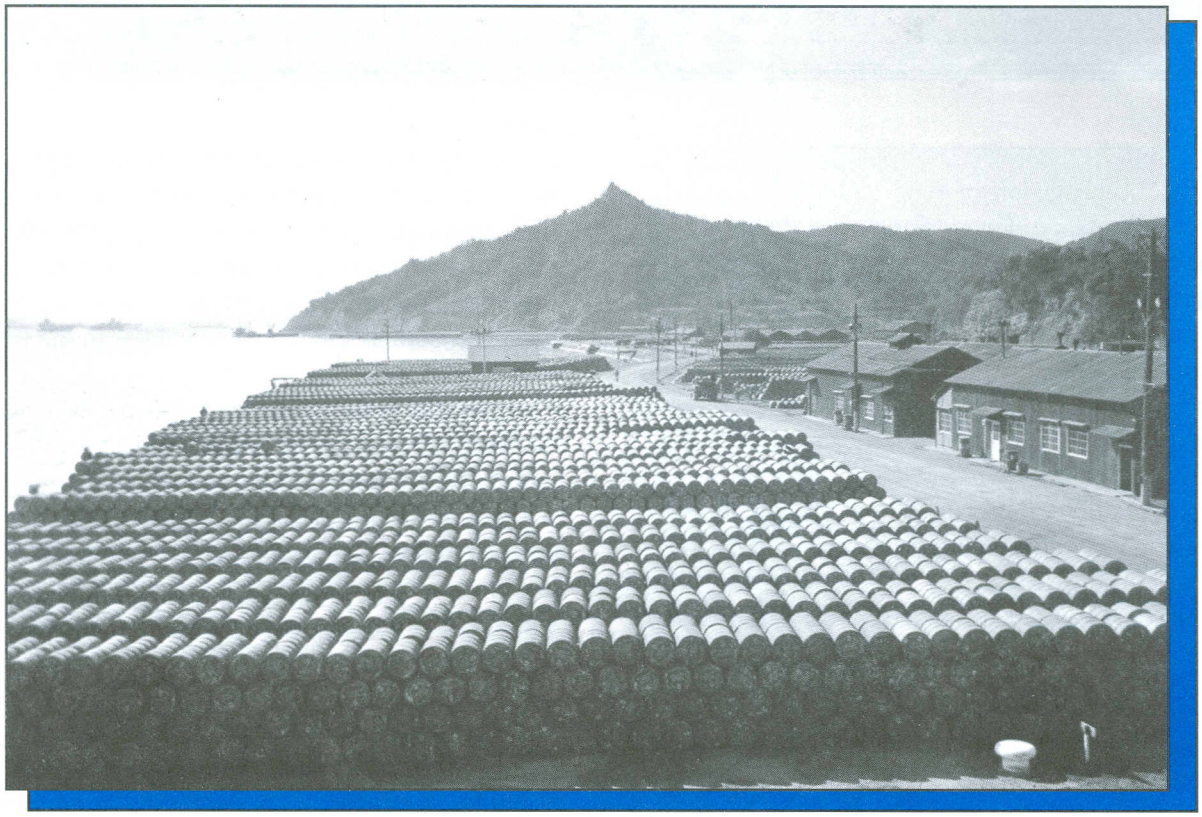
United States. All trucks returning from forward areas were required to return loaded with empty drums. Boxcars returning from forward areas and from airfields were returned loaded with empty drums.

During the evacuation from the Seoul-Inchon area, evacuation of empty drums was given a high priority. Empty drums were shipped out ahead of drums filled with diesel and jet fuel in order that supply of gasoline could be maintained at required rates. Drum supply is, and will continue to be, a controlling factor in petroleum supply in Korea.

Lessons Learned. Many lessons have been learned from the operation in Korea with respect to petroleum supply. Realistic consumption data is now available for use in estimating forward requirements. More constant use is being made of petroleum facilities in Korea to effect better and more timely distribution of petroleum products. Reserve stocks of petroleum products, pipeline materials, storage tanks, tank cars, etc., available to meet future requirements in Korea, have been built up. Industry and the military have given more serious consideration to the problem of changing refinery operations to meet the military needs for avgas and jet fuel in case of another emergency. These factors will receive more emphasis from the agencies involved in defense planning for petroleum supply.

Also, military personnel involved in planning and carrying out military operations have become more and more conscious of the importance and complexity of petroleum supply and of the joint interest and activity required in supplying the three services with petroleum requirements. The amount of teamwork within the military, and between the military and industry, is tremendous and is being perfected every day with each service, agency, and phase of industry becoming more and more conscious of the others' problems.

Definitely, the petroleum supply lessons learned during the Korean campaign are having a profoundly beneficial effect insofar as planning to meet a future emergency is concerned.



Subsistence Supply In Korea

Lieutenant Colonel Alex N. Williams, QMC
The Quartermaster Review
January-February 1953

The provision of food to both U.S. and Allied forces in Korea was one of the largest service operations of the conflict. The transportation of hot meals to troops in the line was made difficult by the precipitous terrain, harsh weather, and, in the early months of the conflict, by the fluid tactical situation. They generally received two hot meals a day if at all practicable – usually a combination of B-rations supplemented with fresh fruits and vegetables – cooked in company field kitchens and carried forward in Marmite cans. The result was that the man in the foxhole more often than not ate as well, and sometimes even better, than his counterpart in the rear. - Editor

A NEW concept of subsistence supply has evolved in Korea. This article, written in the midst of the campaign, makes no attempt to chronicle an evolution which is still continuing. Its purpose is to record the departure, in Korea, from what has long been accepted as the lot of the soldier in the field.

Changes in the ration are vital and far-reaching. Gone are three-way beef, high-salt hams and bacon, and dehydrated eggs of limited keeping qualities. Almost in the limbo of the forgotten are the field coffee-roasting plants and attendant personnel. Gone are the old "impossibles," vanished the old taboos, and – most arresting fact of all – gone the old reliance on the tin can.

The central feature and striking difference in ration supply in Korea is that the ration served is an A ration. It requires a far stretch of the imagination

to visualize a breakfast, in the field, of fresh oranges, cereal with milk, fried eggs and bacon, toast, sweet rolls, margarine, fruit jam, and coffee; or a supper of chicken noodle soup, fried chicken a la Maryland, giblet cream gravy, green peas, fresh baked potato, salad of spring onions, radishes, cucumbers, lettuce, hot rolls or biscuits, ice cream and bananas, and lemonade made with fresh lemons. But menus like these are served in Korea.

The basis of rationing in Korea is an operational B ration based on the standard B ration promulgated by the Department of the Army *Supply Bulletin 10-495,* 5 September 1950. This standard B ration, calculated to yield approximately 4,200 calories, is revised, with consideration for troop acceptance in Korea and availability of items from national production. The result is the basic Operational B Ration, Korea.

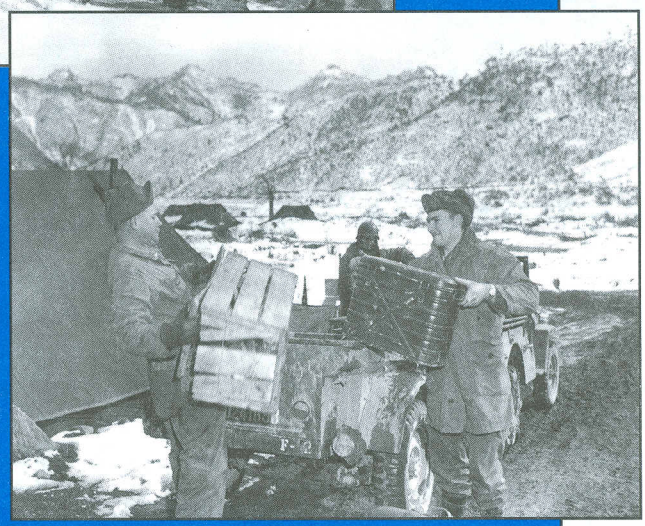
The changes in this B ration from the old field ration are striking in themselves. Bacon now is in convenient slices, more acceptable than the high-salt "overseas" type bacon in cans. New standard meat items since World War II include canned boned chicken and canned pork link sausage. Eggs - dried, whole, acidified, containing less moisture, and packed in inert gases - are a far more stable and useful product than their earlier counterpart. Canned coffee, roasted and ground, is an outstanding item. Vacuum-packed and roaster-fresh, it eliminates the logistical problem presented by bean coffee, with the need for roasting plants and personnel for processing. Canned tomato paste introduces new flavor combinations.

Into the basic Operational B ration the Quartermaster in Korea has introduced fresh subsistence on a previously unheard-of scale. This is the most important change in the ration. This is the change that has done most to make the ration in Korea a source of justifiable pride to Quartermasters responsible for subsistence support and to the many who have contributed so much to the development of new products and techniques. This is the change that has elicited the heartfelt praise of the soldier, and the enthusiastic comment of the Eighth Army Commander, General James A. Van Fleet, in a letter to Major General George A. Horkan, The Quartermaster General, U.S. Army, to the effect that ". . . the Eighth Army soldier today rates as the best fed . . . fighting man in United States history." This is the change that will evoke, in old campaigners, warm and pleasant memories of their Korea ration long after the discomforts of rice-paddy mosquitoes, the interminable dust-choked roads, the biting cold and searing heat of Korea are forgotten.

In Korea, perishable meats, poultry, and fish are served 50.5 times a month for dinner and supper meals. Fresh vegetables and fresh fruits are provided regularly. Shell eggs are served for twenty-one breakfast meals per month. Quartermasters who are familiar with subsistence supply in previous campaigns will realize the import of these words.

To supply this ration, modern refrigeration and transportation facilities are being used to the maximum possible extent. Swift refrigerator ships carry the perishables from the zone of the interior direct to Korea at a rate of one vessel every ten days. In Korea, extensive use is made of portable "walk-in" refrigerator boxes, which are banked at strategic

locations in the base depot, at supply points, and in the major forward elements. These are supplemented by the use of commercial ice plants, where available, and by the use of refrigerator barges for offshore storage and coastal transport. Refrigerator cars, both U.S. and Korean, provide daily transport along the main rail lines. Refrigerator vans are used extensively and have been of inestimable value in moving perishables between forward supply points and from supply points to forward elements.



The list of freeze items – meat, poultry, and fish – is varied. In practically all cases, improvements in cutting, processing and packaging have contributed to the ease of handling and holding frozen foods as to make distribution more practical.

Four-way boneless beef provides twenty-eight meals per month. This important item has been improved through careful selection of cuts and careful trimming. Those who have had experience with three-way beef will appreciate the separate packaging of all tender cuts of roasts and steaks.

Veal, fabricated, semi-boneless (another Quartermaster-developed "first"), appears on the menu three times per month. All bones except those in the veal chops have been removed.

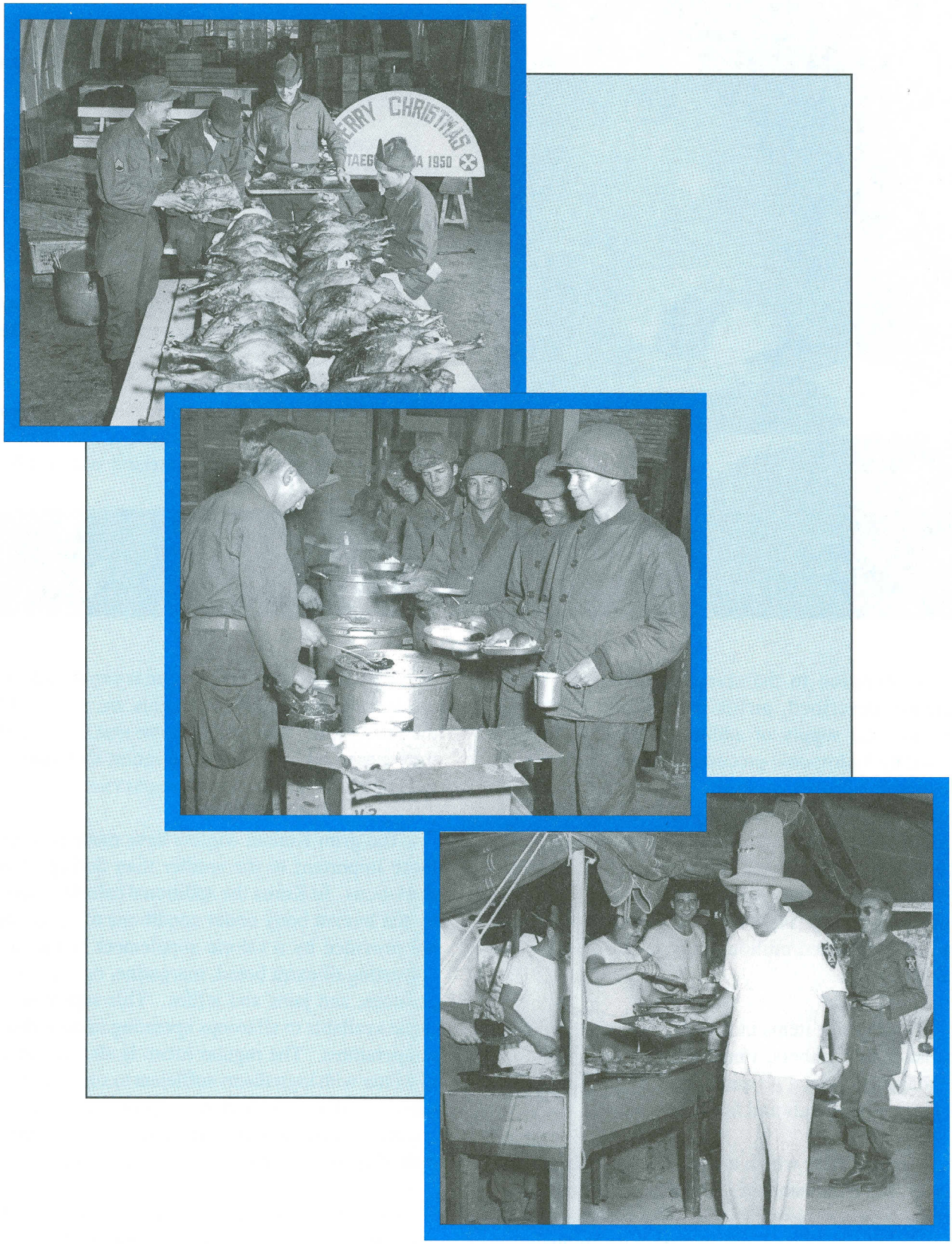
Poultry is completely eviscerated and ready to cook. Chicken fryers are served three times per month, chicken roasters, once a month, and turkey, three times per month.

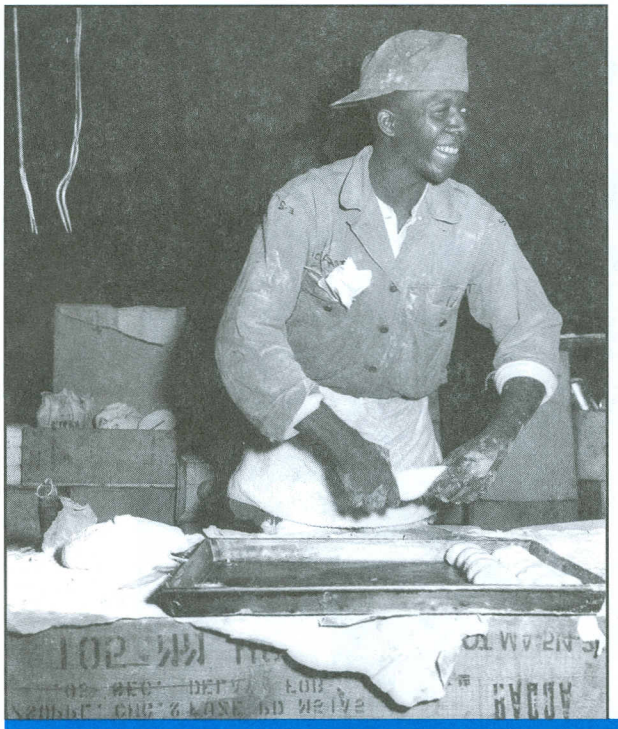
Fish, fresh, frozen, cut in steaks or fillets and ready-for-the-pan, is provided twice a month.

Ham, smoked, permits issue of baked or sliced ham 4.5 times per month, while pork loins, served as roasts or chops, appear twice monthly.

The fresh fruits and vegetables are equally varied. Packaging in polyethylene bags preserves the condition, quality, and cleanliness of the most sensitive items. Bags are crated against rough handling through the long lines of supply. Carrots so packaged arrive at the farthest points of the supply line waxy and bright in color, firm, crisp and clean.

Foremost in desirability among the standard chill items are fresh eggs in their shells. Fresh fried, boiled, or poached eggs on the breakfast menu twenty-one times a month are proving an incomparable morale booster in Korea. Eggs are provided at the rate of two per man, plus a 5-percent breakage and loss factor.


ERRY CHRISTMAS
A 1950



twice monthly to all troops in Korea during the warm weather months.

In addition to the above changes, subsistence supply in Korea is exceptional in other ways.

Ice cream has been supplied to troops consistently since early in 1951, the rate of issue being increased during the hot-weather months. The product is manufactured from powdered ice-cream mix by machines conveniently placed in corps and division areas and at Quartermaster Class I [rations] supply points. The product is transported from place of manufacture to frontline troops in insulated containers.

Army bread always has been a source of pride to the Quartermaster and a satisfaction to the soldier. Korea is no exception. However, a new idea that may well be adopted for garrison use has been

"The best fed army...."

In addition to the standard perishable items already described, airlift from Japan has made possible the supply of additional fresh vegetables raised by hydroponic process in Japan. Hydroponic vegetables grown in sterile gravel and chemical solutions have been highly developed by Quartermasters in Japan as a method of providing fresh green salad items to troops in the Far East, where soil-grown vegetables are subject to contamination by "night-soil." The hydroponic farms in Japan provided millions of pounds of vegetables for Korea.

Hydroponic items include lettuce, green onions, radishes, cucumbers, tomatoes, eggplant, Chinese cabbage, and green peppers. Priority in distribution is given to hospitals and frontline troops.

Another item which airlift from Japan has made possible is fresh bananas. Bananas were supplied to Korea on a test basis in 1951. They were received in excellent condition and met with an enthusiastic reception. As a result, bananas are being served

developed in Korea. Fresh bread is supplied for two meals only and bread ingredients are provided for the third meal. This arrangement makes it possible for units to add variety to the ration by baking hot rolls and hot biscuits, and extra pastries.

The grim Korean winters have made food even more important to the soldier than during normal operations. In Korea the additional calories required by the human body under conditions of severe cold are provided by a caloric supplement to the ration consisting of extra bread, margarine, oatmeal, milk, potatoes, and jams and jellies. This supplement is made available to all troops operating under sub-zero temperatures. The regular menu is also augmented in winter with ingredients sufficient to supply hot soup daily. Coffee – the old standby of the soldier – is issued in increased quantities to forward elements operating under conditions of severe cold.

Other ration supplements which have been of untold value in the Korean campaign have been the hospital supplement and the ration supplement sundries pack.

A hospital supplement based on *Supply Bulletin 10-495* provides additional food to meet requirements for special nutrition and diet therapy, including both standard menu items and non-standard items. Many of these items are now being issued in the form of the ration supplement pack, hospital. Light food and beverages for use in clearing stations in treatment of shock and the promotion of comfort and general well-being are provided in the form of the ration supplement pack, aid station.

The ration supplement sundries pack rounds out the ration with toilet articles, cigarettes and tobacco, and candy. This pack is issued to troops where post exchange facilities are not readily available, or who by reason of their position in combat cannot take advantage of such facilities.

This, then, is the subsistence picture for Korea – a picture of which the details can only be appreciated at close range in their effect on operations and troop morale. The most significant fact about the Korean campaign for the student of subsistence supply is the large-scale proportion of fresh foods introduced into the ration. The extent to which this has been possible, in a land of forbidding terrain and harsh climate, constitutes a valuable lesson in the possibilities inherent in the use of modern refrigeration facilities, rapid transport, and processing and packaging methods.

The campaign in Korea is indeed a milestone in the supply of subsistence to troops. The ration currently being fed here will set a precedent and an example for future campaigns. The triumph of technique achieved here, and the resulting contribution to troop morale, will never permit a return to large-scale use of canned or packaged rations, except under the most arduous conditions of warfare.

The Korean War

As Seen by a Chairborne Soldier

Lieutenant Colonel Lowell T. Bondshu, QMC
The Quartermaster Review
January-February 1953

Throughout the Korean War, the Office of The Quartermaster General sent trained observers and teams of uniformed and civilian personnel to see firsthand how Quartermaster items were holding up under actual combat conditions. It was a "lessons learned" practice carried over from World War II that provided invaluable feedback to research and development agencies in the U.S. They observed and tested everything from drum-cleaning equipment and field ranges, to shoe packs and flak jackets, with a constant eye to improving conditions for the soldier on the front line. Coincidentally, on April 19, 1952, ground was broken for a new Quartermaster Research and Development Center at Natick, Massachusetts, to institutionalize the improvement of soldier products and equipment. - Editor

OBSERVER TEAMS are not yet TO&E [table of organization and equipment] units, but are well known organizations in Korea. My group went from Fort Monroe, Virginia, on the East Coast of the United States, to Japan, then to Korea where we covered the entire front and most of the rear installations, and back to Fort Monroe in exactly five weeks.

Notwithstanding the fast pace, I saw a lot of what was going on in Korea. My tour included everything from the monstrous supply and rebuild installations in the rear areas to enemy fire at the front lines. I rode in the mighty *Bataan* high above the Yellow Sea and in the frail little observation planes which played tag through the jagged snow-covered mountains in Korea. I slept in soft beds in the steam-heated Imperial Hotel in Tokyo and in a sleeping-bag in below zero weather at the front. I observed and talked to soldiers at every stage from debarkation in Japan to the frontline trenches in Korea, and I witnessed nearly every type of Quartermaster TO&E unit in operation.

Since I was the Quartermaster observer on the team, I confined my activities to observing supply and service installations and Quartermaster units at all echelons and to visiting frontline combat units to see how our supplies and services were being received.

* * *

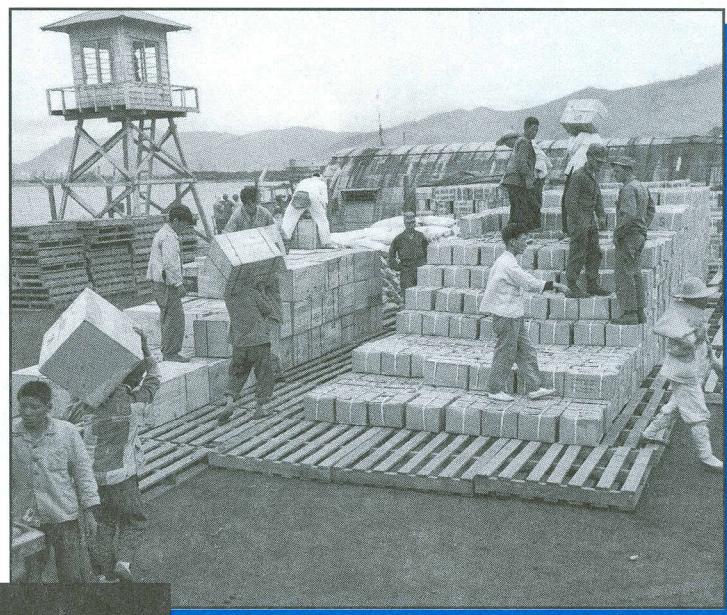
POL near Seoul. Class III [petroleum, oils and lubricants or POL] operations were going full scale at installations nearby, and pretty much according to the book, except that 55-gallon drums were being used for gasoline and diesel almost entirely. Due to a shortage of 5-gallon cans, the big barrels were put into service early in the war, and

everyone now preferred them to the smaller cans because they were less subject to pilferage, required less handling, and plenty of Korean laborers were available to manhandle them.

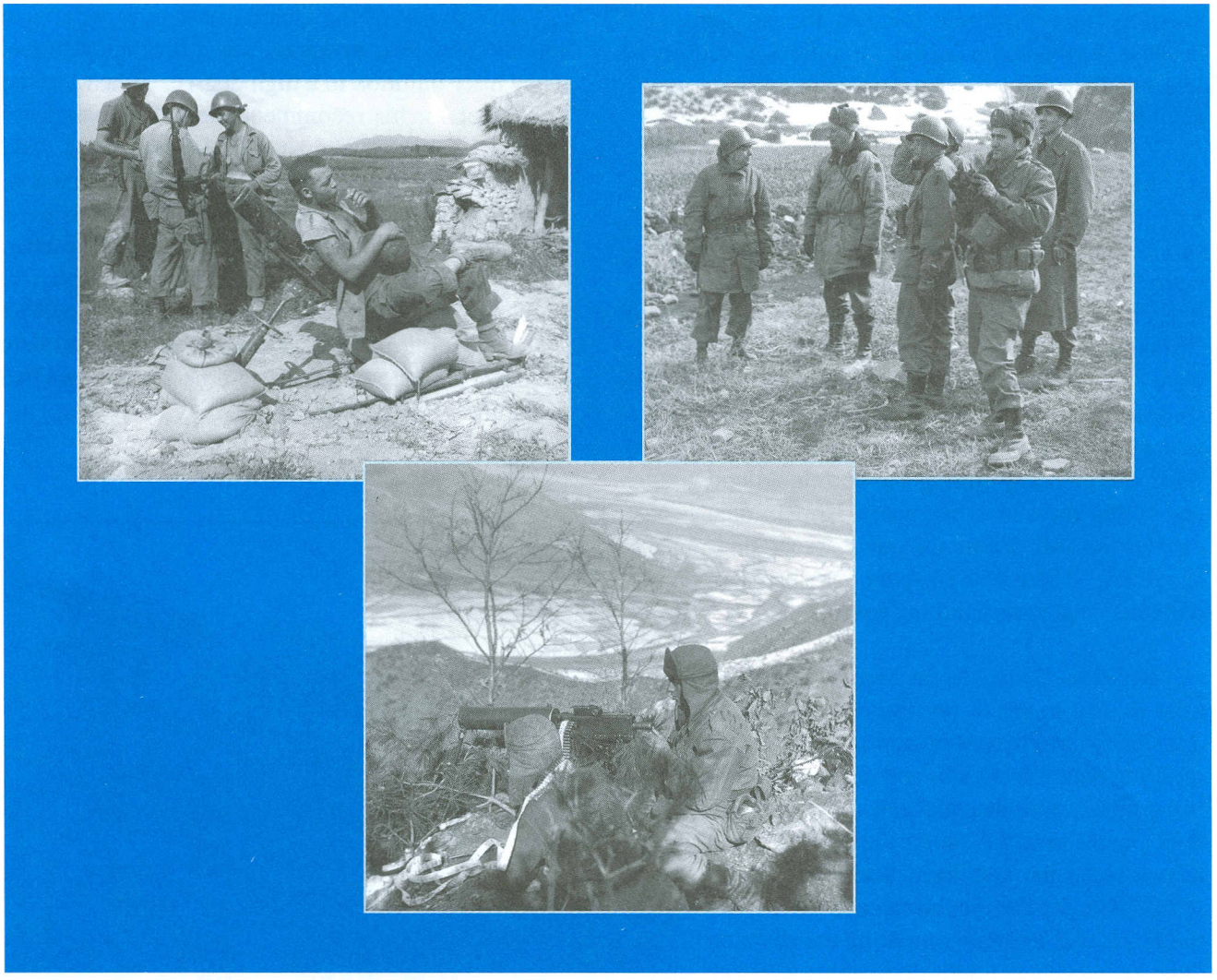
At the drum-filling plant in this sector, I had my first look at the wholesale use of Korean labor by service units. Here was a section of a Quartermaster petroleum company, consisting of one officer and 25 soldiers, supervising 500 Koreans in a tremendous 24-hour operation where some 4,000 55-gallon drums were received empty and then cleaned, filled, and shipped to the front daily. Many of the laborers were women, and there were some children working. All were energetically rolling the barrels around and filling them at a fast pace. Korean men carried the full drums on poles across their shoulders. There was no spare parts problem with this "materials handling equipment."

Division QMs. Right here is as good a time as any to relate my impressions of the division Quartermaster operations. They were all doing magnificent jobs and were supporting many more troops than the books say are within their capabilities. Of course the use of Korean laborers and the stabilized war were largely responsible for the increased capabilities, but the spirit and aggressiveness of the division Quartermasters and their companies were the implementing forces.

The ability of the Quartermasters to anticipate the needs of their divisions was a revelation to me. They have intuition to a high degree. When I asked an officer for his recommendations for changes to the Quartermaster company TO&E he said to "add a crystal ball to the equipment table." In one division, every unit was put on operational (C) rations for a week, as part of a tactical plan. A few days later, when the order was changed and the division commander called for the regular rations (modified A), the Quartermaster had them available and ready – he had somehow figured he'd need them and had made the necessary plans.



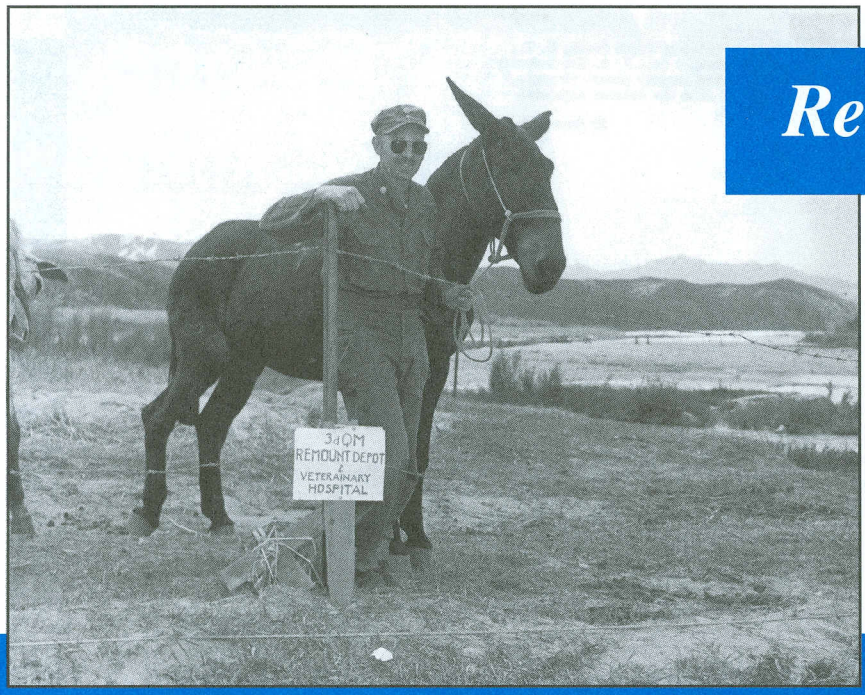
Frontline Support. During my visits to frontline positions, I found all soldiers well clothed, well fed, and reasonably comfortable. The ingenuity of American soldiers is well known, and they had done wonders to make their living conditions bearable. The clothing exchange system was a boon to frontline soldiers, as they were not burdened with carrying extra clothing. They wore and carried only what they needed for their particular jobs. This generally consisted of one complete uniform, weapon, and ammunition.



Each soldier had an extra pair of socks pinned inside his shirt (the Quartermaster furnished the pins, as well as the socks). Clean clothing was issued at the bath and clothing exchange points, and men in the front lines were able to get back for a bath and clean clothes about once a week. Individual equipment (sleeping bag, shelter-half, etc.) was kept in a bunker where the men slept. In an attack, the men generally carried no pack (the entrenching tool was attached to the belt), and extra equipment was brought up by the company supply echelon as needed.

The mess gear was kept in the company kitchen (anywhere from a mile to five miles behind the front) and brought up with the food. At meal time, men left the trenches a few at a time to go to a "feeding area" a few hundred yards back, where hot meals were served from Marmite cans or from improvised steam tables. In some cases the food was brought to the men on the main line of resistance. Soiled mess gear was taken back and washed by the kitchen personnel. Mess kits were being used, but plans were under way to replace them with trays.

Frontline troops had two hot meals per day, and, in many cases, three, the determining factor being the distance and route to the kitchen. Food everywhere was good and seemed to get better the farther forward you went. Ice cream (manufactured by the division Quartermaster) was on the menu at least once a week, and twice during the summer.



Remount!

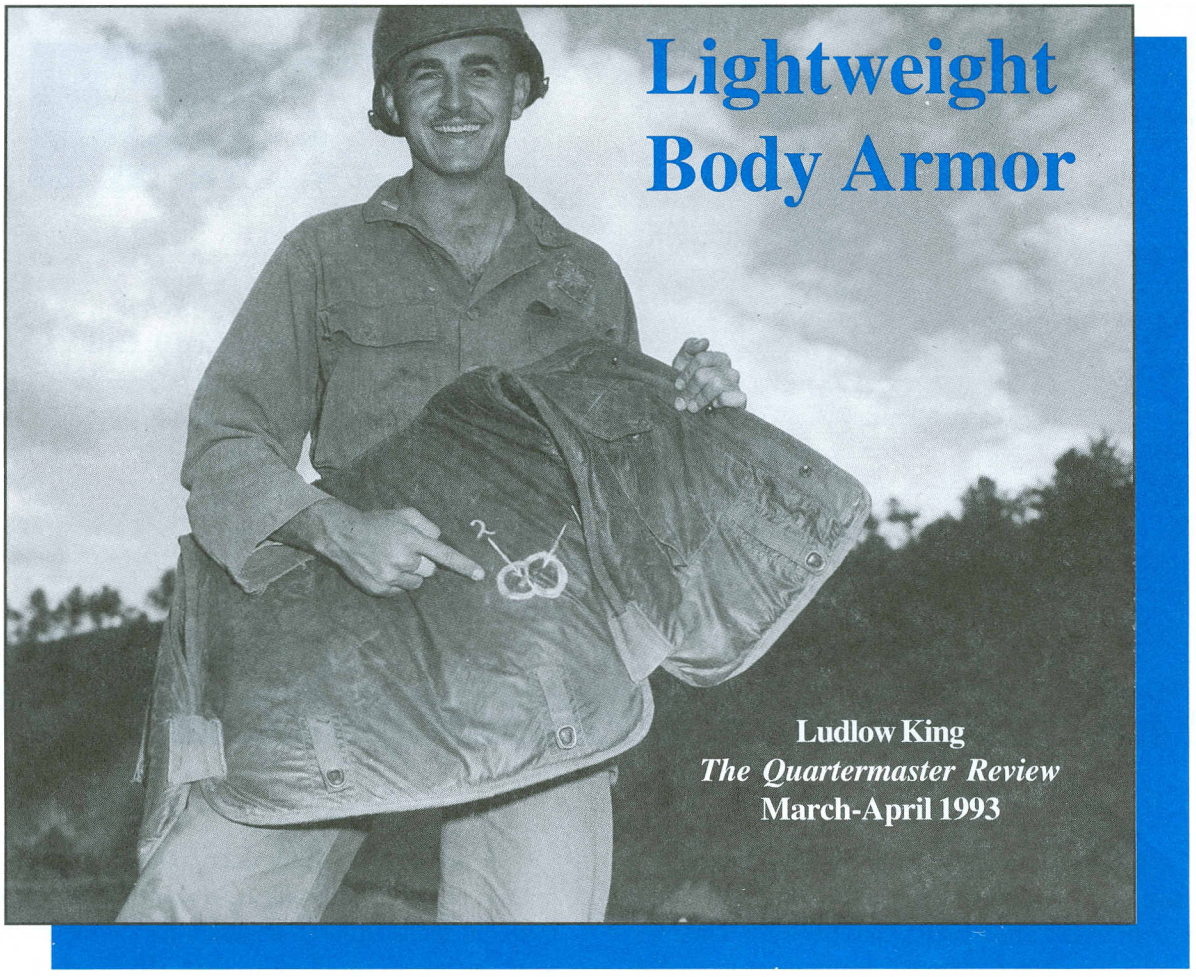
Major Lee 0. Hill
The Quartermaster Review
March-April 1952

The Korean conflict has proven beyond a doubt that there is no substitute for animal pack transportation in terrain such as has been encountered in that theater. The Chinese Communists have not overlooked this means of transport. Our forces have captured a number of their animals, and on the drive north from Seoul late in May 1951, the 1st Cavalry Division moved them by trucks. The QMC [Quartermaster Corps] 6 x 6 truck is readily adaptable for this purpose and required no major change.

In the mountainous sector north of Seoul to the Imjin River, captured animals were used to pack in barbed wire, steel stakes, mines, etc. As an interesting sidelight, one of the animals captured was a former U.S. mule about whose identity there was not the slightest doubt. His Preston brand was 08K0. This mule presumably was shipped to the China-Burma-India theater during World War II and fell into the hands of the Communists when the Chinese Nationals moved to Formosa.

Virtually every army, except the U.S. Army, uses animal pack transportation whenever and wherever the tactical and strategical situation indicates its proper use. During 1948-49 more than 10,000 pack mules were shipped to Greece. General James A. Van Fleet, who was serving in Greece at that time, and who is now commanding the Eighth Army in Korea, is known to have remarked that the American pack mule played a major role in bringing about a successful conclusion to the fighting in that country.

However, the utilization of pack animals today must, of necessity, be for special tactical situations. To quote a former Cavalry officer who has recently completed a tour of service in Korea, "Pack mules are unquestionably the best and most certain supply line link between the most forward dumps and the front line units. Regardless of whether it is dark or daylight, or the inclemency of weather, a mule will carry a load and practically go any place a soldier can except up a ladder. There is no substitute."



Lightweight Body Armor

Ludlow King
The Quartermaster Review
March-April 1993

PFC J. ARTHUR WICK of Port Jervis. New York, a member of K Company, 17th Infantry Regiment, U.S. Army, smothered a hand grenade with his body. The explosion threw him into the air, but he suffered nothing more serious than a bruised chest.

MARINE PFC LEE WARD, Maplewood, Missouri, while claiming that body armor is "indispensable," said: "On a patrol about a week ago, I had an enemy mortar shell land about ten feet away from me. I picked five pieces of shell fragments out of my vest. Didn't bother me. Another guy on the same patrol stopped six burp-gun slugs with his jacket. All he got out of it was a couple of bruises."

Since last March, newspapers, magazines, radio, and television networks have brought us many amazing reports similar to those just quoted. The most important point of all the reports is that lives of our soldiers in Korea are being saved by a lightweight, modern body armor.

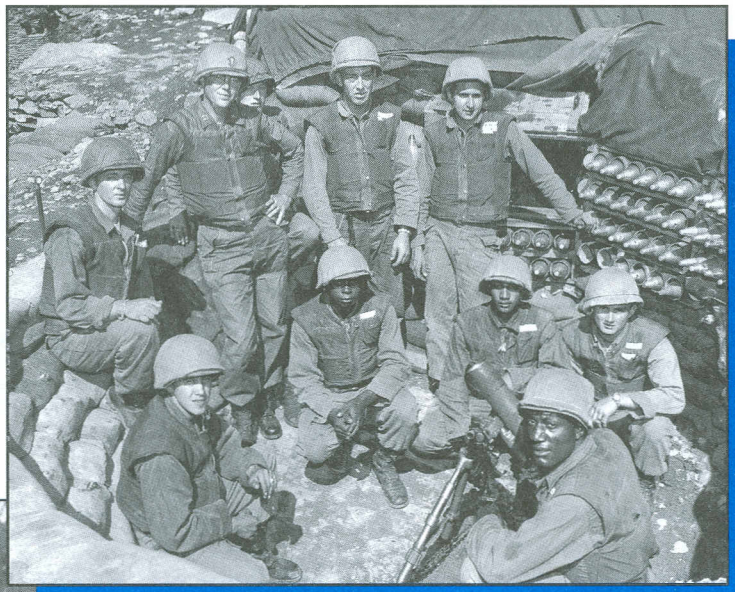
Several communiqués have erroneously referred to other types of armor plate being used in Korea. The only "standardized" body armor being used in Korea in combat today is made ninety per cent of the Fiberglas-plastic combination, best known as "Doron," which is used to protect the body, and ten per cent of nylon which is used over the shoulders.

World War II Background. In 1942 a shortage of metallic armor established an urgent requirement for the development and production of a new nonmetallic armor. Research and development people throughout our military departments accepted this challenge.

In June of that year, Brigadier General Georges F. Doriot, for whom the combination Fiberglas-plastic armor was later named, was serving as chief of the Military Planning Division, Office of The Quartermaster General. He directed his division to investigate the possibilities of combining a comparatively new fibrous glass material with plastics in an effort to produce a new lightweight nonmetallic armor.

The Quartermaster General invited the Naval Research Laboratory, which had been working on a light armor program for aircraft applications, to coordinate their work with the Quartermaster Corps. Naval Research Laboratory's objective was to develop a light armor plate to use in place of manganese steel which was considered too heavy.

Edwin Hobson, chief of the Plastics Section in General Doriot's division, immediately called in members of industry to get full particulars of the new technologies developed in the field of reinforcing plastics with high-tensile-strength fibrous glass. Army Ordnance had already developed the theory that high ballistic properties could best be obtained from materials possessing high strength and ductility. Mr. Hobson won the complete support of industry and encouraged them to carry on further experiments.



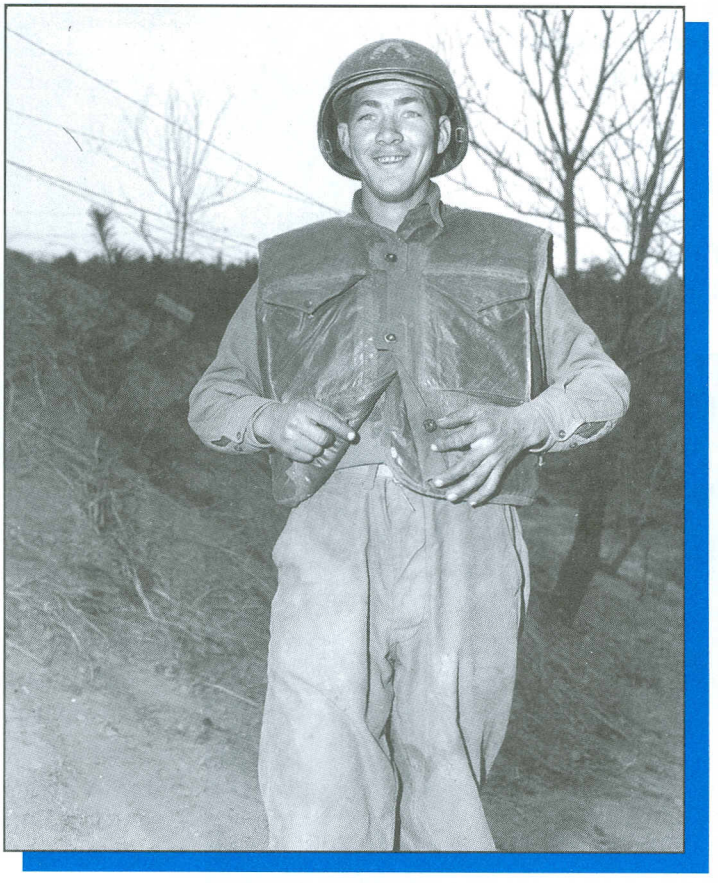
In May 1943, the Dow Chemical Company laminated a fibrous glass fabric and plastic in a special manner which provided encouraging ballistic values. This was the birth of Doron. Meeting this initial success, the Army Quartermaster Corps was authorized to intensify its research program. It established projects with industry to investigate thoroughly the bonding properties of all resins, the production of high-strength glass filaments, the best types of fabric weaves to provide greater strengths and the lamination and fabrication processes to provide optimum results.

Some of the companies participating in the early phases of this development work were General Electric, Dow Chemical, Hercules Powder, American Cyanamid, Bakelite, Monsanto, Firestone, Westinghouse, Formica, Continental Diamond, and United States Rubber.

Later a joint committee on nonmetallic armor was created by the Defense Department. This was composed of members from the Office of The Quartermaster General, Naval Research Laboratory, Bureau of Ships, Army Ordnance, the Bureau of Medicine & Surgery, and the Bureau of Aeronautics. The control of this committee was vested in the Office of The Quartermaster General of the Army.

Dr. G. R. Irwin of the Naval Research Laboratory and Mr. Hobson designed and developed a complete body-armor jacket utilizing Doron armor plate. Two officers of the Bureau of Medicine & Surgery staged demonstrations at Camp Lejeune [NC], Quantico [VA], and the FBI Barracks. This was perhaps the first protection given to humans by Doron.

As a result of these demonstrations and complete data and statistics furnished by The Quartermaster General, the Marine Corps obtained appropriations to equip a full battalion with this body armor for landing operations. Doron panels were sewn into standard utility jackets and first used in the last stages of Okinawa in 1944. At the same time, recommendations were made by the Navy to procure 300,000 life jackets with added panels of Doron for use in landing operations. But the sudden end of the war brought development and production of body armor jackets to a virtual halt.



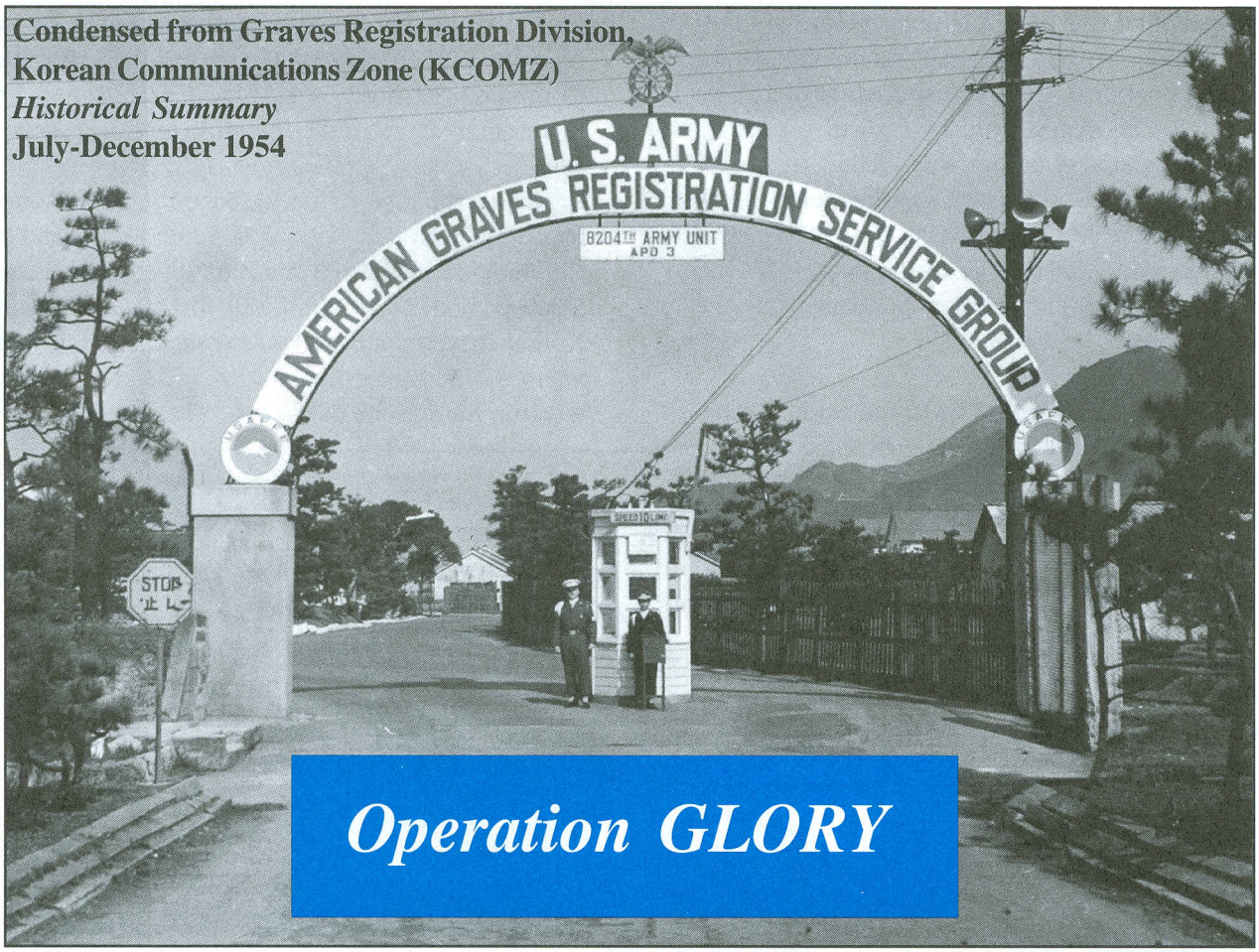
Postwar Developments. In 1948 the Marine Corps established a Body Armor Section under the Medical Research Laboratory at Camp Lejeune. This was directed by Lieutenant Commander Fred L. Lewis, Jr. His principal objective was to coordinate with the Office of The Quartermaster General and the Naval Research Laboratory in determining which nonmetallic body-armor materials were most suitable. Upon the selection of Doron, he then designed a vest using curved plates instead of the flat plates formerly used. These curved plates enabled the vests to conform with the contours of the body.

Korean Conflict. In the spring of 1951, 40 vests were made of curved Doron panels, procured by The Quartermaster General and assembled into vests by the Marine Corps in Philadelphia. These vests were combat-tested in Korea under the auspices of the Marine Corps, the Army Quartermaster Corps, the Navy Bureau of Medicine and Surgery, and Army Ordnance. By November 16, 1951, the Marine Corps had established requirements for body-armor vests due to the stabilization of warfare in Korea and placed an order for 2,000 of the protective garments.

The first 500 were air-shipped to Korea on January 30, 1952. These were used in combat on February 21, 1952. A Marine Corps team observed the successful performance of these vests and recommended additional procurement to outfit the entire 1st Marine Division. The Army established requirements for body-armor jackets, and the Marine Corps assisted in the procurement of jackets for the Army.

The joint efforts of the military and participating companies of industry have been more than rewarded by the knowledge that these body-armor jackets will return many of our soldiers to their families who otherwise would have been listed "lost in combat."

As of this writing approximately 80,000 to 90,000 Doron jackets have been procured for use in Korea.



Condensed from Graves Registration Division, Korean Communications Zone (KCOMZ)
Historical Summary
July-December 1954

Operation GLORY

On 9 September 1954 the first shipment of Operation GLORY remains (consisting of 300 bodies from the return of the war dead program in Korea) arrived at Moji Port, Japan, aboard an Army transport ship. The first shipment climaxed months of preparation and planning for the exchange and repatriation of war dead from North Korea.

Impressive shipside ceremonies were conducted at Moji Port, and the Jono area of Camp Kokura, where the American Graves Registration Service (AGRS) was located. Those ceremonies were attended by representatives of the sister services and the Allied Nations.

- Editor

Part of the Armistice Agreement signed in Panmunjom in June 1953 called for the exchange of military war dead on both sides. In the months that followed, members of the U.S. Graves Registration Division in Korea met repeatedly with UN [United Nations] and Eighth Army officials to work out the details for how such an exchange might be effected. The resultant draft plan was approved and signed by all the major parties on the Allied side in early July 1954, and was forwarded to Communist officials. They, in turn, signed the new agreement on July 20th. And together they agreed that the exchange of deceased personnel should commence on 1 September 1954 and end no later than 30 October.

Implementation of Korean Communications Zone (KCOMZ) Operations Plan 14-54 – better known as "Operation GLORY" – was put into effect on 22 July 1954. United States Engineers furnished by the United Nations Command, Military Armistice Commission Support Group, constructed a railhead

and reception area. The UN Command also provided a battalion from the 1st Signal Unit to establish signal communications. The Transportation Corps made plans for the evacuation, by rail, of all deceased military personnel on our side. The Quartermaster Corps issued all necessary supplies and materials. And the KCOMZ Quartermaster Graves Registration Division proceeded with the disinterment of all enemy remains of deceased military personnel interred in South Korea.

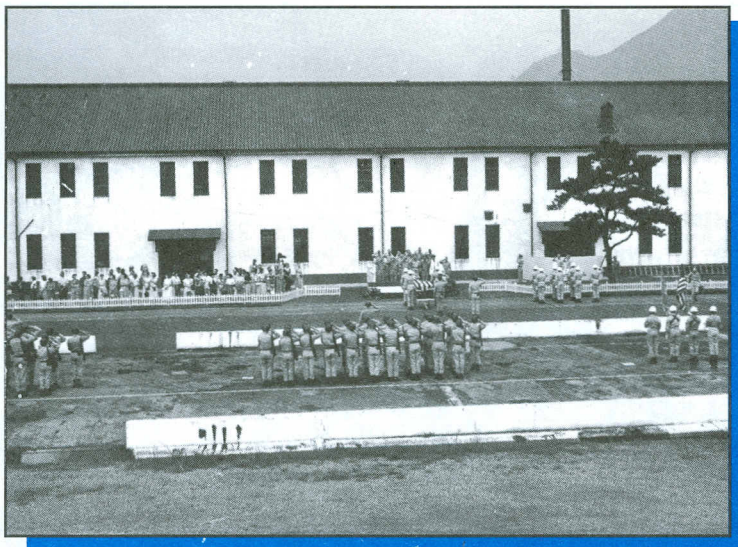
In the month leading up to the actual exchange of military remains, the Quartermaster Graves Registration Committee held three additional meetings with the Communist side – to discuss the approximate number of deceased involved, examine the signatures of officers who sign receipts for the remains, and to decide how both sides would proceed from the railheads to the reception areas within the demilitarized zone. Also to discuss the means of identification, use of vehicles in the proscribed areas, and ground rules for photographers and news correspondents.

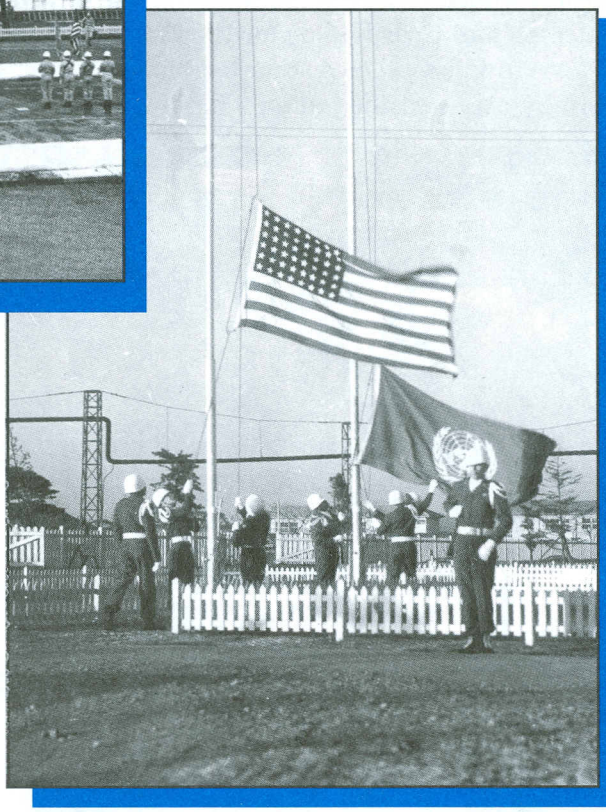
On 30 August 1954, the disinterment of all enemy deceased military personnel was completed, and all remains delivered and stored at "Glory Railhead," near Munsan-Ni, Korea. At 0930 the next day (September 1st) the Chief of KCOMZ Graves Registration Division met his North Korean counterpart at the reception area within the demilitarized zone, and received the first 200 remains of deceased UN military personnel. At 1300 hours these remains were evacuated to "Glory Railhead," where a ceremony was held. In attendance were several major figures from the United Nations Command, U.S. Far East Command, Military Armistice Commission, and representatives from the Republic of Korea Army.

The exchange of deceased military personnel between the United Nations in South Korea, and the Communists in North Korea, continued daily, except Sundays, until 21 September 1954. On that day North Korean representatives turned over 123 remains, and advised UN graves registration officials that there were no more to be delivered. The United Nations group continued delivering enemy deceased until 11 October. A final tally showed that 4,023 UN deceased personnel had been received from the North Koreans, and that 13,528 had been delivered to them.

Of the 14,074 remains of deceased enemy military personnel disinterred in the territory of the United Nations Command, 546 were determined to be civilians who died while interned in prisoner of war camps. The government of the Republic of Korea requested that the 546 remains be delivered to them for further delivery to the next of kin, who reside in South Korea. Of the 546 remains, seven were determined to be Unknown civilians. The seven remains were interred in Pusan, Korea. The remaining 539 remains were delivered to the Republic of Korea government on 30 October 1954.

At the last formal meeting on October 11th, both sides agreed to continue searching in remote areas. If additional remains were discovered, they would be returned prior to the end of the month, if possible.





The UN Chief of the Graves Registration Committee further advised the North Koreans that the exchange facilities would be left standing for as long as was felt necessary.

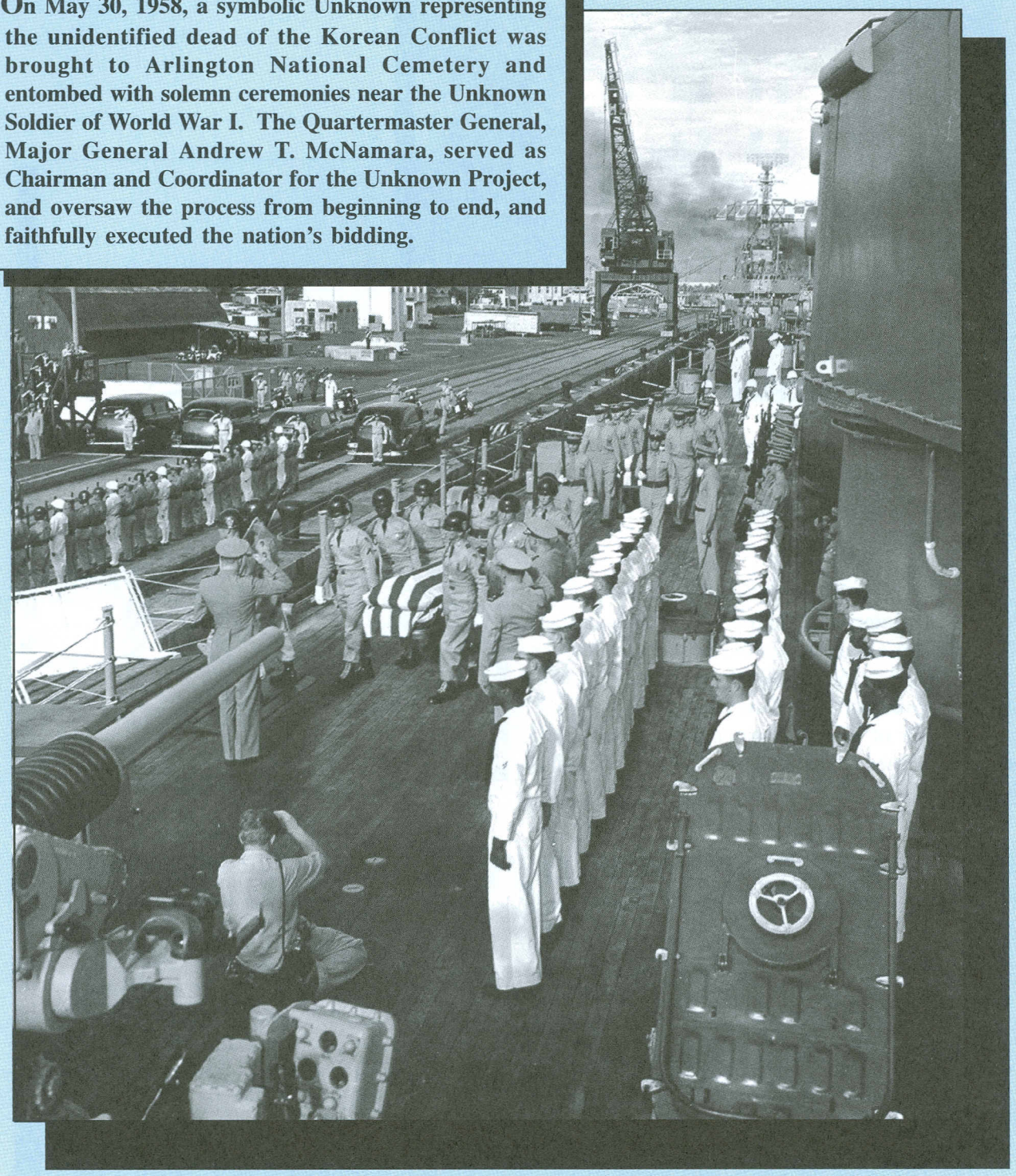
For their part, the North Koreans announced that they had disinterred 78 more bodies, which they forwarded to UN officials the next day (October 12th). Then again, 66 additional remains were handed over on November 9th. This brought to 4,167 the total number of United Nations deceased military personnel turned over by the North Koreans during Operation GLORY.

POSTSCRIPT: GLORY shipments continued at Moji Port, Japan, twice a week. By the middle of October 1954, 4,101 remains were on hand in the mausoleum at Jono. One final shipment was received on 10 December 1954.

Even though Operation GLORY had officially ended, AGRS personnel continued processing unidentified remains from Moji Port for more than a year, until the mission was completed. By February 29, 1956, all Graves Registration personnel at Kokura, Japan, had been reassigned, property disposed of, and the buildings and grounds turned back to the post engineer - thus ending another chapter in the history-making field of Quartermaster Mortuary Affairs.

The AGRS Group in performance of its mission at Kokura, Japan, from January 1951 to March 1956 processed over 32,000 war casualties of the Korean Conflict, and more than 300 deaths occurring in Japan. The United States Armed Forces Mortuary, Yokohama, Japan, processed, during that same period, over 1,000 current deaths.

On May 30, 1958, a symbolic Unknown representing the unidentified dead of the Korean Conflict was brought to Arlington National Cemetery and entombed with solemn ceremonies near the Unknown Soldier of World War I. The Quartermaster General, Major General Andrew T. McNamara, served as Chairman and Coordinator for the Unknown Project, and oversaw the process from beginning to end, and faithfully executed the nation's bidding.



Here Rest in Honored Glory American Heroes Known But to God

Quartermaster Roll of Honor

2d Quartermaster Company
3rd Quartermaster Company
4th QM Petroleum Products Lab Company
5th Quartermaster Petroleum Products Lab
6th Quartermaster Group, HHC
6th Quartermaster Petroleum Products Lab
7th Quartermaster Company
7th Quartermaster Petroleum Products Lab
13th Quartermaster Battalion, HHD
15th Quartermaster Company
19th Quartermaster Subsistence Supply Company
20th Quartermaster Subsistence Supply Company
23rd Quartermaster Group (Mobile), HHC
24th Quartermaster Company
25th Quartermaster Company
32nd Quartermaster Group, HHC
40th Quartermaster Company
45th Quartermaster Company
54th Quartermaster Battalion, HHD
55th Quartermaster Base Depot, HHC
58th Quartermaster Salvage Company
60th Quartermaster General Depot
61st Quartermaster Petroleum Products Lab
96th Quartermaster Battalion
98th Quartermaster Service Battalion, HHD
108th Quartermaster Bakery Company
110th Quartermaster Bakery Company
114th Quartermaster Graves Registration Company
130th Quartermaster Bakery Company
142d Quartermaster Battalion
148th Quartermaster Graves Registration Company
187th Airborne Regimental Combat Team
248th Quartermaster Laundry Detachment
249th Quartermaster Laundry Detachment
250th Quartermaster Laundry Detachment
254th Quartermaster Laundry Detachment
265th Quartermaster Petroleum Supply Company
287th Quartermaster Refrigeration Company
293rd Quartermaster Graves Registration Company
295th Quartermaster Bath Company
297th Quartermaster Clothing and General Supply Depot Company
325th Quartermaster Battalion, HHD
350th Quartermaster Laundry Detachment
351st Quartermaster Laundry Detachment
392nd Quartermaster Graves Registration Company
402nd Quartermaster Battalion, HHD
443rd Quartermaster Base Depot, HHC
470th Quartermaster Bakery Company
473rd Quartermaster Subsistence Supply Company
491st Quartermaster Petroleum Depot Company
501st Quartermaster Battalion, HHD
504th Quartermaster Service Company
505th Quartermaster Reclamation and Maintenance Company
506th Quartermaster Petroleum Supply Company
508th Quartermaster Salvage Company
511th Quartermaster Service Company
515th Quartermaster Salvage Company
527th Quartermaster Service Company
527th Quartermaster Tech Intel Detachment
529th Quartermaster Petroleum Supply Company
530th Quartermaster Service Company
537th Quartermaster Laundry Company
539th Quartermaster Laundry Company
545th Quartermaster Service Company
549th Quartermaster Laundry Company
550th Quartermaster Refrigerator Company
560th Composite Service Company
560th Quartermaster Service Company
564th QM Clothing Genl Supply Depot Company
565th Quartermaster Graves Registration Company
569th QM Office Machine Repair Detachment
579th QM Office Machine Repair Detachment
580th QM Office Machine Repair Detachment
580th Quartermaster Service Company
581st QM Office Machine Repair Detachment
581st Quartermaster Parts Company
582nd QM Recl and Maint Company
589th QM Technical Intelligence Detachment
590th QM Technical Intelligence Detachment
615th Quartermaster Subsistence Depot Company
658th Quartermaster Laundry Company
744th Quartermaster Laundry Detachment
758th Quartermaster Sales Company
790th QM Recl and Maint Company
802nd Quartermaster Service Company
819th Quartermaster Bath Company
821st Quartermaster Bath Company
849th QM Mobile Petroleum Supply Company
856th Quartermaster Bath Company
872nd Quartermaster Bath Company
899th Quartermaster Laundry Company
929th QM Subsistence Depot Company
945th Quartermaster Service Company
961st Quartermaster Service Company
8043rd Army Unit (Chunchon) Distribution Depot
8043rd Army Unit (Inchon) Distribution Point
8043rd Army Unit (Pusan) Distribution Point
8050th QM Subsistence Supply Company
8051st Quartermaster Service Company
8055th QM Facilities Det (2nd Logistic Command)
8056th Quartermaster Battalion, HHD
8058th Quartermaster Supply Detachment
8073rd Quartermaster Bath Company
8074th Quartermaster Base Depot Company
8077th Quartermaster Bakery Company
8081st QM Airborne Air Supply & Packaging Company
8161st QM Clothing and Equip Detachment
8190th Quartermaster Maintenance Detachment
8204 Graves Registration Group
Pusan QM Base Depot Company (Provisional)

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