

Appendix A

CORRESPONDENCE BETWEEN I CORPS AND EIGHTH ARMY LEADING TO THE APPROVAL OF THE CONSTRUCTION OF TEAL BRIDGE

**HEADQUARTERS I CORPS
OFFICE OF THE CHIEF OF STAFF
APO 358 U.S. ARMY**

AG 823 CICS

2 August 1952

SUBJECT: Imjin River Bridges

TO: Commanding General
Eighth United States Army Korea (EUSAK)
APO 301

1. Recent floods in this sector have destroyed two of the five fixed bridges over the Imjin River which were available to the I Corps.

2. Whereas the Corps can and will be supported over the remaining bridges during the remainder of the flood season this year, it is considered that the replacement of the damaged X-Ray and Teal bridges is an urgent military necessity. It is further firmly believed that more substantial types [of] structures are indicated rather than restoration of those structures which have proven inadequate in the face of the high water.

3. It is deemed important that early consideration of this

matter be given with the specific object of providing replacement bridges at the earliest.

FOR THE COMMANDING GENERAL:

s/John K. Waters
t/JOHN K. WATERS
Brig Gen GS
Chief of Staff

AG 823 KEN-C 1st Ind
(2 Aug 52)
SUBJECT: Imjin River Bridges

HQ, Eighth U.S. Army Korea (EUSAK), APO 301, 11 Aug 52

TO: Commanding General, I Corps, APO 358

1. Replacement of damaged Imjin River bridges will be accomplished when present river conditions warrant and potential flood threat has terminated.

2. At the present time an extensive study and research program is being conducted to provide basis for design and construction of type structures capable of withstanding stage floods and abnormal river conditions encountered on the Imjin and its tributary streams.

BY THE COMMAND OF GENERAL VAN FLEET:

HEADQUARTERS I CORPS
OFFICE OF THE CHIEF OF STAFF
APO 358 U.S. ARMY

14 September 1952

SUBJECT: Imjin River Bridges

TO: Commanding General
Eighth United States Army Korea (EUSAK)
APO 301, U.S. Army

1 Reference: Letter this Headquarters, subject as above, dated 2 August 1952, and 1st indorsement thereto.

2. To provide adequate support for elements north of the Imjin River, the permanent bridge destroyed X-Ray site (CT 095012) and Teal site (CT 174056) during the flood season just terminating are being temporarily replaced with floating M-2 treadway bridges by Corps engineers.

3. Previous experience has demonstrated that floating bridges cannot be indefinitely maintained across the Imjin River during the winter months when ice conditions prevail. To prevent unnecessary loss of equipment, it is considered desirable to remove all floating bridges about 11 December 1952, the mean date of freeze-up on the Imjin. To provide for continued satisfactory support of the forward elements in the I Corps zone of action, it would seem highly desirable that permanent structures at the Teal and X-Ray bridge sites be completed prior to damaging ice conditions .

4. In order that this Headquarters may continue its planning for winter operations, it is requested that information relative to

permanent structures at X-Ray and Teal sites be furnished at the earliest practical date.

FOR THE COMMANDING GENERAL:

s/John K. Waters
t/JOHN K. WATERS
Brig Gen GS
Chief of Staff

KEN-C

Imjin River Bridges

24 Sep 52

Engr

G-3 Concur _____ Nonconcur _____

G-4 Concur _____ Nonconcur _____

AG For signature and dispatch

1. Statement of the problem: To submit a plan to the Commanding General, I Corps, for replacing Imjin River bridges.

2. Facts bearing on the problem:

a. Equally spaced along the Imjin River serving the 1st Marine Division, the British Commonwealth Division, and the 3d U.S. Infantry sectors were, prior to 1952 flood season, five high-level bridges. Two of those (Parker and Whitefront) withstood the floods. One (Munsan-ni), potentially the best and most critical, has one temporary pier which was severely threatened. Two (X-Ray and Teal) were washed out leaving a large gap in the lines of communication over the river. (Tab A)

b. I Corps considers the replacement of the two bridges washed out with more substantial structures as urgent military necessity. (Tab B)

c. I Corps desires to be informed of the EUSAK plan for the replacement of those bridges. (Tab C)

d. A general plan has been approved for replacing the temporary span in the Munsan-ni railroad bridge. (Tab D)*

3. Discussion:

a. For these sites two general designs appear feasible. One is a two-way high-level bridge costing approximately \$600,000 and requiring eight (8) months to build. The other is a two-way low-level bridge at about two-thirds the cost and one-half the time. The low-level bridge will be topped during floods. It is estimated that such a bridge would be impassable not more than two or three months during the year.

b. The sites of the old five high-level bridges are evenly spaced along the river and adequately serve the near and far shore road nets. From an Engineer point of view they are excellent

permanent bridge sites. There are numerous floating bridge sites along the river which can be used during the intervals between the flood season, 1 July to 15 September, and the ice season, 15 December to 25 March, only. Previous experience has indicated conclusively that floating bridges cannot be maintained across the Imjin during these periods especially in the lower reaches where the river is affected by the tide.

c. A plan was discussed with Engineer of I Corps to replace the X-Ray bridge with the two-way high-level bridge to be completed before the 1953 flood season and to replace the Teal bridge with the limited two-way low-level bridge. This plan has been informally concurred in by the Chief of Staff, I Corps.

d. The high-level bridge at X-Ray appears justified on the basis that in addition to the I Corps requirement for a permanent bridge for the present situation there will be an all-year-around requirement including the flood season for such a bridge both after a possible armistice or an advance in that sector. After an armistice or an advance the Munsan-ni railroad bridge would probably have to be limited to rail traffic and thus a highway crossing is required between Munsan-ni and Kaesong.

e. Such a justification does not appear to exist at Teal. In fact, it would appear that, in any situation except for a continuation of the present one, the requirements for any crossing at all at Teal would cease to exist.

4. Conclusion:

a. That the plan informally presented to I Corps is feasible and justified.

b. That formal concurrence of the Commanding General, I Corps, is required.

5. Recommendations: Concurrence and dispatch of attached letter. (Tab E)*

____ LT COL HIMES¹____ COL DOWNING²____ COL BAKER³
 Sch Adv 315 Sch Adv 615 Sch Adv 615

*Not available for inclusion

HEADQUARTERS
EIGHTH UNITED STATES ARMY KOREA (EUSAK)
APO 301

AG 823 KEN-C

29 September 1952

SUBJECT: Repair of Imjin River Bridges

TO: Commanding General
I corps
APO 358

1. Reference letter your headquarters, dated 14 September 1952, subject: "Imjin River Bridges."
2. Past experience and results of studies of this headquarters have conclusively indicated that the only bridges which will have any potential for withstanding extreme flood conditions in the Imjin River are bridges resting on concrete piers extending down to or securely anchored in bed rock. Such structures are extremely expensive and will require both extensive engineer effort and time-consuming construction.
3. It is believed that there is an urgent military requirement for a safe, all-weather, all-year-around railroad crossing at Munsan-ni and a similar highway crossing in the Munsanni-X-Ray reach of the Imjin, whether the present tactical situation continues, whether our forces advance, or whether an armistice ensues.
4. To meet these requirements, it is planned that the temporary span in the Munsan-ni railroad bridge be replaced immediately by a permanent span with a planned completion date prior to 1 January 1953, and to construct at the X-Ray site a two-way class-60 high-level, all-weather highway bridge with a planned completion date some time between the ice season of 1952-1953 and the 1953 flood season.
5. It is believed there is also an urgent military requirement

for replacing the Teal bridge which washed out during the past flood season. To meet this requirement it is planned to construct a low-level limited two-way class-60 highway bridge which will be available for use except during periods of extreme floods and which will be of such design as will permit use with a minimum delay after flood waters recede. Present planning indicates that such a bridge can be completed by 1 January 1953.

6. Request your comments and/or concurrence in the above plans.

BY COMMAND OF GENERAL VAN FLEET:

s/C. W. Burleson
t/C. W. BURLESON
Lt Col AGC
Asst AG