



BY A. A. HOEHLING

# THE ARMY'S IN THE RAILROAD BUSINESS

THERE seems every reason to believe that the Army Transportation Corps' "rice paddy" railroad line in Korea is going to be chuffing and puffing in that distant land for some time to come.

Having supplied the life-sustaining arteries for the United Nations during the war, the Army's important but little-known railroad department is now giving major aid to the small republic in its efforts to get back on its feet. And, if hostilities should break out again — the railroad's there.

In a backward, suddenly war-torn country, devoid of any sort of highway system, the Army was confronted three years ago with the task of practically building a military rail network from scratch. The 60-year-old Korean National Railroad was devastated by war and lack of maintenance.

Undaunted, a small group of American railroaders rolled up their shirt sleeves and went to work.

In short order, the men of the

Third Transportation Military Railway Service were highballing over a large portion of South Korea and eventually an entire 320-mile system from Pusan, on the south coast, north to Seoul.

More than twenty million tons of supplies were transported during the three heartbreaking years of hostilities — and so effectively that the Pentagon said of this service:

"Not since the Civil War have railroads played such a direct role in military operations!"

Today the railroad is helping South Korea in many ways in its hard road back to normalcy — hauling sorely needed building supplies, food, medical equipment, and of course, soldiers.

The UN forces were particularly dependent on the railroad during the critical early days of the fighting. Our defense and subsequent counterattacks might have ground to a creaking halt without this ribbon of steel across a rugged, barren land.

The Army's railroaders were ready

for both attack and withdrawal. They did the impossible time and again. In one 24-hour lightning action, the railroad picked up the entire 25th Division and transported it from Waegwam to a point in the Masan area, 100 miles away.

**S**IDE BY SIDE with the railroad's own Korean personnel, our soldiers behind the throttle gave a fine performance in supporting front-line troops. They learned how to keep the cars rolling in the face of battle conditions, mined roads, derailments, shaky trestles, and guerrilla ambushes in narrow passes.

Debris-blocked tunnels were re-bored and new trackage laid. Army engineers rushed in portable "prefab" bridges to replace bombed-out spans. Floods and other natural obstacles offered more difficulties.

Somehow, the railroaders kept their trains running on regular schedules. They inaugurated their own crack express, the *KComZ Comet* (for Korea Communications Zone), running daily between Pusan and Seoul.

Some 600 railroad operations a week were carried out during the fighting — food trains, ammunition trains, gasoline trains, as well as general supply and troop trains.

Activated in 1942, the 3rd TMRS first demonstrated how railroading American-style could chug beyond our continental limits for the Persian Gulf Command during World War II.

Next it went off to Japan for occupation duty as the supervising agency of the Japanese railroads.

Carrying out the Korean operation are the 712th and 724th Transportation Railway Operating Battalions, both originally sponsored by railroads in the United States.

The parent of the 712th is the Reading Railroad. As reservists, these 712th men were called from civilian railroad occupations when the need for trained "iron horse" men in Korea became apparent.

Also, the Pennsylvania Railroad provided a well-trained cadre from its reserve unit, the 724th. Most of these soldier-railroaders have returned to their civilian jobs. Replacing them are young soldiers who have benefited from on-the-job training with the Baltimore & Ohio and Chesapeake & Ohio Railroads.

Initial military instruction was at Fort Eustis, Virginia, but much of the operational know-how was gleaned in day-in, day-out "train playing" on B & O tracks along the Potomac River between Washington and Frederick, Maryland.

To date, the Army railroad continues its highballing without let up, even with the armistice. How much longer our GIs stick with it is partly up to the Korean government, partly up to the UN and — in the final practical analysis — up to Moscow!

In the meantime, this unique GI line — long after Casey Jones — remains at the service of South Korea.

# The Years of Betrayal

BY J. B. MATTHEWS



FOR more than one hundred and fifty years, the name of Benedict Arnold served a clear and single purpose. It was our nation's one and only symbol with which to express in a concrete and personalized manner the act of betraying one's country.

To us school kids of fifty years ago, Benedict Arnold was the sum total of disloyalty to country. He personified treachery. We believed, mistakenly of course, that the obloquy surrounding his name would deter, for all time to come, any highly trusted government official or any humble private citizen from following in his faithless steps.

We had many great and towering patriots (more, it seemed, than any other country in the history of the world); but of traitors we had only one. By the time most of us had reached the third grade, we knew the story of Arnold's perfidy. When primary and secondary educators in America were not afraid to indoctrinate the minds of the young with the noble sentiment of love of country, we were proud that, in the

formative years of our national independence, only one man had sunk so low as to attempt to betray America.

Now, that has all been changed in the brief span of twenty years. The school children of tomorrow will find their American history much more complicated — if they are allowed to study the subject at all. Instead of the simple picture of ten thousand illustrious patriots and only one traitor, they will be asked to view an America in which, for one generation at least, traitors were commonplace and, at times, made everyday headlines. They will surely wonder how this could have happened.

Let us go back a half century to a typical American schoolroom and imagine the teacher asking the question, "Who was it, pupils, who tried to betray America?"

The entire fifth grade of forty pupils replied instantly and in unison, "Benedict Arnold!" (I know because I was in the fifth grade of that American schoolroom fifty years ago.)