Our study of the Louisiana Redan presented the case of Union miners tunneling under the Confederate parapet and blowing it up with 800 pounds of TNT. When the hole opened in the parapet, an entire infantry regiment stormed the gap, attempting to break through the lines and capture the fort. The battle lasted nearly two days with the Union forces eventually withdrawing.

To experience the battle, we began with a rock drill on a terrain map prepared ahead of time. Each member took the role of a particular commander or historical figure. When the rock drill was complete, we passed out cap pistols to all of the infantry commanders and told them to take up positions on the opposing hills. Caps are better than blanks for a staff ride because they do not require permits for transporting Class V supplies, nor do they have security requirements like weapons.

On signal, the engineer actors walked the route of attack, simulating the tunnel that Union engineers dug under the parapets. With the wave of a flag, they signaled that the parapet was blown, and the infantrymen rushed forward, firing their pistols. Both sides stood on the remains of the actual parapet and engaged for several minutes. Finally, on the commander's order, the Union actors withdrew.

The result was fantastic. Everyone in the group spoke about what a great tour it was. Even the battalion commander fired off blanks like an old cavalry commander.

Conclusion

Don't forget that the main purpose of a staff ride is to experience a battle from the perspective of a commander or soldier on the ground, regardless of your military branch or research experience. However, another purpose is to have fun. Don't become sidetracked. A staff ride should be a reward to a unit that has worked and trained hard and deserves a chance to get away from "the mill" for a few days. Don't think of a staff ride as just being more work. Think of it as a chance to train out of the ordinary. With a little planning, you are sure to have a winning training event. Even if you repeat it year after year, your unit will still benefit each time.

Captain Hynes is attending the Korean Language Center at Sogang University, Seoul, Korea, as a foreign-area officer. He previously commanded HHC, 307th Engineer Battalion, 82d Airborne Division, at Fort Bragg, North Carolina, and served as the battalion S3 officer during the preparation for the staff ride. A graduate of the United States Military Academy, CPT Hynes holds a master's degree in engineering management from the University of Missouri-Rolla.

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Libby Bridge Staff Ride

By Second Lieutenant James A. Westgate

Recently, officers of the 44th Engineer Battalion at Camp Howze, Korea, and the 82d Engineer Company (CSE) at Camp Edwards participated in a staff ride to the Libby Bridge as part of the Broken Heart Battalion's Leader Development Program. The purpose of the staff ride was to present an actual wartime engineering challenge, discuss a possible solution, and then visit the terrain to see firsthand the types of challenges the 84th Engineer Construction Battalion (ECB), the "Conquerors of the Imjin," experienced while building the Libby Bridge.

During the last two years of the Korean War, U.S. Army engineers dealt with the difficult task of bridging the Imjin River in the Eighth U.S. Army sector. Many float bridges and more substantial timber-trestle structures were destroyed during the summer flood season. By the fall of 1952, I Corps faced the winter with no bridges across the Imjin to support its divisions in combat along the front lines. Engineers of the 84th ECB made a significant contribution to the Eighth Army's effort by building the Libby and Teal Bridges across the Imjin in only 242 days.

Teal was a low-water bridge that could be used almost year-round, except during heavy rains. The Libby Bridge, the focus of the staff ride, was a much more substantial structure. Made of reinforced-concrete piers and steel-plate girders, it spanned 1,075 feet and could be used year-round to support a possible advance or an armistice. But, before the 84th ECB could begin construction, it had to overcome significant supply and personnel shortages. In addition, both bridges had to be built simultaneously before July 1953 by three line companies, which in October 1952 were spread between Seoul and the Freedom Gate Bridge working on other projects.

At the beginning of the staff ride, officers of the 44th Engineer Battalion received a preliminary briefing from the S3 on the timeline and plans prepared by the 2d Engineer Group for the construction of Libby Bridge. The focus of the brief was to point out the personnel shortages, equipment availability, logistical shortfalls, and engineering design challenges that confronted the 84th ECB during the various phases of the Libby Bridge construction. The officers learned that after conducting initial site preparation and receiving steel, wood, and other supplies from Japan, the 84th ECB worked through the winter to emplace the concrete caissons, build the reinforced-concrete piers, fabricate the steel-plate girders, and place the bridge deck. During the bridge construction, which was within artillery range of North Korea, the 84th ECB sustained two deaths. On 4 July 1953, Eighth Army commander General Maxwell Taylor dedicated the bridge, which was named after Sergeant George Libby, 3d Engineer Battalion, who earned the first Medal of Honor in the Korean War for actions near Taejon in July 1950.

For the officers of the 44th Engineer Battalion, the intent of the Libby Bridge staff ride was to foster an understanding, from the perspective of engineers facing a formidable

construction task in a combat theater, of the hardships and challenges confronting engineers across the depth of the battlefield. Engineers of the 84th ECB completed their mission, drawing from the experiences they gained while fighting along the Imjin during the past year.

It is important to realize that no similar permanent fixed-bridging effort had ever been attempted in the history of the Corps by an engineer construction battalion in a combat theater—nor has it been done since. Today, nearly 50 years after its completion, the Libby Bridge still serves as a crossing site on the Imjin River. It stands as a symbol of the contributions that engineers have made—and continue to make—in support of maneuver units on the battlefield.

Second Lieutenant Westgate is the Assault and Obstacle Platoon leader for C/44th Engineer Battalion in Korea, where he previously served as A/S3. A graduate of the University of Texas at Austin with a degree in aerospace engineering, he has also completed the Engineer Officer Basic Course.

Chipyong-ni Staff Ride

By Major Keith A. Landry

On 11 February 2000, officers of the 44th Engineer Battalion at Camp Howze, Korea, participated in a staff ride to the battlefield at Chipyong-ni as part of the Broken Heart Battalion's Leader Development Program. The intent was to conduct a detailed case study of the direct and indirect leadership actions demonstrated by officers of the 23d Regimental Combat Team (RCT) during the battle of Chipyong-ni from 13 to15 February 1951. The 44th's commander wanted every officer to come away with a better understanding of what it takes to train, prepare, and motivate units and soldiers to fight—while surrounded and outnumbered—in Korea's severe winter environment and win.

In many annals, the siege of Chipyong-ni is described as one of the most bitterly contested engagements of the Korean War. Amid the snow-covered hills encircling the small town of Chipyong-ni in the X Corps sector, Colonel Paul Freeman's 23d RCT, 2d Infantry Division, made a decisive stand. During two long nights of brutal close combat, the 23d RCT—consisting of the regiment's three organic infantry battalions, the French battalion task organized with a Republic of Korea company, the 1st Ranger Company, an engineer company, a battalion of 105-millimeter howitzers, a battery of 155-millimeter howitzers, a company of 14 tanks, and 10 antiaircraft Quad 50s—inflicted tremendous casualties on elements of five attacking Chinese divisions. Chipyong-ni proved to be the culminating point of the Fourth Chinese Offensive and the Chinese Communist Forces' first operational defeat.

After a two-hour bus ride from Camp Howze, the officers began the staff ride at the Chipyong-ni battlefield monument (see photo) that was erected by the Korean 5th Infantry Division north of the village. Overlooking the village of Chipyong-ni,



the A/44th officers set the stage for the tactical discussions to follow by providing an overview of the Korean War from 25 June 1950 up to Lieutenant General Ridgway's assumption of command of the Eighth U.S. Army in December 1950. Officers of B/44th provided an overview of the organization, capabilities, tactics, and limitations of the Chinese People's Liberation Army forces and the 23d RCT. Once the stage was set for understanding the political and military factors impacting on the battle, the 44th's commander led a discussion (on 14 February 2000) aimed at assessing the combat readiness of the Chinese Communist Force and the 23d RCT on in terms of morale, logistics, and training.

The officers then moved to the site of some of the fiercest fighting near the G/23d Infantry positions to continue the tactical discussion. The C/44th officers reviewed the actual battle of 13 to15 February 1951 to determine what leadership actions contributed significantly to the 23d RCT's success at Chipyong-ni. Finally, officers of HHC/44th analyzed the supply and maintenance challenges faced by the 23d RCT, to include the resupply options available to the unit. The staff ride ended with a discussion to assess the contribution of logistics to the victory at Chipyong-ni.

During the siege, the 23d RCT inflicted tremendous casualties on attacking Chinese Communist Forces and suffered 52 killed, 259 wounded, and 42 missing. For this action, the 23d RCT received the Presidential Unit Citation. Together, the officers of the 44th Engineer Battalion discovered that in the seven months between Task Force Smith's defeat near Suwon and the victory at Chipyong-ni, the U.S. Army had learned how to fight a numerically superior force on difficult terrain, at night, in a severe and logistically constrained environment and win.

As they walked off the battlefield, each officer from the 44th seemed to reflect on the contributions engineers make in support of maneuver units on the battlefield in Korea. It was a day well spent.

Major Landry is working on a Ph.D. in civil engineering at Rensselaer Polytechnic Institute in Troy, New York. He was previously the operations officer for the 44th Engineer Battalion, 2d Infantry Division, in Korea. MAJ Landry is a graduate of the United States Military Academy and the Command and General Staff College and is air-assault, airborne, and ranger qualified. MAJ Landry is a professional engineer in the state of Virginia.