1974

AFZNEN-V-J

SUBJECT: Annual Historical Supplement

THRU: Commander
138th Engineer Group
ATTN: AFZNEN-O
Fort Riley, Kansas 66442

Commander
541st Maintenance Battalion
ATTN: AFZNEN-V-O
Fort Riley, Kansas 66442

TO: Commander
1st Infantry Division and Ft. Riley
ATTN: AFZNDO-PH
Fort Riley, Kansas 66442

1. The unit's Annual Historical Supplement is submitted in accordance with Fort Riley LOI Number 122, dated 14 November 1974.

Donald J. Bruns
DONALD J. BRUNS
CPT TC
Commander

DEPARTMENT OF THE ARMY

Lineage and Honors

24th TRANSPORTATION COMPANY
"TRUCK MASTERS"

Constituted 1 May 1936 in the Regular Army as Company K, 27th Quartermaster Regiment

Redesignated 29 April 1942 as Company K, 27th Quartermaster Truck Regiment

Activated 25 July 1942 at Camp Gruber, Oklahoma

Reorganized and redesignated 17 October 1943 as the 3410th Quartermaster Truck Company

Converted and redesignated 1 August 1946 as the 3410th Transportation Corps Truck Company

Redesignated 18 June 1947 as the 24th Transportation Truck Company

Reorganized and redesignated 8 June 1953 as the 24th Transportation Company

CAMPAIGN PARTICIPATION CREDIT

World War II - EAME
Sicily
Naples-Foggia
Rome-Arno
Anzio
Southern France
Rhineland

Vietnam
Counteroffensive, Phase II
Counteroffensive, Phase III
Tet Counteroffensive
Counteroffensive, Phase IV
Counteroffensive, Phase V
Counteroffensive, Phase VI
Tet 69/Counteroffensive
Summer-Fall 1969
Winter-Spring 1970
Sanctuary Counteroffensive
Counteroffensive, Phase VII
Consolidation I
Consolidation II
Cease-Fire

APPENDIX A

24th TRANSPORTATION COMPANY
"TRUCK MASTERS"

DECORATIONS

Meritorious Unit Commendation, Streamer embroidered VIETNAM 1970

BY ORDER OF THE SECRETARY OF THE ARMY:

VERNE L. BOWERS
Major General, USA
The Adjutant General

8 AUG 1974

FORWARD

The 24th Transportation Company was organized on 25 July, 1942 in the regular Army as Company K, 27th Quartermaster Truck Regiment at Camp Gruber, Oklahoma, with negro personnel then stationed at Camp Gruber. The unit was reorganized and redesignated 17 October 1943 as the 3410th Quartermaster Truck Company. The company was converted and redesignated 1 August 1946 as the 3410th Transportation Corps Truck Company. Further redesignation occurred on 18 June 1947, when the unit was redesignated as the 24th Transportation Truck Company and again on 8 June 1953, when it was redesignated as the 24th Transportation Company, a designation it holds to this day.

As befits a unit that formed to provide the U.S. Army with a strong measure of mobility, the 24th Transportation Company has called many places in many parts of the globe home. A list of stations includes:

Camp Gruber, OK	25 Jul 42	Approx 20 Apr 43
APO 700, Africa	Approx 15 May 43	Approx 15 Jun 43
APO 763, Africa	Approx 15 Jun 43	Approx 27 Dec 43
Cirspano, Italy	Approx 28 Dec 43	Approx 3 Jan 44
APO 782, Italy	Approx 4 Jan 44	Approx 15 Apr 44
APO 306, Italy	Approx 16 Apr 44	Approx 15 May 44
APO 782, Italy	Approx 16 May 44	Approx 15 Aug 44
APO 758, France	Approx 16 Aug 44	Approx 15 Sep 44
APO 667, France	Approx 16 Sep 44	Approx 15 May 45
APO 513, France	Approx 16 May 45	Approx 15 Jan 46
Paris, France	Approx 16 Jan 46	Approx 15 Apr 46
APO 225, Germany	Approx 16 Apr 46	Approx 18 Jul 46
Gessia, Germany	Approx 19 Jul 46	Approx 22 Oct 48
Nurnberg, Germany	Approx 22 Oct 48	May 51
Bamberg, Germany	May 51	Approx 17 Apr 56
Ft. Eustis, VA	Approx 23 Apr 56	Approx 23 Apr 63
Ft. Bragg, NC	Approx 24 Apr 63	Approx 5 Apr 66
Preparation for overseas	Approx 6 Apr 66	Approx 30 Aug 66
Cam Ranh Bay, RVN	31 Aug 66	27 June 72
Reorganized Ft. Riley, KS	1 Apr 73	

In both wars in which the 24th Transportation Company was engaged, the unit accounted itself admirably gaining, during World War II, campaign participation credits for its actions in Sicily, at Naples-Foggia and Rome-Arno and in Southern France and the Rhineland. During the war in Vietnam, the company received campaign participation credits for its part in the counteroffensive, phases II through VII, the TET counteroffensive, TET 69 counteroffensive, summer-fall 1969, winter-spring 1970, sanctuary counteroffensive, consolidation I and II and the cease-fire.

The unit had a long history of pride in itself and service to others. The files on the period contain many reminders of the elitism, from commendations for exceeding re-enlistment goals or winning best mess awards, to letters of appreciation from units supported, to acknowledgements for the unit's outstanding contributions to combined federal campaigns.

"The proudest day" of the 24th Transportation Company in the Republic of Vietnam would have to be shared by two events that characterize the unit commitment to support and service. In November of 1966, shortly after arriving in-country, the unit began supporting the Tuy Hoa Buddhist Orphanage with its ninety charges, a task that was undertaken until stand down of the unit in 1972. The other event occurred in 1971, when the unit was decorated with the meritorious unit commendation with streamer embroidered Vietnam, 1970.

Since the unit's reorganization here at Ft. Riley on 1 April 1973, the unit has carried forward its proud heritage of excellence in performance through its support of ROTC, REFORGER, and countless other activities here at Ft. Riley.

Donald J. Bruns

DONALD J. BRUNS
CPT TC
COMMANDING

ORGANIZATION:

The 24th Transportation Company is a medium truck, cargo unit, organized under MTOE 55-18G, with changes. The unit is a FORSCOM unit assigned to the 541st Maintenance Battalion (DS) which is, in turn, under the 138th Engineer Group (Construction). The unit is currently stationed at Fort Riley, Kansas, in Camp Forsyt.

The Company is composed of a company headquarters, a maintenance section and three truck platoons of two squads each (see Fig. 1). Each truck platoon is authorized twenty (20) 5-ton tractors and twenty (20) 12-ton stake and platform trailers, which are the backbone of the company. In addition, the company controls and is responsible for the organization and installation property authorized it by its MTOE and pertinent CTA's.

The unit is organized on a level B for personnel strength with a peace time authorized strength of eighty-six (86) officers and enlisted men. Upon proper authority, the unit would be supplemented to a full strength of 176 officers and enlisted men. Level B organization now authorizes and assigns to the unit its full complement of officers, non-commissioned officers and support personnel, but only thirty-six (36) of the drivers it would have at full strength.

The imbalance between drivers authorized and vehicles on hand effectively precludes assigning one vehicle to each man, a move that greatly enhances the pride a man takes in the maintenance of his vehicles. Instead, a man may find himself responsible for two or more vehicles. The bulk of the commitments that the unit handles, outside of Reforger, does not require the use of a tractor-trailer rig. As a result, a driver usually finds himself on duty driving a sedan or bus, duty that does not require him to work with his truck and makes him frequently unavailable to work on his truck. This places the burden of vehicle maintenance on the squad or platoon as a whole. It is a measure of the pride that the unit has in itself that the unit maintains its equipment and maintains it well. The company has never downgraded its readiness rating because of dead-lined on-hand vehicles.

MISSION:

The company is a rear support unit having, with its full complement of men and equipment, the capability, based on twelve (12) short tons of cargo per semi-trailer or fifty (50) passengers per semi-trailer (emergency only), to transport 2,160 short tons daily in local hauls (four round trips daily) or 1,080 short tons daily in line hauls (two round trips per day), personnel transport capabilities of 9,000 personnel daily in local hauls or 4,500 personnel daily in line hauls. (NOTE: Figures are based on 75 per cent vehicle availability. Source: FM 55-31, para 3-12). The rear support role can best be described by calling to mind the Red Ball Express of the Second World War, with its continuous traffic from coastal ports to the front lines, and the much televised road convoys of Vietnam. This is the heritage and, should war flare up again, the future of the 24th Transportation Company.

Currently, the unit has a post support mission highlighted by its Reforger and ROTC, but also including a year round TMP commitment, support to National Guard units and other support commitments as determined by higher headquarters.

The Commanding Officer is Donald J. Bruns, Transportation Corps. The First Sergeant is 1SG Preston L. King.

YEAR IN REVIEW-- JANUARY

January marked the first full year of the company's existence at Fort Riley and it started with a formidable challenge, the 138th Engineer Group's Command Assistance Visit. The visit was billed as a Pre-I.G. Inspection and caused as much, if not more, concern than the real thing. The major concern was the effect that the holiday half-day schedule and holiday leaves would have on the unit's ability to prepare itself. The concern, whether justified or not, was replaced with relief as the Group Commander, Colonel John P. Chandler and his staff probed, questioned, and found the company to be satisfactory.

The inspection marked a good beginning to a good year.

On 14 January, the unit was officially notified that it had won the 138th Engineer Group Best Mess Award for the month of December 1973. Furthermore, the unit was awarded, on the same day, the Group Annual Best Mess Award for the year 1973, in recognition of the fact that the unit dining facility had captured the Best Mess Award for six of the eight months that the facility had been in existence. The events followed the good news of December 1973 that the dining facility had been chosen the best dining facility in the small unit category on Fort Riley, an honor that qualified the unit to compete in the Phillip Connelly Award program, an Army-wide competition. Although the facility failed to gain the award, the physical improvements made and new equipment transferred to the facility in preparation for the Connelly Award inspection did much to improve the physical appearance and service provided by the facility. The facility again won the Group award for January and April, which was also the last month that the 24th Transportation Company had control of the facility. The 556th Maintenance company took over upon this company's move to Camp Forsyth. Although the 24th Transportation Company control is gone from the facility, the 24th Transportation Company's quality remains, and to this day, many of the members of the unit travel the five miles one way from Camp Forsyth to Main Post to eat at the facility. It is proper here to pay a compliment to the staff of that facility, to SFC Duanne MacDonald, to SFC Laverne Curry, to SFC Charles Farr and to the cooks of the 24th Transportation Company Dining Facility who, in garrison or in the field, provided the troops with some of the best chow to be served anywhere and who brought much recognition to the 24th Transportation Company.

Two other events, more closely tied to the company's transportation mission occurred in that month, both which served to further establish the 24th Transportation Company as an all-around professional unit.

The first was a letter of appreciation from Colonel W.M. Stevenson, Commander, 2nd Brigade, 1st Infantry Division, for the 541st Maintenance Battalion's support during REFORGER V. The letter, indorsed by Major General Gordon J. Duquemin, Commanding General, 1st Infantry Division and by Colonel John P. Chandler, 138th Engineer Group Commander, made special mentionof the "Can Do" attitude of the men, an attitude that has become a trademark of the Company. But the letter was a bit late, not in the sense of the elapse of time, but in the sense that the unit had already put REFORGER V behind them in order to make REFORGER VI even more successful.

The second event was one that would be a continuing source of pride to the unit. It was the arrival of a letter from the Department of the Army, dated 21 January 1974, confirming "Truckmasters" as the official distinctive designation of the 24th Transportation Company. The designation, originally used by the unit while it was in Vietnam, greatly enhanced the morale and esprit of the unit, as it does to this day. It is a designation borne with pride.

FEBRUARY

February was a month of classroom training. A large number of men in the company had arrived during or after REFORGER, and though they had much experience with the trucks, they needed the classroom instruction to make them into well-trained, all-around soldiers. The heaviest week was 25 February to 1 March, a week of almost continuous classes with time off only for motor stables. Classes covered CBR training, Code of Conduct, Chain of Command, Field Mess Sanitation and Cold Weather Indoctrination. It was a lot poured on in a little time. How well officers and men benefited from the classes would be determined by the unit's performance during the battalion's FTX in March and the company's ATT in May.

February also marked the renewal of an event that, even in the short life of the company at Ft Riley, had become a tradition with the company. That event was the unit's participation in the Red Cross Blood Drive conducted on 27 February to 1 March. This was the first of four Blood Drives that the Red Cross sponsored in 1974. In all four drives, the response from the company was phenomenal, and on at least one occasion, the company met and exceeded the quota for the battalion as a whole. The record is all the more remarkable since the unit managed to meet its quota during the July Blood Drive, even though it was completely committed to ROTC support at that time. This performance highlights one of the dominant characteristics of a 24th Transportation Company trooper, that is, an acute awareness of his duty, not only to his unit and the Army, but to the community around him, and a willingness on his part to take the steps necessary to discharge that duty.

MARCH

March 12-14 marked the first FTX of the year in which the Company's advance party found itself up to its flatbeds in mud, mud that almost brought the whole operation to a halt. But a lot of hard work and a good diesel allowed the party to rescue itself. After that, the FTX meant two things to the company: Machine Gun Qualification and the Wives' Visit.

The M-60 machine gun range was operated by 2LT Robert Meyer and safetied by 2LT Edwin Hickle and was used to qualify firers from all companies in the battalion. The operation, parts of which were observed by the visiting ladies, went off in good order.

The Wives' Day Visit was a little more complicated but just as successful. Under project officer 2LT Joseph Weaver, plans were made to take the wives of the battalion's officers and men into the field in order to give the ladies a better idea of what their men were up to. In all, sixteen wives were transported by bus to the bivouac site, dined on a meal provided by the field mess and then given a tour of the area in ¼-ton trucks, with their husbands acting expertly as guides. Highlights included an opportunity for the ladies to meet Brigadier General Kingston, ADC, who also was inspecting the site at the time, and the opportunity to be present at the reenlistment ceremony of five of the battalion's men. At its end, the visit was declared a success by all.

APRIL

April had to go down as the most active month of the year, seconded by May. April saw the unit prepare for and stand its Annual Inspector General's Inspection, move to Camp Forsyth from Main Post in order to support ROTC, and the beginning preparations for ROTC support.

The Inspector General's visit is, of course, the focal point of any year. Those two days would tell everyone just what kind of a unit the 24th Transportation Company was. Needless to say, the inspection was taken very seriously and was preceeded by checks, run-throughs and even a Pre-AGI conducted by the Battalion on 9-12 April.

But the big days were 16-19 April. The days opened with the traditional in-ranks inspection in Class "A" Greens. The impression that the unit gave at that time was very favorable, an impression that carried through to the end, where, in spite of major and minor deficiencies in several areas, the unit was determined to be satisfactory.

Then came the move. Rumors had been going around the Battalion for some time that the whole Battalion would be moving from Main Post to Camp Forsyth. The one certainty was that the 24th Transportation Company would move. Preparations included signing for buildings in Camp Forsyth, turning over the dining facility equipment to the 556th Maintenance Company, and finally packing up the company's men and equipment in anticipation of the move.

The move itself was made in three days, the length of time insuring an orderly move, and resulted in the company moving from very cramped quarters with somewhat limited facilities to a very large company area with few facilities at all. The two main drawbacks were the absence of a dining facility in the company area and the state of the unit's motor pool.

The first drawback was never solved. The company never had enough personnel authorized to subsist on government rations to warrant opening a dining facility of its own. To this day, the assigned dining facility of the company is that of the 55th Engineer Company. The facility is inconvenient in the best of weather and the amount of time spent in traveling to and from the facility cuts heavily into the men's lunch hour. Having a facility of its own would enhance the company's morale, but the company would be unable to support it.

The second drawback was more compromised than solved. The designated motor pool in Camp Forsyth for the company was a square block of asphalt, a battered building, a wooden shack, a wooden grease rack that was subsequently condemned and a half-mile of chain link fence around the perimeter. The Battalion called it our home. The company called it a few other things, but the company quickly got it in gear. Four vans were hand-receipted from the 556th Maintenance Company and became the Operations Office, the Company Tool Room, the Company PLL Room and the Company Maintenance Office. The total lack of water facilities in the motor pool was alleviated somewhat by making use of the company's water trailer and stocking it with ice during the summer months. Latrine facilities were provided in the form of a portable "Johnnie-on-the-job", which the unit had during June-August and which disappeared right after the closing of ROTC. Efforts to get a portable latrine on a permanent basis brought no result.

Further attempts to improve the motor pool facilities include using the Company's Maintenance tents for some Maintenance work, and signing for building 2338, a garage-type building with six bays, two grease pits and office space. But this solution has problems of its own. The building is five blocks across the camp. Unit policy results in certain amounts of time lost each day as the unit sets up to make use of the building or shuts down in the evening. The distance between the motor pool, where most of the maintenance work is done, and building 2338, places a strain on the Motor Sergeant's ability to control his men and his entire operations. Also, the unit has assigned to it only one number two common tool set, and that can obviously be in only one place at a time. This fact results in a certain lack of efficiency in the entire Maintenance Operation. The unit is constantly looking for ways to improve its motor pool situation, but so far with limited success.

MAY

May saw the company take part in its ATT and prepare for and begin its ROTC mission. It also saw the departure from the unit of 1SG Ralph D. Jordan on a PCS move to Korea. 1SG Jordan was the company's first, and until his departure, only First Sergeant upon the unit's reorganization at Fort Riley. He was an old-time First Sergeant, one with almost thirty years in the service, and yet he had developed with the Army, especially the Modern Volunteer Army. He had watched the changes unfold and had kept ahead of all of them. He could keep the company as a whole spell bound with his war-stories or chew-outs, or he could take an individual aside and first dig out and then deal with his problems. His departure from the unit left a gap that took a long time to fill.

But his departure signified a coming of age of the company. The formative year was past. The unit's Army Training Test was present.

The ATT on 14-16 May, like the I.G., takes the measure of a unit. In effect, it puts the unit in the field and tells it to do its stuff. The 24th Transportation Company did its stuff exceedingly well. From the convoy out to the convoy in, with all the perimeter defense, CBR play and tactical administration actions in between, the unit showed that it was made up of well-trained professional men who took a great deal of pride in themselves and in the unit. The final rating was excellent with all areas observed being scored as satisfactory. The company at last had on paper what it had known all along; it was the best.

The rest of the month was devoted to ROTC preparation. This included hand receipting for some forty 44-passenger buses, fifteen field ambulances, thirty-three ¼-ton trucks and thirty-two 2½-ton trucks. Preparations also included in-processing and bus driver qualifying seventy-eight attached personnel from the 1st Infantry Division Support Command. Last but certainly not least was the setting up of the ROTC motor pool operations, the assignment of vehicles to Platoons, the road reconnaissance of all routes to be covered during the entire summer, the studying of cadet training schedules to make sure that everything was ready, that everyone knew what was happening and that no slip-ups occurred. It was the beginning of three months of total movement and meeting commitments, frequently for 24, or 48, or 72 hours at a time. The company worked hard to get prepared and when the time came, it was ready.

But in the middle of all the activity, the unit still found the time to lend a hand. During the month, the unit received a Letter of Appreciation from the Commander of D Company, 34th Engineer Battalion for the assistance that the 24th Transportation Company had given to that unit during its relocation from Main Post to Camp Forsyth.

On 22-23 May, the unit again displayed a concern for others as it participated in the Red Cross Blood Drive held on Custer Hill. Again the unit easily exceeded its quota as the men readily volunteered to take part in the drive.

Lastly, the unit put forth a big effort in support of the Annual Army Emergency Relief Drive. In the two short years of the unit's existence at Fort Riley, unqualified support of AER has become a tradition. In 1973, the unit won post-wide acclaim in the Fort Riley Post for its outstanding efforts and 1974 was no different as the unit nearly tripled its goal and put over $400.00 in the Fund's coffers. The effort drew a letter from the Group Commander, Colonel Floyd H. Henk and a unit-training holiday.

But a unit that looks after others also looks after its own, as attested by the Letter of Appreciation dated 24 June 1974 from Mr. William Berry, on-site coordinator of the Manhattan Area Vocational-Technical School. The letter cited the fact that several persons from the unit were participating in Vo-Tech courses. The letter served to point out that many members of the unit were taking courses both during and after duty hours in an attempt to further their education, a course of action strongly encouraged by the Company Commander, CPT Donald J. Bruns.

JUNE-JULY

These two months are taken together here because the over riding events of these months, support of ROTC summer camp and support of the 129th Transportation Company (Reserves), covered all or parts of the entire two-month period.

It is not often that the 24th Transportation Company comes into contact with a Reserve Unit, so when the opportunity presented itself, the company accepted it willingly and with more than a little curiosity. The 129th Transportation Company is a Reserve Unit from Osage City, Kansas, Commanded by CPT Roger E. Ozias. The nature of the Reservists summer camp mission, which involved hauling in equipment from Reserve storehouse in North Dakota, South Dakota and Wisconsin, made close coordination between the 24th and 129th unfeasible. But the Officers of the 24th Transportation Company did have a chance to review Reserve SOP's and rate the Reservists on most of their operations and were impressed with what they saw. The 129th Transportation Company evidenced a high state of morale, good maintenance of their vehicles and a postive attitude in everything that they undertook. The 24th Transportation Company received letter of thanks for support from CPT Ozias, the Company Commander, and indorsement from the Chief of Staff, 1st Infantry Division.

From May until August, it was ROTC Summer Camp time for the 24th. During that time, the unit wracked up 86,613 miles and carried 39,924 passengers in support of the Camp. The long hours filled with long waits followed by flurries of activity created stresses and strains, but somehow the men bore the problems with chow, frequently changing schedules, and the odd hours patiently and pushed through to a successful completion. It is difficult to write a lot about the operation; it was basically just a day-in, day-out operation of bussing loads of cadets all over Fort Riley.

The routes were different, but the roads were the same. There was no excitement involved to lift the spirit nor an overwhelming sense of accomplishment to hold things together. But the unit's ability to take on a tedious job and do it well reflected well on the unit and though, when camp was over, everyone was glad to see the cadets go, deep inside there was the good feeling that once again the 24th Transportation Company had pulled through. It was a job well-done.

AUGUST

During August, the unit shut down its ROTC Operations, turned in the vehicle it had hand-receipted, and out-processed its attached personnel. It immediately began to prepare itself for two new missions.

On 5 August, the unit began shotgun familiarization of its personnel. Battalion had been given the responsibility for providing security for the ASP during the period 15 October - 1 December. The unit's commitment was two guards each night for the entire period. The commitment posed no problem to the unit and was easily handled.

On 8 August there was the first of many briefings on Reforger.

SEPTEMBER

The latter part of August and the beginning of September was a period of rest and recreation for the company. A liberal leave policy was initiated to compensate for the previous months when it had been impossible to grant any leaves at all.

The unit concentrated its efforts on the maintenance of its own vehicles, a task that had been held in abeyance since the beginning of Summer Camp. Platoons were reconstituted in their normal TOE Organizations and teamwork was quickly re-established. It was, in effect, a chance for the unit to get to know itself again.

September also saw the unit go full-ahead into the Combined Federal Campaign. Once again the unit was called upon to show its concern for others and again the unit responded magnificently. $439.00--more than $5.00 per man--was collected and forwarded; and every man in the unit felt pride in the unit's contribution. Once again the unit received a Letter of Appreciation from the Group Commander.

OCTOBER

October netted the unit accomplishments in two areas.

The unit won the Battalion Monthly Reenlistment Award for having achieved 300% of its reenlistment goal for that month, an accomplishment unmatched in the Battalion. SSG David Chappell, Unit Reenlistment NCO proudly accepted the award and immediately set out to make the award a more permanent part of the company.

October also marked the deployment of elements of the 1st Infantry Division to Germany for Reforger 75. The company was primarily concerned with the pick-up of TAT equipment and personal baggage from the Reforger Units and transporting those items to the departure airfield in Salina, but company personnel played vital roles in all facets of the DAACG Operation: to include supervising Cargo Teams, which made up and secured the pallets, working in rear operations to keep the movement of equipment punctual, and passenger processing at DAACG Forward. Also, SFC Warren Young, the company's Truckmaster was hand-picked to be the First Sergeant of the DAACG Forward Control Group.

But it was transporting pallets that most completely occupied the company. TAT cargo was the easiest to handle. It was brought in from the units, stored in the motor pool, and then convoyed to Salina. The entire TAT movement was accomplished in four convoys, two of which ran to sixteen vehicles in length. The convoy operation served to familiarize everyone with the route, to give the unit actual training in convoy procedures, and to orient personnel from other units who were borrowed to supplement the company's personnel.

The movement of personal baggage required greater flexibility since the baggage was picked up a short time before the units boarded the buses and then sent directly to plane-side. It became a twenty-four hour operation with all personnel working twelve hours straight in shifts. The new men as well as the veterans took it all in stride, however, and, although one or two trips a night were the average, many drivers requested a third load even though it meant working more than twelve hours at a stretch. Company morale was never better than when the men were doing what they were paid to do: driving trucks. The entire operation lasted about two weeks, from 23 September to 6 October, and when it was over, the company had driven 12,553 miles and carried 580 tons of equipment and had done so with an on-time record and a no-accident safety record that was outstanding.

NOVEMBER

REFORGER re-deployment covered a much longer period of time, from 31 October to 21 November and consisted entirely of truck movements between 2100 hours and 0800 hours. In order to insure that trucks were on hand as the aircraft arrived, trucks were convoyed to Salina each afternoon and pre-positioned for that night's commitments, which went as high as eight or nine trucks a night. It required an adjustment of hours on the part of the men and a willingness to put up with all hours of activity, but once again the men responded well. Night after night the trucks pounded up the road from Salina and almost always arrived at the designated unit within one hour of the troop bus arrival. Occasionally the trucks arrived right with the buses and once or twice the trucks beat the buses in. Breakdowns during re-deployment , as during the deployment phase, were few and were expeditiously handled, keeping loss of time due to downed vehicles to an absolute minimum.

By the time the re-deployment was over, the unit had handled over ninety truckloads back from Salina, covering 15,251 miles and totaling 1,415 tons. The unit had definitely lived up to its designation, "Truckmasters".

DECEMBER

The latter part of November and the first days of December were spent in turning in equipment hand-receipted from other units for use in REFORGER.

The days 3-5 December marked the battalion's Winter FTX. The weather held up magnificently, no precipitation and autumn days so fears of massive frostbite cases were quickly put to rest. The FTX started out well enough. The advance party started out right on time and hit the rendezvous point with equal punctuality, a timeliness that marked the unit's efforts throughout the exercise. Again M-60 qualification was on the schedule, with 2LT Victor Satack of the 24th Transportation Company in charge of the qualification range. The FTX also concerned itself with perimeter defense, CBR training and tactical administration. It was a good training period and allowed the company to break in its new people.

The year came to an end with the company pulling maintenance on its vehicles and looking forward to the 138th Engineer Group CAV in January.

It had been a busy year with many accomplishments. It was a year in which the name "Truckmasters" became known across Fort Riley as belonging to a proud and professional unit.

1974

MONTH	JAN	FEB	MAR	APR	MAY	JUN
TMP MILEAGE	8174	7264	8042	NO RECORD KEPT		NO COM
TRUCKING						
a. MILEAGE	2645	2681	2719	NO RECORD KEPT		42,513
b. TONNAGE	NO RECORD KEPT ON TONNAGE UNTIL JUNE					148
c. PASSENGERS CARRIED	0	0	0	0	0	16,634
CUMULATIVE						
a. MILEAGE	10819	20764	31525	31525	31525	74038
b. TONNAGE	N/A	N/A	N/A	N/A	N/A	148
c. PASSENGERS CARRIED	0	0	0	0	0	16634

MONTH	JUL	AUG	SEP	OCT	NOV	DEC
TMP MILEAGE	NO COM	TMP BUS COMMITMENTS DISCONTINUED				
TRUCKING						
a. MILEAGE	44,100	2123	7287	14,139	15,950	2368
b. TONNAGE	93	116	601	936	562	57
c. PASSENGERS CARRIED	23,290	0	0	0	0	0
CUMULATIVE						
a. MILEAGE	118,138	120,261	127,548	141,687	157,637	160.005
b. TONNAGE	241	357	958	1894	2456	2513
c. PASSENGERS CARRIED	39924	39924	39924	39924	39924	39924

The following have been assigned to the 24th Transportation Company in the period 1 January 1974 to 31 December 1974

BRUNS, Donald J.	[redacted]	CPT
DOUGIL, Edward S.	[redacted]	CPT
HICKLE, Edwin A.	[redacted]	1LT
MEYER, Robert L.	[redacted]	1LT
WEAVER, Joseph H.	[redacted]	1LT
BARR, Kenneth A.	[redacted]	2LT
HUCKABEE, Stanley G.	[redacted]	2LT
JOHNSON, Richard Jr.	[redacted]	2LT
ORTEGREN, Leif	[redacted]	2LT
SATACK, Victor	[redacted]	2LT
HOFFMAN, Richard L.	[redacted]	CW2
JORDAN, Ralph D.	[redacted]	1SG
KING, Preston L.	[redacted]	1SG
BISENIEKS, Robert	[redacted]	SFC
ELDRIDGE, John H.	[redacted]	SFC
GREEN, Celester	[redacted]	SFC
PTHINKE, Joseph A. Jr.	[redacted]	SFC
REES, Gary S.	[redacted]	SFC
SHOMO, Van	[redacted]	SFC
WELLS, David E.	[redacted]	SFC
WYATT, James L.	[redacted]	SFC
YOUNG, Warren C.	[redacted]	SFC
BLANDING, Richard	[redacted]	SSG
BOX, Fred	[redacted]	SSG
CAREY, Jackie L.	[redacted]	SSG
CHAPPELL, David E.	[redacted]	SSG
DOTSON, Robert L.	[redacted]	SSG
FORD, Myles Jr.	[redacted]	SSG
HAGEMAN, Buddy C.	[redacted]	SSG
HICKS, Henry L.	[redacted]	SSG

MOLLAN, Claud L. III	[redacted]	SSG
LEE, James P.	[redacted]	SSG
LEWIS, Robert	[redacted]	SSG
LYNCH, Joe	[redacted]	SSG
NICHOLS, Willie V.	[redacted]	SSG
NORFORT, James	[redacted]	SSG
RUHL, Kenneth E.	[redacted]	SSG
TARNER, Cecil C.	[redacted]	SSG
WASHINGTON, Jimmy L.	[redacted]	SSG
WILCOX, Charles L.	[redacted]	SSG
WOODFIELD, James L.	[redacted]	SSG
YANCY, Vernie L.	[redacted]	SSG
YOUNG, Samuel	[redacted]	SSG
BROWN, Norman T. W.	[redacted]	SGT
CLAYTON, Donald R.	[redacted]	SGT
DAMRON, Gene A.	[redacted]	SGT
HOWARD, Randall L.	[redacted]	SGT
KINGSBURG, John T.	[redacted]	SGT
ONTIVEROS, Norman C.	[redacted]	SGT
RICH, Henry R.	[redacted]	SGT
THOMPSON, John R.	[redacted]	SGT
CRAIG,, Roger W.	[redacted]	SP5
DE MARCO, James J.	[redacted]	SP5
DILL, Dennis D.	[redacted]	SP5
DORR, Robert A.	[redacted]	SP5
FORTINO, Arthur J.	[redacted]	SP5
HAND, James E.	[redacted]	SP5
HAWKINS, Harold L.	[redacted]	SP5
JIANNINO, Thomas R.	[redacted]	SP5
KNIGHT, Donald C.	[redacted]	SP5
LAIMONIS, Gunars J.	[redacted]	SP5
OWENS, Gary W.	[redacted]	SP5
PACK, Everett L.	[redacted]	SP5

PADBERG, Larry R.	[redacted]	SP5
RATHJE, Fredrick K.	[redacted]	SP5
REYES, Roy C.	[redacted]	SP5
RICHARDSON, James	[redacted]	SP5
ROGERS, Arthur G.	[redacted]	SP5
ROOSMA, Robert A.	[redacted]	SP5
SAPP, Monroe	[redacted]	SP5
SLATER, Edward E.	[redacted]	SP5
TYLER, Emmett R.	[redacted]	SP5
VANTUIL, Jan W. Jr.	[redacted]	SP5
WEBBER, Larry B.	[redacted]	SP5
WELLS, Henry L.	[redacted]	SP5
WALTON, Brian D.	[redacted]	SP5
WILSON, Michael J.	[redacted]	SP5
AKKERMAN, Kenneth J.	[redacted]	SP4
ALTIZER, Henry J.	[redacted]	SP4
BALAIS, Richardo B.	[redacted]	SP4
BAU, Allen W.	[redacted]	SP4
BAUER, Raymond D.	[redacted]	SP4
BROWN, Michael J.	[redacted]	SP4
BRUNDAGE, Vincent P.	[redacted]	SP4
CAMPFIELD, Kenneth E.	[redacted]	SP4
CASTANEDA, Vencente	[redacted]	SP4
COLEMAN, Charles R.	[redacted]	SP4
COLLINS, Marlin E.	[redacted]	SP4
CONLAY, Robert L.	[redacted]	SP4
DICKEY, Clifford R.	[redacted]	SP4
DOLL, Stephen E.	[redacted]	SP4
DRESSLER, Robert H.	[redacted]	SP4
FREDEKING, James H.	[redacted]	SP4
GARRISON, Ralph E.	[redacted]	SP4
GREEN, Larry	[redacted]	SP4
GUTIERREZ, Ernest	[redacted]	SP4
HEDLUND, Jeffrey A.	[redacted]	SP4

HOUSER, Eric L.	[redacted]	SP4
HOFF, David B.	[redacted]	SP4
IRONSHIELD, Thomas A.	[redacted]	SP4
JAGGER, Terrence E.	[redacted]	SP4
JONES, Owen J.	[redacted]	SP4
JOHNSON, George	[redacted]	SP4
KERBY, Everett D.	[redacted]	SP4
KING, Gary W.	[redacted]	SP4
KING, Lorenzo	[redacted]	SP4
KRUCKEBERG, Kenneth J. Jr.	[redacted]	SP4
KITTNER, Paul J.	[redacted]	SP4
LEMMON, John R.	[redacted]	SP4
LINK, James A.	[redacted]	Sp4
MANSKER, Winston	[redacted]	SP4
MORGAN, Cris	[redacted]	SP4
MORTEK, Daryl C.	[redacted]	SP4
NEWMAN, Mark A.	[redacted]	SP4
RAUS, Douglas M.	[redacted]	SP4
ROBINSON, Merle W.	[redacted]	SP4
ROSENKRANSE	[redacted]	SP4
RUBIN, Keith D.	[redacted]	SP4
SALLIS, Robert A.	[redacted]	SP4
SCHILLINGER, Jeffrey	[redacted]	SP4
SIMON, Alton	[redacted]	SP4
SIMS, Daniel L.	[redacted]	SP4
TAPIA, Guillermo R.	[redacted]	SP4
THOMAS, Steven C.	[redacted]	SP4
TOVEY, Patrick A.	[redacted]	SP4
WEST, Richard	[redacted]	SP4
WINARTON, David M.	[redacted]	SP4
WILLIAMSON, James R.	[redacted]	SP4
WOOD, Bobby R.	[redacted]	SP4

BAXLEY, Michael J.	[redacted]	PFC
DOAN, Elmer L.	[redacted]	PFC
DENNIS, Ronald	[redacted]	PFC
ELLINGTON, Dwight	[redacted]	PFC
ELLISON, Christone	[redacted]	PFC
FUSTON, Terry L.	[redacted]	PFC
JAY, Rockie D.	[redacted]	PFC
LINDY, George A.	[redacted]	PFC
PATTON, Mark R.	[redacted]	PFC
SMITH, Dianna L.	[redacted]	PFC
STATON, James W.	[redacted]	PFC
THOMPSON, Marvin	[redacted]	PFC
CEPEDA, Robert	[redacted]	PV2
CLAYTON, James E.	[redacted]	PV2
DERPE, Kenneth K.	[redacted]	PV2
GERRY, Lance E.	[redacted]	PV2
FLYNN, Edward J.	[redacted]	PV2
GEROULD, Rodney A.	[redacted]	PV2
HENDERSON, Danny S.	[redacted]	PV2
HERRINGTON, Robert C.	[redacted]	PV2
JOHNSON, Lorinda D.	[redacted]	PV2
MARTIN, Robert C.	[redacted]	PV2
PESEK, Emil	[redacted]	PV2
SCROGGINS, Terry D.	[redacted]	PV2
TAVARES, Fredrick	[redacted]	PV2
WALTERS, Wayner R.	[redacted]	PV2
WILSON, Paul E.	[redacted]	PV2
LEICH, Robert C.	[redacted]	PVT
SMITH, Franklin L.	[redacted]	PVT
THOMAS, Jack A.	[redacted]	PVT

COMMANDERS BIOGRAPHY

Captain Donald J. Bruns was born on 14 November 1945, in Rapid City, South Dakoda. He graduated in the spring of 1963 from the New Underwood School where he had co-captained the football, basketball, and track teams. He was also Student Body President. He attended South Dakota State University from 1963-68, graduating with a Bachelor of Science Degree in Economics. Extra-curricular activity included being the first president of the South Dakoda State University Intramural Sports Counsel. He was commissioned as a Second Lieutenant on 3 August 1968 and shortly thereafter married Janice M. Hultgren of Wells, Minnesota.

He entered active duty on 4 October 1968 and proceeded to Ft. Eustis, VA for the Transportation Officers' Basic Course. He subsequently attended Helicopter Flight School at Ft. Wolters, Texas and then to Hunter Army Airfield, Georgia, where he graduated on 9 September 1969, he was promoted to First Lieutenant.

On 20 February 1970, he departed overseas to Korea where he was assigned to the 194th Maintenance Battalion as S-4 Material Officer. He was subsequently assigned as the Aircraft Maintenance Officer for the 306th Transportation Company (Aircraft Maintenance/DS. On 4 October 1970, he was promoted to Captain.

Upon his return stateside, he was assigned to the 1st Infantry Division as the Movement Control Officer in the Division Transportation Office. On 14 December 1973, he assumed command of the 24th Transportation Company.

APPENDIX B