

1967

DEPARTMENT OF THE ARMY
505TH TRANSPORTATION COMPANY (MDM TRK CGO)
APO 96232

THLC-GTC

14 March 1968

SUBJECT: Annual Supplement to Unit History

THRU: Commanding Officer
519th Trans Bn (Trk)
ATTN: THLC-GSC
APO 96233

Commanding Officer
9th Log Comd
ATTN: THLC-DO
APO 96233

TO: ✓ Chief of Military History
Department of the Army
Washington, D.C. 20315

Commander in Chief
United States Army Pacific
ATTN: GPOP-MH
APO San Francisco 96558

Commanding General
USARSUPTHAI
ATTN: THOP-OP
APO San Francisco 96233

ANNUAL SUPPLEMENT TO UNIT HISTORY

During the months following Operation Tiger Facesetter the 505th Transportation Company (Medium Truck Cargo) was engaged in supporting the various air bases throughout the southern part of Thailand. U-Tapao

air base for the support of the B-52 bombers, Korat and Takhli air bases were directly supported by the 505th Trans Co. In addition, all the air bases were supported by the 505th due to the fact that we initially hauled all the ammunition from the Sattahip port area to Trailer Transfer Points along our lines of communication (LOC). Most of the time we were hauling 750 lbs bombs, 500 lbs bombs, and Cluster Bomb Units (CBU's).

In addition to hauling amunitions the 505th has been hauling general cargo from the Sattahip port complex to Panom and Korat.

Operation Tiger Pacesetter established a name for the 505th Transportation Company. For three (3) months traveling over some of Thailand's worst roads hauling landing mats, the 505th accomplished it's mission some two (2) weeks ahead of schedule. With trucks coming back with fenders literally fallen off the vehicles the maintenance section kept the deadline rate down to a bare minimum. The overall mission brought the 505th letters of commendation from the USARSUPTHAI Commander, 9th Log Commander, and our own 519th Battalion Commander.

Upon their return from the Northeast the unit again maintained it's primary mission of line haul of munitions and general cargo.

During the month of August and for approximately the next 10 weeks the 505th had a platoon of $2\frac{1}{2}$ ton trucks attached to them for the purpose of hauling PX and Commissary goods to Bangkok. The 25 trucks and 50 personnel from 5 different Battalions in country fell under the operational control of 2LT James R Mankowich, Operations Officer of the 505th. For approximately $2\frac{1}{2}$ months the platoon did an amazing job of

alleviating the port of a continual back up of goods destined for Bangkok.

The platoon moved everything from food stuff, camera & electronics equipment, liquor and mail to the warehouses in Bangkok. The whole operation proved the facts which could justify having a 2 $\frac{1}{2}$ truck company itself continue this mission.

The months passed and the Company Commander, CPT Richard Jacobs, departed for reassignment in CONUS. Assuming command of the company on 14 October 1967 was 1LT George R. McDowell. LT McDowell was previously assigned in the 519th Battalion at Camp Khon Kean.

The majority of the personnel of the 505th Trans Co rotated back to CONUS during the months of October, November, and December of 1967.

During the month of November the unit began to get replacements from the states. Most of these incoming personnel were infantry type and had to be retrained as medium truck drivers.

The latter half of November proved to be an eventful period. The 505th became involved in perhaps the largest and most important mission thus far in Thailand. Project 972, the hauling of a sensitive munition from Sattahip, through Panom, and over the mountains to Korat, was thrust upon this unit. With little difficulty befitting the superior capabilities of the 505th, we moved out numerous convoys of upwards of 30 vehicles with only minor problems encountered. For several months the mission lasted and was handled in fine style only as the 505th could do.

The month of January and February saw the 505th again faced with the task of clearing the new Port area of thousands of tons of general

cargo which was stored on the ground. Actually pushing the major local government transportation company aside because of their inability to cope with the situation the 505th was committed to hauling 60 S & P loads a day to up country destinations. With our complete effort thrust into the operation we found ourselves waiting on the port to load our trailers and when loading was complete, only to have another one of our trucks waiting to haul these loads away and other 505th vehicles spotting another empty trailer for loading.

In a matter of a couple of weeks the port was cleared. Again our efforts were noteworthy to all concerned in this port clearance operation.

7 February 1968 saw another change of command in the 505th. With LT McDowell rotating back to CONUS command was assumed by 1LT Joseph D Mahoney.

With the month of March the 505th saw the return of Project 972 after a couple months break.


JOSEPH D MAHONEY
1LT, TC
Commanding