

1968

UNIT HISTORY

512TH TRANSPORTATION COMPANY (LT TRK) (5T)

54TH TRANSPORTATION BATTALION (TRK)

USA SUPPORT COMMAND, QUI NHON

(1 January 1968 - 31 December 1968)

prepared by

JAY M SHELLEY 1LT, TC

512TH TRANSPORTATION COMPANY (LT TRK) (5T)

11 March 1969

approved by

James A Rogers

JAMES A ROGERS
1LT, TC
Acting Commander

APO 96492

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I. Introduction

The 512TH TRANSPORTATION COMPANY (LT TRK) (5T) is assigned to the 54th Transportation Battalion (LT), which is one of the three Battalions in the 8th Transportation Group (Motor Transport). It is stationed at Camp Addison, Qui Nhon, Republic of Vietnam.

The 8th Transportation Group has been designated a Combat Support Group, and is responsible for all Motor Transportation for the Qui Nhon Support Command.

II. Mission and Resources

a. Mission

To provide transportation for the movement of general cargo and personnel by Motor Transport.

b. Capabilities

The 512th Transportation Company (Lt Trk) (5T) is a line haul unit. It is capable of 540 short tons of cargo (6 tons per truck) on 75 percent availability of vehicles and two (2) trips daily on highway, or 1,620 passengers (18 passengers per truck) on or off highway.

c. Organization and Utilization of Resources

The mission demands are such that the unit has a constant commitment of over 95% of available vehicles committed each day. The principle convoy is to Pleiku from Qui Nhon each day and is over 100 miles one way. The 5 ton general cargo trucks are loaded each night and are line hauled to and are off loaded at Pleiku. Then turn around with 50% of all vehicles backloaded for Qui Nhon each day. The Convoy responsibility is rotated between the four companies of the 54th Transportation Battalion that are stationed at Camp Addison.

d. Personnel

1. The company experienced a large rotational hump in August and September 1968. These personnel were gradually replaced and the unit mission wasn't seriously jeopardized by the personnel shortage.

2. The company is authorized 179 personnel (174 EM and 5 Officers). The assigned strength during the year approximately 140 EM and 3 Officers.

e. Vehicles and Equipment

1. The company is authorized 60, 5 ton cargo trucks. The average assigned strength for the first 10 months was approximately 55. Upon returning from CRB an intensive washout program was initiated and by December the company had 30 vehicles assigned. The unit was also authorized 5 armor plated gun trucks of which the assigned strength varied between 2 to 5. The unit was also authorized one wrecker and $5\frac{1}{4}$ ton jeeps with $\frac{1}{4}$ ton trailers.

f. Facilities

1. The unit had a maintenance section equipped with five (5) permanent type maintenance stalls with an adjoining operations and dispatching section.

2. The unit has a permanent type mess hall which was awarded 8th Group Best Mess for 1968.

3. The Company Headquarters and billets were of a temporary nature in the early part of 1968, but were replaced with two story billets and a permanent joint Orderly Room and Supply Room. There are now permanent shower facilities with abundant hot and cold running water, and permanent sanitary latrines.

III. Operations and Training

a. Training exercises

1. The company participated in numerous practice alerts during the year.

2. The unit also established a system whereby there would be cross training between the driver and mechanics. This has proven very successful. The unit, while in a combat zone, has made maximum use of on-the-job training.

b. Mandatory Subject Training

1. The unit complied with all training schedules and master training plans.

c. Combat actions: The company was involved in the following ambushes during 1968.

1. 8 March - 2 WIA - 1 truck, repairable

2. 2 April - 2 WIA - 1 truck, repairable
3. 9 May - 1 WIA
4. 12 May - 2 trucks, repairable
5. 31 July - 1 truck, repairable
6. 14 August - 1 WIA

Refer to Annex C for names of Wounded.

d. Weapons Training:

1. As each man entered the unit he drew a weapon and familiarized himself and zeroed it before going on the road.
2. In August of 1968 the Battalion conducted an intensive range qualification program in which most of the Battalion qualified on their assigned weapon.

3. Each machine gunner and 50 cal. man is required to test fire his weapon before leaving on convoy each morning.

c. Mission Accomplishments: The unit continued to accomplish its mission by hauling cargo from Qui Nhon to An Khe and Pleiku over QL 19, and from Qui Nhon to LZ English and Bong Song over QL 1 and to Tuy Hoa south on QL 1. The Unit was assigned a new haul up QL 1 to Duc Pho. Most of the Duc Pho convoys were small and were strictly ammunition hauls.

The 512th Transportation Company went TDY to Cam Ranh Bay from 9 September 1968 until 1 November 1968. The original period was set up for 30 days, but due to increase backlog, and effectiveness of the 512th, the unit was extended to complete the mission. Within this period of 50 days the 512th hauled 14,000 tons of cargo and carried an average 14% deadline rate, working under adverse conditions which included bad roads and inadequate PLD support.

During this period the unit's regular hauls were to Ninh Hoa, Phan Rang, Tuy Hoa, Nha Trang, and weekly to Ban Me Thout. The unit hauled once to Boa Loc, and Dalat in the highlands.

Overall the unit displayed outstanding dedication to mission accomplishment in a company effort in new surroundings, always putting every available truck on the road. The average mileage on these 60 trucks when we arrived at CBR was over 50,000 miles.

IV. Intelligence and Security Activities

a. The company's sector of perimeter was improved by new and reinforced bunkers, and extra concentina around the perimeter.

b. Maintenance of the bunkers on the unit's inner and outer lines is constantly supervised and corrected whenever necessary. Ammunition has been moved down to the outer perimeter and placed in bunkers to facilitate redistribution.

c. Safeguarding of military information was continually stressed.

d. The unit continued to strive to maintain alert, informed guards and an immediate reaction force always aware, prepared and well equipped.

V. Logistical Activities

a. Logistical Problems: Material necessary for unit improvements were difficult to obtain throughout the year.

b. Maintenance Activities:

1. The unit maintenance section worked diligently throughout the year repairing vehicles. The proof of their dedication is reflected in the average yearly deadline rate of 8%.

2. The maintenance section is to be highly commended for its outstanding performance in CBR. There was an average of 24 vehicles 1 day in the maintenance section for second echelon repairs. The motor pool consisted of soft, fine grained sand. This not only made operations difficult but was a major contributing factor to clutch, transmissions and jackshafts problems. Twenty-five jackshafts were

replaced. The roads over which the line haul convoys operated were very poor with many ruts. Example of deficiencies caused by the roads are torn body, and chassis parts, fenders breaking away from the bodies, batteries and battery box losses, broken and loose mounting bolts.

VI. Special events

The company had four Company Commanders during the year: 1LT William O. Moser, Captain Paul H Forster, 1LT Gilbert E Hodgepeth, and 1LT Warren C Hutchins. These commanders successfully guided the unit in the accomplishment of its mission and through the Annual General Inspection and the Quarterly CMMI with nothing but the highest accolade.

James A Rogers
JAMES A ROGERS
1LT, TC
Acting Commander

SUBJECT: Unit: Lineage, Honors, and History

The 512th Transportation Company (Lt Trk) (5 Ton) was reactivated 1 June 1966 at Ft Campbell, Kentucky, by 3rd Army General Order 156. The 512th has a long war history dating from 31 July 1942 when it was constituted as C Company, 487th QM Battalion at Indian Gap, Pennsylvania. It was redesignated the 186th Port Company on 1 October 1954 at Camp Loroy Johnson, Louisiana.

Campaign Bands Include: Normandy (with arrowhead), Northern France, Rhineland, Ardennes-Alsace.

Unit Decorations: a. French Croix de Guerre w/palm (Normandy).
b. Belgian Army order of the day (Antwerp).

CONUS Location: Indiatown Gap, Pennsylvania; Ft Hamilton, N.Y.; Camp Patrick Henry, Virginia; Ft Lawton, Washington; Camp Loroy Johnson, Louisiana; Ft Eustis, Virginia; Ft Campbell, Kentucky.

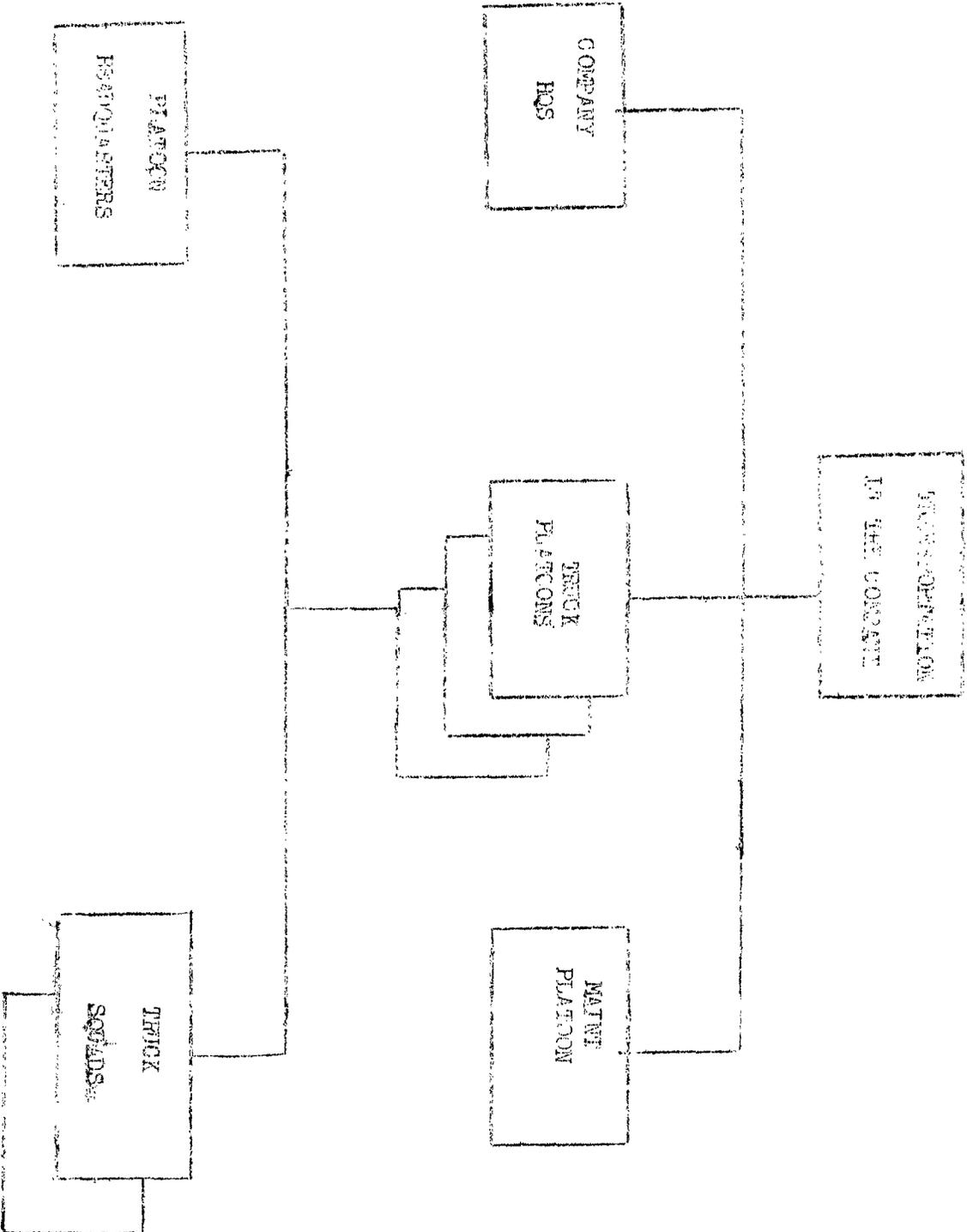
OS Location: England, Belgian, France, Germany, Alaska, Newfoundland, Viet Nam.

Commanding Officer: 1LT Jay M Shelley

First Sergeant: Joseph G Dozzutti

James A. Rogers
JAMES A ROGERS
1LT, TC
Acting Commander

FIGURE TRANSPORTATION UNIT TEST ORGANIZATION (E3)



AWARDS 1968

1. The following individuals received Bronze Star "V"

Cumberledge, George	SP5 E-5
Minton, Jimmy R	SP5 E-5
Morgan, William	SSG E-6

2. The following individuals received Bronze Star

Hedgepeth, Gilbert E	1LT
Weston, John E	SGT E-5
Stoltz, Harold	WO2
Martinez, Ernest O	SSG E-6
Morrow, John C	SSG E-6
Newland, David C	SP5 E-5
Kile, Larry T	SP5 E-5
Beauchamp, Micheal J	SGT E-5
Spier, George	SSG E-6

3. The following individuals received Army Commendation Medal "V"

Hedgepeth, Gilbert E	1LT
Poole, Edward M	1LT

4. The following individuals received Army Commendation Medal

Hutchins, Warren C	1LT First Award and Oakleaf Clusters
Williams, Thomas E	SFC First Award and Oakleaf Cluster
Dezzutti, Joseph G	1SG
Zwilling, Daniel M	SP5
Trussell, Troy D	SGT

5. The following individuals received Purple Hearts

Beauchamp, Michael J	SGT w/1st & 2nd Clusters
Lavell, John	SP5 w/1st Cluster
Moore, Clifford	SP4
Wilhelm, Herbert	SP4
Kilbarger, Thomas	SP5
Kline, Kenneth J	SP5
Knittle, Gordon E	SP5
Reed, Robert K	SGT

In addition to decorations, following Certificates of Achievement were awarded to the following individuals.

Moore, Robert L	SP5
Salter, Glenn W	SGT
Schneider, Ronald L	SP5
Asch, Robert E	SP5
Thomas, Jerome	SP5
Bishop, Harry D	SP4
Rubalcaba, Raymond J	SP4
Wojnoski, Jerome	SP4
Rubalcaba, Robert J	SP4
Payne, Floyd E	SP4
Clapp, Thomas B	SP5
Gunther, Brian G	SP5
O'Neal, Andrew T	SP5
Baccari, Mario A	SP4
Arnold, Ronald D	SP4
Ayers, Kenneth L	SP4
Didonato, William J	SP4
Patrick, George	SP4
Long, John T	SP5
Mullen, Gary J	SP5
Ceraucio, Michael D	SP4
For, Maynard T	SP4
Balash, Paul J	SP4
Goldsberry, Paul E	SP4
Chase, Richard	SP4
Harms, Melvin O	SP5
Murn, Robert K	SP5
Cox, Donald R	PFC
Hayes, John R	SP4
Boersma, Richard D	SGT
Carpenter, Joseph S	SP4
Pock, Lewis F	SP6