

1967

1967

The year 1967 saw the 515th Transportation Company involved in a variety of missions at several locations. The war in II Corps was beginning to show dramatic progress. War materiel from COTUS was being funneled into the massive Cam Ranh Bay facilities at a fantastic rate. Our trucks were committed heavily to the port and beach clearance effort. Operating around the clock seven days a week, the 515th continued to move cargo at a record setting pace. Complimenting these local operations were the daily convoys that channeled this cargo to the various subareas within II Corps. Routine convoys were made daily to Nha Trang, Ninh Hoa, Tuy Hoa, and Phan Rang. Under the weight of this awesome logistical base the enemy offensive was being crushed, with our convoys encountering only token resistance in the form of sporadic sniper fire and occasional land mines.

In September of 1967, all eyes focused on the northern most provinces of South Vietnam, as the United States forces began to mass troops there in an attempt to halt the heavy infiltration of North Vietnamese Regular Army troops into the South. On 20 September 1967, the 515th was alerted to move the entire company to Dong Ha, Quang Tri Province, some nine miles south of the Demilitarized Zone. Traveling by LST to Da Nang, and by truck convoy the remainder, the 515th arrived in Dong Ha on 29 September. We immediately began building a company area, however, a week later we were ordered to move to Phu Bai, 30 miles south. Having finally found a home, we began running convoys to several outposts strung out just below the DMZ. Traveling with heavy Marine security our trucks came under heavy mortar and artillery attack combined with frequent ambushes along Route #9. We suffered three wounded in action and several trucks lost to enemy fire during that period. The small outposts of Gia Lina, Con Thien, Camp Carroll, Cam Lo, and Calu became familiar places to the "Roadrunners". Typical of "Roadrunner" convoys were those to Con Thien. Occupying a strategic hill overlooking the DMZ, this tiny fortress was receiving upwards of one thousand enemy artillery and mortar rounds daily. Few of us will ever forget those frantic dashes into Con Thien, dumping our cargo and exiting the impact area within 15 minutes.

Late in November a detachment of trucks and drivers were deployed to Dong Ha; the remainder of the 515th remaining at Phu Bai. This then was how 1967 ended -- with the men of the 515th Trans Co very much in the thick of the battle.

1968

DEPARTMENT OF THE ARMY
515TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96308

13 May 1969

SUBJECT: Annual Historical Summary - 1968

TO: See Distribution

The beginning of January 1968 found the 515th Transportation Company "Roadrunners" completely split. The 1st platoon was located at Dong Ha, the 2nd, headquarters and maintenance platoons were located in Phu Bai, while the 3rd platoon continued to remain in Cam Ranh Bay. The unit was commanded by Cpt Uwe Jaeckel, had a strength of 141 EM, 3 OFF and 1 WO and had 55 task 5 ton cargo trucks, 20 of which were located in Cam Ranh Bay. The 515th Transportation Company was still under the operational control of the 3rd Marine Division as it had been since September 1967 and continued to receive its commitments from the 9th Motor Transport Battalion (Marine) located at Dong Ha. Administratively the company was controlled by the 36th Transportation Battalion (Army) located in Cam Ranh Bay.

While under the operational control of the 3rd Marine Division, the company's mission was to haul vital supplies and combat troops to Marine outposts along the DMZ. The daily convoys took the unit's vehicles along QL #9, to such points as Con Thien, Cam Lo, Calu, Camp Carroll and the Rockpile. The mission of direct combat support with the 9th Motor Transport Battalion even led convoys north of Gia Linh on QL #1, while to the south the 515th was hauling supplies from the Dong Ha Ramp and Airfield to the 1st Air Cavalry Division located at Camp Evans.

During January, the 515th vehicles were involved in several ambushes while operating in conjunction with Marine convoys. On 13 January 1968, ten (10) 515th trucks along with vehicles from the 9th Motor Transport Battalion (Marines) and the 11th Engineer Battalion (Marines) departed in convoy from the Rockpile to Calu. At approximately 1245 hours the convoy was attacked by North Vietnamese Army Regulars using small arms fire, grenades, mortars and booby trapped mines. Two men from the 515th were wounded, SP/4 Larry B. Bates, US54962914, and SP/4 Terry L. Gochanour, US54804877, while one truck was destroyed. Total losses for the convoy were 19 killed in action, 60 wounded in action and 2 missing in action.

On 23 January the 515th 2nd, headquarters and maintenance platoons joined the 1st platoon in Dong Ha. The next few days were occupied by setting up the living tents and building bunkers and on the 27th the company was back to full utilization. On 1 February, Cpt Gerald R. Knoll

Annual Historical Summary - 1968 (CONT)

joined and assumed command of the unit.

The area around Dong Ha received the brunt of the Communist Tet Offensive during the months of February and March. During this period the convoy routes traveled by the 515th vehicles and its base camp received almost daily shellings. On 2 February the 515th received its first killed in action of the year. SP/4 Ray C. Banks, US54432298 was transporting a Marine mine sweeping team between Camp Carroll and Dong Ha and found it necessary to remain over night at Cam Lo. During the night Cam Lo was overrun and Specialist Bank's truck was struck by an enemy artillery round killing him. In addition to the threat of enemy fire the 515th faced other problems, the most serious of which was lack of supplies, mainly food, repair parts and motor oil. On the 13th of February the only supply of motor oil available to the unit was two 55 gallon drums of OE 50 oil. This situation was to last for 2 weeks.

The period of 18 February - 18 March was one of very heavy shelling of the 515th base area. The unit was alerted for incoming rounds three and four times a day. These alerts were so timed by the enemy as to hit the unit during meal time. It became extremely difficult to enable the men to eat a freshly prepared meal which was beginning to have a serious psychological effect on the troops. On 14 March 1968 the 515th received its second and last killed in action of the year. During a rocket attack on the company area SP/5 Tommie L. Symack, RA15804126, was hit by shrapnel and killed. In addition to the one killed, seven others were wounded including 2LT John B. Connors, the Operations Officer and SFC James H. Kirby, the 1st Sergeant. Even during this trying period, two pluses must be noted. On 6 March the unit began to receive its first issue of "Stars and Stripes". Morale was helped tremendously. In addition on 21 February, the 515th received word that according to General Order #787, DA Headquarters USARV it had been awarded the Meritorious Unit Commendation for its operations while located in Cam Ranh Bay.

Unfortunately monthly tonnage and mileage records were destroyed covering the 515th's period of operation supporting the 3rd Marine Division while at Dong Ha. The following figures were salvaged from Marine Corps records. During the period 26 November 1967 - 16 March 1968 the 515th Transportation Company hauled 19,850 S/T of cargo, transported 19,386 troops and traveled 109,371 miles.

On 18 March 1968 the 515th returned to Phu Bai and located in the FLSG-A compound. Living conditions were greatly improved since South East Asia huts were available to include an air-conditioned Barber Shop. At this time the unit assumed its present mission of port and beach clearance of Hue and Tan My Ramps. The supplies cleared from these ramps were for such units as the 101st Airborne Division, 1st Air Cavalry Division, 82nd Airborne Division and the 1st Marine Division. Operational control of the unit was now placed on the Marine Force Logistical Command.

Annual Historical Summary - 1968 (CONT)

On 9 April 1968, operational control of the 515th was transferred to the 57th Transportation Battalion, part of the 26th General Support Group which had just established its headquarters in Quang Tri. The 515th Operations Section still continued to coordinate with the Marine Convoy Control Center to achieve better utilization of its vehicles.

The pace had slowed considerably since the 515th had moved out of Dong Ha. On 2 May the 39th Transportation Battalion arrived at Phu Bai and the 515th became part of the battalion structure. On 23 May the 515th acquired a new platoon leader, LT Barry L. Watson, who was later to become the company commander. As a reminder that the war had not ended, the 515th Transportation Company motor pool was hit by a mortar attack on 25 May 1968. Several trucks were damaged but no one was injured.

During June and July the unit continued in its mission of port and beach clearance but in addition began a series of combat support missions to Bastogne hauling Class V cargo to USARV artillery crews on the edge of the A Shau Valley. Two such missions were undertaken in June and three in July. On 14 July, shortly after the unit moved across QL #1 into Camp Hockmouth, the 515th celebrated Unit Day. A company party was held commemorating the anniversary of the 3rd year this unit has been in Viet Nam. On 20 July 1968, 1LT Barry L. Watson replaced Cpt Knoll as commanding officer of the 515th. Cpt Knoll moved up to the 39th Transportation Battalion as Maintenance Officer.

During the month of August, the 515th was involved in two large scale operations in support of the 101st Airborne Division, operation "Mass Muskat" and operation "Somerset Plain". During operation "Mass Muskat" the 515th hauled 420 S/T in 9 combat support missions. During operation "Somerset Plain" which lasted from 3rd - 19th of August this unit is credited with moving 2000 S/T of cargo and traveling 20,867 miles.

During the month of September a large backlog of supplies was developing on Tan My Ramp. To alleviate the congestion, the 515th was loaned 12 5ton tractors from 363rd Transportation Company and 30 S & P trailers from the Marine Corps. With this equipment the 515th was to conduct a trailer-transfer operation between Camp Evans and Tan My Ramp. This operation continued until the early part of November.

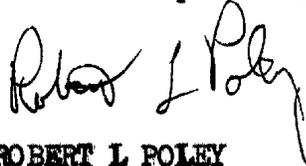
During the period 27 October to 11 November the 515th was involved in operation "Liberty Canyon" which was the move of the 1st Air Cavalry Division from Camp Evans to Tan My Ramp. Since this was a concentrated effort, vehicles were on the road 24 hours per day and with an average present for duty strength of 108 men with 40 vehicles operating per day. It was often necessary for NCO's to act as relief drivers. During the operation, the 515th is credited with moving 5,796 S/T's and driving 32,140 miles.

Annual Historical Summary - 1968 (CONT)

During November the company reached a low point in the amount of personnel and equipment on hand. The rough terrain and long years had finally taken their toll of the old M54 gas burning 5 ton cargo trucks with which the 515th was equipped. In mid November the unit had only 9 task vehicles on hand in Phu Bai and a total of 112 EM and 2 Officers assigned to the unit. There was one noteworthy accomplishment in November. The unit passed it's Annual General Inspection conducted by the Da Nang Support Command on 19 November. This was the first AGI the unit has been through since it's arrival in Viet Nam in 1965.

On 22 November, 1LT Ronald L. Ash Sr. replaced 1LT Watson as commanding officer. LT Watson moved up to the battalion S-4 position. Also on 11 November the company's 1st Sergeant, SFC William T. Neill was promoted to 1st Sgt E-8.

December saw the 515th continuing to perform its mission of port and beach clearance to the best of its ability in light of its shortage of task vehicles. No replacement vehicles were in sight but a trickle of replacement personnel had begun to filter up from Da Nang.



ROBERT L. POLEY
CPT, TC
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1 Incl
Tonnage & Mileage Figures

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TONNAGE AND MILEAGE FIGURES - MAY 68 TO DEC 68

<u>MONTHS</u>	<u>TONS</u>	<u>MILES</u>
MAY	3,496	32,982
JUN	1,790	14,923
JUL	2,645	21,994
AUG	2,282	20,867
SEP	3,732	32,882
OCT	6,043	42,134
NOV	3,738	22,766
DEC	3,689	20,449

Inclosure 1

DEPARTMENT OF THE ARMY
515TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96308

12 March 1970

UNIT HISTORY

1 January 1969 through 31 December 1969

On 1 January 1969 First Lieutenant Ronald L Ash Sr. and First Sergeant William J Neill both remained in their positions of Commanding Officer and 1st Sergeant of the 515th Trans Company. The company had an operating strength of 2 officers, 1 warrant officer and 169 enlisted men. The 515th ushered in the new year by moving to a new location. On 3 January the company moved from its area at Camp Hockmouth to Gia Le in an area directly adjacent to the 39th Transportation Battalion (Truck) Headquarters. The unit's equipment, including the CO's hootch, survived the six mile or more move without incident. On the night of 10 January, the men of the 515th encountered their first taste of enemy activity of this year when two (2) 122 mm rockets hit in the area, one just 15 yards from the mess hall. Miraculously there were no injuries of damage done.

After the initial tasks of getting settled in the new company area, the 515th still faced a perplexing personnel management problem. The unit was up to strength in personnel with more arriving every day but there were only 8 trucks in the two platoons located at Gia Le and 17 trucks in the Cam Ranh Bay platoon. The constant utilization of personnel for details was having a harmful effect on the Unit's morale. Fortunately the reduction to zero strength of the 863rd Transportation Company provided the 515th with thirty four (34) 2½ ton cargo trucks which solved this problem. On 26 January a battalion formation was held for the promotion of 1LT Ash to Captain. On 26 January the 515th also assumed operational control of the 2nd platoon of the 363rd Transportation Company which was a medium truck company located in Da Nang.

Due to its added capability, the 515th received several static direct support commitments for the 101st Airborne Division (Airmobile), including the hauling of fresh bread, ice cream and troops to Camp Evans, Landing Zone Sally and Camp Eagle. On 11 February the 515th assumed operational control of the 3rd platoon of the 57th Transportation Company, a five ton cargo truck company located in Quang Tri. Both the 57th's platoon and the 363rd's platoon were used mainly for port and beach clearance. On 16 February 1LT Joseph K Winkler joined the company as a platoon leader. The acquisition of LT Winkler gave the 515th two platoon leader, something it had not enjoyed for 7 months. Lt Winkler had previously served 5 months as the 39th Transportation Battalion Adjutant.

During the last week in March, the 515th and its attached platoon from the 57th Trans Co began conducting combat support missions to Fire Base Blaze which was manned by artillery units from the 101st Airborne Division (Airmobile) and XXIV Corps. The initial runs to Blaze were treacherous and tested the stamina of the men and equipment. The portion of the road from Fire Base Bastogne to Fire Base Blaze was originally built by the French nearly 20 years ago and was barely wide enough for a five ton cargo truck to pass. The 515th and 57th continued to run to Blaze on a daily basis, weather permitting, hauling the much needed ammunition and building materials used by the 27th Engineer Battalion to rebuild the road now named QL 547. The 515th and 57th platoon can be credited with hauling the ammunition used by the artillery units at Fire Base Blaze to shell the infamous "Hamburger Hill" located in the A Shau Valley.

On 2 March the 515th acquired another platoon but this time in exchange for its 3rd platoon in Cam Ranh Bay. The 235th Trans platoon which was attached to the 363rd Trans Co in Da Nang became the 3rd platoon 515th Trans Co while our old platoon in Cam Ranh Bay became the 235th Trans platoon. The new platoon had a full complement of men and 20 new five ton cargo trucks.

April was a month of changes for the 515th which begun on the wrong foot. On 8 April the unit attained a score of 69 on its first CMMI since the unit has been in RVN. The CMMI was conducted by the Da Nang Support Command. On 24 April the unit assumed operational control of the 2nd platoon 57th Trans Co while the 2nd platoon 363rd went to Quang Tri to be attached to the 57th Trans Co. On 25 April the unit moved its motor pool across Gia Le Road to the motor pool formerly utilized by the 363rd platoon thus being able to take advantage of a large maintenance building.

On 27 April the company changed commanding officers with the assignment of Cpt Robert L Poley who formerly served as Division Transportation Officer for the Americal Division located in Chu Lai. Cpt Ash was reassigned to the 39th Trans Bn as the S-4.

During the month of May the 515th continued its mission of port and beach clearance and direct support to the 101st Airborne Division (Airmobile). On 22 May the 515th lost First Sergeant Neill due to a emergency reassignment. During First Sergeant Neill's 11 months with the unit he had performed in a truly exemplary manner and was awarded the Bronze Star. SFC Frank Overby the former Truckmaster assumed the duties of First Sergeant.

June was a climax for the company's operation to Fire Base Blaze. Convoys operated almost daily. The engineer work on the road was so successful that by the end of the month tractor-trailer vehicles could cross the road. The cargo truck requirement then transferred to other fire bases being built throughout Northern I Corps.

Panther I and Panther II, Anzio, Nancy, and Roy were scattered from the Hi Van Pass north of Quang Tri. Each one was atop a high hill or peak; so that the final approach to each was over extremely steep and treacherous roads. On several occasions wet weather made the inclines so slick that a vehicle could not maintain footing and would slide off the edge. Through sharp driver skill these incidents were always minor, with no injuries, loss of life or property. For several months the unit had been in need of senior NCO's. The month of June brought new life to the unit. First Sergeant Nathaniel A Dance arrived, and shortly after that a young SFC, Gian Carlo Poli also joined the unit. First Sergeant Gerald Toller had joined the unit in May, but after his extension leave, he went to the 805th Transportation Company. It was also about this time that SFC Frank Overby went to the 39th Transportation Battalion Operations section, and SFC Gian Poli took over the job of Truckmaster.

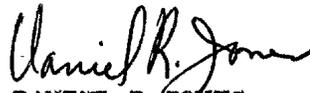
The mission of the 515th during the month of July was still port and beach clearance, but our roll in support of the 101st Airborne Division (Airmobile) was steadily growing. And in the month of August we were sending two convoys of twenty to thirty trucks a day to Fire Base Blaze. We also sent a platoon of volunteers out to Fire Base Rendezvous for two weeks. During this time we moved Fire Base Currahee and Fire Base Rendezvous back to the Fire Base Blaze area.

When the rains began to come in September, the 515th was the only company which could negotiate the steep, muddy hills. It was also in early September that Captain Robert Poley, who had been without any other officer for nearly a month, received two lieutenants and a warrant officer: First Lieutenant Daniel R Jones, First Lieutenant Robert B Johnston and Chief Warrant Officer Kenneth E Coburn. SFC Lewis Rose III had taken over the second platoon in August, and SFC Francis Gray had brought his platoon up from Da Nang, so the leadership in the 515th was at its full strength. When the 101st Airborne Division (Airmobile) withdrew its troops from the A Shau Valley, the 515th helped the Division in its relocation to Camp Evans and Dong Ha. With the end of the day-long, dirt-eating convoys into the A Shau Valley, the 515th switched its emphasis to port and beach clearance at Tan My Ramp, and support of local fire bases.

In November the men of the third platoon, which had come to RVN as a unit, rotated to the states. SSG Percy Washington became the platoon sergeant of the new third platoon. Although we were short of personnel, the company did not let down. That month we won the company of the month award, as we had done in the prior month, and we also passed our Annual General Inspection.

December saw the 515th again winning the Company of the Month Award. We had been averaging between 2% and 4% deadline rate per month for several months. We concluded the year with a steak and drinks dinner for the cleaning women and a gift of five boxes of clothes to an orphanage in Phu Loung Villiage. The clothes had been donated by a Girl Scout Troop in Florida under the leadership of Mrs Kenneth E Coburn, the wife of our Maintenance Officer.

1 Incl
Tonnage & Mileage Figures


DANIEL R JONES
1LT, TC
Commanding

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1st Log Command
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C/C Commanding Officer
Da Nang Support Command
APO 96337

Report of tonnage and mileage for Unit History during the period of
1 January 1969 through 31 December 1969:

<u>Month</u>	<u>Tons</u>	<u>Miles</u>
January	3519	27,758
February	2095	13,685
March	3525	27,760
April	2248	27,900
May	637	12,500
June	1827	33,432
July	1812	33,253
August	1814	39,796
September	1990	48,800
October	3531	18,887
November	2468	49,663
December	4663	16,768

JUL 1962-
JUN 1963

515TH TRANSPORTATION COMPANY (LIGHT TRUCK)
Fort Benning, Georgia 31905

26 December 1963

Unit History-Fiscal Year '63

A. MISSION:

1. TOE: The TOE mission of this unit is to provide for movement of general cargo and personnel by motor transport.

2. Current Post Mission: The current mission is to support USAIC and USAIS with high priority on support for Ranger Camps. The second mission is to maintain constant STRAC/STRAF readiness.

B. ORGANIZATION: Company commanders for FY 63 were:

Capt. Billy L. Story		to 17 Jul 62
Capt. Newton J. Beaver, Jr.	17 Jul	to 19 Oct 62
Capt. Lawrence W. Stauffer	19 Oct	to 5 Jan 63
Capt. James L. Magness	5 Jan	to ___

D. IMPORTANT EVENTS:

1. At the beginning of FY 63, the 515th Trans Co was a recent addition to the growing list of STRAC organizations. At this time the unit was supporting the Infantry School including Ranger Camps at Eglin AFB, Florida and Doolittle, Georgia.

2. On 30 Sept one platoon, under the command of Lt David E. Wolter, moved out to Columbus, Mississippi for the integration crisis at "Ole Miss". They returned on 9 Oct and resumed Ranger Camp support.

3. The entire company moved to Florida on 25 Oct to support the southern Florida build-up for the Cuban Crisis. They supported in three different areas utilizing one platoon in each place. The company returned to home station on 7 Dec to resume Infantry School support.

4. The unit was alerted on 12 May 63 for an integration crisis in Alabama. One platoon was sent to Fort McClellan and the remainder was kept on standby in the 2nd Infantry Division area at Fort Benning. This terminated 1 Jun 63 and the company resumed its normal mission but still remained on standby basis due to continued unrest in Alabama.

Jun-Dec
1966

C3

523D TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96238

21 July 1967

SUBJECT: Unit History for the Period 1 June 1966 through 31 December 1966

The 523d Transportation Company (Light Truck) was reactivated 18 May 1966 at Fort Campbell, Kentucky by Third USA General Order 156 and later amended by Third USA General Order 195. The unit had been inactive since 19 Feb 62.

Upon activation of the unit, the personnel present at Fort Campbell, Ky. were attached to the 2d Bn, 319th Artillery (Airborne) pending arrival of their higher headquarters, the 500th Trans Gp (MT) which was activated 1 June 1966. During the period 18 May - 1 June 1966, the unit began receiving personnel and by 1 June 1966, there were two officers and 93 EM present for duty.

The Unit was assigned a D-1 status and commenced on a concentrated program of training and obtaining supplies. The unit training period commenced on 14 Jun 66 and was programmed for seven weeks. Training was conducted six days per week for the seven week period and required maximum effort by all personnel in meeting a complicated schedule of POM training, specialized training for RVN, and the normal training required by the ATP 55 series. A portion of the training was conducted by members of the 101st Airborne Division who had recently returned from RVN and this training proved to be most interesting and useful.

The unit also received TOE equipment during this period and the normal hardware needed to equip a company flooded the organization. Rifles, desks, tools, TA 50-901, trailers, and other equipment flowed through the unit supply all during the months of June, July, August and into September. The most important piece of equipment the unit required, however, was not available - 5 ton cargo trucks. Finally in late August, the members of the company made two trips to South Bend, Indiana, drew the task vehicles off the assembly line, and drove them to the rail sites at Fort Campbell, Kentucky. This was accomplished without accident or incident and speaks highly of the unit's personnel, most of whom had not driven a 5 ton vehicle more than fifteen or twenty miles.

The unit then split its personnel, 50% departing for POM leave and the remaining 50% beginning the back breaking task of packing and loading unit equipment. This involved detailed loading diagrams, listing of contents, strapping, banding and marking of conex containers and container inserts. The task was completed on schedule and when the unit began outloading on 1 Sep 66, the personnel returning from leave picked up the task while the "packing" crew went on a well deserved 15 day leave.

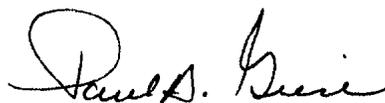
The 523d Trans Co (Lt Trk) then slowed its pace and began cleaning up last minute details prior to the departure of the main body. The men of the unit departed Fort Campbell, Kentucky by aircraft on 27 Sep 66 and arrived at Oakland, California the same day. They were then loaded aboard the USNS General William Weigel for the 26 day trip to Qui Nhon, Republic of South Vietnam. The initial stage of the voyage was complicated by the usual cases of "seasickness" however, spirits improved after three or four days when the men finally became used to the

Unit History for the Period 1 June 1966 through 31 December 1966 (cont) 21 Jul 67

rock and roll of the ship. The USNS Weigel stopped enroute at Okinawa, Vung Tao, Cam Rahn Bay and Vung Ro Bay before dropping anchor at Qui Nhon on 23 Oct 66.

The company disembarked and was moved by bus to a piece of bare real estate in the Cha Rang Valley where it found the 54th Transportation Battalion (Truck), their new parent unit. The task then began of erecting and building a contonment area that was to be a new home. The unit spent seven days in a concentrated effort to build flooring in tents, a latrine facility, mess hall, shower house and other necessary structures for the company. The OJT carpenters and plumbers managed to put together the start of a unit area before the arrival of the unit's equipment.

On 3 Nov 66, the ship carrying the unit vehicles arrived in Qui Nhon and began discharging its load. Vehicles were immediately removed from the beach and brought to the unit for servicing and made ready for the road. The unit began operation on 6 Nov 66 and was operating at full capacity one week later. The committments came heavy in an attempt to relieve the burden on the one other Transportation Battalion and cargo was moved over QL Route 19 and QL Route 1 to the 1st Cavalry Division at An Khe, the 4th Infantry Division and to the 25th Infantry Division at Pleiku. Operation Thayer II commenced along with the monsoon season and the 523d Trans Co (Lt Trk) soon found themselves hauling cargo to Phu Cat and Bong Son north on QL Route 1. The pace set was demanding and the driver found that an 18 hour turn around trip to Pleiku was an exhausting experience. The roads were deteriorated, due to lack of repair and nearly all bridges were destroyed and spanned by "Bailey" bridging. QL Route 1 north was extremely trecherous and difficult and frequently washed out by the monsoon rains. One platoon of the unit remained stranded in Bong Son for 15 days with a Combat Engineer Company due to washed out bridges on QL Route 1. From the period 5 Nov 66 to 31 Dec 66, the 523d Trans Co (Lt Trk) hauled 6,839 tons of cargo over 246,000 miles supporting the combat elements in the Republic of South Vietnam.



PAUL A. GIESE
CPT, TC
Commanding

1967

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1. INTRODUCTION

On 31 December 1967, the 523rd Transportation Company (Lt Trk) completed its first full year in Vietnam. During that year it continued to furnish transportation support as part of the 8th Transportation Group (Motor Transport), to the Qui Nhon Support Command.

2. MISSION AND RESOURCES

a. Mission - Like all light truck companies, by 55-17F TO&E, the mission of the 523rd Transportation Company (Lt Trk) is to provide transportation for the movement of general cargo and personnel by motor transport. Specifically, this company's mission was the line-haul movements of supplies and personnel from the Qui Nhon area to the towns of Anke, Pleiku, Kontum, Dak To, Phu Cat, Bong Son, Duc Pho and Sen Cau and various locations in the vicinity of these towns.

b. Capabilities - The 523rd Transportation Company fails to conform to the 55-17F TO&E regarding its capability. The figure of 540 short tons of cargo as a daily capability should be divided by two. The reasons for this are the lack of good roads and the distance to our destinations. For example, Pleiku our main convey destination is 93 miles away. The road between our compound and Pleiku is open approximately 13 hours daily. The quality of the road presents a one-way travel time of between $4\frac{1}{2}$ and 5 hours. This leaves 3 to 4 hours to complete a turn-around which includes traveling from the assembly area to the unloading sites and vice versa, and the actual unloading. Therefore only one trip can be made daily. In addition, it should be noted that on the average one-third of the convey failed to make the daily turn-around at Pleiku during 1967. Slow unloading was the main cause. These vehicles returned the following day. The introduction of $1\frac{1}{2}$ ton trailers tended to increase our hauling capability somewhat, but presented a problem in loading and in turn-around at the unloading sites.

c. Organization and Utilization of Resources - Conveys were necessary from our compound to all of our destinations. Independent company conveys were not used. Instead the various companies of the battalion pooled their task vehicles. The daily conveys accordingly were battalion conveys. The individual companies were assigned to provide the necessary control and maintenance personnel and vehicles. For a diagram of the organization of the 523rd Transportation Company see Annex "B".

d. Personnel

(1) Commanding Officer - From the period of 1 January 1967 to 20 September 1967, Captain Paul A. Giese was the company commander. Captain Giese rotated on 23 September 1967, at which time Captain Charles W. Bevard assumed command. He performed as company commander throughout the remainder of the year.

(2) Platoon Leaders - The following officers were assigned as platoon leaders during the year:

1/LT Dennis W. Bosworth
1/LT William R. Turner
1/LT David J. Spearly
2/LT Roger E. Hester
1/LT Willard K. Vanderbeck
1/LT Mason Johnson
1/LT Otis L. Hubbard
1/LT David L. Majors

Rotation and reassignment accounts for the lengthy list.

(3) Maintenance Officer - From the period 1 January 1967 to 22 September 1967, CW04 Andrew L. Cole was assigned as Maintenance Officer of the company. WO1 Michael L. Dilbeck served as Maintenance Officer from 22 September 1967 through the end of 1967.

(4) First Sergeant - Billie Kelley, 1SG E8, was the company first sergeant from 1 January 1967 until 20 October 1967, when SFC E7 Ronald K. Lloyd took over the 1SG's duties. Beryl W. Harvey, 1SG E8, performed the duties of 1SG from 7 December 1967 through the end of the year.

(5) Truckmaster - SSG E6 Melvin Clemmons directed operations as truckmaster from 1 January 1967 to 23 June 1967. SFC Ronald K. Lloyd was assigned this duty from 24 June 1967 to 19 October 1967. From 20 October 1967 to the end of the year, SSG E6 Ewald Timpa performed the duties of truckmaster.

(6) Platoon Sergeants - During the year of 1967 the following sergeants served as platoon sergeants in the 523rd Transportation Company:

SGT E5 Lewis, Robert Jr
 SSG E6 Freezon, Blazor
 SSG E6 Ogburn, Carl
 SSG E6 Witherspoon, George
 SSG E6 Hicks, William
 SSG E6 Clemmons, Melvin
 SSG E6 Taylor, George

e. Vehicles - The following is a listing of this company's vehicles:

<u>NUMBER</u>	<u>TYPE</u>	<u>CLASS</u>
59	5 ton, truck cargo M54A2	Task
4	2½ ton, truck cargo M35A2 (Modified to include armor plating and gun mounts)	Convoy Escort
2	¾ ton, truck utility M151A1 (modified for gun mount)	Convoy Escort
1	¾ ton, truck utility M151A1C (modified for gun mount)	Convoy Escort
1	5 ton, truck cargo M54A2	Maintenance Truck
2	¾ ton, truck utility M151A1	Administrative
6	2½ ton, truck cargo M35A2	Administrative
1	5 ton, truck, wrecker M543A2	Administrative

f. Facilities - The 523rd Transportation Company is located in Cha Rang Valley as a part of the 54th Transportation Battalion compound. The company motor pool is located in the southeast corner of the compound. The billets, orderly room, mess hall and supply room were all situated in the south central section of the compound. The company billeted its men in tents during 1967. However, in the latter part of November the 54th Transportation Battalion began emphasizing its area development plan and the 523rd supplied personnel to work on the battalion repair and utilities section. By the end of 1967, the 523rd was actively engaged in the construction of the first of its new permanent type wooden troop billets.

3. OPERATIONS AND TRAINING

a. Training Exercises - The only training exercise that the 523rd Transportation Company participated in during the year of 1967, was a gas chamber exercise conducted by the 54th Transportation Battalion in mid-December.

b. Mandatory Subject Training - Daily from 1800 to 1900 hours motor stables was held by the 523rd in its motor pool. In addition daily classes were conducted by the officers and senior NCO's of the 523rd in conjunction with the battalion training schedule. The subjects covered for example were military justice, code of conduct, safety, civic action, and first aid.

c. Combat Service Support Operations - During 1967 the 523rd supported the 4th Division, the 25th Division, the 1st Cavalry Division, the Americal Division, the 173rd Airborne Brigade, and the Tiger and Capital Divisions of the Republic of Korea Army. Specific operations that were supported by the 523rd included the following:

Thayer II
Wheeler Wallawa (Americal Div)
Pershing (1st Cav)
Francis Marion (4th Inf Div)
Mac Arthur
The Battle of Dak To

d. Combat Activities - The 523rd Transportation Company (Lt Trk) was involved in three full scale ambushes in the latter part of 1967. These occurred on 2 September, 24 November, and 4 December 1967. This company suffered 4 KIA's and 13 men were wounded. The personnel of the ambushed convoys in their defense killed over 39 of the attackers. For a listing of awards via these ambushes and other incidents see Annex "A".

e. Marksmanship - The 523rd stresses marksmanship. The individual is helped in all way possible to gain a good sense of marksmanship. The 523rd aided the battalion in the construction of a range on the southeast edge of the compound. Each Sunday afternoon the range was available for weapons qualification. In addition the M-60 machine guns are test fired daily before going on convoy.

f. Weapons Training - All incoming personnel to the 523rd Transportation Company received a refresher course on the M-14 rifle. During 1967 this was the company's primary individual weapon. Individual also receives famalarization with the M-60 machine gun and the M-79 grenade launcher, the other weapons of the company.

g. Mission Accomplishments - During the year of 1967, the 523rd Transportation Company dispatched 16,035 vehicles which traveled 1,955,070 miles. These vehicles consumed 338,676 gallons of fuel and the task vehicles moved a total of 59,375 tons of cargo.

4. PERSONNEL AND ADMINISTRATION ACTIVITIES

During June and July 1967, there was a severe rotational hump which was somewhat remedied by the transferring and shuffling of troops within 8th Transportation Group. This hampered operations to a certain degree in that experienced drivers were often replaced with inexperienced drivers. A slight morale problem was encountered by some troops being transferred with only a short time left in country.

5. SECURITY ACTIVITIES

a. Compound Security - The 54th Transportation Battalion provides its own perimeter security forces. A provisional guard unit was established for this purpose. The companies of the battalion have been leveed to form this unit. Throughout 1967, the 523rd provided men for this purpose. In addition an NCO was also furnished.

b. Convoy Security - With the increase of enemy activity in the form of mining incidents, sniper activity, and ambushes in the Central Highlands during the fall of 1967, 8th Transportation Group increased its emphasis on convoy security. Gun trucks were constructed, 2½ ton, cargo trucks were used for this purpose. These were hardened by sandbags and armor plating. Each such vehicle had a four man crew consisting of a driver, two machine gunners and a grenadier. The 523rd had four gun trucks during the latter part of 1967. Their effectiveness in ambushes has been demonstrated several times.

6. LOGISTICAL ACTIVITIES

a. Logistical Problems - None existed that are worthy of note.

b. Supply Activities - The 523rd operated its own supply room during 1967. The armorer was housed in the adjoining annex. In addition to its supply functions, the supply room also acted as the collecting agency for the Quartermaster and Charity laundries.

c. Maintenance Activities - During 1967 the maintenance section of the 523rd was also to have approximately 75% of the company's vehicles available for daily dispatch. This was in spite of a general difficulty in obtaining parts. The two greatest problems encountered with the M54A2, 5 ton, cargo truck seemed to be its radiator and batteries. The radiator problem was relieved somewhat by a modification of the 5 ton gasoline engine radiator which allowed it to be used with the 5 ton multi-fuel engine. The shortage of batteries, however, remained a problem throughout the year.

d. Transportation Activities - See paragraphs 2 and 3 for this information.

e. Food Service Activities - In addition to providing food for the 523rd, the company mess hall also feeds the personnel of the 54th Transportation Battalion, Headquarters and Headquarters Detachment and the 505th Transportation Detachment. Various other units which were briefly attached to this company during 1967, were also fed by the company mess hall.

7. SPECIAL EVENTS

a. Annual Inspector General Inspection - On 25 April 1967, the 523rd Transportation Company received its annual Inspector General Inspection. The company received a "Satisfactory" rating.

b. Command Maintenance Management Inspection - On 2 July 1967, the 523rd Transportation Company received a CMMI from the United States Army Support Command, Qui Nhon. It was rated as "Satisfactory".

ANNEX A

HONORS

The following personnel of the 523rd Transportation Company were awarded Purple Hearts:

SAS, ROBERT SP4 E4
GUNTHER, WILLIAM SP4 E4
STEPHENS, WILLIE SP4 E4
REYNOLDS, MICHAEL SP5 E5
QUICK, PETE A. SP5 E5
SANDERS, ROY A. SP4 E4
BALL, GIPSEY SP4 E4
METCALF, CHARLES SP4 E4
HENSINGER, ARTHUR SP4 E4
FRASER, RAYMOND SP5 E5
GENOVERSA, ROBERT PVT E2
STEVENSON, JERRY SP4 E4

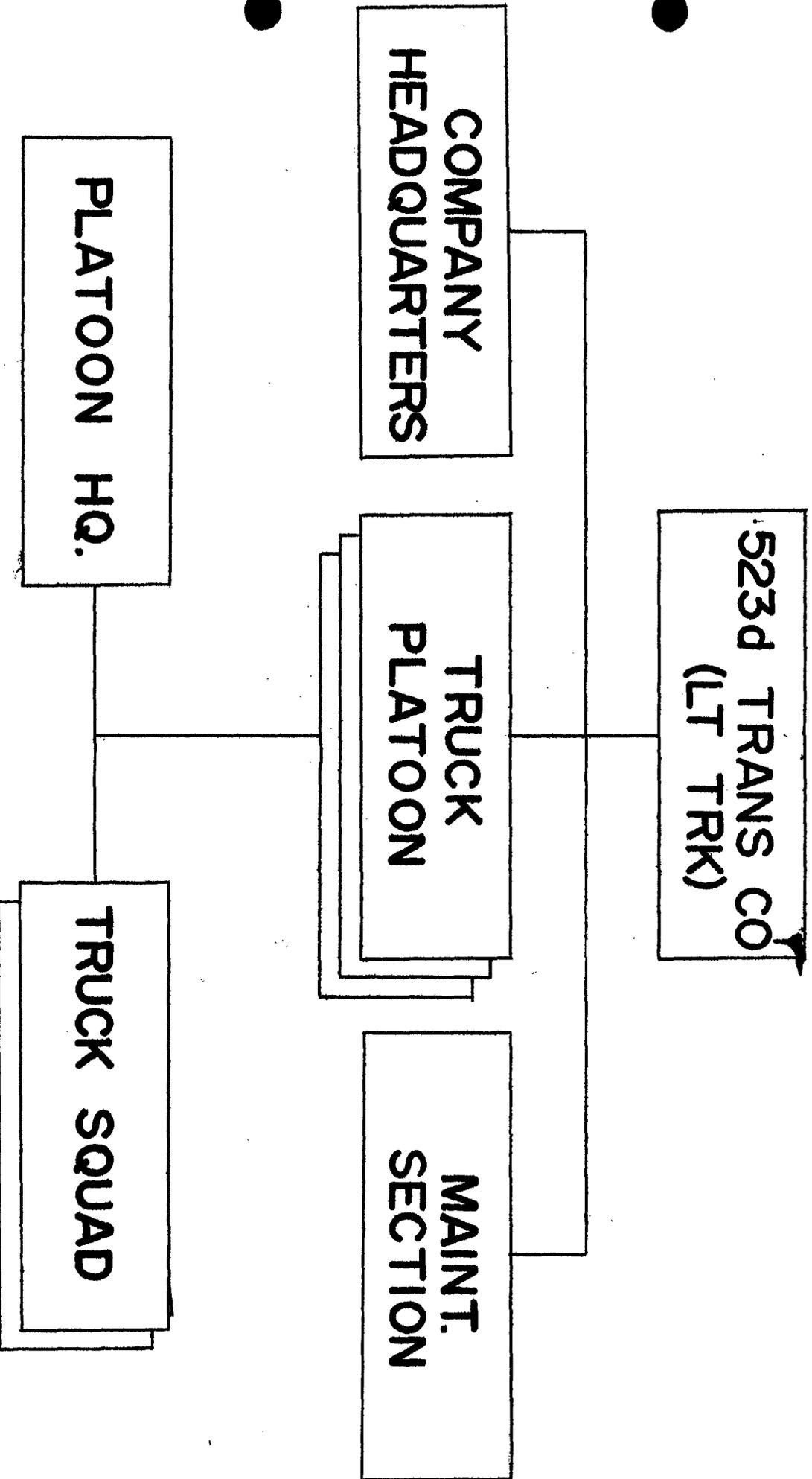
The following personnel of the 523rd Transportation Company were awarded Army Commendation Medal:

COLE, ANDREW CWO
CLEMMONS, MELVIN J SSG
JORDAN, JAMES W. SFC
MURDEN, HERCULES SSG

The following personnel of the 523rd Transportation Company were awarded the Bronze Star for Meritorious service:

GIESE, PAUL A CPT
BOSWORTH, DENNIS W 1/LT

ORGANIZATION DIAGRAM



1968

UNIT HISTORY

523RD TRANSPORTATION COMPANY (LT TRK)

54TH TRANSPORTATION BATTALION (TRK)

8TH TRANSPORTATION GROUP (MT)

USA SUPPORT COMMAND, QUI NHON

1 JANUARY 1968 TO 31 DECEMBER 1968

PREPARED BY:

HARRIS T JOHNSON III

523RD TRANSPORTATION COMPANY

31 JANUARY 1968

APPROVED BY:



ROBERT P MAULDIN

1LT, TC

COMMANDING

APO 96492

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1. INTRODUCTION

On 31 December 1968, the 523rd Transportation Company (Lt Trk) completed its second full year in Vietnam. During that year it continued to furnish transportation support as part of the 8th Transportation Group (Motor Transport), to the Qui Nhon Support Command.

2. MISSION AND RESOURCES

a. Mission - Like all light truck companies, by TO&E 55-17F, the mission of the 523rd Transportation Company is to provide Transportation for the movement of general cargo and personnel by motor transport. Specifically, this company's mission was the line-haul movements of supplies and personnel from the Qui Nhon area to the terminals at An Khe, Pleiku, Kontum, Dak To, Phu Cat, Bong Song, Duc Pho, Song Cau, and Tuy Hoa and various locations in the vicinity of these towns.

b. Capabilities - The 523rd Transportation Company fails to conform to the 55-17F TO&E regarding its capability. The figure of 540 short tone of cargo as a daily capability should be divided by two. The reasons for this are the lack of good roads and the distances to our destinations. For example, Pleiku our main convoy destination is 93 miles away. The road between our compound and Pleiku is open approximately 12 hours daily. The quality of the road presents a one-way travel time of between $4\frac{1}{2}$ and 5 hours. This leaves 2 to 3 hours to complete a turn around which includes traveling from the assembly area to the unloading sites and vice versa and the actual unloading. Therefore only one trip can be made daily. In addition, it should be noted that on the average one-third of the convoy failed to make the daily turn-around at Pleiku in 1968. Slow unloading was the main cause. These vehicles returned the next day.

c. Organization and Utilization of Resources - Convoys were necessarily from our compound to all of destinations. Independent company convoys were not used. Instead the various companies of the battalion pooled their task vehicles. The daily convoys were accordingly were battalion convoys. The individuals companies were assigned to provide the necessary control and maintenance personnel and vehicles for a diagram of the organization of the 523rd Transportation Company see Annex "B".

d. Personnel

(1) Commanding Officer - From the period of 1 January 1968 to 15 January 1968, Captain Charles W. Bevard was the Company Commander. Captain Harris R. Wheeler then assumed command for three days at which time 1LT David J. Spearly held the command until 27 January. On 27 January 1LT David Palm assumed command. 1LT Palm was company commander until 21 February when Captain Wheeler again took command. 1LT David J. Spearly took command of the company on 19 June 1968 and remained until 2LT Roger E. Hester took command on 28 June 1968.

Captain Wheller took command for the third time on 30 June 1968 and remained until 5 September 1968 when 1LT Edward H Pool took command. On 6 September 1968 1LT Pool departed on RFR and in his absence 1LT Isackson took command until 17 September 1968 when 1LT Pool returned - 1LT Pool then remained in command until the end of the year.

(2) Platoon Leaders - The following Officers were assigned as platoon leaders during the year:

1LT Harold T. Johnson III
1LT David R. Spearly
1LT Rodger E Hester
1LT Stephen P Voorhies
1LT David R Palm
1LT Frederick Percival
1LT William Jackson
1LT John Isackson
1LT William Hammel

Rotation and reassignment accounts for the lengthy list.

(3) Maintenance Officer - From the period 1 January 1968 to 18 September 1968 S01 Michael Dilbeck was assigned as Maintenance Officer of the Company. CW2 Donald W. Widman served as Maintenance Officer from 23 September 1968 to the end of 1968.

(4) First Sergeant - Boryl W. Harvey, 1SG E8, performed the duties of 1SG from 1 January 1968 to 7 June 1968 when he was promoted and transferred to HHD 27th Trans Bn. 1SG E8 George S. Marshall was assigned as 1SG from 29 June 1968 to 18 Oct 1968 when 1SG E8 Elwood Johnson took over and served until the end of the year.

(5) Truckmaster - SSG E6 Ewald Timpa directed operations as truckmaster from 1 Jan 1968 to 16 May 1968 when SFC E7 Jose Romero took over. SFC E7 Edwin Fuller was Truckmaster from 12 September to the end of the year.

(6) Platoon Sergeants - During the year 1967 the following Sergeants served as platoon sergeants in the 523rd Transportation Company:

SSG E6 Freezon, Balzer R.
SSG E6 Drewniak, Waldomar A.
SFC E7 Walls, Edward G.
SGT E5 Lynch, James R.
SSG E6 Davis, William C
SSG E6 Sanford, Willie J.
SSG E6 Ware, Oscar
SSG E6 Rogers, James A
SSG E6 Rogers, Joseph W.
SSG E6 Ogburn, Carl D.
SFC E7 Romero, Jose

e. Vehicles - The following is a listing of the companies vehicles:

<u>NUMBER</u>	<u>TYPE</u>	<u>CLASS</u>
55	5 Ton, Truck Cargo M54A2	Task
5	5 Ton, Truck Cargo M54A2	Convoy Escort
6	2½ Ton, Truck Cargo M35A2	Administration
3	¼ Ton, Truck Utility M151A1	Convoy Escort
2	¼ Ton, Truck Utility M151A1	Administration
1	5 Ton, Truck, Wrecker M543A2	Administration

f. Facilities - The 523rd Transportation Company is located in Cha Rang Valley as a part of the 54th Transportation Battalion compound. The company motor pool is located in the southeast corner of the compound. The billets, orderly room, mess hall and supply room are all located in the south central section of the compound. During the first part of 1968 the men were involved in the construction and occupation of permanent wooden billets. By the end of May the troops were all in wooden billets and by the end of December the "Winged Wheel Club" A consolidated EM-NCO club had been constructed.

3. OPERATIONS AND TRAINING

a. Training Exercises - The only training exercise that the 523rd Transportation Company participated in during the year 1968, was a gas chamber exercise conducted by the 54th Transportation Battalion in Mid-December.

b. Mandatory Subject Training - Daily from 1630 to 1800 hours motor stables was held by the 523rd in its motor pool. In addition daily classes were conducted by the Officers and Senior NCO'S of the 523rd in conjunction with the battalion training schedule.

c. Combat Service Support Operations - During 1968 the 523rd supported the 4th Division, the 25th Division, the 1st Cavalry Division, The Americal Division, the 173rd Airborne Brigade, the Tiger, Capital, and White Horse Divisions of the Republic of Korea Army.

d. Combat Activities - The 523rd Transportation Company (Lt Trk) was involved in twelve ambushes in 1968. The ambushes occurred on the following dates: 15, 25, 30 January, 7 February, 4, 8 March, 5, 12, 21 May, 5 June, 14 August, and 13 November. The personnel of the ambushed convoys in their defense killed over 12 of the attackers by body count not counting the results of six ambushed whose results are unknown.

e. Marksmanship - The 523rd stresses marksmanship. The individual is helped in all ways possible to gain a good sense of marksmanship. All machine guns are test fired daily before going on convoy.

f. Weapons Training - All incoming personnel to the 523rd Transportation Company receive a refresher course on the M-16 rifle. During 1968 this was the company's primary weapon. Individuals also receives familiarization with the M-60 machine gun and M-79 grenade launcher, the other weapons of the company.

g. Mission Accomplishments - During the year 1968 the 523rd Trans Company dispatched 19,265 vehicles which traveled 1,898,423 miles. These vehicles consumed 337,576 gallons of fuel and moved a total of 52,078 tons of cargo.

4. PERSONNEL AND ADMINISTRATION ACTIVITIES

During June 1968, there was a severe rotational hump which was somewhat remedied by the transferring and shuffling of troops within the Transportation Group. This hampered operations to a certain degree in that experienced drivers were often replaced with inexperienced drivers. A morale problem was encountered by some troops being transferred with only a short time left in country. At the latter part of November and early December saw an extreme shortage of personnel.

5. SECURITY ACTIVITIES

a. Compound Security - The 54th Transportation Battalion provides its own perimeter security forces. A provisional guard unit was established for the purpose the companies of the battalion have been leveled to form this unit. Throughout 1968, the 523rd provided men for this purpose. In addition an NCO was also furnished.

b. Convoy Security - With the number and seriousness of the enemy activity in the Central Highlands, especially along QL 19 the 523rd constructed and maintained 5 gun trucks for convoy security. These trucks were hardened by sandbags and armor plating. Each such vehicle had a four men crew consisting of a driver, two machine gunners, and a grandier. The immense firepower plus protection for the crew combined with the personal bravery and fighting spirit of each crew has proved invaluable several times.

6. LOGISTICAL ACTIVITIES

a. Logistical problems - None existed that worthy of note.

b. Supply Activities - During 1968 the 523rd operated its own supply room and armorer in adjoining annex. In addition to its supply functions, the supply room also acted as the collecting agency for the Quartermaster and Charity laundries.

c. Maintenance Activities - During 1968 the maintenance section of the 523rd was to have approximately 90% of the company's vehicles available for daily dispatch.

d. Food Service Activities - In addition to providing food for the 523rd the company mess hall also feeds the personnel of the 54th Transportation Battalion HHD, and the 505th Transportation Detachment.

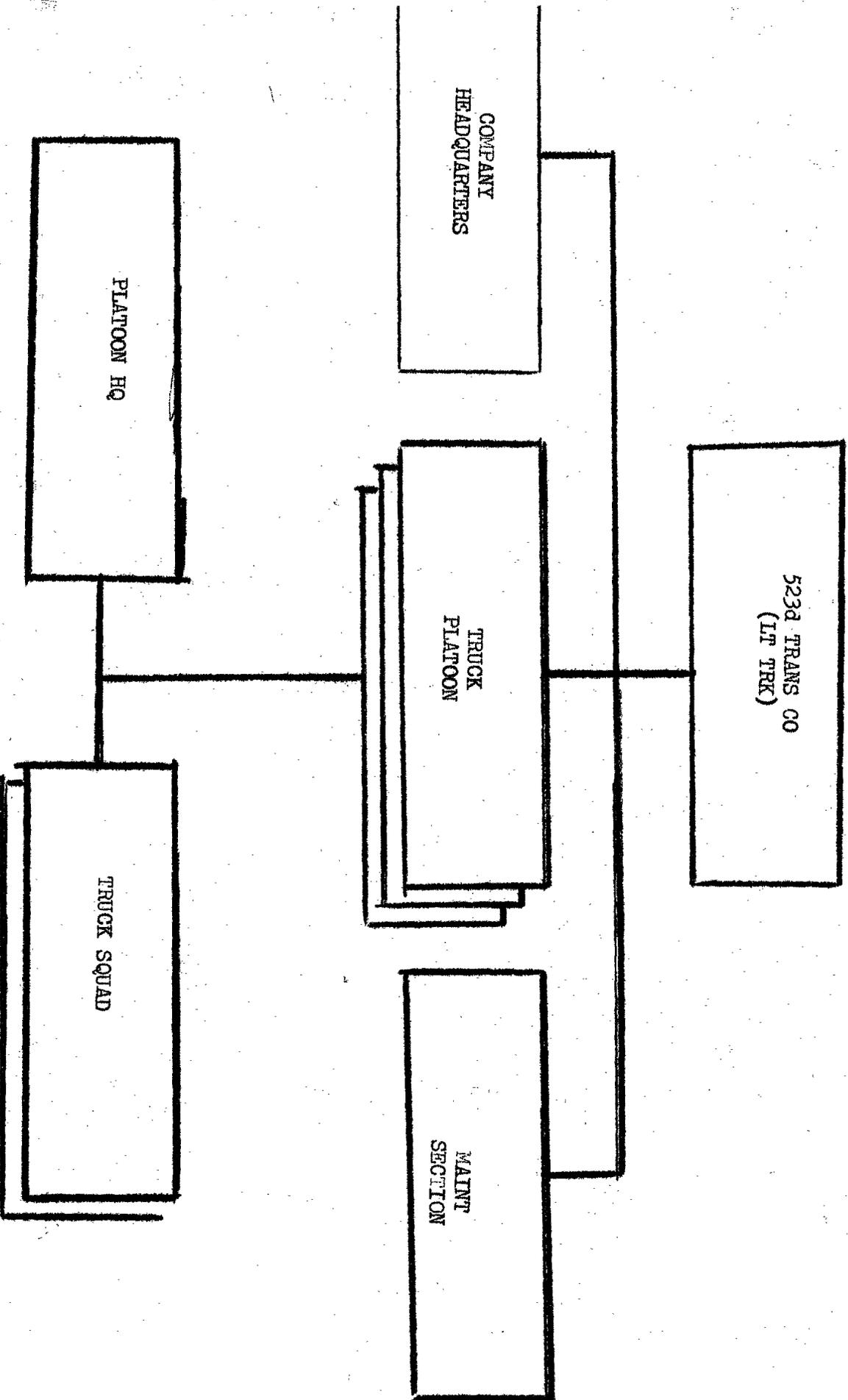
7. SPECIAL EVENTS

a. Annual Inspector General Inspection - On 15 April 1968 the 523rd Transportation Company received its annual Inspector General Inspection. The company received a "Satisfactory" rating.

b. Command Maintenance Management Inspection - On 15 August 1968, the 523rd Transportation Company received a CMMI from the United States Army Support Command, Qui Nhon. It was rated as "Satisfactory".

c. In December 1968, the 523rd received a safety certificate for 300,000 accident free miles.

ORGANIZATION DIAGRAM



1969

3

UNIT HISTORY

✓ 523RD TRANSPORTATION COMPANY (IN TRK)
54TH TRANSPORTATION BATTALION (TRK)
8TH TRANSPORTATION GROUP (MP)
USA SUPPORT COMMAND, QUI NEON
1 JANUARY 1969 TO 31 DECEMBER 1969

PREPARED BY:

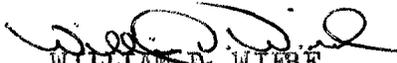
RODERICK M. WILLS

1LT, TC

523RD TRANSPORTATION COMPANY

23 MARCH 1970

APPROVED BY:


WILLIAM D. WIEBE

CPT, TC

COMMANDING

APO 96492

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1. INTRODUCTION

During the year 1969 the officers and men of the 523rd Transportation Company have performed in an outstanding manner in service to their country. They operate the longest line-haul cargo operation in the Republic of Vietnam, over 200 miles round trip from Qui Nhon to Pleiku along Highway #19. These men are daily subjected to ambushes, mines, snipers, and the treacherous road conditions of the An Khe and Maing Yang Passes. Our continued deployment of the hardened vehicle concept and the use of armor-plated gun trucks and gun jeeps has effectively neutralized the success of enemy ambushes against cargo and personnel. The following is a historical record reflecting the pride and achievement of the officers and men of the 523rd Transportation Company for the year 1969.

2. MISSION

The mission of the 523rd Transportation Company is to provide for the movement of general cargo and personnel through motor transport as outlined in TOE 55-17G.

3. EQUIPMENT

The basic vehicle of this unit is the 5 Ton Cargo Truck. From January 1969 to September 1969 the basic inventory was sixty (60) M54A1 Cargo Trucks. In September 1969 the M54A1C replaced the M54A1. The M54A1C which is equipped with "dropsides" has proven to be more versatile for our mission and has aided in the reduction of loading delays and damaged cargo in loading.

4. AREA OF OPERATION

The 523rd Transportation Company provides line-haul support to the Qui Nhon Support Command Area, to include the 4th Infantry Division, the 173rd Airborne Brigade, and the Korean ROK Tiger Division. This area extends from Qui Nhon; west along Highway #19 approximately 110 miles to Pleiku, north along Highway #1, 50 miles to Bong Son and south along Highway #1, 85 miles to Tuy Hoa. Separate missions have brought our men to such areas as Duc Pho, Knotoum, Cheo Reo, and Ban Me Tout.

5. COMMAND AND SUPERVISION

a. Commanding Officers

To 14 January 1969; POOL, Edward M., 05335024, 1LT, TC
To 25 July 1969; MAULDIN, Robert P., 05255399, 1LT, TC
To 31 December 1969; MCCARTHY, Joseph T. II, 561624924, CPT, TC

b. Platoon Leaders

HAMMEL, William H., 05250253, 1LT, TC
JOHNSON, Harris T., 260667169, 1LT, TC
LOVEALL, Ronald C., 452783744, 1LT, TC
MILLER, Martin T., 309464660, 1LT, TC
VITELLARO, John J., 108367439, 1LT, TC
VOORHIES, Stephen, 43664430, 1LT, TC
WILLS, Roderick M., 034389412, 1LT, TC

c. Maintenance Officers

SPRAGUE, George H., 431649958, WOI
BECKWITH, Carl E., 200282566, WOI

d. Company First Sergeants

To 29 June 1969; JOHNSON, Elwood, 401345640, 1SG
To 5 September 1969; BRADFORD, James, 438384228, 1SG
To 31 December 1969; KENYON, Francis M., 544329687, SFC

e. Senior NCO's

SHADE, William, 18173567, SFC
DAWSON, Eugene, 53089653, SFC
WALLS, Edward, 16201772, SFC
POE, John H. Jr., 255449207, SFC
JOHNSON, Joseph C., 423266053, SFC
FULLER, Edwin L., 54434892, SFC
SPRADLIN, Rodolph, 429282322, SFC
SARRAGA, Angel L., 127229184, SFC
RAMOS, Juan E., 581700493, SFC

6. MAJOR ACHIEVEMENTS

a. During the period of 1 January 1969 to 31 December 1969, the 523rd Transportation Company hauled all classes of cargo under the most difficult conditions. The company transported 28,082 short tons of cargo 868,635 miles. There were 46 reportable accidents, an average of four (4) per month. Twice during the year the plateau of 150,000 accident-free miles was reached. Individual driver achievements are too numerous to mention.

b. There has been at least one recorded ambush in every month of 1969. Undoubtedly, the most difficult months were the first three. Major ambushes occurred on; 15 January, 14 February, 23 February, 2 March, 4 March, 5 March, and 24 March 1969. There was one man killed in action in January and two killed in March. Enemy activity declined throughout the summer months but increased again in the last three months with major ambushes taking place on 9 October and 22 October 1969. The comparatively low loss of life is due to the bravery and heroism of the five gun trucks' crews of the 523rd Transportation Company; #103 "King Kong", #114 "Ace of Spades", #201 "Uncle Meat", #210 "Eve of Destruction", and #310 "True Grit". The records indicate that the quick reaction of these security crews was responsible for saving the lives of our drivers and protecting our cargo in each and every one of the recordable ambushes. The record also indicates that at no time during the year could the men of the 523rd Transportation Company be deterred from delivering their cargo as a result of enemy activity.

7. AWARDS AND DECORATIONS

a. Bronze Star with "V" Device

CALIBRO, Steven W., 572743402, SP5, 14 February 1969
BRANHAM, Vernon L., 463801301, SP4, 24 May 1969
LOVEALL, Ronald C., 452783744, 111F, 24 May 1969

b. Army Commendation Medal with "V" Device

CALIBRO, Steven W., 572743402, SP5, 22 January 1969
PULLEY, James E., 455805100, SP4, 22 January 1969
WIPPEN, Jackie W., 54831296, PFC, 22 January 1969
JONES, Thomas R., 411822790, SP4, 18 April 1969

c. Purple Heart

BAILEY, Jerry L., 463745057, SP5, 14 February 1969
BRADSHAW, William E., 499407733, SP5, 14 February 1969
MINI Z, Gary C., 398405367, SP4, 14 February 1969
NEWMAN, Bobby, 411621416, PFC, 14 February 1969
SHULER, Lee D., 422667488, PFC, 14 February 1969
LYNCH, James R., 288364549, SGT, 2 March 1969
JOHNSON, Thomas G., 504563651, PFC, 4 March 1969
RICHARD, Gary T., 56591258, PVT, 5 March 1969
WITHERS, Gary L., 280445540, SP5, 15 April 1969
FABIANO, Charles L., 086409327, SP4, 13 July 1969
PAIGE, Robert L., 006444086, SP4, 8 July 1969
MRDUPT, Gerald A., 389529544, PFC, 9 October 1969

d. Killed In Action

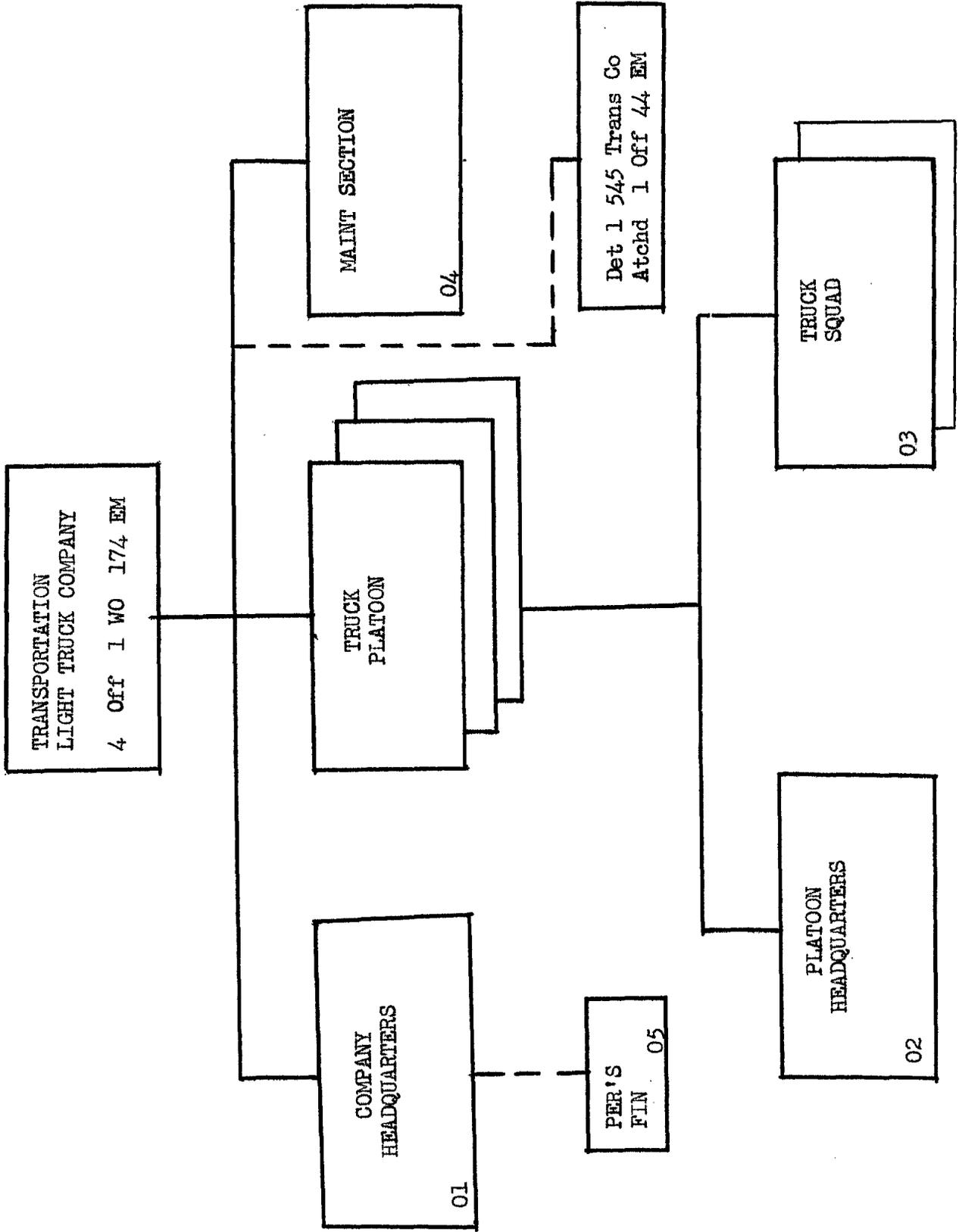
KAPP, John Jr., 13835091, PFC, 15 January 1969
SANDFER, Willie, 54036166, SSG, 24 March 1969
NEWMAN, Bobby, 68034325, SP4, 24 March 1969

8. MAJOR PROBLEMS

a. There have been two continuing maintenance problems concerning the M54A1 and M54A1C. In general these are with the electrical system and the fuel line system. The nonavailability of repair parts has been evidenced several times during the year.

b. In the area of personnel, a shortage of qualified drivers in June, July, and August hampered operations during those months. Also there has been a general lack of qualified mechanics throughout the entire year.

c. In the area of safety it has been observed that the tactical-type tires supplied for all our vehicles are unreliable on a wet, hard surface. Their traction is reduced by over 75% under those conditions, and the accident rate is inexcusably affected during the rainy season.



1967

3 March 1968

ANNUAL SUPPLEMENT TO THE UNIT HISTORY

561ST TRANSPORTATION COMPANY (TS)

APO 96384

Prepared by

ROBERT D. DONALDSON, 2LT TC

Approved by

JOHN C. DE VITTO, CPT TC

For the 561st Transportation Company (Terminal Service), 1967 was a year of considerable change both where it worked at its site just north of the city of Saigon at U.S. Army Terminal in Newport, and where it was stationed on Long Binh Post. Even though the company experienced three changes of command; first, when CPT Jewell succeeded CPT Haines in March, then when CPT Hendrix took over in August, and finally in November when CPT DeVitto assumed command, still the unit as a whole remained closely knit and accomplished many significant projects and goals, as well as carrying out its basic mission.

The beginning of 1967 saw the company, along with the rest of the Battalion, bivouacked in the mud of Camp Camelot in tents. With less than three months in country there was much to be done. The end of the year made it obvious that a great deal had been done. The tents were gone and there were concrete floors to support the latest in military housing, the Adams Hut. This aluminum structure, while not the most luxurious, was certainly a vast improvement over the tent. It was now possible to keep reasonably dry and clean. A semi-permanent shower facility had been installed earlier, but the addition of a hot water capability toward the end of the year greatly increased its effectiveness as well as its comfort.

Again in the latter part of the year, under new Battalion administration, the company was assigned and completed several special projects. The most popular of these was the Battalion Theater which can accommodate several hundred people, and with both a stage and screen it can be used for almost any kind of entertainment. Movies have been shown about five times

a week and live shows have been frequent. With a full roof, the theater should be a blessing even during the monsoons.

Another of the company projects was the construction of playground equipment for the children of a local orphanage. This was done with enthusiasm and was well received by the orphanage.

Probably the most noticeable aspect of change during the year was the worksite itself on the Saigon River. In 1967 the worksite was transformed from a stream operation to a full-fledged port operation. Although the Newport Army Terminal is capable of handling several types of vessels, the 561st worked only deep-draft ships. Our first pier site was Deep Draft #2, the first to be completed. After some moving around among the several deep draft sites, the company finally resettled on DD #2. Always enthusiastic and hard-working when it came to the company's mission of discharging cargo, the stevedores of the 561st always stood out when measured by the quantity of tonnage handled. The men earned the nickname of "Tonnage Tigers" and are proud of it. They were recognized several times by the monthly "Outstanding Company of the Battalion" award which was presented to the company showing the best performance in all areas.

The quality and the spirit of the company was most obvious during the months of September and October when the company had to work under the hardship of being grievously understrengthened. At one point in October, we were down to 35% strength due to normal rotations and few replacements. This situation was only temporary, but in the meantime it was hard work for eighteen men to discharge five hatches simultaneously. But this they did, and they did it well.

Toward the end of the year, Deep Draft #2 was designated as an exclusively backload site, where retrograde cargo would be loaded aboard empty ships. In practice, we were not kept busy at all times with backloading, but did do some discharging as well. We were, however, responsible for a large percentage of the backload operation at the Newport Terminal.

Thus, the exact status of our mission for the year of 1968 is not as well-defined as it might be, but considering what we were called upon to do in 1967 and the way in which we did it, there is no doubt that whatever we are assigned to do, we will do in a superior manner.

JOHN C. DE VITTO
CPT, TC
Commanding

3 March 1968

ANNUAL SUPPLEMENT TO THE UNIT HISTORY

561ST TRANSPORTATION COMPANY (TS)

APO 96269

For the 561st Transportation Company (TS), 1967 was a year of considerable change both where it worked at its site just north of the city of Saigon, and where it was stationed on Long Binh Post, about fifteen (15) miles to the northeast. Even though the company experienced three (3) changes of command; first, when Captain Jewell succeeded Captain Haines in March, then when Captain Hendrix took over in August, and finally in November when Captain De Vitto assumed command. Still, the unit as a whole, remained closely knit and accomplished many significant projects and goals, as well as carrying out its basic mission.

The beginning of the 1967 saw the company, along with the rest of the Battalion, bivouacked in the mud of Camp Camelot, still in tents. With less than three (3) months in country, there was much to be done, and it was obvious, by the end of the year, that a great deal had been done. The tents were gone and there were concrete floors to support the latest in military housing, the Adams Hut. The aluminum structure, while not the most luxurious, was certainly a vast improvement over the tent. It was now possible to keep reasonably dry and clean. A semi-permanent shower facility had been installed early, but the addition of a hot water capability toward the end of the year greatly increased its effectiveness as well as its comfort.

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The most popular of these was the Battalion Theater which can accommodate several hundred people, and, with both a stage and a screen, can be used for almost any kind of entertainment. Movies have been shown about five (5) times a week, and live shows have been frequent. With a full roof, the Theater should be a blessing even during the monsoons.

Another of the company projects was the construction of a set of playground equipment for the use of a local orphanage. This was done with enthusiasm and was well received.

Probably the most noticeable aspect of change during the year was the worksite itself on the Saigon River. This transformed itself in 1967 from a stream operation to a full-fledged port operation. Although the Newport Army Terminal is capable of handling several types of vessels, the 561st worked only deep-draft ships. Our first pier site was Deep Draft #2, the first to be completed. After some moving around among the several deep draft sites, the company finally resettled on DD #2. Always enthusiastic and hard-working when it came to the company's mission of discharging cargo, the stevedores of the 561st always stood out when measured by the quantity of tonnage handled. They were recognized for this several times by the monthly "Outstanding Company of the Battalion" award which was presented to the company showing the best performances. Our nickname of "Tonnage Tigers" was earned and we are proud of it.

The quality and the spirit of the company was most obvious during the months of September and October when it had to work under the hardship of being grievously understrengthened. At one point in October, we

were down to 35% strength due to normal rotations and limited replacements. This situation was only temporary, but, in the meantime, it was hard work for eighteen (18) men to discharge five hatches simultaneously. But this they did and did well.

Toward the end of the year, Deep Draft #2 was designated as an exclusively backload site, where retrograde cargo would be loaded aboard empty ships. In practice, we were not kept busy at all times with backloading, and did do some discharging as well. We were, however, responsible for a large percentage of the backload operation for the Newport Army Terminal.

Thus, the exact status of our mission for the year 1968 is not as well-defined as it might be, but, considering what we were called upon to do in 1967, and the way in which we did it, there is no doubt that whatever we are assigned to do, we will do in a superior manner.

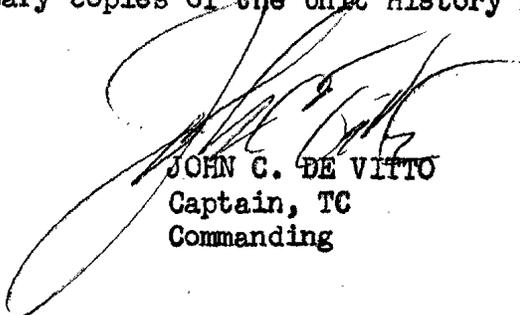
AVCA DNG 561 TC (27 Apr 68) 2nd Ind
SUBJECT: Delinquent Annual Unit Histories

COMMANDING OFFICER, 561ST TRANSPORTATION COMPANY (TERMINAL SERVICE), APO
San Francisco 96269, 7 May 1968

THRU: Commanding Officer, 159th Transportation Battalion (Terminal), APO *pcw*
San Francisco 96269

TO: Commanding General, USASUPCOM, DNG (PROV), APO San Francisco 96337

In compliance with 1st Indorsement, subject as above, dated 3 May 1968 from
your headquarters, the necessary copies of the Unit History are furnished.


JOHN C. DE VITTO
Captain, TC
Commanding

1965

ANNUAL SUPPLEMENT TO UNIT HISTORY
562D TRANSPORTATION COMPANY (STAGING AREA)
1 JANUARY 1965 TO 31 DECEMBER 1965

The major event of the year 1965 for the 562nd Transportation Company (Staging Area) was a Permanent Change of Station with an overseas deployment from Fort Campbell, Kentucky to Okinawa during late November and early December.

For the most part company duties during 1965 consisted of usual organizational and mission type commitments. In January and February the 562nd Transportation Company provided mess support for the 2d Region, U.S. Army Air Defense Command Annual Small Arms Tournament conducted at Fort Campbell. Recognition of the excellent quality of this support was made in a letter of commendation from Major General James R. Winn, Commanding General, 2d Region, ARADCOM. Indorsements were made through the chain of command by Lieutenant General C.W.G. Rich, Commanding General, Third U.S. Army, Major General B.E. Powell, Commanding General, 101st Airborne Division and Fort Campbell and Lieutenant Colonel Charles H. Whitley, Commanding Officer, 7th Transportation Battalion, Fort Campbell, Kentucky.

From March through May the company provided mess and billets for participants in the 1965 Army Boxing Trials held at Fort Campbell. Again the unit won praise for the excellence of its support. Major General J.C. Lambert, the Adjutant General, U.S. Army, cited the outstanding individual efforts of SFC Henry Smith and SSgt William F. Scanlon, both of the 562nd Transportation Company.

On 22 July 1965 under the provisions of General Order Number 204, Headquarters, 101st Airborne Division and Fort Campbell, the 562nd Transportation Company was relieved from its attachment to the 7th Transportation Battalion (Truck) and attached to Headquarters, Special Troops at Fort Campbell.

In early September the unit was relieved from its attachment to Special Troops and reattached to the 7th Transportation Battalion. (Orders on this reattachment to the 7th Transportation Battalion are not available).

In September the company was alerted for a Permanent Change of Station for overseas deployment to Okinawa. After two months of preparation the unit departed Fort Campbell and CONUS on 29 November. The company moved from CONUS aboard the USNS General John Pope arriving in Okinawa on 14 December.

Upon its arrival on Okinawa the 562d Transportation Company was assigned to Headquarters, Fort Buckner effective 14 December 1965 under General Orders Number 280, Headquarters U.S. Army Ryukyu Islands. Further assignment of the unit was made effective 14 December 1965 to Headquarters, Special Troops, Fort Buckner with Special Instructions that the unit would be attached to the Office of the S-3, Fort Buckner for staff supervision and operational control. This further assignment was under General Order Number 27, Headquarters Fort Buckner dated 17 December 1965.

During the entire year 1965 the 562d Transportation Company (Staging Area) was under the command of Captain Robert C. Morrison, Transportation Corps.

THE END

1966

ANNUAL HISTORICAL SUMMARY

(RCS CSHIS-6 (R-2))

562D TRANSPORTATION COMPANY (STAGING AREA)

1 January 1966 to 31 December 1966

Approved:



RONALD R. BLADES
1LT, TC
Commanding

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OFFICE OF THE CHIEF
OF MILITARY HISTORY
SS USA

UNIT HISTORY

562D TRANSPORTATION COMPANY (STAGING AREA)

The beginning of this period found the 562d Transportation Company (Staging Area), a newcomer on Okinawa having arrived on 14 December 1965. The unit at this time was attached to the S-3 of Fort Buckner and located in the Naha Wheel area. Commanded by Captain Robert C. Morrison, the unit provided support for Special Troops and Fort Buckner.

The unit had its first chance to carry out its TO&E mission in February, March, and April of 1966 by supporting elements of the 25th Infantry Division. The unit provided field billeting, mess and POL for the 25th Infantry. For this effort, the unit, each individual officer and several key noncommissioned officers received letters of appreciation.

During the month of April 1966 the 562d Transportation Company (Staging Area), provided field messing for the 169th Engineers Battalion. For the unit's outstanding efforts in supporting the 169th Engineers Battalion, the unit received a letter of commendation from the Commanding Officer of the Battalion.

On 19 April 1966, Harry E. Mullis, Captain, Armor, took command of the 562d Transportation Company in a ceremony at Naha Wheel.

On 1 July 1966, the unit moved from Building 408 in the Naha Wheel area to Building 496 in the Sukiran area. The company henceforth has provided billeting and messing facilities for the 21st Base Post Office and the 6th Data Processing Unit.

During the latter part of 1966, special emphasis has been placed

on the maintenance of equipment. Also, unit personnel have distinguished themselves while on Special Detail to higher headquarters. Several officers and enlisted men have received letters of appreciation while on Special Detail.

UNIT HISTORY

**563d Transportation Company
124th Transportation Battalion
USA Support Command, Qui Nhon
(1 Jan 67 Thru 31 Dec 67)**

Prepared By

**DAVID E. HAND, OPT, TC
563d Transportation Company
25 March 1968**

Approved By



**DAVID E. HAND
OPT, TC
Commanding
APO 96318**

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5630 TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

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1. Introduction: This is the historical summary of the activities of the 963d Transportation Company (Medium Truck Cargo), for the year of 1967 in the Republic of Vietnam. During the past year the unit was faced with many new responsibilities and challenges, all of which were successfully met. Among these were two complete changes in assigned missions, relocation to a new area, development of a base of operations and development of new operational methods.

2. Mission and Resources:

a. Mission: The 963d Transportation Company (Medium Truck Cargo), faced three separate mission assignments in 1967. The first was a continuation of the mission performed in 1966, line haul transportation support between Qui Nhon, An Khe, Pleiku and other locations as directed. On 20 June 1967 the unit was given the mission of port clearance of Qui Nhon Fort. This mission placed the responsibility of spotting all empty 12 ton semi-trailers belonging to the 8th Transportation Group (Motor Transport), wherever they were needed in the Qui Nhon Fort or depot for loading and also of pulling loaded semi-trailers to the Qui Nhon Trailer Transfer Point, where they were picked up by the line haul tractors. Concurrent with this mission, the unit was occasionally called upon to haul to Phu Cat Air Force Base located twenty miles north of Qui Nhon. On 17 May, one platoon was detached from the unit and attached to the 64th Transportation Company (Medium Truck Cargo) in Pleiku, RVN with the mission of providing line haul transportation between Pleiku and An Khe. On 25 July 1967, the entire unit was moved to Pleiku, attached to the 124th Transportation Battalion (Truck) and given a new mission. This mission was to provide transportation for the movement of personnel, general cargo, bulk petroleum products, refrigerated cargo and missiles by motor transport, in both line and local haul operations, within II Corps Tactical Zone as directed. Also to provide transportation support to Headquarters, Pleiku Sub-Area Command in areas of that unit's organic capability as directed, and support combat operations as directed.

b. Capabilities: The rated capabilities of the 963d Transportation Company (Medium Truck Cargo), are as stated in TOR 55-187. For a number of reasons, the unit has been unable to achieve its rated capability. A discussion of these reasons are contained in annex B.

c. Organization and Utilization of Resources: An RTOR was submitted in the month of August 1967 requesting several additional men and considerable extra equipment but the RTOR has not been approved as of 31 December 1967. The unit was issued four additional 2 1/2 ton cargo trucks to assist in its internal convoy security program and some other equipment but otherwise the organization of the unit remained as stated in TOR 55-187. Local national personnel were hired for many duties such as kitchen police, filling of sand bags and police of the area to relieve all available military personnel for performance of their primary duty and insure maximum utilization of resources.

d. Personnel: During 1967, the strength of the unit varied from a high of 193 to a low of 133. The average for the year was 167. Officers strength was much steadier with an average of four officers percent. The shortage of personnel, both enlisted and officers presented many problems to the unit but none that were not met successfully. During the year, four officers had command of the company; CPT James C. O'Connell from 1 January to 15 January, CPT Gordon W. Noble from 16 January until 31 May, CPT Kenneth A. Wylie from 1 June until

14 October, and CPT David S. Reed from 15 October until 31 December 1967. The unit also experienced a great turn over in its other key slots. A total of seven other officers, three maintenance sergeants, three first sergeants, four truckmasters, three maintenance sergeants, and six more sergeants served with the 503d Transportation Company during 1967. The names and dates of service are attached in Annex B. Only one casualty was suffered in 1967. It occurred on 17 November when 1Lt Stephen H. Wright was shot in the foot while on patrol.

2. Vehicles and Equipment: The unit is authorized the following critical items of equipment by its TOE.

5	1 ton trucks
1	3/4 ton truck
3	2 1/2 ton trucks, cargo
47	5 ton truck tractors
1	5 ton truck wrecker
120	12 ton semi-trailers
1	9,000 gallon semi-trailer
3	1 ton trailers
1	1/2 ton trailer
1	400 gallon water trailer
1	1st and service unit
7	gravel launchers
177	rifles
12	machine guns, 7.62 mm

Severe density fluctuations were encountered with most of the above mentioned equipment. For example, in August, the unit had 64 five (5) ton tractors. On 31 December, it had only 32. Quarter ton utility trucks varied from five to three. Four extra 2 1/2 ton cargo trucks were hand receipted to the unit in November to assist the unit in providing security for its convoys. These four vehicles were armor plated and converted into gun tractors mounting two machine guns and one M79 gravel launcher. In August, the unit was also authorized to hand receipt an extra 9,000 gallon POL tanker to operate a fueling station for 5th Group vehicles in Pleiku.

2. Facilities: In Qui Nam, the company resided on the 503d Transportation Battalion compound which consisted of a series of CP medium tents over wooden frame mats with lumber from the individual VASTOC kits. Maintenance facilities were hand made affairs supplemented by TOE authorized maintenance tents. When the 503d Transportation Company (Medium Truck Group) moved to Pleiku in July 1967, it had to again build shelter for its members. This was done by unit personnel under the call-help program. The post engineers issued the materials and the unit provided the labor. The compound in Pleiku had a small two man maintenance shop built by a previous occupant but it was inadequate for the unit's needs and in September the unit built a six man maintenance facility which proved very adequate. All construction was done by unit personnel with no let up in mission requirements. By November the unit had, by reason of much hard work, succeeded in creating a fairly comfortable base camp with hot showers, and a small recreation facility for the personnel.

3. Operation and Training:

a. Training exercises: The 503d Transportation Company participated in no training exercises during 1967.

3. Mandatory Subject Trainings: Mandatory subjects were taught in accordance with 1st Logistical Command Training Directive Number 1 and 2nd Recon Support Command Training Directive Number 1. The classes are taught during the day with make up classes held after duty hours for personnel who could not attend the regular classes.

c. Combat Services Support Operations: During November 1967 the 563d Transportation Company (Medium Truck Cargo) participated in combat service support of the Fourth Infantry Division Operations in the battle of Dak To. Support rendered to US Forces fighting in Dak To included driving 137,790 miles and carrying 9,259 tons of general cargo and 97,471 gallons of POL. On 4 December, 2Lt Everett D. Sneed commanded a convoy in support of the 173d Airborne Brigade in a unit move from Ban Hut to Tay Son. The trip lasted four days. On 18 December 1967, 2Lt Gregory F. Debraun took a convoy of 11 vehicles and in four days moved elements of the 1st Air Cavalry Division from Dak To to Ban Son. On 25 December, 2Lt Sneed moved elements of the 5th Special Forces Group from Folic Giang to Floc Bjarung. The rest of the units activities during the year included rendering all types of transportation support to all units in its area. During 1967 the 563d Transportation Company drove 1,757,777 miles and carried 286,419 tons of all classes of cargo. This would have been considerably higher except that on 2 September 1967, a convoy was ambushed on highway 19 near An Khe and the road opening hours were changed to provide more security to elements operating on the road. As a result of this, the company could only make one trip to An Khe per day instead of two, which had been the previous average.

d. Combat Actions: During 1967 the 563d Transportation Company was not involved in any combat actions.

e. Marksmanship: All new personnel arriving in the 563d Transportation Company were given weapon training within seven days of their arrival. The training consisted of instruction in proper care of their individual weapons and familiarization firing. The weapons firing was conducted each Saturday at the 5th Special Forces Range located near the cantonment.

f. Weapon Trainings: In November 1967, the 563d Transportation Company (Medium Truck Cargo) assigned four men to a crew to man an M55 multiple machine gun (Quad 50) weapon system which was hand receipted to the 124th Transportation Battalion (Truck). The training lasted one week and was conducted at Phu Cat Air Force Base.

g. Mission Accomplishments: During 1967, the 563d Transportation Company accomplished all assigned missions, both general and special. The outstanding accomplishment of the year was the fast efficient transportation service rendered to US Forces at Dak To.

4. Personnel and Administrative Activities:

a. During 1967, the 563d Transportation Company (Medium Truck Cargo) underwent its Annual General Inspection on 17 April. A result of satisfactory was achieved.

b. On 17 January 1967, a record number of 51 NCO's were promoted to the

grade of Specialist 4. In late April 1967, 15 EM were transferred to other organizations of the Qui Nhon Support Command in the first effort to reduce the "rotational hump" caused by the fact that 90% of the unit came over from COMUS together. A second such transfer took place in August 1967 when 40 EM were transferred to the 57th Transportation Company (Light Truck) and a like number of personnel received from that unit.

c. On 17 May, the entire 2d platoon of the 563d Transportation Company (Medium Truck Cargo) was attached to the 64th Transportation Company (Medium Truck Cargo) in Pleiku to assist that company in its operational mission. The 2d platoon rejoined the rest of the company in August 1967 after the unit moved to Pleiku itself.

d. On 25 July, the 563d Transportation Company (Medium Truck Cargo) was detached from the 54th Transportation Battalion (Truck) and attached to the 124th Transportation Battalion (Truck) which had just arrived from Fort Devens, Massachusetts.

e. Upon its arrival in Pleiku, the unit was given the mission of providing first six and later ten EM to work in the Pleiku Truck Terminal.

5. Intelligence and Security Activities

a. The primary intelligence activity conducted by the 563d Transportation Company (Medium Truck Cargo) was the daily road reports submitted by unit officers after each convey. Any change in the road net within the unit area was quickly reported to the Battalion S-3 and was in turn disseminated to all other users of the road.

b. Security was a never ending problem for the 563d Transportation Company (Medium Truck Cargo) after 23 July 1967. Prior to that time the only security requirements that had to be met were the numbering of $\frac{1}{2}$ ten security vehicles in the unit convoys. Only two were required per convey and the importance of this requirement as unit resources was negligible. After the unit arrived in Pleiku, however, a radical increase in the security requirements was experienced. A total of 15 EM per night were assigned to guard duty in the company area and an additional four EM's were assigned to guard the TIF each night. This represented a serious drain on the drivers of the company. After the ambush on Highway 19, the convey security requirements were raised until a total of 15 EM's were assigned security duties on each convey in the company.

c. Beginning in August 1967, the unit received an additional security requirement. Every eighth night, 10 EM and 1 officer were sent on an all night patrol outside the US Forces encampment in the Pleiku area. These patrols operate under the control of the 32d Artillery Group and the mission is rotated among all units in the Pleiku area. It was on one of these patrols that 1LT Stephen N. Knight was wounded.

6. Logistical Activities

a. Logistical Problems

(1) The most critical logistical problem encountered during 1967 occurred after the unit moved to Pleiku. There was no salvage point in the Pleiku area that could handle items of equipment smaller than a truck unless it could be be towed. This meant that many items had to be shipped to Qui Nhon for turn in as unusable.

(2) The Pleiku Self Service Supply Center was extremely short of items which were needed to support the Pleiku units. This list of shortages include such items as cups for the mess hall, silverware, paper, pencils, pens, mail folders and some tools.

(3) Considerable trouble was experienced in obtaining the popular sizes of clothing from the direct exchange point.

(4) Post engineers support broke down in the monsoon season resulting in many jobs such as trash and garbage disposal falling onto the unit. Also considerable difficulty was experienced in getting needed construction performed in the unit area as most of the engineer resources were committed to development of the Pleiku Logistical Depot Complex.

b. Supply Activities: During the year of 1967, 72 five ton tractors were classified unserviceable and turned into the salvage yard. Nine $\frac{1}{2}$ ton trucks went the same way. Most of the tractors were damaged in Pleiku during the monsoon. Most of the $\frac{1}{2}$ ton vehicles were classified as salvage and uneconomically repairable. Another serious supply activity was the procuring of health and comfort items for the company personnel. As of 31 December 1967, many of the troops lacked wall lockers and mattresses.

c. Maintenance Activities: During the first half of the year, the company experienced a rapid turn-over of maintenance personnel. This plus the onslaught of the monsoon created a very unfavorable maintenance situation. The worst aspect of the situation was the deterioration of an orderly system of preventative maintenance in favor of placing the emphasis of performing only the absolutely necessary emergency repairs necessary to enable vehicles to operate. This emphasis allowed the mechanical condition of the vehicles to deteriorate under the monsoon road conditions. Another aspect of the maintenance situation was the deterioration of the unit PII because of the habit of "scurraging" parts. Despite these problems however, the unit continued to meet its commitments. When the 563d Transportation Company (Medium Truck Cargo) was transferred to Pleiku on 25 July 1967, it began its second monsoon season of the year. The lack of facilities in the new area plus the cumulative effect of the two monsoons went the deadline soaring. On 3 September, the deadline hit the record high of 58.3% of the test vehicles. The problems in Pleiku were compounded by the fact that this was the end of the supply line for repair parts and it was difficult to scrounge the needed repair parts to keep the vehicles running. The lack of a good PII presented no end of trouble before the monsoon season closed. Examples of the repair parts problems encountered were brake shoes which lasted an average of three weeks in the monsoon mud, wheel cylinders, which lasted only 2000 miles, and hydraulics which averaged approximately 30 days. The 62d Maintenance Battalion (Direct Support) rendered outstanding service to the unit during this time of troubles. From August until the end of the year they even pulled semi-annual services for the company. After October, the monsoon rains ceased and much hard work resulted in the establishment of both a much lower deadline and a vastly improved system of maintenance operations.

d. Transportation Activities: The 363d Transportation Company (Medium Truck Cargo) experienced many internal transportation problems during the year because of the requirement of providing unit $\frac{1}{2}$ ton trucks for use as gun trucks. This problem was met by combining as many trips as possible to insure maximum utilization of available resources.

e. Medical Activities: The 363d Transportation Company (Medium Truck Cargo) has no assigned medical responsibilities or capabilities. Adequate support was received from the medical facilities into which the company was dependent for support.

f. Food Service Activities: While the 363d Transportation Company (Medium Truck Cargo) was stationed in Qui Nhon, the only food service activities conducted was the feeding of organic company personnel. Very few problems were encountered despite the rapid change of mess stewards. Upon arriving in Pleiku however, the situation changed drastically. The unit was given the mission of feeding itself, the Headquarters Detachment of the 124th Transportation Battalion (Truck) and feeding all members of 8th Transportation Group (Motor Transport) who remained over night in the Pleiku area. This resulted in an average feeding strength of 225 personnel plus up to 250 transients. Frequently as little as 15 minutes advance warning was received that transients would have to be fed. This placed severe strain upon the mess section of the unit but the personnel were always fed. The job of the mess section is even more substantial considering that this was done utilizing only organic field equipment. The unit arrived in Pleiku and inherited an old gutted mess hall with no installed equipment. Much effort was spent constructing basic mess grills and decorating the interior of the old mess. On 31 December, all personnel could be proud that the unit had one of the nicest dining rooms in all 8th Transportation Group (Motor Transport).

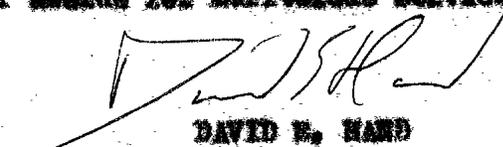
7. Special Events:

a. Annual Inspector General Inspection: The unit underwent its yearly Inspector General Inspection on 17 April and achieved a score of Satisfactory.

b. Command Maintenance Management Inspection: The unit underwent its annual CMMI on 22 July 1967. The unit was rated unsatisfactory. A reinspection was conducted on 13 October by the Qui Nhon Support Command CMMI Team and the unit received a satisfactory rating in all areas.

c. Unit Organization Days: The mission requirements precluded the company holding organization day ceremony during 1967.

d. Personal Achievements: No member of the 363d Transportation Company (Medium Truck Cargo) received an award during the year 1967. The company was fortunate enough not to be exhausted. The frequent turn over of personnel in the company precluded the submission of awards for meritorious service or achievement.


DAVID E. HAND
CPT TO
Commanding

563d TRANSPORTATION COMPANY (MEDIUM TRUCK BANDO)

ANNEX A (Lineage and History)

**Constituted 1 January 1942 in the Army of the United States as
Company B, 397th Quartermaster Battalion**

Activated 10 January 1942 at Fort Dix, New Jersey

**Redesignated 31 July 1942 as Company B, 397th Post Battalion, Trans-
portation Corps**

Reorganized and redesignated 3 February 1944 as 563d Post Company

Inactivated 14 September 1945 at Camp Patrick Henry, Virginia

**Redesignated 12 January 1956 as 563d Transportation Company and
allotted to the Regular Army**

Activated 1 February 1956 at Fort Rustin, Virginia

Inactivated 15 November 1957 at Fort Rustin, Virginia

Activated 1 June at Fort Lewis, Washington

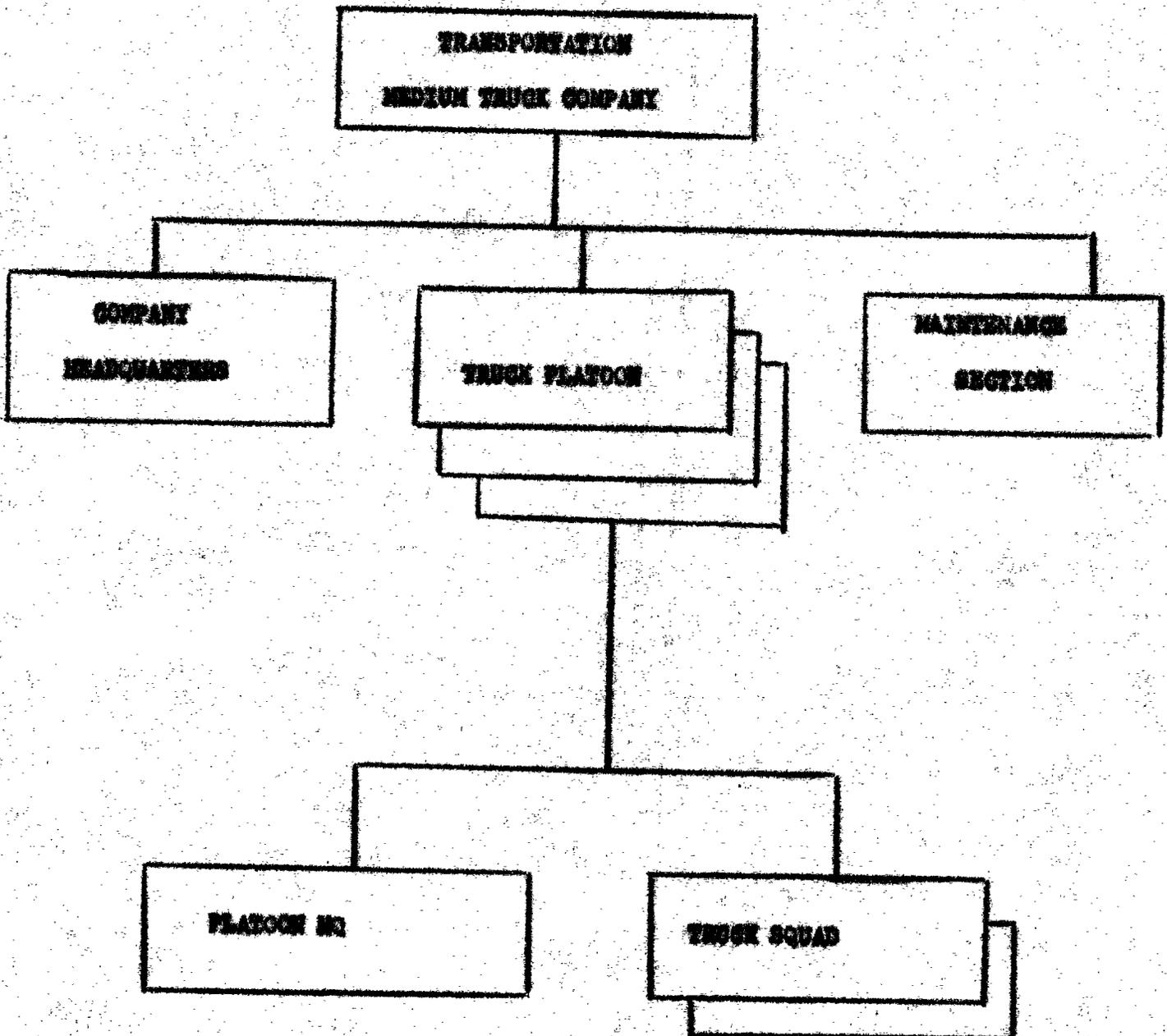
CAMPAIGN PARTICIPATION CREDIT

World War II Campaigns

**Naples-Foggia
Rome-Arno
Southern France
RhineLand**

5430 TRANSPORTATION COMPANY (MEDIUM TRUCK GANGO)

Annex B (Organization Chart)



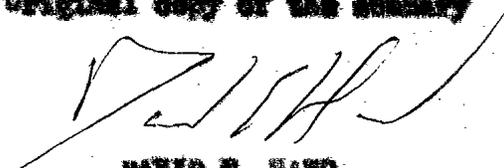
Annex C. (Orders)

Attached as inclosures are copies of orders supporting the unit historical summary.

DEPARTMENT OF THE ARMY
563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)
APO 96318

25 March 1968

Insufficient copies of the orders attached as Annex B of the 563D Transportation Company (Medium Truck Cargo), Historical Summary are still in existence in this organization to attach one to each copy of the summary. No capability exists to duplicate the orders in time to meet the suspense date. The copies in existence are attached to the Original copy of the summary



DAVID E. HAND
CPT, TC
Commanding

Annex D (Personnel Strengths and Assignments)

1. The following Officers and NCO's were assigned duties in the positions indicated during 1967.

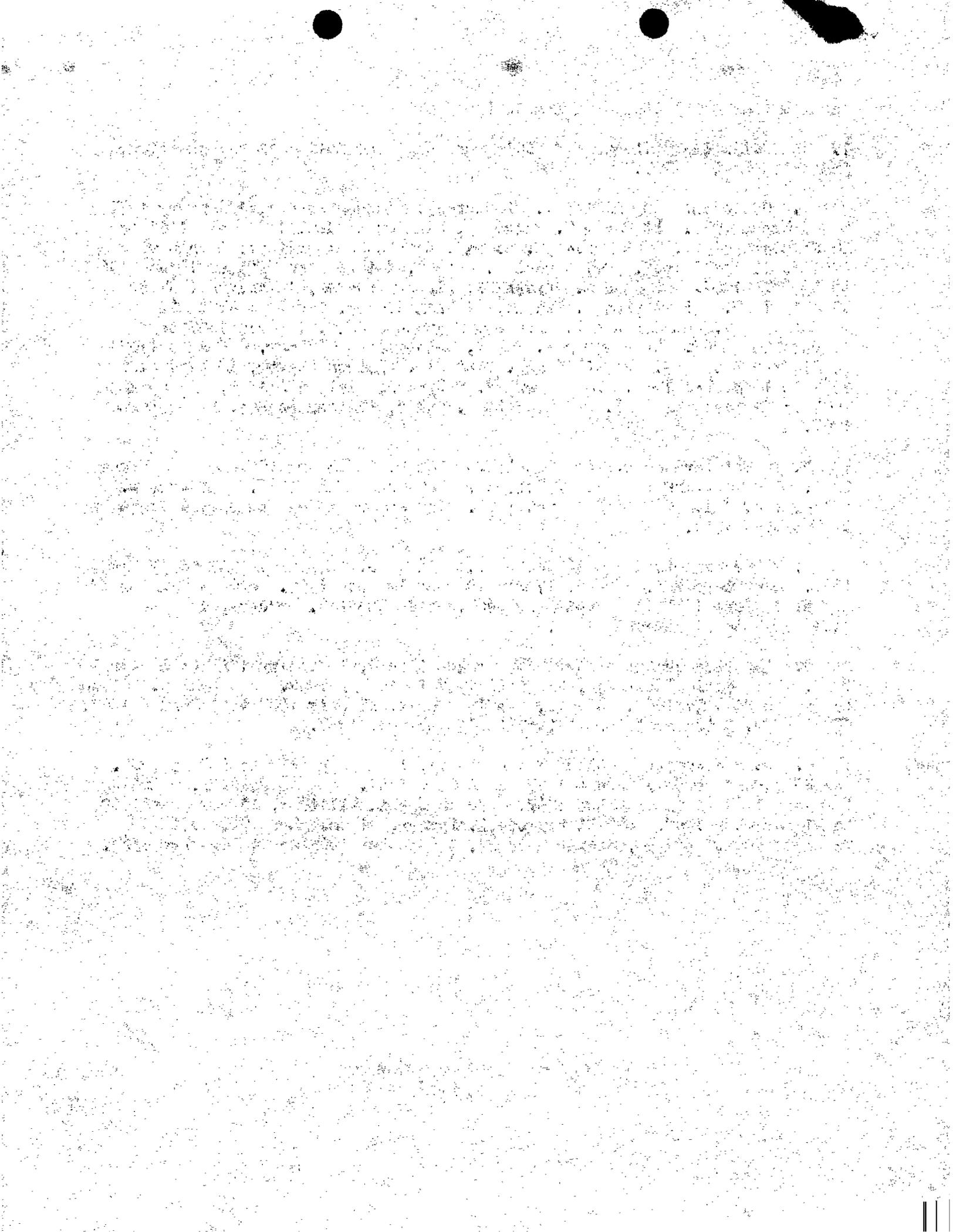
a. Officers: Lt William L. Eichenberg, Platoon Leader, 1 January 1967 to 20 March 1967. Lt David M. Connolly, Platoon Leader, 1 January 1967 to 20 September 1967. CW2 Denver C. Stoval, Maintenance Officer, 1 January 1967 to 19 April 1967. WO1 Robert E. Watson, Maintenance Officer 1 June 1967 to 20 July 1967. Lt John L. Mulvihill, Platoon Leader, 1 January 1967 to 13 July 1967. Lt Stephen M. Wright, Platoon Leader, 6 July 1967 to 22 November 1967. Lt Kenneth R. Reiser, Platoon Leader, 10 July 1967 to 31 December 1967. WO1 George W. Morse, Maintenance Officer, 6 August 1967 to 31 December 1967. Lt William A. Pond III, Platoon Leader, 20 September 1967 to 1 October 1967. Lt Gregory F. DeBrocke, Platoon Leader, 22 September 1967 to 31 December 1967. Lt Everett D. Sneed, Platoon Leader, 24 September 1967.

b. First Sergeants: SFC Donnie Turnbough, 1 January 1967 to 16 February 1967. 1SG ES Frank Seelig, 17 February 1967 to 20 July 1967. SFC John B. Stinson, 20 July 1967 to 5 August 1967. 1SG ES Angle Vega Laguna, 6 August to 31 December 1967.

c. Truckmasters: SSG E6 Hector J. Feliciano, 1 January 1967 to 17 May 1967. SFC Winfred R. Barnes, 17 May 1967 to 19 June 1967. SSG E6 Wallace Koyes, 19 June 1967 to 8 September 1967. SFC Albert C. McFurry, 9 September 1967 to 31 December 1967.

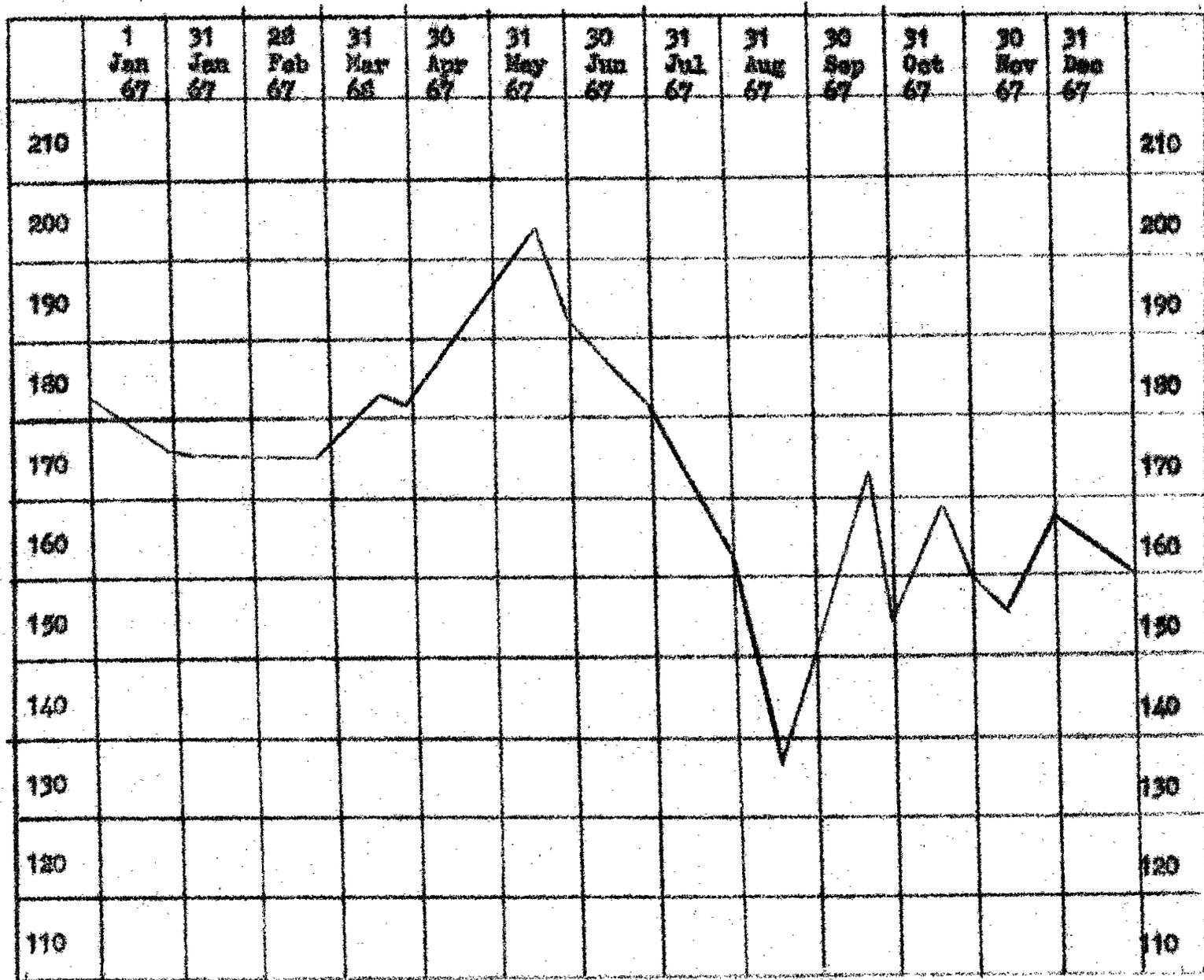
d. Maintenance Sergeants: SFC Horace Alford, 1 January 1967 to 23 April 1967. SFC Donnie Turnbough, 23 April 1967 to 19 May 1967. SFC John B. Stinson 19 May to 20 July 1967. SSG E6, Rastine Jones, 20 July 1967 to 5 August 1967. SFC John B. Stinson, 5 August 1967 to 31 December 1967.

e. Mess Stewards: SSG E6 Frank Melliell, 1 January 1967 to 6 June 1967. SSG E6 Edward Barron, 6 June 1967 to 20 July 1967. SSG E6 Roger L. McMillen 1 August 1967 to 15 November 1967. SSG E6 Bobbie Williams, 15 November 1967 to 21 November 1967. SSG E6 Raymond L. Farmer, 21 November 1967 to 1 December 1967. SSG E6, George Goodman, 1 December 1967 to 31 December 1967.



Annex B (Personnel Strengths and Assignments)

2. Personnel strengths for 1967 are depicted in the chart below:



Annex E (Unit Chronological Summary of Historical Events)

1. For the first few days of the new year the unit concentrated on meeting its commitments for line haul operations. On 16 January the unit received a new commander, Captain Gordon W. Mable. The former commander, Captain James C. O'Connell, became CO of the TTP and Hold Baggage Center in An Khe. The next day, 17 January, was a memorable day for the men of the 563d. On this date, fifty-one personnel were promoted to the grade of Specialist 4. Soon thereafter our mission was changed to that of Port Clearance. The new shuttle mission was handled on a 24 hour-a-day basis. The unit assumed the responsibility of pulling all loaded trailers from the Port and Depot locations to the Trailer Transfer Point. Also, the unit had the responsibility to spot all empty trailers returning from Pleiku and An Khe at these various locations for loading. On several occasions the company received an additional commitment to operate an around the clock shuttle to the new Phu Cat Air Force Base twenty miles north of Qui Nhon. Members of the unit found this to be an enjoyable task. Cement was the primary cargo carried on the Phu Cat shuttle. An efficient short haul was achieved by off-loading directly from the ship onto the trailers. As soon as the trailer was loaded, the truck departed for Phu Cat. Within ten minutes after arrival at Phu Cat, the truck was off-loaded and on its way back to the Port for another load.

2. During early February 1SG E8, Frank Seelig, became the unit's new First Sergeant. 1SG Seelig was the first E8 assigned to the unit since departure from the States. On 14 February SP5 Dale B. Jones, first cook, was promoted to SSG E6 and took over the duties of Mess Steward for the 512th Transportation Company. As the first quarter of 1967 rolled on, the unit was primarily interested in improving its efficiency in carrying out the port clearance mission. Despite heavy monsoons and steady deterioration of the road conditions, the 563d steadily increased its miles driven and tons moved. On 20 March the unit lost the services of 2LT William L. Eichenberg due to a shortage of Lieutenants in other units within 8th Group. SSG E6 George W. Alexander joined the unit as Assistant Truckmaster on 24 March. As the first quarter of 1967 drew to a close, the weather and road conditions began to improve greatly. With the operations becoming more systematic with the passage of time, the unit began preparations for its first annual General Inspection scheduled for 17 April.

SUBJECT: Unit History

3. On 6 April, 2LT David M. Connolly was promoted to First Lieutenant. Under the guidance of CPT Mabie and 1SG Seelig, the unit worked diligently in preparation for the AGI. The hard work paid off as the unit received a Satisfactory rating on its first AGI. A memorable company party was held the evening of the 17th to celebrate the occasion. On 23 April SFC Turnbough returned to the unit as Maintenance Sergeant replacing SFC Alford who returned to the States. By April, most of the members of the 563d were past the half-way mark in their tour. With such a large number of people having DEROS of 27 September, it became necessary to transfer personnel to other units within the Group. The new faces in the unit were all personnel with rotation dates in June, July and August. These transfers greatly reduced the "rotational hump" problem for the unit. On 19 April the unit's maintenance officer, CW2 Denver C. Stovall, departed the unit to become the new 1st Logistical Command CMOI Team Chief for units assigned to the Qui Nhon Support Command. On 17 May SFC Winfred R. Barnes joined the unit as Truckmaster replacing SSG Hector Feliciano who was transferred to the 27th Battalion. On the same day the entire 2nd Platoon plus six mechanics, under the leadership of SSG Wallace Keyes, was sent to Pleiku TDY attached to the 64th Transportation Company. Sergeant Keyes and his men took up the duties of operating a line haul between An Khe and Pleiku along with the 64th. On 19 May 67 SFC John B. Stinson joined the unit as Maintenance Sergeant. SFC Turnbough became the new Battalion Maintenance Sergeant of the 27th Transportation Battalion.

4. On 1 June, the first anniversary of activation of the unit, Captain Kenneth R. Wykle assumed command. Soon thereafter CPT Mabie departed the unit headed for the Transportation Officer's Career Course at Fort Eustis, Virginia. The fifth of June brought three noteworthy changes to the unit's maintenance section. On that day WO1 Robert E. Watson became the new Maintenance Officer. In addition, both Assistant Maintenance Sergeants, Rastine Jones and Richard Hottell, were promoted to SSG E6. On 6 June SSG McNeil was transferred to the 2nd Transportation Company and SSG Barron, from that unit, took over SSG McNeil's duties as Mess Steward. More personnel changes took place on the nineteenth of the month. On that date, SFC Barnes departed the unit on TDY status to become NCOIC of a new Task Force. SSG Keyes returned to the unit from Pleiku to assume the duties of Truckmaster. SSG Edgar Hill then went on TDY status to Pleiku to replace SSG Keyes as platoon sergeant of the 2nd Platoon. SGT E5 Henry L. Hicks took over SSG Hill's duties as platoon sergeant of the 3rd Platoon.

5. The twenty-seventh of June brought a promotion for 2LT John L. Mulvihill to First Lieutenant. The first half of the year ended with another large transfer of personnel to the 27th Battalion to further reduce the upcoming rotational problem.

6. During the month of July, the 563d came under many changes. During the month of May, the second platoon was attached to the 64th Transportation Company in their line haul operations out of Pleiku and on the seventeenth of July the rumors concerning the 563d coming to Pleiku came true when an advance party arrived in Pleiku, under the direction of 1LT David M. Connolly.

SUBJECT: Unit History

The advance party had the responsibility to build the three platoon billets, battalion staff offices, company orderly room and supply room, and temporary billets for Battalion Staff and the Company Officers. Within a week's time all of this was completed. On 25 July the 563d officially became part of the 12th Transportation Battalion which had just arrived from Ft. Devens, Massachusetts under the command of LTC John C. Burke. During the month, First Sergeant Frank Deelig and the Maintenance Officer, Mr. Robert Watson, rotated back to the States, and 1LT John Mulvihill took over command of the TTP in Qui Nhon. 2LT Stephen M. Wright arrived on 6 July and took over command of the first platoon, and on 10 July, 2LT Kenneth R. Reisner arrived to assume duties as second platoon leader. In the remaining days of July, the 563d unfortunately started their second monsoon season in Vietnam.

7. On 1 August, First Sergeant Laguna A. Vega was assigned as First Sergeant of the 563d, and on 6 August 1967, WO1 George W. Morse arrived in Pleiku to assume the duties as Maintenance Officer. The biggest problem the 563d had to contend with were the result of the monsoon rains. Muddy clay was everywhere and the deadline rate continued to soar high. Maintenance facilities were greatly improved upon completion of the first echelon maintenance tent but with two round trips per day between Pleiku and An Khe (220 miles), the trucks could not receive the attention they needed. 2LT Kenneth R. Reisner took command of the TTP operations at Pleiku on 25 August.

8. September saw more rain and more mud, but towards the end of the month, the skies started to clear, and the one foot of mud changed to two feet of dust. The deadline rate and the decrease in daily mileage for all vehicles correspond with the amount of mud and rain. The worst mud problem for the entire monsoon season were in the first week in September. Correspondingly the highest deadline rate was encountered on the third of September when the 563d had 58.3% of their task vehicles on deadline and only 2137 miles were driven. Three weeks later when the rains and mud began to subside, the deadline rate was down to 26.6% on 28 September, and 4629 miles were driven.

9. Effective 4 September, the 563d made one round trip per day instead of two as a result of a ambush the day before near An Khe. This provided more maintenance time and contributed to the decreasing deadline rate. On 20 September 1LT David M. Connolly rotated back to the states and 1LT William A. Pond arrived to assume the command of the third platoon. On 22 September 2LT Gregory F. Debrocke reported to the 563d, and two days later, 2LT Everett D. Sneed reported to the 563d.

10. On 1 October 1967, Lt Pond was transferred to Battalion Headquarters for duty as S-4. On 13 October the company received and successfully passed a re-inspection of its maintenance management and vehicles by the Qui Nhon Support Command CHMI Team. On 15 October 1967, CPT Wykle went to Battalion as the Maintenance Officer and CPT David E. Hand assumed command of the company. During the last two weeks of October, the monsoon rains finally subsided, and improvements were begun on the unit motor pool and the streets in the company area. The first objective was grading the unit motor pool and the streets in the company cantonment area. Concurrent with the improvements of the unit area, the company continued to fulfill its mission by hauling 7,114 tons and driving 120,777 miles during the month. On 20 October 1967, SP5 Wilhite was promoted to SSG E6 and became platoon sergeant of the 3d platoon.

11. On 2 November 1967, the battle of Dak To began, and the 563d was immediately committed to support the US forces engaged there. On 3 November, LT Sneed took the first "combat emergency" convoy north to Dak To. During the course of the battle, the unit drove 137,750 miles hauled 9,259 tons of general cargo and 97,471 gallons of POL to Dak To. All elements of the units performed outstanding service. On 15 November 1967, SSG McMillen was transferred to 8th Transportation Group and SSG Williams took over as Mess Steward. On 21 November 1967 he was succeeded by SSG Farmer. During the month the unit continued to improve the cantonment. Work was continued on the streets, and in addition, work was begun on the unit mess hall. The combat emergency in Dak To put the vehicles of the unit under a severe strain and the unit deadline rate rose from 8% on 4 November 1967 to 33% at the end of the month. On 17 November 1967, SSG William Burke arrived in the unit and took charge of the 1st platoon. On 22 November 1967 the unit sustained its first battle casualty when 1LT Stephen H. Wright was wounded in the heel while on patrol. He was evacuated to Japan to recuperate and transferred to the Hospital Holding Detachment effective 25 November 1967. On 24 November 1967 the 124th Battalion was placed under the command of LTC John J. Johnson.

12. In December, many things happened to the unit. On 1 December 1967, SSG Goodson replaced SSG Farmer as Mess Steward. SSG Farmer was transferred to the 88th Transportation Company. On 4 December 1967 LT Sneed again led a convoy on another first by moving the 173d Airborne Brigade from Ben Het to Tuy Hoa, a trip of 4 days. On 10 December 1967 the unit received the mission of moving elements of the 1st Cav Division (Air Mobile) from Dak To to Ben Son. Lt DeBrucke took 11 Trucks on the mission and was absent for 4 days on the trip. On 25 December 1967 Lt Sneed took 10 trucks of the unit on the first mission into Poles Kleng. This was a difficult mission because of a Ferry over a river encountered on the trip. Its successful completion marked the beginning of several trips into the area. On 25 December the unit moved the 5th Special Forces from Poles Kleng to Plei Djourang, a trip of 3 days. These long trips had an adverse effect on the unit FLL and maintenance and the deadline reached 40% on 28 December 1967; however the unit FLL came up from 20% fill to 40% fill by the end of the month. In December the unit drove 87,276 miles, moved 6,476 tons of cargo and 110,000 gallons of POL as of 29 December 1967.

Annex F (Training Programs)

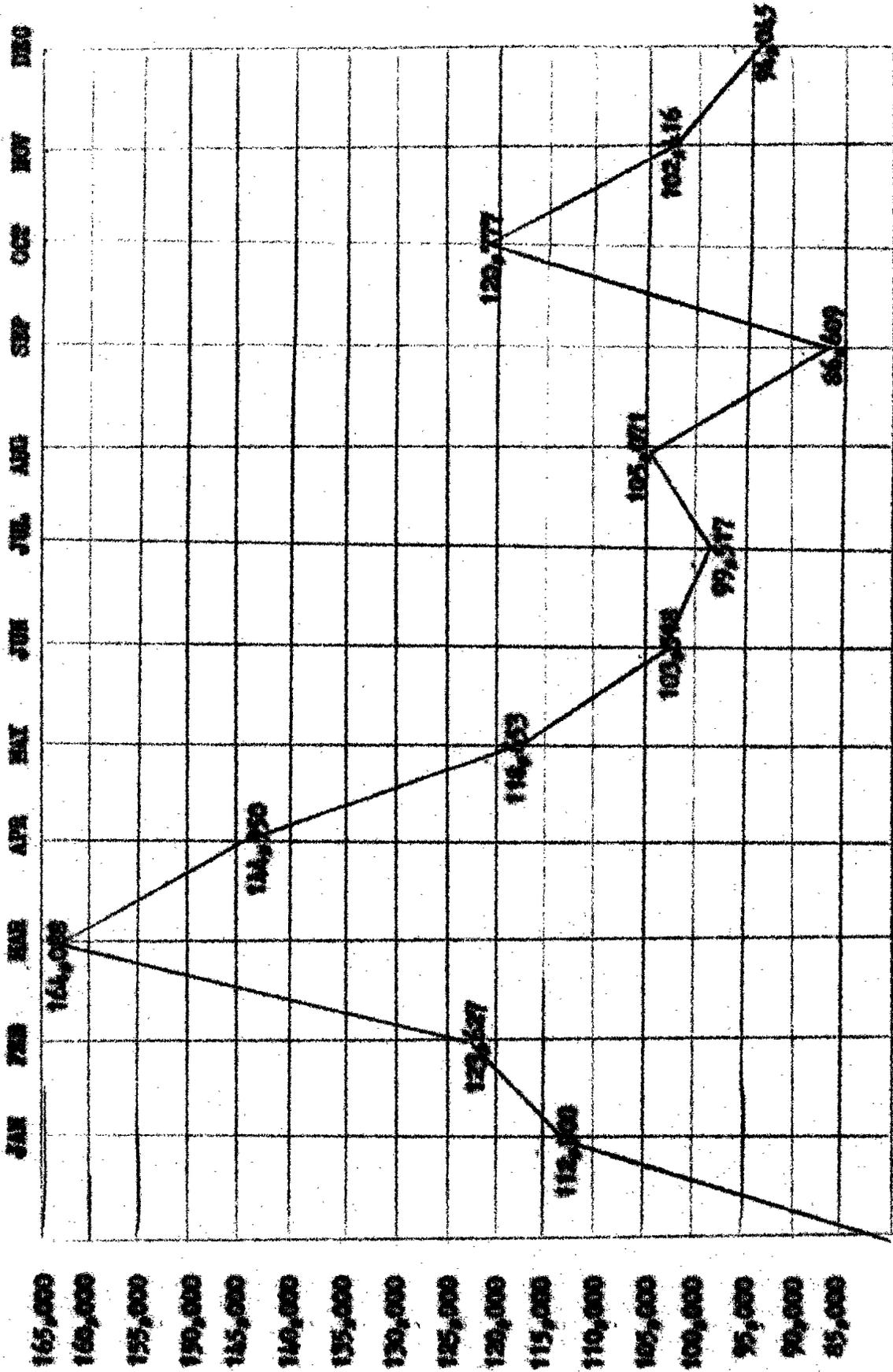
- 1. In addition to its mandatory subject training, the 563d Transportation Company (Medium Truck Cargo) developed training programs for initial drivers training for all personnel newly arrived in Vietnam, a remedial drivers training program for drivers involved in accidents, and cross training program for maintenance personnel.**
- 2. The refresher drivers training program was conducted under the supervision of the Operations Officer and Truckmaster. It consisted of one week of class room training and OJT on such subjects as Vietnamese traffic laws, defensive driving techniques, operators maintenance, convey operations and international road signs. This was supplemented by a period of utilizing new personnel as gunners in security vehicles and as assistant drivers for one additional week to allow the new men to become familiar with the 563d Transportation Company area of operations.**
- 3. The Refresher Drivers Training Program was conducted after normal duty hours and consisted of class room training on defensive driving techniques, Vietnamese road signs and traffic laws of Vietnam. When deemed desirable, special subjects of current interest were included to tailor the course to the individual student.**
- 4. The maintenance cross training program was conducted by the Unit Maintenance Officer and the Maintenance Sergeant. It consisted primarily of informal individual instruction and on-the-job training.**

Annex G (Progress Charts)

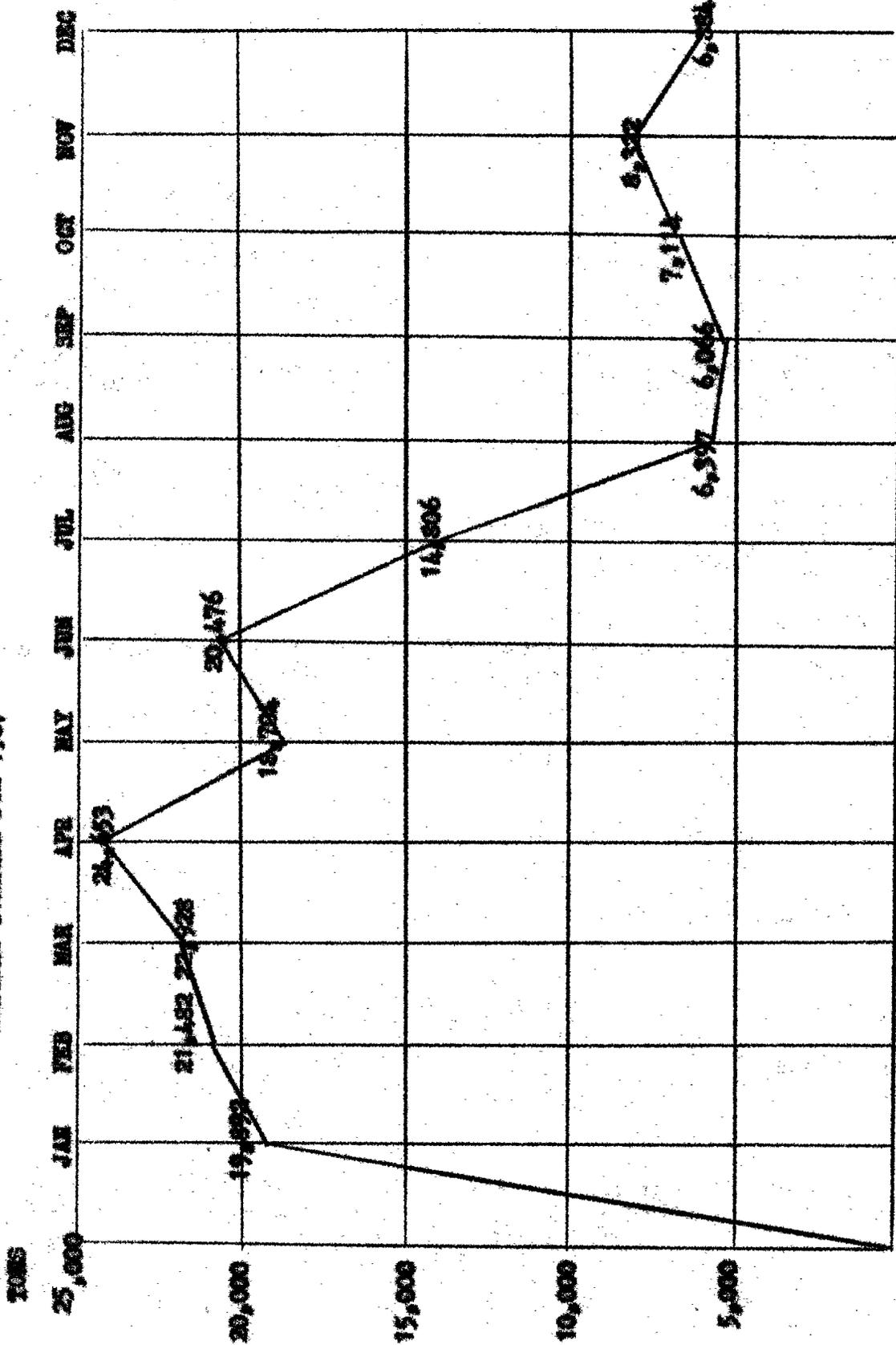
The attached progress charts show the developments of the 563d Transportation Company (Medium Truck Cargo) during 1967.

MONTHLY SALES FOR 1967

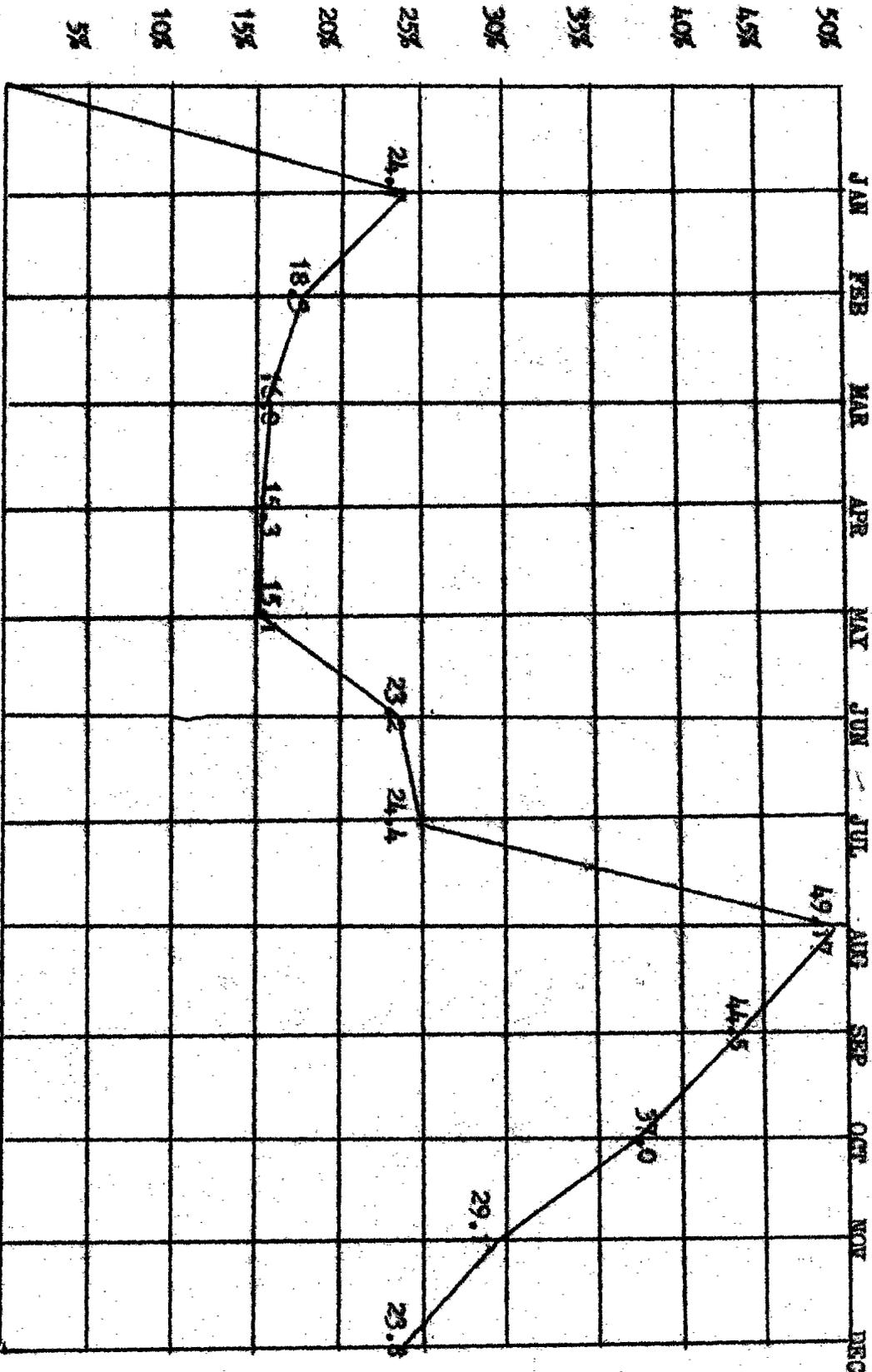
SALES



MONTHLY TONNAGE FOR 1967



MONTHLY D/L FOR 1967



Annex H (Capabilities)

1. The TOE rated capabilities of the 563d Transportation Company (Medium Truck Cargo) are as follows:

a. Local Haul:

- 1 The unit can transport 2,160 short tons of cargo per day.
- 2 The unit can, in an emergency only, transport 9,000 personnel per day.

b. Line Haul:

- 1 The unit can transport 1080 short tons of cargo per day.
- 2 In an emergency, the unit can transport 4,500 personnel per day.

c. The figures above are based on a 75% availability of tractors making four round trips per day in local haul, two per ten-hour shift; or two round trips per day in line haul, one per ten hour shift.

2. For the reasons enumerated below, the 563d Transportation Company (Medium Truck Cargo) was unable to meet its rated capability.

3. The tactical situation in the Republic of Vietnam was such that the road net over which the unit operated was only open during the day. This precluded the 563d Transportation Company (Medium Truck Cargo) from operating two shifts and immediately cut the capability of the company by 50%.

4. The 563d Transportation Company (Medium Truck Cargo) was short of vehicles during a substantial part of the year. At the end of 1967, the unit had only 32 vehicles on hand or 53.3% of its authorized one time lift capability. The average vehicle strength for the year was 55 vehicles or 91.7% of its authorized strength.

5. Personnel strength of the 563d Transportation Company (Medium Truck Cargo) did not affect the mission capability of the unit due to the fact that only one shift was possible, but the fact should be noted that the company lost the service of almost one full shift of drivers to other missions. A breakdown of what these personnel were used for follows.

a. The daily guard commitment in the Pleiku area was 26 men.

b. Road security crews required an average of 20 men per day. These personnel were crews in the armored 2½ ton trucks and machine gunners in the ½ ton convoy control vehicles.

c. An additional ten men were required to operate the Pleiku Trailer Transfer Point for which no TOE detachment was authorized.

d. An additional three men were TDY to a provisional GOER Transportation Company.

UNIT HISTORY

563d Transportation Company
124th Transportation Battalion
8th Transportation Group
(1 Jan 68 Thru 31 Dec 68)

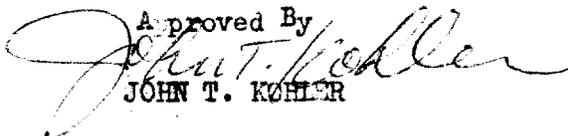
Prepared By

JOHN T. KOHLER, 1LT, TC

563d Transportation Company

7 April 1969

Approved By



JOHN T. KOHLER

1LT, TC

Commanding

563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

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ANNEXES

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1. Introduction: This is the historical summary of the activities of the 563d Transportation Company (Medium Truck Cargo) for the year of 1968 in the Republic of Vietnam. During the past year the unit was faced with many new responsibilities and challenges, all of which were successfully met. There was an addition of another mission, relocation to a new area, and development of new operational methods.

2. Mission and Resources:

a. Mission: The 563d Transportation Company faced three separate mission assignments in 1968. The first was a continuation of the mission performed in 1967, that of line haul transportation support, between Pleiku, Kontum, and Dak To and Pleiku, An Khe and Qui Nhon for the movement of personnel, general cargo, and bulk petroleum products. Another mission of the unit was to provide transportation support to Headquarters, Pleiku Sub-Area Command in excess of that unit's organic capability as directed, and support combat operations, as directed. On the 15th of July the unit was assigned the third mission of transporting refrigerated cargo to Kontum and Dak To. To accomplish this eight (8) 7½ ton refrigerator vans were sent from Qui Nhon and three (3) mechanics were attached for 1st and 2nd echelon maintenance.

b. Capabilities: The rated capabilities of the 563d Transportation Company, are as stated in TOE 55-18G. For a number of reasons, the unit has been unable to achieve its rated capability. A discussion of these reasons are contained in Annex H.

c. Organization and Utilization: The 563d Transportation Company consists of three (3) truck platoons with two (2) truck squads in each platoon, a Maintenance Platoon and a Headquarters Platoon. All personnel in the unit are utilized according to the training they have received with the exception of various individuals who are cross-trained to occupy essential positions that have not been filled through replacement channels. At the same time local national personnel were hired for many duties such as kitchen police, filling of sandbags and police of the area to relieve all available military personnel for performance of their primary duty and insure maximum utilization of resources.

d. Personnel: During 1968, the strength of the unit varied from a high of 173 men to a low of 130. The average for the year was 150. A continuous shortage of officers and enlisted men existed throughout the year which presented workload handicaps but none that were not met successfully. During the year two officers had command of the company: CPT David Hand from 1 January to 28 June and CPT Larry R. Fales from 28 June to 31 December. The unit also experienced a large turnover in other key slots. A total of eight (8) other officers, two (2) maintenance warrants, five (5) First sergeants, five (5) truckmasters, and four (4) mess stewards, served with the 563d Transportation Company during 1968. The names and dates of service are attached in Annex D. There was one KIA during the year. In May SP4 Wyman was killed during an ambush.

e. Vehicles and Equipment: The unit is authorized the following critical items of equipment by its TOE.

5	1/4 ton trucks
1	3/4 ton truck
3	2 1/2 ton trucks cargo
61	5 ton tractors
1	5 ton wrecker
120	12 ton semi-trailers
1	5,000 gallon semi-trailer
3	1/2 ton trailers
1	1 1/2 ton trailer
1	400 gallon water trailer
7	grenade launchers
177	rifles
12	machine guns, 7.62 mm
4	machine guns, 50 caliber

Severe density fluctuations were encountered with most of the above mentioned equipment. For example, in June the unit had 63 5 ton tractors. In December the unit had thirty-two. Quarter ton utility trucks varied from five (5) to three (3). Four additional 2 1/2 ton trucks are still maintained on a hand receipt basis to assist the unit in providing security for convoys. These gun trucks are armor plated for protection, and have been equipped with one (1) .50 caliber machine gun, two (2) M-60 Machine Guns, and two (2) M-79 Grenade Launchers.

f. Facilities: In Pleiku the 563d Transportation Company resided in the Bien Ho Cantonment Area with HHD, 124th Transportation Battalion. All facilities with the exception of the motor pool were frame buildings with a canvas roof. The motor pool was adequate. During August, HHD, 124th Transportation Battalion, moved to Camp Wilson and began occupying two story tropical billets. However, the motor pool was forced to maintain all facilities within the Bien Ho Cantonment Area because of inadequate shop area in Camp Wilson. Most of the improvements in the quarters were made under a self-help program and this was accomplished with no let up in mission requirements. By the end of December, by reason of much hard work, the men had succeeded in creating a fairly comfortable base camp with hot showers and a small unit day room.

3. Operation and Training:

a. Training exercises: The 563d Transportation Company did not participate in any training exercises during 1967.

b. Mandatory Subject Training: Mandatory subjects were taught in accordance with US Army Support Command, Qui Nhon Regulation 350-1. The classes are taught at night with several make-up classes during the week for personnel who could not attend the regular classes.

c. Combat Service Support Operations: During the year the 563d Transportation Company participated primarily in combat service support to the Fourth Infantry Division. Most of the daily convoys were run to Kontum, Dak To, and landing Zone Oasis. Many special commitments were also necessary with troop moves to Polei Djereng,

Polei Kleng, Ben Het, and Ban Me Thout. Another major unit that counted on the 563d Transportation Company was the 173d Airborne Brigade. In January Lieutenant Sneed moved elements of this unit to Chu Lai and on the 26th of March he moved those troops from Kontum to Tuy Hoa. On 24 February Lieutenant Sneed also took the first 563d Transportation Company Convoy to Cheo Reo in support of the advisory team there. The unit was involved in moving retrograde cargo from Pleiku to back to Qui Nhon. During 1968, the unit traveled 1,290,414 miles and carried 142,118 tons of all classes of cargo. This would have been higher if more trucks had been on hand at critical times during the year.

d. Combat Actions: The 563d Transportation Company was involved in three (3) major ambushes during the year. The first occurred on 21 March when Lieutenant Debrocke was convoy commander; however, no personnel were injured from the unit. On May 5th, the convoy was ambushed between Pleiku and Kontum, and while firing a .50 caliber machine gun on a gun truck, SP4 Jerry Wyman was killed in action. In August, Lieutenant Sneed's convoy was ambushed at almost the same location as on May 5th and PFC Thomas Gallew was wounded in action and sent to Japan to recover. A total of four (4) trucks from the unit struck enemy road mines throughout the year with only minor injury to the drivers.

e. Marksmanship: All new personnel arriving in the 563d Transportation Company were given weapons training within seven days of their arrival. The training consisted of instruction in the proper care of individual weapons and familiarization firing. The weapons firing was conducted under the supervision of Security, Plans and Operations, 45th General Support Group.

f. Weapon Training: All personnel who are assigned as gunners on gun trucks are thoroughly trained in the use and characteristics of automatic weapons before they are qualified. Also automatic weapons are normally tested at the firing range at Dak To.

g. Mission Accomplishments: During 1968, the 563d Transportation Company accomplished all assigned missions, both general and special. The outstanding accomplishment of the year was the continuous flow of cargo to Kontum and Dak To despite the heavy monsoon rains and travel over unimproved roads that turned into a quagmire.

4. Personnel and Administrative Activities:

a. For approximately the eight months of the year the 563d Transportation Company was required to furnish personnel to the Pleiku Truck Terminal which, of course, was another drain on driver personnel. However, this requirement was removed in August when the 520th Detachment (TTP) moved from An Khe to Pleiku to alleviate the situation.

b. In May the First Platoon of the 597th Transportation Company was attached to the unit to increase the tonnage capability. The personnel stayed approximately two months, leaving in June and laterally transferring their trucks to the 563d Transportation Company.

c. On June 28 Captain David A. Hand turned the unit over to First Lieutenant Larry R. Fales in a change of command ceremony.

d. Throughout the entire year, the low number of Specialist Four allocations was a problem within the unit. Many individuals coming in the unit were Privates First Class, thereby causing a long waiting period from pay grade E-3 to E-4. On the other hand, Specialist Five allocations were numerous, but could not be filled because of insufficient time in grade.

e. On 15 July three (3) refrigeration mechanics were attached to the unit in MOS 51L20 to provide first and second echelon maintenance for the eight (8) refrigerator vans sent from Qui Nhon.

f. During November, the unit moved from the Bien Ho Cantonment Area into Camp Wilson. The only disadvantage to the move was the lack of orderly room space and the motor pool continued to remain in the old location because of inadequate shop facilities in Camp Wilson.

g. On 8 December, the unit had its first traffic fatality of the year when SP5 Harry E. Bates was killed when his jeep turned over.

5. Intelligence and Security Activities:

a. In 1968 the convoy commanders continued to be the primary source of intelligence information. Any unusual changes along the road were immediately reported to the Battalion S-2.

b. The 563d Transportation Company continued to provide its own security for convoys with armor plated gun trucks and gun jeeps. Each gun truck was equipped with three (3) automatic weapons and two grenade launchers. Each gun jeep has one (1) automatic weapon. During the year, the unit had an average of four gun trucks and two gun jeeps. Each gun truck carried a crew of four with three men as gunners and one driver. Again this was another drain on qualified drivers in the company.

c. Perimeter security required between fifteen and seventeen men per night in both the Bien Ho Cantonment Area and Camp Wilson. There were no incidents of enemy penetration of the perimeter during the year.

d. During the first six months of 1968 the 563d Transportation Company was required to furnish ten men and one officer every eighth night for a night patrol in the Pleiku area. In June, however, this requirement was deleted. No enemy contact was recorded on any of the patrols.

6. Logistical Activities:

a. Logistical Problems:

(1) The unit supply room had difficulty in obtaining minor expendable supplies from the self service supply center. The shortages included manila folders for the orderly room, cups and silverware for the mess hall, paper, pencils, and various tools.

(2) There was also considerable trouble in obtaining popular sizes of clothing from the direct exchange point.

(3) In many cases support from PA&E was insufficient to meet the needs of the unit. Either their equipment was broken or key personnel were not available causing the unit to take the time to accomplish tasks such as waste collection and pumping out of mess hall grease trap.

(4) Inadequate motor pool shop area precluded the moving of the motor pool into Camp Wilson at the same time as the rest of the unit. As of 31 December the unit was still awaiting shop facilities on Camp Wilson.

b. Supply Activities: The major supply activity of the year consisted of turning-in and receiving essential items of equipment. During 1968, sixty-five (65) 5 ton tractors and ten (10) $\frac{1}{4}$ ton trucks were classified unserviceable and turned in to the salvage yard. Most of the tractors were damaged through fair wear and tear, many having cracked frames after running over the rough roads during the monsoon season. Sixty-four (64) 5 ton tractors and four (4) $\frac{1}{4}$ ton trucks were laterally transferred to the 563d Transportation Company from other units. The company received only nine (9) new 5 ton tractors and two (2) new $\frac{1}{4}$ ton trucks throughout the entire year.

c. Maintenance Activities: During the early part of 1968, the age and the mileage of the task vehicles began to show up in the form of cracked frames. Normally, a vehicle with this deficiency was salvaged, but with the extreme shortage of vehicles in the unit another alternative was tried. 62nd Maintenance Battalion began "fish-plating" these cracked frames to extend the life of the vehicles. This method was necessary throughout the year as the unit received many used vehicles from other units and a new truck was a rarity. The arrival of the monsoon season in August presented another array of problems. Vehicle undercarriages were covered with mud which obscured grease fittings, loose bolts, and cracked frames. Brake shoes had to be replaced more often because of the abrasive influence of the mud. The worst aspect of the situation was the deterioration of an orderly system of preventative maintenance. The refrigerator vans were also old when they came to the unit and presented immediate problems once they started running over the road to Kontum and Dak To. Many spare parts were needed but were almost impossible to obtain in the Pleiku area or through the normal supply system, including "red ball" requisitions. This often resulted in a "scrounging" effort just to get the vans up the road the next day. Examples of these needed parts were brake seals and radius rods for the van and fuel pumps and magnetos for the refrigeration unit. There was also a problem with the responsibility for support maintenance, but this was resolved and 62nd Maintenance Battalion provided superior support for both vehicles and refrigerator vans.

d. Transportation Activities: Available transportation within the 563d Transportation Company was not sufficient, as $\frac{1}{4}$ ton trucks and $2\frac{1}{2}$ ton trucks were in constant shortage during the year. This problem was solved by combining as many trips as possible to insure maximum utilization of available resources.

e. Medical Activities: The 563d Transportation Company gives several refresher classes on first aid throughout the year, but has no assigned medical responsibilities or capabilities. The company received outstanding support from the 210th Medical Dispensary and 71st Evacuation Hospital.

f. Food Service Activities: Several additional requirements were placed upon the unit mess hall in 1968. The Company was required to feed HHD, 124th Transportation Battalion and all transient personnel from the 27th and 54th Battalions who remained overnight in Pleiku. This caused the headcount to fluctuate considerably, making it very difficult to draw sufficient rations since only one hour notice was given before it was known that between thirty and one hundred additional personnel would have to be fed. There was also a rapid turnover of mess stewards with four in charge during various times of the year. In November the mess hall moved with the unit into Camp Wilson and began occupying an older, empty building. For the first two months tremendous effort was expended in improving the facilities and thereafter gradual improvements were made.

7. Special Events:

a. Annual Inspector General Inspection: The unit underwent its yearly Inspector General Inspection on 29 July and achieved a score of satisfactory. Also in December, the unit received a Command Inspection from 8th Transportation Group and attained a score of satisfactory.

b. Command Maintenance Management Inspection: The unit was given a Qui Nhon Support Command, Command Maintenance Management Inspection on 11 September and a score of 87 was awarded. On 11 December the 1st Logistical Command gave a Command Maintenance Management Inspection and a rating of satisfactory was given. Also during December, 8th Transportation Group gave a Command Maintenance Management Inspection to determine the quarterly best maintenance activity. The 563d Transportation Company earned the award by having the best maintenance program in 8th Transportation Group.

c. Unit Organization Day: Mission requirements did not permit celebration of a unit organization day.

8. Personal Achievements: Numerous awards were presented throughout the year for driving safety and total miles driven. One Bronze Star medal with the "V" device was presented to SP4 Jerry Wyman posthumously who was killed in action on 5 May 1968. The frequent turn over of personnel in the company precluded the submission of awards for meritorious service or achievement.


JOHN T. KOHLER
1LT, TC
Commanding

563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

Annex A (Lineage and Honors)

Constituted 1 January 1942 in the Army of the United States as Company B, 397th Quartermaster Battalion

Activated 10 January 1942 at Fort Dix, New Jersey

Redesignated 31 July 1942 as Company B, 397th Port Battalion, Transportation Corps

Reorganized and redesignated 3 February 1944 as 563d Port Company

Inactivated 14 September 1945 at Camp Patrick Henery, Virginia

Redesignated 12 January 1956 as 563d Transportation Company allotted to the Regular Army

Activated 1 February 1956 at Fort Eustis, Virginia

Inactivated 15 November 1957 at Fort Eustis, Virginia

Activated 1 June 1966 at Fort Lewis, Washington

CAMPAIGN PARTICIPATION CREDIT

World War II Fame

Naples-Foggia
Rome-Arno
Southern France
Rhineland

Annex B (Organization Chart)

**TRANS-ORATION
MINI TRUCK COMPANY**

**OFFICE
MANAGEMENT**

TRUCK PLANT

MAINTENANCE SECTION

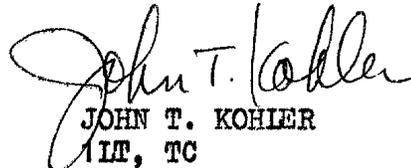
PLANTON HEAD-MAINTENANCE

TRUCK SQUAD

Annex C (Unit Orders)

C-E-R-T-I-F-I-C-A-T-E

Only one copy of each unit order is in existence at this time. These copies must be retained within the unit files and no capability exists to duplicate the orders in time to meet the suspense date.


JOHN T. KOHLER
1LT, TC
Commanding

Annex D (Personnel Strength)

Average Monthly Strength

Month	Personnel Strength
JAN	166
FEB	165
MAR	160
APR	149
MAY	169
JUN	173
JUL	171
AUG	153
SEP	130
OCT	135
NOV	160
DEC	173

Annex E (Unit Historical Summary)

DEPARTMENT OF THE ARMY
563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)
APO San Francisco 96318

UNIT HISTORY 1 January 1968-31 December 1968

1. INTRODUCTION: On 1 January 1968, the 563d Trans Co was located in the Bien Ho Cantonment area, Pleiku under the 124th Trans Bn Commanded by LTC John A. Johnson. The key personnel within the unit at this time were: Captain David A. Hand, Commanding; Lt. Gregory F. Debrocke, Platoon Leader; Lt. Kenneth R. Reisner, Platoon Leader; Lt. Everette D. Sneed, Platoon Leader; and WO1 George W. Morse, Maintenance Officer. The First Sergeant was 1SG Laguna A. Vega; the Truck master was SFC Albert C. McMurry; the Maintenance Sergeant was SFC John D. Stinson; and the Mess Steward was SSG George Goodman. The mission of the 563d Trans Co was to provide transportation for the movement of personnel, general cargo, and bulk petroleum products by motor transport in both line and local haul operations within the II Corps Tactical Zone as directed. Another related mission was to provide transportation support to Headquarters, 45th General Support Group in excess of that unit's Organic capability as directed and support combat operations as directed.

2. The 563d Trans Co started the new year with daily convoys to Kontum, Dak To, and An Khe. At the same time, frequent trips were also made to Poli Kleing, Ban Het, Plei Mrong, Duc Co and Qui Nhon. The biggest problem that the unit faced this month was an acute shortage of vehicles. Operating at 60% authorized vehicle strength, most of the trucks were committed daily, thus allowing very little time for first and second echelon maintenance. The dry season had been in progress for three months and a clean air filter was a must for an efficient truck engine because of the extreme dust situation on Highway 14 North. The unit was required to furnish personnel for Pleiku Truck Terminal which, of course, was another drain on personnel. The Platoon Leaders in the unit led night patrols in Defense Zone Black on a rotating basis, but no contact was reported. Lt. Reisner departed the unit on the 18th to go to the PTT, and 1SG Vega left on the 26th for CONUS. He was replaced by SFC Ronald K. Lloyd. The unit drove 103,601 miles, carried 14,443 tons of cargo, had an average vehicle deadline of 21.1%, and had an average daily strength of 166 men during the month.

3. The mission continued as normal during February except for increased enemy activity on the road because of the Tet Offensive, closing the road for two days. Additional security was necessary during this period, and this brought the 563d Trans Co guard force to a total of 30 men. On the 7th, the unit received a Command Inspection from Battalion and the result was satisfactory. On the 18th, the unit reflected with pride on the work done to build the dayroom and a party was held that same night to celebrate 124th Trans Bn Organization Day. The 21st saw SSG Goodman rotate to CONUS

UNIT HISTORY 1 January 1968-31 December 1968

who came from Qui Nhon. On the 28th 1LT Larry R. Fales reported in for duty and the next day 1LT Reed left to become the Battalion S-2/3. The unit traveled 145,143 miles, carried 20,969 tons, had a deadline rate of 18.5%, and had an average personnel strength of 169 during the month.

7. June saw another increase in vehicle strength, as all of the tractors from the First Platoon, 597th Trans Co were laterally transferred to the 563d bringing the vehicle count to 63. The increase in the number of tractors reflected the highest mileage of the of the year at 151,295 miles. Lt James Frank joined the unit on the 4th and on the 7th SFC Robert Pernie became Truckmaster to replace SFC McMurry who became the operations NCO at Battalion. A change of command ceremony was held in the 563d on the 28th when Captain Hand turned the company over to 1LT Fales. 18,345 tons of cargo were carried, 31.5% was the deadline rate and an average of 173 were in the unit during June.

8. Lt. Fales started the month of July in the right direction by being promoted to Captain on the 1st. Other personnel changes throughout the month were: WO2 Morse departed on the 6th and 1SG Lloyd left on the 21st to return to CONUS. On the 18th 2LT John T. Kohler arrived and replaced 1LT James Frank who only stayed one month before leaving to work at the An Khe TTP. On the 15th the unit was assigned the additional mission of transporting refrigerated cargo to Kontum and Dak To. To accomplish this eight (8) 7 1/2 ton Refrigeration Vans were sent from Qui Nhon and three mechanics were attached for 1st and 2nd echelon maintenance. Much co-ordination had to be made with 62nd Maint Bn before a working agreement was reached on responsibilities for support maintenance. Also spare parts were very difficult to get and a long waiting period was not unusual even for "Red Ball" requisitions. SSG David L. Riggs became the new mess steward on the 20th replacing SSG Brown. After much hard work and preparation during the entire month, the unit underwent the AGI on the 29th and received a satisfactory rating. On the 31st a party was held in the area to celebrate Transportation Corp Day. During the month the unit traveled 111,612 miles, hauled 10,530 tons, had a deadline rate of 9.9% and had an average daily strength of 171.

9. Change in key personnel continued to occur throughout August. SFC Pernie was replaced by 1SG Alfred O. Oponui as First Sergeant; SSG Carl Jenkins left the 2nd Platoon to become Truckmaster and on the 18th 1LT William F. Robart came into the unit. And with the arrival of August another monsoon season came. With the constant rain and mud, maintenance problems increased. Vehicle undercarriages were covered with mud which obscured grease fittings, loose bolts and cracked frames. Also brake shoes had to be replaced more often because of the abrasive influence of the mud. On the 16th while taking a convoy to Kontum, 1LT Sneed was involved in an ambush in which PFC Thomas Gallow of the 563d Trans Co was wounded in the leg and was sent to Japan to recover. Also SP4 Offie Bridges hit a road mine with his truck on the 20th, but received only minor injuries. The statistics for the month were 91,946 miles traveled, 7,719 tons hauled, a 10.1% average deadline, and an average personnel strength of 153.

UNIT HISTORY 1 January 1968-31 December 1968

10. With the monsoon rains coming down harder and longer during September, most convoys were on the road from sunrise to sunset resulting in only minimum maintenance being performed on the tractors. On the 3rd the 563d assumed complete control of the Bien Ho Cantonment area when HHD, 124th Trans Bn moved across the road into Camp Wilson. On the 11th the Qui Nhon Support Command gave a CMMI and the unit earned an excellent score of 87. Lt. Sneed departed the unit for CONUS on the 16th and a party was held in his honor. During September the company traveled 87,883 miles, hauled 7,348 tons of cargo, had a deadline rate of 10.3% and had an average daily strength of 130.

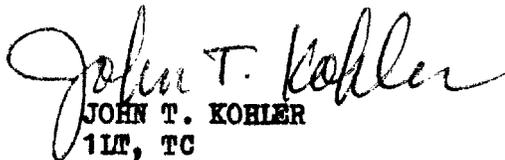
11. October was another month where personnel shifts predominated. On the 2nd SFC Louis Mason was promoted to E-8 and left the maintenance section to become the First Sergeant of the 541st Trans Co. SSG Jenkins then temporarily assumed the extra duties of Maintenance Sergeant in addition to being Truckmaster. On the 3d 1LT Kohler left to become the S-2/3 at Battalion and was replaced by 1LT Harry M. Sippel who came from Headquarters, 8th Trans Gp. Lt. Sippel was immediately sent on a special commitment to Ban Me Thuet in support of the 937th Engineer Group. On the 13th, LTC Cleary, who was due to return to CONUS, turned over the Battalion to LTC Tom L. Bing in a change of command ceremony attend BG D. H. Richards. The latter part of the month was marked by the end of the monsoon season and a welcome relief from everyone was evident. During October the unit traveled 100,505 miles, carried 10,159 tons of cargo, had a deadline rate of 4.3% and a average personnel strength of 135.

12. On 9 November the unit received the first warrant officer in five months, CW2 Ellis. Mr. Ellis immediately gave every truck in the unit a thorough inspection and began "washing out" an average of one truck per day for the entire month. The effects of the three month monsoon on the trucks which had been running daily over some of the worst roads in Vietnam finally started to come to light. On the 12th, First Sergeant James Bradford joined the unit replacing First Sergeant Opuma who went to Battalion Maintenance. On the 19th SFC Marie Howell also signed and replaced SSG Jenkins as Truckmaster. At the end of the month the 563d left the Bien Ho Cantonment Area, which had been home for a year and a half, and joined the rest of the Battalion in Camp Wilson. The only disadvantage to the move was that the motor pool and operations section had to stay in the old area for several months and there was a shortage of orderly room and supply room space in Camp Wilson. The unit was proud to announce that 150,000 accident free miles had been accumulated by the 30th. 120,240 miles were traveled, 11,492 tons hauled, 14.9% deadline rate and a 160 average personnel strength were recorded during November.

13. On 8 December the unit was saddened by another fatality when SP5 Harry E. Bates was killed in a traffic accident. On the 11th the 1st

UNIT HISTORY 1 January 1968-31 December 1968

Logistical Command made a CMMI inspection and a rating of satisfactory was awarded. SSG Frank Smith arrived on the 12th and assumed the duties of Maintenance NCO and replaced SSG Jenkins who was getting ready to rotate back to CONUS after 36 months in Vietnam. A few days later SFC Clarence Wright became truckmaster replacing SFC Howell who left to become the Assistant Operations NCO at Battalion. Christmas was a long awaited day in the 563d as the entire unit had the day off for the first time during the year. The last several days saw an increase in special commitments to Cheo Reo in support of the advisory team there. The monthly figures for December were: 122,755 miles traveled; 10,774 tons carried; 11.9% deadline rate; and an average of 173 men.


JOHN T. KOHLER
1LT, TC
Commanding

Annex F (Training Programs)

1. In addition to its mandatory subject training, the 563d Transportation Company (Medium Truck Cargo) developed training programs for initial drivers training for all personnel newly arrived in Vietnam, a remedial drivers training program for drivers involved in accidents, and cross training program for maintenance personnel.
2. The refresher drivers training program was conducted under the supervision of the Operations Officer and Truckmaster. It consisted of one week of class room training and OJT on such subjects as Vietnamese traffic laws, defensive driving techniques, operators maintenance, convoy operations and international road signs. This was supplemented by a period of utilizing new personnel as gunners in security vehicles and as assistant drivers for one additional week to allow the new men to become familiar with the 563d Transportation Company area of operations.
3. The Refresher Drivers Training Program was conducted after normal duty hours and consisted of class room training on defensive driving techniques, Vietnamese road signs and traffic laws of Vietnam. When deemed desirable, special subjects of current interest were included to tailor the cause to the individual student.
4. The maintenance cross training program was conducted by the Unit Maintenance Officer and the Maintenance Sergeant. It consisted primarily of informal individual instruction and on-the-job training.

Annex G (Progress Charts)

The attached progress charts show the developments of the 563d Transportation Company (Medium Truck Cargo) during 1968.

Miles Traveled

Month	Miles
JAN	103,601
FEB	80,498
MAR	76,105
APR	98,831
MAY	145,143
JUN	151,295
JUL	111,612
AUG	91,946
SEP	87,883
OCT	100,505
NOV	120,240
DEC	122,755
TOTAL	1,290,414

Tons Carried

Month	S/tons
JAN	14,443
FEB	8,080
MAR	10,192
APR	12,067
MAY	20,969
JUN	18,345
JUL	10,530
AUG	7,719
SEP	7,348
OCT	10,159
NOV	11,492
DEC	10,774
TOTAL	142,118

Vehicle Deadline Rate

Month	%Deadline
JAN	21.1
FEB	25.6
MAR	28.8
APR	22.6
MAY	18.5
JUN	31.3
JUL	9.9
AUG	10.1
SEP	10.3
OCT	4.3
NOV	14.9
DEC	11.9

1969

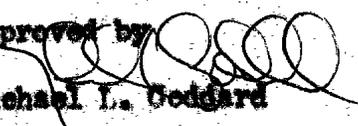
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UNIT HISTORY

**563d Transportation Company
6th Transportation Battalion
48th Transportation Group
(1 Jan 69 Thru 31 Dec 69)**

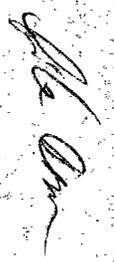
Prepared by

**William L. Haigh 1LT, TC
563d Transportation Company
15 January 1970**

Approved by 
Michael L. Goddard

**CPT, TC
Commanding
APO 96491**

228-03



563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

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1. **INTRODUCTION:** This is the historical summary of the activities of the 563d Transportation Company (MTC) for the year of 1969 in the Republic of Vietnam. During that year the unit faced many new challenges and responsibilities, all of which were successfully met. In addition to the normal line haul mission, yet another was given and completed, that of a unit redeployment from Pleiku to Long Binh and the development of new operational procedures.

2. **Mission and Resources:**

a. **Mission:** The 563d Transportation Company faced four separate mission assignments in 1969. The first was a continuation of the line haul transportation support between Pleiku, Kontum, Dak To, Ban Het and between Pleiku, An Khe and Qui Nhon for the movement of personnel, general cargo, and bulk petroleum products. Another mission was also to continue providing transportation support to Headquarters, Pleiku Sub-Area Command in excess of that unit's organic capability as directed. A third mission was that of transporting refrigerated cargo to Kontum and Dak To. On 1 October 1969, these three missions were replaced by the fourth mission as a result of the unit redeployment to the Long Binh area. This fourth mission was to provide both line-haul and local haul transportation support in the III Corps area. To accomplish the mission stated above, eight (8) 7½ ton refrigerator vans were sent from Qui Nhon and three (3) mechanics were attached for 1st and 2nd echelon maintenance.

b. **Capabilities:** The rated capabilities of the 563d Transportation Company are as stated in TOE 55-186. For various reasons, the unit was unable to achieve its rated capability.

c. **Organization and utilization:** The 563d Transportation Company consists of three (3) truck platoons with two (2) truck squads per platoon, a Maintenance platoon, and a Headquarters platoon. All personnel in the unit are utilized according to their previous training with the exception of various individuals who are cross-trained to occupy essential positions that have not been filled through replacement channels. Also, local national personnel are hired to perform various cleaning duties: Detail men for the filling of sandbags, and in general company repairs, are obtained from the 90th Replacement Battalion. The employment of these additional personnel relieves all available military personnel in the unit for performance of their primary duty and insures maximum utilization of personnel resources.

d. **Personnel:** During 1969, the strength of the unit varied from a high of 169 men to a low of 129. The average for the year was 142. During the year five officers had command of the company: CPT Larry Fales, 1LT William Robart, 1LT Harry Sippel, CPT Nauro Shigenawa, and CPT Michael Goddard. The unit also experienced a large turnover in other key positions. A total of 7 other officers, three (3) maintenance warrants, three (3) First Sergeants, three (3) Mess Steward, four (4) supply sergeants,

and two (2) truckmasters served with the unit during 1969. In June, SP5 Richard Ellsworth was killed during an ambush.

e. Vehicles and Equipment: The unit is authorized the following critical items of equipment by its TOE.

- (1) 5½ ton trucks
- (2) 1 3/4 ton truck
- (3) 3 2½ ton truck cargo
- (4) 61 5 ton tractors
- (5) 1 5 ton wrecker
- (6) 120 semi-trailers
- (7) 1 5,000 gallon semi-trailer
- (8) 3 ½ ton trailers
- (9) 1 1½ ton trailers
- (10) 1 400 gallon water trailer
- (11) 7 grenade launchers
- (12) 177 rifles
- (13) 12 machineguns, 7. 62mm
- (14) 4 machineguns, .50 caliber

Density fluctuations were encountered with most of the above mentioned equipment, but not to a serious proportion.

f. Facilities: In Pleiku the 563d Transportation Company had adequate facilities; two story frame billets, large showers with hot water, ample latrines, unit day room, and semi-permanent buildings in the motor pool. However, by October all of this had changed as the unit began operating on TG Hill 2, Long Binh. The billets were old, wooden buildings in need of repairs, very small showers with cold water only and then only occasionally, and only two maintenance tents in the motor pool for maintenance work. By the close of 1969 though, by reason of much hard work, the men had succeeded in creating a fairly comfortable living area once again.

3. Operation and Training:

a. Training exercises: The 563d Transportation Company did not participate in any training exercises during 1969.

b. Mandatory Subject Training: Mandatory subjects were taught in accordance with US Army Support Command, regulation 350-1. The classes were taught at night with several make-up classes during the week for personnel absent from the night classes.

c. Combat Service Support: During the year the 563d Transportation Company participated in combat service support to the Fourth Infantry Division with daily convoys to Kontum, Dak To, and Landing Zone Oasis. At Long Binh, the unit began providing support to the First Infantry Division, the Twenty-Fifth Infantry, and the Eleventh Armored Cavalry Regiment. During 1969, the unit traveled 1,600,297 miles and carried about 178,000 tons of cargo in these different support activities.

d. Combat Actions: The 563d Transportation Company was involved in five (5) major ambushes during the year. The first occurred on 9 March as the Kontum convoy was mortared, wounding one of our men. On 12 May, the Ben Het convoy was ambushed, resulting in one killed in action from another unit. Then again on 16 June, the Ben Het convoy was ambushed, leaving one wounded. On 24 June the Ben Het convoy was hit once again, resulting in one killed in action, one wounded. Then, on 22 November, the Song Be convoy was ambushed by a large enemy size force, destroying seven (7) 5 ton tractors, and wounding one man.

e. Marksmanship: All new personnel in the 563d Transportation Company were given training within seven days of their arrival. The training consisted of classroom instruction on the care and maintenance; then familiarization firing conducted under the supervision of Security, Plans, and Operations 45th General Support Group. However, upon redeployment at Long Binh, this was changed somewhat to include frequent test firing of all weapons in the unit.

f. Weapon Training: All personnel who are assigned as gunners are thoroughly trained on the weapon before they are considered qualified. Every effort is made to allow weapons test firing.

g. Mission Accomplishments: During 1969, the 563d Transportation Company accomplished all assigned missions, both general and specific. Perhaps the outstanding accomplishment of 1969 was the redeployment move from Pleiku to Long Binh in the brief time allotted, and yet becoming operational on the date specified.

4. Personnel and Administrative Activities:

a. During May, the peak of the personnel problem was reached as there were 55 trucks in the unit, but only 35 drivers, a severe shortage.

b. On 26 September, the unit moved from Pleiku to Long Binh. The major disadvantage in the unit move was that there were inadequate motor pool and housing facilities in the new area.

5. Intelligence and Security Activities:

a. In 1969 the convoy commanders continued to be the primary source of intelligence information. Any unusual changes along the convoy roads were immediately reported to Battalion 5-2.

b. While in the Pleiku area, the 563d Transportation Company continued to provide its own security for convoys with armor plated gun trucks and gun jeeps. Each gun truck was equipped with three (3) automatic weapons and two (2) grenade launchers. Each gun jeep had one (1) automatic weapon and one (1) grenade launcher. However, security in the Long Binh area was provided by the respective tactical area which the convoy supported.

c. Perimeter security required five (5) personnel per night. In addition, eleven (11) men are assigned to the Reactionary Force and (12) men to the Perimeter Force in the event of an alert.

d. One officer and two (2) EM are furnished for the Long Binh Patrol every two months.

6. Logistical Activities:

a. Logistical Problems:

(1) The unit supply had difficulty in obtaining minor expendable supplies from the self-service supply center. The shortages included manila folders, cups and silverware, paper, pencils, and various tools.

(2) Considerable difficulty was found in obtaining proper sizes of clothing from the direct exchange point.

(3) In many cases, support from PACE was insufficient to meet the needs of the unit, especially in view of the requirement for building repairs in Long Binh.

b. Supply Activities: The major activity of the year consisted of turning in and receiving essential items of equipment. Due to the improper posting of the supply records, figures are difficult to determine as of this date.

c. Maintenance Activities: During the early part of 1969, the age and high mileage of task vehicle began to show up in the form of cracked frames. Normally, a vehicle with this deficiency was salvaged, but with the shortage of task vehicles in the unit, an alternative was tried. The 62d Maintenance Battalion began "fish-plating" these cracked frames. The method used was necessary until late May when new vehicles were received in the unit. The arrival of the monsoon season in June presented an array

of problems. Vehicular undercarriages were covered with mud which obscured grease fittings, loose belts, and cracked frames. Brake shoes had to be replaced more often as a result of the abrasive action of the mud. In October, while operating in the Long Binh area, the unit began having difficulties in both preparing vehicles for ordnance and receiving their within a brief period of time. Repair parts became very hard to come by also as the unit began operations under a different support battalion.

d. **Transportation Activities:** Available administrative transportation within the 563d Transportation Company was highly inadequate, as $\frac{1}{2}$ tons were usually committed, and 2 $\frac{1}{2}$ ton trucks were in constant utilization for supply and mess activities.

e. **Medical Activities:** The 563d Transportation Company gave several refresher classes on first aid throughout the year, but has no assigned medical responsibilities or capabilities.

f. **Food Service Activities:** Several additional requirements were placed upon the unit mess hall in 1969. The company was required to feed all transient personnel from the 27th and 54th Battalions who remained overnight in Pleiku, as well as the 320th Trans Detachment personnel. This caused a considerable head count fluctuation, and difficulty in both drawing sufficient rations and preparing them in anticipation of the number of personnel to be served for a particular meal. After the unit move however, the unit began operating under a 6th Trans Battalion consolidated mess hall on FC Hall 2.

7. Special Events:

a. **Annual Inspector General Inspection:** The unit underwent its yearly Inspector General Inspection on 15 May and achieved a score of satisfactory on all 25 areas inspected.

b. An 8th Group Command Inspection was given by Col. Ludy on 22 April. The score was satisfactory, with the remark that the billets were especially well prepared.

c. **Command Maintenance Management Inspection:** On 18 June, 8th Group gave a CMMI, awarding the unit a satisfactory rating.

d. **Unit Organization Day:** Mission requirements did not permit celebration of a unit organization day.

g. **Personal Achievements:** Numerous awards were presented throughout 1969 for driving safety and total miles driven accident free. Also, achievement awards were presented to many deserving clerks. In addition, the following awards were presented?

<u>NAME</u>	<u>AWARD</u>	<u>DATE OF ACTION</u>
SP5 Richard Ellsworth	BRONZE STAR "V"	24 Jan 69
1LT Harry Sippal	" " "	24 Jun 69
SP4 Raymond Williams	" " "	24 Jun 69
SP4 Ahearn	" " " PURPLE HEART	22 Nov 69
1LT James Greer	" " "	22 Nov 69
SP4 Jack Kerfoot	" " "	22 Nov 69
SP4 Gary Route	" " "	" " "
SP4 Defo	" " "	" " "
SOT Dennis Caticone	" " "	" " "
SOT Kelvin Spring	" " "	" " "
PFC John White	" " "	" " "
SP4 Harry Prinie	" " "	" " "
SP4 John Brown	" " "	" " "
PFC Bobby Yord	" " "	" " "
SP4 Raisons	" " "	" " "



MICHAEL L. GODNARD
 CPT, TC
 Commanding

563D TRANSPORTATION COMPANY (MEDIUM TRUCK GANCO)

Annex A (Lineage and Honors)

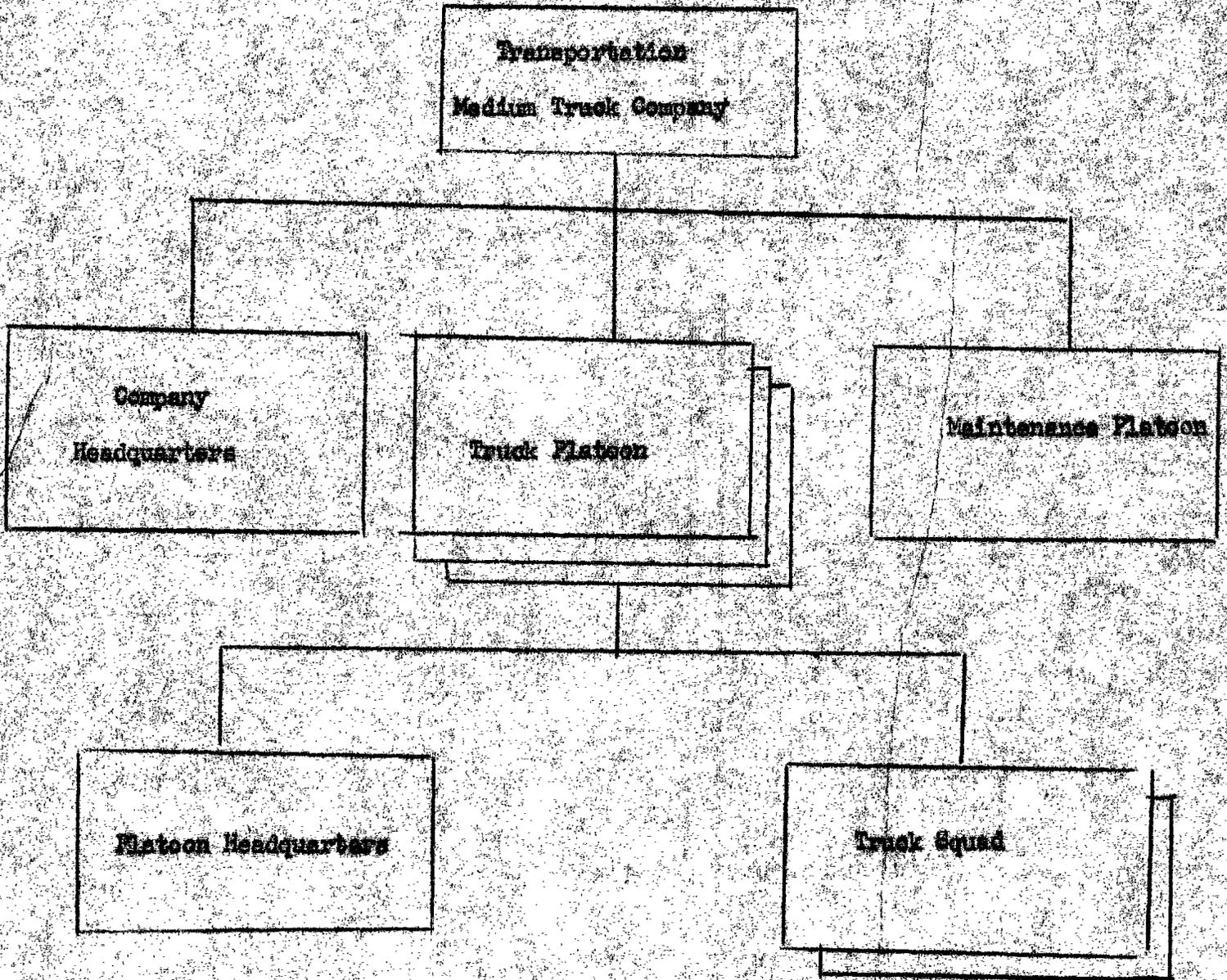
1. Constituted 1 January 1942 in the Army of the United States as Company B, 397th Quartermaster Battalion
2. Activated 10 January 1942 at Fort Dix, New Jersey.
3. Redesignated 31 July 1942 as Company B, 397th Port Battalion, Transportation Corps.
4. Reorganized and redesignated 3 February 1944 as 563d Port Company.
5. Inactivated 14 September 1945 at Camp Patrick Henry, Virginia.
6. Redesignated 12 January 1956 as 563d Transportation Company allotted to the Regular Army.
7. Activated 1 February 1956 At Fort Eustis, Virginia.
8. Inactivated 15 November 1957 at Fort Eustis, Virginia.
9. Activated 1 June 1966 at Fort Lewis, Washington

CAMPAIGN PARTICIPATION CREDIT

World War II Fame

Naples-Foggia
Rome-Arno
Southern France
Rhineland

Annex B (Organisation Chart)



Annex C (Unit Orders)

Certificate:

I certify that one copy each of the unit orders are in the company files and due to mechanical difficulties, reproduction of unit orders was not possible in order to meet the suspense date on the unit history.


MICHAEL L. GODDARD
CPT, TC
Commanding

Annex D (Personnel Strength)

Average Monthly Strength:

<u>MONTH</u>	<u>PERSONNEL STRENGTH</u>
January.....	169
February.....	146
March.....	146
April.....	142
May.....	140
June.....	133
July.....	144
August.....	149
September.....	140
October.....	130
November.....	129
December.....	138

DEPARTMENT OF THE ARMY
563D TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)
APO San Francisco 96491

Annex E

UNIT HISTORY 1 January 1969- 31 December 1969

- 1. INTRODUCTION:** On 1 January 1969, the 563d Transportation Company was located at Camp Wilson, Fleiku, RVN under the 124th Transportation Battalion commanded by LTC Thomas L. Bing. The key personnel within the 563d at this time were: Cpt. Larry Fales, Commanding; 1LT John Kohler, Platoon Leader; 1LT William Robert, Platoon Leader; 1LT Harry Sipple, Platoon Leader; CW2 Ellis, Maint. Officer; 1SG James Bradford; SFC Wright, Truckmaster; and SSG David Riggs, Mess Steward. The mission of the 563d Trans Co was to provide transportation for the movement of personnel, general cargo, and bulk petroleum products by motor transport in both line and local haul operations within the II Corps Tactical Zone as directed. Another related mission was to provide transportation support to Headquarters, 45th General Support Group.
- 2.** On 3 January CW2 Ellis departed the unit for COMUS after doing an outstanding job as maintenance officer for the past two months. SSG Smith took over the difficult task of the entire operation. On 14 January Lt. Robert took a convoy to Cheo Reo and further down to Le Bac (16 miles south of Cheo Reo) in support of the ARVN's. During the month the unit started making daily convoys to Qui Nhon instead of An Khe. January was USARV Safety Month, but the 563d had an embarrassing total of 8 accidents during the month, due primarily to the heavy moisture on the road in the morning. During the latter part of the month the unit participated in moving the 1st Brigade, 4th Division out of Dak Te. Both men and equipment were moved to Sui Doi. After that there were only infrequent convoys to Dak Te. Sniper activity increased on HWY 14. The average daily strength was 169 men.
- 3.** On the 16th of February 1969 1LT John T. Kohler replaced Cpt. Larry R. Fales. There was a change of command ceremony attended by the Battalion Commander, LTC Bing, and the 8th Group XO, LTC Farmer. On the 16th we started sending all new personnel to the 4th Division for a formal in country training program. This was a boost to our training program as new personnel received no in country training in the unit. During the early part of the month the maintenance section moved out of the Bien Ho area thus completing the entire move into Camp Wilson. All parts of the unit except the motor pool moved in early December. The motor pool was delayed because of lack of facilities on Camp Wilson. Also during the month there were several combat emergency missions at night to Kontum with class 5 loads. Activity increased around Dak Te during the middle of the month after the 1st Brigade moved out. We had to start making daily runs to Dak Te in support of the 1/92nd Artillery and the 299th Engineer Bn, the only American units left in the area.

UNIT HISTORY 1 January 1969- 31 December 1969

4. On the 4th of March LT Robert took a convoy to Phu Tac (28 mi south of Chao Reo) for the first time. On the 5th a rocket hit in the 563d area injuring SP5 Paul Waddington. On the 9th the convoy was hit coming back from Kontum with mortars. SP5 Offie Bridge was wounded in action and sent to Japan to recover. He was pulled out of his truck by PFC Santess and driven out of the kill zone. On the 25th WO1 Roosevelt Walker joined the unit as Maintenance Officer. On the 30th the unit received 5 old tractors from the 88th Trans Co that were in poor condition.

5. By the 13th all gun jeeps in the unit were equipped with an armor plating kit. On the 15th the unit received 21 new trucks to replace the old multi-fuel trucks. They are equipped with the new tach-o-graph instrument. It was not much of an advantage, however, as support maintenance did not know how to fix them. So at the time of this writing, the tach-o-graph runs until it breaks and that's it. Supply lasted for about 3 months of operation. The reefers are continuing to cause problems. The unit has not received replacements for the two reefer mechanics that rotated back to the States. The main problems are the doors, body work, and the landing legs. Since facilities are limited in Kontum and Dak To, the vans must be used as issue points and 2 1/2 ton trucks are continually backing into them. I have spoken to the Officer into the problem. On the 22nd and 23rd the unit underwent a Command Inspection from the 8th Group Commanding Officer, Col Ludy, and obtained a very good score. When Col Ludy went through the billets he was quite pleased. He was also very pleased with the overall appearance of the company area. On the 25th the unit got a new First Sergeant, 1SG James M. Mize, and 1SG Bradford went to the 523d Trans Co at Okrang Valley. On the 27th we began turning in all of the multi-fuel tractors.

6. On the 11th of May the unit added another gun truck with 1/2 armor plating and gave it the name "White Lightning". By the 12th we received 3 more new trucks bringing our total inventory of new trucks to 30. With 25 old trucks our total number stood at 55. We only had drivers for about 35 of them so 1st echelon maintenance is substandard. On 7th of May we started sending our worst reefer vans back to Qui Nhon. We kept 3 of the 5 vans and the 597th send us two ice vans. They were used to haul ice to Kontum, they were simply huge, insulated boxes mounted on a 12-ton semi-trailer. The ice vans are much more suitable for the ice runs, they carry more, the vans are more rugged. We also don't have to worry about a refrigeration unit. On the 13th, LT Robert and LT Sipple started moving 1/2 of the 299th Engineer Battalion out of Dak To to Phu Tai. This was a 4 days trip and was complicated by having enemy activity all over the central highlands. Dak To, Pleiku, Qui Nhon were shelled for several days. While moving ammo to Ben Het on the 12th, a man from the 6th with LT Robert's convoy was killed in action. There are very few American forces in Dak To now with the ARVN's taking over the infantry part. This is supposed to be the acid test for the ARVN Army. On the 15th, the unit underwent the Annual General Inspection. Of the 25 areas that were inspected, a rating of satisfactory was awarded in all areas. Also on the 15th the unit participated in a unit move of the 173rd from Duc Co to Ben Son.

UNIT HISTORY 1 January 1969 to 31 December 1969

the unit underwent the Annual General Inspection. Of the 25 areas that were inspected, a rating of satisfactory was awarded in all areas. Also on the 15th the unit participated in a unit move of the 179rd from Buc Co to Bong Son. During the latter part of the month, the unit put 46 trucks, 4 gun trucks, and two gun jeeps on the road at one time.

7. Daily commitments were normal the past two months with the exception that the 124th was running to Ben Het on a line haul basis. On the 13th June SFC Brown arrived as Mess Sergeant and SP5 Rudy was sent back to the 541st. About this time the road between Dak To and Ben Het was starting to get heavy enemy activity. The NVA moved in and almost controlled the road. Just about every convoy that LT Robert and LT Sipple took during the past two weeks was hit. Personnel situation during the latter part of the month was critical. Many headquarters and maintenance people were driving at this time. On the 18th the 563d underwent an 8th Group GMMI and was awarded a satisfactory rating. On the 16th of June the convoy was hit hard going between Dak To and Ben Het. The "WHITE LIGHTNING" gun truck was hit by B-40 rockets and SGT Ecker was wounded in action. Other trucks received minor damage. On the 15th LT Sipple's convoy was hit at the bottom of the Maing Yang Pass. LT Sipple reacted in a heroic manner and was nominated for the Bronze Star with "V" device. The convoys were still trying to push through to Ben Het with the enemy right on the road. So on the 24th, they kicked out of Dak To and halfway to Ben Het, the convoy was hit hard and SP5 Richard Ellsworth was killed in action. He was nominated for the Bronze Star with "V" device. SP5 Ellsworth had volunteered to ride on the gun truck "Black Angel" that day. SGT Sims was wounded in action in the same ambush; he was NCOIC of "WHITE LIGHTNING". That night at approximately 2300 hours the unit went on alert. About 30 seconds after the siren went off, a 122 mm rocket hit the top floor of the 2nd Platoon barracks. The left side of the billet was demolished. Four people were wounded and three were sent to Japan, PVT Aldaco, SSG Gibson, and SFC Pilotte. Amazing as it was, PVT Aldaco was the only one in the building that got hurt. All of the others were standing in an area where another 122 mm rocket hit. It was the worst day for the 563d in Vietnam, a total of 1 KIA, 8 WIA, and a building destroyed. At the very end of the month drivers started to filter in.

8. The month of July saw many personnel changes in the unit. CPT. Shigesawa assumed command of the company in mid-July after serving as S-4 Officer in the 124th Trans Bn for several months. Also 1SG Roberts replaced 1st SG Mine as top shirt in the company. On 15 July 1LT Haigh joined the company as 1st Platoon Leader and assuming other various extra duties. Convoys continued to go Ben Het this month, but enemy activity decreased over the prior month. The maintenance dead-line rate was 3.5% for July, reflecting the efforts of WO Walker and SSG Smith. The unit drove 88,000 miles during July. With an average daily strength of 144 men, the unit's mission of Line Haul operations was fulfilled.

UNIT HISTORY 1 January 1969-- 31 December 1969

9. The month of August was rather quiet and uneventful in most respects. However, a convoy to Plei Mei was believed to be "AWOL" until it was learned that an estimated two battalions of NVA forced the convoy to remain at Plei Mei for several days. The camp there received rockets and mortars, but none of our personnel were injured. Again in August the dead line rate was 3.5%. The unit drove 88,000 miles while running convoys to Qui Mon, An Khe, and Dak To. There were sniper incidents scattered throughout the month, but nothing occurred of any consequence. The average daily strength was 149 personnel, reflecting again of 5 men over July.

10. This month brought with it many challenges as well as problems for the 563d Trans Co. During the first part of September, we went on combat alert at 2200 hours and remained on line or in bunkers throughout the entire night in expectation of an enemy attack which never occurred. The following morning the drivers were found to be quite sleepy in the convoy staging area, but by convoy pull time they were awake and alert for their line haul operation. On 10 September, 1LT James M. Greer joined the 563d Trans Co, becoming the 3rd Platoon Leader. His services were much needed, as 1LT Haigh had been the convoy commander for all our unit's convoys prior to 1LT Greer's assignment. Then on 15 September at 2200, SP4 Williams was awarded the Bronze Star with "V" device for rescuing a wounded driver, while receiving intense enemy fire. On 19 September at 2200 hours, our unit received orders for a unit redeployment to the Long Binh area. The orders specified that the unit would move in two phases: The main body would depart via convoy from Pleiku on the 26th of September, arrive in Qui Mon and RON that evening, and depart on the 27th by LSTS for Saigon. The other body of remaining personnel would fly from Pleiku to Tan Son Nhut on the 26th and assist the 4 man advance party in preparation of the unit arrival. By 30 September, the 563d Trans Co would be operational in Long Binh. Thus, the suddenness and unexpectancy of these unit redeployment orders along with the limited time to comply with them presented each man with a challenge. Basically, the challenge was in the areas of property accountability and the actual loading at Pleiku. SGT. Neuens, acting supply sergeant, was on R&R, leaving PFC Ruiz and PFC Carr in supply. Neither of these men was experienced, so the ordinary business of lateral transfers for property to be left behind as well as the transfer of property in maintenance became quite a problem area. To complement this, the property book Officer, 1LT. Haigh was preparing the convoy operations for the unit move. Secondly, we were never given firm reply as to what means would be used to pack the property until the last day before packing began. Finally, all property was loaded into connex containers and sealed. This was accomplished the day before our convoy was scheduled to depart. Due to unexpected breakdowns, fork-lifts were still loading connex containers on S&P trailers up until 2300 hours the night before the move. Then at 0900 hours on 26 September, LTC John Kramer, 124th Trans Bn Commander, read his farewell address amidst the sounds of fanfare music provided by the 4th Infantry Division Band. At 0930 hours the 563d Trans Co departed the central highlands for Qui Mon and ultimately, Long Binh. The remaining members departed at 1745 hours from Pleiku Air Base leaving a 10-man detail behind for cleaning operations. Three days were

UNIT HISTORY 1 January 1969- 31 December 1969

spent on the LST's, so everyone in the convoy was rather pleased to finally arrive at Saigon the evening of the 29th. By 30 September, the unit was operational under the 7th Bn, 48th Trans Gp, and did send vehicles out on commitments. Much of the responsibility for becoming operational rested with the advance party of 1LT Greer, SGT Bance, and especially SGC Ligon, the truckmaster. These men had the company area improved as well as provided coordination on the move and our arrival here. The successful completion of the unit redeployment move was also aided by the assistance provided by LTC John Bruen, 7th Trans Bn commander and his staff. They were quite helpful in providing coordinating information for all phases of the move, and did provide a liaison man to us a few days prior to the move from Pleiku. Our billeting facilities, as well as motor pool facilities, at T.C. Hill #2 at Long Binh were quite disappointing. The buildings were old wooden structures, in need of repair; PSP provided sidewalks over the muddy grounds; there were no maintenance buildings, only tents. Thus, improvement on these areas was our second task after convoy operations. Our mission here was the line haul operations in support of field units operating in the I Corps and II Corps area. By the end of September though much adjustment in these above mentioned areas provided a tremendous challenge for months to come. Average daily strength was 140 men during September. With these 140 men, the 563d Trans Co began its operations under the 7th Trans Bn, 48th Trans Gp as a line haul unit.

11. During the first part of October, everyone was attempting to adjust to "48th Group" convoy operations. In addition, much feeling was expressed about our leaving the gun trucks in Pleiku, as these war wagons provided convoy security in the central highlands. In 48th Group, security is provided by 25th Inf Div, 11 ACR, and the MP's from various units. Thus, the 563d men lost the personnel contact with their security elements. By mid-October, most drivers had knowledge of convoy staging areas, loading and off-loading points, as well as the various destinations. 1SG Roberts began a company improvement drive, adding concrete sidewalks, new showers, sinks, and latrines in the company area. The biggest problem the 563d faced was that of a 15.5% dead line rate. This was due in part to the difficulty of getting repair parts as well as an extended period of time before vehicles were returned from ordnance. Despite this, the company drove 138,000 miles during October. Average daily strength was 130 personnel.

12. Maintenance continued to plague the 563d throughout November, resulting in a 14.5% dead line rate. Also, SGT Smith, Maintenance NCO, departed for a 30-days leave, so Mr. Walker had to supervise more on a day-to-day basis as well as manage the overall management function. In addition, the high accident rate of the 563d tended to increase the maintenance problem. On 18 November, CPT Michael Goddard assumed command of the 563d Trans Co. CPT Shigezawa, the retiring CO, was presented a Bronze Star for achievement by LTC Bruen, 7th Battalion Commander. Also, the company had a party in recognition of his services. CPT Goddard began command with a personnel study and re-allocation of key NCO's and qualified drivers within the unit for better performance. He also gave command emphasis to a much needed maintenance program,

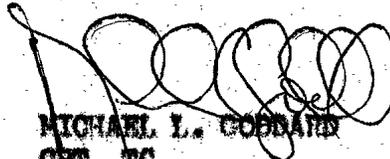
UNIT HISTORY 1 January 1969- 31 December 1969

especially first echelon, and stressed the importance of driver safety. On 22 November, the Song Be convoy was ambushed, at 1200 hours resulting in one of our men, SP4 Ahearn, being wounded and seven of our vehicles being declared combat losses. SP4 Ahearn received a Purple Heart and Bronze Star with "V" device for his actions during the ambush. Cited for valor in action were 1LT Greer, March Unit Commander, SP4 Kerfoot, SP4 Reutte, SP4 Defeo, SGT Spring, SGT Gatlion, PFC White, SP4 Pirnie, SP4 Brown, PFC York, and SP4 Parsons. 1LT Greer stated that he was quite pleased with the strong bond of cooperation and comradeship displayed at Song Be during the ambush. Certainly, this helped reduce the amount of injury and damage inflicted by the unknown sized enemy force. The unit drove 65,000 miles during the month of November, in part reflecting on the high dead line rate. The average daily strength was 129 personnel.

13. SSG Smith returned from 30 days leave on 3 December, thus allowing Mr. Walker to focus more attention on the over all maintenance program. Also the company initiated several new policies put out by CPT Geddard, Company Commander. In order to closer identify a truck with a certain driver, each vehicle was assigned a certain driver permanently who stayed with his vehicle when committed for operations, and who also remained with his vehicle when for maintenance purposes it was held off the road and sent to the maintenance section. In addition to this, each driver whose vehicle passes an inspection by the commander and a mechanic is authorized to write whatever name he chooses on the doors. When a company motto is selected, this will be written on the bumper. Thus far, this above incentive program has given the men identity with their vehicles, and thus a certain feeling of responsibility and pride in their vehicles. Morale benefited from this program as a result of its effectiveness. Overall, the command emphasis placed on maintenance began producing positive, tangible results. Since initiation of new command policies, the unit has experienced fewer breakdowns, as well as fewer vehicles going to ordnance. In addition, the accident rate has become almost nil as a result of corrective disciplinary action taken in driver fault-accidents. Drivers seem more alert and certainly more aware of motor vehicle operations now. The unit drove 74,000 miles during December, an increase of 9,000 miles over last month. This rate should continue to increase over the coming months as our maintenance program takes effect more completely. Over the last several months, racial tensions have steadily built up on TC Hill #2, resulting in a few serious incidents. However, a strong bond of cooperation within the 563d has spread to unite the blacks and whites of our unit. The company motto in our "Big Top" Club reflects this sentiment amply - "Togetherness Is Our Power". A sign beneath this motto displays a black hand and a white hand firmly clasped together. LTC Robert C. Porter assumed command of the 7th Trans Bn on 10 December. Increased command emphasis has since then been placed on convoy operations and the maintenance program, especially as these relate to officer and non-commissioned officers duties and responsibilities. On 15 Dec, 1LT Smith was re-assigned from the 62nd Trans Co, 7th Trans Bn to the 563d Trans Co. 1LT Smith was heartily welcomed as our officer strength was brought up to TO&E level by his arrival. 1LT Smith was assigned the 2nd Platoon, as

UNIT HISTORY 1 January 1969 to 31 December 1969

well as various extra duties. The average daily strength was 138 personnel showing a net gain of 9 people over November. Qualified drivers still remain, however, in short supply and great demand. Christmas day was enjoyed by everyone, as almost everyone had a day off. A party was held December 24th in the evening. CPT Goddard and the 1SG Perry Roberts, distributed gift-bags sent from well-wishers in the U.S.A Turkey dinner was served in the mess hall the twenty-fifth, and was very good. Afterwards, men either played "Putt-Putt" golf, baseball, basketball, went swimming, or wrote letters home, as the much needed and deserved day - off had finally arrived. The following day, however, the mission was resumed as usual. On 29 December, Mr. Walker departed for Can Tho, to become maintenance officer there, as the unit has been without one for several months now. CW3 Frazier was assigned as the new warrant officer in the 563d. As the new year approaches, and with it our AOI 19 February, the Company has begun preparing increasingly for this inspection.



MICHAEL L. GODDARD
CPT, TC
Commanding

Annex F (Training Progress)

- 1. In addition to mandatory subject training the 563d Transportation Company developed training programs for initial drivers, training for all personnel newly arrived in Vietnam, a remedial drivers program, and cross training programs for maintenance personnel.**
- 2. The fresher Drivers Training program was conducted under the supervision of the Operations Officer and Trukmaster. It consisted of one week of class room training and OJT on such subjects as Vietnamese traffic laws, defensive driving techniques, operators maintenance, and convoy operations. This was supplemented by a period of utilizing new personnel as shot-gunners or assistant drivers for one additional week for familiarization in each aspect of duty.**
- 3. The Refresher Drivers Training program was conducted after normal duty hours, consisting of class room training on defensive driving techniques, Vietnamese traffic laws and road signs. When deemed desirable, special subjects of current interest were included to tailor the subject to the individual. However, in the Long Binh area, all beginning drivers attended a week course given by 7th Trans Bn and lasting one week.**
- 4. The maintenance cross training program was conducted by the Unit Maintenance Officer and the Maintenance Sergeant. It consisted primarily of informal individual instruction and on-the-job training.**

Annex G (Progress Charts)

The attached progress charts show the developments of the 563d Transportation Company (Medium Truck Cargo) during 1969.

MILES TRAVELED	TONS CARRIED	VEHICLE DEADLINE RATE
<u>MONTH MILES</u>	<u>MONTH S/ton</u>	<u>MONTH Deadline</u>
<u>Jan 94,748</u>	<u>12,380</u>	<u>14.5</u>
<u>Feb 155,343</u>	<u>11,540</u>	<u>12.5</u>
<u>Mar 182,397</u>	<u>13,492</u>	<u>11.0</u>
<u>Apr 176,680</u>	<u>17,067</u>	<u>9.0</u>
<u>May 113,735</u>	<u>22,796</u>	<u>8.9</u>
<u>Jun 88,226</u>	<u>21,412</u>	<u>7.5</u>
<u>Jul 88,000</u>	<u>18,335</u>	<u>3.5</u>
<u>Aug 88,000</u>	<u>14,719</u>	<u>3.9</u>
<u>Sep 92,640</u>	<u>9,348</u>	<u>3.5</u>
<u>Oct 138,00</u>	<u>19,157</u>	<u>15.5</u>
<u>Nov 165,00</u>	<u>21,271</u>	<u>14.5</u>
<u>Dec 174,00</u>	<u>22,568</u>	<u>14.5</u>
TOTAL 1656,769	TOTAL 203,915	

1967

UNIT HISTORY
567TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
1 January 1967 - 31 December 1967

Prepared by
1LT ALAN H. HUNT
567TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
UNIT HISTORIAN

Approved by
JAMES C. ARNOLD
CPT, TC

DEPARTMENT OF THE ARMY
567TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
APO San Francisco 96384

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- I. Preface
- II. History of the unit from 1 January 1967 to 31 December 1967.
- III. Glossary
- IV. Footnotes

PREFACE

The purpose of this unit history is to report the activities of the 567th Transportation Company (TS) and its contribution to the mission of the United States Army.

This report covers the period from 1 January 1967 until 31 December 1967.

DEPARTMENT OF THE ARMY
567TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
APO San Francisco 96384

The 567th Transportation Company (Terminal Service) on 8 January 1967, sent a detachment of one hundred and sixty-eight men to Dong Tam, RVN, in the Mekong Delta in support of the 9th Infantry Division which was establishing a base camp for operations in the Delta.¹

Captain Donald L. Gregg, Commanding Officer of the 567th, was in charge of the move which was accomplished aboard LCU's and an LST. The detachment, personnel and equipment were loaded at US Army Terminal, Newport.

During the period from 8 January 1967 until 31 December 1967, the strength of the Dong Tam detachment was reduced until it reached the present strength of 17 men. As the efficiency of the detachment increased, the detachment was able to expeditiously increase the various levels of stockage, thus the number of water craft to be discharged decreased to the current requirements.

At approximately 0200 hours on the morning of 8 April 1967, the Dong Tam detachment received eighty-two rounds of mortar rounds in the Company area. There were only two injuries both of which were relatively minor. This small casualty rate was due largely to the good defensive measures practiced and the sandbagging of all tents and bunkers in the company area.

In a change of command ceremony on 10 March 1967, Captain Roger J. Cavanaugh assumed command of the 567th. Captain Donald L. Gregg had been Commanding Officer of the 567th since its activation in April of 1966.²

On 30 March 1967 the 567th again underwent a mission change. The Staging Area mission was given to the 154th Transportation Company (Terminal Service) and the 567th took over the mission of discharging ships at Deep Draft #3. General Eifler, Commanding General of the 1st Logistical Command, was present for the ceremony. The mission included staging and shipping of cargo as well as the discharging of ships.

On the 1st of April a detail began constructing Adams Huts in the company area. This transition from tents to Adams Huts continued until all personnel were quartered in the new huts. In addition a Day Room, Orderly Room, Supply Room and an Arms Room were constructed. A superlative shower was also included in the midst of the many other construction projects. So well constructed is this shower that it has been hailed as the finest in the Battalion because of its part-time warm water capability. With the completion of the shower, a company area beautification program was undertaken. This program consisted primarily of the planting of several dozen trees throughout the company area. These trees do a great deal to enhance the appearance of the area. As time goes by the esthetic value will certainly multiply many times over.

By late September and early October the company reached an all time low in both personnel and equipment strength. On 4 October 1967 the morning report read 5 officers and 120 enlisted men. At times there were only ten to fifteen men per platoon present for duty at Newport. At this low ebb the average discharge per 24 hour day was approximately 200 short tons.

Toward the end of October relief came in the form of replacements from such units as the First Infantry Division, Fourth Infantry Division, and the 221st Signal Battalion. However, none of these people were trained stevedores. An immediate intensified training program was undertaken to bring these new troops up to the 567th stevedoring standards. Under the direction of the Company Commander, the Platoon Leaders, and the Platoon Sergeants, an extensive schedule of daily training was conducted on such subjects as safety, rigging the ships gear, and other general stevedoring practices. Under this training and direct supervision the tonnage out-put for the month of November jumped to an all time high of 821.8 short tons per 24 hour day. Contributing immeasurably to this program was the decision to give all troops a day off per week. It might be further noted that during the last two months of the year the men of the 567th weiled together into a highly efficient unit with outstanding morale.

On 27 November 1967, the 567th received its third CO in a change of command ceremony: CPT James C. Arnold, TC³. Under the direction of Captain Arnold, the 567th prepares to carry forward into the new year its high standards and morale.

GLOSSARY

RVN	Republic of Vietnam
TML	Terminal
TS	Terminal Service

FOOTNOTES

1. General Orders, 1st Logistical Command, Number 62, 23 December 1966
2. Unit Order, 567th Transportation Company (TS), Number 25, 10 March 1967
3. Unit Order, 567th Transportation Company (TS), Number 100, 26 November 1967

1969

3

DEPARTMENT OF THE ARMY
568TH TRANSPORTATION COMPANY (ACFT GS)
APO Seattle 98731

3 March 1970

SUBJECT: Annual Supplement to Unit History

THRU: ~~Commanding Officer~~
~~69th Support Battalion (PROV)~~
~~ATTN: ARSA-N~~
~~APO Seattle 98731~~ 3 MAR 70
MRS

TO: Commanding Officer
69th General Support Battalion
ATTN: ARSA
APO Seattle 98749

1. There have been no supplements submitted for the 568th Transportation Company (ACFT GS) since 1963 so the interim will be covered briefly with information that could be collected at this time followed by the annual supplement for 1969.
2. In 1964 from 13 January through 18 February the 568th Transportation Company participated in Exercise Polar Siege. The main portion of the unit remained in garrison at Fort Wainwright to provide general support for all army aircraft. A direct support field team was dispatched to Fort Greely to support elements there. The company was under the command of Major Walter J. Ganevsky at this time.
3. Exercise Polar Strike was conducted from 24 January 1965 through 19 February 1965. Again the company remained in garrison for a general support mission and dispatched a direct support team to Fort Greely.
4. From 3 January 1967 to 10 February 1967, Exercise Frontier Assault required the company to complete its general support mission at Fort Wainwright, while the direct support field team again moved to Fort Greely to conduct its mission. August of 1967 saw disaster strike

SUBJECT: Annual Supplement to Unit History

3 March 1970

Fort Wainwright and the Fairbanks area. The waters of the Chena River rose to a critical level. On the 13th of August the company provided post engineers with a generator and light set as they worked to remove log jams in the river. On the 14th of August the river broke from its course and began to inundate the lower areas in the Fairbanks and Fort Wainwright vicinity. Every man in the 568th Transportation Company worked long hours to move shop equipment out of the reach of the swirling waters. On 15 August, one of the company's generator crews moved to Bassett Army Hospital to provide emergency lighting and remained on the job for the next two days. Continuously during the flood stage the company used its water trailers to provide uncontaminated water to the residents on post. The personnel of the entire company worked continuously and often in the face of dangerous situations to provide relief to civilian as well as military people in this civil disaster.

5. 1969 began with one of the longest cold spells on record for Alaska weather. In the middle of this severe weather, personnel of the 568th Transportation Company participated in Exercise Acid Test I. The company functioned in its general support mission and gained much experience and knowledge in particularly severe sub-zero conditions. At this time the company was under the command of Major Henry R. Northridge. In May 1969 the first UH-1D helicopter arrived in Alaska, and the company added another aircraft to its mission for general support. New skills were learned, and new equipment was received to support these and additional UH-1D's that arrived in July. In October 1969 Major Northridge took command of the 69th Support Battalion (Provisional) and Captain Aubrey L. Baker assumed command of the company. In December a team of seven men were flown to Bethel, Alaska to perform direct support maintenance on National Guard aircraft. These men worked without any type of shelter with make-shift equipment under the most severe of weather conditions to complete their job in most superb fashion.

Marvin M. Underwood
MARVIN M. UNDERWOOD
CPT, ORD
Unit Historical Officer

UNIT HISTORY
568th TRANSPORTATION COMPANY (ACFT GS)
19th AVIATION BATTALION
APO Seattle 98731

1. The year 1970 saw several major changes for the 568th Transportation Company (ACFT GS). Three Commanding Officers and two First Sergeants took their turns at guiding the company during the past year. The company was under the leadership of Captain Aubrey L. BAKER until Major Henry R. NORTHERIDGE returned from his position as Acting Commander of the 69th Support Group 24 April 1970. On 11 October 1970, Major Herbert L. DEGNER arrived from Fort Sill, Oklahoma and assumed command on 26 October 1970. 1SG Raymond P. NELSON turned over his duties in May 1970 to SFC Ronald E. STEVENSON who had previously served with the 335th Transportation Company at Chu Lai, Viet Nam. 1SG NELSON was relocated to Hangar number six and assumed the duties of Sergeant Major "minor" under the Deputy Commander of the 19th Aviation Battalion at Fort Wainwright, Alaska.

2. On 15 April 1970, the company was transferred from the 69th Support Group to the 19th Aviation Battalion. This new chain of command has proven beneficial in that we are now working with a headquarters that is more Aviation oriented. On 04 August 1970, the company began operating under its newly proposed MTO&E, 55-458GAL01. This change established the 568th as a "Fixed Base" unit and expanded its direct support and general support maintenance capabilities to include provisions for OV-1 Mohawk and the CH-47 Chinook. While relatively few man hours of General Support level maintenance have been required on the CH-47 helicopters in Alaska, the OV-1's have grown to be a familiar sight around the 568th hangars. This is primarily due to the fact that the Mohawks did not undergo an IROAN program prior to arriving in Alaska with its 60 below zero winter temperatures.

The introduction into Alaska of these two types of aircraft called for a major revamp of our hydraulic shop operations and the SHAR and Infrared test equipment caused the Avionics Repair Platoon to grow right out of the hangar. They are now adding the finishing touches to their own shop which will be very impressive when completed.

3. Except for a realignment of some MOS skills, the total of authorized personnel remained basically unchanged under the new MTO&E. Being an aircraft maintenance company, test flights made up a considerable portion of the flight hours logged for the year. However, the pilots and crewmembers of the 568th must participate in operational missions with sister units to meet annual and semi-annual flight minimums. During the year the units' organic aircraft, one U-1A Otter and one UH-1D Huey flew a total of over 350 hours in support missions.

4. The apparent attractiveness of converting to "Fixed Base" and not having to live in tents and maintain aircraft outside during the cold Arctic winters were soon forgotten by the men of the 568th during ACID TEST III conducted in early December. Also, the 40 hour work week drifted into immediate oblivion as a maximum effort was initiated in early November to provide as many aircraft as possible to the operating units to fly during ACID TEST.

5. As 01 December rolled around, the twelve to fourteen hour work days soon stretched into twenty-four hour work days and sleep was something one grabbed a few hours of between crisis. All members of the 568th were on twenty-four call at home, if not working, and very few ever engaged a full nights' sleep during the field exercise. Despite temperatures that stayed around -43° at Fort Wainwright during early December, many hours were spent attempting to rig the U-21 aircraft engines outside the comforts of a warm hangar.

6. Several recovery operations were performed by members of this unit during the year. One of the more notable achievements involved the retrieving of a U-1A which went down in the Glenallen area of the Alaskan Range. A recovery team was sent out to dismantle the aircraft and bring it back on two flatbed trailers. All went well until the return trip was underway. Upon approaching the Isabelle Pass area, high winds and snow conditions made it almost impossible to see. SFC Alvin R. MOIST, leading the convoy in his own automobile, relates how he had to lean out the door and follow the highway line markings to make any progress. Two members of the team, SP5 James C. DICKERSON and SP5 Rickey L. STROTHERS, received Letters of Appreciation for their contributions to the success of the mission. A second incident involved the recovery of another Otter at Tuluksak, Alaska. Before it could be flown, the aircraft required repairs and an engine change involving nearly two weeks of on-site work. At times the temperatures fell well into the minus one hundred degree range. These events typify what is generally considered routine missions by the seasoned "Sourdoughs" of the 568th.

a. Due to the adverse weather conditions during winter months in Alaska, numerous problems have arisen concerning cold weather operations. A program has been initiated to study the effects of sub-zero temperatures on flight personnel and equipment. The 568th has discovered rigging problems on both engines and propellers of the U-21 aircraft in temperatures below minus thirty-five degrees. Problems have also developed with the complex hydraulic systems of both the CH-47 and the OV-1. The skilled personnel of the 568th have combined their efforts with the efforts of other units and those of civilian technical representatives to help resolve these problems. Many extra man hours have been devoted in an attempt to develop techniques, doctrines, and equipment to operate successfully and continually at temperatures in excess of 60 below.

b. The 568th has several second tour Alaska personnel among whom is SSG Bruce I. NELLES. SSG NELLES was the first recipient of the Purple Heart Award in the Viet Nam conflict. He received a leg wound on 12 January 1962 while flying as gunner on a CH-21 helicopter. An article appeared in LIFE magazine covering the incident which brought it to President John F. KENNEDY's attention. The President then initiated the award for the military personnel in Viet Nam. SSG NELLES served with this unit in 1964 and 1965 and has been with the company this tour since August of 1969.

c. Several members of the 568th earned Post Soldier of the Month Awards during 1970 at Fort Wainwright, Alaska. They include SP5 Lee A. DYKEMA for the month of August, SP5 William P. RUTLEDGE for September, SP4 David R. CARTER for October, and SP4 Howell G. RICHARDSON for the month of November. Two enlisted personnel received the Battalion Soldier of the Month Award. They were SP4 John J. POPEK in January and for June, SP5 Allison FISH was the recipient.

d. Turning to sports the summer season for the 568th was highlighted with a championship softball team. Under the pitching ability of SFC John J. JUSTICE, the team swept the Ranger Softball League with a sixteen win-one loss record. They emerged as the 1970 USARAL Softball champions by winning the annual tourney held at Fort Wainwright. The success of this year's team has everyone in eager anticipation for the beginning of a new season next summer.


DELVIN R. TROST
CPT, TC
Unit Historian

DEPARTMENT OF THE ARMY
572D TRANSPORTATION COMPANY (MEDIUM TRUCK)
APO 96491

AVCA SGN AB A HT

11 April 1970

UNIT HISTORY

The 572d Transportation Company (Medium Truck) (Cargo) was originally activated on 31 July 1942, in the Army of the United States as Company C, 484th Quartermaster Battalion, and concurrently converted and redesignated Company C, 484th Port Battalion Transportation Corps.

The company was activated on 15 December 1942, at the Transportation Corps Unit Training Center, Indiantown Gap Military Reservation, Pennsylvania.

During World War II, the company was actively involved in the Rome-Arno Campaign, the Southern France Campaign, and the Rhineland Campaign.

On 25 January 1944, Company C was reorganized and redesignated as the 572d Port Company. It was inactivated on 2 December 1945 at Camp Miles Standish, Massachusetts.

On 12 January 1956, the company was redesignated as the 572d Transportation Company (Terminal Service) and allotted to the Regular Army. It was activated on 1 February 1956, at Ft Eustis, Virginia, and inactivated on 20 May 1957 at the same location.

On 1 July 1966 at Ft George G. Meade, Maryland, the 572d Transportation Company (Medium Truck) (Cargo), was reactivated and sent to the Republic of Vietnam. It was assigned to the 7th Transportation Battalion (Truck), 48th Transportation Group (Motor Transport) at Long Binh Post, Vietnam. The unit arrived in Vietnam in October 1966.

The unit was moved to Tay Ninh for Operations Junction City and Manhattan in February thru May 1967, when it returned to Long Binh.

In March of 1968 the unit moved to Dong Ha to support the 1st Cavalry Division. In November of the same year the unit returned to the 48th Group in Long Binh, and was reassigned to the 6th Transportation Battalion (Truck).

Since that time the unit has been used exclusively for line haul to the forward areas: The 1st Infantry Division at Dien and Lai Khe, the 11th Armored Cavalry Regiment at Quan Loi, the 1st Air Cavalry Division at Quan Loi and Phouc Vinh, The 25th Infantry Division at Tay Ninh, Dau Tieng, and Cu Chi, the 9th Infantry Division at Tan An and Dong Tam, and the Royal Thai Army and Australian Army at Bear Cat and Vung Tau.

The unit had totaled up 8,822,689 miles in the Republic of Vietnam as of 12 February 1970. With all this mileage rolling up against the men and equipment, the unit still managed a fantastic 96% on their CMMI on 9 January 1970.

Annex G (Progress Charts)

The attached progress charts show the developments of the 563d Transportation Company (Medium Truck Cargo) during 1969.

<u>MILES TRAVELED</u>	<u>TONS CARRIED</u>	<u>VEHICLE DEADLINE RATE</u>
<u>MONTH MILES</u>	<u>MONTH S/ton</u>	<u>MONTH Deadline</u>
<u>Jan 94,748</u>	<u>12,380</u>	<u>14.5</u>
<u>Feb 155,343</u>	<u>11,540</u>	<u>12.5</u>
<u>Mar 182,397</u>	<u>13,492</u>	<u>11.0</u>
<u>Apr 176,680</u>	<u>17,067</u>	<u>9.0</u>
<u>May 113,735</u>	<u>22,796</u>	<u>8.9</u>
<u>Jun 88,226</u>	<u>21,412</u>	<u>7.5</u>
<u>Jul 88,000</u>	<u>18,335</u>	<u>3.5</u>
<u>Aug 88,000</u>	<u>14,719</u>	<u>3.9</u>
<u>Sep 92,640</u>	<u>9,348</u>	<u>3.5</u>
<u>Oct 136,00</u>	<u>19,157</u>	<u>15.5</u>
<u>Nov 165,00</u>	<u>21,271</u>	<u>14.5</u>
<u>Dec 174,00</u>	<u>22,568</u>	<u>14.5</u>
<u>TOTAL 1656,769</u>	<u>TOTAL 203,915</u>	

Jul 1966 - May 1968

DEPARTMENT OF THE ARMY
572D TRANSPORTATION COMPANY (MTRK)
APO US FORCES 96495

AVCA-DN-57-572-00

15 June 1968

UNIT HISTORY

The 572d Transportation Company (Medium Truck) (Cargo) was originally activated on 31 July 1942, in the Army of the United States as Company C, 484th Quartermaster Battalion, and concurrently converted and redesignated Company C, 484th Port Battalion Transportation Corps.

The company was activated on 15 December 1942, at the Transportation Corps Unit Training Center, Indiatown Gap Military Reservation, Pennsylvania.

During World War II, the company was actively involved in the Rome-Arno Campaign, the Southern France Campaign, and the Rhineland Campaign.

On 25 January 1944, Company C was reorganized and redesignated as the 572d Port Company. It was inactivated on 2 December 1945 at Camp Myles Standish, Mass.

On 12 January 1956, the company was redesignated as the 572d Transportation Company (Terminal Service) and allotted to the Regular Army. It was activated on 1 February 1956, at Ft Eustis, Virginia, and inactivated on 20 May 1957 at the same location.

The company was reactivated on 1 July 1966 at Ft George G. Meade, Maryland as the 572d Transportation Company (Medium Truck) (Cargo). The company was reassigned to the 7th Transportation Battalion, 48th Transportation Group in Long Binh, Vietnam, APO US Forces 96491. The 572d arrived in Vietnam in October of 1966. Involved in general logistical support for combat units in the III & IV Corps area, the company was involved in direct support to participating units involved in Operation Gadsen beginning on 28 January 1967. The 572d moved to Tay Ninh and remained there through Operation Junction City, which began on 18 February 1967, and Operation Manhattan on 20 April 1967. Upon conclusion of Operation Manhattan, the 572d returned to Long Binh and continued their mission of general support to the tactical units in the III & IV Corps area.

Elements of the 572d Transportation Company (Headquarters, 1st Platoon, and Maintenance Section) departed Long Binh on 5 March 1968 by LST reporting to USASUPCOM Da Nang (Prov), APO US Forces 96349. On March 1968 the unit started fulfilling commitments transporting cargo from Da Nang to Phu Bai, Vietnam. The unit again moved on 21 March 1968 and arrived at Dong Ha, APO US Forces 96269. On 22 March 1968, and immediately started transporting supplies and equipment in support of Operation Pegasus Lam-Son 207 delivering cargo daily to Ca Lu, Vietnam. On 18 April 1968 the 572d was part of the convoy to Khe Sanh. The unit upon arrival at present location was assigned to the 26th

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AVCA-DN-57-572-CO

15 June 1968

UNIT HISTORY (Con't)

General Support Group and further assigned to the 57th Transportation Battalion (Truck).

On May 10, 1968 the unit moved to Utah Beach with the mission of Line Haul and beach clearance in support of the 1st Cav Airmobile and other units in the Quang Tri, Dong Ha area.

1970
~~1966~~

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DEPARTMENT OF THE ARMY
597TH TRANSPORTATION COMPANY
APO 96226

17 January 1971

SUBJECT: Annual Unit History - 1970

SEE DISTRIBUTION

1. INTRODUCTION:

The 597th Transportation Company (Medium Truck Cargo) has been assigned in Viet Nam since 23 June 1965. It is a member of the 27th Transportation Battalion and 3th Transportation Group. The 597th Transportation Company was one of the first units to be assigned to the Central Highlands and the first to run a convoy from Qui Nhon to Anke and Fleiku.

2. MISSION AND RESOURCES:

a. Mission: The 597th Transportation Company transports general cargo, ammunition, and perishable foods to U.S. Military bases throughout Military Region 2.

b. Capabilities: During 1970 over 124,772 short tons of cargo were hauled over 1,624,504 miles, a slight increase from 1969. The 597th Transportation Company's 25 refrigerated vans and six class I stake and platform trailers supplied the 4th Infantry Division, the 173rd Airborne Brigade, and all other Army units in the 2nd Military Region with perishables. The 597th was also assigned 14 express vans to haul valuable post exchange merchandise, laundry, and mail to these units. Tractors not required to pull reefers or express vans pulled Qui Nhon Support Command or Sea Land trailers loaded with general cargo.

c. Organization: The 597th is divided into a company headquarters and headquarters section, three truck platoons, and a maintenance and reefer section.

d. Personnel: During the period of 1 January 1970, the company never operated at full strength. Squad leaders and non-commissioned officers volunteered to drive trucks in line haul operations so that the unit could carry out its mission. However, with the redeployment of units to the United States and the reassignment of their personnel in Vietnam, the 597th was brought up to authorized strength in December 1970.

e. Vehicles: Although the company is authorized 60 five-ton tractors, 52 were assigned to the unit to carry its mission. The company also had available four $\frac{1}{2}$ ton trucks for use as convoy command and control vehicles and control vehicles and three $2\frac{1}{2}$ ton trucks for use by company headquarters.

SUBJECT: Annual Unit History - 1970

f. Facilities: Improvements were made to the facilities of the 597th throughout the year. Barracks and maintenance shops were repainted, sandbagged and concrete bunkers were rebuilt, and individual rooms were redecorated throughout the year. The day room, "The Truckers Lounge" was also redecorated and a hot water system was built for the shower. Each night movies continued to be shown in the company area.

3. OPERATIONS AND TRAINING:

a. Training: Although training schedules are maintained, actual attendance is small due to the 24 hour operations of the unit, convoys remaining overnight, and varying duty shifts. Special emphasis is placed on command information and safety briefings. All newly assigned personnel receive a complete briefing within five days after their assignment to the company.

b. Combat Service Support Operations: The 597th engaged in line haul operations from its home at Camp Vasquez in Phu Tai, near Qui Nhon. It sends convoys throughout the 2nd Military Regions; west to Pleiku and Anke, south to Tuy Hoa, and north to LZ English near Bong Son. The company also helped to resupply the 4th Infantry Division during the Cambodian operation in May and assisted in the move of Tuy Hoa Air Force Base to Cam Ranh Bay in October.

c. Combat Actions: The men of the 597th braved numerous ambushes while driving in convoys up Anke and Mang Giang passes between Qui Nhon and Pleiku. The company commander, Captain Ronald K Voightritter, earned the Silver Star Medal, 15 men were awarded the Bronze Star Medal with "V" device, and 7 men were presented with the Army Commendation Medal with "V" device for their actions in combat during 1970. PFC Robert C Manning was the only man killed in action in 1970. He earned the Bronze Star Medal with "V" device for bravely moving vehicles from the kill zone of an ambush in Anke pass before succumbing from his wounds on 15 June 1970. Five other members of the company also received purple hearts for their wounds during the year.

4. PERSONNEL AND ADMINISTRATIVE ACTIVITIES:

During 1970 the 597th promoted one 2LT, 4 E-5's, 44 E-4's, 81 E-3's, 60 E-2's, and 2 E-1's to the next higher grade. The unit arranged both out-of-country and in-country R&R's for personnel desiring to go. Administrative actions were under the efficient supervision of SFC Henry H White, first Sergeant. Deserving soldiers were also presented with awards for service and achievement. Fifty-six men were presented with the Army Commendation Medal, while 17 earned the Bronze Star Medal. SP5 Don D Claysaddle was presented with the Army Commendation Medal with four oak leaf clusters along with the Bronze Star Medal for driving over 71,000 accident free miles in 22 months of service in Vietnam. The 597th has won the 8th Transportation Group's "Driver of the Month" competition five of the six months that the contest has been in existence. In December the 27th Transportation Battalion presented the 597th with the best company award.

5. SECURITY:

The 597th provided its own security on all convoy moves with two gun trucks, "Sir Charles" and "King Cobra". These trucks were made from armored personnel carrier bodies mounted on 5-ton cargo trucks and are armed with

SUBJECT: Annual Unit History - 1970

three .50 caliber machine guns. Security is also provided by two maintenance trucks with armor plating welded to the sides. Both maintenance trucks, "Poison Ivy" and "Blood, Sweat, and Tires," are armed with three M60 machine guns. They are also equipped with spare tires and tools for making roadside repairs.

6. LOGISTICAL ACTIVITIES

a. Problems encountered: The major problem in 1970 was acquiring the necessary repair parts to keep the trucks and refrigerated vans on the road. Cannibalization of parts from damaged vans and vehicles contributed greatly in keeping the unit operative. A personnel shortage caused a problem in the fall of 1970 when there were more trucks available than there was drivers to drive them. This problem was eliminated in December when more personnel were assigned to this company from units that redeployed to the United States.

b. Maintenance Activities: The day and night maintenance crews worked hard to hold the 597th's deadline rate at a yearly average of 7.3 percent. This was the lowest in the 27th Transportation Battalion. Close supervision of motor stables by the Truckmaster, SFC Irving Turner, also helped keep the deadline rate low.

c. Annual General Inspection: On 7 January the 597th was inspected under the command of 1LT Terry W Miller and received a satisfactory rating.

7. CIVIL AFFAIRS:

On Christmas Day the men of the unit sponsored a Christmas party for the children of the Vietnamese nationals employed by the company. Everyone enjoyed the party which was high lighted by dinner in the mess hall.

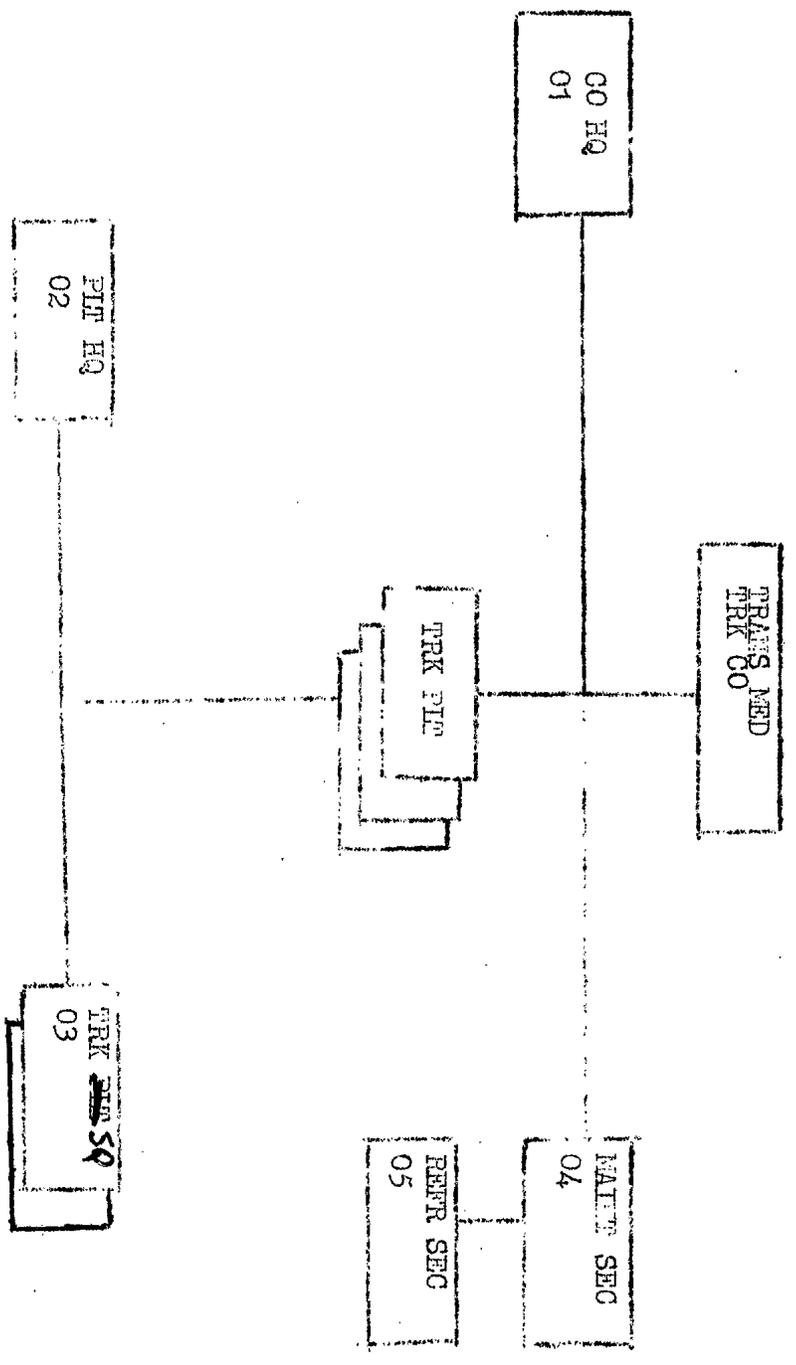
1 Incl
Organization Chart

ROBERT D ABERNATHY
1LT, TC
Commanding

DISTRIBUTION

3 Chief of Military History, Department of the Army, Washington, D.C. 20315
1 CINCPAC, ATTN: GPOP-MH, APO 96558
1 CG, USARV, ATTN: LVHGC-MH, APO 96375
1 CG, USASC, ATTN: AVCA QM-H, APO 96238
1 CO, 8th Trans Gp, ATTN: Command Historian, APO 96226

597TH TRANSPORTATION COMPANY (MEDIUM TRUCK)



UNIT HISTORY

666th Transportation Company (Light Truck)

54th Transportation Battalion (Truck)

USA Support Command, Qui Nhon

C.Y. 1968

prepared by

Ronald F. Klein, 1LT

666th Transportation Company (Light Truck)

15 March 1969

approved by



ROBERT N PERKINS

CPT, TC

Commanding

APO 96492

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DEPARTMENT OF THE ARMY
666TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO San Francisco 96492

15 March 1969

SUBJECT: Unit Annual Historical Summary 1968

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

1. Introduction: The 666th Transportation Company (Light Truck) located in Cha Rang Valley, completed its first full year of service in Vietnam in December 1968. By the end of 1968 the company had hauled 60,636 tons 2,771,419 miles in its line haul mission.

2. Mission and Resources:

a. Mission of unit: The mission of the 666th Transportation Company is to provide transportation for the movement of general cargo and personnel by motor transport. The trucks are deployed on both general and direct support commitments throughout the II Corp area.

b. Assignment: The unit is presently assigned to the 54th Transportation Battalion also located in Cha Rang Valley.

c. Capabilities: Under ideal conditions with its full compliment of 60 trucks at 75% availability making 4 round trips a day in local hauls or 2 round trips per day in line hauls, a 2½ ton truck company can transport the following in a day:

(1) For local hauls, 720 short tons of cargo or 3,600 passengers, for line hauls, 360 short tons of cargo or 1,440 passengers, on or off main highways.

(2) Due to its line haul high milage mission, the company is limited to one trip per day which at 75% availability would be 180 short tons.

d. Organization: The unit is broken down into four platoons plus the administration personnel who assist the unit commander in administration of the company. There are three light truck platoons, one maintenance platoon, and the company overhead.

e. Personnel: This unit is authorized 170 EM, 4 Officers, and 1 Warrant Officer.

SUBJECT: Unit Annual Historical Summary for 1968

f. Vehicles and Equipment: Under TOE 55-17G the company is authorized 66 $2\frac{1}{2}$ ton trucks, 60 of which are used as task vehicles and 6 for administrative purposes. The Unit also is authorized one 5 ton wrecker and 5 $\frac{1}{4}$ ton trucks. Under this TOE we are also authorized the various items of equipment necessary for the standard operations of a truck company of our type.

3. OPERATIONS AND TRAINING:

a. Training Exercises: Because of its tactical mission the unit participated in no training exercises.

b. Mandatory Subject Training: All personnel are given assistance in adjusting knowledge gained in their MOS experiences stateside to fit our tactical mission. Cross training programs are emphasized in all areas.

c. Combat Services Support Operations: The company to meet its tactical mission works on a 24 hour basis for drivers, mess activities, and maintenance activities. On occasion the company has been 100% committed, the limiting factor in cargo capability being the number of trucks on hand in the company.

d. The 666th Transportation Company (Lt Trk) carries its cargo primarily on highway #19 and highway #1, both of which must be constantly patrolled by combat units because of their unsecure status. The company has supported such places as An Khe, Pleiku, Kontum, Dak To, Phu Cat Air Base, LZ Uplift, Bong Son, Duc Pho, Song Cau, and Tuy Hoa. On occasion the 666th Transportation Company has driven over 6,000 combat miles and hauled over 200 tons of cargo and retrograde cargo in one days operation.

e. Combat Actions: The 666th Transportation Company has been directly involved in several major convoy ambushes and frequent sniper activity over the past year. Due primarily to the hardened concept, armor plated cargo trucks manned and equiped for immediate convoy protection at the sites of enemy contact, losses have been held to a minimum. The company has has 3 men receive Army Commendation Metals with "V" for valor, 3 men receive the Army Commendation Medal, 14 receive Purple Hearts, one receive the Bronze Star. The company also suffered one man killed in action.

f. Weapons Training: The 666th Transportation Company is equiped with M-16 rifles. Because convoys must be capable of providing their own security through the use of gun trucks and gun jeeps many personnel are required to become proficient in the use of M-79 grenade launchers, M-60 machine guns, and .50 cal. machine guns.

g. Mission Accomplishments: In one period, july through August, the 666th Transportation Company achieved over 6 weeks of 0% vehicle deadlines, committing its trucks 100% over most of that period. Without interfering with its mission, the 666th Transportation Company moved out of its tent city

SUBJECT: Unit Annual Historical Summary for 1968

into three self constructed, permanent, two story troop billets. Also self constructed were additions to the NCO billets and a new Officers billets. The Mess Hall distinguished itself by winning Best Mess of 8th Group for the month of November 1968.

4. Personnel and Administration Activities:

Shortage of personnel, about 15%, has been a problem to contend with, but did not prevent the 666th Transportation Company from achieving its mission.

5. Logistical Problems:

a. A great hinderance to mission accomplishment at times has been the non availability of mission essential equipment such as tires, tubes, brake shoes and primarily, trucks to replace those lost through fair wear and tear in the accomplishment of their mission.

b. Supply Activities: The unit Supply Activity has greatly improved in the past year, greatly assisting in overcoming problems caused by the non availability or occasional availability of supply items such as fatigues, boots, and weapons parts.

c. Maintenance Activities: The 666th Transportation Company Maintenance Platoon is to be commended on its efforts to maintain the fleet at maximum availability constantly despite the number of high milage vehicles and numerous parts shortages.

d. Transportation Activities: In addition to the normal convoy commitments, the 666th Transportation Company has been responsible for providing up to 5 armor plated gun trucks for convoy security. These vehicles are not allowed for by TOE and therefore are made non available for hauling cargo without any additional vehicles to suppliment the loss of cargo capability.

e. Food Service Activity: On 18 February 1968, the new Mess Hall was completed by the men of the 666th Transportation Company. By November they had succeeded in bringing it up to Best Mess of 8th Group.

6. Special Events:

The unit received satisfactory ratings in CMMI's by USARV, Qui Nhin Support Command and upon a reinspection by 1st Log Command after having received an unsatisfactory on its initial 1st Log CMMI. The unit also received a satisfactory on its Annual General Inspection.



ROBERT N PERKINS
CPT, TC
Commanding

3 1969

UNIT HISTORY

666TH TRANSPORTATION COMPANY (LIGHT TRUCK)

39TH TRANSPORTATION BATTALION (TRUCK)

26TH GENERAL SUPPORT GROUP, PHU BAI

C.Y. 1969

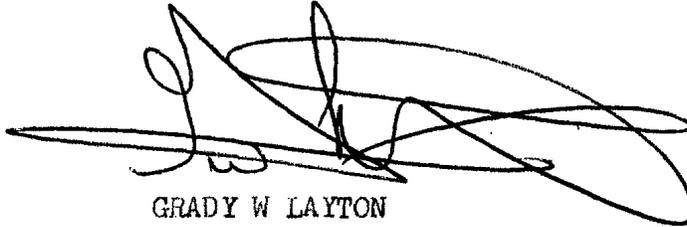
prepared by

DIXON L. SPAIN, 1LT

666TH TRANSPORTATION COMPANY (LIGHT TRUCK)

25 March 1970

approved by



GRADY W LAYTON

CPT, TC

Commanding

APO SF 96308

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DEPARTMENT OF THE ARMY
666TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO San Francisco 96308

25 March 1970

SUBJECT: Unit Annual Historical Summary 1969

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

1. Introduction:

The 666th Transportation Company (Light Truck) was activated at Camp Rucker, Alabama, on 31 August 1943, and was designed 666th Quartermaster Troop Transport Company. The unit was redesignated several times and finally on 1 July 1953, the unit received the designation of 666th Transportation Company (Light Truck) which is still in effect today. The unit is presently located at Gia Le Combat Base, I Corps, near the city of Hue, Republic of Vietnam. By December 1969 it had completed its second full year of service in Vietnam. In I Corps it has hauled in excess of 25 tons of cargo and traveled 75,000 miles on the average per month in its predominantly local haul mission.

2. Mission and Resources:

a. Mission of the Unit: The mission of the 666th Transportation Company is to provide transportation for the movement of general cargo and personnel by motor transport. At present the unit is providing direct administrative support to the 101st Airborne Division (Airmobile) in northern I Corps: The 1st Brigade at Camp Eagle, the 2nd Brigade at LZ Sally, and the 3rd Brigade at Camp Evans.

b. Assignment: From 1 January 1969 to 4 June 1969 the unit was assigned to the 54th Transportation Battalion (Truck) located in Cha Rang Valley near Qui Nhon, Republic of Vietnam. From 5 June 1969 to the present the unit has been assigned to the 39th Transportation Battalion (Truck) located at Gia Le Combat Base near Phu Bai, Republic of Vietnam.

c. Capabilities: Under ideal conditions with 75% of its 60 task vehicles making 4 round trips a day in local hauls or 2 round trips a day in line hauls, a 2 $\frac{1}{2}$ ton truck company can transport the following:

(1) For local hauls: 720 short tons of cargo (4 tons per truck) or 3600 passengers (20 per truck), daily on or off the highway.

(2) For line hauls: 360 short tons of cargo (4 tons per truck) or 1440 passengers (16 per truck), daily on or off the highway.

SUBJECT: Unit Annual Historical Summary 1969

(3) 112.5 short tons of cargo ($2\frac{1}{2}$ tons per truck) in one lift off the highway.

d. Organization: The unit was reorganized under MTOE 55-17GP22, effective 25 June 1969. The company consists of 3 light truck platoons, 1 maintenance section, and a headquarters section. The parent company is located at Gia Le Combat Base, with one truck platoon stationed at Camp Evans, about 40 miles north on QL #1, where separate living quarters, day room/operations building, and maintenance facilities are maintained.

e. Personnel: The unit is authorized 167 EM, 4 Officers and 1 Warrant Officer.

f. Vehicles and Equipment: Under MTOE 55-17GP22, the unit is authorized 66, $2\frac{1}{2}$ ton cargo trucks, 60 of which are used as task vehicles, and 6 for administrative purposes. The unit is also authorized 1, 5 ton wrecker and 5, $\frac{1}{4}$ ton trucks. Under this MTOE we are authorized the various items of equipment for the standard operations of a truck company of our type.

3. Operations and Training:

a. Training Exercises: Because of its tactical mission the unit participated in no training exercises during 1969.

b. Mandatory Subject Training: All personnel are given assistance in adjusting knowledge gained in their MOS experiences stateside to fit our tactical mission. Cross training programs are emphasized in all areas. As many men as possible are licensed as drivers. In addition, a weekly training schedule is maintained, with mandatory participation by all available E-5's and below. The unit holds daily safety briefings and conducts periodic CBR exercises and weapon firing familiarizations.

c. Combat Services Support Operations: The Company works 24 hours a day, 7 days a week to meet its tactical mission requirements. The maintenance and mess personnel work day and night shifts. Frequently limiting factor is cargo capability being the number of trucks on hand in the company.

d. Cargo and Passengers: While stationed in Cha Rang Valley, the unit carried its cargo mainly on highway #19 and highway #1, both of which had to be constantly patrolled by combat units because of their unsecure status. The company supported such places as An Khe, Pleiku, Kon Tum, Dak To, Phu Cat Air Base, LZ Uplift, Bong Son, Duc Pho, Song Cau, and Tay Hoa.

For the last half of 1969 the unit has operated out of 2 places: Gia Le Combat Base and Camp Evans, supporting the 1st, 2nd, and 3rd Brigades of the 101st Airborne Division (Airmobile). The company runs

SUBJECT: Unit Annual Historical Summary 1969

daily passenger shuttles from Phu Bai Aerial Port to Gia Le Combat Base, Camp Eagle, LZ Sally, And Camp Evans. Cargo is transported along highway #1 to FB Roy, Phu Bai, LZ Sally, Camp Evans, LZ Nancy and Quang Tri. Additional runs are made to Tan My Ramp and Eagle Beach along highway #551 and to FB Birmingham and FB Bastogne along highway #547.

Between 21 June 1969 and 21 December 1969, the unit carried over 12,300 tons of cargo and traveled over 256,000 miles. Since the mission of the 666th Transportation Company during this period was administrative support of the 101st Airborne Division, little tonnage was produced.

e. Combat Actions: The 666th Transportation Company has been directly involved in several major ambushes and frequent sniper activity over the past year. One such ambush took place on 15 April 1969 during a convoy along highway #19 from Qui Nhon to Pleiku. The Viet Cong attacked the 666th Transportation Company convoy with rockets, mortars and rifle fire. As result 7 friendlies were wounded in action, with 3 Army Commendation Metals for Valor and 1 Purple Heart awarded to men of the unit. In addition, several of the units 2½ ton trucks have been demolished by enemy mines. For the year 1969 the company has had 7 men receive the Army Commendation Metal with "V" for Valor, 1 man received the Army Commendation metal, and 2 men received the Bronze Star.

f. Weapons Training: The 666th Transportation Company is equipped with the M-16 rifle. The use of gun trucks and gun jeeps has necessitated that many personnel become proficient in the use of the M-79 grenade launcher, the .50 cal machine gun and the M-60 machine gun.

g. Mission Accomplishment: As a member of the 39th Transportation Battalion, the unit has maintained 2 bases of operations: The main company at Gia Le and the 1st Platoon at Camp Evans, where from 18 to 32 of the units 60 task vehicles are stationed. Facilites like operations, motor pool maintenance, day room and so forth had to be set up at each base. In addition, the company moved in midyear from the Qui Nhon area in II Corps to the Phu Bai area in I Corps. From a predominately line haul mission in Qui Nhon, the 666th Transportation Company mission has become local haul, administrative support of the 101st.

The 666th Transportation Company has accomplished its mission with an outstanding safety record. The company has awarded 22 Drivers Badges and 29 safety awards for accident-free miles (3 to drivers with 30,000 accident free miles, 2 for 20,000 miles, 3 for 12,000 miles and 21 for over 5,000 miles).

4. Personnel and Administration Activities:

MTOE 55-17GP22 came into effect 25 June 1969 authorizing 172 personnel, 3 less than the 175 authorized under the superceded TOE 55-17G, in effect since 31 March 1966. The unit has had a personnel shortage problem in

SUBJECT: Unit Annual Historical Summary 1969

all but 3 months of 1969 (October, November, and December). The months of May, June, and September saw unit strength drop below 55%. The average strength has been at 75% of authorized strength. There have been times during the year when practically everybody but platoon sergeants have been on the road. The unit has been hard pressed at times for lack of NCO's and Officers. But this shortage of personnel did not prevent the 666th Transportation Company from achieving its mission.

5. Logistical Problems:

a. Logistical Activities: The mission of the unit has been hindered at times by the non-availability of mission-essential such as tires, inner tubes, brake shoes, and mirrors.

b. Supply Activities: There has been a severe shortage of many items in the supply systems: weapon's parts, #2 common tool set components, TA-50 clothing, combat boots and rain gear. The unit supply has done an admirable job keeping stock levels up, following up on requisitions, and maintaining the unit property books and clothing records.

c. Maintenance Activities: Maintenance facilities at both Gia Le and Camp Evans have greatly improved since June 1969. At Gia Le the unit started from scratch and built an operations building, a PLL Building, a tire shop, and a grease rack. A pond was dug, fed by several springs, and used for a truck washing point. The maintenance section is to be commended on its efforts to keep the company's trucks on the road and the deadline rate as low as possible.

d. Transportation Activities: In the Qui Nhon area the unit was responsible for providing up to 5 armor-plated gun trucks for convoy security. When transferred to Gia Le, the company supplied 2 gun trucks for the daily convoys to FB Blaze, at the head of the A Shaw Valley near the Laotian Border. The mission of the unit has shifted in emphasis from line haul, convoy runs Qui Nhon, to local haul, free-float runs at Gia Le. At anyone time the 666th Transportation Company might have trucks dispatched to a dozen different places.

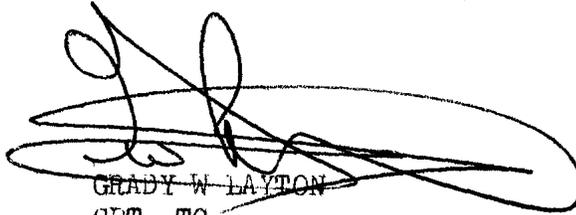
e. Food Service Activities: In Qui Nhon the company ran one of the best messes of the 8th Group. In Gia Le the unit utilizes a combined 39th Transportation Battalion mess. The unit has supported this mess with TOE equipment and personnel, and has donated countless man-hours and building materials for expansion and improvement of the mess hall facilities.

SUBJECT: Unit Annual Historical Summary 1969

6. Special Events:

1. Annual General Inspection (AGI): The company satisfactorily passed its AGI on 23 September 1969, despite a handicap of having under 60% authorized strength at the time.

2. Vehicle Roadside Spot Check: The 666th Transportation Company was commended by the commander of the 26th General Support Group in December 1969 for successfully passing 31 consecutive vehicle roadside spot checks during a period from October to Mid-November 1969.



GRADY W. LAYTON
CPT, TC
Commanding

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1-CO, 39th Trans Bn, ATTN: Historical Officer, APO 96308

UNIT HISTORY
666TH TRANSPORTATION COMPANY (LIGHT TRUCK)
39TH TRANSPORTATION BATTALION (TRUCK)
26TH GENERAL SUPPORT GROUP, PHU BAI

C.Y. 1970

prepared by

STANLEY GRABIA, 1LT

666TH TRANSPORTATION COMPANY (LIGHT TRUCK)

15 April 1971

approved by


JOSEPH M. PALLADINO

CAPTAIN, TC

COMMANDING

APO SF 96308

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DEPARTMENT OF THE ARMY
666TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO San Francisco 96308

15 April 1971

SUBJECT: Unit Annual Historical Summary 1970

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

1. Introduction:

The 666th Transportation Company (Light Truck) was activated at Camp Rucker, Alabama, on 31 August 1943, and was designated 666th Quartermaster Troop Transport Company. The unit was redesignated several times and finally on 1 July 1953, the unit received the designation of 666th Transportation Company (Light Truck) which is still in effect today. The unit is presently located at Gia Lo Combat Base, I Corps, near the city of Hue, Republic of Vietnam. By December 1970 it had completed its third full year of service in Vietnam. In I Corps it has hauled in excess of 150 tons of cargo and traveled 85,000 miles on the average per month in its predominately local haul mission.

2. Mission and Resources:

a. Mission of the Unit: The mission of the 666th Transportation Company is to provide transportation for the movement of general cargo and personnel by motor transport. At present the unit is providing direct administrative support to the 101st Airborne Division (Airmobile) in northern I Corps: The 1st Brigade at Camp Eagle, the 2nd Brigade at Phu Bai Combat Base, and the third Brigade at Camp Evans.

b. Assignment: From 1 January 1969 to 4 June 1969 the unit was assigned to the 54th Transportation Battalion (Truck) located in Cha Rang Valley near Quin Nhon, Republic of Vietnam. From 5 June 1969 till the present the unit has been assigned to the 39th Transportation Battalion (Truck) located at Gia Lo Combat Base near Phu Bai, Republic of Vietnam.

c. Capabilities: Under ideal conditions with 75% of its 60 task vehicles making 4 round trips a day in local hauls or 2 round trips a day in line hauls, a 2½ ton truck company can transport the following:

(1) For local hauls: 720 short tons of cargo (4 tons per truck) or 3600 passengers (20 per truck), daily on or off the highway.

(2) For line hauls: 360 short tons of cargo (4 tons per truck) or 1440 passengers (16 per truck), daily on or off the highway.

SUBJECT: Unit Annual Historical Summary 1970

(3) 112.5 short tons of cargo (2½ tons per truck) in one lift off the highway.

d. Organization: The unit was reorganized under MTOE 55-17GP22, effective 25 June 1969. The company consists of 3 light truck platoons, 1 maintenance section, and a headquarters section. The parent company is located at Gia Le Combat Base, with one truck platoon stationed at Camp Evans, about 40 miles north on QL #1, where separate living quarters, day room/operations building, and maintenance facilities are maintained.

e. Personnel: The unit is authorized 167 EM, 4 Officers and 1 Warrant Officer.

f. Vehicles and Equipment: Under MTOE 55-17GP22, the unit is authorized 66, 2½ ton cargo trucks, 60 of which are used as task vehicles, and 6 for administrative purposes. The unit is also authorized 1, 5 ton wrecker and 5, ½ ton trucks. Under this MTOE we are authorized the various items of equipment for the standard operations of a truck company of our type.

3. Operations and Training:

a. Training Exercises: Because of its tactical mission the unit participated in no training exercises during 1970.

b. Mandatory Subject Training: All personnel are given assistance in adjusting knowledge gained during their MOS experiences stateside to fit our tactical mission. Cross training programs are emphasized in all areas. As many men as possible are licensed as drivers. In addition, a weekly training schedule is maintained, with mandatory participation by all available E-5's and below. The unit holds daily safety briefings and conducts periodic CBR exercises and weapon firing familiarizations.

c. Combat Service Support Operations: The company works 24 hours a day, 7 days a week to meet its tactical mission requirements. The maintenance and mess personnel work day and night shifts. Frequently limiting factor is cargo capability being the number of trucks on hand in the company.

d. For the year 1970, the unit has operated out of 2 places: Gia Le Combat Base and Camp Evans, supporting the 1st, 2nd, and 3rd Brigades of the 101st Airborne Division (Airmobile). The company runs

SUBJECT: Unit Annual Historical Summary 1970

daily passenger shuttles from Phu Bai Aerial Port to Gia Le Combat Base, Camp Eagle, Phu Bai, and Camp Evans. Cargo is transported along highway #1 to FB Roy Phu Bai, LZ Sally, Camp Evans, LZ Nancy and Quang Tri. Additional runs are made to Tan My Ramp and Eagle Beach along highway #551 and to FB Birmingham and FB Bastogne along highway #547.

From December 1969 to December 1970, the unit carried about 55,000 tons of cargo and traveled about 1,202,000 miles. Since the mission of the 666th Transportation Company during this period was administrative support of the 101st Airborne Division, little tonnage was produced.

e. Combat Actions: The 666th Transportation Company has been directly involved in several major ambushes and sniper activities over the past year. In one such ambush over the Hai Van Pass, during a convoy, between Da Nang and Phu Bai, the unit received its first combat death in Vietnam. The convoy was returning from Da Nang on 18 December 1970 when it came under intensive small arms, mortar, and rocket fire. The convoy was forced to stop, and the passengers on the 666th Shuttle truck took cover. When the convoy started moving again, SP4 James Carter left the safety of a ditch to attempt to move the truck out of the kill zone. As he ran towards the truck, an RPG hit directly between the truck and SP4 Carter. He was killed instantly. For his heroism, he received the Purple Heart and the Bronze Star for Valor. Of the men on the convoy several were wounded, but only SP4 Carter was killed.

There were three other Purple Hearts awarded to members of the 666th in 1970. SP4 McCollough was wounded slightly when his truck hit a VC land mine. SP4 Dobucki and PFC Miller were just returning from Fire Base Bastogne, when the truck they were driving was hit by small arms fire and RPG rounds. SP4 Dobucki received a wound in his hand, while PFC Miller was wounded in the arm and the shoulder. They refused aid and drove the damaged truck back to the company area.

Several of the unit's trucks have been demolished by enemy fire, yet with phenomenal luck, there were only these four casualties, with three of them being very minor wounds.

f. Weapons Training: The 666th Transportation Company is equipped with the M-16. The use of the Battalion of gun jeeps and gun trucks has necessitated that many personnel become proficient in the use of the M-79 grenade launcher and the M-60 machine gun, and the 50 cal. machine gun.

g. Mission Accomplishments: As an administrative support company for the 101st Airborne Division, the unit has been forced to maintain two separate bases of operation. The main company is located at Gia Le Combat Base in Camp Eagle, while the 1st Platoon is situated at Camp Evans about 30 miles further north. Twenty of the company's task vehicles are situated at Camp Evans. The 1st Platoon has to be run like a company in miniature. Facilities like operations, maintenance, and dayrooms, for example, had to be set up. The job could not have been done without the excellent leadership capabilities of 1LT Phillip E Davidson, and 1LT Daniel R Noonan who replaced Lt Davidson during the latter half of the year, and the excellent cooperation of the members of the 666th Transportation Company.

SUBJECT: Unit Annual Historical Summary 1970

The 666th Transportation Company has accomplished its mission with an excellent record. The unit was cited and received awards as the "BEST TRANSPORTATION UNIT IN THE DA NANG SUPPORT COMMAND" for the months of March, April, June, and July 1970.

4. Personnel and Administrative Activities: MTOE 55-17GP22 came into effect 25 June 1969 authorizing 172 personnel, 3 less than the 175 authorized under the superseded TOE 55-17G, in effect since 31 March 1966. The unit has had minor personnel shortages at times during the year, but nothing long enough to cause any prolonged problems. There have been problems of shortages of personnel among the enlisted men, NCO's, and officers. These temporary shortages did not prevent the 666th Transportation Company from accomplishing its mission in the best possible way.

5. Logistical Problems:

a. Logistical Activities: The unit mission has been hindered greatly at times by the shortages of, or non availability of such missions essential material and parts such as tubes, tires, brake shoes, and mirrors.

b. Supply Activities: There has been, and still is a severe shortage of many essential items in the supply system. These include; Weapons parts, #2 common tool set components, TA-50 clothing, combat boots, and rain gear. The unit supply has done a good job of keeping up the stock under the given conditions. Requisitions are being followed up at regular intervals.

c. Maintenance Activities: Maintenance facilities at both Gia Le and Camp Evans are well organized and run. The maintenance sections at both locations were built from "scratch" when the unit first arrived in the area. Steady improvements have been made and added on to the facilities. The maintenance section should be commended for its efforts to keep the deadline rate down as low as possible, and for its efforts to keep as many trucks as possible out on the road.

d. Transportation Activities: Because of its support role for the 101st Airborne Division, the unit trucks have no steady commitments as such. Instead, they are requested as needed by the 101st movement control. From there they may be sent anywhere that the 101st has troops. It is not uncommon to have 666th Trucks dispatched to dozens of places at once. Drivers quite often call up the orderly room from remote firebases to let the unit know that they must "RON" on that particular firebase.

e. Food Service Activities: In Gia Le the unit utilizes a combined 39th Transportation Battalion Mess. 666th supports the mess with TOE equipment, and personnel, including the mess Sergeant. They helped to get the mess hall awarded a plaque for the "Best Mess" in 26th Group.

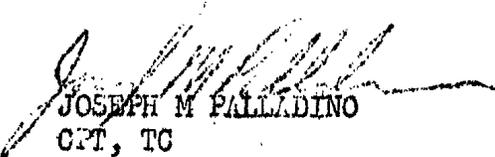
SUBJECT: Unit Annual Historical Summary 1970

6. Special Events:

1. Annual General Inspection (AGI): The company satisfactorily passed its AGI on 10 August 1970. There were no major deficiencies, in any areas.

2. Individual Awards and Presentations:

The unit members received a total of; 4 Purple Hearts
19 Bronze Stars
107 Army Commendation Medals.


JOSEPH M PALLADINO
CPT, TC
Commanding

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1- CO, 26th GEN SUP GROUP, ATTN: AVCA-DNG-A-SPO, APO 96308

1- CO, 39th TRANS BN, ATTN: HISTORICAL OFFICER, APO 96308

JUL 1962
JUN 1963

666TH TRANSPORTATION COMPANY (LIGHT TRUCK)
Fort Benning, Ga.

17 December 1963

SUBJECT: Unit Annual Historical Summary for FY 63

TO: Commanding Officer
39th Trans Bn (Trk)
ATTN: Adjutant
Fort Benning, Ga.

1. In compliance with instructions from your headquarters, following report is submitted.

A. MISSION OF UNIT: The mission of this unit is to provide transportation for the movement of general cargo and personnel by motor transport.

B. FUNCTION: The unit may be assigned to a logistical command or a field army; In this case however, the unit is assigned to the 39th Transportation Battalion, which has two more truck companies organic to its TO&E. The unit is capable of operating separately under the supervision of appropriate transportation officers.

C. RESPONSIBILITY: When at full strength, under its present TO&E, the unit has over seventy vehicles of various types and sizes. The unit is under the direct control of the United States Third Army Commander and may be utilized as deemed necessary.

D. ORGANIZATION: This unit is broken down into four separate but closely knit platoons plus the Administrative personnel who assist the unit commander in performing the necessary housekeeping details. There are three light truck platoons, one maintenance platoon and the company overhead.

E. REORGANIZATION: There has been one change in the organizational structure of the unit during the inclusive dates of this report; prior to March of 1963, the unit was operating at reduced strength. United States Third Army Headquarters ordered the unit reorganized to full strength under its present TO&E during this month. The transition was accomplished quickly and efficiently.

F. IMPORTANT EVENTS IN UNIT FOR FY 63:

- (1) 1 July 62- Unit completed its Physical Combat Proficiency Test; a maximum number participated and passing grades were achieved by all.
- (2) 17 July 62- The unit, under instructions from Bn S-3,

The unit began a vigorous and intensive training program in counterinsurgency training. Many hours were taught on such subjects as: Psychological warfare, Guerrilla Warfare, Map reading and others of a related nature.

(3) 4 Aug 62- The unit played a most vital role in support of the US Army's Gigantic land based maneuver, "SWIFT STRIKE' II" an exercise which was geared along the lines of Counterinsurgency type of warfare. Many valuable training lessons and experiences were gained from this maneuver and it better prepared the unit for its wartime mission.

(4) 21 Sep 62- The personnel of the unit took their annual trek to the local "gas chamber" thus completing the prescribed course of CBN training for the unit at that time.

(5) 24 Sep 62- One officer and twenty three enlisted men of this unit departed for twenty four days of TDY duty at Elgin Air Force Base in Florida. They were in support of the Infantry Center's Ranger training activities.

(6) 13 Nov 62- The men of the unit completed their annual firing tables with the various weapons; crew served and individual.

(7) October 62- The unit was alerted by higher echelons to prepare for possible movement to undisclosed destination. No move materialized, but this unit was ready, willing and able to go anywhere for the performance of its assigned mission. All of this took place during the Cuban crisis.

(8) 5 Jan 63- The unit received some RFA (six month trainees) in for driver training. They were given a very stiff course and examination in the intricacies of military driving and completed the course in good standing.

(9) 28 Jan 63- Another segment of the unit left for a period of twenty four days in support of ranger training in Florida.

(10) 25 Feb 63- An additional detachment of twelve men left for twenty four days in support of ranger training in North Georgia.

(11) 15 Apr 63- The unit conducted its Annual Training Test, where the rigors of "camping out" are really brought into focus. The unit was tested on many phases of Combat training and passed all phases of the test successfully.

G. SOCIAL EVENTS: None.

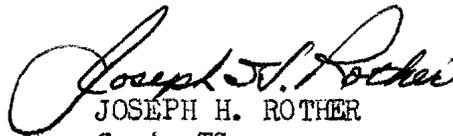
H. PHOTOGRAPHS OF EVENTS OF HISTORICAL VALUE: None.

I. IMPORTANT VISITORS: None, other than local commanders on regularly scheduled inspection tours.

J. PROBLEMS BEING STUDIED: The unit is currently attempting to determine the most feasible method of insuring that maximum training be administered to all personnel; The number of support missions given to this unit, while not overbearing, certainly keeps a large percentage of assigned personnel away from home station for extended periods of time. However, by close coordination with Battalion S-3 and the men who are on these missions, most of the training scheduled for them has been received.

2. The following sources of references are cited:

- (a) Unit morning report files for FY 63.
- (b) Reference publications relating to the subject as published by this and higher headquarters.
- (c) Verbal conversations with senior NCOs who were assigned to the unit during FY 63.


JOSEPH H. ROTHER
Capt, TC
Commanding

Jun-Dec
1966

669TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96238

24 March 1967

UNIT HISTORY

1 June - 31 December 1966

The 669th Transportation Company (Light Truck) (5 ton) was organized 1 June 1966 at Fort Campbell, Kentucky per General Orders number 156, Headquarters, Third United States Army, dated 29 April 1966 and amended by General Orders number 195, dated 18 May 1966. The unit was organized under TOE 55-17F.

The unit was organized and commanded by Captain John H. Heider, 05314583. Other officers and key non-commissioned officers are as follows: First Lieutenant James V. McConnell, 059740, First Lieutenant Peter Howell, 05220937, and Second Lieutenant Thomas H. Clark, 05229179, CWO Calvin J. Myers, W3200308, and Sergeant First Class Bill E. Strunk, RA15202892.

Prior to leaving Fort Campbell, Kentucky for deployment to South East Asia, Lieutenant Howell was promoted to Captain and was reassigned to the 27th Transportation Battalion, APO San Francisco 96238. Lieutenant McConnell was non-deployable due to a profile on his right knee; therefore, he was reassigned to Headquarters and Headquarters Company, Fort Campbell, Kentucky. Second Lieutenant Floyd D. Herron, 05240108, and Second Lieutenant Joseph C. Lyon, 05240191, joined the unit as replacements on 31 August and 16 September 1966 respectively.

During the period of 1 June 1966 through 19 September 1966 the unit received it's cadre, filler personnel and equipment for training and deployment to South East Asia.

During the organization and training phase many difficult and discouraging problems arose but were settled through untiring and persistent efforts on the parts of all the officers and enlisted men of the company. Some of these problems included the arrival of filler personnel before the unit was organized or even before the cadre arrived, the late arrival of a major portion of the cadre, untrained and unexperienced drivers, cooks, mechanics, and clerks, the non availability of the 5 ton cargo truck, M54A2 to give adequate training to each driver. These are but a few of the problems experienced by the company.

On 10 September 1966 the unit completed loading the last of the vehicles and bulk equipment of the unit aboard rail cars at Fort Campbell. The bulk equipment was consigned for delivery to the Port of Mobile, Alabama for further shipment by vessel to the Republic of Vietnam.

After the eight weeks of training were complete each individual of the company was authorized and received a fifteen day POM leave. Fifty percent of the company went during the period 13 August 1966 to 27 August 1966. The other fifty percent went during the period 30 August 1966 to 14 September 1966.

On 27 September 1966 the unit with a total assigned strength of 179, with 172 deploying with the unit, boarded the commercial aircraft at Campbell Army Airfield for Oakland International Airport, Oakland, California. By 2230 hours, 26 September all deploying members of the unit had been signed aboard the USNS General William Wiegel. At 1430 hours, 28 September 1966 the anchor of the General Wiegel was weighed and the voyage to unknown ports in the South Pacific began. The weather on this memorable day was beautifully sunny and warm.

As our ship sailed past San Francisco and the Golden Gate Bridge many thoughts were turned to loved ones left behind in scattered cities and towns across America the beautiful.

The first few days at sea proved that most of us were not sailors at all. The dispensary and pharmacy aboard ship were kept rather busy during the first weeks of the voyage.

Aboard the ship, the unit was billeted in Compartment 4-6. During the voyage members of the unit were detailed for permanent KP duty in the troop mess. Entertainment aboard ship consisted of movies, games, cards, sun bathing and talent exhibitions. On the 6th day of October all officers of the unit were initiated into the Domain of the Golden Dragon as the ship passed latitude 28°, longitude 180°. All survived the initiation.

On 16 October the ship stopped at Okinawa for the night. Liberty was given to all deserving aboard. An enjoyable time was had by all concerned. At 0600 hours, 20 October the ship weighed anchor and set a course for the first stop in South Vietnam. Stops for the ship consisted of Vung Tau, Cam Rhan Bay, Tuy Hoa and finally Qui Nhon.

Our ship arrived at the Bay of Qui Nhon on the evening of 22 October. On the morning of 23 October the company debarked the ship into a BARC for the trip to shore. Upon arrival ashore we were welcomed to Qui Nhon by Lieutenant Colonel Melvin Wolfe, Commander of the 54th Transportation Battalion of which the company was being assigned to.

From our arrival point in Qui Nhon the company was transported by bus to our base camp located approximately twenty two miles west of Qui Nhon on Route 19. Base camp consisted of a barren side of a hill with about sixteen general purpose tents pitched with wooden floors which had been set up earlier by the company's advance party, consisting of Lieutenant Clark, Chief Warrant Officer Myers, Sergeant First Class Strunk, and Sergeant Nadeau.

For the next two and one half weeks the company concentrated on the improvement of the area.

On 1 November 1966, the unit's task vehicles began to arrive at the port. After deprocessing and servicing the vehicles the unit's first commitment in the Republic of Vietnam was on 2 November for 13 vehicles hauling Class II and IV from Qui Nhon Depot to An Khe.

In the preceeding months since the company's first commitment the company initiated a crash building program to improve the living conditions. This was accomplished in a very short span of time.

Since the first commitment the company has committed in line haul operations between Qui Nhon, An Khe and Pleiku, and Qui Nhon, Phu Cat and Bong Son.

Major units supported by the company have been elements of the 1st Cavalry Airmobile Division, 4th Infantry Division, and the 101st Airborne Division.

During the period of this report no wounded or casualties had been experienced by the unit.

The following are movement statistics for the first two months of operations:

NOVEMBER 1966			DECEMBER 1966		
<u>MILES</u>	<u>TONS</u>	<u>PERSONNEL</u>	<u>MILES</u>	<u>TONS</u>	<u>PERSONNEL</u>
117,517	3,163	726	134,735	5,557	1,406

1967

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INCLOSURES

- Inclosure 1 - Combat Casualties Calender Year 1967
- Inclosure 2 - Letter to Commanding General US Army Support Command
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MISSION: To provide transportation for the movement of general cargo and personnel by motor transport. This unit is also required to provide security for convoys moving through hostile areas to include operation of five armored gun trucks.

CAPABILITIES: (In-Country)

Based on the operational situation in the Republic of Vietnam and the factors indicated below, the in-country capability of this unit is rated at 50% of its TOE line haul capability. TOE line haul capability is 540 short tons of cargo (6 tons per truck) based on 75% availability of vehicles and 2 trips daily on highway. Following are factors on which rated in-country capability is based and also which precluded this unit from reaching the rated in-country capability.

Factors encountered in moving cargo during the year are as follows:

1. Long distances cargo had to be moved made more than one trip per day impossible.
2. Due to enemy action convoy operations were restricted entirely to daylight hours.
3. The requirement for the use of hardened gun trucks (steel plated) with a crew of one NCO, two machine gunners and a driver cut into cargo movement capability.
4. The combination of enemy action, extremely poor roads and extreme weather conditions caused an increase in the number of vehicles that had to remain overnight (RON) at destination and also lowered movement capability.
5. Truck loads averaged approximately 4.5 s/tons due to the mixed classes of cargo hauled.

PERSONNEL:

From 1 January to 13 June 1967 the company was commanded by Captain John H. Heider, 05314583. Other key personnel who were with the company at the beginning of the year are as follows: Second Lieutenant Floyd D. Herron, 05240108; Second Lieutenant Joseph C. Lyon, 05240191; Second Lieutenant Thomas H. Clark, 05529179; CWO Calvin J. Myers, W3200308; and First Sergeant Bill E. Strunk, RA15202892.

Arrivals and Departure of key personnel for the year are as follows:

LT Herron departed on 18 February 1967 to the 505th Transportation Detachment (TTP), APO 96238.

LT Clark departed 17 March 1967 to HHD 88th S&S Battalion, APO 96218

CPT Roger J Hakola, 05213349, was assigned as Company Commander on 13 June 1967.

1LT Edward M Waldron, 05537878 was assigned on 19 June 1967.

CWO Myers departed on 24 June 1967 to the 58th Transportation Company (Lt Trk) APO 96238.

LLT James R. Steel, 05240388, was assigned on 13 July 1967.

CPT Hakola departed on 15 July 1967 to Headquarters, 8th Transportation Group (Motor Transport), APO 96238.

CPT Richard S Robinson, 05516810, was assigned as Company Commander on 15 July 1967.

LLT Richard J Tillotson was assigned on 19 September 1967.

CWC4 Douglas J. Allen, W2147029, was assigned on 23 September 1967.

LT Lyon departed 23 September 1967 for CONUS reassignment.

LSG Strunk departed 27 September 1967 for CONUS reassignment.

LSG John E. Rooney, RA23878059 was assigned on 7 October 1967.

SFC Ralph M. Fortag, RA16301764, was assigned as Company Truckmaster on 10 September 1967.

During July a number of personnel were exchanged with other transportation companies in the 8th Transportation Group in an attempt to reduce the large September rotational hump. Even so a large portion of the company departed for CONUS during September causing a critical personnel shortage that was not corrected until the last of December. Cooks, clerks, and mechanics were pressed into driving duties. Still the company had several vehicles idle each day because of lack of drivers.

During the Battle of Dak To personnel from miscellaneous companies throughout Qui Nhon Support Command were attached to the Company in order to put every available vehicle on the road to haul ammunition and other critical supplies.

On 18 October 1967, the 2nd Platoon of the 57th Transportation Company (Lt Trk) was attached to this Unit. The platoon was lead by LLT Jerry L Todd, 05240390 assisted by SSG Calvin D. Nelson, RA13704692, and consisted of 29 other personnel and 20 - 5 ton trucks. In actuality the company had four truck platoons for the remainder of the year.

VEHICLES AND EQUIPMENT:

By the end of the year approximately 75 per cent of the assigned 5 ton trucks had registered over 20,000 miles. It was becoming a formidable task to hold the deadline rate to less than 20 per cent. The M54A2, 5 ton cargo truck has proven to be complicated to operate properly. Most new personnel, had to be trained on the truck and supervision had to be increased to insure adequate performance of required drivers maintenance.

CWO Allen assisted by his Maintenance Sergeant, SSG Lonnie C Elliott, RA18263764 and Assistant Maintenance Sergeant, SSG Ross Alexander, RA19645518, made the construction of a **grease rack one** of their first projects. They then repaired the company's portable lube machine. Later on in December a temporary vehicle washrack was set up by use of a salvaged 5,000 gallon POL Tanker. These two actions assisted considerably in holding the deadline rate down.

FACILITIES:

All Company billets consisted of the original General Purpose Medium Tents placed on wood frames. During September action was taken to expand and improve the company Mess Hall. New shower and latrine facilities were built. Gradual improvements were also made in the maintenance shop.

During December action was initiated by Battalion to construct tropical billets (100' by 20' 2 story wood frame buildings) for all companies. Construction is expected to be completed around 1 June 1968 with the completion of Orderly Room and Supply Room facilities for each company in the battalion.

OPERATIONS:

The 669th Transportation Company transported cargo from Qui Nhon to several destinations throughout Central South Vietnam during the year.

On Highway 19 to An Khe, Pleiku, Kontum and Dak To.

On Highway 1 North to Landing Zone Uplift, Landing Zone English (Bong Son) and Duc Pho.

On Highway 1 South to Song Cau.

Cargo was also shuttled between Qui Nhon and Phu Cat Air Force Base. (The company hauled cement from the beach in Qui Nhon to Phu Cat for runway construction during January. Other cargo shuttled was priority Air Cargo.) The company moved cargo in support of the 1st Air Cavalry Division, 4th Infantry Division, Americal Division, 3rd Brigade 25th Infantry Division, 101st Airborne Division, Republic of Korea Tiger Division and 173rd Airborne Brigade and the US Air Force Bases, Pleiku and Phu Cat.

Although cargo was hauled in support of many operations, the battles on the Bong Son Plain and the Battle for Bak To were probably the most outstanding.

During December Officers and NCOs of the company commanded and controlled 11th Light Infantry Brigade convoys from Qui Nhon to Duc Pho during that units move to Duc Pho. For successful accomplishment of the mission a letter of appreciation was received by the 8th Transportation Group from Major General S.W. Koster, Commanding General of the Americal Division. The letter was forwarded, with comments, to this unit.

Tons of cargo hauled and mileage driven by company drivers for calendar year 1967 are as follows:

<u>MONTH</u>	<u>SHORT TONS (includes retrograde)</u>	<u>MILES (includes Retrograde and deadhead miles)</u>
JAN	5686	129916
FEB	2846	129958
MAR	4062	152694
APR	3793	149345
MAY	4100	159067
JUN	3906	136871
JUL	5346	201643
AUG	5602	195638
SEP	5239	147179
OCT	4221	126442
NOV	4354	161833
DEC	<u>4200</u>	<u>168890</u>
	53,355	1,859,476

The tons moved and mileage driven are attributed to long hours of hard driving by company drivers over rough and virtually unimproved roads under extreme tropical climatic conditions.

The road from Qui Nhon to Pleiku, Highway 19, was extremely rough and bumpy except for patches of rapidly deteriorating pavement. During the dry season the thick dust was almost unbearable; during the monsoon season the roads became extremely muddy and as slippery as ice. Some places, especially bypasses for blown up bridges, were almost impassable at times and required continuous rebuilding by engineers. By July engineer contractors started paving highway 19 from Camp Addison West. At the end of the year the road was completely paved to the top of An Khe Pass. An Khe Pass and Mang Gaing Pass were the most critical and treacherous parts of the road to negotiate.

Highway 1 to Bon Song and Duc Pho was not unlike Highway 19 at the beginning of the year. It was a narrow extremely rough road with a few gradual inclines 5 - 10 miles south of Bong Son. Projects were initiated to widen and pave highway 1 from Qui Nhon to Bong Son. Much of this had been completed by the end of the year.

There are many drivers that will not forget the "mud rivers," trucks sliding off the road into rice paddies, the almost impassable bypasses and then the opposite; dry heat, soaring temperatures and choking dust.

The climates at Pleiku and Qui Nhon are opposites concerning the monsoon and dry seasons for a good part of the year. Heat and dust east of An Khe and mud and rain west of An Khe and then the reverse.

The normal convoy starting time for Pleiku bound convoys was 0600 hours. That meant drivers and convoy control personnel had to be up about 0400 hours to prepare for the days operation. Until the 2nd of September ambush restricted usage of the road to daylight hours convoys would arrive back at Camp Addison between 2000 and 2200 hours. After 2 September the normal return time was no later than 1900 hours. Upon return motor stables, cleaning of weapons and preparation for the work days operation awaited the driver.

North bound convoys (Bong Son and Duc Pho) start times were normally around 0800 hours. Return time from Bong Son was 1500 to 1700 hours. The Duc Pho run took two days.

Convoys consisted of a mixture of trucks from all companies in the Battalion. Commitments were handled by S-3 and the companies, (669th, 523rd, 512th and 666th) took turns in providing convoy control.

COMBAT ACTIONS: (AMBUSHES)

2 September 1967

A convoy commanded by 1LT James R Steel, 3rd Platoon Leader, 669th Trans Co (Lt Trk) was ambushed at about 1900 hours on Highway 19, east of Mang Gaing Pass (GC - BR355455) while returning from Pleiku. The terrain consisted of rolling hills, and winding road. The edge of the road was covered with tall grass and a thick growth of trees and bushes. was only a few meters (20-30) off the road. The enemy force consisted of a Viet Cong Company (minus) using mines, small arms and automatic weapons. The kill zone was about 500 meters long and contact with the convoy lasted about 20 minutes. A 1st Cav Div reaction force was rushed to the scene. The company suffered 2 KIA and 6 WIA. Two vehicles were destroyed, 9 damaged and 2 M-14 rifles were destroyed. The Battalion suffered a total of 7 KIA and 16 WIA in this ambush. Only one man from the company was returned to duty. (see Incl 1 for list of KIAs and WIAs). This was the first time a 54th Trans Bn convoy had been hit since arrival in country in October 1966. Convoy personnel were not expecting an ambush based on previous experience and were caught entirely by surprise. Indications are that the enemy force took great pains to set up a successful ambush. Several drivers made it through the kill zone taking rounds in their vehicles, but picking up wounded and stranded drivers on the way. A short time after the action began the reaction force arrived on the scene and routed the enemy force. As a result of this ambush engineers began clearing trees and grass in 100 yard strips on each side of the road.

24 November 1967

A 54th Trans Bn convoy commanded by LLT James Purvis, 666th Transportation Company (Lt Trk), was ambushed at 1005 hours on Highway 19 east of Pleiku (GC O AS973493) while going from Qui Nhon to Pleiku. The terrain consisted of long rolling hills with high banks on the side of the road in part of the kill zone. The edge of the road leading into the wood line 50 - 100 meters from the road was covered with tall grass. The enemy consisted of a North Vietnamese Army Company size force using mines, rockets, mortars, small arms, machine guns and other automatic weapons. The kill zone was about 1/2 mile long and contact lasted about 20 minutes. A reaction force of gun ships, tanks, and APCs was rushed to the scene. The 669th Trans Co suffered 2 personnel WIA (see Incl 1). Convoy personnel reacted quickly and effectively and although the Battalion suffered a total of 3 KIA and 17 WIA, they took their toll on the enemy force. Armored plated gun trucks carrying two machine gunners and a Non-commissioned Officer (constructed after the 2 Sep ambush) placed very effective fire on the enemy positions. The gun trucks coupled with the quick reaction on the part of convoy personnel held the enemy off until the reaction force arrived.

The aggressive action on the part of convoy personnel was lauded by Major General W.R. Peers, Commanding General of the 4th Infantry Division (see Incl 2).

4 December 1967

On this date a 54th Trans Bn Convoy commanded by LLT Richard J Tillotson, 2nd Platoon Leader, this company, (assisted by LLT James R Steel, 3rd Platoon Leader and LLT Jerry Todd, Platoon Leader, 2nd Platoon, 57th Trans Co (Lt Trk) attached to the 669th Trans Co.) was involved in an ambush east of Mang Giang Pass (GC - BR334461) while going from Qui Nhon to Pleiku. The terrain consisted of rolling hills; the road was winding and hilly. The lead of the convoy was caught in a defile when the attack began. There was grass, 2 feet high, and dirt mounds 100 yards on each side of the road. The grassy area broke into a dense wood line. The enemy force was a company size North Vietnamese Army Force using mines, rockets, grenade launchers, small arms and automatic weapons. The kill zone was about 400 meters long and contact lasted about 20 minutes. A reaction force of tanks, APCs, helicopter gun ships and infantry was rushed to the scene of the ambush.

The portion of the convoy hardest hit consisted almost intirely of 669th Trans Co personnel and vehicles and personnel and vehicles from the attached 2nd Platoon, 57th Trans Co (Lt Trk). The lead armored gun truck from the 669th Trans Co took a rocket hit which killed the driver upon initiation of the ambush. Machine gunners in the truck under the command of SGT Dennis J Belcastro, RA13999602, reacted immediately placing extremely effective machine gun and M-79 grenade fire on the enemy force. All drivers and control personnel were alert and prepared for such a contingency. Through their quick reaction and extremely effective suppressive fire they repulsed three enemy assaults on the convoy.

The 669th Transportation company took the brunt of the ambush suffering 1 KIA and 8 WIA. (WIA's consisted of assigned and attached personnel) (See Incl 1).

Convoy personnel killed 19 NVA soldiers in the action. In a letter, LTC Robert L Runkle, Commanding Officer, 1st Battalion, 5th Cavalry, 1st Cavalry Division (Air Mobile), commended the officers and men of the 669th Trans Co for the outstanding part they played in the ambush. (see Incl 3).

After this particular ambush, morale, which had been continually high, raised to an unprecedented high throughout the company.

ADMINISTRATION:

Throughout the year company administration requirements gradually increased. Additional operation and personnel reports were required, training with its accompanying paperwork had to be accomplished and procedures initiated and updated. It was revealed that company administration could not be accomplished using only TOE authorized personnel.

Disciplinary action taken during the year consisted of 4 Special Court-Martials given in January and February. An average of 14 Article 15's were issued each month. In actuality the company had only a small number of disciplinary problems. The companies good record is attributed to effective supervision at the lowest levels, hard work and long work hours, and high morale.

AWARDS:

During the year 1 Bronze Star for valor, 4 Army Commendation Medals for valor and 2 Army Commendation Medals for meritorious service were awarded to members of this unit. Two attached personnel were awarded Army Commendation Medals for valor. Following is a list of recipients and awards received:

<u>NAME</u>	<u>RANK</u>	<u>SN</u>	<u>AWARD RECEIVED</u>
BELCASTRO, Dennis	SGT E5	RA13999602	Bronze Star V
CUMMINGS, Harold	PFC E3	US51617461	KIA - Recommended for Bronze Star V (pndg)
STEEL, James R	1LT	05240388	Army Commendation Medal V
TILLOTSON, Richard J	1LT	05538364	Army Commendation Medal V
FOSTER, Joseph	SP4 E4	RA11618647	Army Commendation Medal V
GIREAUX, Frank W II	SP4 E4	RA18952065	Army Commendation Medal V
TODD, Jerry L (Attached)	1LT	05240390	Army Commendation Medal V

<u>NAME</u>	<u>RANK</u>	<u>SN</u>	<u>AWARD RECEIVED</u>
HAFERKAMP, Gerald (Attached)	SP5 E5	US56581673	Army Commendation Medal V
LYON, Joseph C	1LT	05240192	Army Commendation Medal for M. S.
STRUNK, Bill E	1SG E8	RA15202892	Army Commendation Medal for M. S.

Refer to inclosure 1 for list of personnel given Purple Heart Awards.

DEPARTMENT OF THE ARMY
669TH TRANSPORTATION COMPANY (LIGHT TRUCK) (5T)
APO 96238

Combat Casualties
Calendar Year 1967

2 September 1967

<u>RANK</u>	<u>NAME</u>	<u>ASN</u>	<u>TYPE CASUALTY</u>	<u>REMARKS</u>
PFC	Roy L Greensage	US54437680	KIA	None
PFC	Lloyd R Hughey	RA15693298	KIA	None
SP4	Billie R Ingram	US62002149	WIA	Evacuated CONUS
PFC	Alfred E Collins	US56405648	WIA	Evacuated CONUS
PFC	Lynn W Kent	US51825835	WIA	Evacuated CONUS
PFC	John J Petrik	RA16989822	WIA	Evacuated CONUS
PFC	Henry T Taylor	US54384466	WIA	Evacuated CONUS
PFC	Hernam Edwards Jr.	US53700716	WIA	Returned to Duty

24 November 1967

SP4	Michael Prickett	US53841070	WIA	Evacuated CONUS
PFC	Donald E Harned	US52851815	WIA	Attached from 184 Ord Bn

4 December 1967

669th Trans Co Personnel

PFC	Harold W Cummings Jr.	US51617461	KIA	None
SP4	Joseph Foster	RA11618647	WIA	Returned to Duty
SGT	Dennis J Belcastro	RA13999602	WIA	Returned to Duty

4 December 1967 -- 669th Trans Co Personnel (Cont'd)

<u>RANK</u>	<u>NAME</u>	<u>ASN</u>	<u>TYPE CASUALTY</u>	<u>REMARKS</u>
SP4	Frank W. Giroux II	RA18952065	WIA	Returned to Duty
SP4	Dennis Cappolloni	RA11454400	WIA	Returned to Duty
SP5	Robert Dillahay	US55873474	WIA	Returned to Duty

ATTACHED PERSONNEL:

PFC	Gerald T. Hyatt	US56701040	WIA	Returned to Duty
PFC	Ray E. Gordon	RA11596656	WIA	Returned to Duty
PFC	Terrance N Maddox	US54507936	WIA	Returned to Duty

DEPARTMENT OF THE ARMY
HEADQUARTERS 4TH INFANTRY (IVY) DIVISION
OFFICE OF THE COMMANDING GENERAL
APO SAN FRANCISCO 96262

27 November 1967

Dear General McBride:

I would like to commend the elements of your command who reacted so aggressively during the ambush on Highway 19E on 24 November 1967.

Due to the rapid return of fire by the soldiers in the convoy which fixed the enemy in position, the effectiveness of the ambush was curtailed, friendly casualties were reduced, and the reaction force was able to flank and engage the enemy. Also, the armored 2 1/2 ton trucks in the convoy provided rapid return fire that afforded the convoy covering fire until the reaction force could relieve the column. Without this aggressive reaction on the part of the soldiers in the convoy, the casualties undoubtedly would have been much higher and the effectiveness of the reaction force would have been greatly reduced.

Please convey to the soldiers who participated in this action my commendation for their outstanding conduct while under fire.

/s/ W. R. Peers
/t/ W. R. PEERS
Major General, USA
Commanding

Brigadier General George H. McBride, USA
US Army Support Command Qui Nhon
APO 96238

"TRUE COPY"


RICHARD S. ROBINSON
CPT, TC
Commanding

HEADQUARTERS
1ST BATTALION, 5TH CAVALRY
1ST CAVALRY DIVISION (AIRMOBILE)
APO Ann Francisco, California 96490

AVDAIA

6 December 1967

SUBJECT: Letter of Commendation

THRU: Commanding Officer
54th Transportation Battalion
APO 96238

TO: Commanding Officer
669th Transportation Company
APO 96238

1. I wish to take this opportunity to commend the officers and men of the convoy from your unit that was ambushed 4 December 1967, west of AN KHE on highway 19.

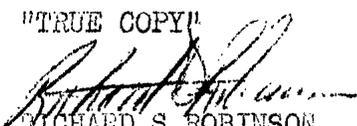
2. The ambush was sprung by an estimated company size unit of NVA. Immediately after the lead vehicle was fired upon, the men at the head of the convoy returned determined and accurate suppressive fire at the enemy. Five minutes later the enemy made a strike near the center of the convoy with a charging assault. Alert and prepared to defend and protect the convoy, the men in this area met the NVA with a heavy volume of fire which broke up the assault. Still a third assault occurred three minutes later that too was repulsed because of the determination and bravery of each individual to stand and fight.

3. To each phase of the ambush a timely, courageous and forceful reaction was taken. The men displayed a coolness under fire equal to that of seasoned combat soldiers and their quick reactions precluded serious losses to the unit.

4. Again, I wish to commend all the men in the convoy for a professional job well done.

/s/ Robert L Runkle
/t/ ROBERT L RUNKLE
LTC, Infantry
Commanding

"TRUE COPY"


RICHARD S ROBINSON
CPT, TC
Commanding

UNIT HISTORY

669 TRANSPORTATION COMPANY (LT TRK) (5T)

54TH TRANSPORTATION BATTALION (TRK)

USA SUPPORT COMMAND, QUI NHON

(1 January 1968 - 31 December 1968)

prepared by

WILLIAM HAMMEL 1LT, TC

669 TRANSPORTATION COMPANY (LT TRK) (5T)

11 March 1969

approved by


FREDERICK E. MERCIVAL
1LT, TC
Commanding

APC 96492

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DEPARTMENT OF THE ARMY
669th TRANSPORTATION COMPANY (LIGHT TRUCK) (51)
APO 96492

15 March 1969

SUBJECT: Annual Supplement to Unit History 1 January 1968 - 31 December 68

1. The year of 1968 for 669th Transportation Company was a good and prosperous year. We met the North Vietnamese Army at their game of ambush. During the first six months we were hit once a month. The second half of the year brought only one ambush to the 669th Transportation Company. Sniper's fire was a continuous threat to the convoy and charlies' mines got four trucks. Enemy action took the life of only one 669 soldier in 1968.

2. Through out the year our convoys ran to Duc Pho Landing Zone, English Landing Zone, Uplift, AnKhe, Pleiku, Kontun, Dak To, and Song Cau. In April we began support of a large number of Korean firebases located near Qui Hon. In December we began to run south to Tuy Hoa on Convoy. Roads throughout Vietnam were dusty or muddy depending on the time of the year. Potholes in the roads sometimes took all four wheels of a jeep. 1968 did bring the completion of pavement to Landing Zone English and the completion of pavement to Pleiku. However the monsoons of September and the heavy trucks broke up the road again. Work again was begun on the road to Pleiku in December.

The best moral booster for the troops were armored gun trucks. During 1968 they came through with their own success in breaking up ambushes.

Annual Supplement to Unit History (Cont'd)

2½ ton cargoes were not durable enough to carry the weight of the armored gun trucks so 5 tons were used extensively after June. Also in June the first 50 caliber machine gun was mounted on a armored gun truck and by December all the armored gun trucks had the 50 caliber machine gun mounted on them. The ratio of gun trucks to cargo trucks was changed from 1-20 to 1-10. This came about because we weren't getting replacements for our losses. This resulted in a decrease in ambushes and no lives lost.

3. As can be seen from the last six months schedule of tons hauled and miles driven the loss in cargo trucks without getting replacements hurt the company's performance. We lost 25 cargo trucks from July to December and failed to receive a single replacement that was new. By September our trucks were creating at between 60,000 and 70,000 miles each and without replacements our capacity fell. The first six months were much the same as July and August but the figures were unavailable.

<u>Month</u>	<u>Tons Hauled</u>	<u>Miles Driven</u>
July	4,681	177,708
August	4,368	179,688
September	3,681	148,725
October	4,895	113,784
November	3,569	131,001
December	<u>1,440</u>	<u>87,425</u>
Total	22,634	838,401

1968 closed out with 125 personnel and only 25 cargo trucks. We were pulling 50% of the ~~general~~^{guard} force for Camp Addison and the 54th Transportation Battalion but our hauling capacity had been cut greatly. We looked forward to 1969 with hope of filling our TOE and TA to become the leading company in the 54th Transportation Battalion again.


FREDERICK E. PERCIVAL
1LT, TC
Commanding

1969

UNIT HISTORY

669 TRANSPORTATION COMPANY (LT TRK)
54th TRANSPORTATION BATTALION (TRK)
8th TRANSPORTATION GROUP (MT)
USA Support Command, Qui Nhon
(January 1969 To 31 December 1969)

Prepared BY:

John J. Vitellaro
1LT, TC
669th Transportation Company
25 March 1970

Approved By:

Richard F. Hoover
CPT, TC
Commanding
APO 96492

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 - A. Bronze Star with "V" Device
 - B. Bronze Star
 - C. ACM with "V" Device
 - D. Purple Heart
 - E. Service Medal
- VIII. MAJOR PROBLEMS

1. INTRODUCTION

The year of 1969 for the 669th Transportation Company was a good and prosperous year. The officers and men of the 669th have met the enemy at their own game of ambush and performed their mission in an outstanding manner in service to their country. Although the enemy, either the North Vietnamese Army, Viet Cong Main Force, or Viet Cong Local Force, put their utmost effort in trying to stop and destroy our convoys, he was unable to do so, because of the superior training, clear-headed thinking, and the immeasurable courage and devotion demonstrated by each man.

Throughout the year, our convoys have run to Pleiku, Tuy Hoa, An Khe, LZ English, Uplift, Chu Lai and LZ Oasis. The drivers often had to go on roads that were often wet, broken, rough and dusty. During the monsoon season, these roads were often muddy and slippery, making the driving conditions not only treacherous, but also very dangerous. Again the drivers demonstrated their dedication to their country by withstanding these and other burdens cheerfully and without complaint.

Once again, the greatest moral booster for the company was the gun trucks. These gun trucks proved their usefulness whenever a convoy was ambushed by going directly into the "kill zone" to protect our drivers and repulse the enemy. If it wasn't for these gun trucks with their M50's, M60's and armored plating, it would have made the task of routing the enemy much more difficult. The personnel who men these vehicles should be particularly recognized for their valorous deeds and their complete disregard for their own personal safety, which they display whenever it is necessary for them to meet the enemy.

The following is a historical record reflecting the pride and achievement of the officers and men of the 669th Transportation Company for the year of 1969.

2. MISSION

The mission of the 669th Transportation Company is to provide for the movement of general cargo and personnel through motor transport as outlined in TOE 55-176. This unit is also required to provide security for convoys through hostile areas to include operation of five armored gun trucks and three gun jeeps.

3. EQUIPMENT

The basis vehicle of this unit is the 5 Ton Cargo Truck. By the middle of the year, approximately 75 per cent of the assigned 5 ton trucks had registered over 50,000 miles. It was becoming a formidable task to hold the deadline into a rate less than 20 percent. In September we received the new type M54A1C to replace the old M54A1 trucks that we had. The remainder of the year proved the usefulness of the M54A1C, which is equiped with "dropsides", in that it reduced our loading and off loading times and decreased the amount of damaged cargo. These new trucks also enabled us to put more trucks on the road because of the lower deadline rate.

4. AREA OF OPERATIONS

The 669th Transportation Company provides line - haul support to the Qui Nhon Support Command Area from the Qui Nhon area to the Pleiku area, north to Bong Son, and south to Tuy Hoa. Some of the outfits that we've supported are the 4th Infantry Division, the 173rd Airborne Brigade, and the Republic of Korea Tiger Division. Our convoys run to Pleiku, An Khe, LZ Oasis, LZ Hardtimes, LZ Salem, LZ Two Bits, LZ English, LZ Uplift, North English, Tuy Hoa, Kontum, Song Cau and a shuttle to Phu Cat Air Force Base.

5. COMMAND AND SUPERVISION

a. <u>Commanding Officers</u>	<u>SSAN</u>	<u>GRADE</u>	<u>TITLE</u>
Dahlfred, John E.	002 32 5653	1LT	TC
Percival, Frederick E.	041 36 0015	1LT	TC
Rogers, James A.	262 64 5807	1LT	TC
Hammel, William H.	492 46 4367	1LT	TC
Thompson, Ruben G.	304 48 8179	1LT	TC
Traub, Timothy J.	145 34 3658	CPT,	TC
b. <u>Platoon Leaders</u>	<u>SSAN</u>	<u>GRADE</u>	<u>TITLE</u>
Aspland, Brian M.	100 36 7762	1LT	TC
Hammel, William H.	492 46 4367	1LT	TC
Jackson, William C.	318 38 0450	1LT	TC
Scherrea, John H.	482 52 2429	1LT	TC
Lopez, Pedro A.	087 26 3606	1LT	TC
Lovelace, Philip L.	415 74 3221	1LT	TC
c. <u>Maintenance Officer</u>	<u>SSAN</u>	<u>GRADE</u>	
Micelotta, Joseph L.	116 22 1560	CM2	
d. <u>1SG</u>	<u>SSAN</u>	<u>GRADE</u>	
Risbon, John S.	185 24 2619	1SGT	
e. <u>Truckmasters</u>	<u>SSAN</u>	<u>GRADE</u>	
Turk, Augustus Jr.	345 36 3614	SFC	
La Rose, James C.	009 22 9907	SFC	
Jones, Jackie D.	518 38 3762	SFC	
f. <u>Company Platoon Sergeants</u>	<u>SSAN</u>	<u>GRADE</u>	
Bailey, Rudolphus	272 36 0630	SFC	
Krieter, Raymond	263 40 9094	SFC	
Milburn, Larry G.	358 30 2441	SSG	
Booker, John D.	400 48 7269	SFC	
Creech, Lanay B.	519 42 7122	SSG	
La Rose, James C.	009 22 9907	SFC	
Hedglin, John F.	210 20 7643	SSG	
Price, Dewey C.	227 34 8336	SSG	
Jones, Jackie D.	518 38 3762	SFC	
Chatham, Edward V.	311 42 9990	SSG	
Greene, Joseph Sr.	250 07 5266	SSG	
Shawver, Rickey D.	453 70 5804	SSG	
g. <u>Mess Steward</u>	<u>SSAN</u>	<u>GRADE</u>	
Caldwell, Nathaniel.	247 36 8864	SFC	

h. <u>Maintenance Sergeants</u>	<u>SSAN</u>	<u>GRADE</u>
Humphrey, Thomas W.	254 40 9348	SFC
Staley, Raymond J.	051 34 5431	SSG
Turner, Robert D.	230 58 4239	SSG
Van Balen, Koert	529 44 5412	SSG

i. <u>Supply Sergeants</u>	<u>SSAN</u>	<u>GRADE</u>
Mueller, Donald R.	268 40 6708	SSG
Ladd, Lynn W.	467 66 0472	SSG

j. Sergeant of the Guard (54th Trans Bn)		
Jackson, Jimmy R.	549 64 3676	SSG

6. MAJOR ACHIEVEMENTS

a. During the period of 1 January 1969 to 31 December 1969, the 669th Transportation Company hauled all classes of cargo under the most difficult conditions. The company transported approximately 25,000 short tons of cargo for almost one million miles. Although hampered by adverse road conditions and periods of inclement weather, the company averaged only four accidents per month. Three times during the year, the plateau of 150,000 accident free miles were reached. Individual driver achievements would be too numerous to mention.

b. Enemy activity stepped up in early 1969, decreased in the summer months, and increased again in the last few months. The men of the 669th met this challenge and accomplished their mission very fortunately, without the loss of one man to the enemy. Very instrumental to this are the company's gun trucks, "Cold Sweat", "Bad Hombre", "Devil Woman", "Satans' Lil Angel" and "The Creeper". The crews of these vehicles cannot be commended too highly for their heroism and bravery in protecting our driver's lives and safeguarding their cargo. The men of the 669th fulfilled their mission regardless of the hardship.

7. AWARDS AND DECORATIONS

a. Bronze Star with "V" Device

<u>NAME</u>	<u>SSAN</u>	<u>RANK</u>	<u>DATE</u>
Turk, Augustus Jr.	345 36 3614	SFC	5 Jul 69
Hammel, William H.	492 46 4367	1LT	1 Jul 69
Spurry, Douglas	216 54 9662	SP5	5 Dec 69
Parsons, James F.	531 48 2497	SP5	5 Dec 69

b. Bronze Star

<u>NAME</u>	<u>SSAN</u>	<u>RANK</u>	<u>DATE</u>
Turk, Augustus	345 36 3614	SFC	8 Aug 69

<u>NAME</u>	<u>SSAN</u>	<u>RANK</u>	<u>DATE</u>
Hammel, William H.	492 46 4367	1LT	1 Jul 69
Micelotta, Joseph L.	116 22 1560	CW2	7 Nov 69
Risbon, John S.	185 24 2619	1SG	19 Dec 69

c. AGM with "V" Device

<u>NAME</u>	<u>SSAN</u>	<u>RANK</u>	<u>DATE</u>
Smith, Douglas D.	262 84 1336	SP4	5 Dec 69
Wellington, John D.	277 48 9612	SP4	5 Dec 69
Lawson, Larry N.	401 72 4056	PFC	5 Dec 69
Maddux, Perry W.	449 76 6072	SP4	5 Dec 69
Pennington, Rayvelle	437 84 1666	SP4	5 Dec 69
Fenley, Jack G.	323 38 8468	SP4	5 Dec 69

d. Purple Heart

<u>NAME</u>	<u>SSAN</u>	<u>RANK</u>	<u>DATE</u>
Watson, Nathan D.	442 46 5557	SP4	17 Jul 69
Sparks, Jerry D.	401 66 2599	PFC	17 Jul 69
Angel, John A.	534 56 7534	SP4	25 Mar 69
Scharff, Charles E.	671 62 4180	SP4	14 Feb 69
Mills, Gary	565 44 6791	SP4	14 Feb 69

e. Service Medal

<u>NAME</u>	<u>SSAN</u>	<u>RANK</u>	<u>DATE</u>
Whetstone, Leroy C.	251 80 6027	PFC	10 Dec 69
Ryan, Kevin M.	022 38 9928	SP5	15 Nov 69

8. MAJOR PROBLEMS

The major problems that the 669th Transportation Company had to face dealt primarily with personnel and equipment and were influenced by each other. Our trucks, in the first place, had to bear rather bad road conditions in the first part of the year, and because of the shortage of these trucks, many had to and have to run every day, sometimes 24 hours a day. This, in turn, hinders maintenance. ~~A just balance between operations and maintenance.~~ A Just balance between operating and maintenance had to be met. When the new trucks came in, new gun trucks were started immediately. This caused a few security problems, but were overcome through hard work and awareness of the time factor. Around September, a great number of people "deros'ed" and the influx did not make up for it till late in the year. During that period of personnel shortage our clerks even "ran" the road which shows how the men of the 669 meet all challenges. A noteworthy problem was the non-availability of supplies at all levels. Most prominent in relation to the company's mission were tires and tubes. It was only through the initiative of some of our personnel, that the shortages were met. Concerning safety, we had a lot of problems with gun jeeps and found that

the tactical tires used on these jeeps did not meet the safety standards for driving on the now improved roads. Also the tactical tires used on the 5 tons did not seem to meet the task. All in all, a greater emphasis was placed on safe driving techniques to try and lower the accident rate, low as it may be for the amount of miles accumulated by the drivers of the 669 Transportation Company.

1967

UNIT HISTORY

Ever since its arrival in South Vietnam, the 670th Transportation Company (Medium Truck) has been faced with rigorous and tremendous demands and has continually proven itself capable of meeting them. By accumulating a record amount of tonnage hauled and miles traveled, the 670th has played a significant role in supporting the allied war effort in South Vietnam. In 1967, the 670th Transportation Company (Medium Truck) continued to stand out among the rest.

The first month of the year gave the 670th, commanded by Captain Alfred A. Mulliken, the opportunity to again prove itself the "Old War Horse" it was reputed to be. In January, the 670th contributed many of their trucks and personnel and had operational command for a convoy to Ban Me Thuot, a round trip of 300 miles. Through a combination of port clearance, local and line haul operations, the 670th finished the month of January with 12,370 short tons hauled and 60,968 miles traveled.

The first month of the new year was to become indicative of the months ahead for the 670th found itself continuously committed to convoys of great distances and size.

In the month of February, through a combination, once again, of port clearance and local and line haul operations, the 670th accumulated a tonnage figure of 13,792 short tons and a mileage figure of 52,473 miles.

March was a record month for the 670th for as it came to an end, the company acquired a tremendous figure of 72,988 miles traveled and hauling 13,547 short tons.

The great demands made upon it for convoys, however, did not hamper the 670th from devoting its attention and setting the example in other areas. For the month of April, the 670th Transportation Company had one of its men designated as the 36th Transportation Battalion's "Soldier Of The Month". Bringing honor to the 670th was Specialist Four Lewis C. Curtis, "Battalion Soldier Of The Month". The month of April was another record breaking period for the 670th with 94,220 miles traveled.

The month of May saw the 670th receive a new commanding officer. With Captain Alfred A. Mulliken leaving, Captain Michael R. Corpuz assumed command. Through port clearance and local and line haul operation, the 670th accumulated 77,570 miles traveled and 7,197 short tons hauled.

The month of June again saw the 670th heavily committed and in command for a convoy to Ban Me Thuot. This line haul operation was commanded by the new commanding officer of the unit, Captain Ray V. Smith. At the end of June, the 670th accumulated 56,043 miles with 3,553 tons hauled.

UNIT HISTORY (Con'd)

At the end of July of 1967, Captain Smith, the 670th Commanding Officer, commanded a convoy to Dalat. Again many trucks and personnel from the 670th were committed for the mission. Round trip distance was 236 miles. The month of July saw the 670th travel 42,390 miles and haul 2,817 short tons of cargo.

At the end of August of 1967, the 670th had operational command and many of its trucks committed for a convoy to Bao Loc. The round trip distance being 336 miles. Commanding was Captain Ray V. Smith. The month of August, again saw the 670th, the recipient of the "Battalion Soldier Of The Month" award. Representative of the company this time was Specialist Four Bruce Wilimas. At the end of this month, 46,025 miles were traveled and 2,540 short tons hauled.

The month of September saw the 670th accumulate 43,041 miles and 9,184 short tons. This was through line haul only. In September, the 670th did not engage in any port clearance or local haul operation.

In the month of October, the 670th astounded the rest of the Battalion by again having one of its men designated as "Battalion Soldier Of The Month". The individual selected for October was Specialist Four Wilfried D. Tomn. In October, the 670th Transportation Company was reorganized under MTOE 55118F PAC 7/67.

The month of November was indeed an eventful one for the 670th. For a second time in a row, the 670th Transportation Company had one of its men designated as "Battalion Soldier Of The Month". The young soldier bringing recognition to himself and the company this month was Specialist Four Michael D. Matz. One award, however, was not enough for the 670th. In addition to "Soldier Of The Month", the 670th also had its mess hall selected as "Battalion Best Mess". The month of November saw the 670th in operational command of a convoy to Bao Loc. Many of its trucks and personnel were committed. In November, also the 670th received a new commanding officer. In November of 1967, Captain David J. Kauchek assumed command.

In the early part of December the 670th was called upon to commit many of its vehicles and personnel for convoys to Ban Me Thuot. At the end of December, the 670th had operational command of a convoy to Bao Loc. The convoy commander was Captain David J. Kauchek. In December, for an unheard of third time in a row, the 670th had one of its men chosen as the "Battalion Soldier Of The Month". Carrying forth the tradition for the company was Specialist Four Michael H. Howard. In addition the "Battalion Best Mess" award, for a second time in a row, was again given to the 670th.

As the year of 1967 came to an end, the 670th Transportation Company (Medium Truck) was indeed, still, as it calls itself, "THE BEST".

1965

DEPARTMENT OF THE ARMY
6TH TRANSPORTATION BATTALION (TRUCK)
Fort Eustis, Virginia 23604

AHBE-TK-6-ADJ

31 March 1966

SUBJECT: Unit History and Annual Supplement for 1965.

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

The following is the Annual Supplement Unit History for Calendar year 1965, prepared and forwarded in accordance with AR 870-5.

The mission of the 6th Transportation Battalion (Truck) is to provide command and supervision of units engaged in all types of motor transport, support of tactical units, port of beach clearance, depot and terminal operations, and line hauls. This battalion underwent no major changes in mission or function in 1965.

In January, the Headquarters and Headquarters Detachment was augmented with the addition of one Personnel Officer and one Personnel Specialist. This increased the authorized strength to seven officers, two warrant officers and thirty-four enlisted men. Also, in January SMAJ Clifton Young Sr. departed this organization for an overseas tour to Korea and was replaced by SMAJ George Godzak. 1st Lt Frederick A. Hanson assumed duties of S-3 and 1st Lt Alan B. Coleman assumed duties of assistant S-3.

During the period 23 Feb - 1 Mar 65, the Headquarters & Headquarters Detachment participated in an Operational Readiness Test and an Army Training Test, receiving an overall rating of superior.

In March, 1st Lt Frederick A. Hanson was reassigned to the 555th Ordnance Company (DAS) and was replaced by 1st Lt Alan B. Coleman. On 11 & 12 March, the Battalion Headquarters received its Annual General Inspection and was given a rating of excellent. The following day Lt Col James E. Coberly, the Battalion Commander, departed for an overseas tour and Lt Col Eugene J. Braun assumed command of the Battalion.

In April, 1st Lt John N. Yedinak, Assistant S-3 was relieved from active duty after completion of his obligated tour.

In May, 1st Lt's David L. Mazzaferro & Donald R. Lamison were relieved from active duty after completion of their obligated tours.

31 March 1966

SUBJECT: Unit History and Annual Supplement for 1965.

The Second U. S. Army CMMI team inspected the Battalion Headquarters on 20 May and rendered an overall rating of Excellent.

On 25 May, Captain Joe N. Cunningham joined this organization and assumed duties of S-3.

On 1 June, the 61st Transportation Company (Medium Truck-Petroleum) the 62nd Transportation Company (Medium Truck-Cargo) and the 63rd Transportation Company (Light Truck) were detached and further attached to the 27th Transportation Battalion (Truck). Also on 1 June, the 157th Transportation Detachment (CDS), the 158th Transportation Detachment (CDS), the 105th Transportation Company (TS), the 264th Transportation Company (TS), the 285th Transportation Company (TS), the 329th Transportation Company (Heavy Boat) and the 1099th Transportation Company (Medium Boat) were attached to this Battalion for all purposes. The 105th Transportation Company (TS) was later relieved from attachment and further attached to the 159th Transportation Battalion (Boat) on 17 June 1965.

Later in the month, the 168th Transportation Detachment, the 266th Transportation Detachment (Patrol Boat) and the 275th Transportation Detachment (Patrol Boat) were attached for all purposes.

The Battalion Headquarters gained two officers and one non-commissioned officer while losing one officer during this month. Captain Kenneth J. Dacas assumed duties of Adjutant and S-1 and Captain Albert N. Heffner assumed duties of S-3. Captain Joe N. Cunningham S-3 was reassigned to Headquarters & Headquarters Company, USATC&FE while SFC Wilfred Couture assumed duties of Personnel Sergeant.

During July, the following units were attached to this battalion.

- 73d Transportation Company (FC)
- Beach Reconnaissance & Amphibious Detachment (BRAT)
- 163d Transportation Detachment (FC)
- 267th Transportation Detachment (LC)
- 268th Transportation Detachment (Supply)
- 269th Transportation Detachment (Supply)
- 272d Transportation Detachment (FC)
- 273d Transportation Detachment (FC)
- 274th Transportation Detachment (FC)
- 331st Transportation Detachment (Tug Crew)
- 355th Transportation Detachment (Barge)
- 380th Transportation Detachment (Barge)

AHBE-TK-6-ADJ

31 March 1966

SUBJECT: Unit History and Annual Supplement for 1965,

388th Transportation Detachment (Tug Crew)
358th Transportation Detachment (Tug Crew)
384th Transportation Detachment (Tug Crew)
386th Transportation Detachment (Tug Crew)
387th Transportation Detachment (Tug Crew)
389th Transportation Detachment (Tug Crew)
414th Transportation Detachment (Tug Crew)
110th Transportation Company (DEPOT)

The following units were relieved from attachment during the month of July.

73d Transportation Company (FC)
Beach Reconnaissance & Amphibious Detachment (BRAT)
163d Transportation Detachment (FC)
214th Transportation Detachment (Crane)
272d Transportation Detachment (FC)
355th Transportation Detachment (Barge)
380th Transportation Detachment (Barge)
264th Transportation Company (TS)

Two officers were assigned to this battalion upon the departure of Major Ernest C. Phillips, Executive Officer who was transferred to the 507th Transportation Group. Captain Moses R. Green assumed duties of S-3 and captain James F. Miner assumed duties of assistant S-3.

SMAJ Earl R. Garden joined the battalion as a future replacement for SMAJ George Godzak, scheduled for an overseas tour to Korea. SFC Peter Tereska was transferred to the 48th Transportation Group and was replaced by SFC William J. Reed.

During August and September, the following units were attached to the battalion.

469th Transportation Detachment (BLD)
62d Transportation Company (Mdm Trk)
241st Transportation Company (DEPOT)
555th Ordnance Company (DAS)
168th Transportation Detachment (Stevedore)

The following units departed this battalion for overseas areas during August & September.

62d Transportation Company (Mdm Trk)
266th Transportation Detachment (Patrol Boat)
168th Transportation Detachment (Stevedore)

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31 March 1966

SUBJECT: Unit History and Annual Supplement for 1965.

275th Transportation Detachment (Patrol Boat)
358th Transportation Detachment (Tug Crew)
384th Transportation Detachment (Tug Crew)
386th Transportation Detachment (Tug Crew)
389th Transportation Detachment (Tug Crew)
414th Transportation Detachment (Tug Crew)
469th Transportation Detachment (BDL)
1099th Transportation Company (Mdm Boat)

During September, the following units were released from attachment to this battalion.

329th Transportation Company (Heavy Boat)
267th Transportation Detachment (LC)
269th Transportation Detachment (Supply)
273d Transportation Detachment (FC)
331st Transportation Detachment (Tug Crew)
388th Transportation Detachment (Tug Crew)
285th Transportation Company (TS)

One officer was assigned to this battalion and one officer was transferred to another unit during the month of August. Warrant Officer Vernon L. Saunder assumed duties of Battalion Maintenance Officer and Captain Albert R. Heffner was transferred to the Transportation School.

In September, Chief Warrant Officer Marion L. Hardbarger joined the battalion and assumed duties of Battalion Maintenance Officer, replacing Warrant Officer Vernon L. Saunder who was programmed for an overseas tour.

Three units departed this battalion for overseas areas in October. They were: 110th Transportation Company (Depot), 268th Transportation Detachment (Supply) and the 387th Transportation Detachment (Floating Crane).

The 157th Transportation Detachment (CDS) & the 158th Transportation Detachment (CDS) were released from attachment in this month.

On 9 December, the 264th Transportation Company (TS) was attached to this battalion .

On 22 December, the 157th Transportation Detachment (CDS) and the U. S. Army Support Element Terminal Training were attached for personnel administration and morning report purposes.

ANBE-TK-6-ADJ

31 March 1966

SUBJECT: Unit History and Annual Supplement for 1965.

In October, Captain Kenneth J. Dacas, Adjutant, was transferred to the 507th Transportation Group and was replaced by 2nd Lt Joseph A. Fryc.

Captain William K. Doran joined the battalion and assumed duties of S-4.

SMAJ George Godzak departed for Korea and SMAJ Earl R. Garden assumed duties of Battalion Sergeant Major.

MSGT George Ledbetter joined the battalion and assumed duties of Operations Sergeant.

On 10 December, Captain James D. O'Bryan joined the battalion and assumed duties of S-4 Officer. Captain William K. Doran, S-4, then assumed duties of S-3 and Captain Moses R. Green, S-3, assumed duties of Executive Officer.

On 17 December, 1st Lt William H. Jackson joined the battalion and assumed duties of assistant S-3 Officer.

On 27 December, SFC Leo Simas departed the battalion for an overseas assignment to Thailand.

As evidenced in this report, this battalion had many units under its Command in 1965. It also deployed a large number of units to overseas areas.

One major problem confronted this battalion in 1965. The great amount of junior officer and enlisted turbulence hampered this battalions ability to effectively train and utilize these personnel.

Historical Officer: 2nd Lt. Joseph A. Fryc

FOR THE COMMANDER:


JOSEPH A. FRYC
2nd Lt, TC
Adjutant

The 426th Supply and Transport Battalion (Provisional) was organized on 24 December 1967 from existing 101st Airborne Division assets at Bien Hoa, Republic of Vietnam. The Battalion Colors were presented to LTC Dewitt T. Prvant, the first Commanding Officer, by Colonel Robert Allen, Commander of the 101st Airborne Division Support Command. The Colors were presented and the Battalion activated at coordinates 005147 reference Map Sheet 633111 series L7014 (Bien Hoa).

The units of the newly activated provisional battalion were formed from Division assets as follows: The Division Supply Office from Headquarters, Headquarters Company and Band, Support Command; the Division Transportation Office from Headquarters, Headquarters Company and Band, Support Command; the 101st Quartermaster Company (Aerial Equipment Supply); and the 501st Supply Company. The authorized strength of the elements and units were as follows:

101st Quartermaster Company (AES)	122
501st Supply Company	100
Division Supply Office	30
Division Transportation Office	9
<u>Slots from Headquarters, Headquarters Company and Band</u>	<u>4</u>
Total Authorized for Battalion (Provisional)	265 personnel

From 24 December 1967 until 10 January 1968, Battalion activity centered around organizing the supply yards at Bien Hoa. The Battalion also established a Movements Control section and the Arrival Airfield Control Group. During mid-January the 101st Quartermaster Company (AES) formed two sling-load assistance teams and dispatched them to the 2nd Brigade at Cu Chi and the 3rd Brigade at Phuoc Vinh. The 426th Supply and Transport Battalion also received the mission to operate the Ammunition Supply Point at Phuoc Vinh.

During the last days of January the 2nd Brigade was alerted for Operation Casey, which was designed to trap the Viet Cong Dong Nhat Regiment. To support this operation, the First Forward Supply Support Element (FSSE) was organized by this Battalion. On 25 January 1968 the 2nd Brigade was conveyed and airlifted back to Lai Khe and Cu Chi for staging and marshalling prior to movement to I Corps. The advance party of the 2nd Brigade FSSE, composed of movements control, supply, and rigger personnel of the 426th, departed Cu Chi on 25 January 1968 and arrived at the Hue-Phu Bai airfield at 2100 hours. From that time on, there was always a representative of the 426th Supply and Transport Battalion at the Hue-Phu Bai airfield. The remainder of the FSSE closed in at Phu Bai on 30 January. The FSSE was located with Task Force McDonald, a 1st Logistics Command FSA, at LZ EL Paso (now Camp Eagle). The NVA/VC TET offensive began on 31 January 1968 and both the Hue-Phu Bai airfield and LZ EL Paso received intense mortar/rocket fire. LZ EL Paso was closed out on 3 February 1968 and the FSSE moved back to the Hue-Phu Bai airstrip with the 2nd Brigade Rear.

On 31 January the TET offensive in Bien Hoa opened with an attack by an estimated VC battalion. The 426th Supply and Transport Battalion (minus) provided Class I, III, and V support via sling/hook loads from Long Binh for the Bien Hoa Army and Air Force positions. Personnel from the 426th also manned fighting positions on the east of the south runway at the Bien Hoa airfield. This is where the main VC effort came. When the 1st and 3rd Brigades of the 101st Airborne Division were brought in to clear and secure the Long Binh/Bien Hoa area, all classes of supply were provided by the 426th Supply and Transport Battalion directly to the infantry and artillery battalions directly from division stores.

1965

ANNUAL SUPPLEMENTAL HISTORY
OF THE 124TH TRANSPORTATION COMPANY (TERMINAL SERVICE)

1 January 1965 - 31 December 1965

Prepared By
First Lieutenant Manuel L. Porrata

Approved By
RONALD H. WILBANKS JR.
Captain, TC
Commanding

124th Transportation Company (Terminal Service)
APO US Forces 96307

Incl #9

DEPARTMENT OF THE ARMY
124TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
11th Transportation Battalion (Terminal)
APO US Forces 96307

AVIC-TA-11-124

29 December 1965

SUBJECT: Letter of Distribution - 1965 Annual Historical Supplement, 124th
Transportation Company (Terminal Service)

THRU: Commanding Officer
11th Transportation Battalion (Terminal)
APO US Forces 96307

TO: Commanding General
United States Army Republic of Vietnam
ATTN: Staff Historian
APO US Forces 96307

The 124th Transportation Company (Terminal Service), has the mission of loading, unloading or transshipping from one to another means of transportation (water, rail, air, highway) or at terminals and over the shore facilities. It is organized under Table of Organization and Equipment 55-117D.

Captain Donald G. Pons assumed command of the 124th Transportation Company (Terminal Service), from First Lieutenant Geoffrey S. Mitchell on 6 January 1965. Lieutenant Mitchell completed his active duty assignment on 8 January 1965.

On 26 March 1965, Master Sergeant (E-7), Kermit Roberts became First Sergeant of the 124th Transportation Company. He replaced First Sergeant (E-8), Bert C. Corbett who retired from the Army on 31 March 1965.

During the first part of the year the company personnel spend most of the time repairing and maintaining the equipment that had been used extensively while the unit was on Exercise Air Assault II, in South Carolina, in the last quarter of 1964.

By the month of March plans were drafted for the implementation of the 11th Transportation Battalion (Terminal), Domestic Emergency Task Force. This was a riot and control mission assigned to the company.

On 23 April 1965, First Sergeant (E-7), James Tisdale replaced First Sergeant (E-7), Kermit C. Roberts and there was another change of Commanding Officers on 3 June 1965 when Captain Ronald H. Wilbanks assumed command of the company replacing Captain Donald G. Pons who was transferred to Fort Eustis Post Headquarters, G-3 Section.

The company faced the problem during the first half of the year of maintaining its assigned Red Cape with the constant shortages of Officers and Non-Commissioned Officers. It was not until the company received orders

29 December 1965

for a permanent change of station for an overseas area on 13 August 1965, that the personnel problem was alleviated.

Two First Lieutenants and three Second Lieutenants were assigned to the company during the first part of September 1965. By mid October the company's assigned strength increased by sixty (60) per cent over the strength held during the first half of the year.

Letter Order M-08-51, dated 13 July 1965, brought about the most significant accomplishment of the 124th Transportation Company during 1965. The company immediately prepared and processed all personnel assigned and packed and documented all the equipment for its new overseas change of station.

An advance party was sent on 22 September 1965, consisting of one officer and seventy enlisted men and 60,000 pounds of equipment. This was directed by DA Message 732362.

On 18 October 1965, First Sergeant Billy E. Sherrer (E-8), replaced First Sergeant James Tisdale (E-7), who is now acting as Platoon Sergeant.

The main body of the company left Fort Eustis, Virginia, on 9 November 1965, and sailed in the USNS General Daniel I. Sultan, from Oakland, California, on 10 November 1965, destined to Saigon, Vietnam.

Upon arrival at Saigon on 30 November 1965, the company was assigned the task of working ammunition discharge sites along forty miles of the Saigon River. This is an important and challenging task which the company is accomplishing while maintaining high morale.

Manuel Porrata
MANUEL L. PORRATA
1ST LT, TC
Unit Historian

1966

UNIT HISTORY SUPPLEMENT TO 1966

(AVCA-TC-XB-124)

1 January 1966 to 31 December 1966

124TH TRANSPORTATION COMPANY (TERMINAL SERVICE)

THOMAS K. SHELDON CAPTAIN, TC COMMANDING

Incl 3,

124TH TRANSPORTATION COMPANY (TERMINAL SERVICE)

UNIT HISTORY SUPPLEMENT TO 1966

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- III. Revolutionary Development

AVCA-TC-XB-124

SUBJECT: Unit History Supplement to 1966

I. Operations:

A. Introduction: At the start of the year the 124th Transportation Company (Terminal Service) was tasked with the following mission:

1. Provide personnel and equipment in support of water terminal operations at Saigon Army Terminal.

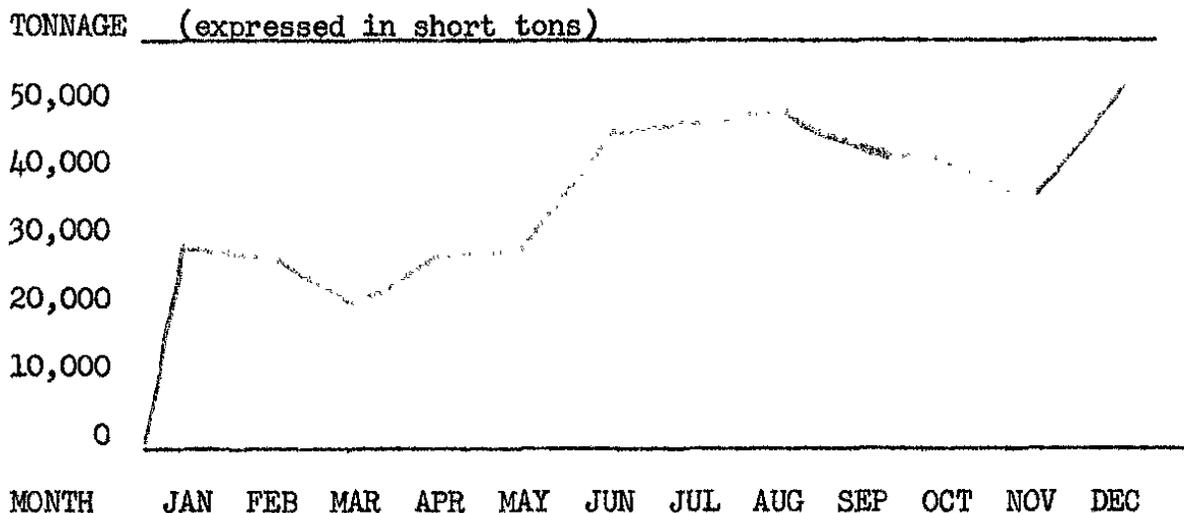
2. Provide personnel for documenting (MILSTAMP) and supervising the discharging of all ammunition in the ship-to-barge operation at Nha Be.

3. Operate with assigned equipment and personnel the ammunition barge discharge sites located at Cogido, Buu Long, Cau Binh Loi, Binh Trieu, and Thanh Tuy Ha.

4. Provide personnel in support of Army air freight operations at Army Air Cargo Branch, Saigon Army Terminal, Tan Son Nhut Air Force Base.

Except for minor changes this was the mission of the 124th until December 1966 when the barge sites were turned over to the 402nd Transportation Company (Terminal Transfer), and the Army Air Cargo Mission and personnel were transferred to Saigon Support Command. The Company gained the mission of operating Area IV of Saigon Port in December 1966.

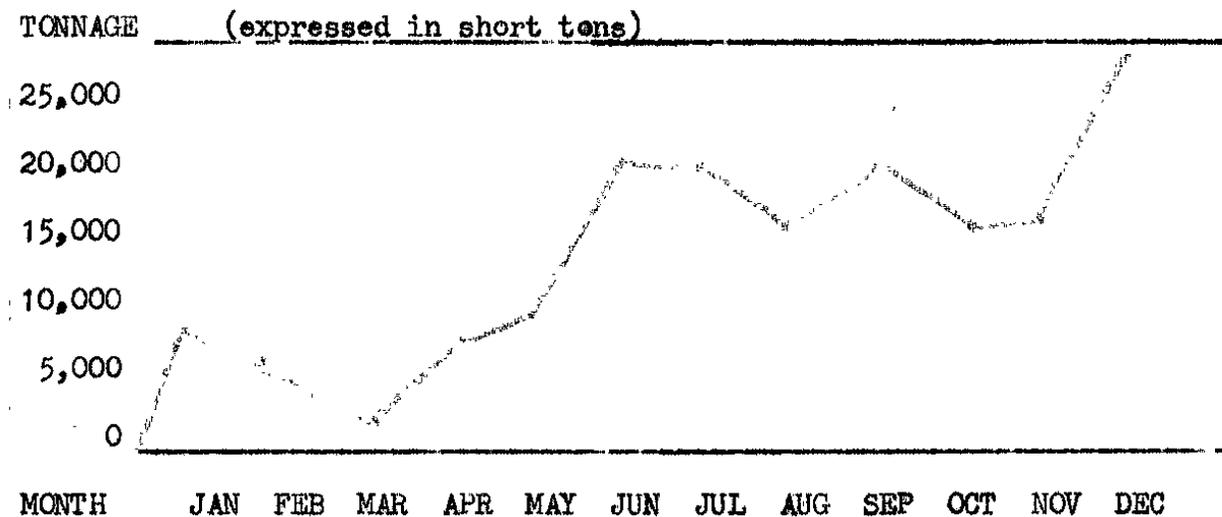
B. Nha Be: All the ammunition used in the Third Corps area was transported up river from Vung Tau to Nha Be aboard deep draft vessels. Nha Be had anchorages for three ships with buoys for three barge nests. The 124th boarded the vessels at Nha Be and discharged the ammunition to barges using civilian stevedores. The company had the responsibility for supervision and documentation, and the Ammunition Branch of the 4th Transportation Command had staff responsibility. The ships were worked on a two shift 24 hour day basis. Because of the Nha Be road being closed during the evening hours and the lack of secure shoreside facilities and the non-movement rule on the river at night, supervision was limited to the ship supercargo with no guidance during the evening hours. In September a shoreside tower was built and secured. Radios were placed on board all ships and night NCOIC was placed in the tower. He had radio and telephone communication with Ammo Branch thereby adding the supervisory and coordination capability of the night shift. Problems faced at Nha Be were lack of barge support, inability to travel from the shore to the ships at night, and the close proximity of the Nha Be POL storage area. A new location for the ammunition discharge was under study throughout the year. Following are the ammunition tonnages discharged at Nha Be for the year:



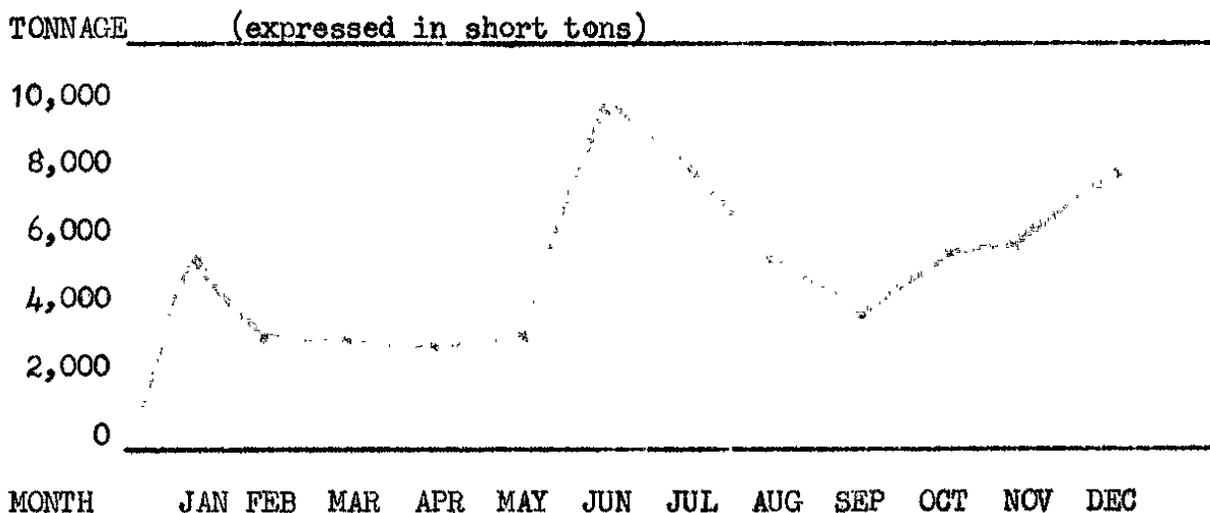
C. Barge Sites: The 124th had total ammunition discharge responsibility in the Third Corps area through the Barge Discharge Sites. The barges loaded at Nha Be were towed up river to Cogido, Buu Long, Binh Trieu, and Thanh Tuy Ha where they were off-loaded to trucks and consigned to the ammunition storage areas. Equipment at the sites consisted of TOE cranes supplemented by outdated pre World War II USAID cranes which required a large effort to keep running. These cranes lasted throughout the year largely by continuous maintenance, cannibalization, fabrication, and a local purchase program. All sites were dependent on truck availability since the ammunition could not be stored within the site area. Security and lighting was company responsibility but a shortage of personnel and equipment resulted in minimal security at all sites. Despite the lack of security and the isolated location of the sites, only one incident occurred during the year involving enemy activity. For the most part the barge sites were ignored by higher headquarters; few knew of their existence and almost no one knew where they were, nor what they looked like. The emphasis was on general cargo and the only way the sites continued to operate was through continuous direct coordination between the site personnel and the truck and ammunition units. The 402nd Transportation Company was assigned the barge sites as a single mission in December of 1966. 124th personnel remained on the sites on an advisory status for two weeks and all equipment at the sites was laterally transferred or hand-receipted to the 402nd.

1. Cogido: Cogido was the largest site in the system. It supported the 3rd Ordnance Battalion ASP in Long Binh and the ARVN ASP 532 in Long Binh. It had 2 crane pads capable of handling one barge until June when it was expanded to 5 crane pads capable of handling 2 barges. It was worked by GI stevedores from the 124th from January through April when the GI's were replaced by contract stevedores. 124th personnel continued to supervise, document, and operate all equipment at the site.

Following are the Cogido tonnages for the year:



2. Buu Long: Buu Long was a two pad one barge site on the outskirts of Bien Hoa Air Force Base, where U.S. Air Force and VNAF ammunition was off-loaded. It too was a complete GI operation until May when civilian stevedores replaced the U.S. personnel. 124th personnel were retained in supervisory, documentation and operator jobs. In October the Air Force express operation which had been trucked in convoy from Cat Lai was transferred thru the Buu Long site coming up by barge from Nha Be. It was found that this operation resulted in more timely delivery with a considerable cost reduction. Buu Long tonnage figures are as follows:

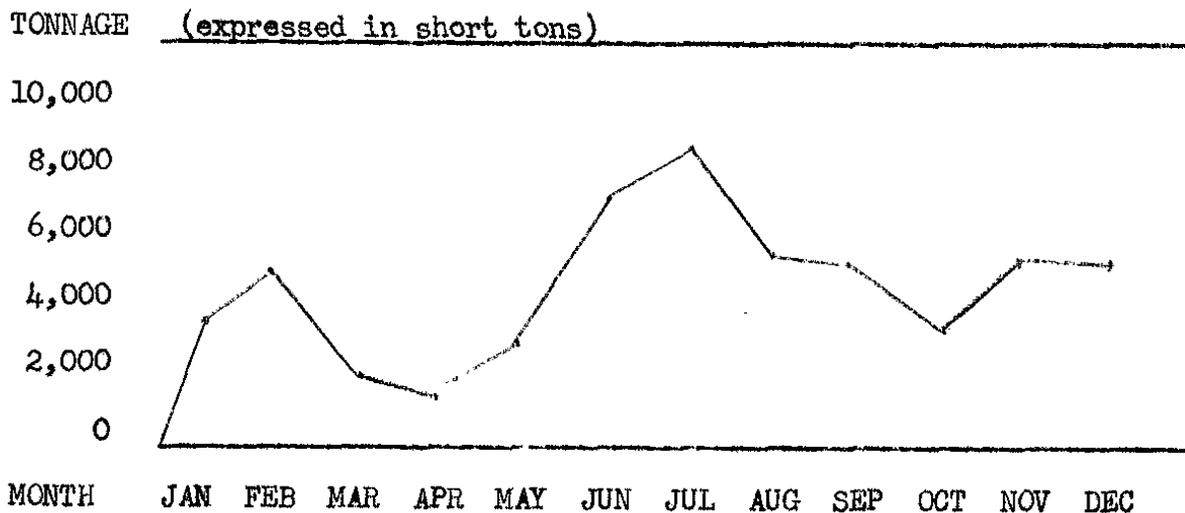


3. Binh Trieu: Binh Trieu was a two pad one barge site supporting the ARVN ASP 531, and U.S. Air Force and VNAF at Tan Son Nhut Air Force Base. Binh Trieu started as a contractor stevedore site and remained as such throughout the year. The 124th provided site supervision, documentation, and one crane with operator. The contractor provided the stevedores and one crane

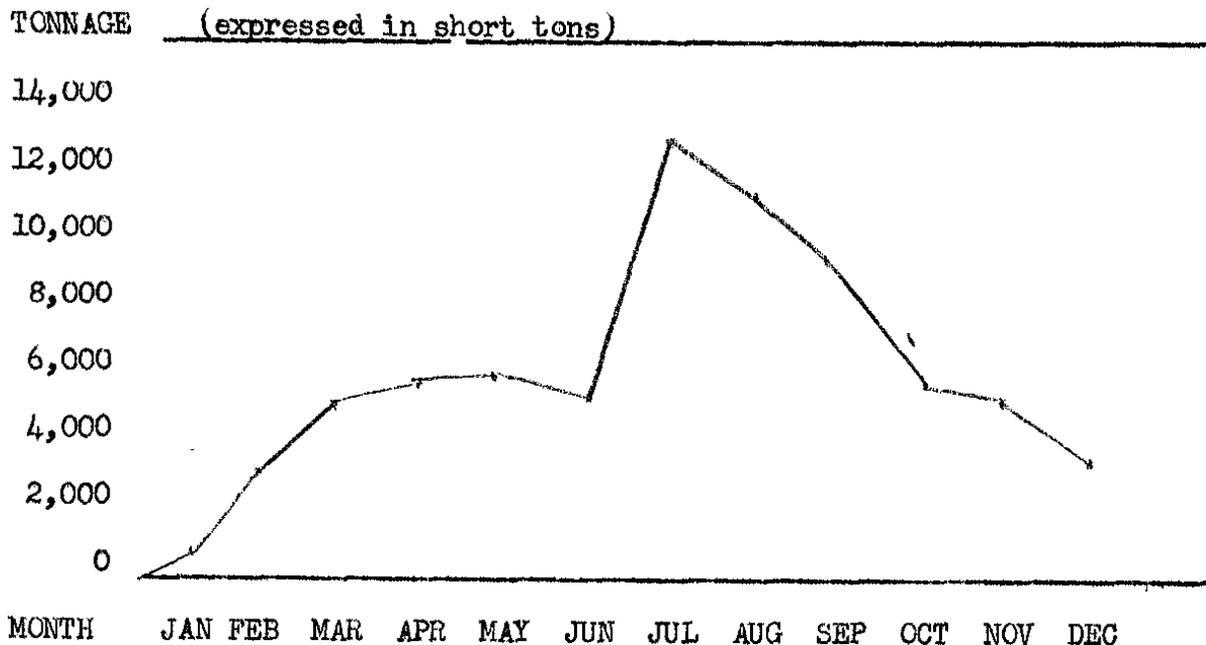
AVCA-TC-XB-124

SUBJECT: Unit History Supplement to 1966

with operator. Security was supplemented by an ARVN rifle platoon. The only terrorist activity in the Ammo System occurred at Binh Trieu in March when two loaded barges were mined and sunk. The barges contained tear gas and small arms ammunition and minimal damage occurred at the site and there were no injuries. Binh Trieu tonnage for the year was:



4. Thanh Tuy Ha: Thanh Tuy Ha discharge site supported the ARVN Thanh Tuy Ha ASP, the largest ARVN ASP in Vietnam. The 124th provided only supervisory and documentation personnel throughout the year. 124th equipment was taken to Thanh Tuy Ha on several occasions to supplement ARVN and contractor equipment. Thanh Tuy Ha tonnage for the year was:



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D. Saigon Army Terminal and Army Air Cargo: Personnel were supplied to Saigon Army Terminal and Army Air Cargo although no operational responsibility was involved. The company acted in a headquarters commandant relationship with these personnel. During July over 100 men were committed from the 124th in support of these two agencies.

E. Area IV Saigon Port: In December of 1966 the 124th received the mission of manning and operating Area IV on Saigon Port. This newly completed facility located in the Camp Davies area consisted of one deep draft berth, pier, and warehouse. The 124th had complete operational responsibility for this area. Within two weeks it was known as the "express pier" because of the rapid manner that ships were discharged.

F. Special Operational Missions:

1. During the months of May and December the 124th was called upon to operate contingency hatch gangs when the contractor stevedores went on strike in Saigon Port. On both occasions the discharge operation was smooth and all personnel performed in an outstanding manner. The lack of experience of some was made up by the long experience and training of others. A shortage of qualified winch operators was alleviated by using crane operators. It was found that a good crane operator was capable of handling a winch with very little training. Both periods resulted in average of over 15 S/T's per hour per gang, a creditable performance for any group of stevedores.

2. On 3 August 1966 the 124th provided three stevedore gangs (GI's) to work the Baton Rouge Victory which had been mined in the Saigon River. The gangs worked for 8 days before enough cargo had been off-loaded to float the ship and take it in for repairs.

II. Administration:

A. Command: Captain Ronald H. Wilbanks Jr., 092043 was in command of the 124th at the beginning of the year. On 7 July 1966 Captain Thomas K. Sheldon, 098078 assumed command of the company.

B. Billets: At the start of the year the entire company was billeted at Tent Camp "B" near Tan Son Nhut Air Force Base. It was requested that the company find a new billet area. A 90 man Detachment was sent to T.C. Hill, Long Binh on 3 January to facilitate working the discharge sites at Cogido and Buu Long. The remainder of the company was relocated to the M&M Villa area next to the Saigon Port. This area was unimproved and much clearing and fill was necessary. The company remained in this area in General Purpose Medium tents throughout the year. At year's end the company was preparing its new company area at Cat Lai. On 10 February 1966 the 124th Mess Hall was put in operation at M&M Villa. One of the few company messes in Saigon, it fed many transients as well as the company for the remainder of the year.

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SUBJECT: Unit History Supplement to 1966

C. Personnel: The company remained at full strength until September 1966 when the rotation dates of the advance party arrived. In November the main party went home and at the end of the year the company had a present for duty strength of less than 200 personnel. Incoming personnel were for the most part not stevedore trained although some of the NCO's had been through the Transportation School NCO Stevedore course which proved to be very excellent training. In July of 1966 two detachments, the 588th Transportation Detachment (MHE) and the 279th Transportation Detachment (Crane) were attached to the 124th.

D. Inspections: During the year the company very successfully passed four major inspections; an AGI in June and CMMI's in July, September, and November.

E. Awards: During the first eight months of the year the 11th Transportation Battalion (Terminal) sponsored a Unit of the Month award. The 124th won the award six out of eight times. A great number of personnel won awards ranging from the 4th Transportation Command Certificate of Achievement to the Bronze Star Medal.

III. Revolutionary Development:

The 124th Transportation Company (Terminal Service) maintained an active civic action program throughout the year. Notable projects included the building of a kindergarten and remodeling the church at the Phuoc An School. The company donated time, material, and money to make a sizeable addition to the Phuoc An facility. Thanksgiving was shared with 40 orphan girls from the St. Elizabeth Orphanage. After eating the traditional turkey dinner with the girls, playground equipment that was constructed by the company welder was brought out and donated to the orphanage. Christmas complete with Santa Claus and gifts was shared with school children from the Cat Lai School.

1967

DEPARTMENT OF THE ARMY
124TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
APO 96307

AVCA-SGN-TC-XB-124

20 February 1968

SUBJECT: Annual Supplement, Unit History (1967)

THRU: ~~Commanding Officer~~
~~11th Transportation Battalion (Terminal)~~
ATTN: AVCA-SGN-TC-XB-S3
APO 96307 *22*

TO: Commanding Officer
4th Transportation Command
ATTN: Historian
APO 96307

1. MISSION: a. Calendar year 1967 saw several changes in the mission of the 124th Transportation Company (Terminal Service), as it completed its second full year in the Republic of Vietnam. On 1 January 1967, the unit was located at the M & M Villa Area of Saigon Port. However, at that time a unit move to Cat Lai, Vietnam was already in progress, with an advanced party at work preparing a site for the company cantonment and preparing a mid-stream ship-to-barge discharge site. On 2 February 1967 the unit move was finally completed with all sections of the unit being stationed at Cat Lai. The unit remained at Cat Lai the remainder of the year.

b. At the start of this reporting period, this unit was charged with the dual mission of operating K-12 Dock, Area IV, Saigon Port, and operating the ammunition discharge site at Nha Be. Additionally, the development of the Cat Lai area and subsequent construction of barracks, bunkers, and other facilities occupied a substantial number of personnel throughout the year.

c. In July 1967 K-12 Dock was closed and the unit's responsibility there was terminated. Since the ammunition discharge facilities at Cat Lai were being expanded, the unit's mission reverted to the operation of this facility. The unit's mission remained constant the remainder of the year.

d. The unit gained operation and administrative control over the 592nd Transportation Detachment (MH-HV) in August 1967, the 586th Transportation Detachment (Maint) on 29 March 1967, and retained control over the 588th Transportation Detachment (MH-HV).

112611

SUBJECT: Annual Supplement, Unit History (1967)

2. SIGNIFICANT CHANGES IN THE ORGANIZATION:

a. Personnel: Losses of key personnel during the year were caused by rotation to CONUS and transfer.

<u>LOSSES</u>	<u>POSITION</u>	<u>DATE</u>
Cpt. Thomas K. Shelton	CO	25 Jun 67
LT John A. Battcher	Shore Plt Ldr	15 May 67
LT Donald L. Miller	Ship Plt Ldr	2 Nov 67
LT Will D. Morrow	Maint Officer	12 Aug 67
LT Gaylord J. Mathers	Shore Plt Ldr	27 Jul 67
LT Richard B. Kaufmann	Mess Officer	22 Jul 67
LT Clifton T. Lopez	Asst Ship Plt Ldr	16 Dec 67
MSG Talmage R. Carroll	First Sergeant	20 Apr 67
SFC Russel F. Hall	First Sergeant	13 Oct 67
SFC George H. Dörner	First Sergeant	26 Sep 67
SFC Charles E. Schaup Jr	First Sergeant	15 Jul 67
FSG James A. Overstreet	First Sergeant	19 Aug 67

<u>REPLACEMENTS</u>	<u>POSITION</u>	<u>DATE</u>
Cpt Robert S. Davis	CO	19 Jun 67
LT Kenneth W. Mullen	Ship Plt Ldr	27 Jul 67
LT Gary L. Jordan	Ship Plt Ldr	17 Sep 67
LT Thomas M. Johnston Jr	Ship Plt Ldr	22 May 67
LT Kenneth P. Caldwell	Maint Officer	7 Sep 67
LT Reginald D. Newton	Asst Ship Plt Ldr	17 Oct 67
LT Clifton T. Lopez	Shore Plt Ldr	16 Dec 67
LT Richard Randall	Shore Plt Ldr	2 Nov 67
FSG James A. Overstreet	First Sergeant	29 May 67
SFC Homer Martin	First Sergeant	16 Aug 67

SUBJECT: Annual Supplement, Unit History (1967)

b. EQUIPMENT: The only changes in the equipment were the additions of the TO&E equipment of the 592nd and the 586th Transportation Detachments.

3. PROBLEM AREAS.

Throughout the year the company met the critical challenges of rapid and almost total personnel turnover, and maintenance of all equipment in support of a twenty-four hour a day operation. Additionally, most replacements were untrained and/or inexperienced in the assigned duties and required extensive on-the-job training. The unit has operated throughout the year below authorized strength.

4. INDIVIDUAL ACCOMPLISHMENTS.

In the course of a routine inspection of discharge operations aboard the S S Carroll Victory, Second Lieutenant Donald L. Miller, [REDACTED], observed a pallet of 20mm explosive shells fall from a height of 30 feet onto a barge. The shells started to smoke and appeared to immediately become hot, posing a threat of a high-grade explosion to the barge and vessels in the area. Fully aware of the possible consequences and danger involved, Lieutenant Miller boarded the barge and commenced, under extreme hazards of serious injury or death, to jettison the smoking ammunition over the side into the river, thereby averting a possible disaster in the ammunition discharge area which could have cost the lives of hundreds of people and untold property damages. Lieutenant Miller was awarded the Soldier's Medal for heroism.


ROBERT S. DAVIS
Captain, TC
Commanding

DEPARTMENT OF THE ARMY
124TH TRANSPORTATION COMPANY (TERMINAL SERVICE)
APO SF 96384

AVCS TC XD 124

2 February 1971

SUBJECT: Annual Historical Supplement

TO: Commanding Officer
159th Transportation Battalion (Tml)
ATTN: S-3
APO 96384

1. Organization:

a. The 124th Transportation Company (TS) is organized under MFOE 55-1170 P003369, dated 31 December 1966. Total authorized strength is 101 enlisted men, 1 warrant officer and 5 commissioned officers.

b. Three detachments augment the company's capabilities:

- 586th Transportation Detachment (Maintenance)
- 588th " " (Materials Handling) (Heavy)
- 592nd " " " " "

Authorized strengths are 2, 8 and 8 respectively.

2. Mission:

a. The mission of the 124th Trans Co (TS) and detachments is to provide personnel and equipment to supervise operations at United States Army Terminal, Cat Lai, Republic of Vietnam. This includes:

- 1. Operational control of discharge and loading of all deep draft vessels.
- 2. Documentation of all ammunition loaded and off-loaded.
- 3. Maintenance of all equipment used in vessel discharge/off-loaded

b. The 124th Trans Co (TS) also supports several post functions, most notably, the battalion motor pool and security guards.

3. Operations: Accomplishments and Developments

a. The operation of Cat Lai Terminal is a mid-stream discharge of ammunition from ship to barge. Barges are taken in tow via tug boat to numerous river ports principally, Cogido, Binh Thuy, Newport and Binh Threiu, with US and RVN Army, Navy and Airforce as final consignees.

SUBJECT: Annual Historical Supplement

3. Operations: Accomplishments and Developments (cont)

b. Discharge continued throughout the year without any major setbacks. Backload of ammunition for rework in CONUS varied greatly, however, as figures indicate:

<u>SHORT TONS DISCHARGED</u>		<u>SHORT TONS BACKLOADED</u>	
Jan	51,129		3,739
Feb	36,840		2,533
Mar	48,664		560
Apr	44,106		1,511
May	67,589		none
Jun	52,421		365
Jul	69,879		308
Aug	54,209		2,470
Sep	37,051		3,782
Oct	33,610		2,461
Nov	31,037		1,149
Dec	44,551		664
Total 1970, 571,095		19,544	

The July total of 69,879 short tons set a new record for ammunition discharge at Cat Lai Terminal and is a point of pride for the entire battalion.

c. Strikes by the Vietnamese stevedores against the Korean contractor Lai Hy caused minor problems in January, June and early July. During each strike discharge operations continued with the aid of boatmen from the 5th and 1099th Transportation Companies. In response to the July strike, which lasted 6 days a stevedore training program was established, for the battalion's clerks, truck drivers and boat personnel. Training continued into November on two week cycles and greatly improved the battalion's potential reaction to walkouts by the Vietnamese.

d. A project to fender barges was begun on 6 Aug in an attempt to lessen damages to ships. Some measure of success has been noticed, but the overall effectiveness has been diminished greatly by the rapid "disappearance" of the tires from the sides and corners of the barges. The fendering continues in an endless cycle of theft and replacement. (With permanent gain to the local sampans)

e. July saw the arrival of the 511th Transportation Detachment (contract supervision) from Vung Tau. It was not until October, however, that the 511th began to monitor ship operations and November before it assumed responsibility for administrative, legal and financial aspects of the contract. During November a major change occurred: Control of the discharge operation was relinquished by the 124th Trans Co (TS) and assigned to S-3 of battalion.

AVOS TC XD 124

SUBJECT: Annual Historical Supplement

3. Operations: Accomplishments and Developments (cont)

e. The change is in preparation for the inactivation of the 124th scheduled for February of 1971. Until then the company will continue to support the discharge operation with personnel and equipment.

f. The General Inspection, held on 9-10 October 70 noted four commendable areas and gave the 124th an overall score of satisfactory. Results of the 28 Dec. OMI, although satisfactory overall, revealed weakness in the areas of PLL and TAMMS procedures.

g. As part of the consolidation and control post support functions, the 124th Trans Co (TS) assumed full responsibility for the motor pool on 19 Oct 70. This change gave CW2 Phillips effective control, for the first time, of the personnel who worked for him. With the arrivals another officer and four experienced maintenance NCO's to supervise the administrative duties, the battalion motor pool made rapid improvements in overall effectiveness.

4. Command Changes:

Timothy D Fulten, CPT, TC: 10 Jul 69 - 14 Feb 70

Ronald L Wallick, CPT, TC: 14 Feb 70 - 26 May 70

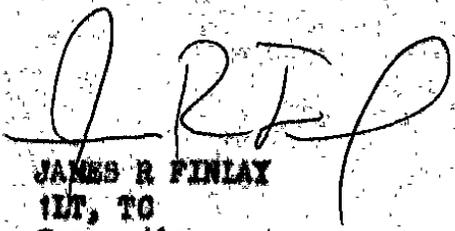
Richard J Schnitzler, CPT, TC: 26 May 70 - 21 Nov 70

James R Finlay, 1LT, TC: 21 Nov 70 - Present

5. Conclusion

1970 was the final year of service for the 124th in Vietnam. Operation of the major ammunition port of Vietnam continued smoothly with peak output in July. After the inactivation of the 124th Transportation Company (TS) the discharge operation will be supervised by the much smaller 511th Transportation Detachment. As the Vietnam War slows down further, the operation will be assumed completely by the ARVN.

The achievements of the 124th Transportation Company (TS) can be best summarized by its discharge record: Half a million tons of ammunition during 1970.


JAMES R FINLAY
1LT, TC
Commanding

Jun 1966
Feb 1967

359th TRANSPORTATION COMPANY
(Medium Truck Petroleum)
APO 96294

SUBJECT: Annual Unit Historical Report

The 359th Transportation Company was activated on 1 June 1966 and attached to the 57th Transportation Battalion at Ft Riley, Kansas. On 24 September 1966 this unit departed CONUS aboard the USNS Eltinge and arrived in the Republic of Vietnam, Qui Nhon on 19 October 1966. Once established, the unit was attached to the 27th Transportation Battalion under the 6th Group. On 1 December 1966 the units operational equipment arrived.

The initial day of petroleum movement was 3 December 1966 when the 359th Transportation Company ran their convoy to Pleiku. On the 12th of June 1967 the 359th Transportation Company was moved to An Khe, Republic of Vietnam and attached to the 34th Service & Supply Battalion.

From the 1st of January 1967 thru the 31st of December 1967 this unit has carried over 55,326,000 gallons of petroleum forward to Pleiku. During this period the unit has logged over 1,670,403 miles. This averages out to 4,610,217 gallons per month and an average of approximately 139,200 miles per month.

A record of the unit's strength, Courts Martials, Article 15's, and AWOL's is as follows:

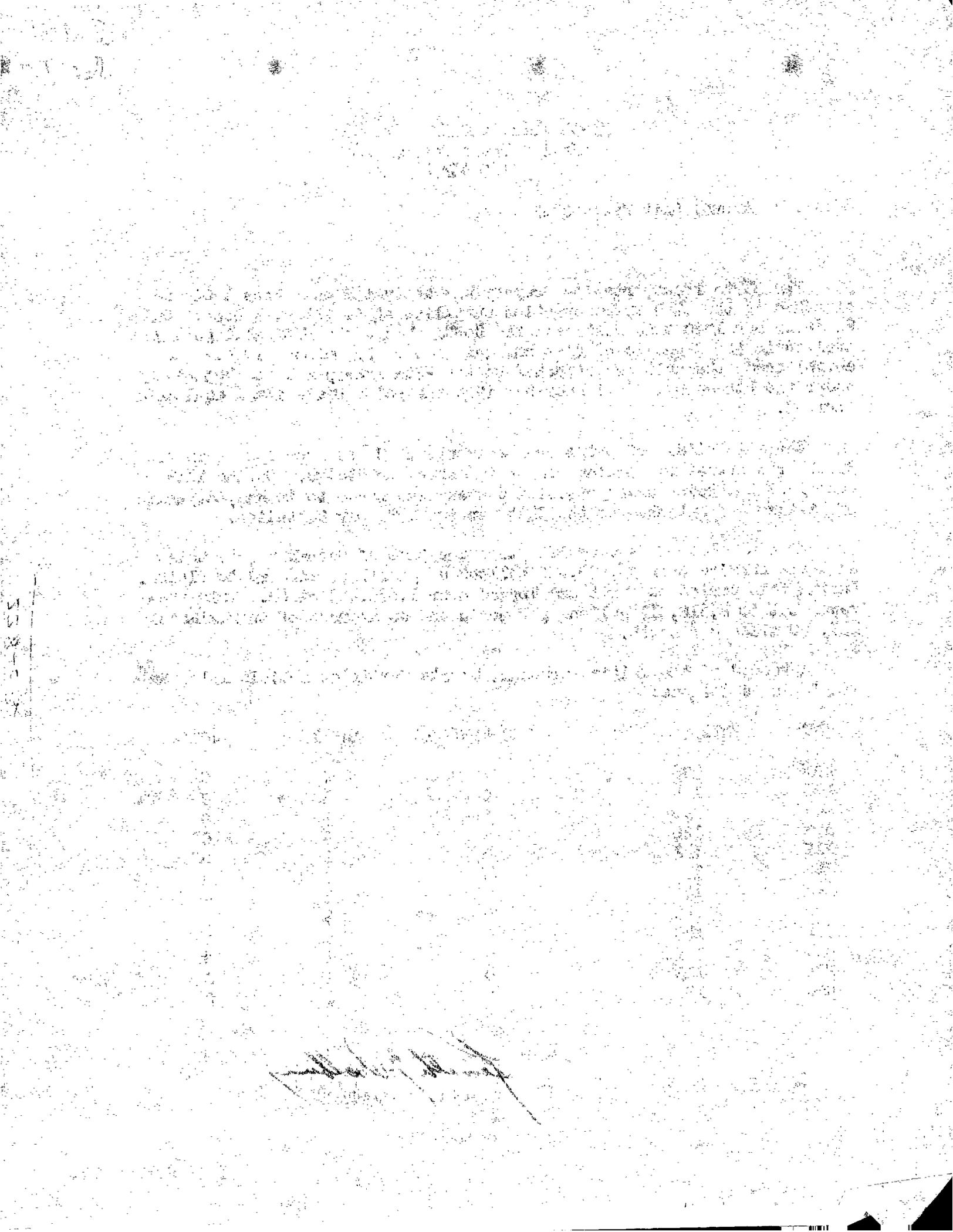
MONTH	UNIT STRENGTH	COURT MARTIALS	ART 15's	AWOL's
JAN	176	1	2	0
FEB	174	0	3	0
MAR	160	0	5	0
APR	120	0	3	0
MAY	142	0	1	0
JUN	138	0	2	0
JUL	148	1	4	0
AUG	145	0	3	0
SEP	140	0	4	0
OCT	135	0	2	0
NOV	115	0	1	0
DEC	138	0	2	0

Kenneth M Woodbury
KENNETH M WOODBURY
CPT, TC
Commanding

228-002
206-002

File

File



1968

UNIT HISTORY

359th Transportation Company

(Medium Truck Petroleum)

124th Transportation Battalion

8th Transportation Group

1 January 1968 - 31 December 1968

prepared by

Alvin L Preble, 1LT

359th Trans Co

6 April 1969

approved by

Joseph E. Dedge

JOSEPH E DEDGE

1LT, TC

Commanding

APO 96318

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is essential for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent data collection procedures and the use of advanced analytical techniques to derive meaningful insights from the data.

3. The third part of the document focuses on the role of technology in data management and analysis. It discusses how modern software solutions can streamline data collection, storage, and analysis processes, thereby improving efficiency and accuracy.

4. The fourth part of the document addresses the challenges associated with data management, such as data quality, security, and privacy. It provides strategies to mitigate these risks and ensure that the data remains reliable and secure throughout its lifecycle.

5. The fifth part of the document concludes by summarizing the key findings and recommendations. It stresses the importance of continuous monitoring and evaluation of the data management process to ensure it remains effective and aligned with the organization's goals.

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Introduction

The 359th Transportation Company (Medium Truck Petroleum) was assigned to the 240th Quartermaster Battalion (Petroleum) and stationed at Camp Radcliff in An Khe, Republic of Vietnam. The 359th Transportation Company was further attached to HHC, 34th Sup & Svc Bn (DS) for rations and quarters. In July the unit moved to Fleiku and was further attached to the 45th General Support Group for rations and security. The 359th Transportation Company had billets and company area at Camp Schmidt and operations, motor pool, and maintenance on the 1st Logistical Compound.

Mission and Resources

The 359th Transportation Company (Medium Truck Petroleum) had the mission of line hauling petroleum products to support combat and logistical operations throughout the Central Highlands. When the unit was moved to Pleiku, the mission was altered to include local hauling and the unit replaced the other extant companies with petroleum hauling capabilities. The Medium Truck Petroleum Company is rated by TO&E to haul 900,000 gallons local haul daily of 450,000 gallons line haul daily. This capability is modified in Vietnam to either 450,000 gallons local or 225,000 gallons line haul daily. Convoy procedures, loading and unloading facilities, enemy activity, distance for line hauling, and the amount of fuel in the different tank farms account for this decrease in capability.

The unit was organized under TO&E 55F and later modified in June 1968 to TO&E 55G. The organization consists of a company headquarters with one officer and 18 enlisted men, three truck platoon headquarters with three officers and nine enlisted men, six truck squads of 126 enlisted men and a maintenance section with one warrant officer and 25 enlisted men. Each truck squad is equipped with ten truck, tractor 5 ton 6x6 M52A1 and ten 5000 gallon semi-trailers.

Personnel and equipment figures have varied greatly during 1968. In January the unit operated with TO&E equipment and 145 assigned personnel. The Tet Offensive caused both figures to increase as the demand for petroleum products rose considerably. February and March found over 185 persons assigned and over 80-5 ton tractors and 70-5000 gallon trailers in operation. April strength was 165 and the number slowly tapered down to 145 in May and remained fairly constant for the rest of the year.

Key personnel in 1968 were Kenneth B Woodbury, CPT, TC, Commanding Officer from January until July; Lonnie L Holmes, first sergeant from January until March; William H Sanders first sergeant, March until December; Lee D Meadows, 1LT, TC, Commanding Officer from July until September; and Robert J Yankow, 1LT, TC, Commanding Officer from September until December.

In An Khe, the unit had a motor pool maintenance area and trailer park within easy walking distance of the company area. The company area consisted of an orderly room, ten troop billets, a mess hall, a club and an indoor movie theater. When the unit moved to Pleiku, the facilities were somewhat less. The motor pool, operations, trailer park, and maintenance area were located two miles away from the company area. An unused road was supplimented with PSP and made into a motor pool and maintenance area. Trailers were forced to be parked on two adjacent roads thus causing major traffic problems as both roads were well traveled and connected with the ammunition Supply Point and Trailer Transfer Point. The company area, two miles away, was composed of an orderly room and three troop billets. Separate mess facilities were not available and the unit was forced to mess with the 188th Ordnance Company.



Operations

Several weeks prior to the Tet Offensive in January the "hardened" vehicle concept had been revised due to the imminent possibility of enemy contact. The armored $2\frac{1}{2}$ and $3/4$ ton vehicles were refurbished and rearmed with 50 and 7.62 caliber machine guns. These "gun" trucks were utilized to provide maximum return fire during initial enemy contact and to protect the convoy until road security elements could maneuver armor and air support to attack the ambush. The long hours of hard work paid dividends on 15 January. An armored gun truck, leading a large convoy of 5 ton tractors/5000 gallon trailers from An Khe to Pleiku caught three NVA Regulars in the open, killed all three and prematurely set off an ambush involving 150 NVA Regulars. The quick reaction and heavy volume of fire placed on the enemy positions by the gun trucks was credited with keeping the convoy from being overrun and completely annihilated.

The Tet Offensive increased the demand for petroleum products and the mission was modified slightly by the addition of line haul responsibility to Kon Tum and Dak To, two towns in the Central Highlands that were receiving constant enemy action. When the road to Dak To was closed, the 5000 gallon tankers stranded there were utilized to unload fuel bags brought in by C-130 aircraft and to distribute the fuel to the different storage areas. Detachments were sent from An Khe to Pleiku and Dak To to control the movement of the tankers and the distribution of the product.

Enemy action continued throughout March with numerous small ambushes and sniping incidents. On 15 March the tanker convoy came under enemy fire from planned ambushes no less than four times during a 55 mile trip from An Khe to Pleiku.

Operational requirements warranted a move in early July. The pipeline from An Khe to Pleiku had been finished and was being water tested. One platoon was left in An Khe until the end of August to continue the line haul on that end. In two days the unit moved, settled in its new location, and again running convoys and assuming responsibility for a portion of the local haul commitments in the Pleiku area.

After continued weeks of virtually no enemy activity, the tanker convoy returning from An Khe was ambushed in a coordinated attack on the convoy, LZ Action, and Pump Station sight. Again armored vehicles reacted immediately and no personnel were injured although several vehicles were damaged.

September marked the opening of the pipeline from An Khe to Pleiku and petroleum products were pumped over 100 miles from Qui Son to the storage tanks in the Pleiku Task Farm. The success of the pipeline lessened the necessity to line haul to An Khe, and as a result of this, the unit sent special convoys to Ban Me Thout in support of the 4th Infantry Division. Line and local haul were additionally increased with commitments to resupply Duc Co, Oasis and Plei Djureng.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy verification of the data. The text also mentions that regular audits are necessary to identify any discrepancies or errors in the accounting process.

In addition, the document highlights the need for a clear and concise reporting structure. Management should be provided with timely and accurate financial statements that clearly show the company's performance over a specific period. This information is crucial for making informed decisions and planning for the future.

Furthermore, it is stressed that the accounting system should be robust and secure. All financial data must be protected from unauthorized access and loss. Implementing strong security protocols and regular backups is essential to safeguard the company's financial information.

The document also addresses the importance of staying up-to-date with the latest accounting standards and regulations. Compliance is a key factor in maintaining the integrity of the financial statements and avoiding legal penalties. Regular training and updates for the accounting staff are recommended.

Overall, the document provides a comprehensive overview of the key principles and practices of effective accounting. By following these guidelines, companies can ensure the accuracy and reliability of their financial records, which is essential for long-term success.

The final section of the document discusses the role of technology in modern accounting. It notes that the use of accounting software can significantly improve efficiency and reduce the risk of human error. However, it also cautions that technology should be used responsibly and that data security remains a top priority.

From October until December the workload of the unit was dependent upon the amount of fuel stored in Fleiku and the condition of the pipeline. Enemy harassment and sabotage on the vulnerable pipeline would cease pumping operations and once again the Central Highlands would depend on the tanker convoys to haul the needed fuel.

Accomplishments

The 359th Transportation Company set a new Qui Nhon Support Command mileage record between 9 January and 12 February when the drivers amassed 101,271 accident free miles over QL 14 and QL 19. This is a particularly significant accomplishment considering the enemy activity during the period. In addition all drivers were required to pull guard duty and sleep in bunkers on the perimeter at night.

In March another record was established. In the 15 months prior to March the company had moved over 58 million gallons of petroleum products over two million miles.

In September the unit was again recognized by Qui Nhon Support Command. In ceremonies at Qui Nhon the unit was awarded a certificate and a trophy for accumulating over 500,000 accident free miles from 18 May until 2 September. Making the presentation to 1LT Lee D Meadows was BG Richards, CG, US Army Support Command, Qui Nhon.

As 1968 drew to a close the "Professionals" of the 359th Transportation Company had run over 1000 convoys, logged over 1,450,000 miles and hauled over 70,000,000 gallons of petroleum products in support of other 1st Logistical units, 1st Cavalry Division (Airmobile), 4th Infantry Division, 1st Field Forces Vietnam, and 173rd Airborne Brigade.

The first part of the document discusses the importance of maintaining accurate records of all transactions. It emphasizes that every entry should be supported by a valid receipt or invoice. This ensures transparency and allows for easy auditing of the accounts.

In the second section, the author details the various methods used to collect and analyze data. This includes both primary and secondary research techniques. The primary research involves direct observation and interviews, while secondary research involves reviewing existing literature and reports.

The third section focuses on the results of the study. It presents a series of findings that indicate a strong correlation between the variables being studied. These findings are supported by statistical analysis and are presented in a clear and concise manner.

Finally, the document concludes with a series of recommendations for future research. It suggests that further studies should be conducted to explore the underlying causes of the observed trends and to test the findings in different contexts.

Special Events

The 359th Transportation Company (medium truck Petroleum) was inspected by the Annual Inspector General Inspection team in February. As a result of neglect in the areas of supply and administration, the unit failed to receive a satisfactory rating. A reinspection in May by the same team resulted in a satisfactory rating.

The Command Management Maintenance Inspection in June also resulted in an unsatisfactory score. The reinspection in August resulted in one of the highest scores ever given by the 1st Logistical Command CMMI Team.

UNIT HISTORY

360TH TRANSPORTATION COMPANY
(MEDIUM TRUCK PETROLEUM)

"You Name It, We've Been There"

Compiled By

1LT ANDREW G. KONDYLAS

Approved By

CPT SAMUEL F. BROADIE

PREFACE

The 360th Transportation Company (Medium Truck Petroleum) arrived in Vietnam on 21 October 1966 and at the beginning of the calendar year 1967, was split, with the Headquarters and Third Platoon at Tuy Hoa and the remaining two platoons in Cam Ranh Bay. In the course of the year the company was subdivided further extending its fuel hauling mission to the far corners of the II Corps Area and beyond. The end of the year found elements of the 360th Transportation Company in Duc Pho and An Khe, with the headquarters in Cam Ranh Bay. This account is an attempt to relate as accurately as possible the events which transpired in the course of the calendar year 1967.

The beginning of the year 1967 found the 360th Transportation Company (Medium Truck Petroleum) divided between two (2) locations. The Company Headquarters and the Third Platoon were assigned to the 39th Transportation Battalion in Tuy Hoa and the two (2) remaining platoons in Cam Ranh Bay were assigned to the 36th Transportation Battalion.

The Company was commanded by Captain William R. Lippencott Jr, TC, with MSG Earl Leach the Company First Sergeant. The element in Tuy Hoa supplied the Tuy Hoa Air Force Base and other military units in the area. The two (2) platoons in Cam Ranh Bay performed both local and line haul missions.

April was a rather erratic month for the 360th Transportation Company. That month the two (2) platoons returned to Cam Ranh Bay from Tuy Hoa and the company was once again united and was reassigned to the 57th Transportation Battalion. That same month the 360th sent twelve (12) 5 ton tractors and twelve (12) 5,000 gallon trailers under 1LT Charles Russell Jr, TDY to Duc Pho. At Duc Pho they were further subdivided and part of that group, with SP4 Johnson in charge, moved to Chu Lai.

The platoon at Duc Pho/Chu Lai was involved in the clearing of the Sa Huynh Port Operations, which is located approximately sixteen (16) miles south of Duc Pho and seventeen (17) miles north of Bong Son. The platoon was also involved in the general support of Task Force McDonald and direct support of the Special Forces/CIDG Camp. The 360th Transportation

Platoon did line haul operations to Chu Lai and Qui Nhon and has performed drive away missions. Their task vehicles hauled POL, dry cargo, refrigerated cargo, and bulk and engineer equipment by using various types of tractor trailer combinations.

In June, LT Charles R. Marken joined the company as platoon leader. Shortly thereafter his platoon was sent TDY to An Khe. The element in An Khe aided the 359th Transportation Company in keeping the 4th Infantry Division, the 173rd Airborne Brigade and units of the 1st Air Cav in Pleiku supplied with direly needed POL products. LT Charles R. Marken left the platoon in October and Sergeant Bobby A. Williams was the NCOIC. During the Dac To Crisis in December of 1967, this platoon kept the 1st Air Cav supplied with POL by running continuous convoys between An Khe and Dac To.

In July, the 360th Transportation Company withstood the impact of the IG Inspection and came through with flying colors.

During the months of August and September, the 360th witnessed a complete turnover in personnel. The "veterans" who had come over with the unit from Fort Riley, Kansas, rotated back to the states as their replacements arrived. 1SG Earl Leach returned to the CONUS and 1SG Earl Brown took over as Company First Sergeant. 1LT Gary W. Zimmerman arrived and was assigned to the platoon in Duc Pho to replace 1LT Charles Russell. On 18 September 1967, Captain Samuel F. Broadie arrived and then assumed command of the 360th Transportation Company from Captain William Lippencott on the 23rd of September 1967. At the end of September the company moved out of their tents to billets in the contonement area.

CW4 Howard K. Perry took over CW3 Virgil White's position as Maintenance Officer. SFC Mack Stewart left the unit shortly after being commissioned a 1SG and SFC Bernard Frazier replaced him as truckmaster. 1LT Danny G. Harowitz was assigned late in the month as platoon leader.

In October, the 360th Transportation Company managed to claim a historical "first" in Vietnam. The Company was the first to haul Sea Land roll-on, roll-off trailers and the first convoy, marked by fanfare and parades, departed for Phan Rang. SSG William F. Lucas arrived to replace SSG Phillip Wilson as Supply Sergeant. In the Motor Pool, SFC Milburn Myers rotated back to the states and SFC David Shotwell was assigned as Motor Sergeant.

The GMMI inspection team pounced on the 360th in mid-October and gave the company an outstanding score. One (1) 5 ton tractor in the motor pool came through the inspection unscathed. The drivers SP4 Clarence Johnson and SP4 Richard Ciurzynski were awarded an additional R&R, a three day pass, and a letter of commendation for managing to pass their equipment without one gig. In the Mess Hall SSG Sammie Gray replaced the departing SSG George Dillard as Mess Sergeant.

In November, the 360th Motor Pool was moved to its present location and this helped a little to ease the burden of the maintenance crew. 1LT Benjamin Burford arrived and was assigned to the platoon in Duc Pho to replace 1LT Gary W. Zimmerman. Another momentous incident in November was the arrival of eight (8) new vitally needed tractors.

1SG Earl Brown rotated back to the CONUS in December and 1SG Billie Stokes arrived to replace him as Company First Sergeant. On the 19th of that month the 360th Transportation Company was reassigned to the 262d Quartermaster Battalion (Petroleum), commanded by LTC Billy A. Spinks.

The highlight of the month occurred when the 360th Mess Hall, under the direction of SSG Sammie Gray won the award as Best Mess of the entire Camp Ranb Bay area.

In retrospect, 1967 was a difficult but highly successful year. It was a period of many disappointments and obstacles which had to be conquered. However, the obstacles were outnumbered by the innumerable successes and achievements which were made possible only by the hard work and the desire to succeed by the officers and men of the 360th Transportation Company. New Year's Eve found the unit looking back proudly on the year past and with confidence to the year ahead.

DEPARTMENT OF THE ARMY
363rd TRANSPORTATION COMPANY (MDM TRK)
APO US Forces 96349

AVCA DNG-B-92-363

27 March 1970

SUBJECT: Annual History of the 363rd Transportation Company (Mdm Trk),
Period ending 31 December 1969.

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

1. OPERATIONS; SIGNIFICANT ACTIVITIES

a. Personnel:

(1) Richard J. Izzo, 1Lt TC was the company commander until 27 August 1969 when William Q. Sinnott, Cpt TC assumed command.

(2) As of 31 December 1969 four (4) officers and one hundred and seventy one (171) enlisted men were assigned to the unit. No warrant officer was assigned although there was an authorized vacancy.

(3) Two (2) EM were recommended for discharge during the period under the provisions of AR 635-212. Of the two one discharge was disapproved.

(4) Six (6) EM were tried before Special Court-Martial board with all found guilty and sentenced.

(5) Two men were on TDY status to MCC in Phu Bai out of operational necessity.

(6) The second platoon of this unit was attached to the 57th Transportation Company at Quang Tri until 15 April 1969. This unit maintained responsibility for personnel assignments, promotions, and transfers. The personnel of that platoon were carried on this unit's morning report.

b. Intelligence: Intelligence reports of concern to this unit are received through command channels.

c. Operations:

(1) This unit has moved from the operational control of the AC of S, Transportation, Da Nang Support Command to the operational control of the recently activated 92nd Composite Service Battalion.

(2) The unit hauled 222,257 tons of cargo over 631,340 miles during the year 1969.

(3) This unit became part of the Trailer Transfer Point (TTP) system in coordination with the 39th Transportation Battalion.

**SUBJECT: Annual History of the 363rd Transportation Company (M&M Trk),
Period ending 31 December 1969.**

d. Organization

- (1) The 363rd Transportation Company (M&M Trk) is composed of a company headquarters, three medium-truck platoons, and a maintenance section.
- (2) The unit was assigned to the newly formed 92nd Composite Service Battalion on 20 October 1969.

e. Training

- (1) The unit conducts a regular training program based on the 92nd Battalion's master training schedule.
- (2) Special on-the-job training is conducted in M&M 4420 and 6320. Maintenance personnel are cross-trained in the various specialties of that section.
- (3) Practice alerts were conducted throughout the year to insure readiness and response.
- (4) On various occasions throughout the year, personnel went to the weapon range to familiarize with the M-16 rifle, M-40 machine-gun, and the .50 caliber machine-gun.

f. Logistics

- (1) The mission of the unit had been greatly hampered in the first quarter of the year by the unavailability of critical repair parts from its DDU. The second quarter found that this problem was alleviated.
- (2) In the last quarter of 1969 there was a dangerous shortage of trailer landing legs for the repair of declined trailers. This problem has yet to be solved.
- (3) Forty of the authorized one-hundred and twenty trailers of this unit were transferred to the 39th Transportation Battalion for the purpose of organization of the trailer transfer point (TTP). This unit was left with a critical shortage of trailers to perform its mission. Consequently costly delays in the movement of cargo were incurred.
- (4) On 9 December 1969, this unit initiated the first successful over-land support to the Chu Lai area utilizing Sea Land containers.
- (5) Throughout the year drive-away operations were conducted for supported units.

27 March 1970

**SUBJECT: Annual History of the 363rd Transportation Company (Main Bn),
Period ending 31 December 1969.**

(6) A continuing problem throughout 1969 was the non-availability of security vehicles and control vehicles for convey operations.

(7) Constant attention was paid to secure diesel tractors (M542) to replace the multi-fuel type (M542). Multi-fuel tractors posed serious difficulty during convey operations north through the Hai Van Pass.

(8) Prescribed lead list (PIL) items remained at about 42% with percentage fill no lower than 92% at any time.

g. Communications: This unit's assets were insufficient to provide all the necessary equipment for control and security vehicles during convey operations. With the organization of the Trailer Transfer Point (TTP) additional communication equipment was required.

h. Manuals: None

i. Slides: None

2. LESSONS LEARNED, DOMESTIC ORGANIZATION, EVALUATION, AND RECOMMENDATIONS.

a. Manuals: None

b. Intelligence: None

c. Operations:

(1) Implementation of TTP system.

(a) **Observations:** Inadequate support and planning have hampered daily operation of the system.

(b) **Evaluation:** The present system needs a minimum of approximately 250 trailers to adequately serve the customer needs and maintenance requirements inherent in the area served and the equipment utilized. Lack of proper support has caused undue friction in planning and movement coordination at all command levels.

(c) **Recommendations:** That the full support of the Billing Support Command be put behind the efforts to acquire adequate trailers to run the system. Further, that a separate detachment be organized for control and maintenance of all trailers.

(2) New and rebuilt multi-fuel tractors (M542).

(a) **Observations:** New multi-fuel tractors were inadequate for this unit during convey operations north through the Hai Van Pass. The rebuilt models from Okinawa especially hampered operations.

27 March 1970

SUBJECT: Annual History of the 363rd Transportation Company (Main Task),
Period ending 31 December 1969.

(b) **Evaluations:** Regular issue multi-fuel tractors have posed control and supervision problems during convey operations through the Hai Van Pass. The multi-fuels had great difficulty in pulling Sea Land containers and weighty SAP trailers through the pass. The insufficient power common to multi-fuel tractors hampered security as well as control and supervision during convey operations.

The Okinawa rebuilt models were afflicted with the same common lack of power. However, these models were also structurally unsound. Maintenance on rebuilt models were then doubled the required maintenance of the diesel tractors. Of the ten rebuilds that this unit drew on one occasion, six of the tractors failed to last for more than 10,000 miles. One tractor was turned back upon issue. The other three were dog-classified before they attained 17,000 miles.

(c) **Recommendations:** That the area and terrain be considered before issuing a unit multi-fuels or Okinawa rebuilt tractors. Further, that the rebuilt program at Okinawa be more closely supervised and that the product tractors be more extensively tested and scrutinized.

d. **Organizations:** Authorization of equipment under TOE and MTOE-154.

(1) **Observations:** Authorizations under the existing TOE and MTOE do not provide for sufficient mission-essential equipment.

(2) **Evaluations:** During the year of 1969 some of the equipment that was required for operations was hand-receipted, scavenged, or obtained on a temporary loan basis. However, much of the necessary equipment was not obtainable by this unit. Additional equipment such as security vehicles, 1/2 ton jeeps, radios, and weapons were not obtained because no authorizations existed. Extra personnel were also required to man security and control vehicles for convey operations. The distance to supported units necessitated that convoys remain over night, thereby further taxing this unit's resources.

(3) **Recommendations:** That this unit be authorized additional equipment and personnel under a new MTOE.

e. **Training:** None

f. **Insights:** None

g. **Communications:** None

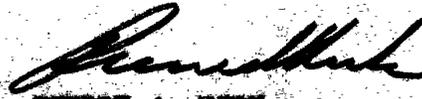
h. **Materials:** None

AVCA INGB-92-363

27 March 1970

SUBJECT: Annual History of the 363rd Transportation Company (Mtn Trk),
Period ending 31 December 1969.

1. ~~Other~~ None



PIERRE A. KIRK
OPT TO
Commanding

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- 1 - CINCUSARPAC, ATTN: GFOR-MH, APO 96358
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- 1 - Unit Hist File

1970

DEPARTMENT OF THE ARMY
363rd Transportation Company (Mdm Trk)
APO San Francisco 96349

AVCD-B-92-363

26 March 1971

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

TO: SEE DISTRIBUTION

1. OPERATIONS: SIGNIFICANT ACTIVITIES

a. Personnel:

(1) William Q. Sinnott, CPT TC was the Company Commander until 18 March 1970 when Pierre d. Kirk, CPT TC assumed command. Earl B. Burch CPT TC assumed command on 16 December 1970.

(2) Assigned strength varied through out the year from 150 to 190 enlisted men. Officers varied from 3 to 6 and 1 Warrant Officer also being assigned to the unit.

(3) One (1) enlisted man was recommended for discharge during the period under the provisions of AR 635-212. Discharge was approved.

(4) Two (2) EM were tried before a Special Court-Martial board with both found guilty and sentenced.

(5) The unit was awarded on 24 January 1970, a Meritorious Unit Commendation.

b. Intelligence: Intelligence reports of concern to this unit are received through command channels.

c. Operations:

(1) This unit is in the operational control of the 92nd Composite Service Battalion.

(2) Its mission consists of line haul operations to Phu Bai, Vietnam and Chu Lai, Vietnam. It also provides local haul operations in support of the Da Nang, Vietnam area. We were given convoy requirements for other location in the MR I area also.

(3) The unit hauled 611,061 tons of cargo over 611,751 miles during the year 1970.

AVCD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

d. Organization: The 363rd Transportation Company (Medium Truck) is composed of a company headquarters, three medium-truck platoons and a maintenance section.

e. Training:

(1) The unit conducts a regular training program based on the 92nd CS Battalion's master training schedule.

(2) Special On-the-job training is conducted in MOS 64B20 and 63B20. Maintenance personnel are cross-trained in the various specialities of that section.

(3) Practice alerts were conducted throughout the year to insure readiness and response.

(4) On various occasions throughout the year, personnel went to the weapons range to familiarize with the M-16rifle, M-60 machine-gun and the .50 caliber machine-gun.

f. Logistics:

(1) The mission of the unit had been greatly hampered throughout the first quarter of the year by the unavailability of critical repair parts from its DSU. The second quarter found that this problem was alleviated.

(2) This unit has been hampered by a shortage of operational trailers to perform its mission. This shortage is attributed to shortage of parts for repair.

(3) A continuing problem throughout 1970 was the non-availability of security vehicles and control vehicles for convoy operations.

(4) Constant attention was paid to secure diesel tractors (M51A1) to replace the multi-fuel type (M51A2). Multi-fuel tractors posed serious difficulty during convoy operations North through the Hai Van Pass.

(5) The goal of zero deadline was attained for several days by the Company Maintenance Section. The Maintenance Officer was awarded the ARCOM for his performance.

(6) The Trailer Transfer Point (TTP) came under the 363rd Transportation Company Operations.

g. Communication: This unit's assets were insufficient to provide all the necessary equipment for control and security vehicles during convoy operations. Company Operations monitors convoy nets in conjunction with the Marine Corps convoy control net for operations on QL-1 North to Phu Bai and South to Chu Lai.

h. Material: There remains a shortage of five 5-ton tractors and 36 stake and platform trailers.

AVCD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

i. Other: None

2. LESSONS LEARNED: COMMANDER'S OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS.

a. Personnel:

(1) Observation: The unit has 100% of its TOE requirements for officers.

(2) Evaluation: This affords an officer-platoon leader for each platoon.

(3) Recommendation: It is recommended that each officer assigned a platoon maintain a sound working relationship with his platoon sergeant and keep abreast of all activities within his platoon.

b. Intelligence: None

c. Operations:

(1) Implementation of TTP System:

(a) Observations: Inadequate support and planning have hampered daily operation of the system.

(b) Evaluation: The present system needs a minimum of approximately 250 trailers to adequately serve the customer needs and maintenance requirements inherent in the area served and the equipment utilized. Lack of proper support has caused undue friction in planning and movement coordination at all command levels.

(c) Recommendations: That the full support of the Da Nang Support Command be put behind the efforts to acquire adequate trailers to run the system. Further, that a separate detachment be organized for control and maintenance of all trailers.

(2) New and Re-built multi-fuel tractors (M52A1).

(a) Observation: New multi-fuel tractors were inadequate for this unit during convoy operations North through the Hai Van Pass. The rebuilt models from Okinawa especially hampered operations.

(b) Evaluation: Regular issue multi-fuel tractors have posed control and supervision problems during convoy operations through the Hai Van Pass. The multi-fuels had great difficulty in pulling Sea Land containers and weighty S&P trailers through the pass. The insufficient power common to multi-fuel tractors hampered security as well as control and supervision during convoy operations. The Okinawan rebuilt models were afflicted with the same common lack of power. However, these models were also structurally unsound. Maintenance on rebuilt models more than doubled the required maintenance of the diesel tractors. Of the ten rebuilds that this unit drew on one occasion, six of the tractors failed to last for more than 10,000 miles. One tractor was turned back upon issue. The other three were dog-classified before they attained 17,000 miles.

AVCD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

(c) Recommendation: That the area and terrain be considered before issuing a unit multi-fuels or Okinawan rebuilt tractors. Further, that the rebuilt program at Okinawa be more closely supervised and that the product tractors be more extensively tested and serutinized.

(3) Convoy Security:

(a) Observation: As a result of a heavy convoy commitment both North and South, a severe strain was placed on our existing security vehicles and men needed to man the vehicles.

(b) Recommendation: That the responsibility for convoy security be provided by means other than our TOE resources, i.e. addition men and weapons of a MOS other than that of 64B20 (Truck Drivers). Taking qualified driving personnel for security reduces our unit resources for our assigned missions.

- d. Training: None
- e. Logistics: None
- f. Communications: None
- g. Material: None
- h. Other: None


EARL B. BURCH
CPT TC
Commanding

DISTRIBUTION:

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- 1 - CINCUSARPAC, ATTN: GPOP-MH APO SF 96558
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- 1 - CO, 80th Gen Spt Gp ATTN: AVCD-GO APO SF 96349
- 1 - CO, 92nd CS Battalion ATTN: AVCD-B-92-L APO SF 96349
- 1 - Unit History File

1970

DEPARTMENT OF THE ARMY
363rd Transportation Company (AMC Det)
APO San Francisco 96319

AFM 363-20

26 March 1971

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

TO: THE DISTRIBUTION

1. OPERATIONAL SIGNIFICANT ACTIVITIES

a. Personnel

(1) William G. Stewart, CPT TC was the Company Commander until 12 March 1970 when Pierre A. Hahn, CPT TC assumed command. Earl H. Smith, CPT TC assumed command on 16 December 1970.

(2) Assigned strength varied through out the year from 193 to 195 enlisted men. Officers varied from 3 to 6 and 1 Warrant Officer also being assigned to the unit.

(3) One (1) enlisted man was recommended for discharge during the period under the provisions of AR 635-212. Discharge was approved.

(4) Two (2) EM were tried before a Special Court-Martial board with both found guilty and sentenced.

(5) The unit was awarded on 24 January 1970, a Meritorious Unit Commendation.

b. Intelligence Intelligence reports of concern to this unit are received through normal channels.

c. Operations

(1) This unit is in the operational control of the 92nd Composite Security Battalion.

(2) Its mission consists of line haul operations to Phu Bai, Vietnam and Chu Lai, Vietnam. It also provides local haul operations in support of the Da Nang, Vietnam area. It was given money requirements for other location in the AR I area also.

(3) The unit hauled 811,061 tons of cargo over 611,751 miles during the year 1970.

AFM-2-92-343 (24 Mar 71) Continued
SUMMARY: Annual History of the 10th Transportation Company (Medium Truck)
period ending 31 December 1970

d. Summary: The 10th Transportation Company (Medium Truck) is composed of a company headquarters, three medium-truck platoons and a maintenance section.

e. Incidents:

- (1) The unit conducts a regular training program based on the 92nd AS Battalion's master training schedule.
- (2) Special on-the-job training is conducted in MOS 4100 and 41000. Maintenance personnel are cross-trained in the various specialties of that section.
- (3) Routine alerts were conducted throughout the year to insure readiness and response.
- (4) On various occasions throughout the year, personnel went to the response range to familiarize with the M-16A1, M-49 machine-gun and the .50 caliber machine-gun.

f. Incidents:

- (1) The mission of the unit had been greatly hampered throughout the first quarter of the year by the unavailability of critical repair parts from its DEU. The second quarter found that this problem was alleviated.
- (2) This unit has been hampered by a shortage of operational trailers to perform its mission. This shortage is attributed to shortage of parts for repair.
- (3) A continuing problem throughout 1970 was the non-availability of security vehicles and control vehicles for convoy operations.
- (4) Constant attention was paid to secure diesel tractors (M113) to replace the multi-fuel type (M114). Multi-fuel tractors posed numerous difficulties during convoy operations North through the Hai Van Pass.
- (5) The goal of new deadlines was attained for several days by the Company Maintenance Section. The Maintenance Officer was awarded the APOB for his performance.
- (6) The Trailer Transfer Point (TTP) came under the 10th Transportation Company Operations.

g. Summary: This unit's assets were insufficient to provide all the necessary equipment for control and security vehicles during convoy operations. Company Operations monitors convoy nets in conjunction with the Marine Corps convoy control net for operations on the East Coast to the East and South to the East.

h. Summary: There remains a shortage of five 5-ton tractors and 34 stake and platform trailers.

SUBJECT: Annual History of the 365th Transportation Company (Medium Truck) period ending 31 December 1970

1. Other News

2. LESSONS LEARNED, COMMANDER'S OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS.

a. Personnel

(1) Observations The unit has 100% of its TDE requirements for officers.

(2) Evaluations This affords an officer-platoon leader for each platoon.

(3) Recommendations It is recommended that each officer assigned a platoon maintain a close working relationship with his platoon sergeant and keep abreast of all activities within his platoon.

b. Intelligence News

c. Logistics

(1) Implementable of TDE System

(a) Observations Inadequate support and planning have hampered daily operation of the system.

(b) Evaluations The present system needs a minimum of approximately 200 trailers to adequately serve the customer needs and maintenance requirements inherent in the area served and the equipment utilized. Lack of proper support has caused undue friction in planning and movement coordination at all command levels.

(c) Recommendations That the full support of the Da Nang Support Command be put behind the efforts to acquire adequate trailers to run the system. Further, that a separate detachment be organized for control and maintenance of all trailers.

(2) Use and Reliability of Multi-Fuel Tractors (MFTs)

(a) Observations New multi-fuel tractors were inadequate for this unit during convoy operations north through the Hai Van Pass. The rebuilt models from China especially hampered operations.

(b) Evaluations Regular issue multi-fuel tractors have posed control and supervision problems during convoy operations through the Hai Van Pass. The multi-fuels had great difficulty in pulling sea land containers and weighty MFP trailers through the pass. The insufficient power common to multi-fuel tractors hampered security as well as control and supervision during convoy operations. The Chinese rebuilt models were afflicted with the same common lack of power. However, these models were also structurally unsound. Maintenance on rebuilt models were then doubled the required maintenance of the diesel tractors. Of the ten rebuilt that this unit drove on one occasion, six of the tractors failed to last for more than 10,000 miles. One tractor was turned back upon issue. The other three were log classified before they reached 17,000 miles.

SUBJECT: Annual History of the 360th Transportation Company (Motor Truck) period ending 31 December 1970

(c) **Recommendations:** That the area and terrain be considered before issuing a unit multi-track or Chinaman rebuilt tractors. Further, that the rebuilt program at Okinawa be more closely supervised and that the product tractors be more extensively tested and scrutinized.

(3) Counter Security

(a) **Observations:** As a result of a heavy convoy commitment both North and South, a severe strain was placed on our existing security vehicles and men needed to man the vehicles.

(b) **Recommendations:** That the responsibility for convoy security be provided by means other than our TOE resources, i.e. addition men and weapons of a MOS other than that of 6020 (Truck Drivers). Using qualified driving personnel for security vehicles our unit resources for our assigned missions.

- d. **Engineer Name**
- e. **Inspection Name**
- f. **Communications Name**
- g. **Mechanical Name**
- h. **Signal Name**

KARL E. BROWN
CPT TS
Commanding

DISTRIBUTION:

- 3 - Chief Military History Washington D.C. 20315
- 1 - SINGAPORE, AFHQ: GPO-NE AFV SF 9600
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- 1 - CG, 3rd CG Battalion AFHQ: AFHQ-3-021 AFV SF 9600
- 1 - Unit History File

1972

THE 363d TRANSPORTATION COMPANY (MEDIUM)

(1973)

228-08

DEPARTMENT OF THE ARMY
363rd Transportation Company (Medium Truck)
Fort Dix, New Jersey 08640

AHBOGC-363

9 March 1973

TO: Commander
U.S. Army Training Center, Infantry
ATTN: AHBOGC-P
Fort Dix, New Jersey 08640

Annual Historical Summary
363rd Transportation Company (Medium Truck)
1 January 1972 to 31 December 1972

1. **Actions Affecting Units and Activities:** The 367th Transportation Company (Light Truck) was deactivated on 21 June 1972 at Fort Dix, New Jersey. Colonel Robert J. Allee, Commander of Headquarters Command, furled the 367th guidon. Captain Harold J. Gerber was the last commander of the 367th. The men and equipment of the deactivated 367th Transportation Company were transferred to the 363rd Transportation Company (Medium Truck) on the same day. The 363rd had been relocated from RVN to Fort Dix. Although a medium truck company, the 363rd operated with 2 $\frac{1}{2}$ -ton trucks throughout the remainder of the year while gradually receiving 5-ton tractors and trailers. The 363rd took over the mission of the 367th.

2. **Changes in Missions and Functions:** The mission of the unit is to provide transportation for the movement of general cargo and personnel by motor transport principally in and about Fort Dix, New Jersey.

3. **Training:**

a. **Basic Combat Training and Combat Support Training:** Not applicable.

b. **Reserve Training:**

(1) **Extent to which reserve training is supported by the unit or activity:** The unit motor pool and orderly room was made available to the transportation companies of the 76th and 78th Divisions.

(2) **Workload statistics:** Not applicable.

(3) **Reserve units involved:** The transportation companies of the 76th and 78th Divisions.

(4) **Exercises/ceremonies held:** None.

c. **Unit Training (STRAF/REFORGER) as applicable:**

(1) **FTX, ATT and/or alerts to improve readiness posture:** Field training exercises were held in June and July. The unit met its commitments from the field. Two alerts were held during the year.

(2) **Major problems encountered throughout the reporting period:** The loss of personnel to TDY stations made effective training difficult. At one time 15% of the company was TDY.

(3) **Major changes in training procedures:** None.

(4) **Post support responsibilities:** Not applicable.

SUBJECT: Annual Historical Summary (Con'T)

4. Administration:

- a. Changes in Services Rendered: None.
- b. Changes in Programs: Not applicable.
- c. Workload Statistics: An average of 16 trucks per day were put on the road.
- d. Reductions in Force: Not applicable.
- e. Labor-Management Relations: Not applicable.
- f. Significant Events: The deactivation and relocation mentioned above. The change of command noted below.
- g. Internal Improvements: Not applicable.
- h. Significant personnel Changes: On 21 April Captain Harold J Gerber replaced Captain Michael D. Freedman as the commander. On 31 July WO2 Ezekiel J. Thomas, maintenance officer, retired after 20 years service.

5. Logistics: Not applicable.

6. Operations and Exercises: On 24 June the company was brought to a one hour alert status to support flood relief activities. One of the hardest hit areas in Pennsylvania was Wilkes-Barre and on 25 June the 363rd support effort began. Captain Harold J. Gerber led a convoy of 17 men and seven trucks to Jersey City, New Jersey. There they loaded flour onto the trucks and moved out to Wilkes-Barre. The convoy returned to Fort Dix at 1130 hours on 26 June. Again on 27 June, six trucks departed for the Wilkes-Barre area carrying beds, food, water, and radios. They returned at 0630 hours on 28 June. The unit continued to send drivers until the crisis period ended. The unit supported the presidential inauguration preparations by sending four drivers TDY to the Washington, D.C. area.

7. Internal Improvements: The unit moved from building 5402 to building 5502 on Fort Dix.

8. Visitors: None.

9. Community Relations: The unit continues to support the Boy and Girl Scouts on Fort Dix by providing transportation and equipment. The unit sponsors a Little League baseball team. The men of the unit continue to support the American Indian child they "adopted" several years ago. For Armed Forces Day the unit put on a display of four vehicles. Four parade trucks were also provided that day. On Memorial Day the unit sent out 26 trucks to parades in various communities in New Jersey and Pennsylvania.

The unit supports the recycling efforts of the students of John F. Kennedy High School in Willingsboro, New Jersey by providing them one truck per week during the school year to haul waste paper, glass, cans, etc.

ANBONC-363

9 March 1973

SUBJECT: Annual Historical Summary (Con't)

10. Key Headquarters Personnel as of 31 December:

CPT Harold J Gerber	Commander
2LT Leslie N Gordan	Platoon Leader
2LT Hugh T McAleavy	Platoon Leader
1SG Dallas Cox	First Sergeant

HAROLD J GERBER
CPT, TC
Commanding

1967
May 1968

**DEPARTMENT OF THE ARMY
363rd TRANSPORTATION COMPANY (LT TRK)
APO US Forces 96269**

9 May 1968

SUBJECT: Unit History

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

1. The 363rd Transportation Company (LT Trk) was reactivated 15 March 1967 at Fort Riley, Kansas under TOE 55-177. During the next three month period the unit went through its POC/PCR training for later movement to Vietnam and received final notification on 21 Jul 67.

2. In early July 1967 the unit began loading all its TOE equipment on railroad flatcars for shipment to the POE in Houston, Texas. The unit departed from Fort Riley, 9 August 1967, with the total strength of 4 Officers, 1 Warrant Officer and 150 Enlisted Men and arrived in Oakland, California where they boarded the USNS General Walker. The General Walker departed Oakland, California 10 August 1967.

3. The advance party for the unit remained behind until 20 August 1967. Lieutenant Lawrence A. Thibodeau, Staff Sergeant Eugene Moore, Sergeant Irving T. Havener, Private First Class Eugene L. Phillips, and Private First Class Clyde R. Patrick were members of the advance party. They departed from Travis Air Force Base at 0700 hours 20 August 1967 on flight 8239A.

4. The USNS General Walker arrived at Vung Tau, Vietnam 2 September 1967 and the officers and men of the 363rd Transportation Company were greeted by representatives of the 6th Transportation Battalion, 46th Transportation Group located at Lang Binh, Vietnam.

5. The unit immediately set up operations at TC Hill, participating in convoys both day and night to Soerent, Nam Lee, Chu Chi, Tan An, Tay Ninh, Katum, Vung Tau, Lang Chao, Di An, Lia Kho, Phu Loi, Quan Loi, Lech Minh, Phu Vinh, and Dau Tung. From September 1967 until 29 January the 363rd Transportation Company moved some 32,234 short tons of cargo and traveled 385,217 miles in support of combat operations in Vietnam.

228-03
106-002

File
2/12

File

SUBJECT: Unit History cont'

6. On 29 January 1968 the 363rd Transportation Company was alerted for an intra-command move to the northern I Corps. On 9 February 1968, 4 Officers, 1 Warrant Officer and 168 Enlisted Men embarked from Newport Dock, in Saigon, on LST 488 and 239 for the five day trip to DaNang. On Valentine's Day 1968 the unit arrived in DaNang and was attached to DaNang Sub-Area Command to be later assigned to the 57th Transportation Battalion, 26th General Support Group.

7. During our brief stay in DaNang the unit supported airdrop and beach operations and assisted the III Marine Amphibious Force in troop moves. From 14 February to 1 March 1968 the unit moved some 1050 tons of cargo and traveled 21,253 miles in support of operations in the DaNang area.

8. On 1 March 1968 the unit received notification for further movement north to support a new LOTS operation at Thon My Thu, Quang Tri Province, RVN. On 2 March 1968 the 363rd Transportation Company departed DaNang and arrived in Phu Bai at 1730 hours 2 March 1968. On 3 March 1968 the unit conveyed from Phu Bai to Camp Evans to spend the night and off load some cargo. On 4 March the unit conveyed from Camp Evans to the new LOTS site to find only a hand full of personnel; the 159th Transportation Battalion (Terminal), the advance party from the 71st Transportation Company, a Base Company (Provisional) and two companies of the 1/5 Infantry, 1st Cavalry.

9. The unit set up operations and began moving cargo when the first vessel arrived 6 March 1968. To date we have supported operation "Foghorn" in the Phu Chau area, "Delaware" in the A-Shan Valley and have hauled cargo to LZ Jane, LZ Ruby, LZ Sharon, LZ Sally, LZ Stud, Dong Ha, Quang Tri and Camp Evans. Since arrival at the LOTS site the unit has hauled some 6,250 tons of cargo and traveled 73,153 miles in support of combat operations.

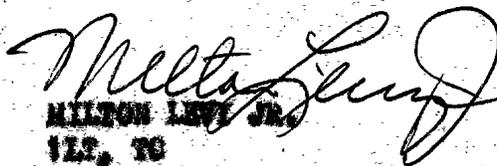
10. To date the 363rd Transportation Company is still located at the LOTS site (Utah Beach) (Wander Beach) in the Northern I Corps area. The unit has been commanded by First Lieutenant Milton Levy Jr. of North Chicago, Illinois, since 1 January 1968. The First Sergeant is Sergeant First Class Glenn Franklin G. Trotter of Salina, Oklahoma, Truckmaster, Staff Sergeant Leon Doyle of Kansas City, Kansas, Platoon Leaders are First Lieutenants Lawrence A. Thibodeau of Minneapolis, Minnesota, Noel H. Libente of Claremont, New Hampshire, and Abraham A. Pizano of Tucson, Arizona. Warrant Officer Vincent J. King of Baltimore, Maryland is the Unit Maintenance Officer.

11. The members of the unit are mission minded and have spent many hours a day in support of combat operations. The importance of a strong logistics system is very valuable for the continued progress

SUBJECT: Unit History can't

of our Army in Vietnam. The men of the 363rd are most closely involved and by participating in convoys to various support bases, can see the outstanding logistics resupply system working in support of combat elements. Even though a driver in a Transportation Company is not directly involved in combat he is still subject to death and injury which might occur from an ambush or road mine. A driver is subject to many long hours of duty but when he can see that his efforts are not in vain he needs little rest and he will continue to give tireless support to combat elements.

12. Information on the units past history prior to reactivation is not available at present but has been requested.


MILTON LEVY JR.
1LT, TC
Commanding

Apr 1970-
May 1971

THE 363d TRANSPORTATION COMPANY (MEDIUM TRUCK)
(1971)

228-08

DEPARTMENT OF THE ARMY
363rd TRANSPORTATION COMPANY (MEDIUM TRUCK)
APO SAN FRANCISCO 96317

AVCD-B-57-363

19 MAY 1971

TO: Commanding Officer - 57th Transportation Battalion

SUBJECT: National Defence Transportation Association Award

Throughout the past year, the 80th General Support Group has provided support for many operations in Military Region I of South Viet Nam. As an integral part of the 80th Group, the 363rd Transportation Company has played a vital role in the successful accomplishment of its numerous missions.

From the period 1 April 1970 to 1 May 1971, the 363rd "Road Runners" provided 100% of the line haul missions from the Da Nang area. Throughout this period the 363rd Transportation Company has furnished support to Phu Bai and Chu Lai on a daily basis. In conjunction with this it organized and operated the trailer transfer point in Da Nang, and in April 1970 established a TTP in Chu Lai. To further enhance the 80th Group's support plan, 363rd made available, throughout the MR I, its organic trailers which were originally intended to be used for Chu Lai and local runs.

In the past year the 363rd has furnished virtually all recovery teams to units who have had accidents on the steep and treacherous Hai Van pass, between Da Nang and Phu Bai. Often the "Road Runners" would provide wreckers, guntrucks, and equipment to assist a unit who had overturned a load or had suffered disabling damage to a vehicle. To accomplish its mission the 363rd recovery crews often worked late into the night, under the threat of enemy attack.

Nevertheless, the 363rd Transportation Company has always been known as the line haul unit of Da Nang, and has been called upon numerous times to perform special missions. In November 1970, the Fourth Division at Anh Khe began standing down, and the "Road Runners" were given the mission to convoy supplies and retrograde from that area to Da Nang. To accomplish this the 363rd made two round-trips to Anh Khe in fourteen grueling days. But, during this same span of time the "Road Runners" continued its local and line haul runs.

In January 1971 line haul commitments nearly doubled, for operations Dewey Canyon and Lam Son 719 were about to begin. The drive began in early February 1971, and once again the "Road Runners" were called upon to provide necessary and vital support. The 363rd Transportation Company sent over thirty personnel to Quang Tri and Vandergriff, who would be convoying supplies to Khe Sanh. But the primary mission of the 363rd, in support of Lam Son 719, was exclusive line haul supply between Da Nang and Phu Bai. The "Road Runners" convoyed the much needed supplies over the Hai Van pass, and all too frequently came under heavy enemy fire. Due to outstanding driving and remarkable leadership, these enemy attacks resulted in minimal materiel damage and injury. At no time was any 363rd daily mission completely thwarted. The support role played by the "Road Runners" proved very essential in the success of Operation Lam Son 719.

Following Lam Son 719, the 363rd Transportation Company joined with the 572nd, 563rd, and 64th Transportation Companies to form the 57th Transportation Battalion at Red Beach. The operation of the trailer transfer point in Da Nang had proved to be so successful, under the direction of the 363rd, that a new TTP was established at Camp Haskins. And once again the 363rd Transportation Company provided sole control of its organization, in addition to a POL point.

During the period of 1 April 1970 to 1 May 1971, the 363rd Transportation Company has been an exceptionally integral part of the 80th General Support Group. Through unit pride, superior leadership, and an extreme devotion to duty, the 363rd has performed its many assigned missions in the finest tradition of any transportation company operating in Viet Nam.

DEPARTMENT OF THE ARMY
363rd Transportation Company (Mdn Trk)
APO San Francisco 96349

AVCD-B-92-363

26 March 1971

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

TO: SEE DISTRIBUTION

1. OPERATIONS: SIGNIFICANT ACTIVITIES

a. Personnel:

(1) William G. Sinnott, CPT TC was the Company Commander until 18 March 1970 when Pierre d. Kirk, CPT TC assumed command. Earl B. Burch CPT TC assumed command on 16 December 1970.

(2) Assigned strength varied through out the year from 150 to 190 enlisted men. Officers varied from 3 to 6 and 1 Warrant Officer also being assigned to the unit.

(3) One (1) enlisted man was recommended for discharge during the period under the provisions of AR 635-212. Discharge was approved.

(4) Two (2) EM were tried before a Special Court-Martial board with both found guilty and sentenced.

(5) The unit was awarded on 24 January 1970, a Meritorious Unit Commendation.

b. Intelligence: Intelligence reports of concern to this unit are received through command channels.

c. Operations:

(1) This unit is in the operational control of the 92nd Composite Service Battalion.

(2) Its mission consists of line haul operations to Phu Bai, Vietnam and Chu Lai, Vietnam. It also provides local haul operations in support of the Da Mang, Vietnam area. We were given convoy requirements for other location in the MR I area also.

(3) The unit hauled 611,061 tons of cargo over 611,751 miles during the year 1970.

level 2

AVCD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

d. Organization: The 363rd Transportation Company (Medium Truck) is composed of a company headquarters, three medium-truck platoons and a maintenance section.

e. Training:

(1) The unit conducts a regular training program based on the 92nd CS Battalion's master training schedule.

(2) Special On-the-job training is conducted in MOS 64B20 and 63B20. Maintenance personnel are cross-trained in the various specialities of that section.

(3) Practice alerts were conducted throughout the year to insure readiness and response.

(4) On various occasions throughout the year, personnel went to the weapons range to familiarize with the M-16 rifle, M-60 machine-gun and the .50 caliber machine-gun.

f. Logistics:

(1) The mission of the unit had been greatly hampered throughout the first quarter of the year by the unavailability of critical repair parts from its DSU. The second quarter found that this problem was alleviated.

(2) This unit has been hampered by a shortage of operational trailers to perform its mission. This shortage is attributed to shortage of parts for repair.

(3) A continuing problem throughout 1970 was the non-availability of security vehicles and control vehicles for convoy operations.

(4) Constant attention was paid to secure diesel tractors (M51A1) to replace the multi-fuel type (M51A2). Multi-fuel tractors posed serious difficulty during convoy operations North through the Hai Van Pass.

(5) The goal of zero deadline was attained for several days by the Company Maintenance Section. The Maintenance Officer was awarded the ARCOM for his performance.

(6) The Trailer Transfer Point (TTP) came under the 363rd Transportation Company Operations.

g. Communication: This unit's assets were insufficient to provide all the necessary equipment for control and security vehicles during convoy operations. Company Operations monitors convoy nets in conjunction with the Marine Corps convoy control net for operations on QL-1 North to Phu Bai and South to Chu Lai.

h. Material: There remains a shortage of five 5-ton tractors and 36 stake and platform trailers.

WGD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

i. Other: None

2. LESSONS LEARNED: COMMANDER'S OBSERVATIONS, EVALUATIONS, AND RECOMMENDATIONS.

a. Personnel:

(1) Observation: The unit has 100% of its TOE requirements for officers.

(2) Evaluation: This affords an officer-platoon leader for each platoon.

(3) Recommendation: It is recommended that each officer assigned a platoon maintain a sound working relationship with his platoon sergeant and keep abreast of all activities within his platoon.

b. Intelligence: None

c. Operations:

(1) Implementation of TTP System:

(a) Observations: Inadequate support and planning have hampered daily operation of the system.

(b) Evaluation: The present system needs a minimum of approximately 250 trailers to adequately serve the customer needs and maintenance requirements inherent in the area served and the equipment utilized. Lack of proper support has caused undue friction in planning and movement coordination at all command levels.

(c) Recommendations: That the full support of the Da Nang Support Command be put behind the efforts to acquire adequate trailers to run the system. Further, that a separate detachment be organized for control and maintenance of all trailers.

(2) New and Re-built multi-fuel tractors (M52A1).

(a) Observation: New multi-fuel tractors were inadequate for this unit during convoy operations North through the Hai Van Pass. The rebuilt models from Okinawa especially hampered operations.

(b) Evaluation: Regular issue multi-fuel tractors have posed control and supervision problems during convoy operations through the Hai Van Pass. The multi-fuels had great difficulty in pulling Sea Land containers and weighty S&P trailers through the pass. The insufficient power common to multi-fuel tractors hampered security as well as control and supervision during convoy operations. The Okinawan rebuilt models were afflicted with the same common lack of power. However, these models were also structurally unsound. Maintenance on rebuilt models more than doubled the required maintenance of the diesel tractors. Of the ten rebuilds that this unit drew on one occasion, six of the tractors failed to last for more than 10,000 miles. One tractor was turned back upon issue. The other three were dog-classified before they attained 17,000 miles.

AVCD-B-92-363 (26 Mar 71) Continued

SUBJECT: Annual History of the 363rd Transportation Company (Medium Truck)
period ending 31 December 1970

(c) Recommendation: That the area and terrain be considered before issuing a unit multi-fuels or Okinawan rebuilt tractors. Further, that the rebuilt program at Okinawa be more closely supervised and that the product tractors be more extensively tested and serutinized.

(3) Convoy Security:

(a) Observation: As a result of a heavy convoy commitment both North and South, a severe strain was placed on our existing security vehicles and men needed to man the vehicles.

(b) Recommendation: That the responsibility for convoy security be provided by means other than our TOE resources, i.e. addition men and weapons of a MOS other than that of 64B20 (Truck Drivers). Taking qualified driving personnel for security reduces our unit resources for our assigned missions.

- d. Training: None
- e. Logistics: None
- f. Communications: None
- g. Material: None
- h. Other: None

EARL B. BURCH
CPT TC
Commanding

DISTRIBUTION:

- 3 - Chief Military History Washington D.C. 20315
- 1 - CINCUSARPAC, ATTN: CFOP-MH APO SF 96558
- 1 - CG, USARV ATTN: AVCHS-MH APO SF 96375
- 1 - CG, USASUPCOM DMG ATTN: GO-H APO SF 96349
- 1 - CO, 80th Gen Spt Gp ATTN: AVCD-GO APO SF 96349
- 1 - CO, 92nd CS Battalion ATTN: AVCD-B-92-L APO SF 96349
- 1 - Unit History File

1967

1967 ANNUAL SUPPLEMENT
TO
HISTORY OF 368TH TRANSPORTATION COMPANY (TS)

Captain Lamoreaux assumed command of the company on 11 July 1967, replacing Captain Alexander. The men were sorry to see Captain Alexander leave but looked forward to working under Captain Lamoreaux whose previous experience included duties as a platoon leader in a terminal service unit, later as a Operations Officer at Naha Port, Okinawa, under the 2nd Log. Command. Under Captain Lamoreaux's leadership, the company continued to improve both administratively and operationally. The success of the company in accomplishing its mission may be seen by looking at some operation statistics for a typical month in 1967:

Discharged	<u>16,242</u>	s/t
	<u>41,565</u>	m/t
Backloaded	<u>10,880</u>	s/t
	<u>25,632</u>	m/t
Trucks	<u>1,848</u>	(no.)

Construction of 16 personnel bunkers, as defense against mortar and rocket barrages, were built in addition to a large Command Post bunker. Each bunker is capable of seating 20 men with combat equipment.

The unit constructed a football and baseball field for the battalion. This required grading, hauling of fill, and construction of goal posts and back stop.

Much effort was spent in 1967 to improve the 368th Transportation Company area. When the unit first arrived in Vietnam, the troops were billeted in general purpose tents. In the spring of 1967, construction was started on permanent type quarters. By the end of the year, eighteen Adams Huts had been constructed and an orderly room erected by the men of the 368th, working 18 - 20 hours per day. To improve the appearance of the company area and benefit of the troops, porches for the huts were built, boardwalks laid, and trees planted. By December the men of the 368th had become so proficient in engineer type work and were so enthusiastic over the success of their building program that plans were made for even more ambitious projects in 1968. These projects included plans for asphaltting the parking area, for improving the drainage system, and for construction of a new shower facility.

The men of the 368th also participated in several civic action projects in 1967. When a number of "mama-sans" were killed in an accident behind the Battalion mess hall, the men contributed over three hundred dollars to the families of the deceased. The men also donated money to the Chaplain's "Pig Fund," a fund which was used to purchase pigs for a nearby village. On the fourth of July, many of the men of the 368th accompanied the Chaplain and his pigs to the village and were quite pleased with the villagers' happiness at receiving the pigs.

During the year, the mission of the 368th remained the same: to conduct discharge and backload operations to tranship cargo to consignees from the Barge Site and the two LST Slips at United States Army Terminal, Newport, to include the LCU ramp. Techniques were perfected in the operation which improved the efficiency of the unit.

1966

DEPARTMENT OF THE ARMY
444TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO 96238

AVCA-QN-27TC-444TC

29 March 1967

SUBJECT: Annual Historical Supplement 444th Transportation Company APO 96238

1. Significant Activities:

a. During the period 1 January 1966 through 31 December 1966 the 444th Transportation Company (Light Truck) was attached to the 27th Transportation Battalion (Truck) located approximately twelve miles west of Qui Nhon, Republic of Vietnam.

b. During the calendar year the unit conducted beach clearance operations at Qui Nhon Port, provided troop lift and support of forward task forces of various combat units and supported 27th Transportation Battalion line haul operations.

c. Operation Blue Light: On 24 December 1965, the 3rd Platoon, led by 2LT Donald W. Johnson and augmented by a mess section departed for Pleiku to provide support for the newly arriving 3rd Brigade, 25th Infantry Division. The 3rd Platoon established operations at the "New Pleiku Air Field" and moved troops from planes to their new location near Pleiku. The role Transportation Corps units played in Operation Blue Light was pointed out by the Commanding General, First Logistical Command, Brigadier General C.W. Eifler, in a letter to the Commanding Officer, 4th Transportation Command (Tml A). The letter, dated 9 February 1966, cited all units involved in the build up. The letter was indorsed to the Commanding Officer, 27th Transportation Battalion, by Colonel R.W. Aronson, Commanding Officer, 4th Transportation Command. In it, Colonel Aronson commended units of the Battalion, including the 444th Transportation Company, "The commendable manner in which you and members of your command distinguished yourselves in the accomplishment of this important mission reflects your dedication and professional ability."

d. Operation Matador: The unit transported elements of the 1st Cavalry Division to their assembly areas near Pleiku on 3 January and provided line haul support for that operation.

e. Operation Masher-White Wing: The unit provided troop lift to elements of the 1st Cavalry Division by first hauling elements North of Qui Nhon on Highway #1 to Phu Cat on 11 February 1966 and on North to the highly contested Bong Son area later in the month. This effort was cited in a letter to the Commanding General, US Army Support Command, Qui Nhon, by Brigadier General C.W. Eifler, Commanding General, First Logistical Command. This letter congratulated all units including the 444th Transportation Company. The letter further states that, "during this period, you provided the division with 500,000 rations, 7,000 tons of ammunition, and 2,000,000 gallons of fuel. At no time did combat operations have to be delayed or postponed because of a shortage of essential material." This letter was indorsed with commendation by Brigadier General Charles R. Meyer, Commanding General, US Army Support Command, Qui Nhon. During this operation the unit moved 149 tons of supplies and 350 troops a distance of 2,157 miles.

f. Operation Lincoln: Two platoons of trucks were utilized to support the 2nd Squadron, 8th Cavalry at the beginning of Operation Lincoln on 24 March 1966. Led by 2LT Lynn R. Coy, the vehicles transported men and equipment from An Khe to an area 35 miles southwest of Pleiku. Two days later a secondary mission developed when 12 of the same trucks returned to the now famous Special Forces Camp at Plei Me with additional men and equipment of the famed "First Team." These trucks remained in the Pleiku area hauling badly needed supplies to Forward Support areas during the remainder of the operation while moving 720 troops a distance of 9,331 miles.

g. Operation Round Out: On 16 April 1966, men of the 26th Infantry Regiment, ROK Capitol Division, came ashore at Qui Nhon. In a "round-robin" shuttle, two platoons of the 444th moved the fresh troops to their base camp near the Division's headquarters.

h. Beach Clearance: During the period 28 October 1965 through 18 April 1966, the 444th Trans Co participated in beach clearance operations at the Port of Qui Nhon. The period of heaviest commitment was during the period 1 January through 24 March, when an average of 25 vehicles per day were working two - twelve hour shifts. This commitment was in addition to the line haul and combat support commitments mentioned above. During this period the unit averaged between 250 and 300 short tons cleared each day. In March 1966, the 27th Transportation Battalion received a letter of commendation indorsed through 4th Transportation Command (Tral A) from Brigadier General C.W. Eifler, Commanding General First Logistical Command. In it, General Eifler cited the heavy backlogs of shipping in early January and the rapid increase in tonnages cleared. Another heavy period came between 4 May 1966 and 31 May 1966, when the unit provided an average of 27 trucks for beach clearance operations. In spite of the added strain on drivers working both beach clearance commitments and line haul, the drivers performed their duties in a superior manner. As usual, not one commitment was missed.

i. During the period 1 January through 31 March the unit moved 33,280 tons a distance of 275,529 miles on other various line haul and beach clearance commitments at the port of Qui Nhon.

j. Operation Longfellow: On 11 April two platoons of the unit deployed to Pleiku where they trans-shipped cargo from stake and platform trailers to a Task Force at Dak To located approximately 70 miles North of Pleiku on Highway 14. The convoy to Dak To on 12 April, led by 2LT Lynn R. Coy, marked what was understood to be the first US Army Convoy to that location in two years. Other elements provided troop lift to the First Cavalry Division during the same operation.

k. Operation Davy Crockett: One platoon of the unit, led by 2LT Lynn R. Coy, moved to An Khe where it picked up Troops of the 1st Cavalry Division. This element joined the remainder of the convoy at Qui Nhon and departed for Bong Son at 0200 hours, 3 May on what was the first night convoy in this area of operations.

l. Paul Revere I: On 27 May the 3d Brigade, 25th Infantry Division began an extensive operation near Pleiku. One platoon deployed to Pleiku and provided local haul support to units of that organization.

m. Operation Hawthorne: The operation of the 1st Brigade, 101st Airborne Division expanded into a major conflict early in June 1966. On 10 June 1966, the main body of the 444th deployed to Pleiku to provide combat service support to the 101st. The first major effort came on 13 June 1966, when 47 trucks of the unit participated in a 107 vehicle convoy to Dak To. This operation was supported by line haul until 1 August 1966. Convoys to Dak To were led by unit Platoons Leaders on a daily basis. Turn-around times were reduced because of the dedicated efforts of NCO's and drivers during this critical period.

n. Operation Henry Clay: On 11 July 1966, the entire company led by CPT James M. Turley, participated in an armored convoy to Bon Blech in support of Operation Henry Clay. The unit hauled a major portion of Task Force Barron's three day stockage of supplies. At this time, the road to Bon Blech was unsecured, except for the nobile security element on the road. Throughout the month of July 1966, the unit provided line haul and troop lift service to Task Force Barron and the First Cavalry Division at Bon Blech, Task Force Stinson at Dak To, and to the Third Brigade, 25th Infantry Division 14 miles South of Pleiku. In addition, the 444th hauled 500 gallon fuel bladders to the air strip at Cheo Reo in support of Hooker II. Drivers of the unit distinguished themselves on these treacherous routes by their professionalism and attention to duty.

o. Operation Hawthorne: During the period 1-7 July direct combat support was provided to Plei Me Special Forces camp located in the Central highlands southwest of Pleiku. A total of 576 tons were hauled a distance of 17,012 miles.

p. Operation Bauregard: During the period 8 July - 8 August the unit provided direct combat support to Ban Blech Special Forces Camp located 70 miles South of Pleiku on Route 14. A total of 6,312 tons were hauled a distance of 127,088 miles. In addition 575 troops were transported to Bon Blech.

q. Operation Paul Revere II: On 2 August 1966 a major battle began developing West of Pleiku. Elements of the Third Brigade, 25th Infantry Division and the First Cavalry Division were committed. During this period of logistical strain, the 444th was committed to its maximum capability, supporting the 3rd Brigade, 25th Infantry Division and Task Force Barron, now located at the Oasis, 21 miles South of Pleiku. Drivers of the 444th hauled a maximum number of tons to these locations in spite of treacherous roads. The drivers and leaders of the unit again displayed superior devotion to duty while negotiating the one-lane road pocked by holes and ruts. During this same period, the unit supported ROK operations at Duc Co, using armored elements from the 1st Battalion, 69th Armor. One 2½ ton truck was damaged by a mine, but the driver coaxed it to Duc Co, off-loaded and returned the vehicle to Pleiku under its own power.

r. Operation Henry Clay: On 30 August the unit transported 90 tons a distance of 5,280 miles from Pleiku in support of Operation Henry Clay.

s. Operation Thayer I: After having returned to Qui Nhon from Pleiku on 31 August the unit conducted support of Operation Thayer I during the period 13-30 September. Elements of the 1st Cavalry Division located at Bong Son were provided with 3,876 tons of supplies which were moved a total of 119,519 miles. In addition line haul to An Khe and Pleiku during the period 1-7 Sep

delivered a total of 2,444 tons with 213 additional tons being moved on local hauls. Support of Operations Thayer I and II continued through 31 October. The unit was commended in a letter from Major General C.H. Dunn, Asst. Chief of Staff, MACV, in a letter dated 25 October 1966 in which he wrote, "The prompt, efficient, and dedicated support in which you and the members of your command responded to the emergency requirement for moving AM-2 matting during the period 21 September 1966 to 4 October 1966 is noteworthy and appreciated. Despite your very heavy workload, your command quickly responded in a highly efficient manner to move this critically needed material by all transport means available to its destination at Khe Sanh and Dong Ha. Your prompt action enhanced the tactical support capability in the I Corps tactical zone at a most critical period." This letter was indorsed by Major General C.W. Eifler, Commanding General, 1st Logistical Command.

t. On 1 November the unit was alerted to move to Pleiku and loaded and moved with only 21 hours notice, arriving at Pleiku at 1300 hours 2 November. Within four hours after arrival vehicles were being dispatched in support of elements of the 1st Cavalry Division operating from the "Oasis" located twenty miles southwest of Pleiku. During the period 2 Nov-31 Dec the unit continued support at the Oasis of Operation San Houston and in addition backhauled ammunition from a Special Forces CIDG camp located at Dak To. The 4th Infantry Division on Operation Paul Revere IV, at a location 37 miles west of Pleiku, was also supported at two Task Forces, one located at Plei Docchi and the other at a Special Forces CIDG camp at Plei Djereng. During the period 26-31 Dec, 40 task vehicles were dispatched to Plei Djereng with 90 men under the command of 2LT Robert E. McIlvain. These 90 men loaded most of the task force supplies by hand and moved the entire Task Force operation to Plei Docchi. During the period 26 Nov - 25 Dec the unit supported the First Brigade 101st Airborne Division on Operation Pickett in an area West of Kontum moving on one occasion to a location less than 15 Kilometers from the Cambodian Border. The mileage and ton figures for the operations are as follows:

- (1) Task Force located at the Oasis and Operation San Houston: 2,720 tons.
- (2) Task Force located at Plei Docchi and Operation Paul Revere IV: 3,203 tons
- (3) Task force located at Dak To Special Forces CIDG camp: 513 tons
- (4) Operation Pickett: 964 tons
- (5) 26 - 31 Dec move of Task Force from Plei Djereng to Plei Docchi: 564 tons.
- (6) Total mileage 2 Nov - 31 Dec: 115,258

2. Civil Affairs: During the period Dec 65 through Dec 66 the 444th Transportation Company (Light Truck) participated in the following Civil Affairs projects:

- (1) Trucks of the 444th led by 2LT Lynn R. Coy assisted the Qui Nhon Support Command Civil Affairs Officer by hauling toys and food to outlying villages north of Qui Nhon. This operation, known as "Toys for Tots," took place in late December 1965.

(2) In May 1966, the men of the 444th contributed over 7000\$VN to the holy Family Hospital, Qui Nhon, to have a lip operation performed on an eleven year old Vietnamese girl, Das Thi Ie. The girl had become a familiar sight around the compound, acting as laundress and house girl. The operation was a success and won many friends in the village of Phu Tai.

(3) During May 1966, twelve trucks of the 444th worked day and night for a week to move rice and flour from the Vietnamese dock at Qui Nhon to warehouses at the Catholic Cathedral in Qui Nhon. The rice and flour was donated from the Bishops Relief Fund and was used to feed refugees in the large refugee camp near the Cathedral.

(4) The unit also contributed food to needy villagers, hired members of a needy family, and assisted in the construction of a home for a family whose hut had burned to the ground.

3. Other Projects:

(1) In April 1966, the 444th Transportation Company became the first unit of the 27th Transportation Battalion, to achieve 100% participation in the Savings Bond Program. This goal was attained through the joint efforts of officers and non-commissioned officers. The Unit First Sergeant, Donald L. Rees, placed special emphasis on savings at all entrance briefings for new personnel. The unit has continued to have well above 90% participation throughout the year.

(2) In May 1966, the men of the 444th Trans Co achieved another first when they contributed over one dollar per man to the American Red Cross. No active Red Cross campaign took place in the Republic of Vietnam, but the men of the unit wanted to contribute because of the many benefits already received from the Red Cross since the unit's arrival in the Republic of Vietnam.

(3) CMMI Inspections: The "Triple Four" also successfully passed three Command Maintenance Management Inspections during this period, on 30 Jan 66, 1 Apr 66, and 9 Dec 66. The unit was commended by Brigadier General Charles R. Meyer for its success in passing a large number of roadside spot check inspections conducted by the US Army Support Command, Qui Nhon.

(4) The unit successfully completed the Annual General Inspection in March 1966. The inspection was conducted by Headquarters, US Army Support Command, Qui Nhon.

4. Command Changes:

(1) On 11 Sep 66, 1SG Donald L. Rees departed the unit for assignment to Europe with SFC E7 George F. Willhite taking over the duties of company 1SG.

(2) After being in command of the unit since 7 August 1964, Captain James M. Turley completed twenty-five months outstanding leadership of the unit when he rotated to CONUS.

(3) Captain Charles H.R. Kramer assumed Command on 24 September 1966.

1967

DEPARTMENT OF THE ARMY
444TH TRANSPORTATION COMPANY
APO 96238

18 March 1968

SUBJECT: Annual Historical Supplement

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

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

Commanding General, United States Army, Vietnam,
ATTN: AVCHS-MH, APO 96375

✓ Commanding General, 1st Logistical Command,
ATTN: AVCA-GO-H, APO 96384

Commanding General, US Army Support Command,
ATTN: AVCA-QN-GO-H, APO 96238

Commanding Officer, 8th Transportation Group,
ATTN: Command Historian, APO 96238

Commanding Officer, 27th Transportation Battalion,
ATTN: AVCA-QN-TG-27-OP, APO 96238

1. INTRODUCTION: During the period 1 January 1967 through 31 December 1967 the 444th Transportation Company was attached to the 27th Transportation Battalion located approximately twelve (12) miles west of Qui Nhon, Republic of Vietnam at grid coordinates BR 992 248. During the calendar year this unit conducted port and beach clearance operations, provided troop lift and support for forward task forces of various combat units and supported 27th Transportation Battalion local and line haul operations.

2. MISSION AND RESOURCES:

a. Mission: The primary mission of this unit is to provide transportation for the movement of general cargo and personnel by motor transport. This is accomplished through port and beach, local haul and line haul operations.

b. Capabilities: At full strength, with 45 trucks available making four (4) round-trips per day in local or two (2) round-trips per day (one (1) per ten hour shift) in line hauls, a light truck company can transport the following:

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(1) For local hauls when equipped with $2\frac{1}{2}$ ton trucks: 720 short tons of cargo (four (4) tons per truck) based on 75% availability of vehicles and four (4) trips daily on highway or 3600 passengers (20 passengers per truck) on or off highway.

(2) For line hauls when equipped with $2\frac{1}{2}$ ton trucks: 360 short tons of cargo (four (4) tons per truck) based on 75% availability of vehicles and two (2) trips daily on highway or 1,440 passengers (16 passengers per truck) on or off highway.

(3) The "triple four" was unable to reach the standards established in the above sub-paragraph for several reasons. First of all, the average number of task vehicles on hand for the year was 53; seven (7) short of the sixty (60) TOE authorized vehicles. Secondly, the average assigned strength for the year was 144; 25 short of the TOE authorized strength. Finally and most important, during the month of September 1967 this unit was instructed to convert fourteen (14) task $2\frac{1}{2}$ ton vehicles into armor plated security vehicles. Consequently, this action reduced the number of tons transported and miles traveled by this unit. It should also be noted that road conditions and enemy activity; ie, roadblocks and ambushes, greatly impeded the over-all transportation effort.

c. Organization: The "triple four" is organized into a company headquarters, maintenance section and three (3) truck platoons each consisting of a platoon headquarters and two (2) truck squads (See Inclosure 2).

d. Personnel: Under the provisions of TOE 55-17F this unit is authorized 169 enlisted personnel and five (5) officers. As mentioned in paragraph 2b(3), the average assigned strength for the calendar year was 144 enlisted and five (5) officers. Twenty three (23) of the 144 were permanently assigned to garrison type details; ie, perimeter guard, service club, post exchange and battalion headquarters.

e. Vehicles and Equipment: The status of vehicles and equipment within the "triple four" was outstanding. Over a period of twelve months, January through December, the deadline rate (9.4) was the lowest among the twelve other companies of the 8th Transportation Group. This success is contributed to strong leadership among the officers and non-commissioned officers and to a rigidly supervised first echelon maintenance program. Maintenance check lists as well as spot checks, daily motor stables, and follow up action on requisition all are in effect and receive command emphasis.

f. Facilities: Through the use of a self-help program and under the leadership of the first sergeant, MSG E7 William Wade, the 444th Transportation Company area is one of the most outstanding in the 8th Trans Gp. The company is situated on a hill over-looking the entire 27th Transportation Battalion and with chain fences of transportation red and yellow and sidewalks lined with flowers and banana trees it is very picturesque. To assist in providing recreational activities for the men, an open-air movie theater and day room equipped with a pool table and ping pong table are available.

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3. OPERATION AND TRAINING:

a. Operations:

(1) The unit was operating from Pleiku as the year began with the unit supply section, personnel pay specialist, personnel records specialist and mail clerk at the unit base camp near Qui Nhon. The distance between Pleiku and the base camp was 110 miles.

(2) While in Pleiku, the unit supported the 4th Infantry Division on Operation Paul Revere V and Operation Sam Houston with daily convoys to an area located 20 miles South of Pleiku on Highway #14 and an area 38 miles West of Pleiku at Plei Docchi on Highway #509. Armored escort was provided on the convoys to the West and the support South was conducted at various intervals as a 24 hour operation.

(3) Operation Thayer II, Irving: On 13 January 1967 one platoon and officer returned to the unit base camp at Qui Nhon and conducted support of forward areas located North of Qui Nhon on Highway #1 to Bong Son. Elements of the 1st Cavalry Division (Airmobile) and 3d Brigade, 25th Infantry Division were supported. This support has continued through the remainder of the calendar year with daily convoys to Bong Son and task forces located South of Bong Son.

(4) Operation Dutchess: On 31 January 1967 the unit deployed 54 task and 7 administrative vehicles to Dragon Mountain Base Camp, South of Pleiku. On 1 February 1967 the unit began a move to Duc Lap, located approximately 12 kilometers East of the Cambodian Border on highway #14 Southwest of Ban Me Thuot. A total of 385 tons of Engineer Class II and IV items and 110 CIDG security troops were transported a total of 24,980 miles. The 112 vehicles convoy arrived in Duc Lap on the evening of 2 February 1967 and returned to Pleiku on 5 February 1967 without experiencing enemy contact.

(5) On 26 February 1967, the "triple four" returned in its entirety to Qui Nhon where it has conducted line haul support to the 1st Cavalry Division and 173rd Airborne Brigade at An Khe and to forward support areas North of Qui Nhon.

(6) The "triple four" continued to support the 1st Cavalry Division (Airmobile) base camp located at An Khe, the 1st Cavalry Division's forward element located at LZ Uplift and Bong Son and the ROK Capitol Division outpost located South of Qui Nhon at Song Cau. There were only four (4) convoys dispatched to Song Cau on 4, 5, 10 and 14 May; however, the unit participated in daily operations to LZ Uplift and Bong Son and conducted round-the-clock support operations to An Khe. It was on one of these night convoys to An Khe that one of the unit's 2½ ton trucks struck a land mine near the base of the An Khe pass in May. The driver was not injured however, the front axle and differential were nearly blown from beneath the truck requiring it to be salvaged. The mining incident coupled with other enemy action along Highway #19 resulted in stopping all night convoys to An Khe.

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(7) During the battle of Dak To in November 1967 the "triple four" played a vital part in resupplying the fighting force at Dak To. During this trying period and to assist in moving the needed supplies, the following list of equipment and personnel were attached from 10 November to 8 December 1967:

<u>OWNING UNIT</u>	NO	TOTAL	NO	TYPE	TOTAL	<u>MILES</u>	<u>SHORT</u>
	OF	MAN	OF	OF	TRUCK-DAYS		
	<u>MEN</u>	<u>DAYS</u>	<u>DAYS</u>	<u>VEH</u>	<u>VEH</u>	<u>ON LOAN</u>	<u>TONS HAULED</u>
618th Maint.	3	24	72	3	2 $\frac{1}{2}$ ton	72	345
98th Maint.	4	19 $\frac{1}{2}$	78	3	2 $\frac{1}{2}$ ton	72	341
160th Maint.	4	19 $\frac{1}{2}$	78	3	2 $\frac{1}{2}$ ton	72	335
156th Maint.	5	17	84	3	2 $\frac{1}{2}$ ton	72	342
184th Ord.	9	20	178	4	2 $\frac{1}{2}$ ton	96	362
504th Ord.	1	24	24				
820th Ord.	1	24	24				
71st Trans.	1	28	28				
19th S&S	1	28	28				
554th Maint.	1	28	28				
514th Eng.	1	28	28				
5th Trans.	1	25	25				
562d GS	1	28	28				
TOTAL	33	313	703	16	2$\frac{1}{2}$ton	384	1,725

Upon completion of the Dak To fighting and a allied victory, commanders from General Westmoreland down to the battalion commander, Major Quinton T. Martin, commended the transportation units for a job well-done. At no time did the allies have to stop fighting or change their strategy because of a shortage of supplies.

(8) On 18 December 1967 the "triple four" participated in Operation Frostbite which moved cargo and personnel of the 11th Infantry Brigade from DeLong Pier, Qui Nhon, to their northern base camp at Duc Pho. Twenty six (26) task vehicles were utilized, in addition to four (4) control jeeps, three (3) gun trucks, a maintenance wrecker, and one vehicle mounted M55 Quad 50 caliber machinegun. During this operation this unit had 617 passengers and 240 short tons of cargo hauled with 1,155 passenger miles loaded. This operation was accomplished with relatively few complications. This was attributed to the time permitted to prepare for the mission and the cooperation between the units involved.

(9) In addition to the above operation the "triple four" continued its daily commitments West to An Khe and Pleiku, and North to Bong Son and Duc Pho. The following is a combined total of tons and miles for the special and daily commitments for the calendar year 1967:

<u>MONTH</u>	<u>MILES</u>	<u>TONS</u>
Jan	75,326	4,231
Feb	81,412	4,108

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<u>MONTH</u>	<u>MILES</u>	<u>TONS</u>
Mar	131,153	5,924
Apr	150,934	7,210
May	87,012	6,817
Jun	102,142	6,054
Jul	153,609	6,494
Aug	163,867	6,782
Sep	146,357	4,846
Oct	105,322	5,201
Nov	102,687	6,381
Dec	<u>90,367</u>	<u>4,401</u>
TOTAL	1,390,198	68,449

b. Training:

(1) The unit has been attempting to fulfill what at times seem to be somewhat unrealistic training requirements considering the mission and operational commitments; ie, 24 hour operations. The daily work load combined with the shortage of personnel has greatly impeded the training program. Command information and mandatory subjects are given close attention on weekly training schedules. The 27th Transportation Battalion driver testing station is quite helpful in preparing drivers for the job they will eventually perform.

(2) The one and one half-hour daily motor stables has proven to be an effective means of supervising 1st Echelon Maintenance as well as providing an opportunity for 2d Echelon Spot Checks. In addition to the on-the-job training, each section is participating in a cross-training program.

(3) Weapons training is conducted on a semi-annual basis. All newly arrived personnel fire, within seven (7) days after arrival and semi-annually, the M-14 Rifle, M-60 Machinegun and the M-79 Grenade Launcher for familiarization.

4. ADMINISTRATIVE ACTIVITIES:

a. Promotions: During the period discussed, seventy three (73) men were promoted to PFC E3, one hundred and seventy (170) to SP4 E4, fourteen (14) to SP5 E5, twelve (12) to SGT E5, eight (8) to SSG E6 and three (3) to first lieutenant. These promotions not only helped the morale of the company, but also instilled more initiative in the men and therefore their job performance was largely improved.

b. Awards:

(1) Bronze Star: The following named individuals received bronze stars for meritorious service in Vietnam:

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- (a) COY, Lynn R. 1LT, [REDACTED]
- (b) WALLACE, William A. WO1, [REDACTED]
- (c) CLINE, Edward G. SSG E6, [REDACTED]
- (d) KENNICUTT, Herman D. SSG E6, [REDACTED]

(2) Army Commendation Metal: The following named individuals received Army Commendation Metals for valor and meritorious service in Vietnam:

- (a) MC ILVAIN, Robert E. 1LT, [REDACTED]
- (b) WILLHITE, George F. SFC E7, [REDACTED] - Valor
- (c) TWELLMAN, Herman J. SSG E6, [REDACTED]
- (d) HOGAN, Billy W. SGT E5, [REDACTED]
- (e) CARRIERE, Albert R. SP4 E4, [REDACTED]

(3) Safe Driving Awards: During the reporting period over two hundred (200) Safe Driving Awards for accident free miles, ranging from 5000 to 30,000 miles, were awarded to members of the "triple four".

c. Command Changes:

(1) On 5 August 1967, SFC E7 George F. Willhite departed the unit and was replaced by MSG E7 William M. Wade as **First Sergeant**.

(2) After being in command of the unit since 24 September 1966, Captain Charles H. R. Kramer completed twelve (12) months outstanding service before rotating to CONUS.

(3) Captain Frederick Hill assumed command on 11 September 1967.

(4) Captain Thomas M. Walker assumed command on 26 December 1967.

5. **SECURITY ACTIVITIES:** Security is always, whether it be convoy or garrison, of paramount importance in South Vietnam. The enemies ability to move freely throughout Vietnam without being detected enables him to attack on any objective at any time. Because of this, the Free World Forces must always maintain a high degree of alertness. During the reporting period the VC have ambushed convoys operating along Highway #19 almost at will. Therefore, the "triple four", along with other light truck companies in the 8th Trans Gp, converted a portion of their task vehicles into armor plated security vehicles. This increased the unit's ability to defend itself in the event of an ambush. In November 1967 this unit was assigned two M55 Quad-fifty machinegun systems. These quad-fifties were mounted in the cargo beds of 2½ ton trucks and were used to add fire-power to the convoy security force. In addition to convoy security, the M55's were also utilized for garrison security. They were placed at strategic location throughout the camp and on numerous occasions fired H&I Fires into suspected enemy location.

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6. LOGISTICS ACTIVITIES:

a. The maintenance program in the "triple four" is second to none in the 8th Trans Gp. Through the effort of the maintenance officer, WO Conrad Spangler, and the professionalism of the non-commissioned officers, the deadline rate for the year was a remarkable 9.4; the lowest in the 8th Trans Gp. The following is the deadline rate by month for the calendar year 1967:

<u>MONTH</u>	<u>RATE</u>
Jan	12.9
Feb	7.1
Mar	19.5
Apr	10.2
May	18.0
Jun	14.1
Jul	7.1
Aug	4.9
Sep	4.6
Oct	3.5
Nov	2.3
Dec	3.3

b. Supply is an ever increasing problem in Vietnam. The majority of units in Vietnam rely to greatly on their ability to scrounge rather than placing a valid requisition. This breaks down the supply system because without a requisition no demand is created and therefore, the supply depots are unaware that the demand for the item exists. This unit experienced much difficulty in this area and on numerous occasions could not have a due-out filled because someone had scrounged before the supporting facility could fill the due-outs.

7. SPECIAL EVENTS:

a. The "triple four" successfully passed two Command Maintenance Management Inspections during this period. The 1st Logistical Command CMMI was on 5 July 1967 and the United States Army Support Command CMMI was on 13 November 1967. In both inspections the unit scored well and following the USASUPCOM CMMI, Colonel Joe Bellino, Commanding Officer, 8th Trans Gp, commended the "triple four" for an outstanding performance.

b. The annual General Inspection was conducted on 29 June 1967. Again, the unit accepted the challenge and passed the inspection with high scores.

8. CIVIL AFFAIRS:

a. In March 1967 the men of the unit contributed \$117.00 for an operation to correct a defective eye of a local Vietnamese boy in the Village of Phu Tai near Qui Nhon.

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b. The unit has continually provided transportation and scrap lumber support to the refugee camp near Qui Nhon which is under the sponsorship of the 27th Transportation Battalion. On several occasions food was contributed to needy villagers and in one instance assistance was given to a Vietnamese family whose home had burned to the ground.

3 Incl

1. Lineage and Honors
2. Organizational Chart
3. General Orders

Thomas M Walker
THOMAS M WALKER
CPT, TC
Commanding

DEPARTMENT OF THE ARMY

LINEAGE AND HONORS

444th TRANSPORTATION COMPANY

Constituted 8 April 1943 in the Army of the United States as the 444th Quartermaster Troop Transport Company

Activated 3 May 1943 at Camp San Luis Obispo, California

Reorganized and redesignated 17 January 1945 as 444th Quartermaster Truck Company

Converted and redesignated 1 August 1946 as 444th Transportation Corps Truck Company

Inactivated 20 January 1947 in Germany

Redesignated 3 December 1954 as 444th Transportation Company and allotted to the Regular Army

Activated 28 January 1955 at Fort Riley, Kansas

CAMPAIGN PARTICIPATION CREDIT

World War II-EAME

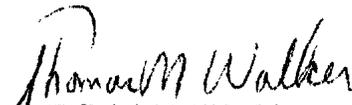
Normandy
Northern France
Rhineland
Ardennes-Alsace
Central Europe

DECORATIONS

Presidential Unit Citation (Army), Streamer embroidered ARDENNES

By Order of the Secretary of the Army:

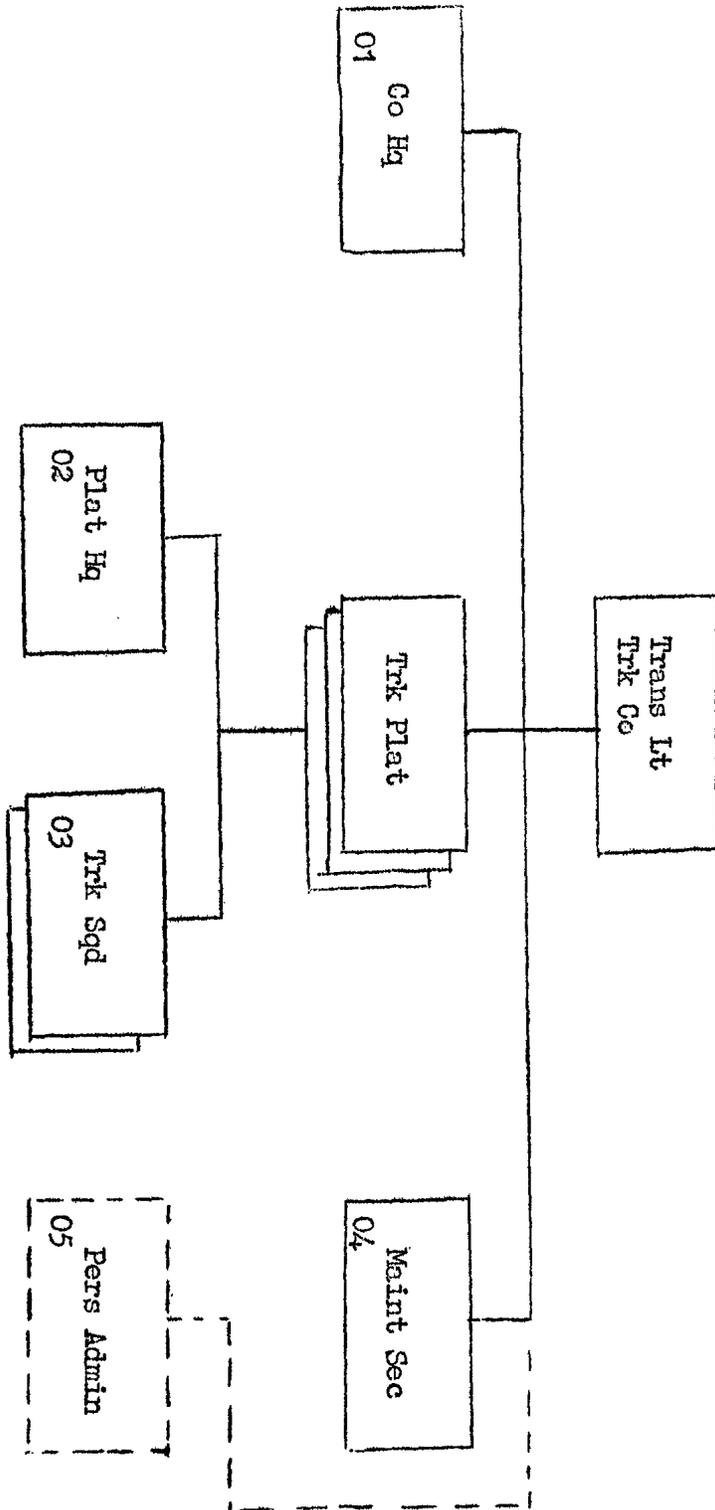
"A TRUE COPY"


THOMAS M WALKER
CPT, TC
Commanding

/s/ Kenneth G. Wickham
/t/ KENNETH G. WICKHAM
Major General, USA
The Adjutant General

Incl 1

TRANSPORTATION LIGHT TRUCK COMPANY



AUGMENTATION. Not included in totals.



GENERAL ORDERS
NUMBER 21

HEADQUARTERS FIFTH UNITED STATES ARMY
Chicago, Illinois 60615, 23 February 1965

CHANGE IN STATUS OF CERTAIN FIFTH UNITED STATES ARMY UNITS

1. TC 371. Following orders REVOKED.

So much of: Paragraph 1, General Orders 3, this headquarters, current series

Pertaining to: Reorganization of certain Fifth United States Army Strategic Army Forces units.

2. TC 011. Following Fifth United States Army Strategic Army Forces unit REORGANIZED.

* TPSN	* UNIT AND STATION	* TOE	* AUTHORIZED STRENGTH			
			ANC/ OFF	AMSC	WO	ENL
35680	58th Trans Co (Lt Trk) Fort Leonard Wood, Missouri UMI: FATXN	55-17F, 64 (SRC 55 017F 4101) Plus: Para 5 (SRC 55 017F 4121)	4		1	169
35680	444th Trans Co (Lt Trk) Fort Riley, Kansas UMI: FBCXN	55-17F, 64 (SRC 55 017F 4101) Plus: Para 5, (SRC 55 017F 4121)	4		1	169

Effective date: 24 December 1964.

Equipment: Equipment required and not available will be requisitioned in accordance with normal supply procedures; equipment rendered excess will be disposed of in accordance with current procedures.

Personnel: Maximum number of enlisted personnel required by this action will be assigned from locally available resources without MPA-PCS costs. The remainder will be procured through application of normal personnel requisitioning procedures.

Files/Records: Will be continued without cutoff in accordance with paragraph 32, Army Regulations 345-215.

Morning Reports: Entry will be made in the Record of Events section of the Morning Report prepared for the effective date (Army Regulations 335-60).

Account classification: Appropriate allotment will be obligated to the extent necessary (Army Regulations 37-102).

Special instructions: a. Reorganization will be accomplished by commanding generals, stations concerned, in accordance with appropriate Table of

- Organization and Equipment and authorized strenghts shown.
- b. No change in station, priority, or assignment is involved.
 - c. Adjust unit funds, where necessary, in accordance with Army Regulations 230-10.
 - d. File a copy of these General Orders with the organization property book.
 - e. Mission is in accordance with TOE indicated above.

FOR THE COMMANDER:

OFFICIAL:

GEORGE M. JONES
Brigadier General, GS
Chief of Staff

/s/ B. E. Babcock
/t/ B. E. BABCOCK
Colonel, AGC
Adjutant General

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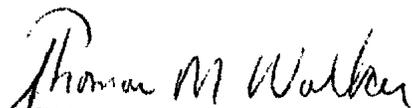
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/s/ Samuel W. Farr
/t/ SAMUEL W. FARR
CPT, TC

"A TRUE COPY"


THOMAS M WALKER
CPT, TC
Commanding

1966

DEPARTMENT OF THE ARMY
512TH TRANSPORTATION COMPANY (LT TRK)
APO 96238

21 July 1967

SUBJECT: Unit History, Annual Supplement 1966

TO: See Distribution

1. The 512th Transportation Company was activated on 1 June 1966 at Fort Campbell, Kentucky by General Orders Number 156 dated 29 April 1966. The company was commanded by Captain Gerald M. Kirsch and the First Sergeant was SFC Joseph A. Parent Jr. It had three Platoon Leaders, 1LT Robert R. Mann, 2LT Joseph S B Jenkins, and 2LT Gary C. Gray, and one Maintenance Officer WO1 Billy G. Capps.

2. During the company's training period at Fort Campbell it was controlled by the 500th Transportation Group. The training for overseas movement, which lasted 7 weeks, was conducted with the help of the 3d Bde, 101st Airborne which trained the personnel in the unit in basic infantry training for Vietnam. The driver and transportation training was conducted by the unit itself under the supervision of the 500th Transportation Group.

3. After the unit's training period, which ended 13 August, the unit spent four weeks in preparation for movement which included packing of equipment for shipment, obtaining items which the unit had a shortage on, shipping of the unit's M54A2 5 ton cargo trucks by rail and truck to port for shipment, and required preparation for overseas movement leave.

4. The main body of the unit departed Fort Campbell on 27 September by commercial aircraft for Oakland, California to board the USNS General William Weigel for shipment to Vietnam. The advance party left Fort Campbell on 2 October for flight to Vietnam on 3 October where the unit set up its base camp at Camp Addison under the 54th Transportation Battalion, 8th Transportation Group.

5. The unit prepared its base camp until it's equipment arrived in the middle of November. Upon arrival of equipment the unit began hauling cargo to An Khe, Pleiku, Phu Cat, and Bong Son in support of the 1st Air Cav, 25th Infantry Division, and the 4th Infantry Division in their operations in these areas. From 5 December to 13 December one platoon

SUBJECT: Unit History, Annual Supplement 1966

(con't)

was sent TDY to Pleiku to support the 101st Airborne in Operation Pickett in the Kontum area.

6. During the first month and one half this unit had the highest availability rate of vehicles in the 54th Battalion. At one period in December the unit had an availability of 98% of its task vehicles available for commitment.



J S B JENKINS
1LT, TC
Commanding

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- 1-CG, USASUPCOM QN, ATTN: AVLC-QN-GO, APO US Forces 96238

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- Annex B - Organizational Chart
- Annex C - Awards and Decorations

DEPARTMENT OF THE ARMY
512TH TRANSPORTATION COMPANY (LT TRK) (5T)
APO 96238

18 March 1968

SUBJECT: Unit History, Annual Supplement 1967.

TO: See Distribution

I. Introduction

The 512th Transportation Company (Light Truck) is located in the Cha Rang Valley, approximately 16 miles Northwest of Qui Nhon, Viet Nam, on highway 19. The unit's mission is to move cargo by means of the M54A2, 5 Ton Cargo Truck. The company continued to perform this mission in a highly commendable manner during 1967. During the year, the unit hauled cargo from Qui Nhon to An Khe, Pleiku, Phu Cat Air Base, and Bon Song in support of the 1st Air Cav, the 25th Infantry Division, the 4th Infantry Division and the 173rd Airborne Brigade and their operations in these areas. There were many hardships and difficulties during the year caused by weather, poor road conditions, and enemy activities, but these difficulties were readily dealt with and overcome.

II. Mission and Resources

a. Mission: The primary mission of the 512th Transportation Company is the movement of general cargo and personnel. However, the unit very rarely engages in the movement of personnel.

b. Capabilities: The 512th Transportation Company varies from the 55-17F TO&E regarding its capabilities. The estimated long-haul capabilities of 540 short-tons was reduced approximately 50%. Due to the distance involved, Pleiku is 93 miles away, and the lack of good roads unit vehicles were able to accomplish only one haul per day. Unit capability was also reduced because the roads in the area were open for only 10 to 12 hours each day, due to the enemy situation. The road closing necessitated the overnight retention of approximately 1/3 of the convoy vehicles in Pleiku each night.

c. Organization and Utilization of Resources.

1. The unit is organized into three (3) truck platoons consisting of 20 task vehicles each, a maintenance platoon, and a company headquarters section. (see Annex B)

2. Due to its combat-support mission, the company must be operational 24 hours a day seven days a week. The truck platoons and the maintenance platoon provide mutual support in meeting the high daily commitments.

d. Personnel

1. The company experienced a large rotational hump in October and November 1967. These personnel were gradually replaced and the unit's mission was not seriously jeopardized by a shortage of personnel.

2. For three weeks during the month of November, eleven (11) Korean Army drivers and one (1) Korean officer were assigned to the company, and used the unit's vehicles to resupply ROK artillery batteries.

3. Many personnel in the unit were promoted during the year. The company is authorized 181 personnel (176 EM and 5 Officers). The assigned strength during the year was generally close to this strength.

e. Vehicles and Equipment

1. The company is authorized sixty (60) 5 ton cargo trucks. The average assigned strength for the year fifty-five (55). The unit was also authorized five (5) armor-plated gun trucks as a result of its involvement in the 2 September 1967 ambush. The assigned strength in gun trucks fluctuated between two (2) and five (5). The unit was also authorized one wrecker and five (5) $\frac{1}{4}$ ton jeeps with $\frac{1}{2}$ ton trailers.

2. The company started pulling fifty-five (55) $1\frac{1}{2}$ ton cargo trailers in November. These trailers theoretically enabled the unit to increase its monthly tonnage by approximately 1,000 tons. The high Maintenance requirement on the trailers and other problems created by trailers seen demonstrated that the use of trailers was less than desirable.

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 also has a permanent type mess hall.

3. The Company Headquarters and billets were all of a temporary nature and were scheduled to be replaced with permanent facilities early in 1968.

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 proved very successful. The unit also 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 3 ambushes during 1967, the first of which occurred on 2 September. In this ambush the company suffered 3 men killed and 7 wounded, and lost five (5) 5 ton cargo trucks.

As a result of this ambush, 8th Trans Gp required all of its units to convert five (5) 2½ ton cargo trucks into armor-plated gun trucks. These trucks afforded the convoy additional protection and firepower. The second ambush was on 24 November 1967. The 512th Trans Co had six (6) WIA's in this ambush and lost eight (8) 5 ton cargo trucks. The third ambush was on 4 December 1967. The unit did not lose any trucks or have any casualties in this ambush. Individuals from this unit received nineteen (19) Purple Hearts, two (2) Bronze Stars for Valor, one (1) Bronze Star for Meritorious Service, and three (3) Army Commendation Medals for Meritorious Service during the year. For a list of personnel receiving awards see annex C.

d. Weapons Training:

1. As each man entered the unit he drew a weapon. He familiarized himself with the weapon and zeroed it before going on the road.
2. Each machine gunner was required to fire his weapon before leaving on a convoy each morning.
3. The unit also had several mandatory classes and range-fire exercises with the M-14 rifle.

e. Mission Accomplishments: The unit continued to accomplish its mission by hauling cargo from Qui Nhon to An Khe and Pleiku over route 19, and from Qui Nhon to LZ English and Bon Song over route 1. The unit hauled approximately 25% to the Bon Song area. The condition of the roads over which the unit's vehicles traveled was improved approximately 60% by the end of the year. The improved road conditions contributed greatly to the unit's mission and to its maintenance effort.

IV. Intelligence and Security Activities

- a. The company's sector of the perimeter was improved by the construction of large bunkers.
- b. Maintenance of the bunkers on the units inner and outer lines is constantly supervised and corrected whenever necessary.
- c. Safeguarding of military information was continually stressed.
- d. The unit continued to strive to maintain alert, informed guards and an immediate reaction force.

V. Logistical Activities

- a. Logistical Problems: Materials necessary for unit improvements were difficult to obtain early in the year. The problems eventually were reconciled.
- b. Maintenance Activities:
 1. The unit maintenance section worked diligently throughout the year repairing vehicles. The effects of the weather and poor road conditions contributed greatly to maintenance problems.

2. Technical representatives from USATAC have visited periodically for direct consultation with drivers, mechanics, and supervisors in an effort to institute proceedings to alleviate maintenance problems peculiar to this area.

3. The maintenance section learned many field expedients during the year. The section learned that in spite of heavy commitments, marginal vehicles should be placed in maintenance or ordnance rather than on the road and subject to breakdown.

VI. Special Events

The company had four Company Commanders during the year: Captain Gerald M Kirsh, 1LT J.S.B. Jenkins, Captain William H Ferguson Jr, and 1LT William G Moser. These commanders successfully guided the unit in the accomplishment of its mission and through the Annual General Inspection and the quarterly Command Maintenance and Management Inspection.


PAUL H FORSTER
CPT, TC
Commanding

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1-CO, 54th Trans Bn
1-Unit Files

ANNEX A

SUBJECT: Unit: Lineage, Honors, and History.

The 512th Transportation Company (Lt Trk) (5 Ten) was reactivated 1 June 1966 at Ft Campbell, Ky, 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, Penn. It was redesignated the 186th Port Company on 30 Jan 1943. The designation 512th was allocated on 1 October 1954 at Camp Leroy Johnson, Louisiana.

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

Unit Decorations: a. French Croix de Guerre w/palm (Normandy).

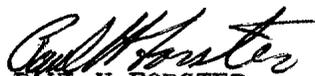
b. Belgian Army order of the day (Antwerp).

CONUS Location: Indiantown Gap, Penn; Ft Hamilton, N.Y.; Camp Patrick Henry, Va; Ft Lawton, Wash; Camp Leroy Johnson, LA; Ft Eustis, Va; Ft Campbell, Ky.

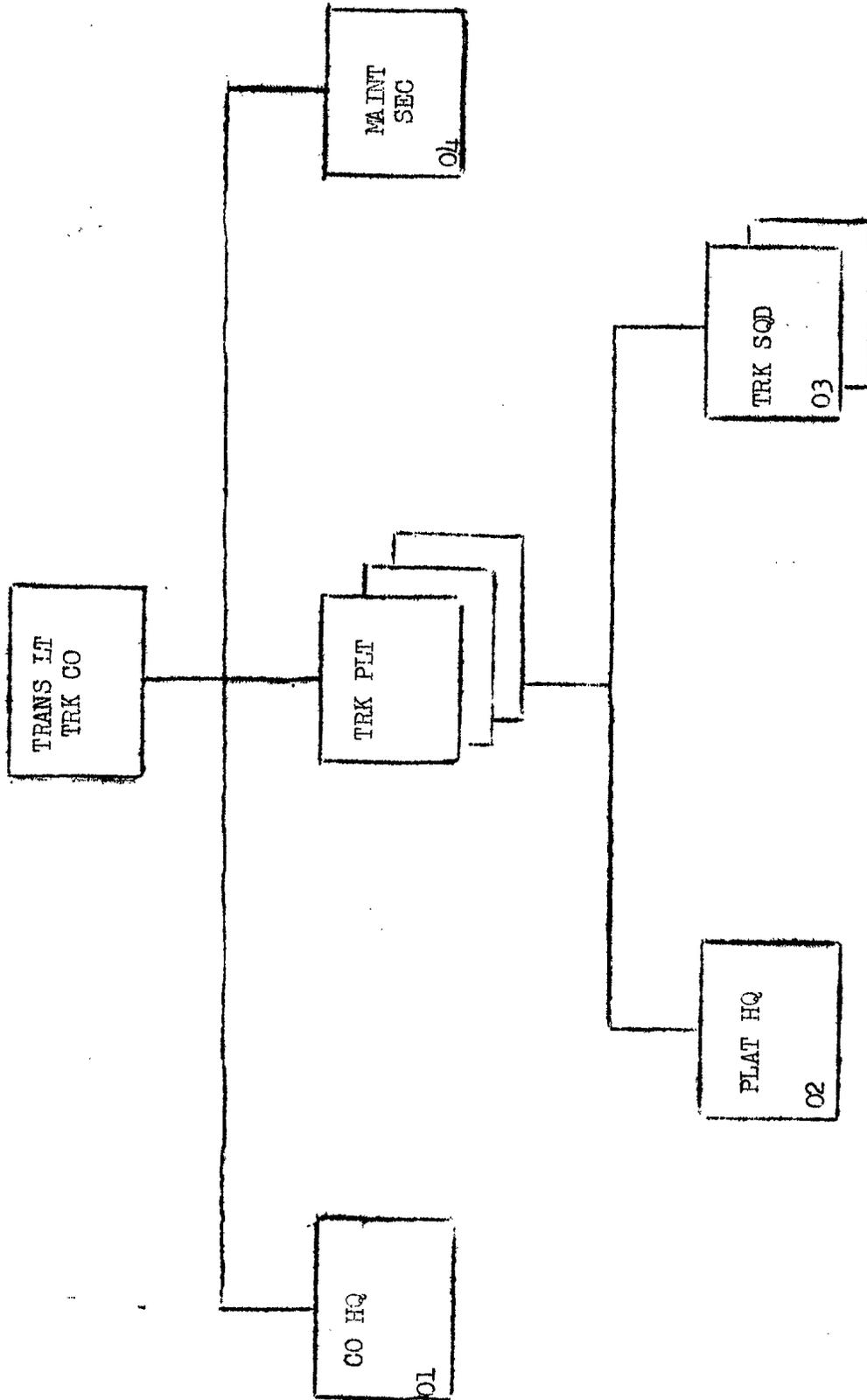
OS Locations: England, Belgian, France, Germany, Alaska, Newfoundland, Viet Nam.

Commanding Officer: CPT Paul H Forster

First Sergeant: Darrel E Shue


PAUL H FORSTER
CPT, TC
Commanding

512TH TRANSPORTATION LIGHT TRUCK COMPANY



ANNEX B
MTOE 55-17F
USARPAC
UIC: WFT8AA

ANNEX C

SUBJECT: Awards and Decorations

1. The following individuals received Bronze Star "V"

Trevino, Raymundo	SP5 E5	
Panagis, Andreas	2LT	

2. The following individual received Bronze Star

Capps, Billy G	CW2	
----------------	-----	--

3. The following individuals received Army Commendation Medal

Gray, Gary C	1LT	
Yunker, Keith M	SSG E6	
Fennel, Jahue	SSG E6	

4. The following individuals received Purple Hearts

Collins, Claude	SSG E6	(Posthumous)
Reinhart, Arthur	PFC E3	(Posthumous)
Simmons, Ronald W	PFC E3	(Posthumous)
Conn, Steve J	SP4 E4	
Maples, Harold	SP4 E4	
Boraski, John W	SP4 E4	
Curry, Eugene	SP4 E4	
Osborn, James R	SP4 E4	
Orr, James O	SGT E5	
Pringle, Fred H	SP4 E4	
Capps, James E Jr	PFC E3	
Kline, Kenneth J	PFC E3	
Hakes, Micheal	SP4 E4	
Tillotson, Russel	PFC E3	
Panagis, Andreas J	2LT	
Millhofer, Frederi	SP4 E4	
Monday, Clay R	PFC E3	
Lindsay, Lawrence	SP5 E5	
Lavell, John E	PFC E3	

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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 Annex B -- Organizational Chart

 Annex C -- Awards and decorations

228-03

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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.

c. 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.

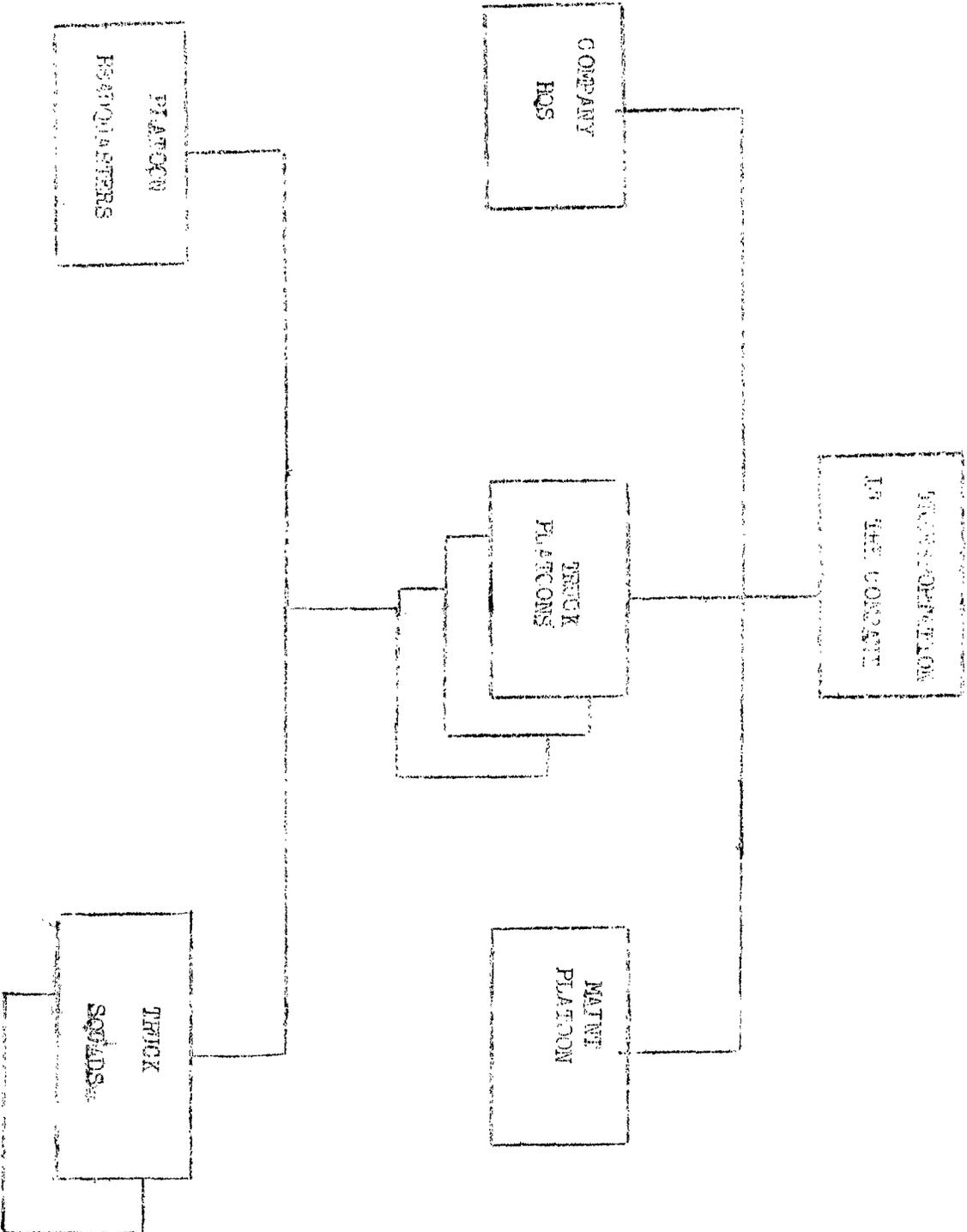
OS Location: England, Belgian, France, Germany, Alaska, Newfoundland, Viet Nam.

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

UNIT HISTORY

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

54TH TRANSPORTATION BATTALION (TRK)

USA SUPPORT COMMAND, QUI NHON

(1 January 1969 - 31 December 1969)

prepared by

THOMAS F WHALEN 1LT, TC

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

1 February 1970

approved by

James D Himburg

JAMES D HIMBURG
1LT TC
Commanding

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I. Introduction

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

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 per cent availability of vehicles and 2 trips daily on highway or 1,620 passengers (18 passengers per trucks) on or off highway.

The 512th Transportation Company (Lt Trk) (5T) also has a heavy lift platoon with a capability of moving 325 tons per trip, line haul from Qui Nhon to Pleiku. This platoon became apart of the 512th Transportation Company in June 1969.

c. Organization and Utilization of Resources

The mission demands are such that the unit has a constant commitment of over 95 % of available vehicles each day. The principle convoy is to Pleiku from Qui Nhoneach day and is over 100 miles one way. The 5 ton cargo trucks are loaded each night and are line hauled to Pleiku. They are then offloaded, backloaded, and started back to Qui Nhon. The convoy responsibilities are rotated between the three companies of the 54th Transportation Battalion.

The mission of the heavy lift platoon is to move bulk type heavy equipment to Pleiku from Qui Nhon and then return with a like quantity of retrograde equipment. The average round trip for the heavy lift is 3 days. The heavy lift had an average strength of 26 EM and 1 Officer.

d. Personnel

1. The company experienced a large rotation of personnel in August and September 1969. These personnel were gradually replaced and the unit mission wasn't seriously jeopardized.

2. The company is authorized 179 personnel (174 EM and 5 Officers). The assigned strength through the year was approximately 138 EM and 3 Officers.

e. Vehicles and Equipment

1. The company is authorized 60 five ton cargos. The average assigned strength for the first 10 months was approximately 35. Starting in September the 5 ton cargo trucks were turned in and new vehicles were issued in their place.

2. The heavy lift is a provisional platoon and has on long term loan 13 (10 ton) tractors, 3 (50 ton) tank transporters, and 7 (25 ton) lobby trailers.

f. Facilities

1. The unit has a maintenance section equipped with 5 permanent type maintenance stalls with an adjoining operations and dispatching section.

2. The unit has a permanent type mess, which won first place in the Qui Nhon Support Command for the best decorated mess at Christmas.

3. The company Headquarters and billets are in permanent type structures. There are also permanent shower facilities and sanitary latrines.

III. Operations and Training

a. Training exercise

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

2. The unit has made maximum use of on-the-job training, especially in the maintenance operations.

b. Mandatory Subject Training

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

c. Combat action: the company was involved in the following ambushes during 1969.

1. 15 January- 1WIA

2. 14 February- 1KIA-1WIA
3. 23 February- 2KIA-1 truck destroyed
4. 4 March-6 WIA, 1 truck destroyed
5. 5 March- no casualties
6. 24 March- no casualties
7. 15 April- 3 WIA
8. 24 May- 1 WIA
9. 13 June- 1 MIA
10. 12 August- 1 WIA
11. 21 October- 1 WIA, 1 truck repairable

d. Weapons training:

1. As each new man entered the unit, he drew a weapon and familiarized himself and zeroed it before going on the road.

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

• Mission Accomplished: The unit continued to accomplish its mission by hauling cargo from Qui Nhon to Anke and Pleiku over QL 19, and from Qui Nhon to LZ Englis 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 Doc Pho. Most of Doc Pho convoys were small and were strictly ammunition hauls.

On the 3rd June 1969, the 512th Transportation Company received a 5 ton tractor platoon on TDY from the 27th Transportation Battalion for the purpose of assisting the Han Jin shuttle. This platoon did an outstanding job while maintaining the standards of the 512th Transportation Company and was returned to its home unit the 23rd June after having accomplished its mission.

The 512th Transportation Company was assigned the mission of providing all the security for all the battalions convoy on 25 June 1969. The 512th Transportation Company was assigned all of the gun Trucks and gun jeeps in the 54th Transportation Battalion and was charged with this security mission until 28 September 1969. During this period the 512th Transportation Company hauled no cargo except moved by the heavy lift platoon. This was an unusually hard mission given the 512th Transportation Company, but the Officers and men again responded with an outstanding effort.

IV. Intelligence and Security Activities

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

b. Safeguarding of military information was continually stressed.

c. The unit continued to strive to maintain alert, informed guards, and an immediate reaction force always aware, prepared and 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, which is reflected in an annual deadline rate of 9.5%.

VI. Special Events

The company had four company Commanders during the year: 1LT Jay E Shelly, 1LT Obed P Higgins III, Cpt Jay E Russel, Cpt Ruben G. Thompson. These Commanders successfully guided the unit through all inspections in an outstanding manner.

SUBJECT: Unit: Lineage, Hohors, 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 G Company, 487th QM Battalion at Indian Gap, Pennsylvania. It was redesignated the 186 Port Company on 1 October 1954 at Camp Leroy Johnson, Louisiana.

Campaign Bands Include: Normandy (with Arrowhead), Northern France, Rhineland, Ardennes-Alsoce.

Unit Decorations: a. French Croix de Guerre w/palm (Normandy)

b. Belgian Army Order of the Day (Antwerp)

CONUS Location: Indiantown, Gap, Pennsylvania; Ft Hamilton, N.Y.; Camp Patrick Henry, Virginia; Ft Lawton, Washington; Camp Leroy Johnson, Louisiana; Ft Eustia, Virginia; Ft Campbell, Kentucky.

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

Commanding Officer: James D Himburg

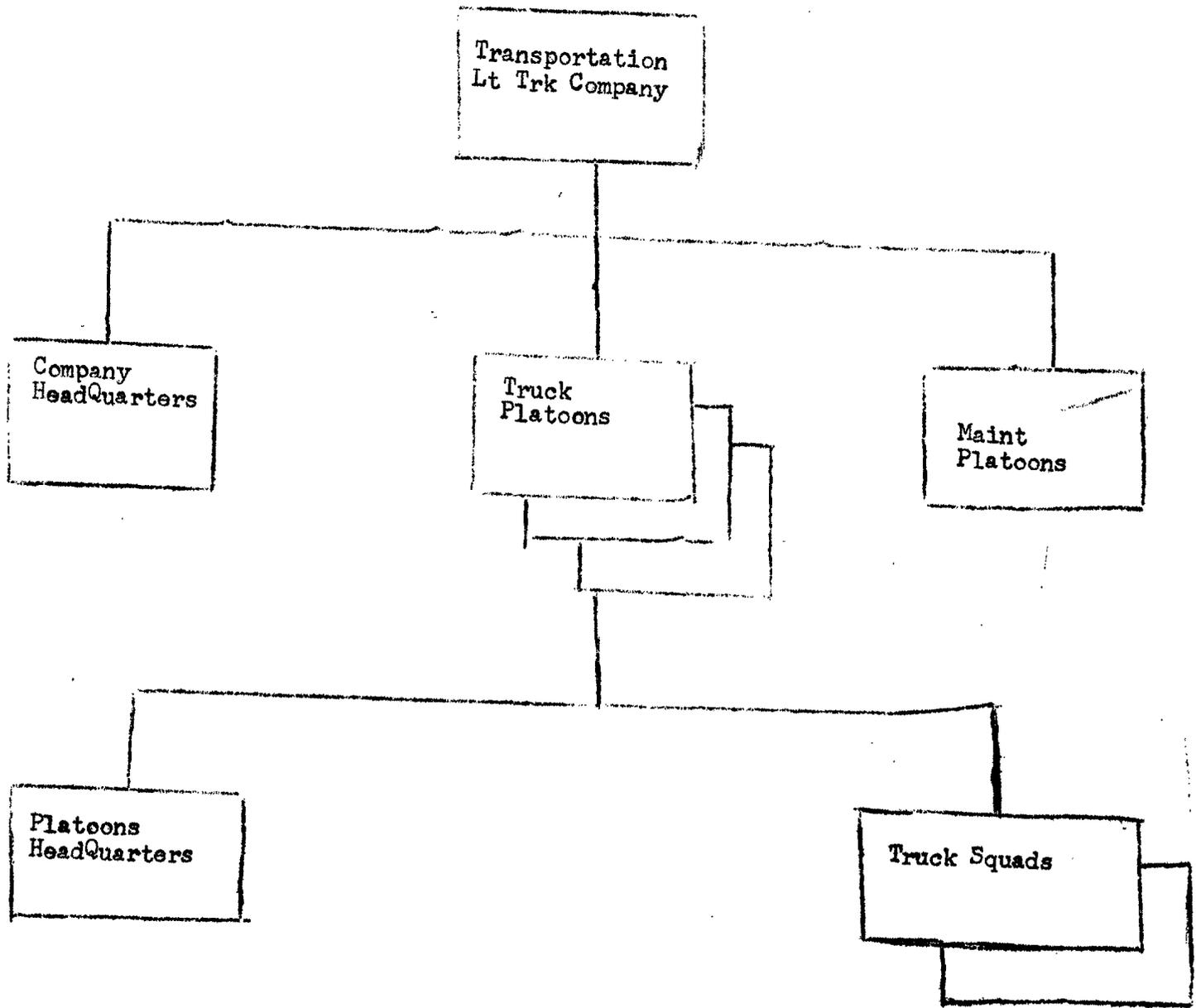
First Sergeant: William H. Boan


JAMES D HIMBURG

1LT TC

Commanding

512TH TRANSPORTATION LIGHT TRUCK COMPANY (5T)



AWARDS 1969

1. The following individuals recieved Bronze Star "V"

Aspland, Brain	1 LT
Lewis, Roger D	PFC E3
Vincent, Stephen L	SSG E6
Tindell, Sidney J	PVT E2

2. The following individuals recieve Bronze Star

Boan, William H	1 SG E8
Estrada, Manuel	SP4 E4
Logan, Clarence	SSG E6 W/ Oak Leaf Cluster
Rogers, James A	1 LT
Williams, Thomas E	SFC E7
Zwilling, Daniel M	SP5 E5

3. The following individual recieved Air Medal

Wimer, Daniel C	SP5 E5
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4. The following individuals recieved Army Commendation Medal "V"

Brink, William	SP4 E4
McNealy, Barry	SP4 E4
Moses, Charles	A/SGT E4
Spencer, Kenneth	SP4 E4

5. The following individuals recieved Army Commendation Medal

Lamoureux, Philip R	SP4 E4
Staff, Randolf K	SP4 E4
Stubbs, Larry S	SP4 E4
States, Robert E	SP5 E5
Wadsworth, William L	SP5 E5
Williams, Thomas E	SFC E7
Williamson, Ronald R	SP5 E5

6. The following individuals recieved Purple Hearts

Happeney, Paul B	SP4 E4
Hill, Louis O	SP4 E4
Jones, Glen J	PFC E3
Pheleps, Ronald	SP4 E4
Ranson, Neal	SP4 E4
Schall, Joseph D	SSG E6
Theres, John	SP4 E4
Vallejo, Vallentin	SP4 E4
Vela, Raymond	PFC E3

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

Eaton, Micheal J	SP4	E4
Fletwood, Roy J	SP5	E5
Martinez, Jehn O	SP5	E5
True, Donald A	SP4	E4
Walker, Jackie D	SP4	E4

JUL-1
1966

ANNUAL HISTORICAL SUMMARY
(RCS CHSIS-6 (R2))
515th TRANSPORTATION PLATOON (HVY TRK)
1 July 1966 to 31 December 1966

ANNUAL HISTORICAL SUMMARY

(RCS CHSIS-6 (R2))

515th TRANSPORTATION PLATOON (HVY TRK)

1 July 1966 to 31 December 1966

Approved:

T A Numainville
T. A. NUMAINVILLE
2LT, TC
Commanding

The unit underwent an Operational Readiness Test on 7 and 8 November 1966. A satisfactory rating for the unit as a whole was attained, and a rating of excellent for the men in the individual proficiency stations. The men of the 515th, overall, scored higher on the written test than any of the other four truck companies involved.

The 515th Transportation Platoon was presented with a First US Army Bond Participation Award (86%) on 18 November 1966.

On 11 December 1966 at 0800 hours, the 515th departed home station (Fort George G. Meade, Maryland) as the initial step in its deployment to Okinawa. The unit sailed for Okinawa from Oakland Army Terminal on 12 December 1966 at 1500 hours aboard the USNS UP-SHUR, arriving in Naha, Okinawa on 27 December 1966 at 1200 hours.

Upon arrival on Okinawa, the unit was greeted by LTC Robert D. Porter, Commanding Officer of the 506th Transportation Battalion. Effective 27 December 1966, the 515th Transportation Platoon was attached to the 506th Transportation Battalion; the unit was also attached to the 53rd Transportation Company for rations, quarters and training only.

ANNUAL HISTORICAL SUMMARY
(RCS CHSIS-6 (R2))
515th TRANSPORTATION PLATOON (HVV TRK)
1 January 1967 to December 1967

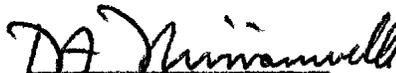
ANNUAL HISTORICAL SUMMARY

(RCS CHSIS-6 (R2))

515th TRANSPORTATION PLATOON (Hvy TRK)

1 January 1967 to 31 December 1967

Approved:



T. A. NUMAINVILLE

1LT, TC

Commanding

UNIT HISTORY

515th TRANSPORTATION PLATOON (HVY TRK)

The 515th Transportation Platoon had just arrived on Okinawa four (4) days prior to the beginning of 1967 and was attached to the 506th Transportation Battalion. The unit was also attached to the 53rd Transportation Company for rations, quarters and training only. The above attachments were effective 27 Dec 66.

On January 30th the unit's task vehicles arrived from Tacoma, Washington, having been rebuilt at Fort Carson, Colorado, prior to shipment. All eight M123 Tractors were received and put into operating condition in short order.

With the receipt of the task vehicles, a drivers training program was initiated. By mid-March, 90% of the drivers had been trained, tested and licensed on the M123 10 Ton Tractor.

The first commitments received by the unit were drive aways, which the unit started in February. By the end of March the unit was performing line haul and Sealand Shuttle commitments using TMP's M52 5 Ton Tractors. Due to the limited number of heavy lift requirements, the 515th functioned mainly as a medium truck platoon throughout the year. In addition to the line haul and Sealand commitments mentioned above, the 515th started supporting the HORO ship operations in April and in September started the towing away of retro-grade vehicles which now constitutes the unit's major commitment. Total tons moved by the unit during the year amounted to 182,089 with 328,855 ton miles.

Effective 7 April 1967, the 515th was released from attachment to the 53rd Transportation Company for rations, quarters and training and attached to the 531st Transportation Company for the same.

UNIT HISTORY (CON'D)

515th TRANSPORTATION PLATOON (HVY TRK)

The unit underwent many inspections during the year, the first being it's Command Maintenance Management Inspection on 15 May 67 which it passed with a satisfactory rating. On 11 July 1967, the unit had it's quarterly command inspection by the 506th Transportation Battalion and received an overall "Satisfactory" rating. This was closely followed by a Fort Buckner Command Inspection on 15 July 1967 in which the 515th received an "Excellent" rating. The unit's first Annual General Inspection since it's activation, took place on the 23rd of August 1967 resulting in a "Superior" rating. The remaining inspection during the year was a fourth quarter Command Inspection by the 506th Transportation Battalion which resulted in an "Excellent" rating for the unit.

The unit received it's Second Annual Army Savings Award on 1 November for it's 94.7 participation rate. In the PCPT competition held in December, the 515th had the highest unit average in the Battalion and the highest individual score. The Army Good Conduct Award was presented to 5 individuals in December 1967.