

May-Dec  
1966

HISTORY OF  
592D TRANSPORTATION COMPANY (LIGHT TRUCK)  
18 MAY 1966 - 31 DECEMBER 1966

Prepared by  
2LT DONALD E WEBSTER  
Unit Historian, 592d Transportation Company

Approved by

  
KENNETH G SCOTT

Captain, Transportation Corps  
Commanding

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The 592d Transportation Company (Light Truck) was activated on 1 June 1966 under T/O/E 55-17F, dated 10 June 1964, at Fort Campbell, Kentucky. General Order 156, Headquarters Third United States Army was amended to read effective date 18 May 1966 by amendment TC 370, General Order 195.<sup>1</sup>

The 592d Transportation Company was one of nine units formed at Fort Campbell to come under the command of the 500th Transportation Group (Motor Transport), with Col H.E. Tistadt commanding.

On 1 June 1966, Cpt Kenneth G. Scott took command of the company at Fort Campbell. The company strength at that time totaled four commissioned officers, one warrant officer, and 18 enlisted personnel.<sup>2</sup>

The company established working and billeting facilities under the sponsorship of "B" Troop, 2d Squadron, 17th Cavalry, 101st Airborne. Upon prior notification, "B" Troop had prepared a portion of the building which they occupied, facilitating the establishment of the new company. As sponsor, "B" Troop had also requisitioned a large amount of the unit's T/O/E and T/A equipment.

The newly-formed company continued to increase in strength, and on 23 June 1966, there were 113 personnel present within the unit.<sup>3</sup> On this date the company received Letter Order Number 6-98, a movement directive alerting the unit under CINCSTRIKE and as port called.

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<sup>1</sup> Morning Report, 592d Trans Co, dtd 1 June 1966.

<sup>2</sup> Morning Report, 592d Trans Co, dtd 1 June 1966.

<sup>3</sup> Morning Report, 592d Trans Co, dtd 23 June 1966.

Thereafter, much of the unit's time was spent in establishing administrative, operational, supply, and maintenance records and working areas, and in obtaining supplies and equipment relative to POM.

Unit training had been initiated on 20 June 1966 in preparation for the anticipated oversea movement.<sup>4</sup> At this time the first task vehicles were received, 14 M54A2 5 ton cargo trucks.

Concurrent with its own field training the company had the mission of supplying elements of the 101st Airborne Division with troop transport while engaged in training exercises. The company also participated in special recondo training exercises dealing specifically with guerrilla and counter guerrilla tactics. Outstanding portions of this training included detailed instruction in booby traps, a Vietnamese village orientation, and a night escape and evasion course. Vietnam-experienced officers and non-commissioned officers administered this training.

On 15 July 1966 the unit received a Special Citation and a Gold Citation presented by The Third United States Army in recognition of outstanding accomplishment in achieving 100% participation in The Army Savings Program.<sup>5</sup>

On 28 August 1966, 19 additional 5 ton cargo trucks were picked up at The Kaiser Corporation in South Bend, Indiana, and convoyed to

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Unit training records, 592d Trans Co, dtd 20 June 1966.

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3 COMPT FORM 856, dtd 1 Mar 1963.

Fort Campbell. Again, on 2 September, 1966, 22 5 ton cargo trucks were convoyed to Fort Campbell, giving the unit 55 task vehicles.

All administrative and task vehicles were then readied for rail shipment and shipped to Mobile, Alabama, where they would sail at a later date on the cargo vessel Thunderhead, destined for Southeast Asia.

With unit training completed and those vehicles and equipment which were to be shipped by rail departed, the company submitted its final morning report to Headquarters, Third United States Army on 19 September 1966, and on 25 September the unit departed Fort Campbell by air for Oakland Army Terminal, California.<sup>6</sup> Remaining behind to depart on 2 October were 2LT Frederick C Barr, CWO Samuel D Keck, SFC Earl O Rustin, SGT Oliver S Lee, and SGT Thomas O Ashe, members of the Advance Liaison Party.

After arriving at Oakland Army Terminal the unit boarded the troop ship USNS General William Weigel, and at 1300 hours, 28 September departed CONUS enroute to USARPAC.<sup>7</sup>

On 14 October, after 16 days at sea, the Weigel stopped at Naha, Okinawa for refueling and pickup of supplies. While the ship was moored the passengers were allowed shore leave for approximately six hours. Departing Okinawa at 2400 hours that same night, the vessel

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<sup>6</sup> Morning Report, 592d Trans Co dtd 25 Sep 1966.

<sup>7</sup> Morning Report, 592d Trans Co dtd 28 Sep 1966.

entered the territorial waters of Vietnam at 1500 hours, 16 October 1966.<sup>8</sup> Those units scheduled for debarkation left the ship at the port of Vung Tau.

At 1100 hours, 18 October, 1966 the 592d Transportation Company debarked the USNS General William Weigel at Cam Ranh Bay, Republic of Vietnam.<sup>9</sup> Debarking with the unit were the 500th Transportation Group (Motor Transport) and the 545th Transportation Company. Thus, from a total of 10 units formed at Fort Campbell, only three were to remain together in Vietnam.

The following two weeks found the company establishing its billeting facilities, mess hall, and administrative headquarters. The unit's task vehicles were still enroute to Vietnam. The company had the mission from time to time of convoying driveaways to their destination, usually the coastal city of Nhatrang.

The unit was attached to the 57th Transportation Battalion (Truck), commanded by Lt Col George M Reed, and the battalion, in turn, fell under the command of Col H.E. Tistadt, heading the 500th Group.

Eventually, the unit was hand receipted 10 task vehicles, 2½ ton cargo trucks, with the mission of port and beach clearance. The company initiated a motor pool and became operational with the 10 vehicles received from Cam Ranh Bay Depot.

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<sup>8</sup> Morning Report, 592d Trans Co, dtd 16 Oct 1966.

<sup>9</sup> Morning Report, 592d Trans Co, dtd 18 Oct 1966.

On 7 November the vessel Thunderhead docked at Cam Ranh Bay, and the company's 55 task vehicles and 65 trailers were taken to the company area.<sup>10</sup> Within less than 12 hours, 10 vehicles were operational, performing the mission of port and beach clearance. During the next few days, all of the task vehicles were operational, performing port and beach clearance and line and local hauls. Because much of the cargo being transported in port and beach clearance was palletized, the unit quickly went to work building wooden decks to place within the bed of the majority of the task vehicles. The decks brought the bed level of the vehicle even with its sides, facilitating ease in the loading and unloading of cargo.

The company's third platoon, led by Lieutenant Barr, departed Cam Ranh Bay on 9 November with 15 task vehicles and trailers, destined for Phan Rang, Vietnam, approximately 40 miles south of Cam Ranh Bay. The platoon was carried in a TDY status, with length of stay for an indefinite period. The primary mission of the platoon was to be port and beach clearance, working under the Phan Rang Sub-Area Command.

In mid-december the company's task vehicles were assigned a major responsibility: to transport the majority of cargo being taken off the ammunition pier at Cam Ranh Bay. Utilizing most of its vehicles at the ammunition pier, the unit's daily tonnage figures over a 24 hour period began averaging 800 short tons.<sup>11</sup> On 26 December the unit

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<sup>10</sup>Ref TCMD's, 592d Trans Co Ops Records.

<sup>11</sup>Ibid.

transported 1,092 short tons within a 24 hour period.<sup>12</sup>

Shortly thereafter, the unit sent five task vehicles and 12 enlisted personnel to Phan Thiet, Vietnam, with the mission of port and beach clearance.

At present, the company has elements operating out of Cam Ranh Bay, Phan Rang, and Phan Thiet.

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<sup>12</sup>Ref TCMD's, 592d Trans Co Ops Records.

