

1967

DEPARTMENT OF THE ARMY
2D TRANSPORTATION COMPANY
APO 96238

19 March 1968

SUBJECT: Unit Histories

SEE DISTRIBUTION

Reference AR 870-5, Military History Responsibilities, Policies and Procedures, attached as Inclosure 1, the following report is furnished.

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DEPARTMENT OF THE ARMY
2D TRANSPORTATION COMPANY
APO 96238

SUBJECT: 1967 Annual Supplement to 2d Transportation Company Unit History

1. INTRODUCTION

a. The company again proved it was worthy of its motto "Second To None" in 1967 by its accomplishments. The history is one of a unit, but truly it is the men of the unit acting for the service of their country that made all possible.

b. During 1967 the 2d Transportation Company continued its primary mission of line haul transportation support to units located in the Central Highlands and the coastal lowlands. Commitments sent the men of the "Second" as far north as the village of Chu Lai, as far south as Phu Hiep; into the highland town of Pleiku and 140 miles southwest of Pleiku to Duc Lap only a few miles from the Cambodian Border.

2. MISSION AND RESOURCES

a. Mission: The mission of the 2d Transportation Company is to provide line haul transportation support to Qui Nhon Support Command. In addition, throughout the year, the 2d Transportation Company has had the responsibility of local shuttle operations of semi-trailers in the Qui Nhon area. The mission meant that each night when the convoys returned with empty trailers and retrograde cargo the "Second" shuttle platoon began the task of spotting trailers for night-time loading. Spotting involved moving the trailers to locations throughout the The Thanh and Cha Rang Valleys and the city of Qui Nhon then moving them to the Qui Nhon Truck Terminal for movement forward the following day after they were loaded.

b. Organization: The unit is organized under TOE 55-18F which authorizes 60-5 ton tractors and 60-12 ton semi-trailers. The unit has a WABTOC issue authorization of 60 additional semi-trailers. The trailers, however, are in a pool of trailers controlled by the 8th Transportation Group.

c. Capabilities and Utilization of Resources:

(1) Operating conditions in the theater caused by security considerations, road conditions, length of line haul and road operating times enable the "Second" to make only one round trip per day in line haul and four in local haul. The TOE capability of 1080 tons per day in line haul operations is cut to 540 tons per day.

(2) The unit had to be run on a 24 hour a day basis because of the operational requirements. To do this, drivers had to be taken from the platoons to provide additional staffing for maintenance, mess, unit operations, and the arms room. This requirement, the shortage of drivers during the last four months of the year, requirements for perimeter guards, convoy control and security personnel, and personnel required by the battalion caused the unit to often use cooks, clerks, mechanics, and non-commissioned officers as drivers. In spite of all efforts, trucks were often uncommitted because a driver was not available.

d. Personnel: The unit is authorized four officers, one warrant officer, and 181 enlisted men.

e. Facilities:

(1) The year's accomplishments really began on 10 April 1967 when the "Second" moved a short distance to a new compound in the The Thanh Valley. The move meant greatly improved facilities, the best being semi-permanent billets. The move was completed by the able men of the "Second" in one day with no lessening of commitments.

(2) CPT George A. Landis succeeded CPT James W. Becker on 18 July 1967. Under his guidance and with the outstanding support given to him by his officers and men the "Second" began an ambitious self help construction program to improve the unit area. In spite of continuous understrength from May to December, sometimes as high as 50 people, and an extremely heavy requirement for compound guards, convoy security and control personnel, and drivers the "Second" completed several major construction projects from July through December.

(3) An organizational maintenance shop, complete with second story office, a tool room, parts room, and four spacious bays, was completed and placed in use; the motor pool was graded, ditched and covered with asphalt and a vehicle unloading ramp was constructed. A first was scored for the "Second" when an operator's maintenance shop of four bays and separate OVE rooms for the platoons was constructed making the "Second" the only unit in the 8th Transportation Group with an operator maintenance building. Not content with what was being completed in the motor pool, the men of the "Second" partitioned off their billets into two man rooms; replaced the mess hall roof, installed a ceiling in the mess then redecorated the interior; they continued their efforts by expanding the unit supply room, replacing its roof, and renovating the arms room. To improve security, four bunkers were built, one large enough for 50 men. Six new weapons emplacements and a machine gun tower were also constructed. The majority of the work was done by headquarters personnel during the day and volunteers at night after maintenance had been completed on the trucks returned from convoy.

3. OPERATIONS AND TRAINING

a. The unit was not only putting efforts into improvement of the unit area, but also managed to drive 2,222,205 miles and move 172,622 tons of cargo.

b. Combat Service Support Operations:

(1) Increased enemy activity added to the difficulties of carrying out the mission. The increase was highlighted 2 September when a convoy from a sister unit was ambushed West of An Khe. As a result of the ambush operations were drastically changed. Gun trucks, equipped with armor plating, machine guns, and M-79 grenade launchers became an integral part of convoys. The men of the "Second" received training in ambush procedures, M-16 rifles were issued to replace the adequate but more cumbersome M-14s. The awesome Quad 50" was mounted on light trucks and crews were trained to add to the fire power of every highlands convoy.

(2) Methods of convoy organization for added security and control were developed. The changes placed a tremendous personnel drain on the already understrength unit. The "Second" responded with its characteristic attitude of cheerful willingness to give all for the mission.

(3) During the period of the Dak To Battle in November, the "Second" was given the added responsibility of 17 drivers from various support command units to alleviate the extreme shortage of drivers. Only three were qualified to drive a tractor so the "Second" trained them to a high standard then put them on the road along with cooks, mechanics, and clerks.

4. LOGISTICAL ACTIVITIES:

The poor condition of roads made maintenance of vehicles a problem that could be met only by great effort from both drivers and mechanics. The deadline rate indicated that the men of the "Second" were indeed making this effort. During the last 6 months of the year the company consistently maintained the lowest deadline rate of all medium companies of the 8th Transportation Group. Because of the increased enemy activity the roads closed earlier resulting in vehicles remaining overnight away from the unit. Despite these handicaps, the drivers managed to keep their trucks on the road day after day and many of the drivers passed the 30,000 mile mark accident free.

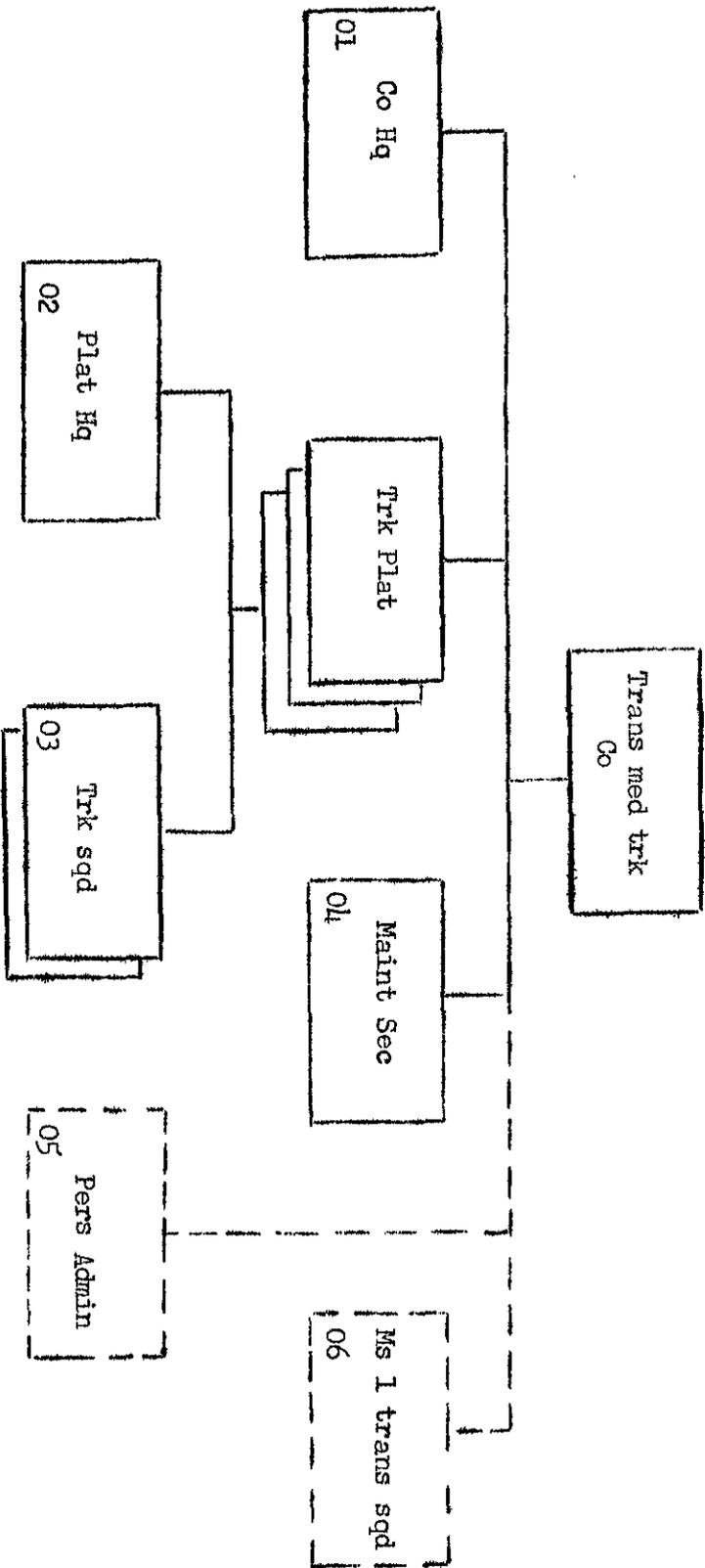
5. SPECIAL EVENTS:

a. The year was dotted with major inspections. On 13 January the unit unsuccessfully underwent an Annual General Inspection. Three of 16 areas inspected were failed. However, on 9 May and again on 12 December the "Second" successfully passed Annual General Inspections proving that the January inspection was a temporary problem. Efforts in maintenance were not as successful. On 17 May the "Second" passed the 1st Logistical Command CMMI but subsequently failed a CMMI on 17 July.

b. The "Second" showed great interest outside the company also. Money was donated to the beautiful Chapel of the Valley and men were supplied to help build it. The efforts were greatly rewarded with the finest chapel in the Northern half of South Vietnam.

c. During 1967 members of this unit received three Bronze Stars and 1 Army Commendation Medal. A list of names and awards is in Annex B.

2D TRANSPORTATION MEDIUM TRUCK COMPANY



2D TRANSPORTATION COMPANY

ANNEX B -- AWARDS

NAME

1SG Joseph A. Parent
SSG Ralph E. Blair
SSG Casimir Karasch
SSG Frank McNeil

AWARD

Bronze Star
Bronze Star
Army Commendation Medal
Bronze Star