



DEPARTMENT OF THE ARMY,  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

14  
cf

IN REPLY REFER TO

AGDA (M) (22 May 70)

FOR OT UT 701079

26 May 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 36th  
Transportation Battalion, Period Ending 17 January 1970

SEE DISTRIBUTION

1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Information of actions initiated as a result of subject report should be forwarded to ACSFOR OT UT within 90 days of receipt of covering letter.

2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

1 Incl  
as

DISTRIBUTION:

Commanding Generals

- US Continental Army Command
- US Army Combat Developments Command
- US Army Materiel Command

Commandants

- US Army War College
- US Army Command and General Staff College
- US Army Armor School
- US Army Engineer School
- US Army Field Artillery School
- US Army Infantry School
- US Army Ordnance School
- US Army Transportation School

Copies furnished:

- Office, Chief of Staff, US Army
- Deputy Chiefs of Staff

UNCLASSIFIED REPORT  
DISTRIBUTION NO FOREIGN WITHOUT APPROVAL OF  
ASSISTANT CHIEF OF STAFF FOR FORCE DEVELOPMENT  
(ARMY) ATTN: FOR OT UT, WASHINGTON, D.C. 20310

DDC  
RECEIVED  
JUN 5 1970  
A

869812

FILE COPY

NO.

DEPARTMENT OF THE ARMY  
HEADQUARTERS 36TH TRANSPORTATION BATTALION (TRUCK)  
APO 95312

AVCA CRB-TG-TM-AP

17 January 1970

SUBJECT: UIC, WCKTOA, Operational Report of the 36th Transportation Battalion  
(Truck) for the Period Ending 17 January 1970, RCS CSFOR

SEE DISTRIBUTION

1. Section I, Operations:

a. Significant Activities:

(1) Organization: On 17 January 1970, the Headquarters and Headquarters Detachment of the 36th Transportation Battalion (Truck) was reduced to zero balance in personnel and equipment. The majority of personnel and equipment were transferred to the 24th Transportation Battalion (Terminal). The three (3) Medium Truck Companies of the 36th Transportation Battalion (Truck) were also transferred to the 24th Transportation Battalion (Terminal). The 24th Transportation Battalion (Terminal) assumed the mission responsibilities of the 36th Transportation Battalion (Truck).

b. Personnel and Administration:

(1) During the reporting period, losses exceeded gains in the Battalion. The losses totaled 126 with gains totaling 107 personnel. At the end of the reporting period the battalion was short: 3 Officers, 3 Warrant Officers and 142 qualified drivers.

(2) Principle personnel assignments and reassignments during the reporting period are as follows:

(a) 10 November 1969: Major David A. Pohl, S-3, HHD, 36th Transportation Battalion, departed for CONUS.

(b) 28 November 1969: Captain Michael J. Brown assumed command of the 670th Transportation Company to replace 1LT Arthur E. Routon. 1LT Routon departed for CONUS 7 December 1969.

(c) 8 December 1969: 1LT Larry W. Musick was assigned to the 670th Transportation Company as Platoon Leader.

(d) 12 December 1969: Captain Billy Joe Johnson, OIC Trailer Terminal Facility, departed for CONUS.

FOR OT JT  
101079

Inclosure

1

17 January 1970

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for the Period Ending 17 January 1970, RCS CSFOR

(e) 27 December 1969: CW2 Melvin F. Birdon, Maintenance Officer of the 36th Transportation Battalion, departed for CONUS. CW2 Andrew Hinckley of the 442nd Transportation Company was reassigned to HHD, 36th Transportation Battalion to replace CW2 Birdon.

(f) 7 January 1970: 1LT William A. Taylor was assigned to the 442nd Transportation Company as Platoon Leader.

(g) 10 January 1970: Captain Robert Johnson was assigned to the 442nd Transportation Company to replace Captain Wayne F. Patrick. Captain Patrick departed for CONUS on 10 January 1970.

(3) The 36th Transportation Battalion employs 50 Vietnamese Local Nationals to perform services within the Battalion. The services consist of maintenance of buildings, welding, carpentry and kitchen police.

<u>UNIT</u>	<u>AUTH</u>	<u>UTIL</u>
HHD, 36th Trans Bn (Trk)	16	12
442nd Trans Co (Med Trk)	11	10
566th Trans Co (Med Trk)	11	13
670th Trans Co (Med Trk)	8	10

(4) Awards and Decorations presented during the reporting period were as follows:

(a) Legion of Merit: 0  
 (b) Bronze Star: 11  
 (c) Army Commendation Medal: 17  
 (d) Good Conduct Medal: 94

(5) The Battalion personnel strength at the beginning and end of the reporting period, and at the end of each month, was as indicated below:

<u>UNIT</u>	<u>1 Nov 69</u>	<u>31 Nov 69</u>	<u>31 Dec 69</u>	<u>17 Jan 70</u>
HHD, 36th Trans Bn	44	44	52	45
442nd Trans Co	154	155	156	162
566th Trans Co	148	153	156	162
670th Trans Co	144	130	136	142
32nd Trans Plt	21	21	21	21

(6) Personnel replacements and rotations for the quarter were as follows:

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for the Period Ending 17 January 1970, RGS CSFOR

UNIT	<u>G Nov L</u>		<u>G Sep L</u>		<u>G Jan L</u>	
HHD, 36th Trans Bn	8	6	13	6	0	43
442nd Trans Co	11	11	14	14	12	6
566th Trans Co	14	8	11	8	9	5
670th Trans Co	2	13	15	12	8	2
3rd Trans Plt	1	2	0	0	0	0

(7) Promotion allocations received and promotions made within the Battalion were as follows:

	<u>ALLOCATIONS</u>						<u>PROMOTIONS</u>					
	<u>E9</u>	<u>E8</u>	<u>E7</u>	<u>E6</u>	<u>E5</u>	<u>E4</u>	<u>E9</u>	<u>E8</u>	<u>E7</u>	<u>E6</u>	<u>E5</u>	<u>E4</u>
November			1	11	40	30			1	11	40	20
December			1	0	20	30			1	0	20	17
January			1	0	42	15			1	0	42	14

(8) The number of personnel eligible for reenlistment, and monthly percentages within the Battalion for the reporting period were as follows:

	<u>Nov 69</u>			<u>Dec 69</u>			<u>Jan 70</u>		
	<u>ELIG</u>	<u>REEN</u>	<u>%</u>	<u>ELIG</u>	<u>REEN</u>	<u>%</u>	<u>ELIG</u>	<u>REEN</u>	<u>%</u>
1st Term RA	3	2	66.7	2	0	0	Statistics		
Career	3	3	100	0	0	0	integrated into		
AUS	1	0	0	3	1	33.3	24th Trans Bn ORLL		

(9) R&R requested, allocated, and utilized during the reporting period were as follows:

	<u>REQ</u>	<u>ALOC</u>	<u>UTIL</u>
August	22	20	20
September	24	24	24
October	Statistics integrated into 24th Trans Bn ORLL		

c. Supply and Logistics and Facilities:

(1) Equipment Issues:

(a) 33,000 feet of 5/16" chain has been issued to the units to be used to secure loads on M-127 trailers by the S-4 section. Chain has always been a problem area, but ceased to be upon issue of this chain.

17 January 1970

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for Period Ending 17 January 1970, RCS GSFOR

(b) M52A1 diesel tractors were issued to the 442nd Transportation Company (Medium Truck), 566th Transportation Company (Medium Truck), 670th Transportation Company (Medium Truck) and 32nd Transportation Plt (Refrigerator) in a program of "dieselizing" tractors in line haul units. The operating ceiling of on hand M-52 tractor assets was reduced from 61 to 51 in Medium Truck Companies and from 23 to 10 in the 32nd Transportation Platoon (Reefer) due to the shortage of driver personnel. Additionally, multi-fuel tractors over 25,000 miles were turned-in for rehabilitation.

(2) Unit Assistance:

(a) The S-4 section materially assisted the Trailer Terminal Facility in their recent Command Maintenance Management Inspection. Trailer Terminal successfully passed the inspection.

(b) The S-4 section was fully occupied in merging the 36th Transportation Battalion (Truck) with the 24th Transportation Battalion (Terminal). The logistical portion of the merger was accomplished in a minimum of time and without loss of government property.

(3) Facilities:

(a) Although the monsoon season did not have an abundance of rain this year a few problems did arise due to poor drainage. With the cooperation of P&E, base rock and graders were used to prevent flooding in unit areas.

(b) Due to the lack of the electrical upgrade program, electrical wiring in unit billets continues to be critical.

(4) Problem areas:

(a) Electrical wiring continues to be a problem. The expected electrical upgrade program did not materialize and therefore unit areas were not upgraded. Much has been done in the way of self-help, but the need for a professional team still exists. In many billets the risk of fire is acute due to marginal condition of the electrical wiring.

(b) Five (5) pound, dry chemical fire extinguishers continue to be a problem area. Two (2) fire extinguishers are required items for tractors towing loaded ammunition trailers.

d. Operations and Intelligence:

(1) During the reporting period, the 566th Transportation Company (Medium Truck) received the 500,000 Accident-Free-Mile Award presented by 1st Logistical Command. As of 31 January the 566th has attained 850,000 unit safe driving miles. In addition, three (3) heavy vehicle drivers received 1st Logistical Command 20,000 mile safe driving awards and Bronze Stars for their accomplishment.

17 January 1970

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for Period Ending 17 January 1970, RCS CSFOR

(2) During the past quarter the Battalion mission was concentrated primarily on line haul operations. Due to the critical shortage of drivers, it was seldom possible to assist in Port and Beach clearance operations. The problem was further complicated by a significant increase in enemy activity in the Ban Me Thuot area, causing a significant increase in the cargo moved to the LSA at Ban Me Thuot. The direct support mission to 2/1st Cavalry continues. Presently there are 10 tractors and 15 trailers TDY to 2/1st Cavalry at Phan Rang and Song Mao.

(3) Significant operational accomplishments were as follows: During the month of November the requirements for supplies to the Ban Me Thuot LSA increased significantly. During November daily line haul convoys (a total of 29) were conducted from Cam Ranh Bay to Ban Me Thuot. Approximately 7,500 short tons were moved to BMT by line haul convoy in support of combat units in the Ban Me Thuot area. The Battalion continued its normal support of Dalat, Don Duong, and Bao Loc and the daily convoys to Nha Trang and Phan Rang.

(4) During the period 1 November 1969 to 17 January 1970 the following tonnage was hauled by units assigned this Headquarters:

<u>MONTH</u>	<u>P &amp; B</u>	<u>LOCAL</u>	<u>LINE</u>	<u>TOTAL</u>	<u>% UTIL</u>
November	---	18,998.3	8,458.9	27,457.2	97.1%
December	---	15,818.6	6,029.2	21,847.8	97.7%
1 - 17 January	7,589.8	10,944.0	3,475.1	22,008.9	94.7%

During January the amount of cargo booked for shipment by line haul convoys decreased significantly. Therefore, assistance to Port and Beach clearance increased.

(5) Convoys to major locations during the period were:

	<u>NOVEMBER</u>	<u>DECEMBER</u>	<u>1 - 17 JANUARY</u>
Bao Loc	4	3	2
Ban Me Thuot	29	9	3
Dalat	7	7	3
Other	<u>1</u>	<u>3</u>	<u>4</u>
TOTAL	41	22	12

(6) Weather and Intelligence: Seasonal monsoon weather resulted in a delay of two (2) days for a convoy going to Ban Me Thuot. Bridge Number 13 on QL-20 was washed out. The monsoon season had ended in the Southern regions of the Battalion AOR and therefore no difficulties were experienced on QL 11 or QL 21.

17 January 1970

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for Period Ending 17 January 1970, RCS CSFOR

(7) Commitments and operation with other services and nations: The 36th Transportation Battalion (Truck) continues to provide support on a daily basis with Class I reefer and Class V support to ROKA units at Ninh Hoa and Nha Trang.

(8) Training: The Battalion conducted six (6) Drivers' Training Courses during the reporting period. Additionally, the 36th Transportation Battalion (Truck) assumed the responsibility to conduct an installation wide Remedial Drivers' Training Class of two (2) hours duration on a weekly basis.

(9) Problem Areas: The reefer vans continue to operate on a daily basis despite the fact the shortage of six (6) reefer units. The new refrigerated vans received last reporting period are operational however, a basic shortage of repair parts critically curtails the ability to maintain them properly. These units are "field test" units.

## 2. Section II, Lessons Learned: Commanders Observations, Evaluations and Recommendations

- a. Personnel: None
- b. Intelligence: None
- c. Operations:

### (1) Inefficient hard truck protective boxes:

(a) Observation: During the first half of the reporting period, the Battalion experienced increasing problems with the M54 cargo trucks being utilized as hardened vehicles for organic convoy security. The protective boxes in the cargo beds were made by constructing inner and outer four (4) sided shells of 2"x12" lumber approximately one (1) foot apart. The space between the shells was filled with sand. The weight of this type protective box exceeded by 100% the cargo transport capability of the M54 cargo truck. The results were; poor maneuverability, excessive wear on tires, continuous brake failures. This situation was the direct cause in the death of one driver.

(b) Evaluation: Trucks with wooden/sand protective boxes were considered a safety hazard for driver and crew. In order to overcome this problem, sheets of 5/8" metal were requisitioned and procured. Protective boxes were constructed of these metal sheets. These lightweight metal boxes proved to be as effective as the wooden/sand type against small arms fire. The weight being carried was reduced to within specified limits for the M54 cargo truck. All maintenance problems experienced with the wooden/sand type protective boxes did not appear on trucks with steel boxes.

(c) Recommendation: The 5/8" sheets were hard to procure and in limited supply. Depots supporting line haul units should have a stockage

17 January 1970

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion (Truck) for the Period Ending 17 January 1970, RCS CSFOR

of metal shoots to facilitate construction and maintenance of protective boxes for M54 hard trucks.

(2) Stacking of M127 S & P Trailers:

(a) Observation:

(1) During the course of line haul operations it becomes necessary to transport two (2) M127 S&P trailers with one prime mover. In the past the S&P trailers were parked parallel to each other; side rails chained together and a wrecker was used to flip one trailer onto the other. This method was unsatisfactory: during the flipping process, the side rails and clearance lights were damaged; because the transported trailer was upside down, brake fluid drained from the master cylinder air vent; and the flipping process had to be reversed at destination causing additional damage. After transporting a trailer in this manner, the trailer required approximately four (4) man hours of maintenance to render the trailer serviceable again.

(2) It was decided to carry the transported trailer in an upright position. The procedure for loading trailers in this manner is as follows:

(a) Two (2) M127 Trailers are backed up to each other.

(b) Wrecker is used to lift by the lifting shackle at the rear end of trailer to be transported.

(c) Transporting trailer is backed under the trailer to be transported, approximately half the length of the trailer.

(d) Wrecker is shifted to front end of trailer to be transported, and lifts the forward end at the lifting shackles until the tractor is able to pullout from the trailer.

(e) The wrecker can lift the trailer sufficiently to allow transporting trailer to continue its movement to the rear. Manuvering of the wrecker boom will insure the trailer is centered.

(f) Transported trailer is chained down with landing legs in the lowered position.

(g) Offloading: At destination, the transporting trailer is backed to an offload ramp, a tractor is coupled to the transported trailer and pulled away. If no ramp is available, the loading procedure is reversed.

(b) Evaluation: The new system of stacking trailers has proved to be a more efficient, safer and quicker way to handle trailers that need to be transported.

AVCA CRB-TG-IM-1P

17 January 1970

SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation Battalion  
(Truck) for the Period Ending 17 January 1970, RCS CSFOR

(c) Recommendation: That this method of transporting trailers be studied for possible adaptation as a Transportation Corps policy for transporting M127 S&P trailers.

- 1 Incl  
1. Organization Chart

  
THOMAS P. STORKEY  
MAJ, TC  
Acting Commander

DISTRIBUTION:

- 1 - 12th Trans Comd (Tml A), ATTN: S-3
- 1 - 36th Trans Bn (Trk)
- 1 - 442nd Trans Co (Med Trk)
- 1 - 565th Trans Co (Med Trk)
- 1 - 570th Trans Co (Med Trk)

AVCA CRB-TC-CB (16 Feb 70) 1st Ind  
SUBJECT: UIC, WCKTOA, Operational Report of the 36th Transportation  
Battalion (Truck) for the period Ending 17 January 1970,  
RCS CSFOR

DA, Headquarters 124th Transportation Command (Terminal A) APO 96312

TO: Commanding Officer, US Army Support Command, Cam Ranh Bay, ATTN:  
AVCA CRB-GO-O APO 96312

1. The Operational Report - Lessons Learned submitted by the 36th  
Transportation Battalion (Truck) for the quarterly period ending  
17 January 1970 is forwarded.

2. Comments follow:

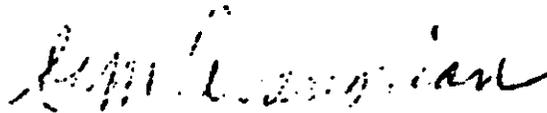
a. Reference paragraph 1c(4)(a). Concur. The condition of  
electrical wiring in billets is a problem. Previous work orders sub-  
mitted by units had been returned without action - the work was to be  
accomplished by the electrical upgrade project. However, conversations with  
the new Installation Engineer have indicated that work orders should  
be resubmitted and that they will be integrated into the work load of  
PACG for accomplishment.

b. Reference paragraph 1c(4)(b). Partially concur. Ten (10)  
pound, dry chemical fire extinguishers (not five (5) pound as indicated)  
are a problem area. Currently depot is at zero stockage. The fire  
extinguishers are being included on the Commander's Critical Item List  
for expedited acquisition.

c. Reference paragraph 2c(1)(c). Nonconcur in the recommendation  
that depots supporting the line haul units maintain a stockage of 5/8  
inch metal sheets for the construction and maintenance of M54 hard trucks.  
While some difficulty may have been experienced in initially obtaining  
suitable metal sheets, this should not require that depots henceforward  
maintain a stockage level for that purpose.

3. Concur with basic report as modified by this indorsement. This  
report is considered adequate.

FOR THE COMMANDER:



G. H. EVANUZIAN  
MAJ, ADA  
Adjutant

CC: Asst Chief of Staff for  
Force Development, DA,  
Washington, D.C. 20310 (2)  
36th Battalion

AVCA CRB-GO-G (17 Jan 70) 2nd Ind  
SUBJECT: UIC, WCKTOA, Operational Report of the 36th Transportation  
Battalion (Truck) for the Period Ending 17 January 1970,  
RCS CSFOR

DA, Headquarters, US Army Support Command, Cam Ranh Bay, APO 96312 : 2 MAR 1970

TO: Commanding General, 1st Logistical Command, ATTN: AVCA GO-MH,  
APC 96384

The Operational Report-Lessons Learned submitted by the 36th Transportation  
Battalion (Truck) for period ending 17 January 1970, is forwarded.

FOR THE COMMANDER:

  
ROBERT W. RETTIG  
CPI, AGC  
Asst AG

CF: CO, 124th Transportation Command

AVCA GO-MH (17 Jan 70) 3d Ind

SUBJECT: Operational Report - Lessons Learned of the 36th Transportation Battalion for period ending 17 Jan 70 RCS CSFOR-65 (R2)(U)

DA, Headquarters, 1st Logistical Command, APO 96384 10 SEP 1970

TO: Commanding General, United States Army, Vietnam, ATTN: AVHGC-DST,  
APO 96375

1. The Operational Report - Lessons Learned submitted by Headquarters, 36th Transportation Battalion for the quarterly period ending 17 January 1970 is forwarded.

2. Pertinent comments follow:

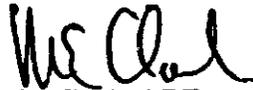
a. Reference item concerning inefficient hard truck protective boxes, page 6, paragraph c(1). US Army Depot stocks  $\frac{1}{2}$ " and  $\frac{3}{4}$ " metal sheets. The  $\frac{3}{4}$ " sheet, FSN 9515-222-5070, can be used satisfactorily to harden vehicles for organic convoy security.

b. Reference item concerning stacking of M127 S&P trailers, page 7, paragraph c(2). Concur. The method described by the 36th Trans Bn is exactly the opposite of that recommended by the 124th Trans Bn (Truck) in their ORLL, dtd 8 Aug 69. However, both methods (bed to bed and wheels to bed) are acceptable methods of transporting trailers. Recommend that the Combat Development Command develop a standardized method for transporting piggy-back trailers.

3. Concur with the basic report as modified by this and previous indorsements.

FOR THE COMMANDER:

TEL: IBN 4862

  
M. E. CLARK  
CPT, AGC  
Asst AG

CF:  
USASUPCOM, CRB  
124th Trans Comd

AVHGC-DST (17 Jan 70) 4th Ind  
SUBJECT: UIC WCKTOA, Operational Report of the 36th Transportation  
Battalion (Truck) for the Period Ending 17 January 1970, RCS  
CSFOR

Headquarters, United States Army, Vietnam, APO San Francisco 96375 6 APR 1970

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOP-DT,  
APO 96558

This headquarters has reviewed the Operational Report-Lessons Learned  
for the quarterly period ending 31 January 1970 from Headquarters, 36th  
Transportation Battalion (Truck) and concurs with the comments of indorsing  
headquarters.

FOR THE COMMANDER:



D. J. WINTER  
1LT, AGC

Assistant Adjutant General

Cy furn:  
36th Trans Bn  
1st Log Comd

GPOP-DT (17 Jan 70) 5th Ind

SUBJECT: Operational Report of HQ, 36th Transportation Battalion  
(Truck) for Period Ending 31 January 1970, RCS CSFOR

HQ, US Army, Pacific, APO San Francisco 96558 10 APR 70

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters concurs in subject report as indorsed.

FOR THE COMMANDER IN CHIEF:

*D.D. Cline.*

D.D. CLINE  
2LT, AGC  
Asst AG

AVCA CRB-TG-TM-AP

17 January 1970

SUBJECT: UIC WCKT04, Operational Report of the 36th Transportation (Truck) for the Period  
Ending 17 January 1970, RCS CSFOR

ORGANIZATIONAL STRUCTURE

