

1966

DEPARTMENT OF THE ARMY
505TH TRANSPORTATION COMPANY (MDM TRK CGO)
APO San Francisco 96232

11 August 1967

SUBJECT: Unit History

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

In accordance with Section IX, AR 870-5, the unit history for the 505th Transportation Company (Mdm Trk Cgo) for CY 66 is inclosed.

Richard M Jacobs
RICHARD M JACOBS
CPT, TC
Commanding

1 Incl
as

Info copy furnished:
CINCUSARPAC, ATTN: GPOG-MH, APO 96558
CG, USARSUPTHAI, ATTN: THOP, APO 96233
CO, 9th Log Comd, ATTN: THLC-DO, APO 96233
CO, 519th Trans Bn, ATTN: THLC-GSA, APO 96233

DEPARTMENT OF THE ARMY
505TH TRANSPORTATION COMPANY (MDM TRK CGO)
APO 96232

10 August 1967

UNIT HISTORY

The arrival of 1966 found the 505th Transportation Company (Medium Truck) stationed at Fort Benning, Georgia. The Unit's mission was to support the US Army Infantry Center.

For the first few months of 1966 the 505th Transportation Company (Medium Truck) was under the command of 1/LT Albert H Cote. On 26 March 1966, there was a change in leadership when 1/LT Gibson P Van Alstyne assumed command.

In April shortly after the change in command, the 505th Transportation Company was alerted for deployment to a restricted area overseas. However before the unit had received final movement orders the 505th Transportation Company witnessed its third change of command during the year when CPT Richard M Jacobs assumed the duties of Company Commander on 10 June 1966.

The last few days of June and the first of July the annual ATT for 1966 was conducted. The unit received an over-all rating of Combat Ready and a grade of excellent.

The weeks went by and the 505th Transportation Company had still failed to receive a final movement order. The PRD was set for 5 August as of the 13th of July 1966.

On 20 July 1966 the unit was notified that a new PRD of 1 November 1966 had been set for the unit. The reason for the delay was that no clearance had yet been obtained to enter the country.

On the 7th of September 1966, the 505th Transportation Company was designated a type "B" Unit reducing the enlisted personnel status from 182 to 82. No change was made in the Officers strength. (It appeared that the 505th Transportation Company was nearing the date of final deployment.)

On the 12th of October the Unit was notified that the TOE equipment must be loaded on flat cars, inspected and ready to depart Fort Benning by 15 October. Without hesitation the Unit went to work and accomplished this task in a record time of 34 hours.

The advance party consisting of 1 Officer, 1 Warrant Officer, and 2 NCO's departed Fort Benning on 1 November 1966 enroute to Oakland, California and final destination Sattahip, Thailand. Upon arrival in Sattahip, logistics were arranged for the Unit which arrived in two elements; one on 9 November, the other on 10 November. The equipment arrived in the country on 25 November 1966.

While waiting for the equipment to arrive in Thailand, this Unit commenced to support the 596th Quartermaster Company in the vital roll at hauling JP-4 fuel from the Camp Vayama Port to Utapao Air Force Base for the period 23 November to 7 December 1966.

Again on 19 December 1966 this Unit was called on to support the 596th Quartermaster Company in a similar day and night operation hauling JP-4 fuel to Utapao Air Force Base. This mission lasted until 2 January 1967.

On 17 December 1966 the Unit was assigned to the 519th Transportation Battalion under the command of LT COL Middleton.

The Company was first committed on 29 December 1966 when 10 Tractor/trailer combinations were dispatched to Korat to relieve a 45 day backlog of cargo at the Korat railhead. With an anticipated mission of seven days

the 505th Transportation Company went to work, completing the task in 3 days time. The trucks were returned to Sattahip on 15 January 1967 to prepare for a projected commitment to begin in approximately 10 days.

On 22 January 1967 the Unit dispatched 20 tractor/trailer combinations to Udon, Thailand where they were joined by 30 additional tractor/trailers to participate in Operation Pacesetter. The operation involved moving Air Force Priority 1 cargo from Udon to Nakon Phanon, a distance of 150 miles. Working under the worst of road conditions which resulted in numerous maintenance problems the Unit experienced difficulties but nevertheless successfully completed the Operation on April 15th 1967.