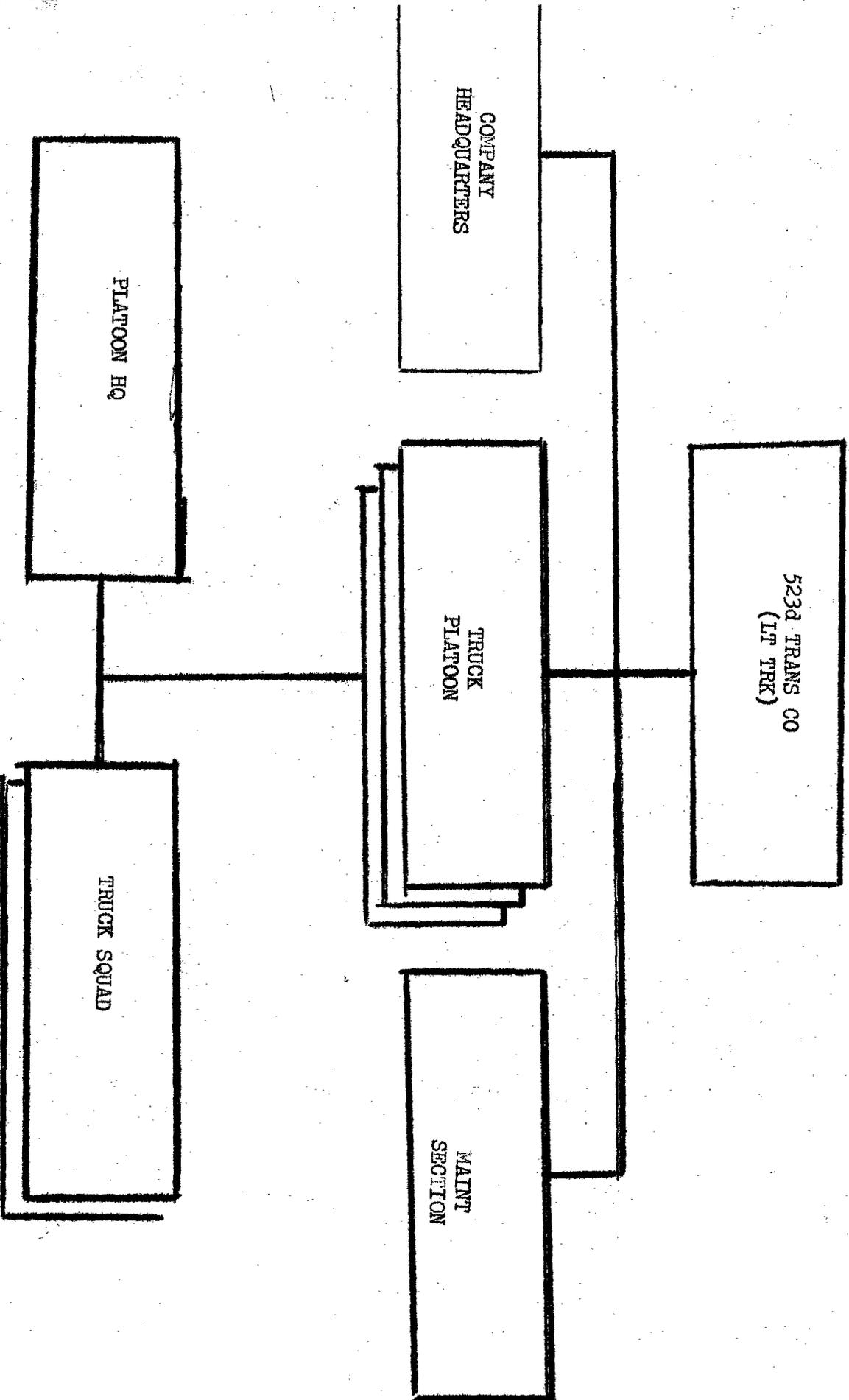


ORGANIZATION DIAGRAM



1969

3

UNIT HISTORY

✓ 523RD TRANSPORTATION COMPANY (LT 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., [REDACTED], 1LT, TC
To 25 July 1969; MAULDIN, Robert P., [REDACTED], 1LT, TC
To 31 December 1969; MCCARTHY, Joseph T. II, [REDACTED], CPT, TC

b. Platoon Leaders

HAMMEL, William H., [REDACTED], 1LT, TC
JOHNSON, Harris T., [REDACTED], 1LT, TC
LOVEALL, Ronald C., [REDACTED], 1LT, TC
MILLER, Martin T., [REDACTED], 1LT, TC
VITELLARO, John J., [REDACTED], 1LT, TC
VOORHIES, Stephen, [REDACTED], 1LT, TC
WILLS, Roderick M., [REDACTED], 1LT, TC

c. Maintenance Officers

SPRAGUE, George H., [REDACTED], WOL
BECKWITH, Carl E., [REDACTED], WOL

d. Company First Sergeants

To 29 June 1969; JOHNSON, Elwood, [REDACTED], 1SG
To 5 September 1969; BRADFORD, James, [REDACTED], 1SG
To 31 December 1969; KENYON, Francis M., [REDACTED], SFC

e. Senior NCO's

SHADE, William, [REDACTED], SFC
DAWSON, Eugene, [REDACTED], SFC
WALLS, Edward, [REDACTED], SFC
POE, John H. Jr., [REDACTED], SFC
JOHNSON, Joseph C., [REDACTED], SFC
FULLER, Edwin L., [REDACTED], SFC
SPRADLIN, Rodolph, [REDACTED], SFC
SARRAGA, Angel L., [REDACTED], SFC
RAMOS, Juan E., [REDACTED], 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., [REDACTED], SP5, 14 February 1969
BRANHAM, Vernon L., [REDACTED], SP4, 24 May 1969
LOVEALL, Ronald C., [REDACTED], 11F, 24 May 1969

b. Army Commendation Medal with "V" Device

CALIBRO, Steven W., [REDACTED], SP5, 22 January 1969
PULLEY, James E., [REDACTED], SP4, 22 January 1969
WIPPEN, Jackie W., [REDACTED], PFC, 22 January 1969
JONES, Thomas R., [REDACTED], SP4, 18 April 1969

c. Purple Heart

BAILEY, Jerry L., [REDACTED], SP5, 14 February 1969
BRADSHAW, William E., [REDACTED], SP5, 14 February 1969
MINI Z, Gary C., [REDACTED], SP4, 14 February 1969
NEWMAN, Bobby, [REDACTED], PFC, 14 February 1969
SHULER, Lee D., [REDACTED], PFC, 14 February 1969
LYNCH, James R., [REDACTED], SGT, 2 March 1969
JOHNSON, Thomas G., [REDACTED], PFC, 4 March 1969
RICHARD, Gary T., [REDACTED], PVT, 5 March 1969
WITHERS, Gary L., [REDACTED], SP5, 15 April 1969
FABIANO, Charles L., [REDACTED], SP4, 13 July 1969
PAIGE, Robert L., [REDACTED], SP4, 8 July 1969
MRDUFF, Gerald A., [REDACTED], PFC, 9 October 1969

d. Killed In Action

KAPP, John Jr., [REDACTED], PFC, 15 January 1969
SANDFER, Willie, [REDACTED], SSG, 24 March 1969
NEWMAN, Bobby, [REDACTED], 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.

