

1968

UNIT HISTORY

57TH TRANSPORTATION COMPANY (LT TRUK)

63RD MAINTENANCE BATTALION

USA SUPPORT COMMAND, DA NANG

1 January 1968-31 December 1968

Prepared By

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57TH TRANSPORTATION COMPANY

24 March 1969

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COMMANDING

APO 96495

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1. INTRODUCTION:

Since 1 August 1967 the 57th Transportation Company (Light Truck) has been actively engaged in supporting both combat and civic action operations in the Republic of Vietnam. Between 1 August 1967 and 31 December 1968 the unit has had six different "homes" ranging from Qui Nhon on the South China Sea to as far north as Dong Ha, 13 miles from the Demilitarized Zone. Because of the many moves and the resulting adaptability to change the company, on 16 December 1968, adopted the nickname "NAM NOMADS", which is proudly displayed on the hoods of its vehicle. Although the following historical report concentrates primarily on occurrences with the calendar 1968, a summary of the highly varied activities of the unit throughout its tour in Vietnam is provided in ANNEX E.

2. MISSION AND RESOURCES:

a. Mission: To provide transportation for the movement of general cargo and personnel by motor transport as directed by higher headquarters. (TOE 55-17F)

b. Capabilities:

1. Local Haul: As of 31 Dec 68, 936 short tons of cargo (6 s/t per truck) based on 75% availability of vehicles and 4 trips daily, or 3120 passengers (20 per truck).

2. Line Haul: 468 short tons of cargo (6 s/t per truck) based on 75% availability of task vehicles and 2 trips daily, or 1620 passengers (20 per truck).

c. Organization and Utilization of Resources: The unit is organized under TOE 55-17F into three brace (task vehicle) platoons with headquarters and maintenance sections (See ANNEX E). Maintenance resources are provided by direct support maintenance units. As of 31 Dec 68 the 57th Trans Co was attached to the Main Spt Co of the 63rd Maint Bn in Quang Tri.

d. Personnel: Because the unit came to Vietnam as a whole its personnel were well established in their jobs and little cross training was necessary in the early part of 1968. However, a great number of people rotated at almost the same time (highest single loss was 68 personnel during month of July). Constant reevaluation of personnel resources was required in the latter half of 1968 (See ANNEX D, Personnel Strength).

e. Vehicles and Equipment: The supply system of the unit has been adapted adequately to maintain available equipment levels fairly close to TOE standards. A problem caused by a shortage in generators was solved with the acquisition on hand receipt of a 100kw generator in October 1968. The authorized number of AN/VRC radios is 6. As of 31 Dec 68 the number available was 3. Total vehicles of each type as of 31 Dec 68 are as follows (shortages are caused by vehicles turned in for salvage):

1. 5 Ton Cargo Task Vehicles: 52; three of these are gun trucks with armor plating (60 authorized).

2. 1/4 ton: 2 (5 authorized).

3. 2 1/2 ton: 8 (6 authorized).

4. 1 1/2 ton trailers: 21 (60 authorized)

5. 1/4 ton trailers: 5 (5 authorized)

3. OPERATIONS AND TRAINING:

a. Weapons training: As part of the orientation program, all newly arrived personnel zero their issued M-16s and fire the M-79 and M-60 machine gun for familiarization. In addition, all personnel fire for familiarization periodically.

b. Combat Service Support Operations: Activities of the 57th Trans Co have primarily been of this type in the calendar year 1968. The unit has supported units of the 1st Cavalry Division (Airmobile), the 4th Infantry Division, units of the 5th Mechanized Infantry Division, and various artillery outposts at fire support base along the DMZ (See ANNEX G-Tasks Performed and Special Operations Supported).

c. Mission Accomplishments: (See ANNEX G).

d. Training Programs: (See ANNEX F).

4. Logistical Activities:

a. Logistical Problems: Road and weather conditions provide the greatest problems to any truck company in Vietnam. Timely accomplishment of logistical missions and convoy security is hampered by occasional mechanical failures and blow-outs on the road. The unit's vehicles have demonstrated the benefits of a strong maintenance program in combating the problems of severe wear and tear, keeping the number of failures to a minimum. A specific problem in transporting the 3/5 Armored Cav from Utah Beach when the access road was washed out was uniquely solved by transporting the 57th Trans vehicles by boat to the coast north of Junder Beach (See APPENDIX E-Unit Historical Summary).

b. Transportation Activities: The varied areas of operation for the 57th Trans Co have given the unit experience with every type of road and terrain, from the mountains of the Hai Van Pass and central highlands west of Dong Ha to the sand of the seacoast between Utah Beach and Cua Viet. A thorough description of transportation activities is given in ANNEX E and ANNEX G.

5. SPECIAL EVENTS, AWARDS:

a. Command Management Maintenance Inspection:

1. First inspection: 14 August 1968. Rating: Unsatisfactory

2. Reinspection: 23 October 1968. Rating: Satisfactory.

b. Army Emergency Relief Fund Drive was held between 27 Aug 68 and 4 Sep 68. Resulting participation was 100%. Total contributions: no record.

c. Unit Day: In commemoration of the company's first casualty in Vietnam, PFC Robert L. Stebner, 2 September was observed as unit day. This date was recorded by the Secretary of the Army as being of enduring significance to the history of the organization on 29 May 1968.

d. Awards: On 14 September 1968 the unit's First Sergeant, SFC Lewis J. Holden travelled to Washington, D.C. to accept the National Defense Transportation Association's Award for 1968 citing the 57th Transportation Company "For outstanding performance in support of military operation in Vietnam". In addition, the company has been recommended by the 57th Transportation Battalion for the Meritorious Unit Commendation Award.

ANNUAL UNIT HISTORICAL REPORT

ANNEX A--LINEAGE AND HONORS

(See Inclosure 1)

ANNEX B--ORGANIZATIONAL CHART

(See Inclosure 2)

ANNEX C--GENERAL & UNIT ORDERS

(See Inclosure 3)

ANNEX D--PERSONNEL STRENGTHS

1. Authorized strengths for the unit by TOE 55-17F are as follows:
 - a. Enlisted Men: 174
 - b. Commissioned Officers: 4
 - c. Warrant Officers: 1
2. Personnel strength variations for the period 1 January 1968 through 31 December 1968 are as follows:
 - a. As of 1 January 1968: 146 (total includes 5 Commissioned Officers).
 - b. Highest total strength of the unit within the year: 226 as of 4 July 1968.
 - c. Lowest total strength within the year: 117 as of 2 December 1968.
 - d. As of 31 December 1968: 156 (total includes 4 Commissioned Officers and 1 Warrant Officer).

ANNEX E-UNIT HISTORICAL SUMMARY

The 57th Transportation Company was originally constituted on 1 May 1936 as Company D, 28th Quartermaster Regiment. Since that time the unit has been changed, inactivated, and activated many times. In World War II the unit participated in Campaigns listed as follows:

- Algeria - French Morocco
- Tunisia
- Anzio
- Southern France
- Rhineland

On 3 Jan 1967 at Fort Devens, Massachusetts, the 57th Transportation Company was activated in its present form as a Light Truck Company. Commanding Officer of the unit was 1LT Dennis L. Edwards and the 1SG was James C. King. Platoon leaders were 2LT Jerry L. Todd, 2LT Albert K. Autrey and 2LT Donald L. Hall. 2LT James E. Henderson joined the unit in September 1967 as a Platoon Leader and 1LT Autrey became the Company Maintenance Officer.

From 3 January 1967 until July 1967 the 57th worked hard preparing for a move to Viet Nam.

The unit arrived in Qui Nhon, RVN, on 1 August 1967 and was assigned to the U.S. Army Support Command-Qui Nhon, 8th Transportation Group, 34th Supply and Service Battalion (DS). Primary mission during this period was line-haul between Qui Nhon and An Khe, and Pleiku on Highway 19 and Tuy Hoa and Bong Son on Highway 1. While assigned to the 8th Transportation Group in Qui Nhon the 57th built the prototype guntruck which is now required protection on all convoys and also initiated the idea of a test firing drill for all convoy weapons before departure. The 57th was the first company to design additional braces to strengthen 5-ton truck fenders which were breaking because of rough road conditions, and unit also found a better and faster method for securing cab mounting bolts.

Motor stables was a serious affair and during that daily period every man in the company was in the motor pool from the CO and the 1SG down to the newest assistant driver. The maintenance program drew praise on numerous occasions from the CO, 86th Maintenance Battalion and the Director of Maintenance Qui Nhon Support Command. This vigorous attention to vehicle maintenance also caught the attention of a technical representative from Continental Motors Corporation who predicted to the 34th Supply & Service Bn (DS) Commander "if the 57th continues to maintain their trucks in the high state of readiness they are exhibiting now, their trucks will be in the finest condition of any Transportation Unit in Vietnam at the completion of their tour next July (1968).

During the first weeks in Viet Nam the company developed a unique Convoy Ambush SOP and diligently practiced counter-attack procedures. This foresight was rewarded and the truckers proved their mettle when on three separate occasions elements of the 57th repulsed enemy ambushes on Highway 19. During the 4 December ambush the assistant Convoy Commander, 1LT Jerry L. Todd, from the 57th Trans Co particularly singled out and praised for his coolness under fire and for the way he directed the helicopter gunships to the scene of the battle. Another man from the 57th, SP5 Stanley A.

4

Runnas commanded the deadly accurate and suppressive fire of his machine-gun crew toward an element of the attacking NVA soldiers and forced them to retreat. For their valorous actions during these ambushes the men of the unit earned a Bronz Star for Valor, four Army Commendation Medals for Valor plus 7 Purple Hearts and Letters of Commendation from Generals Westmoreland, Scott and McBride. Further praise of the 57th convoy operations came when the company was chosen to send the initial 8th Group convoy into Kontum in the Central Highlands. Experience gained on this haul proved invaluable when again, a month later, the 57th trucks rolled into Dak To to help support the big offensive in that area.

The units biggest challenge and finest achievement while under the Qui Nhon Support Command was when the call came for a company in the 8th Transportation Group to lead the first test convoy to Duc Pho. The Group Commander chose the 57th Trans Company and appointed their CO, as Convoy Commander. CPT Edwards and his Officer's and NCO's worked directly with the Chief of Staff and Directors of Supply and Transportation of the Support Command on this special mission. His company meticulously planned the operation from start to finish to include command briefings with the General Staff complete with march tables, written movement directives, strip maps and intelligence summaries. On the day of the convoy four Field Grade Officers from the Support Command were sent along as observers and the Directorate of Support Plans and Operations monitored the progress of the convoy by helicopter. The convoy completed the six hour haul into Duc Pho at precisely 1245 hours; the exact time to the minute specified by the movement directive.

Shortly after the immensely successful Duc Pho convoy the 57th was called upon for another special mission. The company minus one platoon was to move to Chu Lai to augment the transportation capability of the 80th General Support Group to support the 3rd Brigade, 1st Cavalry Division at Hill 63, in Operation Wheeler/Wallowa. While the Company's second platoon remained in Qui Nhon the first and third platoons compiled an impressive record in Chu Lai. Average tonnage for hauls to Hill 63 exceed the TOE capability by nearly 75%. Maintenance standards continued to rise while the company was in Chu Lai with the average daily dead-line rate going down to 5 trucks per day. The Commanding Officer of the 588th Maintenance Company (DS) in Chu Lai commended the unit for having the best maintenance section in 80th General Support Group and he added that the average driver in the 57th was considerably above the average in his driving and preventive maintenance skills. One of the most valuable contributions of the 57th Trans Company while stationed in Chu Lai was the further refinement and expansion of their Convoy Ambush SOP. The Americal Division Transportation Officer and the 80th Group Operations Officer showed considerable interest in the Unit's ambush procedures and eventually much of the 57th's program was adopted by the Americal Division for all convoy travel in their AOR. Another project assigned to the 57th in Chu Lai was an extensive study of the transportation assets of the 80th General Support Group. The 57th prepared a detailed re-organization plan for the 80th Group transportation units along with an MTOE for all light truck companies currently organized under 55-17F. The 57th's gun-truck idea was further refined during the Unit's stay in Chu Lai. It was found by experience that a combination of armor plating and sandbags offered the best protection for the gunners and this idea reduced the area of the gun pit by nearly 50% to provide a smaller target to the enemy.

Toward the latter part of January 1968 the increased presence of Army Combat Units in Northern I Copra dictated the need for more transportation capability. The 57th was called upon to be one of the first units to haul into the area. The mission originally was to move the 3rd Brigade, 1st Cav Division from Hill 63 to their new base camp at Camp Evans. The convoy consisting of 165 vehicles was controlled from the air by the Brigade S-4 and the officers and NOC's of the 57th provided convoy command. The Leaders met with the Brigade Staff and together they planned a 2 day convoy of some 120 miles to the new destination. This trip lead the company through the Hai Van Pass for the first time. The skill of all concerned was relied upon when, late on the afternoon of the second day, bridge over the Song Bo river 11 miles from their destination weakened and forced the last 80 trucks in the convoy to ford the river. Brigade and MP escorts had already closed into Camp Evans and 57th Trans Co control personnel had the task of directing operations at the fording point. Extra security had to be set up around the fording point as darkness came. The last vehicle pulled safely through the river shortly after 2300 hours. Both Brigade and Division Officers in the 1st Cavalry Division expressed appreciation for the quality of service provided. The move established a firm rapport between the 1st Cav and the 57th Trans, and during the ensuing three weeks that the unit was attached to the 1st Cav for operational control it was praised by the Division G-4 as being "the best bunch of truckers that had ever supported the Cav."

On 17 February 1968 the 57th Transportation Company was attached to the 57th Transportation Battalion and moved to Dong Ha putting them close to the DMZ and Khe Sanh. The initial mission in Dong Ha was to re-establish the steady flow of supplies into the 1st Cav area of operations by moving cargo from the Dong Ha Ramp on the Cua Viet River to LZ's Betty, Jane, and the Division base at Camp Evans. Additional supplies went directly to artillery fire bases scattered west of Dong Ha. During the period 3 February through 22 March 1968 the 57th supported the 1st Cav and 101st Airborne operation Jeb Stuart I. During the critical TMT offensive and immediately after the unit transported general cargo in support of the 1st Cav Division. Every available vehicle and trailer was utilized to keep the cargo moving. Once the supply lines into Camp Evans were securely established, the unit's mission changed to hauling supplies and unit equipment down Highway 9 in support of Operation Pegasus. During the 39 day period from 23 March to 30 April 1968, the company hauled over 5,000 tons of supplies and 685 troops down the difficult and insecure highway leading to the beleaguered Marine out-post at Khe Sanh. Ammunition and supplies were also hauled to fire support bases along Highway 9, primarily to the Rockpile and Ca Lu. On this highway the unit lost two vehicles to mining incidents. Convoys were frequently subject to rocket and mortar attacks as well as sniper fire when passing through the tall elephant grass characteristic of the highlands. During a severe mortar barrage on 1 April 1968, SP4 Terry Lynn and SP5 Richard Meredith were separated from their vehicle and listed missing in action for two days before they could return to the unit from an outpost near the Rockpile.

After the seige at Khe Sanh had been lifted transportation requirements in the area were re-evaluated and on 29 March 68 the 57th Trans Co was moved to Utah (Wunder) Beach northeast of Quang Tri on the Gulf of Tonkin to provide beach clearance for a LOTS operation. The 1st platoon was left at Dong Ha to close out the operation. A typically fine company area was built on the beach, reflecting the initiative and pride of the 57th. Wells were built to provide constant water supply. The mess hall had such excellent facilities that it became widely recognized as the finest on the beach.

Along with the completion of operation Pegasus, one of the most important missions while at the beach was haulign supplies in support of operation Delaware/Lam Son 216 in the A Chau Valley, and to Con Thien, less than a mile from the southern boundary of the DMZ. Daily convoys also went to LZ's Betty and Sharon, Quang Tri, Dong Ha, Camp Evans, LZ Sally, LZ Jane, and Camp Eagle near Phu Bai.

On 17 June 1968, CPT Dennis L. Edwards left the company for DEROS, and 1LT James E. Henderson assumed command. The summer heat settled in full force and the following months on the beach became perhaps the most strenuous the company had to face to date, with daily commitments requiring maximum utilization of vehicles. Strength of the company in personnel was diminished drastically as the men who originally came over with the 57th rotated. A commitment for perimeter guard at night required drivers just off the road to man the bunkers.

Late in August 1968, 1LT Henderson left for home and 1LT Clendon R. Whatley became company commander. Then, between 6 through 9 September 1968, Utah Beach was severely hit by Typhoon Clara which provided a serious test to the unit's morale and perseverance. Tents had to be moved, in some cases several times a day in a constant battle to stay above the rising water level. By the time the typhoon subsided, not a person or object on the beach was dry.

At this time operations at Utah Beach had changed to clearing of yards in anticipation of the coming monsoons and rising tides. Other units had begun to move off of the beach and a team from the 57th began to build a new area at Quang Tri Combat Base. Finally the company received it's movement orders and on 29 September 1968 headed west towards Hai Lang on the Beach Road. A quarter-mile section of the road had been completely washed out by heavy rains and the vehicles had to be pulled through the mud of adjacent rice paddies, one at a time, by caterpillar tractors.

In spite of past hardships on the beach the men set to work immediately, establishing operations and completing the new company area. Just three weeks after arrival in Quang Tri, the 57th Trans Co received it's CMMI reinspection (the first CMMI was held on the beach on 14 Aug 68 in the midst of intense clearing operations) and the unit came through with a satisfactory rating.

Shortly after the inspection, a commitment was placed for a detachment of the 57th Trans to return to the beach for unit move of the 3/5 Armored Cav. By this time the beach road was totally impassable. The resulting operation became one of the most unusual experienced by the unit. The trucks were driven to the ramp at Dong Ha, loaded on LSU's and this transported down the Cua Viet River to the coast. From there the trucks were driven literally at the edge of the South China Sea, (spray from the surf completely engulfed the cabs at times), South to Utah Beach. The operation was begun on 17 October and on 30 October 1968 the last run was made from Utah Beach to the ramps at Cua Viet.

On 27 October Operation Liberty Canyon, the movement of the 1st Cavalry Division out of Camp Evans, swung into effect involving the 57th along with every other Army truck company in the area. From 27 October to 11 November the vehicles moved day and night between Camp Evans and the ramps at Hue where the 1st Cav's equipment was loaded onto boats for shipment south. And so the outstanding combat support relationship between the 57th Trans Co and the Cav regretfully came to an end.

Between 26 November and 13 December a squad from the unit was once again sent to the beach, this time in support of a MACV Civic Action Operation. The objective was to consolidate all of the small, highly decentralized fishing villages within a 20 mile span of beach into the town of Gia Dang, approximately five miles north of Utah Beach. The 57th Trans vehicles were used to haul the families, bag and baggage, to the processing center at Gia Dang. Security for the new town and along the beach was provided by an ARVN Battalion. Once again, the trucks ran at the very edge of the surf, where the sand was compacted, so that they would not become bogged down. It was a strange sight indeed to behold a 5 ton cargo truck throwing sprays of salt water, piled above the side racks with personal belongings, and all of this capped by a thatched hut roof upon which clung the fisherman and owner with his entire family. The operation was truly rewarding for all involved. Upon completion of the move living conditions for the local population were greatly improved. An area which less than six months before had been under Viet Cong domination was now under control of the South Vietnamese Government, providing protection, medical aid, and educational and economic benefits the peasant fishermen had never experienced previously.

Shortly before Christmas, 57th Trans Battalion Headquarters was alerted for a move south. On 27 December 1968 the convoy consisting entirely of 57th Trans Company vehicles started out on a three day trip that would bring the Battalion to its new home in Chu Lai. The company remained at Quang Tri and entered the new year under the 63rd Maintenance Battalion.

ANNEX F-TRAINING PROGRAMS

1. Orientation Training program for newly arrived personnel was given priority attention. Influx of new personnel was greatest during the months of February, March, and December 1968.

- a. February 1968: 14 new personnel received orientation.
- b. March 1968: 58 personnel received orientation.
- c. Completely revised and updated orientation began with submission of new lesson plans, 15 November 1968. In December 68, 42 personnel received this orientation.

2. Drivers training: Periodic classes were given on driver's responsibilities to all personnel. Training which resulted in qualification for drivers license was given to 56 personnel.

3. Safety training: An intensive training program emphasizing safety was put into effect in 1968. Weekly commander's safety classes were given to the entire unit. "Lessons learned" talks were given after every reportable accident.

3 4. Cross Training: Total number of personnel cross-trained into a new MOS was 78.

ANNEX G-TASKS PERFORMED AND SPECIAL
OPERATIONS SUPPORTED

1. Time Period: 1 January 1968-23 January 1968.
Location: Chu Lai, RVN
Specific Mission: Unit was assigned to 80th General Support Group. Primary task was to support 3rd Bde, 1st Cav Div at Hill 63 and 3rd Bde, 4th Inf Div at Duc Pho. Also provided beach clearance, air freight clearance, and local haul with Chu Lai compound.
Operations Supported: (a) NW Chu Lai, Operation Wheeler/Wallowa (3 Oct 67-20 Jan 68) (b) Quang Ngai Province, Operation Muscatine (Dec 67-21 Jan 68).
2. Time Period: 24 January 1968-21 February 1968.
Location: Camp Evans, RVN
Mission: Unit was under operational control of 1st Cavalry Division during first part of period. Primary mission was moving of 3rd Bde, 1st Cav Div into Camp Evans, relocation of other 1st Cav units. Over-land resupply of Camp Evans was handled exclusively by 57th Trans Co during initial stay at Evans.
Operations Supported: Operation Jeb Stuart I (21 Jan 68-31 Mar 68).
3. Time Period: 22 February 1968-28 March 1968.
Location: Dong Ha, RVN
Mission: Unit attached to 57th Trans Bn on 17 Feb 68, 2nd Plt rejoined company from Qui Nhon. Primary Mission was support of 1st Cav Div with line haul transport from Dong Ha ramp over Highway I to Camp Evans. Preparations made for support of Operation Pegasus through resupply of Task Force MacDonal. Transported construction material and troops down Highway 9 toward Khe Sanh as 1st Cav moved into area. Only army 5 ton truck company operational in Quang Tri Province immediately following TET offensive 1968.
Operations Supported: (a) Operation Jeb Stuart I (21 Jan 68-31 Mar 68) (b) Preparation for Operation Pegasus.
4. Time Period: 29 March 1968-29 September 1968.
Location: Utah Beach, RVN
Mission: Unit remained assigned to 57th Trans Bn, left 1st Plt at Dong Ha as company started operations at Utah (Wunder) Beach. Primary mission was beach clearance and line haul to Phu Bai, Camp Evans, LZ's Sharon, Betty, and Jane. Unit was heavily committed to support 1st Cav in battle for A Shau Valley.
Operations Supported: (a) Khe Sanh, Operation Pegasus (1 Apr-15 Apr 68). (b) Jeb Stuart II (15 Apr-19 Apr 68). (c) Delaware/Law Son 216 (19 Apr-17 May 68). (d) Jeb Stuart III (17 May 68-15 Jun 68).
5. Time Period: 30 September 1968-31 December 1968.
Location: Quang Tri Combat Base



DEPARTMENT OF THE ARMY

Lineage and Honors

57th TRANSPORTATION COMPANY

Constituted 1 May 1936 in the Regular Army as Company D, 28th Quartermaster Regiment

Activated 7 June 1941 at Camp Blanding, Florida

Reorganized and redesignated 1 April 1942 as Company D, 28th Quartermaster Truck Regiment

Reorganized and redesignated 5 December 1943 as the 3424th Quartermaster Truck Company

Converted and redesignated 1 August 1946 as the 3424th Transportation Corps Truck Company

Redesignated 18 June 1947 as the 57th Transportation Truck Company

Inactivated 30 June 1948 at Kitzingen, Germany

Redesignated 21 February 1951 as the 57th Transportation Car Company

Activated 1 March 1951 at Camp Polk, Louisiana

Inactivated 1 April 1953 at Camp Polk, Louisiana

Redesignated 28 May 1957 as the 57th Transportation Company (Light Helicopter)

Activated 15 June 1957 at Fort Riley, Kansas

Inactivated 25 June 1963 in Vietnam

Activated 3 January 1967 at Fort Devens, Massachusetts, as the 57th Transportation Company (Light Truck)

57th TRANSPORTATION COMPANY

CAMPAIGN PARTICIPATION CREDIT

World War II-EAME
Algeria-French Morocco
Tunisia
Anzio
Southern France
Rhineland

Vietnam
To be determined

DECORATIONS

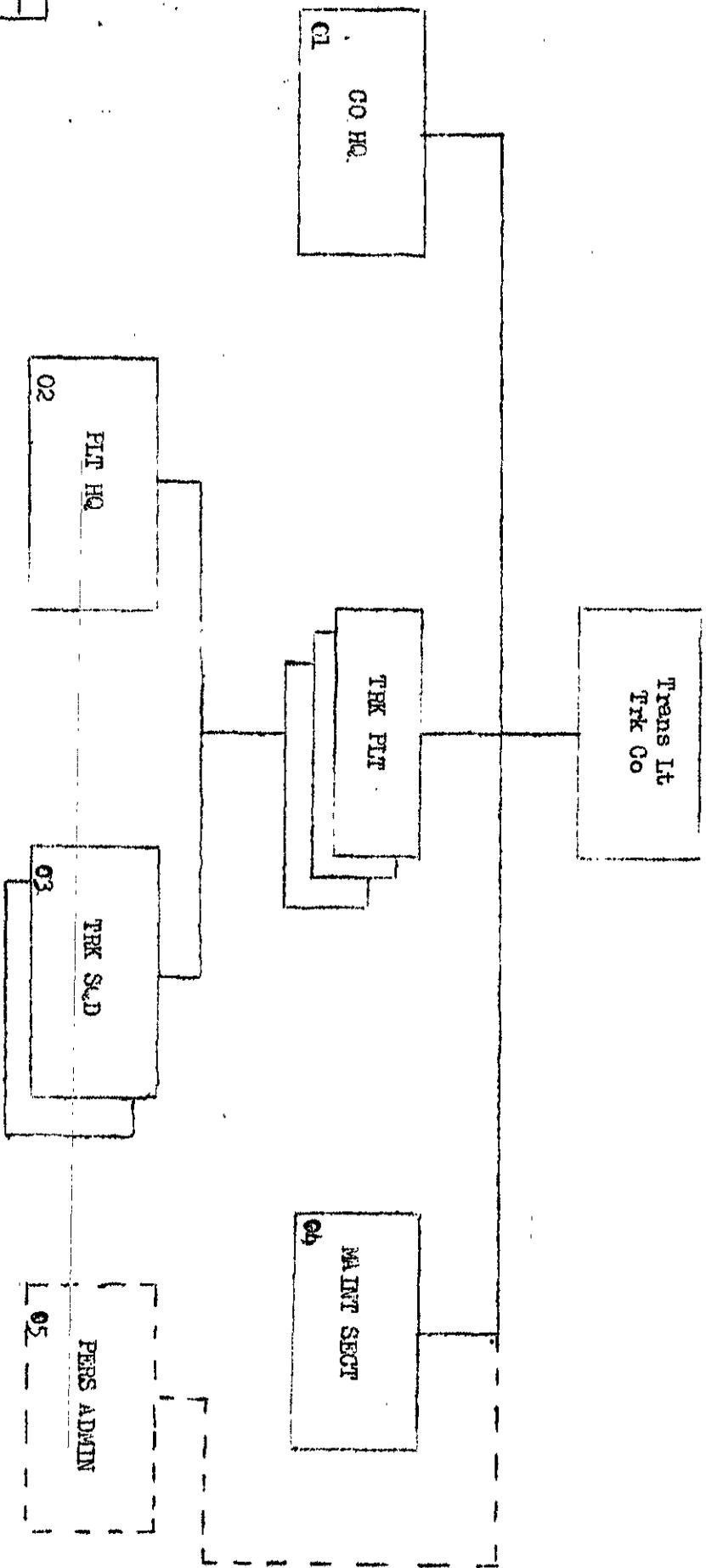
None

By Order of the Secretary of the Army:

Kenneth G. Wickham

KENNETH G WICKHAM
Major General, USA
The Adjutant General

TRANSPORTATION LIGHT TRUCK COMPANY



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EM	17A	
OFF	4	
MO	1	

DEPARTMENT OF THE ARMY
57TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO San Francisco 96495

UNIT ORDERS
NUMBER 15

28 June 1968

1. TC 355. The undersigned assumes command.

ORGANIZATION/UNIT: 57th Transportation Company (Light Truck)
APO 96495

Auth: Para 12b, AR 600-20

James E. Henderson

JAMES E. HENDERSON
1LT, TC
Commanding

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DEPARTMENT OF THE ARMY
57TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO San Francisco 96495

UNIT ORDERS
NUMBER 35

2 September 1968

1. TC 355. The undersigned assumes comd.

Org/Unit: 57th Transportation Company (Light Truck)
Auth: Para 12b, AR 600-20

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Glendon R. Whatley
GLENDON R. WHATLEY
LLT, TC
Commanding