

1966

58TH TRANSPORTATION COMPANY (LIGHT TRUCK)
APO San Francisco 96238

AVCA QN-27TC-58TC

21 February 1967

SUBJECT: Unit History

TO: See Distribution

The year 1966 opened with the 58th Transportation Company (Light Truck) engaged in beach clearing operations at the port of Qui Nhon. This mission continued until late in May with a creditable record compiled. Proof of this is that during the first quarter the company traveled 360,000 task miles and moved 46,652 short tons of cargo. In one twenty-four hour period, 10 April 1966, 1,299 tons of cargo were cleared from the beach by the 58th Trans Co.

Towards the end of May 1966, the mission of the company changed considerably. The First Platoon was attached to the 444th Trans Co (LTrk), at that time stationed in Pleiku, and engaged in support of Operation Paul Revere conducted by the First Cavalry, 101st Airborne, and Twenty-Fifth Infantry Divisions. The First Platoon's area of operation extended from Kontum and Dak To in the North, Pleime, Cheo Reo, and Bon Blic in the South and Duc Co in the West. The Second and Third Platoons were not idle during this period, having begun line hauls to Anke and Pleiku to the West. The trip to Pleiku, accomplished in one day, involved a round trip of 220 miles and a sixteen to twenty hour work day. The Anke run was about half as far, but two trips were usually made, resulting in a situation similar to that of the Pleiku trip.

In mid-August the Second and Third Platoons also moved to Pleiku and the company began independent operations in the same area the First Platoon had previously. The main effort was given to the First Air Cavalry in its Operation Paul Revere II.

This operation was completed by the end of September and the 58th returned to its home base in Qui Nhon. From the return from Pleiku to the end of the year, the unit continued to support the First Cavalry in Operation Thayer I and II with runs to Task Forces in Phu Cat and Bong Son to the North. The Bong Son trip was about 130 miles round trip and Phu Cat about 60 miles, often involving two trips or more a day. Due to heavy monsoon rains and periodic enemy activities at this time, the road conditions often became very treacherous and at times even impassible. These instances were not common however, and with the able assistance of the Engineer units and Cavalry escorts, such periods were for only a few days at a time.

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During the year 1966 the 58th Trans Co traveled 844,123 task miles, hauled 349,576 short tons of cargo and 554,533 passengers in the Republic of Vietnam.

While the operational areas were changing during the year, other changes were taking place. The unit area continued to be worked on with emphasis on improving the troop living areas, remodeling the mess hall, the building of a new supply area, maintenance housing and orderly room facilities. Vast improvements were also made in the electrical facilities of the company, and by the year's end there was enough power and adequate wiring to make it almost comparable with stateside.

During the year the task equipment also changed. The fourteen year-old M211 trucks were replaced by new M35A2's. Although the old M211's needed to be replaced due to a shortage of repair parts and just plain old age, the maintenance section did their job well. All through the year the 58th maintained a near zero deadline rate. The maintenance section's versatility is illustrated by the fact that it was authorized to perform third and even up to fifth echelon repair. In early November the company passed a Command Management Maintenance Inspection.

On 25 November the unattached 28th Transportation Platoon (Light Truck) under the command of 2LT Eric G. Wilson was attached to the 58th. During October and November the company also sponsored the 669th Transportation Co (Light Truck), a newly arrived unit of the 54th Transportation Battalion. Administrative support and guidance were provided until the 669th was ready to move into its own area and begin operations.

Along with other changes came the change of command. On 23 August 1966, 1LT Samuel W. Farr assumed command from CPT Joseph J. Roscelli who rotated back to the United States shortly after. 1LT Farr was promoted to Captain on 13 December 1966, to end this year in a fitting high note.



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