

1967

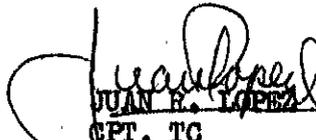
DEPARTMENT OF THE ARMY
64TH TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)
APO SF 96318

24 March 1968

SUBJECT: Annual Unit History

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

In accordance with AR 870-5 and USASUPCOM Regulation 870-1, the annual supplement to the history of the 64th Transportation Company (Medium Truck Cargo) is submitted.


JUAN R. LOPEZ
CPT, TC
Commanding

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UNIT HISTORY - 1967

1. INTRODUCTION

The transition into 1967 was relatively smooth for the 64th Transportation Company. During this period many changes were made, and heavy operational requirements were placed upon the company, but in spite of all the obstacles this company finished the year with an admirable record of accomplishments. Having survived two monsoon seasons - one in Qui Nhon and the other in Fleiku, plus two unit moves, a complete turnover in personnel, not to mention going through four company commanders, the 64th nevertheless amassed over two million miles and directly supported the largest and most successful combat operation in the history of the Vietnam conflict - The Battle of Dak To - .

2. MISSION AND RESOURCES

a. Mission: Basically all mission assignments during 1967 were the same. To provide transportation for the movement of personnel, general cargo, bulk petroleum products, refrigerated cargo, and missiles by motor transport in both line and local haul operations within II Corps tactical zone as directed. After the unit moved to Fleiku it was our responsibility to provide local transportation support to Headquarters, Fleiku Sub Area Command in excess of that units organic transportation capability as directed. Further, to support combat operations and other functions as directed.

b. Capabilities: At full strength this unit has the following capabilities:

(1) With forty-five semitrailer combinations available making four round trips per day in local hauls or two round trips per day (one per 10-hour shift) in line hauls, a medium truck company can transport the following:

(a) When equipped with 12-ton cargo semitrailers:

1. Local hauls: 2,160 short tons of cargo (12 tons per semitrailer) or in an emergency only 9,000 passengers (50 passengers per semitrailer).

2. Line hauls: 1,080 short tons of cargo (12 tons per semitrailer) or in an emergency only 4,500 passengers (50 passengers per semitrailer).

(b) When equipped with 5,000 gallon petroleum semitrailers:

1. Local hauls: 900,000 gallons

2. Line hauls: 450,000 gallons

(c) When equipped with 7½ refrigerator semitrailers carrying 6 tons per vehicle:

1. Local hauls: 1,080 short tons

2. Line hauls: 540 short tons

(2) This unit was unable to reach the standards established in the above sub paragraph for the following reasons:

(a) The number of task vehicles on hand fluctuated continuously during this period. In many instances we had up to a 40% shortage of the authorized quantity.

(b) Average personnel strength for the year was 163; 23 short of the authorized strength.

(c) On 2 September 1967 there was a major ambush on Highway 19. Due to this incident the road closing time was changed from 1700 hours to 1500. The new schedule cut down the number of round trips to An Khe from two per day to just one.

(d) During the months of June through October, heavy rains turned the roads into a sea of mud. The deadline rate raised, consequently the vehicle availability, the number of tons transported and miles traveled by this unit were considerably reduced.

(e) It should also be mentioned that general road conditions and enemy activities in the area greatly impeded the overall operations.

c. Organization and Utilization of Resources:

(1) See Annex "B" for organizational chart.

(2) Local nationals were hired for many duties such as, kitchen police, mechanics, and other duties. This measure insured that military personnel were performing their primary duties.

d. Personnel: During this period the strength of the unit varied from averages as high as 190 to a low of 116. The average for the entire year was 163. Officers strength was steady, and most of the time there were five present for duty, including a warrant officer.

e. Vehicles and Equipment: This unit is authorized the following selected items of equipment:

| <u>ITEM</u> | <u>QUANTITY</u> |
|-----------------------------|-----------------|
| (1) Tractor, 5-ton | 61 |
| (2) Trailer, 12-ton | 120 |
| (3) Truck, 1/4-ton | 5 |
| (4) Truck, 3/4-ton | 1 |
| (5) Truck, 2 1/2-ton | 3 |
| (6) Radio AN/VRC 46 | 4 |
| (7) Radio AN/VRC 47 | 2 |
| (8) Machine Gun M-60 | 12 |
| (9) Rifle, M-14 | 178 |
| (10) Pistol, 45 cal. | 7 |
| (11) Grenade, Launcher M-79 | 7 |

Quantity on hand fluctuated quite often during this period, especially the task vehicles, which in many cases we had up to a 40% shortage of the authorized amount.

f. Facilities: During the first 5 months of the year, the company was located at the Phu Thanh Valley. The construction consisted of GP Medium Tents over wooden frames, made with lumber from the WABTOC kits. The maintenance facilities were limited, and authorized maintenance tents were being utilized.

In May, the company moved to Pleiku, and after a short stay at a place west of Artillery Hill, it was moved to its present location. We have the same type of constructions that we had in Qui Nhon, with the exception of the Mess Hall which is a permanent type building. The maintenance shop accomodated 4 trucks and is considered adequate for the performance of 2nd echelon maintenance. Recreation facilities were constructed such as day room, EM Club, basket ball court, outdoors movie screen, etc.

3. OPERATIONS AND TRAINING

a. Training exercises: A program was instituted to give the drivers an intensive training upon assignment to this unit. Traffic signs, local laws, and actual driving exercises were conducted, to provide the drivers with the necessary knowledge for the job ahead.

b. Mandatory Subject training: All mandatory subjects have been included in the unit training program. Classes were conducted during the day, and repeated at night for personnel that could not attend the class during the day.

c. Combat Services Support Operations: This company was involved in several combat support operations, hauling tons of ammunition, equipment and general supplies. Among them: 1. Operation Greeley, at Kontum and Dak To, RVN, during the month of June to October 1967, in support of the 173rd Airborne brigade and 3rd Brigade, 1st Cavalry Division. 2. Operation McArthur in Kontum and Dak To, RVN, from October to present, in support of 1st & 2nd Brigades, 4th Infantry Division, 173rd Airborne Brigade, and 1st Brigade, 1st Cavalry Division. During the months of November and December the major emphasis was shifted to the movement of cargo north on Highway 14 to Kontum and Dak To. During these trying days the drivers of the 64th performed admirably -- delivering much needed ammunition and supplies to embattled elements of the 4th Division and 173rd Airborne Brigade. Appreciation for this effort was expressed by Generals Westmoreland and Abrams, who stated that never before in a major battle have the combat troops been so well supplied.

d. Weapon Training: New personnel arriving in the company was given weapon training within seven days of their arrival. The training consisted of instruction in the proper use and care of their individual weapons, including safety procedures. Familiarization firing was conducted each Saturday.

e. Mission Accomplishments: For the first three months of the year all operations continued as before. An average of thirty to forty trucks per day were dispatched on the Qui Nhon - An Khe - Pleiku Main Supply Route of Highway 19, Hauling semi-trailers of general cargo in convoy. Approximately two tractors were committed daily for the run to Bong Son north on Highway 1, usually hauling refrigerator vans of ice.

In April the unit received notice that it would move to Pleiku and be operational in that location by 14 May 1967. An advance party was dispatched on 1 May 1967 under the command of 1LT Thomas E. Moore and SFC Charlie Brewster. The Pleiku Sub Area Command selected a ^{SITE} slightly to the west of Artillery Hill in Pleiku, for the 64th's Base Camp. The unit move was completed on 10 May 1967 using the unit's own organic equipment, 5 ton tractors and 12 ton semi-trailers. During the preparations for, and actual move there was only a slight lessening of the operational commitment. Thus the 64th was close to 100% operational in spite of the unit move. A week after the move was completed the 64th was assigned the additional mission of operating the Pleiku Truck Terminal. 1LT William L. Eichenberg was assigned as OIC, with SSG Orville D. Sifers and SSG Hector Feliciano to assist him. In all, 12 personnel were involved in this operation.

The month of July was spent making two trips a day to An Khe and in building up the company area. Much effort was also spent in fighting the monsoons and the slick and hazardous roads it produced. On 26 July operations were substantially changed with the arrival of the 124th Transportation Battalion from Fort Devens, Mass. Control of the 64th then passed from the 27th Battalion to the 124th. This control also extended to the Pleiku Truck Terminal. During the months of June and December the 64th was involved in several combat support operations, including the Battle of Dak To, where tons of ammunition, equipment and general supplies were delivered to the combat troops. In spite of all the obstacles the 64th Transportation Company finished the year 1967 with an admirable record of accomplishments. Having survived two monsoon seasons - one in Qui Nhon and the other in Pleiku, plus two unit moves, a complete turnover in personnel, the 64th nevertheless amassed over two million miles and directly supported the largest and most successful combat operation in the history of the Vietnam Conflict.

4. PERSONNEL AND ADMINISTRATION ACTIVITIES

Major personnel changes during the first quarter involved mainly officers and NCO's. Losses included 1LT's Thomas H. Romoda in February and Mason C. Johnson in March. LT's Romoda and Johnson had been with the unit at Fort Bragg, N.C., and had seen it through the move to Southeast Asia.

Incoming personnel included 2LT William L. Eichenberg, O5 713 313, and SSG Orville D. Sifers, RA 52 385 238. LT Eichenberg was assigned to the second platoon with SSG Sifers as his platoon sergeant. SGT Matthew L. Hearon arrived late in March and was assigned to supply as assistant supply sergeant. This still left the unit short one officer -- the third platoon leader.

In April began the big personnel shuffle. The normal rotation date for the majority of the unit's personnel would be in July. Thus on 14 April word was officially received from Qui Nhon Support Command to begin transferring approximately 70% of assigned personnel. Key personnel changes in this shuffle included the loss of SFC Robert Watson, the 64th's Maintenance Sergeant, who was transferred to Qui Nhon Support Command upon being appointed Warrant Officer. Also transferred was SSG Jose P. A. Mireles, the third platoon sergeant, who went to the 54th Transportation Battalion in exchange for SSG Hector J. Feliciano and SGT Charles M. Russell.

An unexpected tragedy struck on 9 May. The Company Commander, CPT John M. Horvath, had come up from Qui Nhon to Pleiku the day before to inspect the new company area. That afternoon he had driven out to CP 88 in Pleiku to check on the convoy forming up for the return to Qui Nhon. As he was pulling the jeep in behind a line of trucks he hit a small ditch and the vehicle flipped over, pinning CPT Horvath's right leg under the jeep and breaking it in two places. CPT Horvath was taken to the 18th Surgical Hospital, where it was determined that he would be evacuated to a hospital in Japan. 1LT Thomas E. Moore, the first platoon leader assumed command on 10 May.

The unit was brought up to strength officer wise on 4 June when CPT Charles A. Gray assumed command. CPT Gray was formerly the S-4 of the 27th Transportation Battalion. He brought with him 2LT Stephen R. Bathon of the 144th Transportation Company to be the third platoon leader.

Other personnel changes during this period included the departure of 1LT Thomas E. Moore in late July and the arrival of 2LT Dale H. Sindt. 1LT Stephen R. Bathon rotated in the middle of August and was replaced by 2LT David R. Wilson. CW4 J. B. Virgil came in to replace the departing CW2 George J. Sebeny as the company's Maintenance Officer. The major personnel shuffle was completed with the rotation of CPT Charles A. Gray. He was succeeded by CPT Juan R. Lopez, former S-4 of the 124th Transportation Battalion. CPT Lopez assumed command on 1 August, thereby becoming the fourth commanding officer for the 64th in less than one year.

In December, LSG Edward A. Simpson rotated, and LSG Edward J. Dockery, Jr. had come down from Battalion to be the new First Sergeant.

5. SECURITY ACTIVITIES

a. Security was a never ending problem for the company after the move to the Pleiku area. Security requirements were increased with the enemy activities in the area. A total of 9 EM per night were assigned to guard duty in the company area. Also 4 EM were detailed to guard the TTP each night, and the convoy security element were raised to a total of 15 EM.

b. In August 1967 this unit received an additional requirement. Every eight days a patrol consisting of 1 officer and 11 EM were sent out to sweep a designated area, and set up a listening post at night. These patrols operate under the control of the 52nd Artillery Group.

6. LOGISTICAL ACTIVITIES

a. Logistical Problems

(1) The most critical problem encountered was the unavailability of a salvage point in the Pleiku area, for small items of equipment. These items had to be shipped to Qui Nhon for turn in.

(2) The Self Service activity was basically short of items badly needed by this unit, such as Mess Hall items, office supplies, etc.

(3) At the end of the monsoon season, many task vehicles were salvaged, and the replacement of these vehicles was and still represents a serious problem to the mission of the unit.

b. Supply Activities. This unit was supported by the 88th Supply and Service Battalion on all classes of supply, except repair parts, which were provided by the 62nd Maintenance Battalion.

c. Maintenance Activities. During the first six months of 1967 the company experienced a turnover of maintenance personnel, in addition to the onset of the monsoon season. This created a very unfavorable maintenance situation. The mechanical condition of the vehicles was deteriorating rapidly due to road conditions, the lack of time to perform the required maintenance, and in some cases unavailability of repair parts. At the end of the monsoon season, the deadline rate went as high as 40%. Some of the problems that this company experienced during this period were: brake shoes, which lasted on an average of 20 days, and wheel cylinders which lasted approximately 2000 miles. Both of these problems were caused by the mud. After the month of October the rains ended, and with them most of the maintenance problems.

d. Food Service Activities. Notable during this period were the accomplishments of SGT John L. Newby and the mess section. The 64th's Mess Hall was selected for both January and February as the Best Mess in the 8th Transportation Group. This was followed by designation as the Best Mess in the 27th Transportation Battalion, for the month of March. After the unit arrived in Pleiku, a new Mess Hall was constructed, but the equipment was limited to field type. At the end of the year, proper equipment was installed, and interest was given to the decoration of the interior. In appearance and good food the 64th's Mess Hall is one of the best in the Pleiku area.

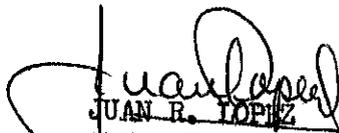
7. SPECIAL EVENTS

a. Annual Inspector General Inspection. This company was inspected on 27 January 1967, and achieved a rating of Satisfactory. Many of the areas inspected were commended by the inspection team.

b. Command Management Maintenance Inspection. This unit underwent its annual CMMI in June 1967. A rating of Satisfactory was obtained.

c. Unit Organization Day. Operational requirements precluded the company holding celebrations during Organization Day.

d. Awards. During the reporting period many driving awards for accident free miles ranging from 5,000 to 30,000 were presented to drivers of this unit.


JUAN R. LOPEZ
CPT, TC
Commanding

ANNEX "A" LINEAGE AND HONORS

64th Transportation Company

Constituted 1 May 1936 in the Regular Army as Company A, 29th Quartermaster Regiment

Activated 1 June 1941 at Fort Leonard Wood, Missouri

Reorganized and redesignated 20 August 1943 as Company A, 29th Quartermaster Truck Regiment

Reorganized and redesignated 2 December 1943 as 3441st Quartermaster Truck Company

Converted and redesignated 1 August 1946 as 3441st Transportation Corps Truck Company

Redesignated 30 June 1947 as 64th Transportation Truck Company

Reorganized and redesignated 1 April 1954 as 64th Transportation Company (Light Truck)

Inactivated 1 June 1955 on Okinawa

Activated 27 August 1955 as 64th Transportation Company (Light Helicopter) (H-3)

Inactivated 19 February 1962 at Fort Knox, Kentucky

Activated 26 March 1963 at Fort Bragg, North Carolina as 64th Transportation Company (Medium Truck Cargo)

64th Transportation Company

CAMPAIGN PARTICIPATION CREDIT

World War II-AP
East Indies
Papua
New Guinea

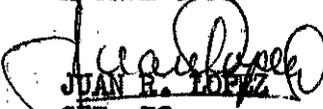
DECORATIONS

Distinguished Unit Citation, Streamer embroidered PAFUA

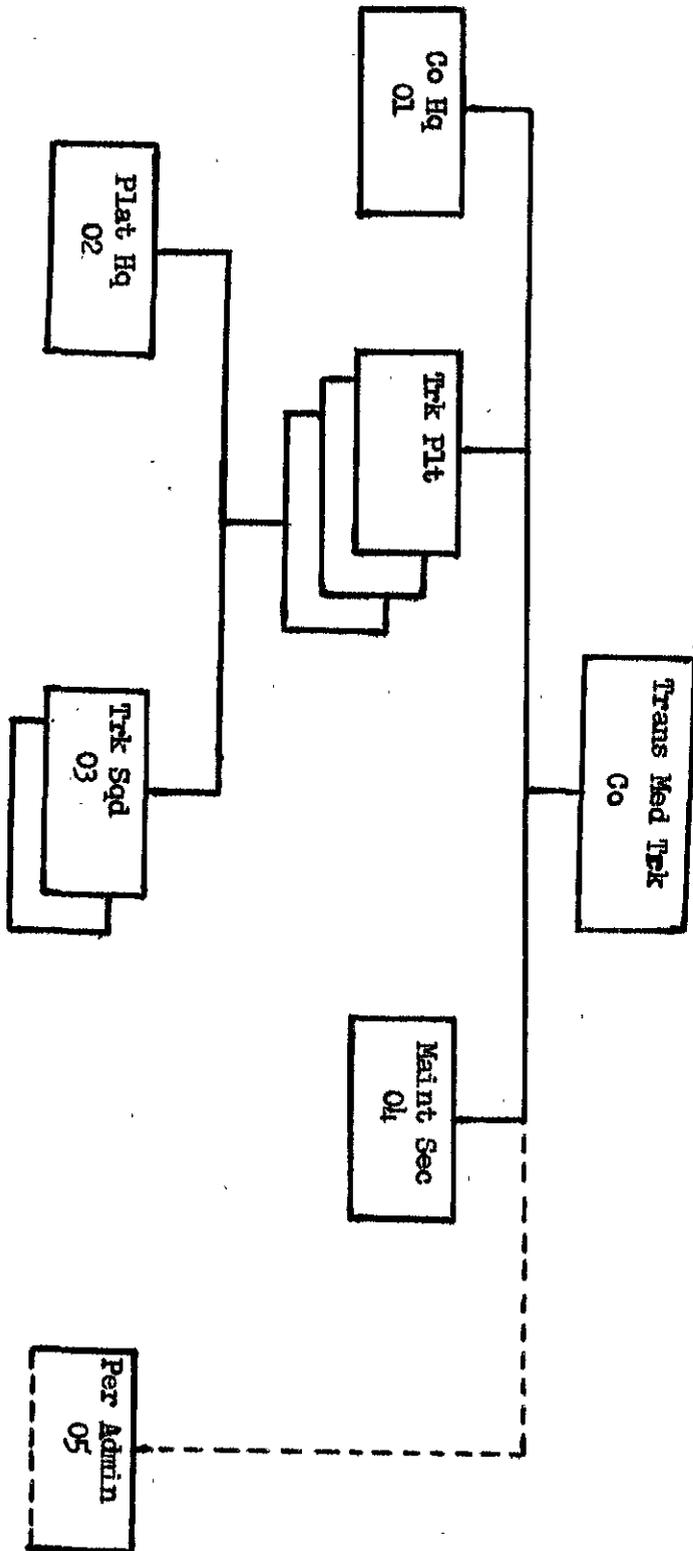
By order of the Secretary of the Army:

/s/ Kenneth G. Wickham
KENNETH G. WICKHAM
Major General, USA
The Adjutant General

"A TRUE COPY"


JUAN R. LOPEZ
CPT, TC
Commanding

ANNEX "B" ORGANIZATIONAL CHART



[]

Augmentation included in totals.
Personnel total:

- 4- Officers
- 1- Warrant Officer
- 181- Enlisted Men

ANNEX "C" PERSONNEL STRENGTHS

| | <u>AUTHORIZED</u> |
|------------------|-------------------|
| OFFICERS | 4 |
| WARRANT OFFICERS | 1 |
| ENLISTED MEN | 181 |

The following is the average company's strength for 1967, broken down by months:

January-----180
 February-----177
 March-----169
 April-----174
 May-----150
 June-----147
 July-----156
 August-----116
 September-----190
 October-----172
 November-----169
 December-----155

ANNEX "D" UNIT HISTORICAL SUMMARIES

1. The transition into 1967 was relatively smooth for the 64th Transportation Company. For the first three months of the year all operations continued as before. An average of thirty to forty trucks a day were dispatched on the Qui Nhon - An Khe - Pleiku Main Supply Route of Highway 19, hauling semi-trailers of general cargo in convoy. Approximately two tractors were committed daily for the run to Bong Son north of Highway 1, usually hauling refrigerator vans of ice.
2. Notable during this period were the accomplishments of SGT John L. Newby and the mess section. The 64th's mess hall was selected for both January and February as the Best Mess in the 8th Transportation Group. This was followed by designation as the Best Mess in the 27th Transportation Battalion for the month of March. In recognition of these outstanding achievements, SGT Newby was promoted to Staff Sergeant E-6 on 22 February.
3. Major personnel changes during this first quarter involved mainly officers and NCO's. Losses included 1LT's Thomas H. Romoda in February and Mason C. Johnson in March. 1LT's Romoda and Johnson had been with the unit at Fort Bragg, North Carolina, and had seen it through the move to Southeast Asia.
4. Incoming personnel included 2LT William L. Eichenberg, [REDACTED] and SSG Orville D. Sifers, [REDACTED]. LT Eichenberg was assigned to the second platoon with SSG Sifers as his platoon sergeant. SGT Matthew L. Hearon arrived late in March and was assigned to supply as assistant supply sergeant. This still left the unit short one officer -- the third platoon leader.
5. April of 1967 began the big personnel shuffle. The normal rotation date for the majority of the unit's personnel would be in July. Thus on 14 April word was officially received from Qui Nhon Support Command to begin transferring approximately 70% of assigned personnel. Key personnel changes in this shuffle included the loss of SFC Robert Watson, the 64th's Maintenance Sergeant, who was transferred to Qui Nhon Support Command upon being appointed to Warrant Officer. Also transferred was SSG Jose P. A. Mireles, the third platoon sergeant, who went to the 54th Transportation Battalion in exchange for SSG Hector J. Feliciano and SGT Charles M. Russell.
6. As was expected, these personnel moves put the unit in a considerable state of confusion. This confusion was heightened when the unit received notice that it would now move to Pleiku and be operational in that location by 14 May. As soon as this notification was received the unit started making plans and began packing. An advance party was dispatched on 1 May under the leadership of 1LT Thomas E. Moore and SFC Charlie Brewster. The fourteen men selected for the advance party included the company carpenters and electrician.

7. Pleiku Sub-Area Command selected a site slightly to the west of Artillery Hill in Pleiku for the 64th's base camp. In contrast to the old Phu Thanh location, this terrain was hard-packed dirt with low scrub brush sparsely covering the area.

8. The advance party worked hard and the area was ready for occupancy by 10 May. However, an unexpected tragedy struck on 9 May. The Company Commander, CPT John M. Horvath, had come up from Qui Nhon the day before to inspect the new company area. On the afternoon of the 9th he had driven out to CP 88 in Pleiku to check on the convoy forming up for the return to Qui Nhon. As he was pulling the jeep in behind a line of trucks he hit a small ditch and the vehicle flipped over, pinning CPT Horvath's right leg under the jeep and breaking it in two places. CPT Horvath was taken to the 18th Surgical Hospital, where it was determined that he would be evacuated to a hospital in Japan.

9. This was a blow to the entire company. CPT Horvath had been with the unit at Fort Bragg, N. C., and had seen it through the preparations for the move to Vietnam, the long journey by ship and the first 10 months in country, wherein the 64th's drivers had amassed over two and a half million miles -- driven over the longest and roughest Main Supply Route in Vietnam.

10. LIT Thomas E. Moore, the first platoon leader, assumed command on 10 May and greeted the main body of the company when they arrived in the new area. This move was made using the unit's own organic equipment -- 5 ton tractors and 12 ton stake and platform trailers. During the preparations for and the actual move there was only a slight lessening of the operational commitment. Thus the 64th was close to being 100% operational in spite of the unit move.

11. A week after the move was completed the 64th was assigned the additional mission of operating the Pleiku Truck Terminal. LIT Eichenberg was assigned as Officer-In-Charge, with SSG's Sifers and Feliciano to assist him. In all, 12 personnel were involved in this operation.

12. The company's primary mission had also changed in that the unit was now to provide line-haul between Pleiku and An Khe and also provide local shuttle of semi-trailers for the Pleiku area. These functions were to be carried out under the operational control of the 27th Transportation Battalion in Qui Nhon. As can be imagined, operations were somewhat hampered by poor communications between Pleiku and Qui Nhon.

13. Additional support for the mission was furnished by the 8th Transportation Group in Qui Nhon. On 23 May the second platoon of the 563d Transportation Company was transferred to the operational control of the 64th. Under the platoon sergeant, SSG Wallace Keyes, this addition increased the 64th's fleet by 20 tractors.

14. The unit was brought up to strength officer-wise on 4 June when CPT Charles A. Gray assumed command. CPT Gray was formerly the S-4 of the 27th Transportation Battalion. He brought with him 2LT Stephen R. Bathon of the 44th Transportation Company to be the third platoon leader. LT Bathon's primary duty was as convoy commander on the An Khe run.

15. With the onset of the monsoon season at the end of May operations were severely complicated. Heavy rains turned the company area and especially the motor pool into a sea of mud. In spite of continued efforts to firm up the area (such as dumping 12 truckloads of crushed rock into the motor pool) the mud was getting worse and worse. Finally the company's tractors had to be parked on the main road in front of the company because of the length of time it took to maneuver the vehicles out of the motor pool for the morning convoy.

16. However, the mud was a minor problem compared to the events of the night of 8 June, and the weeks that followed. At approximately 0130 on the morning of 9 June the company was awakened by explosions of incoming mortar rounds, followed by a long eerie, shrill cry of Artillery Hill's alert siren. The mortars were followed by a long exchange of small arms and automatic weapons fire. Fortunately the perimeter was not penetrated and no damage was incurred. However, SP4 Richard Gagnon was shot in the right leg as he was guarding the vehicles parked on the road in front of the company area. Several of these trucks were hit by apparently stray rounds. SP4 Gagnon was rushed to the 18th Surgical Hospital and from there evacuated to Qui Nhon.

17. Later that morning the company commander, CPT Gary, was called to meet with COL Fitzpatrick, Commanding Officer of the 52nd Artillery Group on Artillery Hill. At this meeting CPT Gray was informed that the 64th would have to relocate to the east side of Artillery Hill. As a result of the previous night's attack, COL Fitzpatrick had decided that the 64th was blocking the artillery's field of fire to the north, and, furthermore, the company was in the line of fire of the 62nd Maintenance Battalion, located to the west.

18. Again the 64th packed its equipment and made ready to move. However, this time there was no date specified for completion of the move, and the distance was slight, so more time could be spent in developing the area before the actual move. The company was completely moved into the new area by 20 June, having had the good fortune to have a week free of rain in which to pour cement floors for the orderly room and mess hall.

19. This new area proved to be far superior to the old location, not only as security is concerned, but also because it was a hard-packed and rockered area on a slope, which allowed the monsoon rains to run off. With this escape from the mud, living conditions for the men were considerably improved.

20. The month of July was spent making two trips a day to An Khe and in building up the company area. Much effort was also spent in fighting the monsoons and the slick and hazardous roads it produced. On 26 July operations were substantially changed with the arrival of the 124th Transportation Battalion from Fort Devens, Mass. Control of the 64th then passes from the 27th Battalion to the 124th. This control also extended to the Pleiku Truck Terminal.

21. The monsoon season continued on through September. During this period the company deadline rate rose to a high of 40%. Many vehicles were washed out by ordnance for cracked frames and the number of tractors on hand went down to 45.

22. Major personnel changes during this period included the departure of 1LT Thomas E. Moore in late July and the arrival of 2LT Dale H. Sindt. 1LT Stephen R. Bathon rotated in the middle of August and was replaced by 2LT David R. Wilson. CW4 J. B. Virgil came in to replace the departing CW2 George J. Sebeny as the company's Maintenance Officer. The major personnel shuffle was completed with the rotation of CPT Charles A. Gray. He was succeeded by CPT Juan R. Lopez, former S-4 of the 124th Transportation Battalion. CPT Lopez assumed command on 1 August, thereby becoming the fourth commanding officer for the 64th in less than a year.

23. On 2 September, for the first time in over a year, there was a major ambush of a truck convoy on Highway 19. Fortunately there were no 64th Transportation Company personnel involved, but the attack was of such magnitude that the security forces guarding the road ordered an earlier closing time for departing traffic, reducing the closing hour from 1700 to 1500. This move cut down the number of round trips to An Khe from two a day to just one, and insured the 64th's drivers of a much-needed shorter day and fewer miles.

24. The 64th continued on the An Khe run exclusively until November when the Battle of Dak To erupted. Then the major emphasis was shifted to the movement of cargo north on Highway 14 to Kontum and Dak To. During these trying days the drivers of the 64th performed admirably -- delivering much needed ammunition and supplies to embattled elements of the 4th Division and the 173rd Airborne Brigade. Appreciation for their efforts was expressed by Generals Westmoreland and Abrams, who stated that never before in a major battle have the combat troops been so well supplied.

25. The operation at Dak To continued on into December, during which time 1SG Edward A. Simpson had returned to CONUS and 1SG Edward J. Dockery, Jr. had come down from Battalion to be the new First Sergeant. Also during this period, in part due to heavy operational commitments, the task vehicles in the company fell to a low of 36 tractors out of an authorized 60. Necessarily, the mileage and tonnage fell with this figure.

26. In spite of this severe drop in operational capability, the 64th Transportation Company finished the year 1967 with an admirable record of accomplishments. Having survived two monsoon seasons - one in Qui Nhon and the other in Pleiku, plus two unit moves, a complete turnover in personnel, not to mention going through four company commanders, the 64th nevertheless amassed over two million miles and directly supported the largest and most successful combat operation in the history of the Vietnam Conflict.

| UNIT WEEKLY TRAINING SCHEDULE | | | | UNIT | UNIT TO BE TRAINED | | CYCLE & INCLUSIVE DATES | |
|-------------------------------|------|------|---------------------------------------|-------------------------------|----------------------|--|----------------------------|---|
| DAY AND DATE | TIME | | PERSONNEL/UNIT TO BE TRAINED | SUBJECT | LOCATION | INSPECTOR(S) | TEXT REFERENCE | UNIFORM AND EQUIPMENT |
| | FROM | TO | | | | | | |
| SUN 17 Dec 67 | 0500 | 0500 | All Personnel 64th Trans Drivers | First Call Safety Briefing | Co Area Mess Hall | Plt SGT's Captain Lopez Convoy Commander | N/A USARV Reg 385-16 | Duty Duty |
| | 0530 | | 64th Trans Drivers | Duty in Convoy | Designated Areas | Convoy Commander | FW 55-35 | Duty w/weapon Flak Jacket Steel Helmet Pistol Belt |
| | 0500 | 0645 | All Personnel | Breakfast | Mess Hall | N/A | N/A | Duty |
| | 0645 | 0700 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 0700 | 1200 | 64th Trans Minus | Work Call | Designated Area | Plt SGT's | N/A | Duty |
| | 0930 | 1030 | Personnel Concerned | (Protestant) Services | Artillery Hill | Artillery Hill Chaplain | Chaplain's (notes) | Duty |
| | 1100 | 1200 | Personnel Concerned | (Catholic) Services | Chapel | Artillery Hill Chaplain | Chaplain's (notes) | Duty |
| | 1200 | 1245 | All Personnel | Dinner | Mess Hall | N/A | N/A | Duty |
| | 1245 | 1300 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 1300 | 1700 | 64th Trans Minus | Work Call | Designated Area | Plt SGT's | N/A | Duty |
| | 1700 | 1745 | All Personnel | Supper | Mess Hall | N/A | N/A | Duty |
| | 1800 | 1900 | Bn Staff, Co Cmdr Co Maint Officer | Bn Briefing | Bn HQ's | Bn Cmdr | N/A | Duty |
| | 1800 | 1900 | 64th Trans Drivers | Motor Stables | Co Motor Pool | SGT Qualette | FM 38-750 | Duty |
| | 1800 | 1900 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |

REMARKS: *Mandatory Classes
Ambush, sniperfire, mining & defensive convoy procedures will be integrated into safety briefing

JUAN R. LOPEZ, CPT, TC, Convoying

SIGNATURE: 

| DAY AND DATE | TIME | | PERSONNEL/UNIT TO BE TRAINED | SUBJECT | LOCATION | INSTRUCTOR(S) | TEXT REFERENCE | UNIFORM AND EQUIPMENT |
|------------------|------|---------------------------------------|------------------------------|-------------------------------|----------------------|---|---|---|
| | FROM | TO | | | | | | |
| SUN 17 Dec 67 | 1900 | 1950 | 64th Trans Minus | Character Evidence | Mess Hall | 6th Co Sergeant | AR 600-10, 10-100 16, Series 14-90 16-1 | Duty |
| MON 18 Dec 67 | 2000 | 2200 | All Personnel | Movie | EM Club | Sr/4 Bennett | N/A | Projector and Film |
| | 0500 | 0530 | All Personnel | First Call Safety Briefing | Co Area Mess Hall | Plt SGT's Captain Lopez Convoy Commander Captain Lopez Convoy Commander | N/A USARV Reg 385-16 FM 55-35 | Duty Duty |
| | 0530 | | 64th Trans Drivers | Duty in Convoy | Designated Areas | | | Duty w/weapon Flak Jacket Steel Helmet Pistol Belt |
| | 0500 | 0645 | All Personnel | Breakfast | Mess Hall | N/A | N/A | |
| | 0645 | 0700 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 0700 | 1200 | 64th Trans Minus | Work Call | Designated Area | Plt SGT's | N/A | Duty |
| | 1200 | 1245 | All Personnel | Dinner | Mess Hall | N/A | N/A | Duty |
| | 1245 | 1300 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 1300 | 1700 | 64th Trans Minus | Work Call | Designated Area | Plt SGT's | N/A | Duty |
| | 1700 | 1745 | All Personnel | Supper | Mess Hall | N/A | N/A | Duty |
| 1800 | 1900 | Bn Staff, Co Omdr Co Maint Officer | Bn Briefing | Bn HQ's | Bn Omdr | N/A | Duty | |
| 1800 | 1900 | 64th Trans Drivers | Motor Stables | Co Motor Pool | SFC Quелlette | FM 33-750 | Duty | |
| 1800 | 1900 | 64th Trans Minus | Work Call | Designated Area | Plt SGT's | N/A | Duty | |
| 1900 | 1950 | 64th Trans Minus | Reservation of Best Injury | Mess Hall | Sr/4 Bennett | DA CIR 40-16, FM 21-16, USARV Reg 40-28 | Duty | |
| TUE 19 Dec 67 | 2000 | 2200 | All Personnel | Movie | EM Club | Sr/4 Bennett | N/A | Projector and Film |
| | 0500 | 0530 | All Personnel | First Call | Co Area | Plt SGT's | N/A | Duty |

| DAY AND DATE | TIME | | PERSONNEL/UNIT PO BE TRAINED | SUBJECT | LOCATION | INSTRUCTOR(S) | TEXT REFERENCE | UNIFORM AND EQUIPMENT |
|------------------|------|------------------|--------------------------------------|----------------------------|--------------------------------------|-----------------------------------|---------------------|---|
| | FROM | TO | | | | | | |
| TUE 19 Dec 67 | 0500 | 0530 | 64th Trans Drivers | Safety Briefing | Mess Hall | Captain Lopez Convoy Commander | USARV Reg 385-16 | Duty |
| | 0530 | | 64th Trans Drivers | Duty in Convoy | Designated Areas | Captain Lopez Convoy Commander | FM 55-35 | Duty w/weapon Flak Jacket Steel Helmet Pistol Belt |
| | 0500 | 0645 | All Personnel | Breakfast | Mess Hall | N/A | N/A | Duty |
| | 0645 | 0700 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 0700 | 1200 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1200 | 1245 | All Personnel | Dinner | Mess Hall | N/A | N/A | Duty |
| | 1245 | 1300 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 1300 | 1700 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1700 | 1745 | All Personnel | Supper | Mess Hall | N/A | N/A | Duty |
| | 1800 | 1900 | Bn Staff Co Cndr Co Maint Officer | Bn Briefing | Bn Hdq's | Bn Cndr | N/A | Duty |
| * 1900 | 1800 | 1900 | 64th Trans Drivers | Motor Stables Work Call | Co Motor Pool Designated Areas | STC Quellette Plt SGT's | TI 38-750 N/A | Duty |
| | 1800 | 1900 | 64th Trans Minus | Work Call | Designated Areas | STC Quellette Plt SGT's | TI 38-750 N/A | Duty |
| | 1900 | 1950 | 64th Trans Minus | Work Call | Designated Areas | STC Quellette Plt SGT's | TI 38-750 N/A | Duty |
| WED 20 Dec 67 | | | | Command Information | Mess Hall | Captain Lopez Convoy Commander | USARV Reg 385-16 | Duty |
| | 2000 | 2200 | All Personnel | Movie | EM Club | Sr/4 Bennett | N/A | Projector & Film |
| | 0500 | 0500 | All Personnel | First Call | Co Area | Plt SGT's | N/A | Duty |
| | 0500 | 0530 | 64th Trans Drivers | Safety Briefing | Mess Hall | Captain Lopez Convoy Commander | USARV Reg 385-16 | Duty |
| 0530 | | | 64th Trans Drivers | Duty in Convoy | Designated Areas | Captain Lopez Convoy Commander | FM 55-35 | Duty w/weapon Flak Jacket Steel Helmet Pistol Belt |
| | 0500 | 0645 | All Personnel | Breakfast | Mess Hall | N/A | N/A | Duty |
| 0645 | 0700 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty | |

| DAY AND DATE | TIME | | PERSONNEL/UNIT TO BE TRAINED | SUBJECT | LOC. FTION | INSTRUCTOR(S) | TEXT REFERENCE | UNIFORM AND EQUIPMENT |
|----------------|------|------|------------------------------|-----------------|------------------|-----------------------------------|------------------|---|
| | FROM | TO | | | | | | |
| WED 20 Dec 67 | 0700 | 1200 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1200 | 1245 | All Personnel | Dinner | Mess Hall | N/A | N/A | Duty |
| | 1245 | 1300 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 1300 | 1700 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1700 | 1745 | All Personnel | Supper | Mess Hall | N/A | N/A | Duty |
| | 1800 | 1900 | Bn Staff Co Cmdr | Bn Briefing | Bn Hq's | Bn Cmdr | N/A | Duty |
| | 1800 | 1900 | Co Maint Officer | Motor Stables | Co Motor Pool | SFC Ouellette | FM 38-750 | Duty |
| | 1800 | 1900 | 64th Trans Drivers | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1800 | 1900 | 64th Trans Minus | | Mess Hall | | | Duty |
| | 1900 | 1950 | 64th Trans Minus | | | | | Duty |
| | 1930 | 2030 | Company Officers | | Bn Officers Club | | | Duty |
| THUR 21 Dec 67 | 0500 | 0500 | All Personnel | First Call | Co Area | Plt SGT's | N/A | Duty |
| | 0500 | 0530 | 64th Trans Drivers | Safety Briefing | Mess Hall | Captain Lopez | USARV Reg 385-16 | Duty |
| | 0530 | | 64th Trans Drivers | Duty in Convoy | Designated Areas | Captain Lopez Convoy Commander | FM 55-35 | Duty w/weapon Flak Jacket Steel Helmet Pistol Belt |
| | 0500 | 0645 | All Personnel | Breakfast | Mess Hall | N/A | N/A | Duty |
| | 0645 | 0700 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 0700 | 1200 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1200 | 1245 | All Personnel | Dinner | Mess Hall | N/A | N/A | Duty |
| | 1245 | 1300 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 1300 | 1700 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1700 | 1745 | All Personnel | Supper | Mess Hall | N/A | N/A | Duty |

| DAY AND DATE | TIME | | PERSONNEL/UNIT TO BE TRAINED | SUBJECT | LOCATION | INSTRUCTOR(S) | TRAINING REFERENCE | UNIFORM AND EQUIPMENT |
|--------------|------|--------------------------------------|--------------------------------------|-----------------------------------|---|--|--|--|
| | FROM | TO | | | | | | |
| 21 Dec 67 | 1800 | 1900 | Bn Staff Co Cndr Co Maint Officer | Bn Briefing | Bn Hq's | Bn Cndr | N/A | Duty |
| | 1800 | 1900 | 64th Trans Drivers | Motor Stables | Co Motor Pool Designated Areas | SFC QueJette Plt SGT's | TW 38-750 N/A | Duty |
| | 1800 | 1900 | 64th Trans Minus | Work Call | | | | Duty |
| | 1900 | 1950 | 64th Trans Minus | Safety, to include weapons | Mess Hall | 1st Lieutenant 3rd Lieutenant | AFM 71-2, USAFV Reg 187-5, AR 522-5 | Duty |
| | 2000 | 2200 | All Personnel | Movie | EM Club | ST/4 Bennett | N/A | Projector & Film |
| 22 Dec 67 | 0500 | 0500 | All Personnel | First Call | Co Area | Plt SGT's | N/A | Duty |
| | 0500 | 0530 | 64th Trans Drivers | Safety Briefing | Mess Hall | Captain Lopez Convoy Commander | USAFV Reg 385-16 | Duty |
| | 0530 | | 64th Trans Drivers | Duty in Convoy | Designated Areas | Captain Lopez Convoy Commander | FM 55-35 | Duty w/weapons Flak Jacket Steel Helmet Pistol Belt |
| | 0500 | 0645 | All Personnel | Breakfast | Mess Hall | N/A | N/A | Duty |
| | 0645 | 0700 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 0700 | 1200 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1200 | 1245 | All Personnel | Dinner | Mess Hall | N/A | N/A | Duty |
| | 1245 | 1300 | 64th Trans Minus | Police Call | Co Area | Plt SGT's | N/A | Duty |
| | 1300 | 1700 | 64th Trans Minus | Work Call | Designated Areas | Plt SGT's | N/A | Duty |
| | 1700 | 1745 | All Personnel | Supper | Mess Hall | N/A | N/A | Duty |
| 1800 | 1900 | Bn Staff Co Cndr Co Maint Officer | Bn Briefing | Bn Hq's | Bn Cndr | N/A | Duty | |
| 1800 | 1900 | 64th Trans Drivers | Motor Stables | Co Motor Pool Designated Areas | SFC QueJette Plt SGT's | TW 38-750 N/A | Duty | |
| 1800 | 1900 | 64th Trans Minus | Work Call | | | | Duty | |
| 1900 | 1950 | 64th Trans Minus | Preventive Maintenance | Mess Hall | CIA Vigil 3rd Lt | FM 38-750-10 | Duty | |

| DAY AND DATE | TIME | | PERSONNEL/UNIT TO BE TRAINED | SUBJECT | LOCATION | INSTRUCTOR(S) | TEXT REFERENCE | UNIFORM AND EQUIPMENT |
|------------------|------|------|---|--------------------------------------|----------------------------------|---|---------------------|---|
| | FROM | TO | | | | | | |
| FRI 22 MAR 57 | 2000 | 2200 | All Personnel | Movie | EM Club | Sr/4 Bennett | N/A | Projector & Film |
| SAT 23 MAR 57 | 0500 | 0500 | All Personnel | First Call | Co Area | P1t SGT's | N/A | Duty |
| | 0500 | 0530 | 64th Trans Drivers | Safety Briefing | Mess Hall | Captain Lopez | USA3V Reg 385-16 | Duty |
| | 0530 | | 64th Trans Drivers | Duty in Convoy | Designated Areas | Captain Lopez Convoy Commander | EW 55-35 | Duty w/weapons Flak Jacket Steel Helmet |
| | 0500 | 0645 | All Personnel | Breakfast | Mess Hall | N/A | N/A | Duty |
| | 0645 | 0700 | 64th Trans Minus | Police Call | Co Area | P1t SGT's | N/A | Duty |
| | 0700 | 1200 | 64th Trans Minus | Work Call | Designated Areas | P1t SGT's | N/A | Duty |
| | 1200 | 1245 | All Personnel | Dinner | Mess Hall | N/A | N/A | Duty |
| | 1245 | 1300 | 64th Trans Minus | Police Call | Co Area | P1t SGT's | N/A | Duty |
| | 1300 | 1700 | Selected Personnel 64th Trans Minus | Weapons Familiarization Work Call | PKSAC Ranges Designated Areas | To Be Announced P1t SGT's | EW 21-75 | Combat |
| | 1300 | 1700 | 64th Trans Minus | | | | N/A | Duty |
| | 1700 | 1745 | All Personnel | Supper | Mess Hall | N/A | N/A | Duty |
| | 1800 | 1900 | Bn Staff Co Cdr Co Maint Officer | Bn Briefing | Bn Hq's | Bn Cndr | N/A | Duty |
| | 1800 | 1900 | 64th Trans Drivers | Motor Stables | Co Motor Pool | SFC Ouellette | TW 38-750 | Duty |
| | 1800 | 1900 | 64th Trans Minus | Work Call | Designated Areas | P1t SGT's | N/A | Duty |
| | 1900 | 1950 | 64th Trans Minus | Code of Conduct | Mess Hall | P1t Wilson SGT Dixon | N 350-42 | Duty |
| | 2000 | 2200 | All Personnel | Movie | EM Club | Sr/4 Bennett | N/A | Projector & Film |

ANNEX "F" SPECIAL OPERATIONS PARTICIPATION (SUPPORT)

Listed below are the Special Operations in which the 64th Transportation Company was involved in during 1967:

a. Operation Greely, at Kontum and Dak To, RVN, during the month of June to October 1967, in support of the 173rd Airborne Brigade and 3rd Brigade, 1st Cavalry Division.

b. Operation McArthur in Kontum and Dak To, RVN, from October to present, in support of 1st & 2nd Brigades, 4th Infantry Division, 173rd Airborne Brigade, and 1st Brigade, 1st Cavalry Division.

c. Battle of Dak To, during the months of November and December 1967.