

UNIT HISTORY

64th TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)  
124th TRANSPORTATION BATTALION (Trk)  
USA SUPPORT COMMAND, QUI NHON

January-December 1969

Prepared by

GEORGE W. LINDSEY, 1LT, TC  
64th TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)  
March 1970

Approved by



NELSON L. WOLKE  
CPT, TC  
Commanding  
APO SF 96318

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ANNEXES

Annex A - Lineage and Honors

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## I. INTRODUCTION

For the year of 1969, the 64th Transportation Company (Medium Truck) was assigned to the 124th Transportation Battalion (Truck) which is located at Camp David Wilson, Pleiku, RVN.

## II. MISSION AND RESOURCES

- a. To provide transportation for the movement of general cargo by motor transport.
- b. Capabilities:
  1. For Local Hauls: 166 short tons (12-15 tons per trailer) based on 75 per cent availability of vehicles averaged daily.
  2. For Line Hauls: 119 short tons (12-15 tons per trailer) based on 75 per cent availability of vehicles averaged daily.
  3. For the year, unit trucks traveled 1,337,266 miles hauling 150,826 tons of cargo and 360,000 gallons of POL.
- c. Organization:

Organization consists of a Company Headquarters, three (3) truck platoons, and a maintenance section. Each platoon consists of two (2) truck squads.
- d. Personnel:
  1. Company Headquarters is authorized nineteen (19) personnel to include Company Commander, First Sergeant, Truckmaster, Assistant Truckmaster, Company Clerk, Mess personnel, Supply personnel, Armorer, and Dispatcher.
  2. The three (3) truck platoons consist of Platoon Leaders, Platoon Sergeants, Assistant Platoon Sergeants, Squad Leaders, and Heavy Truck drivers for a total authorized per platoon strength of ninety (90) personnel.
  3. The maintenance section, to include Maintenance Technician, Motor Maintenance Sergeant, Shop Clerk, Mechanics, Mechanic Helpers, Maintenance Data Specialists, Repair Parts Specialist and Wrecker Operator for a total of twenty-two (22) personnel.
  4. The company is authorized a total of one hundred and seventy-three (173) enlisted men and five (5) officers.
- e. The vehicles the unit is authorized are sixty-one (61) 5 ton trucks, five (5)  $\frac{1}{4}$  ton trucks, one (1)  $\frac{3}{4}$  ton truck, three (3)  $2\frac{1}{2}$  ton trucks, one (1) wrecker, three (3)  $\frac{1}{4}$  ton trailers, one (1)  $1\frac{1}{2}$  ton trailer, one (1)  $1\frac{1}{2}$  ton water tanker.
- f. The company has mess, bathing, and recreational facilities available. The men are billeted in standard army barracks. A chapel, theater, library, and photo lab are available on the compound for the use of all personnel.

### III. OPERATIONS AND TRAINING

- a. Each month the company has a practice alert.
- b. Mandatory subject training consists of Character Guidance, CBR, Safety, Physical Training, Command Information, Military Justice, Code of Conduct, Prevention of Heat Injury, Weapons Qualification and Familiarization, Psychological Warfare, Armed Forces Censorship, Safeguarding Defense Information, and Survival Escape and Evasion. In addition personnel of this unit are constantly undergoing driver maintenance retraining.
- c. Combat Service Operations consisted of local haul support to the Pleiku area and line haul support to Kontum, Dak To, An Khe, and Qui Nhon.
- d. Combat Actions started with the death of truck driver SP4 Gerald R. Acton who was killed on 8 May 1969 while waiting at the martialing area at Ben Het for the departure of the convoy.

On 8 June 1969, when the 124th Transportation Battalion ran a convoy from Dak To to Ben Het, the embattled base camp, SP5 Barrent Torgerson and his gun crew on the "Mighty Minny", participated in the heaviest contact encountered all year.

On 13 June 1969, SP5 Ronald Taylor and his gun crew gave good account of themselves on the "Highland Animals" gun truck in an ambush at Pump Station #8 on QL 19.

In a convoy from Pleiku to An Khe, SP5 Cliff Bottorf, NCO of the "Death and Destruction" gun truck, was wounded seriously and medicated in an ambush at Bridge #25 on 23 August 1969.

On 15 November 1969, SP5 Roger Spencer and his gun crew on the "Ho Chi's Hearse" provided the base of fire in the kill zone enabling the convoy to clear an ambush at Bridge #30.

This marked the end of combat actions for the year of 1969.

### IV. PERSONNEL:

Throughout most of the year the company was understrength. The average strength for company for the year was one hundred and fifty one (151) personnel assigned. Particularity critical was the shortage of Squad Leaders, Sergeants E-5.

### V. LOGISTICS:

There were several items that were difficult to obtain including tires and tubes, hydrovacs, and regulators. In December the company began a turn over of trucks replacing the oldest vehicles with new trucks.

## VI. SPECIAL EVENTS

- a. On 24 July 1969, the unit was rated satisfactory by the 1st Logistical Command CMMI.
- b. The company had its annual Inspector General Inspection by the U.S. Army Support Command, Qui Nhon, on 22 January 1969, and received a satisfactory rating.

## VII. CHANGES OF COMMAND

- a. On 19 March 1969, 1LT William J. Wilkins took over command of the unit from Raymond J. Gorski, Jr.
- b. On 19 July 1969, 1LT John O. Wolcott took over command of the unit from 1LT Wilkins.
- c. On 2 September 1969, CRT Nelson L. Wolke took over the command of the unit from 1LT Wolcott.

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).

CAMPAIGN PARTICIPATION CREDIT

World War II-AP

East Indies.

Papua.

New Guinea.

DECORATIONS

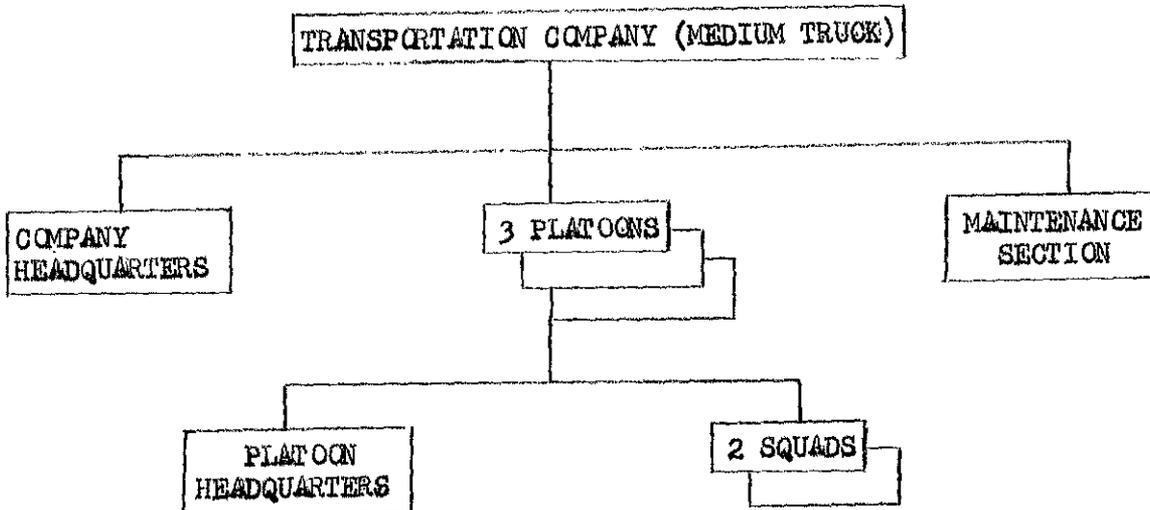
Distinguished Unit Citation, Streamer Embroidered PAPUA

ANNEX B

ORGANIZATIONAL CHART

64th TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

TOE 55-186  
MTCE 55-186 PAC 2/68



1967

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124th TRANSPORTATION BATTALION (Trk)  
USA SUPPORT COMMAND, QUI NHON**

**January-December 1969**

**Prepared by**

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- f. The company has mess, bathing, and recreational facilities available. The men are billeted in standard army barracks. A chapel, theater, library, and photo lab are available on the compound for the use of all personnel.

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d. Combat Actions started with the death of truck driver SP4 Gerald R. Aston who was killed on 3 May 1969 while waiting at the marshaling area at Dak Hat for departure of the convoy.

On 3 June 1969, when the 124th Transportation Battalion ran a convoy from Dak To to Ban Hat, the ambattled base camp, SP5 Barrett Fergerson and his gun crew on the "Mighty Minny", participated in the heaviest contact encountered all year.

On 13 June 1969, SP4 Ronald Taylor and his gun crew gave good account of themselves on the "Highland Animals" gun truck in an ambush at Pamy Station #8 on QL 19.

In a convoy from Pleiku to An Khe, SP5 Cliff Bottom, NCO of the "Death and Destruction" gun truck, was wounded seriously and maimed in an ambush at Bridge #25 on 21 August 1969.

On 15 November 1969, SP4 Roger Spencer and his gun crew on the "Ho Chi's Hearse" provided the base of fire in the kill zone enabling the convoy to clear an ambush at Bridge #30.

This marked the end of combat actions for the year of 1969.

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**Activated 1 June 1941 at Fort Leonard Wood, Missouri.**

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**CAMPAIGN PARTICIPATION CREDIT**

**World War II-42**

**East Indies**

**Papua**

**New Guinea**

**DECORATIONS**

**Distinguished Unit Citation, Streamer Embroidered PAPUA**

ANNEX B

ORGANIZATIONAL CHART

6442 TRANSPORTATION COMPANY (MEDIUM TRUCK CARGO)

TCR 55-186  
NCR 55-186 PAG 2/68

