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WASHINGTON, D.C. 20310

IN REPLY REFER TO  
AGAM-P (M) (23 Apr 68) FOR OT RD 681074

30 April 1968

AD832060

SUBJECT: Operational Report - Lessons Learned, Headquarters, 36th  
Transportation Battalion (Truck), Period Ending 31 January  
1968

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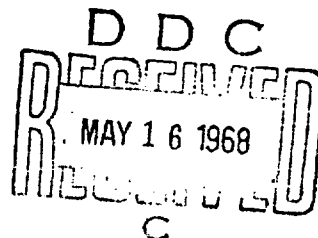
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KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 36TH TRANSPORTATION BATTALION (TRUCK)  
APO 96312

AVCA CR-TC-36-C

5 February 1968

SUBJECT: UIC WCKTOA, Operational Report for Quarterly Period Ending  
31 January 1968 RCS CSFOR-65

THRU: Commanding Officer, US Army Transportation Command, CRB (Prov),  
ATTN: S3, APO San Francisco 96312  
Commanding Officer, US Army Support Command, Cam Ranh Bay,  
APO 96312  
Commanding General, 1st Logistical Command, ATTN: AVCA GO-O,  
APO San Francisco 96307  
Commanding General, US Army Vietnam, ATTN: AVHGC-DST,  
APO San Francisco 96375  
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT,  
APO San Francisco 96558

TO: Assistant Chief of Staff for Force Development, Department  
of the Army, Washington, D. C. 20310

(U) The operational report for this headquarters for the quarterly  
period ending 31 January 1968 is forwarded in accordance with USASUPCOM-  
CRB Reg 370-1.

*Eugene T. Fitzgibbons*  
EUGENE T. FITZGIBBONS  
LTC, TC  
Commanding

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DEPARTMENT OF THE ARMY  
HEADQUARTERS 36TH TRANSPORTATION BATTALION (TRUCK)  
APO 96312

AVCA CR-TC-36-CO

5 February 1968

SUBJECT: WIC WCKTON, Operational Report for Quarterly Period Ending  
31 January 1968 RCS CSFOR-65 (U)

### SECTION I. SIGNIFICANT ORGANIZATION OR UNIT ACTIVITIES

1. (FOUO) Organization: The 36th Transportation Battalion (Truck) has changed from the previous reporting period. The current organizational structure is attached as Inclosure 1. There were two unit attachments and three unit detachments during this reporting period. The 566th Transportation Company (Medium Truck) was detached from the 57th Transportation Battalion (Truck) and attached to this battalion on 20 November 1967. The 24th Transportation Company (Light Truck), located at Tuy Hoa, was attached to this battalion on 6 December 1967, but was further attached for operational control to Tuy Hoa Sub Area Command. The 520th Transportation Company (Light Truck) was detached from this battalion on 20 November 1967 and attached to the 57th Transportation Battalion (Truck). The 564th Transportation Platoon (Light Truck) and the 24th Transportation Company (Light Truck) were detached from this battalion on 4 January 1968 and attached for all purposes to Vung Ro Bay Outport (Port Lane) (Practical). The 515th Transportation Company (Light Truck), minus one platoon which returned to Cam Ranh Bay on 19 January 1968, remains attached for operational control to the 3rd Marine Division in the vicinity of Con Thien and Dong Ha, RVN. This headquarters and its attached units were engaged in operations for a total of 92 days during the reporting period.

#### 2. (U) Personnel and Administration:

a. During the reporting period, there was a significant loss of enlisted personnel in two companies, the 442nd Transportation Company (Medium Truck) and 566th Transportation Company (Medium Truck). Replacement stream personnel were almost non-existent. To provide temporary relief, thus permitting the battalion to effectively perform its mission, personnel were attached for fixed periods of special duty from various units of USA Support Command, CRB. These personnel were attached as indicated:

<u>UNIT</u>	<u>November</u>	<u>December</u>	<u>January</u>	<u>Cumulative</u>
442nd Trans Co	0	22	16	38
566th Trans Co	0	35	22	57

b. Principal assignments and reassignments during the reporting period were as follows:

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(1) 20 November 1967 - 1LT James W. Mulford was appointed as Company Commander of the 566th Transportation Company (Medium Truck). 1LT Mulford was formerly a Platoon Leader in the 442nd Transportation Company (Medium Truck).

(2) 27 November 1967 - MAJ John J. Coughlin replaced MAJ Otis Scott as Executive Officer of the 36th Transportation Battalion (Truck). MAJ Scott departed upon completion of his overseas tour.

(3) 15 December 1967 - CPT David J. Kauchek, formerly the S-4, replaced CPT Ray V. Smith as Company Commander of the 670th Transportation Company (Medium Truck). CPT Smith was reassigned to the US Army Transportation Command, CRB (Prov).

(4) 10 January 1968 - LTC Eugene T. Fitzgibbons replaced LTC Maurice A. Gainey Jr. as Commanding Officer of the 36th Transportation Battalion (Truck). LTC Gainey was reassigned to U.S. Army Transportation Command, CRB (Prov). LTC Fitzgibbons was formerly the S-3 of U.S. Army Transportation Command, CRB (Prov).

c. The 36th Transportation Battalion (Truck) employs 26 Vietnamese Nationals to perform services within the battalion. These services consist of maintenance of vehicles, welding, and kitchen police. The distribution of Vietnamese Nationals within the battalion is as follows:

UNIT	Authorized	Assigned
442nd Trans Co	9	9
515th Trans Co	4	4
566th Trans Co	6	6
670th Trans Co	7	7
	<u>26</u>	<u>26</u>

d. Awards and decorations presented during the reporting period were as follows:

- (1) Purple Heart - 3
- (2) Army Commendation Medal - 2
- (3) Good Conduct Awards - 18
- (4) Cam Ranh Bay Certificate of Achievement - 23
- (5) 1st Logistical Command Certificate of Safety - 35

e. The battalion personnel strength at the beginning and end of the quarter, and the close of each month, was as follows:

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UNIT	1 Nov 67	30 Nov 67	31 Dec 67	31 Jan 68
HHD, 36th Trans Bn	50	49	58	50
442nd Trans Co	202	125	132	152
515th Trans Co	199	164	145	143
529th Trans Co	181	-	-	-
564th Trans Plt	32	31	29	-
566th Trans Co	-	170	85	120
670th Trans Co	212	186	165	151
Total	876	725	614	616

f. Personnel replacements and rotations for the quarter were as follows:

UNIT	November		December		January	
	Gains	Losses	Gains	Losses	Gains	Losses
HHD, 36th Trans Bn	6	7	18	9	12	20
442nd Trans Co	10	87	31	24	36	16
515th Trans Co	2	37	3	22	2	4
529th Trans Co	-	-	-	-	-	-
564th Trans Plt	1	2	-	2	-	-
566th Trans Co	-	-	10	95	16	11
670th Trans Co	5	31	4	25	3	17
Total	24	164	66	177	99	68

g. Promotion allocations received and promotions made within the battalion included:

	Allocations			Promotions					
	E6	E5	E4	E9	E8	E7	E6	E5	E4
November	6	31	53	-	-	1	6	31	53
December	10	29	38	-	-	-	10	29	38
January	9	46	62	-	-	-	9	24	36
Total	25	106	153	0	0	1	25	84	127

h. The number of eligibles, reenlistments, and percentage within the battalion during the reporting period were:

	November			December			January		
	Elg	Ren	%	Elg	Ren	%	Elg	Ren	%
First-term RA	0	0	0	3	1	33	0	0	0
Career RA	2	2	100	2	2	100	1	1	100
AUS	6	0	0	22	0	0	0	0	0
Total	8	2	25	27	3	10	1	1	33.3

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1. R&R's requested, allocated, and utilized during the reporting period were as follows:

	<u>Requested</u>	<u>Allocated</u>	<u>Utilized</u>
November	39	54	39
December	33	37	33
January	36	39	36
Total	108	130	108

3. (FOUO) Operations and Intelligence:

a. Line haul operations and port and beach clearance operations were the two principal missions assigned this battalion. Line haul continued to be the predominant operation, while port and beach clearance declined significantly when compared with last quarters statistics.. This factor resulted from the realignment of the truck companies attached to the two truck battalions at Cam Ranh Bay, RVN, with this battalion being assigned all medium truck companies. Additionally, the operational control of Vinnell Corporation Truck Transportation Operations shifted to the 57th Trans Bn (Trk). Passenger movements involved only a minor portion of this battalion's operations. A total of 14,849 passengers were moved during the month of November, 9,495 during December, and 8,645 during January.

b. The most significant battalion achievement was the movement of the 117th Assault Helicopter Company from Dong Bo Thin, RVN, to Phan Thiet, RVN. This unit move also became a truck operations "first" for convoys operating between Cam Ranh Bay and Phan Thiet.

c. Several operational accomplishments occurred during this reporting period:

(1) The 529th Transportation Company (Light Truck), commanded by CPT Roy Taylor, received the 1st Logistical Command Driving Award for achieving one-million accident free miles in RVN. LTC Glunn, CO, 500th Trans Gp (MT) presented the trophy on 3 Nov 67.

(2) On 6 Dec 67, this battalion was committed to move a 131 vehicle convoy to Ban Me Thuot and return to Cam Ranh Bay. Upon returning, a second convoy of 142 vehicles was committed to the same location. A total of 1620 short tons of cargo was transported. This operation had added significance from the stand point of operations conducted over extremely poor roads during the monsoon season.

(3) On 14 Dec 67, this battalion was committed to a re-supply operation between Cam Ranh Bay, RVN, and Bao Loc, RVN for the 101st Airborne Division. A total of 60 vehicles was committed to each of six convoys. This operation lasted a total of 33 days.

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(h) On 29 Dec 67, this battalion was committed to a "Roll on Roll off" operation with the ship, BDL John U. D. Page. Cargo was loaded on semitrailers, hauled to the beach site, and placed on board the vessel. The vessel then sailed to Vung Ro Bay, RVN, where elements of this battalion were engaged to offload the "Page" and haul the trailers to Tuy Hoa, RVN. The cycle was repeated three times with 47 loaded semitrailers committed to each cycle. Tonnage moved amounted to 2,275 short tons of cargo. This operation has proven to be efficient and was considered a successful accomplishment.

d. Tonnage: During the period 1 Nov 67 thru 31 Jan 68, the following tonnage, POL, and PAX were hauled by units assigned to this headquarters:

<u>Month</u>	<u>Port and Beach</u>	<u>Local</u>	<u>Line</u>	<u>POL</u>	<u>PAX</u>
Nov	84,515	38,617	19,293	537,833	14,849
Dec	4,399	8,824	11,903	825,555	9,405
Jan	4,550	11,772	11,246	32,855	5,245
Total	93,464	59,213	43,142	1,396,243	32,709

e. Vehicle Management: Battalion vehicle assets were committed as follows.

	<u>November</u>	<u>December</u>	<u>January</u>
Port and Beach	59%	22%	14%
Local Haul	27%	35%	35%
Line Haul	14%	43%	51%

f. Security: Security of facilities, personnel, billets, etc., is considered adequate. On 15 Dec 67 an inspection of classified records and files of HHD was conducted by 524th Military Intelligence Department. No irregularities or deficiencies were noted as a result of the inspection.

g. Weather and Intelligence:

(1) Weather had an adverse effect on line haul operations during the month of November. Flood conditions and weakened bridge spans, resulting from the effects of Typhoon Freida, denied the use of highway QL-1 from Cam Ranh Bay to Tuy Hoa. Limited line haul operations commenced 11 Nov 67.

(2) Road surfaces and by-passes are being improved on the highway net utilized by this battalion. With the end of the monsoon season approaching, dry, hard surfaced roads will accomodate increasing amounts of traffic and heavier loads. One limiting factor that will restrict normal movement is the extreme dust conditions on heavily traveled dirt roads.

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(3) Intelligence received by this battalion is current and reliable. Information concerning enemy activity is received promptly for all areas in which this battalion conducts operations. Weekly intelligence summaries identify possible enemy troop concentrations, planned actions, targets and objectives, and type units being employed.

h. Problems encountered in meeting requirements:

(1) Line haul commitments during this reporting period continually required operating four convoys to separate destinations concurrently. The requirement for control vehicles ( $\frac{1}{2}$ -ton truck with AN/VRC 46 radio) has been established as one control vehicle per 10 task vehicles. TOB authorization provides one control vehicle per 20 task vehicles. This battalion submitted requests for additional  $\frac{1}{2}$ -ton vehicles as an operational requirement. Issue is pending. MTOEs have been prepared and include an increase of  $\frac{1}{2}$ -ton vehicles and communication equipment.

(2) Enemy activity has affected line haul operations during this reporting period for a total of five days. Incidents at Nah Trang, Ninh Hoa and Tuy Hoa were the contributing factors.

i. Force Development: The 515th Trans Co (Lt Trk), minus one platoon, remains under the operational control of the 3rd Marine Division, vicinity of Dong Ha. On 19 Jan 67, one platoon returned to Cam Ranh Bay and was attached to the 670th Trans Co for operational control. On 19 Dec 67, the POL Platoon of the 670th Trans Co (Mdm Trk) was attached to the U.S. Army Depot, CRB, for operational control. Additionally, this company is providing three task vehicles and drivers to the outport of Vung Ro Bay in support of port clearance operations. The 442nd Trans Co (Mdm Trk) is providing five task vehicles and drivers to the outport of Vung Ro Bay also in support of port clearance operations. The 566th Trans Co (Mdm Trk) is supporting the Phan Thiet Forward Support Area with two task vehicles and drivers and Phan Rang Sub Area Command with 14 task vehicles and drivers. During the reporting period, this battalion was involved with support operations in the following geographical areas: Cam Ranh Bay, Phan Thiet, Bao Loc, Phan Rang, Nha Trang, Tuy Hoa, An Khe, Phu Bai, Con Thien, Da Nang, Dong Ha and Ban Me Thuot.

j. Commitments and cooperation with other services and nations: The 36th Trans Bn (Trk) continues to provide support to ROKA at Ninh Hoa and Nha Trang. The operational control of Vinnell Corporation Transportation Truck Operations remained with this battalion until 22 November 1967; however, daily line haul operations still involves joint coordination and cooperation.

k. Plans: During the period 1 Nov 67 to 31 Jan 68, this headquarters revised one OPLAN for defense of this headquarters.

l. Communications, schematic of wire net: See Inclosure 2.

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m. This battalion presently has on hand all the TOE radios authorized.

n. MTOEs: Modified Tables of Organization and Equipment have been submitted by each unit of this battalion. They reflect the actual organizational equipment on hand and additional equipment needed due to specialized unit missions. No action has been received on these MTOEs. Additionally, as noted in paragraph 3m, last report, no action has been received on the request for general orders reorganizing the 51st Trans Co (Lt Trk) and 51st Trans Plt (Lt Trk) under the 5-ton section (SRG 420) of TOE 55-17F. To alleviate a shortage of towbars in this battalion, which results from an inadequate allowance in the current TOE 55-17F, an MTOE was submitted requesting an additional four towbars per company.

### o. Training:

(1) The 36th Transportation Battalion (Truck) commits its subordinate unit's equipment and personnel on a 20 hour daily basis. This leaves 2 hours in the morning, 0500 to 0700 hours, and 2 hours in the afternoon, 1700 to 1900 hours.

(2) To fulfill the training requirement, classes are held twice a day - once prior to the 1700 to 1900 hours maintenance period and once after this period. In this manner, personnel receive their training just before or just after duty hours. This was found to be most convenient for the personnel and assured maximum participation.

(3) Annual requirements, i.e. range firing, are conducted once a month to insure maximum mission support. This also insures that newly arrived personnel are familiar with the basic weapon and meets the requirement for semi-annual qualification and/or familiarization firing. Also classes on weapons safety are being conducted on a monthly basis, as required by higher headquarters.

### 4. (U) Supply, Logistics, and Facilities:

a. Density of Equipment: Shortages of repair parts, particularly for vehicles, continue to exist. Items of critical importance are fuel filters for multifuel engines. Of the authorized 120 5-ton tractors, the battalion is presently short 16, which reflects an improvement of one tractor since the last reporting period.

b. The maintenance of sideboards for the respective units continues to present a problem, however, there is some promise of improvement. A consolidated request for all missing and unserviceable sideboards within the 36th Trans Bn has been submitted to Department of the Army. They were ordered on O2 priority. The present method of repairing them by job order through the Vinnell Corporation still proves to be inadequate and time consuming.

c. The problems of adequate lighting of motor pools is improving. Six large flood lights have been received and have been installed. The battalion is continuing extensive effort into procuring more.

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d. All units are presently in the process of turning in all excess TA 50-901 equipment and clothing. Deadline for turn in is 1 February 1968, at which time the CR3 Sub Area Command Central Issue Facility will go into operation. Inprocessing personnel will report to CIF for the purpose of drawing required clothing and equipment. As a part of outprocessing, individuals will turn in required items to CIF.

### 5. (U) Maintenance Management:

a. Unit deadline rates had a slight increase over the previous reporting period. Some of the recurring operational maintenance replacement parts for M52 series tractors are as follows: radiators, master cylinders, turbochargers, fuel pumps, air cleaner elements, starters, fuel filters, and fuel lines. The direct support unit is now converting some gas engine radiators for multifuel engine use. The direct support unit is procuring organizational parts from the 633rd Collection, Cannibalization and Service Company which has helped lower the deadline rate. There is, at present, one problem area. The 135th Maintenance Company (Heavy Equipment Repair) is responsible for the rebuild of many of the direct exchange items such as generators, master cylinders, starters and other related parts. There has been a shortage of repair parts kits and this is slowing down the flow of direct exchange items back to the user; therefore, vehicles are being carried on deadline for a longer period of time.

b. Vehicle bodies: The truck bodies on the M52 series tractor has shown an increase in deterioration during this period. This is due to the condition of the roads these trucks travel. An extensive amount of body work and welding repair is being accomplished at organizational level. This is part of the 24 hour maintenance program that this battalion operates.

c. M127 Trailer series: The sideboards and organizational repair for this trailer has greatly increased during this reporting period. At present, the repair parts replacement rate is very slow. The procurement of spare parts from the cannibalization and collection points is not successful because of a scarcity of this type trailer. A program was initiated to repair sideboards at organizational level, but due to the parts shortage this program could not be accomplished efficiently.

## SECTION II. COMMANDER'S OBSERVATIONS AND RECOMMENDATIONS:

### Part I, Observations (Lessons Learned) (U)

#### a. Operations:

Item: Multiple convoy operations:

Discussion: During this reporting period, a continuing demand for control

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31 January 1968 RCSCSFOR-65 (U)

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y Period Ending

vehicles for convoy operations completely absorbed all battalion  $\frac{1}{2}$ -ton trucks equipped with AN/VRC 46 radios. The current battalion assets are insufficient to support the multiple convoys moving daily. Required vehicles were, therefore, borrowed from other units to satisfy the convoy requirement. The criteria for  $\frac{1}{2}$ -ton vehicle support (control vehicles) is established as one for each 10 task vehicles in convoy. This factor is a 100% increase over TOE authorization.

Observation: Immediate issue of  $\frac{1}{2}$ -ton trucks with communication equipment is necessary if the criteria for convoy control remains as one control vehicle per 10 task vehicles. This battalion requested an immediate issue of  $\frac{1}{2}$ -ton trucks with communication equipment for each attached company.

b. Training:

Item: Mandatory training time:

Discussion: A 20 hour daily operation leaves a minimum time for the conduct of mandatory training. To alleviate this situation, the mandatory training periods are scheduled just prior to or just after the motor stable periods.

Observations: By holding training prior to or just after the operational shifts, maximum attendance is gained.

c. Maintenance:

Item: Repair of sideboards for M127 semitrailers:

Discussion: The repair and/or replacement of sideboards for M127 semitrailer continues to remain unresolved. Subsequent to the submission of the previous ORLL, this headquarters was advised that a repair program was in effect in Okinawa. Follow up of this information by the S-4 Section, USA Trans Comd, CRB (Prov) revealed that repair of sideboards in Okinawa has ceased. The need for immediate replacement of these items is mandatory. This battalion's capability of handling all cargo commodities is limited by the shortage of sideboards.

Observation. The unserviceable condition and shortage of sideboards for M127 semitrailers reduced the capability of this battalion from transporting various commodities of cargo due to the risk of spillage and dropped loads.

d. Personnel:

Item: Shortage of driver personnel:

Discussion: The critical shortage of driver personnel proportionately reduced the mission capability of this battalion during this reporting

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5 February 1968

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period. This reduction became more apparent during the months of December and January when the majority of personnel rotated to COMUS. A temporary effort to augment driver strengths was the attachment of personnel from other commands. Personnel replacements began to arrive in late January. If the current personnel replacement rate continues, this problem should be resolved by the end of February.

Observations: Personnel shortages reduced the operational efficiency of this battalion during the months of December and January.

Part II, Recommendations (U)

1. Recommend immediate response to the urgent need for additional convoy control vehicles.
2. Recommend that a responsive repair facility within the Republic of Vietnam be established to repair sideboards for M127 semitrailers.
3. Recommend that replacement personnel be programmed to fill known and projected losses of personnel on a timely basis to preclude a reduction of mission capability.

- 2 Incl
1. Organizational Structure
  2. 36th TC Bn Schematic of Wire Net

*Eugene T. Fitzgibbons*  
EUGENE T. FITZGIBBONS  
LTC, TC  
Commanding

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AVCA CR-TC-PS (5 Feb 68) 1st Ind  
SUBJECT: UIC WCKTQA, Operational Report for Quarterly Period Ending  
31 January 1968 RCS CSFOR-65


DA, HQ, USATCOLD-CRB (PROV), APO 96312 10 February 1968

THRU: Commanding Officer, US Army Support Command Cam Ranh Bay, ATTN:  
AVCA CR-GO-O, APO 96312  
Commanding Officer, 1st Logistical Command, ATTN: AVCA GO-O,  
APO 96384  
Commanding General, US Army Vietnam, ATTN: AVHGC-DST, APO  
96375  
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT, APO 96558

TO: Assistant Chief of Staff for Force Development  
Department of the Army  
Washington, D. C. 20310

This report adequately reflects the operations of the 36th Transportation Battalion (Truck) during the reporting period and I concur in the recommendations of the Battalion Commander.

TEL: CRB 3592

  
ROBERT W. SHIDLER  
COL, TC  
Commanding

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16.  
AVCA CR-GO-0 (5 Feb 68) 2nd Ind  
SUBJECT: UIC W-DD8-AA Operational Report for Quarterly Period Ending  
31 January 1968 (RCS CSFOR-65)

HEADQUARTERS, US ARMY SUPPORT COMMAND, CAN RANH BAY, APO 96312 28 FEB 1968

THRU: Commanding General, 1st Logistical Command, ATTN: AVCA GO-0,  
APO 96384  
Commanding General, US Army Vietnam, ATTN: AVHOC-DST, APO 96375  
Commander-in-Chief, US Army Pacific, ATTN: CPOP-OT, APO 96558

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C., 20310

The inclosed Operational Report submitted by the 36th Transportation  
Battalion (Truck) adequately reflects the activities of the unit for the  
period indicated with the following exceptions:

a. Regarding the shortage of drivers as indicated in Section II,  
Part Id, drivers were extremely short in all units of this command during  
the reporting period. On 15 December 1967, the command was short 300  
drivers (grades E5 and below). To keep trucks rolling, drivers were re-  
assigned to truck units from other portions of the US Army Support Command  
and other drivers and driver trainees were placed on special duty with  
truck companies. During the month of January 1968, 65 drivers were re-  
ceived as replacements. From 1 February to 17 February 1968, an additional  
180 drivers have been received and only 35 drivers have been lost through  
rotation or reassignment. At the current rate of replacement fill, the  
driver shortage should be negligible in the near future.

b. Reference the recommendation in paragraph 3, Part II, Section  
II. Replacement personnel are programmed to fill known and projected  
losses; however, receipt of these replacements is contingent on fill by  
the replacement stream.

FOR THE COMMANDER:

TEL: CRB 4120

*RW*  
R W STRONG  
1LT AGG  
ASST. A.C.

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AVCA GO-0 (5 Feb 68) 3rd Ind  
SUBJECT: Operational Report for quarterly Period ending 31 January 1968  
(aCS: CSFOR-65)(UIC: WCKWAAA)

DA, Headquarters, 1st Logistical Command, AUC 96384 15 MAR 1968

TO: Commanding General, United States Army Vietnam, ATTN: AVHGC-DST,  
AUC 96375

1. The Operational Report - Lessons Learned submitted by Headquarters, 36th Transportation Battalion (Truck)(UIC: WCKWAAA) for the quarterly period ending 31 January 1968 is forwarded.

2. Pertinent comments follow:

a. Reference Section 1, paragraph 3n.

(1) MTOL reorganizing the 515th Transportation Company as a 5 ton unit was submitted by this headquarters under the Standardization Program on 20 October 1967. This MTOL is now at DA awaiting approval. MTOL action should be initiated, if necessary, to reorganize the 564th Transportation platoon as a 5 ton unit.

(2) Upon receipt of the MTOL requesting additional towbars this headquarters will take appropriate action.

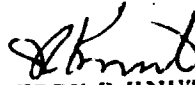
b. Reference Section 11, part 1, paragraph d and Section 11, part 11, paragraph 1. Requests for additional equipment which is not authorized by TOL, but for which an operational requirement exist, must be initiated at unit level in the form of a MTOL.

c. Reference Section 11, Part 11, paragraph 2: Non-concur on recommendation. This command has been authorized to resume evacuation of sideboards for M127 semitrailers to Okinawa for repair and return by 2d Logistical Command. The feasibility for in-country repair has been researched and found to be too costly. All support commands were notified on 15 February 1968 of the authority to evacuate these sideboards to Okinawa for repair and return.

3. Concur with basic report as modified by indorsements. The report is considered adequate.

FOR THE COMMANDER

Tel: LBA 2684

  
JERRY R KNUTSON  
CPT, AGC  
Ass't Adjutant General

Copy Furnished  
36th Trans Bn

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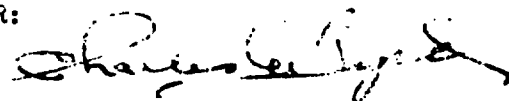
AVHGC-DST (5 Feb 68) 4th Ind  
SUBJECT: UIC WCKTOA, Operational Report for Quarterly Period Ending  
31 January 1968 RCS CSFOR-65

HEADQUARTERS, UNITED STATES ARMY VIETNAM, APO San Francisco 96375 20 MAR 1968

TO: Commander in Chief, United States Army, Pacific, ATTN: GPOD-DT,  
APO 96558

1. This headquarters has reviewed the Operational Report-Lessons Learned for the quarterly period ending 31 January 1968 from Headquarters, 36th Transportation Battalion (JCKQAA) as indorsed.
2. Concur with report as indorsed. Report is considered adequate.
3. Correct UIC WCKQAA.
4. A copy of this indorsement will be furnished to the reporting unit through channels.

FOR THE COMMANDER:



CHARLES A. BYRD

Major, AGC

Adjutant General

Copies furnished:

HQ, 1st Log Comd  
HQ, 36th Trans Bn

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GPOP-DT (5 Feb 68) 5th Ind

SUBJECT: Operational Report of HQ, 36th Trans Bn for Period Ending  
31 January 1968, RCS CSFOR-65 (R1)

HQ, US Army, Pacific, APO San Francisco 96558 3 APR 1968

TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310

This headquarters has evaluated subject report and forwarding indorse-  
ments and concurs in the report as indorsed.

FOR THE COMMANDER IN CHIEF:



K. F. OSBOURN  
MAJ, AGC  
Asst AG

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ORGANIZATIONAL STRUCTURE

36th Transportation Battalion (Truck)

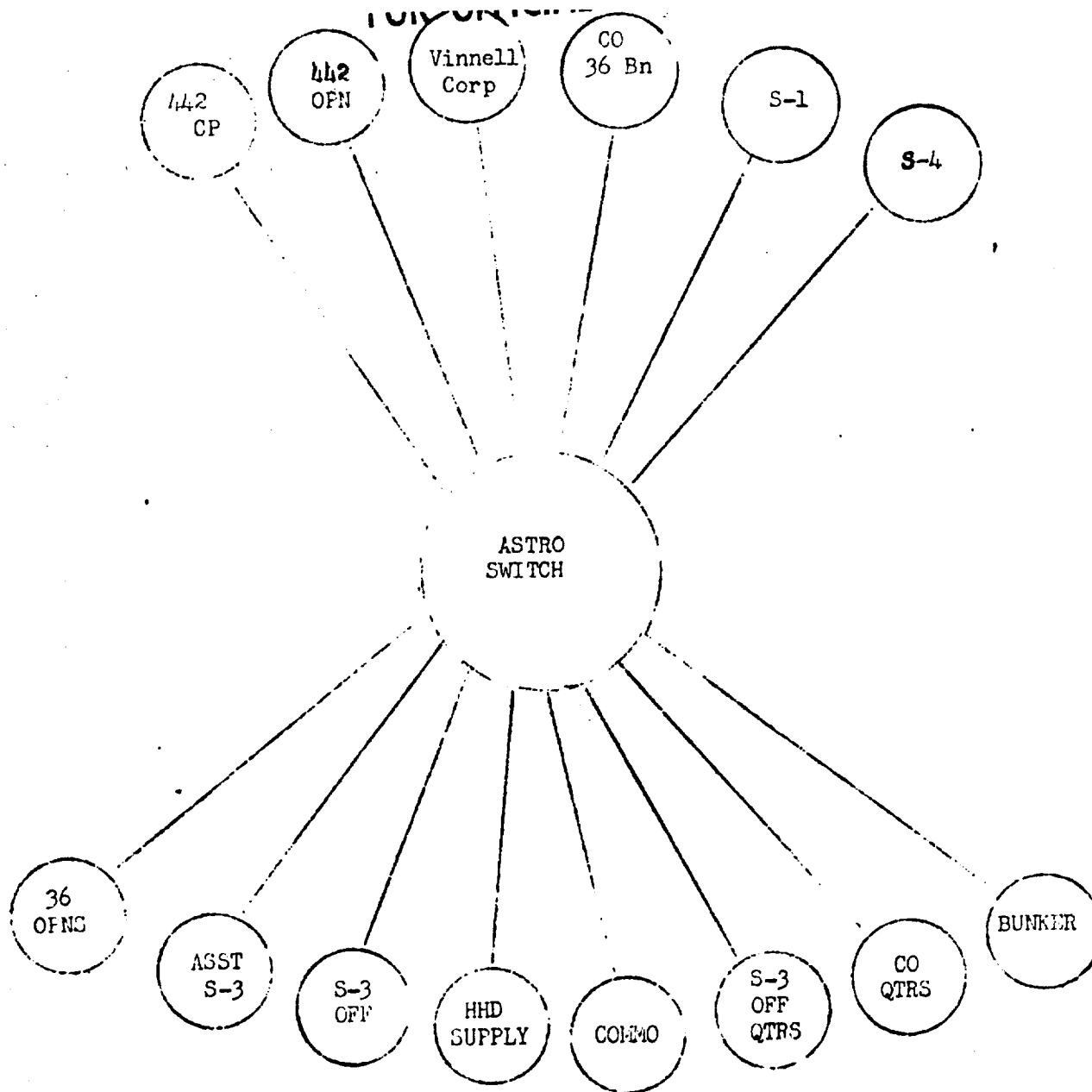
- a. Headquarters and Headquarters Detachment, 36th Transportation Battalion (Truck)
- b. 442nd Transportation Company (Medium Truck)
- c. 515th Transportation Company (Light Truck)
- d. 565th Transportation Company (Medium Truck)
- e. 670th Transportation Company (Medium Truck)

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(Security classification of title, body of abstract and indexing annotation must be entered when the overall report is classified)

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