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AUTHORITY

AGO ltr 29 Apr 1980

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DEPARTMENT OF THE ARMY  
OFFICE OF THE ADJUTANT GENERAL  
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (4 Nov 69) FOR OT UT 693080

10 November 1969

SUBJECT: Operational Report - Lessons Learned, Headquarters, 519th Transportation Battalion, Period Ending 31 July 1969

AD 861828

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1. Subject report is forwarded for review and evaluation in accordance with paragraph 4b, AR 525-15. Evaluations and corrective actions should be reported to ACSFOR OT UT, Operational Reports Branch, within 90 days of receipt of covering letter.
2. Information contained in this report is provided to insure appropriate benefits in the future from lessons learned during current operations and may be adapted for use in developing training material.

BY ORDER OF THE SECRETARY OF THE ARMY:

*Kenneth G. Wickham*

KENNETH G. WICKHAM  
Major General, USA  
The Adjutant General

1 Incl  
as

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(ARMY) ATTN FOR OT UT. WASHINGTON, D.C. 20310

DEPARTMENT OF THE ARMY  
HEADQUARTERS, 519TH TRANSPORTATION BATTALION (TRUCK)  
AFO 96232

THLC-TC-TBSC

31 July 1969

SUBJECT: Operational Report for the Quarterly Period Ending 31 July 1969  
from Headquarters, 519th Transportation Battalion (Truck), RCS-  
CS for 65 UIC-WFSQAA

SECTION I

SIGNIFICANT ORGANIZATION AND UNIT ACTIVITIES.

1. The missions of the 519th Transportation Battalion have remained unchanged for the reporting period. The battalion retains the responsibility for all military truck transportation in Thailand, including the transportation of U.S. Mail from the Army Mail Terminal at Don Muang RTAFB to Army Postal Units in the Korat and Sattahip areas. The initial tons, ton miles, and miles driven indicated below represents a decrease over the last reporting period. This decrease can be attributed to the increased concentration of Express Transport Organization (ETO) trucks at shipping points. The increase in available ETO trucks is due to the lack of commercial cargo, mainly agricultural products, for them to haul. Initial tons has been the least effected, because of ETO passing up shorter less profitable hauls, such as from the Ammunition Pier to Vayama ASP, in order to take advantage of the

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693080

Inclosure

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for 65 UIC-WFSQAA.

more profitable longer hauls. The work load of the 519th can be forecasted to remain approximately the same with a general increase toward the end of the quarter due to the harvest season and ETO concentrating on the more profitable agricultural cargoes. During the reporting period the battalion conducted three 972 convoys.

Standard workload indicators are:

Initial Tons*	76,542
Ton Miles	7,023,466
Miles Driven	2,164,645

2. Project 972: During the reporting period this battalion conducted three (3) project 972 convoys containing seventy (70) 12 ton S&P semitrailer loads of munitions. There were no significant problems encountered enroute.

3. 505th Transportation Company (Mdm Trk Cgo): Prior to May 1969 all 12 ton S&P trailers that required new floors had to be evacuated to Okinawa. This was an involved, time consuming process which resulted in the trailers being out of system for 10 months and a cost to the Government of \$2,200. The 505th decided they could improve this system and initiated their own trailer rebuild program. In May 1969 there were 68 trailers requiring floors. Since then 13 of these have been refloored. The cost to the government for the 505th to rebuild a trailer is: \$182 for lumber, \$17.50 for hardware, \$50.50 for labor, total \$250.00. When the program is properly financed and equipped the 505th will be able to rebuild 5 trailers per week. When all 68 trailers are completed the resulting savings to the government will be \$130,600.50. The program has not only resulted in the above dollar savings, but has reduced down time of a trailer requiring rebuild from ten months to one week.

4. 313th Transportation Company (Mdm Trk Reefer): Mission - Transportation of chilled and frozen Class I supplies. The proposed relocation of the Bangkok motor pool from Rama IV road to Soi 71 was accomplished during this quarter. The new facility has significantly enhanced the units operation. Some of the improvements realized include: adequate lighting for security and night operations, a vehicle washrack, increased office space, larger

\*Initial Ton: Tonnage which initially enters the highway transport service either for movement via line haul relay system or local movement. It is the total tonnage introduced into the highway transport service and is only reported once. The unit making the pick-up is the unit responsible for making the report.

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for 65 UIC-WFSQAA.

maintenance shop, and increased parking area. There is also adequate maintenance space available for the support maintenance detachment in the same motor pool. Other anticipated improvements expected to come about soon are the relocation of the unit headquarters section to office space at the new motor pool, and the expected move of the Transportation Movements Office (TMO I) to the largest of the office facilities on the compound.

5. Training: 519th Transportation Battalion Regulation 350-2 on driver training was rewritten during the reporting period. This coupled with increased command emphasis is expected to improve driver training and thereby decrease accidents and improve maintenance.

## SECTION II

LESSONS LEARNED: Commanders Observations, Evaluations and Recommendations.

### 1. Personnel

A. Observation: During the previous reporting period it became evident that the local national work force needed an opportunity to express their opinions, air grievances, and present suggestions.

B. Evaluation: The establishment of a council made up of IN personnel and US supervisors would enable the IN to express his problems and ideas on how to solve them as well as any other suggestion he might have. Councils of this type have increased the operational efficiency of this battalion and have been a great boost to IN morale.

C. Recommendation: That every unit within the Army employing civilians, regardless of level, establish a similar council to promote better working relationships and encourage suggestions and recommendations from their employees.

### 2. Operations

#### A. Local National Drivers

(1) Observation: Local national drivers or safer drivers in Thailand than U.S. drivers.

(2) Evaluation: During the past several months this battalion's accident rate has improved considerably, largely as a result of an increased reliance on Thai employees to do as much as possible of the actual driving. It has been determined that the local nations are more familiar with road conditions, driving habits of other civilian drivers, and are more experienced in operating military vehicles than the average U.S. driver. U.S. personnel

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THIC-TC-TESC

31 July 1969

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for 65 UIC-WFSQAA

normally spend only twelve (12) months in Thailand, and this is insufficient time for them to become accustomed to driving hazards, such as left hand driving, narrow roads, and densely populated areas. The average IN driver has been driving for the U.S. Army for 2 to 2½ years. During the reporting period this battalion experienced 25 driver fault accidents of these 25 only 9 involved Local National drivers. The remaining 16 involved U.S. drivers.

(3) Recommendation: That all Army Units, employing Local Nationals as drivers, utilize them as drivers and utilize their U.S. personnel as supervisors to maximum extent possible.


#### B. Safety Patrol

(1) Observation: The need to monitor convoy operations to ascertain if safe convoy procedures are being followed was brought out early in the quarter by a slight rise in the monthly accident rate.

(2) Evaluation: During June this battalion initiated safety patrols all along its LOC. Because of the patrols drivers have been made aware of unsafe techniques and have shown a much higher regard for proper convoy procedures. This safety patrol coupled with the afore mentioned reliance on IN drivers lowered the overall accident rate for the quarter.

(3) Recommendation: On all roads not patrolled by Military Police, Army units should provide their own safety patrol in order to insure safe driving practices.

- 3 Training: None.
4. Intelligence: None.
5. Logistics: None.
6. Organization: None.
7. Other: None.

  
WILLIAM H. MANTOOTH  
LTC TC  
Commanding

#### 3 Incl

1. Organization Chart
2. 1st Quarter Master Training Schedule
3. Operation Report (Statistics)

THOP-MH (26 Sep 69) 1st Ind

SUBJECT: Operational Report of 519th Transportation Battalion (Truck)  
for the Period Ending 31 July 1969, RCS CSFOR-65 (R1) WFSQAA

DA, Headquarters, United States Army Support, Thailand APO 96233 9 OCT 1969

THRU: Commander in Chief, United States Army Pacific, ATTN: GPOP-DT  
APO 96558

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


The Operational Report of the 519th Transportation Battalion (Truck)  
has been reviewed and is forwarded with the following comments:

a. Reference para 1c, Section II: Concur with recommendation. Several Employee Management Councils have been established in this command, and for the most part, productivity has increased. However, management must be receptive to the establishment of such councils or employee expectations will be disappointed. USARSUPTHAI has a regulation governing the establishment of employee management councils and encourages the establishment of such councils.

b. Reference para 2a, Section II: Concur with recommendation. This headquarters recognizes that the use of LN drivers increases efficiency, reduces the number of accidents, and lengthens the operating life of equipment. Maximum use of LN drivers is encouraged.

c. Concur with all other evaluations and recommendations. Appropriate action will be taken to initiate recommendations.

FOR THE COMMANDER:

  
P.A. LEFORT JR.  
CPT ACC  
Asst. Adjutant General



**GPOP-DT (31 Jul 69) 2d Ind**

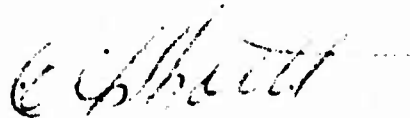
**SUBJECT: Operational Report of HQ, 519th Transportation Battalion (Truck)  
for Period Ending 31 July 1969, RCS CSFOR-65 (R1)**

**HQ, US Army, Pacific, APO San Francisco 96558 15 OCT 69**

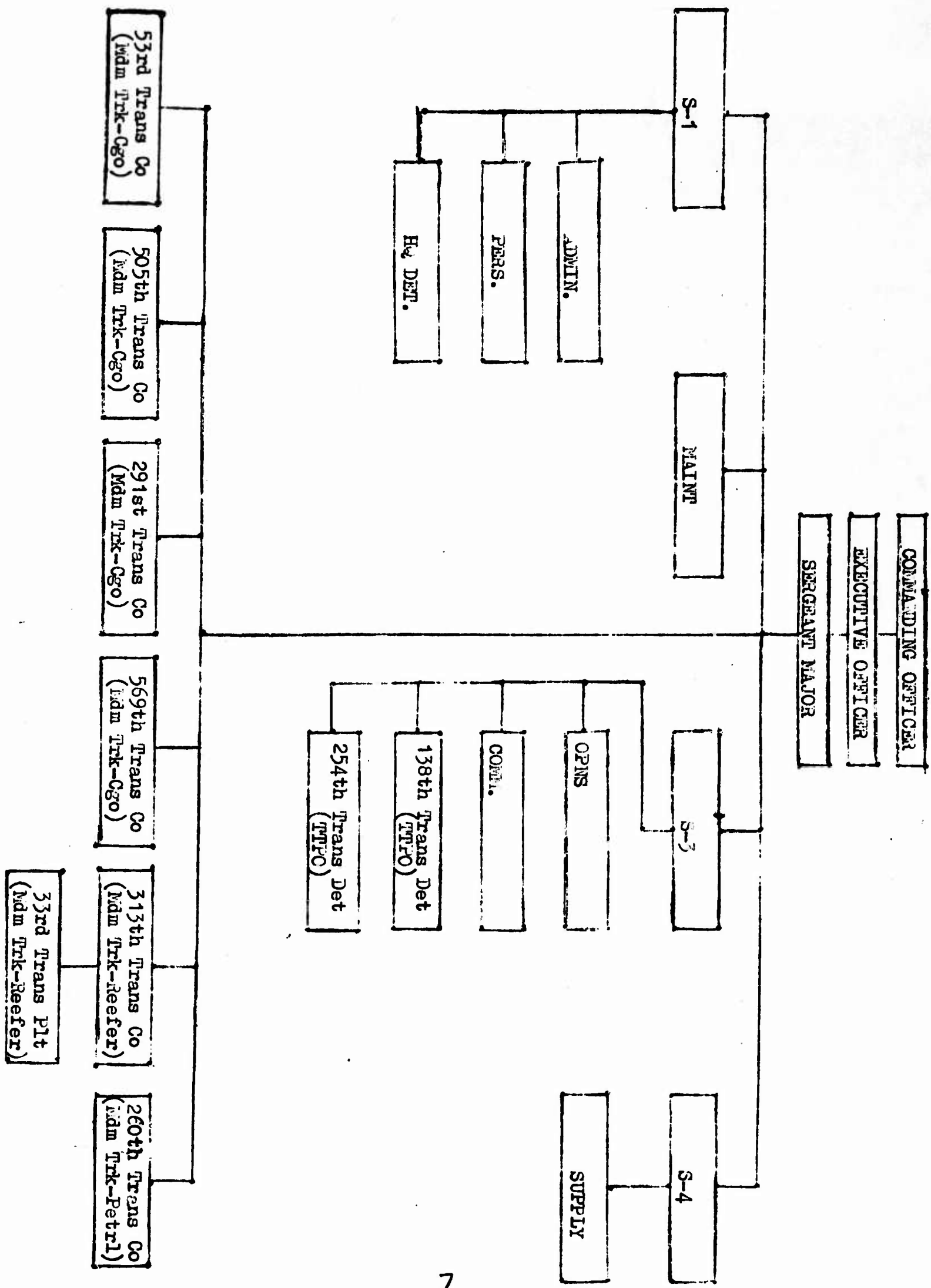
**TO: Assistant Chief of Staff for Force Development, Department of the  
Army, Washington, D. C. 20310**

**This headquarters concurs in subject report as indorsed.**

**FOR THE COMMANDER IN CHIEF:**



**C. L. SHORTT  
CPT, AGC  
Asst AG**



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DEPARTMENT OF THE ARMY  
HEADQUARTERS, 519TH TRANSPORTATION BATTALION (TRUCK)  
APO 96389

1ST QUARTER MASTER TRAINING PROGRAM FY YEAR 1970

SUBJECT	REFERENCES	HOURS	REMARKS
Character Guidance	DA Pam 16 Series	3	Completes Quarterly Requirements
Command Information	CI Letters 9th Log	13	Completes Quarterly Requirements
Safe Guarding			
Defense Information	USARPAC Reg 380-2	1	Completes Semiannual Requirements
Weapons	AR 622-5		
Qualification	FM 23-70	10	Completes Quarterly Requirements
Physical Training	DA Pam 21-1 FM 21-20, 21-200	30	Completes Quarterly Requirements
Commanders Time	Unit SOP	22	Commanders Discretion
Inspections	PL #CND-7	3	As Directed in Policy Letter
On Job Training	Unit SOP	452	Mission and Operations

Total Training Hours 1st Quarter: 537

Holidays Observed: Independence Day 4 July 1969

Labor Day 2 Sept 1969

519TH OPERATIONS REPORT  
(See Reverse Side)

Assigned Vehicle Days 25,290  
Available Vehicle Days 18,200

Date 15 Apr 69  
Unit Reporting Hqs 519th Trans Bn

Column Line No	Comm Veh Days (1)	Initial Tons (2)	Ton Miles (3)	Loaded Miles (4)	Empty Miles (5)	Total Miles (6)	Cubic Meters (7)	Remarks (8)
Line Haul (1)	5,654	17,209	4,942,996	605,149	496,587	1,101,736	N/A	N/A
Local Haul (2)	4,767	46,433	371,306	37,751	150,190	187,941	N/A	N/A
Reefer Cargo (3)	3,181	11,139	1,541,410	197,990	193,000	390,990	X	2,010 No of loads moved 465,000
FOL (Bulk) (4)	164	1,761	172,754	9,666	10,621	20,287	X	Total # of gallons moved
Drivesways (5)	0	0	0	0	0	0	N/A	none no of initial vehicle moved
Overhead Support (6)	X	X	X	X	X	463,091	X	N/A
Total (7)	13,766	76,542	7,028,466	850,556	850,398	2,164,645	N/A	N/A

519th TC En Form 14 dtd 28 Dec 66

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