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**DEPARTMENT OF THE ARMY
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IN REPLY REFER TO

AGAM-P (M) (29 Mar 68) FOR OT RD 681056

3 April 1968

**SUBJECT: Operational Report - Lessons Learned, Headquarters, 519th
Transportation Battalion, Period Ending 31 January 1968 (U)**

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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.

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DEPARTMENT OF THE ARMY
HEADQUARTERS, 519TH TRANSPORTATION BATTALION (TRUCK)
APO 96233

THLC-GSC

1 February 1968

SUBJECT: Operational Report for the Quarterly Period Ending 31 January 1968, from Headquarters, 519th Transportation Battalion-Truck, UIC-WFSOTG (RCS CSFOR-65) (U)

SECTION I: Significant Organization and Unit Activities:

1. (U) Mission: The mission of this Battalion remained unchanged during the reporting period. The task organization has been increased as noted in paragraph 2 below and the workload has also increased as noted in paragraph 3 below. In addition, tasking of subordinate units was reorganized. Essentially, the Battalion mission is to command and control all US Army transportation truck units operating in direct support of US Forces in Thailand. (See Inclosures 2 and 4).

2. (U) At the beginning of the reporting period, this Battalion consisted of the Headquarters Detachment, the 53rd Transportation Company (Mdm Trk-Cgo), the 505th Transportation Company (Mdm Trk-Cgo), the 291st Transportation Company (Mdm Trk-Cgo), the 313th Transportation Company (Mdm Trk-Refrigerator), and the 260th Transportation Company (Mdm Trk-Petrl). Since then, the task organization has been increased by one Transportation Medium Truck-Cargo Company, one Transportation Medium Truck-Refrigerator platoon, two Transportation Trailer Transfer Point Operating detachments, and one Fire Fighting team. All are Type A units. The previous task organization consisted of Type B units with the exception of the Headquarters Detachment.

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B. The 569th Transportation Company (Mdm Trk-Cgo) deployed on 3 December 1967 from Fort George G. Meade, Maryland where it had been activated, trained, and prepared for oversea movement. The advance party arrived at Bangkok, Thailand on 17 December 1967. A Battalion reception team was dispatched to Sattahip, Thailand to receive, process, and move the unit equipment to final destination. The equipment arrived at the port of Sattahip aboard the USS De Pauw Victory on 23 December 1967. Offloading of unit equipment began on 24 December 1967 and was completed on 27 December 1967. The sixty 12-ton stake and platform semi-trailers were immediately introduced into the line haul system from Sattahip upon completion of technical inspections and deprocessing. As a result, between 26 December 1967 and 2 January 1968, sixty loads of general cargo were rapidly delivered to various consignees along the Battalion's major line of communication. This action helped alleviate the cargo congestion which had occurred in the developing Deep Water Port area of the Sattahip complex. The 505th and 291st Transportation Companies (Mdm Trk-Cgo) engaged in line haul operations to move the remaining unit equipment to Camp Khon Kaen. Unit personnel of the 569th Transportation Company (Mdm Trk-Cgo) arrived at Sattahip aboard the USNS Upshur on 28 December 1967. The personnel were oriented and staged aboard the vessel overnight, bused to Utapao Air Force Base on the morning of 29 December 1967, and were flown to their new destination at Camp Khon Kaen. The unit is organized at full strength under TOE 55-18 G.

C. The 33rd Transportation Platoon (Refrigerator) deployed from Fort Lewis, Washington where it had been activated, trained, and prepared for oversea movement. Unit equipment arrived at the port of Sattahip aboard the USS Pelican State on 24 December 1967. Offloading of unit equipment was completed on 27 December 1967. The 505th and 291st Transportation Companies (Mdm Trk-Cgo) engaged in line haul operations to move the equipment to Camp Friendship, Korat. Unit personnel arrived at Sattahip aboard the USNS Upshur on 28 December 1967. The personnel were oriented and staged aboard the vessel overnight, bused to Utapao Air Force Base on the morning of 29 December 1967, and were flown to their new station at Korat. The unit is organized at full strength under TOE 55-18F (TOE 300-33) as implemented by General Order 156, Headquarters, Sixth U.S. Army, 23 August 1967.

D. The 138th Transportation Detachment (Team CF) (Trailer Transfer Point Operating) deployed from Fort Lewis, Washington where it had been activated, trained, and prepared for oversea movement. Unit personnel arrived by air at Korat, Thailand on 30 November 1967 and were moved to station at Sattahip on 1 December 1967. Unit equipment arrived at Sattahip aboard the USS Pelican State on 24 December 1967. The unit is organized at full strength under CI, TOE 55-500 R.

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E. The 254th Transportation Detachment (Team GF) (Trailer Transfer Point Operating) deployed from Fort Lewis, Washington where it had been activated, trained, and prepared for oversea movement. Unit personnel arrived by air at Korat, Thailand on 30 November 1967. The unit was stationed at Korat. Unit equipment arrived at Sattahip Aboard the USS Pelican State on 24 December 1967 and was moved to Korat on 28 December 1967. The unit is organized at full strength under CI, TOE 55-500 R.

F. Team 3 (FB), 593rd Engineer Detachment (Fire Fighting) was attached to this Battalion with station at Camp Khon Kaen on 1 December 67. The team arrived in Thailand on 9 October 1967 and had been temporarily attached to the 538th Engineer Battalion while awaiting arrival of unit equipment. The unit is organized at full strength under TOE 5-500 C.

3. (C) Operations:

A. Project 972. During the reporting period, this Battalion prepared for and conducted eight convoys which hauled Project 972 cargo from the port of Sattahip to the U.S. Air Force Base at Nakhon Phanom. The 53rd Transportation Company (Mdm Trk-Cgo) performed the port clearance. Line hauls were conducted by the 505th and 291st Transportation Companies (Mdm Trk-Cgo). The first convoy was initiated on 1 December 1967. Three days were required for the line haul movement and three more for return of semi-trailers. This operation was highly successful as this Battalion performed a substantial mission and profited greatly from the experience. The Thai national police and USARSUPTHAI Provost Marshal personnel rendered invaluable service during all convoy movements. Two major problem areas were as follows.

(1) Alarm device ring-offs (Test Set XM-67) During all 972 convoys movements, numerous ring-offs occurred as a result of short circuits. These in turn had been caused by improper blocking and bracing of the cargo and its subsequent shifting and pinching of the "spider" wires. Each time an alarm is activated, a 972 convoy is required to halt until such time as the cause is discovered and corrected. Blocking and bracing did, however, improve with each successive convoy.

(2) Extremely poor road conditions throughout the major line of communication caused excessive vehicle breakdowns enroute, wear, tear, an occasional problem particularly with the semi-trailers. 972 convoy movements were made during Thailand's dry season. Consequently, an extremely severe dust condition prevailed which obscured vision, caused speed reductions, and resulted in clogged engine filters, loosened connections, and several engine failures. As each maintenance problem developed enroute, convoys were halted until corrective action was completed.

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B. Training and Support of Royal Thai Army Volunteer Force:

(1) On 10 December 1967 this Battalion began preparation for the training of vehicle drivers for the Royal Thai Army Volunteer Force. Actual training began on 15 January 1968. This consisted of a one week course for 49 Thai cadre officers and enlisted men. It was designed to familiarize them with the operation and maintenance of the "M" series light vehicles. On 10 January 1968 a 30 man Mobile Training Team arrived from Okinawa. This team observed the first week's training which was conducted by the 569th Transportation Company (Mdm Trk-Cgo). On 20 January 1968 the Mobile Training Team was divided into four groups and moved to different locations to establish and conduct training beginning 22 January 1968. The four groups have performed in conjunction with the Thai cadre as follows:

(a) A seventeen man group at Pran Buri has trained 105 driver personnel.

(b) A three man team at Koke Kathiem has trained 208 driver personnel and motor sergeants.

(c) A five man team at Ayutthaya has trained 84 driver personnel.

(d) A five man team at Kanchanaburi has trained 89 driver personnel.

These US Mobile Training Teams have been very successful, ~~especially since~~ ^{even though} the majority of the team members are SP/4 and have had no previous experience as instructors.

(2) Other support furnished by this Battalion for the RTVAF consisted of drive-away operations, delivery of cargo, and moving a substantial portion of the 809th Engineer Battalion from Panom Sarakham to Kanchanaburi.

(a) Drive-away operations. On the afternoon of 17 January 1968, this Battalion received a commitment to furnish forty-nine driver personnel for vehicles to be issued to the RTVAF. The operation commenced on 19 January 1968 and the required delivery date was 21 January 1968. Vehicles were driven to Pran Buri, Kanchanaburi, Lop Buri, and Koko Kathiem. The convoy departed Camp Friendship on 190730 January 1968 and arrived in increments at destinations on 20 and 21 January 1968.

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(b) Partial Relocation of the 809th Engineer Battalion. The 809th Engineer Battalion was required to partially relocate in order to construct training facilities for the RVTAF. One platoon of the 291st Transportation Company (Mdm Trk-Cgo), stationed at Panom Sarakham, was committed to haul cargo, equipment, and buildings to Kanchanaburi. Although the original commitment was for ten days, the platoon was still committed at the end of the reporting period. Through the end of the reporting period, the platoon has moved 667 tons of cargo. If this situation continues, it is anticipated that the platoon will have moved over 2,000 tons by mid-February 1968.

C. Blue Star Shipments. On 1 November 1967, this Battalion was committed to haul special shipments of general cargo and ammunition from Sattahip to Nakhon Phanom and other US Air Force installations. Such special commodity shipments require maximum control procedures. It was felt that this Battalion represented the most ideal carrier of such shipments since its established convoy and communications procedures had been greatly refined during Project 972. Also, with the arrival of new units and maintenance components, this Battalion was in a position to become more heavily committed for these shipments. During the reporting period, this Battalion moved sixty three such shipments.

D. Increased Workload: As this Battalion progressed and acquired additional units, the workload also increased. A listing of approximate percentages of increases by standards of measure follows:

14%	Committed Vehicle Days
15%	Initial Tonnage
30%	Ton Miles
14%	Assigned Vehicle Days
7%	Available Vehicle Days

In addition, this Battalion moved 216 drive-away vehicles; 2,094,000 gallons of water; 2,660,000 gallons of POL; and 92,000 cubic meters of earth. In order to fulfill increased commitments, this Battalion adopted a full, two shift, 24 hour per day operating schedule. These actions coincided with a special requirement to clear the port of Sattahip of all backlogged cargo. During that operation from 7-14 January 1968, this Battalion moved 28,695 initial tons of cargo from Sattahip and a corresponding total of 729,444 ton miles. In view of an increased workload and anticipated future requirements, this Battalion began to develop on an experimental basis, a multi-purpose lift capability along the major

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line of communication. An analysis of the Battalion's resources indicates that sufficient tractive power exists to fulfill current and anticipated requirements. Further analysis, however, indicates that an insufficient cargo carrying capability (semi-trailers) exists within the Battalion. In order to expedite the movement of all commitments, it is necessary and desirable to utilize all tractive power and drivers constantly throughout the Battalion. Consequently, the 313th Transportation Company (Mdm Trk-Refrigerator) tractors were utilized to move general cargo from Panom Sarakham to Korat. The company was also utilized to move drive-away vehicles to various destinations, thereby freeing line haul companies to concentrate on hauling loaded semi-trailers. The 260th Transportation Company (Mdm Trk-Petrl) was issued tractors which were committed to line haul operations from Panom Sarakham to Korat. The 3rd Platoon, 569th Transportation Company (Mdm Trk-Cgo) was displaced back to Sattahip on 10 January 1968 to assist in port clearance and line hauls from Sattahip to Panom Sarakham. Current plans which were developed during the reporting period, include utilizing all companies for movement of refrigerated commodities and petroleum products. The major problem area to be encountered in implementing such concept is the lack of available trained maintenance and operator personnel necessary to move these commodities. This Battalion has already initiated training programs for refrigerator van operators and mechanics. Also, information available to this Battalion indicates that previously requested WABTOC issues for one hundred twenty 12 ton stake and platform semi-trailers for the 53rd and 291st Transportation Companies (Mdm Trk-Cgo) have been approved and are being shipped. No definite information concerning another previous, additional WABTOC issue of sixty semi-trailers for the Battalion is presently available. A further request for a WABTOC issue of sixty semi-trailers for the 569th Transportation Company (Mdm Trk-Cgo) will be initiated by this Battalion in the near future.

E. Communications:

(1) The key to successful accomplishment of Project 972 convoy movements and Blue Star Shipments has been adequate communications. Twelve AN/GRC 106 radio sets were issued this Battalion on 12 November 1967. These radios provided excellent long range communications enabling the Battalion net control station to monitor several convoys and communicate with base stations hundreds of miles apart. Also, inadequate telephonic communications currently present a critical problem. Recent troop strength increases and corresponding requirements for telephones have required this Battalion to rely more and more on radio communications even for the conduct of routine, daily operations. AN/VRC 46/47 radio sets also facilitate the rapid dissemination of information and internal coordination. This is particularly the case in the Sattahip port complex. Activities operate over a distance of up to forty miles. The complex encompasses Camp Vayama, Map and Delong pier areas, Deep Water Port, and Utapao Air Force Base. These short range radio sets are also indispensable during movements of sizeable convoys.

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(2) Teletype Communications are not available to this Battalion. However, four sets are on hand. It is planned to have four teletype sets installed at Sattahip, Panom Sarakham, Korat, and Khon Kaen. This would be of great benefit to this Battalion in controlling and accounting for semi-trailers, informing Trailer Transfer Points of vehicle movements, and coordinating for maintenance support, and driver billeting and messing requirements. The problems appears to be a lack of available teletype circuits.

F. Training:

(1) This Battalion again conducted its noncommissioned officer school during November 1967. The course continued to prove highly beneficial to the individual students and their parent units. It is felt that graduates of this course have, as a result of their attendance, a more responsible view of their respective missions and daily military routine than does the counterpart who has not had this opportunity. A total of seventeen enlisted personnel from this Battalion and two other organizations successfully completed the course on 11 November 1967.

(2) Training of refrigerator van operators and mechanics was initiated and conducted during January 1968. On 8, 9, and 11 January 1968, fifty-four personnel of the newly arrived 33rd Transportation Platoon (Refrigerator) and the 313th Transportation Company (Mdm Trk-Refrigerator) were given 4 hours of refresher training in refrigerator van operations. On 26 January 1968, twenty-one enlisted personnel were given twenty-four hours of training in refrigerator van maintenance. This program continues.

(3) Training in communications operations and maintenance procedures was conducted by the Battalion Communications section on 26 and 27 January 1968 for 12 personnel of the 569th Transportation Company (Mdm Trk-Cgo). The course of instruction was eight hours in length. This program continues for subordinate units.

(4) This Battalion, including subordinate units, also presented a total of 139 unit hours of mandatory and formal, individual training during the reporting period. In addition, the Battalion trained a Rear Area Security platoon for contingency purposes.

G. Site Development at Camp Khon Kaen. This program continues with considerable construction still in progress. As the camp is now the headquarters of the 569th Transportation Company (Mdm Trk-Cgo) and a significant terminal on the major line of communications, completion of all construction as rapidly as possible is highly desirable. Six

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permanent billets, a maintenance facility, and a recreation facility were readied for occupancy during the reporting period. A 200-man mess hall, a POL station, and six additional permanent billets are nearing completion. Major problem areas at present are a lack of water and electrical power.

H. Subordinate Unit Activities:

(1) The 53rd Transportation Company (Mdm Trk-Cgo) continued its port clearance mission at Sattahip during the reporting period. Activity increased as the new Deep Water Port area developed and new berths were completed. Also, tonnage requirements increased, particularly in Class V A. On 19 December 1967, the company engaged in an experimental LARC-Truck Transfer operation near the Utapao Air Force Base. The objective of the operation was to expedite the turn-around time of the LARC's. Experience showed that the objective could only be achieved if the transfer operation was limited to one third of the LARC's employed in the over-the-beach operation. Otherwise, the time consumed in the transfer operation would have both delayed the LARC's unnecessarily (thus defeating the purpose of the operation) and delayed US Air Force storage operations in the Utapao ammunition storage area. The loads carried by two LARC's conveniently loaded on 12 ton stake and platform semi-trailer and matched the tractive power of the company's tractor. The 5-ton tractors are of commercial design and have an ordnance-imposed weight hauling limitation of 9 tons. Recently, the company began an equipment exchange for M52 tractors. Twelve such tractors were exchanged during the reporting period. This will greatly enhance the port clearance capability of the unit. Much of the general cargo cleared recently has been destined for Utapao Air Force Base. It is at that location that a major problem exists. US Air Force activities still continue the practice of not unloading semi-trailers on a timely basis. Personnel at the general cargo warehouse (#14) refuse to perform duty offloading trailers at night and are not rapidly offloading during daylight hours. Attempts by this Battalion and other 9th Logistical Command Transportation activities to obtain US Air Force cooperation in resolving this problem, have met without success. Other operational information is included in inclosure 4, attached.

(2) The 505th Transportation Company (Mdm Trk-Cgo) continued line haul and back-up port clearance operations during the reporting period. Specific details are included in inclosure 4, attached.

(3) The 291st Transportation Company (Mdm Trk-Cgo) became the middle link in a three company line haul system during the reporting period. One platoon evacuated Camp Khon Kaen upon arrival of the

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Type A company on 29 December 1967 and returned to Korat. On 8 January 1968 another platoon was displaced to Panom Sarakham to form the initial base for the middle segment of the major line of communication. Specific operational statistics are included in inclosure 4, attached.

(4) The 569th Transportation Company (Medium Truck, Cargo) arrived in-country on 28 December 1967 and became operational soon thereafter. The company assumed responsibility for Camp Khon Kaen and participated in line hauls of general cargo, Project 972, and Blue Star shipments.

(5) The 260th Transportation Company (Medium Truck, Petrol) continued its assigned mission of hauling earth in support of the Engineer highway development program in Thailand. Construction was completed on the Inland Road by 31 December 1967 thereby terminating the company's support of that particular project.

(a) On 25 November 1967, a platoon was displaced to the Sattahip area and was issued twenty 5-ton tractors and twenty 5,000 gallon tank trucks. These are utilized for line haul bulk deliveries of gasoline and diesel fuel from the tank farms at Sattahip to customers at various points between Sattahip and Korat. Heretofore, all POL requirements were met by civilian contract vehicles and this operation was new to the military transport system in Thailand. However, as of today, the POL platoon has been able to develop solutions to problems encountered and is operating reasonable satisfactorily.

(b) As of 2 January 1968, thirty of the sixty 5-ton M51A2 dump trucks used at Camp K44, Inland Road, were moved to Camp Boehle on the Mountain Road to support C Company, 809th Engineer Bn (Const) on a project which is estimated to last 6 months. The project calls for rebuilding a portion of the road and increasing the width of the shoulders. Drivers, mechanics, and supervisory personnel adequate to accomplish the mission were also moved to Camp Boehle. The remainder of the company has been moved into Camp Charn Sinthope, Phanom Sarakham. It is felt the two operations can be controlled most efficiently from that location. The remaining 30 dump trucks are being processed for turn-in. Two additional M52A2 tractors have been received and eight more are being processed for issue. These vehicles will be committed as directed by this Battalion.

(c) Two 5-ton tractors also participated in moving steel planking with S&P semi-trailers from Sakon Nakhon to Nakhon Phanom in the northeast, for approximately 40 days. This commitment was at the request of the Royal Thai Air Force.

(d) During the past quarter, the company traveled approximately 349,000 miles which can be credited to a multiple type mission.

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(6) The 313th Transportation Company (Mdm Trk-Refrigerator) continued to perform its line haul of refrigerated cargo. In addition, the company was committed for drive-away operations and line haul of general cargo during slack periods. The platoon in Bangkok was displaced to Korat and replaced by the newly arrived 33rd Transportation Platoon (Refrigerator). Major problem areas confronting the company are a shortage of refrigerator mechanics (see para 4), motor vehicle safety, and inadequate aluminum welding support by the direct support maintenance activity (see para 5).

(7) The 33rd Transportation Platoon (Refrigerator) arrived in-country on 28 December 1967, underwent training, and became fully operational almost immediately. The platoon was utilized temporarily for drive-away operations and line haul operations. It was then displaced to Bangkok to perform line hauls from the centralized Class I distribution activity.

(8) The 138th and 254th Transportation Detachments (Trailer Transfer Point Operating) arrived in-country during the reporting period. Within forty days they had received unit equipment, become established at new maintenance facilities, and initiated trailer transfer operations, supply, and maintenance functions. Both are fully utilized and are operating at various locations:

(a) The 138th Detachment operates four trailer transfer points. They are Camp Vayama post, Camp Vayama Ammunition Supply Point, and the Deep Water Port, all at Sattahip, and also the trailer transfer point at Panom Sarakham.

(b) The 254th Detachment operates three points, one at Khon Kaen, one at Camp Friendship, and one at the Camp Friendship Ammunition Supply Point. It is also tasked with maintaining all equipment log books and preventive maintenance rosters for all trailers in the Battalion system.

4. (U) Personnel:

A. The personnel situation of this battalion experienced a sizeable fluctuation during this quarter. Starting at a relatively favorable level, the personnel strength level dipped drastically during the course of the quarter, and only improved slightly during the very latter part of the period. In several cases, assigned strength reached 50% of authorized strength for subordinate units. Extensive use of involuntary extensions and reassignments of personnel into critical areas alleviated this problem to the extent that mission capability was not drastically reduced. The situation improved slightly toward the end of the reporting period, and current indications, based on supplemental requisitions to higher headquarters and returned validations, point toward an almost total elimination of this problem during the coming quarter.

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B. The latter stages of this quarter saw a large increase in total Battalion assets with the arrival of one (1) truck company, one (1) reefer platoon, and two (2) trailer transfer point teams. All of these units were organized at Type "A" TOE configuration, and arrival in-country at or near complete authorized strength. Initial minor personnel problems on inprocessing and organization were experienced and solved, as quickly as possible. The long range problem of sizeable personnel rotations occasioned by unit PCS movement from prior stations will be approached from two directions. The first phase will consist of spreading DEROS dates within the new units IAW USARSUTTHAI Reg 614-200. Subsequently, personnel will be reassigned between units within the Battalion. These two actions will result in reducing individual unit rotations of personnel to not more than 25% of assigned strength during any one month. A residual problem resulting from the fact that these new units arrived during the same period as the original units comprising the Battalion will be experienced, but as proper requisitioning procedures have been instituted, the overall effect will be minimal.

C. The local national personnel situation improved over the quarter, despite a total freeze on hiring imposed during the latter stages. The favorable hire situation mentioned in the previous quarters' report enabled this Battalion to establish and maintain a somewhat reduced, but basically loyal and experienced LN labor force. This achievement is illustrated by the extremely low LN labor turnover since the freeze was imposed. Labor problems were almost nonexistent as no major labor problems were experienced during the period. The majority of LN employees have been with this organization for over nine months, and have become efficient and diligent members of the Battalion.

D. Shortage of qualified personnel in the following critical MOS remains a serious problem:

<u>MOS</u>	<u>AUTH</u>	<u>OIH</u>	<u>SHORTAGE</u>
Refrigeration Mechanics (51L20)	15	5	10
Wheel Mechanics (63B20)	64	42	22
(63C30)	23	17	6
First Sergeants (64C50)	8	5	3

5. (U) Maintenance:

A. Specific problems related to mission essential equipment identified as follows:

(1) The International Harvester Corporation 5-ton tractors assigned to the 53rd Transportation Company (Mdm Trk-Cgo) have developed

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acute clutch problems. These vehicles have not withstood the 12S/T rated loads. To partially alleviate this problem, loads have been reduced to 9 short tons. Further, a spare parts problem exists in that parts for these commercial type vehicles are not stocked in country and must be obtained directly from Depot stocks in Okinawa. M52A2 5-ton tractors have been requisitioned to replace the IHC tractors. Partial shipments of the M52A2 have been received and when requisition is completely filled the problem of limited load will be resolved.

(2) Many of the 12-ton stake and platform trailers assigned to this unit are 1952 models. During the past six months many of their components have deteriorated such as the platform bed, side boards, brake lines, electrical wiring, and landing gears. Extreme difficulty has been experienced in obtaining replacement of these type of items through normal supply channels. Recently, brake lines and electrical wiring have been obtained through other than US Army sources.

(3) An unsatisfactory deadline rate has been experienced on the 7½ ton refrigerator van trailers assigned to the 313th Transportation Company (Mdm Trk, Reefer). Lack of spare parts is one of the major causes, such as parts for the starter motors and military standard engines for the six models of Thermo-King units. Another cause is the failure of spring shackles and subsequent loss of spring shackle pins for trailers. 3rd echelon support has fabricated spring shackles with a lubrication fitting for durability. Further, pilferage of copper tubing brake lines has been experienced from trailers operating in the Bangkok area. Quantities of copper tubing have been obtained through other than US Army sources and added security measures have been enforced to prevent pilferage.

(4) The M51A2 dump trucks assigned to the 260th Transportation Company have sustained extreme wear and tear due to 24 hour per day usage for the past 11 months required by the 809th Engineer Battalion in construction of the Inland Road. A maximum effort is being made by 2nd and 3rd echelon maintenance to keep 50% of these vehicles on the road. However, both 2nd and 3rd echelon personnel advise that deterioration of vehicles has reached a point that continued safe operation is questionable.

(5) The major type of mission equipment assigned to this Battalion is the M52A2, multifuel engine powered, 5-ton tractor. Due to the complexity of the engine and the special skill required on the part of drivers to operate it, maintenance is a continual problem. This necessitates a even flow of parts to 2nd and 3rd echelon maintenance support to maintain acceptable availability rates. However, availability of parts has been very sporadic as demonstrated by the fact that at times a unit will receive enough parts at one time to achieve a 85% availability rate and two weeks later fall to 60% due to the lack of parts. This is especially true in the case of engine replacements and fuel pumps. Further,

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SUBJECT: Operational Report for the Quarterly Period Ending 31 January 1968, from Headquarters, 519th Transportation Battalion-Truck, UIC-WFSOTO (RCS CSFOR-65) (U)

throughout this reporting period an extreme shortage of voltage regulators, radiators, fuel filters, and head gaskets has been experienced. To partially alleviate some of these problems, this headquarters has requested that IHC tractors, being replaced by M52A2 tractors be maintained in country as maintenance floats for deadlined tractors.

(6) Extreme shortages of the following PLL and fringe items have been experienced: tires, tubes, and tire patches. These shortages have been partially alleviated by obtaining them from other than normal US Army supply sources.

B. Units receiving CMMI's this period were all rated satisfactory.

C. The following action has been taken or are planned to improve maintenance:

(1) Up-grading requisitions to priority 02 for mission essential equipment parts.

(2) Closely controlled substitution of parts on deadline equipment.

(3) Two (2) shift operation of maintenance personnel.

(4) Continual personal follow-up with supply channels.

(5) Formal training programs for mechanics and drivers on maintenance and operation of equipment using civilian technicians as instructors.

(6) Use of civilian technical representative channels to expedite shipment of parts.

(7) Revision and re-evaluation of maintenance management for greater efficiency.

(8) Revision of daily maintenance status reporting with the objective of readily pinpointing problem areas.

(9) Movement of vehicles by use of scheduled convoys to control operator maintenance, allow for safer operation, and controlled utilization of equipment.

(10) Training of line haul units (Medium Truck) to operate and maintain special mission trailers (reefers and POL) in order to eliminate using prime movers of one unit to deliver to final destinations thus affording more maintenance time for refrigerator and petroleum units and more efficient use of the line haul system.

(11) Limit operation of M51A2 dumps to very short hauls.

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6. (U) Logistics:

A. The overall logistical situation for this Battalion is steadily improving. A recent inflow of M52A2 5-ton, 6X6 tractors, has alleviated critical shortages in that area. Problems are still being encountered in obtaining replacement M349A4 reefer vans for those turned in unserviceable. This situation could be partially eliminated if the Direct Support Unit is provided aluminum welding capability enabling them to repair the reefer vans. Under the present system, a reefer van requiring even minimum aluminum repair work must be evacuated to Okinawa for lack of proper welding equipment.

B. During the past quarter four new units arrived in country: the 33rd Reefer Platoon, 138th Transportation, 254th Transportation Detachment and the 569th Transportation Company. With a few exceptions the units arrived in country with all authorized TOE items of supply. The Trailer Transfer Detachments are short one (1) each 3/4 ton truck. They have been on requisition since before arrival in country, but status on an EDD is not available. A letter has been written to the Director of Supply, Ft. Lewis, Washington requesting status of the vehicles. If the reply indicates the vehicles are not available, the present requisitions will be cancelled and efforts will be made to obtain the vehicles at this station. The 33rd Reefer Platoon arrived in country less one (1) M349A4 van authorized by their TOE. Follow up action has been initiated to determine the location of the missing van. However status has not been received. A second reefer van belonging to the platoon was damaged in an accident enroute to Korat. Again this shortage could have been alleviated if the Direct Support Unit was equipped to service reefer equipment.

C. Construction at the new Khon Kaen Camp Site, now being occupied by the 569th Transportation Company, is proceeding on schedule. AMPAC Construction Company indicates that all completion dates will be met. However, the lack of an adequate water and power supply is reaching a critical stage. Under the present system, water must be transported into the camp and stored in a stationary 6,000 gallon tank. This is barely adequate to meet the present needs of the camp and with the advent of two hundred and fifty additional troops next month for a SEATO exercise, it is highly probable that the present water supply will be inadequate. Attempts to sink a well were initiated over three months ago; however they have been abandoned several times for equipment malfunctions and lack of proper drilling equipment. The project is now at a standstill. This command will make every effort to insure that this project be given first priority and that drilling activities resume immediately. The electrical power sources at Khon Kaen is presently being provided by two 100 K/W generators. With the completion of added facilities in the near future, an additional power source will be needed. AMPAC has indicated that three (3) each 150 K/A generators will be available when the new construction is completed. It is

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strongly recommended that commercial power from the city of Khon Kaen be provided for the Camp. This would prove a more economical and dependable power source and generators could be used as an emergency power source should local power fail.

D. The installation facilities at Sattahip are steadily improving with the maintenance facility for the 505th Transportation Company nearing completion. The new motor pool facility for the 313th Transportation Company in Korat was completed in January 1968. The 53rd Transportation Company has a similar facility scheduled for construction in the near future. The plans are still at the drawing board stage; however MCA funds have already been appropriated for this undertaking and construction should begin sometime during the first quarter of 1968. Construction on trailer transfer points at Camp Vayama, Phanom, Korat Ammunition Supply Point and Khon Kaen progressed to an extent that they were put into operation. The use of these points has greatly increased the efficiency of the LOC operations. Operations and maintenance facilities of these points will be completed in January 1968. Burns were completed at Phanom and Khon Kaen in time for use for P-972. Lack of electricity and power sources for the trailer transfer points at Camp Vayama and Phanom are existing problems. Until electricity is furnished these facilities will not become completely operational.

E. Problems concerning reports of survey on dump trucks, being utilized by the 260th Transportation Company in support of the 809th Engineer Battalion, are increasing. Since the trucks are on loan from project stocks, surveys are being forwarded to the accountable officer in Okinawa for appointment of a surveying officer resulting in undue delays in releasing these vehicles for repair. The unnecessary delay could be avoided if project stocks were authorized to appoint a surveying officer for release or disposition of the vehicles in question. Efforts by this command are being made to effect such an agreement with the accountable officer in Okinawa. Action is being taken to initiate surveys from this headquarters.

F. A supply inspection of all units in Battalion except the 138th Trans Det, 254th Trans Det and Headquarters Detachment was conducted during period 4 to 20 Jan 1968. The deficiencies found were generally attributed to lack of trained supply personnel in the 505th Trans Co and 291st Trans Co. These units have been operating without qualified supply Sergeants for a considerable period of time. The 313th Trans Co has recently lost the supply Sergeant and it is expected that the supply situation will deteriorate unless a qualified replacement is assigned. The 569th Trans Co was in process of unpacking after recently arriving in the country. This unit is scheduled for re-inspection on or about 15 Feb 1968. In addition to personnel shortages mentioned above, the Battalion property book section and headquarters detachment are short supply Sergeants.

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SUBJECT: Operational Report for the Quarterly Period Ending 31 January 1968, from Headquarters, 519th Transportation Battalion-Truck, UIC-WFSCTO (ACS CSFOR-65) (U)

G. During the months of Nov and Dec 67 the Battalion S-4 was actively engaged in planning and actual reception of 360 troops. Messing, billeting and transportation were coordinated and provided.

H. During this quarter accountability of 12 ton stake and platform trailers were transferred from truck companies to Battalion. With arrival of the 569th Transportation Company, trailer assets were increased to 300 trailers. A WBTOC issue of an additional 120 trailers is expected to be received in Feb 68. This will improve tractor-trailer ratio which has been 1:1.25 and a limiting factor on cargo hauling capability. Receipt of additional trailers will provide a 1:1.75 ratio. However, the optimum ratio is 1:2.5, requiring an additional 180 trailers.

SECTION 2, PART I: COMMANDERS OBSERVATIONS- LESSONS LEARNED

1. (U) Personnel:

A. During the reporting period, the Battalion Staff experienced almost a 100% turnover of officers and key enlisted personnel. This condition was compounded because full operations were, for the first time, being initiated. Plans are now in effect to spread the rotation dates of key personnel in order to minimize a recurrence of the above.

B. There is a shortage of school trained mechanics within the command. This deficit has been overcome in part by on-the-job training. A lack of trained mechanics makes it difficult to reduce deadline rates.

2. (U) Operations:

A. TO/E rated capabilities of units in this environment are unrealistic. Cargo hauled in the 12 ton S&P Trailers tends to cube out before the rated weight capacity is attained, thereby reducing the TO/E rated capacity. In addition, Type B units do not operate as effectively as Type A units, degrading the capability by approximately 25%. The roads over which the units must operate are also a limiting factor. In this particular environment, 50% - 60% of the Line of Communication consists of unimproved roads still under construction.

B. Military Police and Thai Highway Police have proven invaluable in the successful accomplishment of P-972 convoys thus far. The roads over which the units operate are narrow, 2 lane, and fairly congested. The police have managed to attain priority for the convoys carrying P-972 Cargo.

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SUBJECT: Operational Report for the Quarterly Period Ending 31 January 1968, from Headquarters, 519th Transportation Battalion-Truck, UIC-WFSOTO (RCS CSFOR-65) (U)

C. In order to effectively plan convoy operations, commitments should be received by the Battalion in sufficient time to allow for thorough planning, particularly in view of the poor communications available at this location.

3. (U) Training and Organization:

A. Two Trailer Transfer Point Operating teams have been received in the country during the reporting period. However, this has proved to be insufficient. One team is operating four points, three in the Sattahip Port area. It is felt that a minimum of two additional teams is required to perform satisfactorily in these areas.

B. In order to effectively control the line of communications it has been necessary to displace platoons of two of the companies from time to time. It is believed that if the 291st Trans Company were positioned in Phanom Sarakom, the constant shifting of platoons would be eliminated and the line haul units would be most effectively positioned.

C. Since the "heart" of the operations is at the port of Sattahip, and since a large part of the Battalion's assets are located there, it is believed that Battalion Headquarters should also be positioned at Sattahip. This would allow the Battalion staff to be more responsive to changes in requirements that occur from time to time at that location.

4. (U) Intelligence:

No significant intelligence activity noted during reporting period.

5. (U) Logistics:

A. Maintenance problems continue to detract from mission accomplishment. The high deadline rate is due to shortages of school-trained mechanics, inability of Thai drivers to effectively operate the complicated pieces of equipment, road conditions encountered, and inadequate flow of repair parts.

B. The ratio of tractors to trailers is 1:1.25. It is believed the optimum ratio is 1:2.5 in this operation. During the reporting period, information has been received that an additional 120 trailers would arrive in a relatively short period of time. When they are received in country the ratio of tractors to trailers will be 1:2.

6. (U) Other: None.

THLC-GSC

1 February 1968

SUBJECT: Operational Report for the Quarterly Period Ending 31 January 1968, from Headquarters, 519th Transportation Battalion-Truck, UIC-WFSCTO (RCS CSFOR-65) (U)

SECTION 2, Part II: COMMANDER'S RECOMMENDATIONS

1. (U) Personnel:

That action be taken to insure that almost 100% of key staff personnel do not rotate in a relatively short time frame. This would eliminate much "groping in the dark" as was experienced by the present staff during their first several weeks of operations.

2. (U) Operations:

That logisticians and staff officers re-evaluate present TO/E rated capabilities to determine their adequacy, particularly where they apply to units operating in developing countries. A revision of TO/E rated capabilities would permit staff officers to be more realistic in their planned employment of operating organizations.

3. (U) Training and Organizations:

That recently submitted recommendations for augmentation of Trailer Transfer Point Operating detachments be approved by higher headquarters as quickly as possible.

4. (U) Intelligence: None

5. (U) Logistics:

A. Recommend that action be taken to speed up the flow of critical repair parts. Particular a smooth, adequate input of multi-fuel engines into the command is urgently required. In the past the engines have been received sporadically, and never in adequate numbers to meet requirements.

B. An MTOE is being initiated to acquire an additional sixty (60) M127 12-ton S&P Trailers. When they are acquired, the optimum ratio of tractors to trailers of 1:2.5 will be attained. Recommend that the 120 trailers that have been identified as dues-in be expedited.

6. Other: None

7 Incls

1. Organization Chart
2. Mission Statement
3. Strip Maps-Line of Communication
4. Operations Report, 1 November 67-31 January 68
5. Training Schedule, 3d Quarter FY 68
6. Roster of Officers
7. LN Personnel Status Report

Jack J. Schwartz
JACK J. SCHWARTZ
LTC, TC
Commanding

Withdrawn, Hqs, DA

TELC-DC (14 Feb 68)

1st Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 January
1968 from Headquarters, 519th Transportation Battalion UIC
WFSQTO (RCS CSFOR-65) (U)

HQ, 9th Logistical Command, APO 96233 28 Feb 68

TO: Commanding General, U.S. Army Support Thailand, ATTN: G3, APO 96233

The following comments are submitted pertaining to Section 2, Part II,
Commander's Recommendations:

a. (U)Personnel: To preclude a 100% rotation of key staff officers and company grade officers at one time, inter-unit transfers have been made and key staff officers' DEROS have been adjusted to allow for a thirty (30) day overlap with their successor.

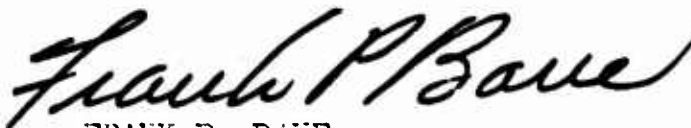
b. (U)Operations: Concur that the capabilities of the truck companies are degraded due to poor road conditions, employment of Local National drivers and the long LOC our trucks operate over. This headquarters considers these factors when assigning missions to the 519th Transportation Battalion, in order not to over commit the unit. I do not recommend that the present Army wide TOE be degraded.

c. (U)Training and Organization: The personnel increase in the Trailer Transfer Point Operating Detachments are included in the recent USARPAC reorganization study of USARSUPTHAI. Approval is expected of this study.

d. (U)Logistics:

(1) This command anticipates that the monthly input of multifuel engines will average forty-five (45) for the next four (4) months.

(2) The one hundred twenty (120) trailers are a WABTOC item and are required in-country as soon as possible.



FRANK P. BANE
Colonel, CE
Commanding

THOP-OP (31 Jan 68)

2nd Ind

SUBJECT: Operational Report for the Quarterly Period Ending 31 January
1968 (RCS CSFOR - 65) 519th Transportation Battalion WFSQTO

Headquarters, United States Army Support Thailand, APO 96233 29 FEB 1968

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

TO: ACSFOR, Department of the Army, Washington, D.C. 20310

This Headquarters concurs with the comments and observations
made by the commanding officer of the 9th Logistical Command.

FOR THE COMMANDER:



DEAN E. ADAMS
MAJOR, AGC
Asst. Adjutant General

23
GPOP-DT (31 Jan 68) 3d Ind (U)
SUBJECT: Operational Report for the Quarterly Period
Ending 31 Jan 68 from HQ, 519th Trans Bn
(UIC: WFSQTO) (RCS CSFOR-65)

HQ, US Army, Pacific, APO San Francisco 96558 22 MAR 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 indorsements and concurs in the report as
indorsed.

FOR THE COMMANDER IN CHIEF:

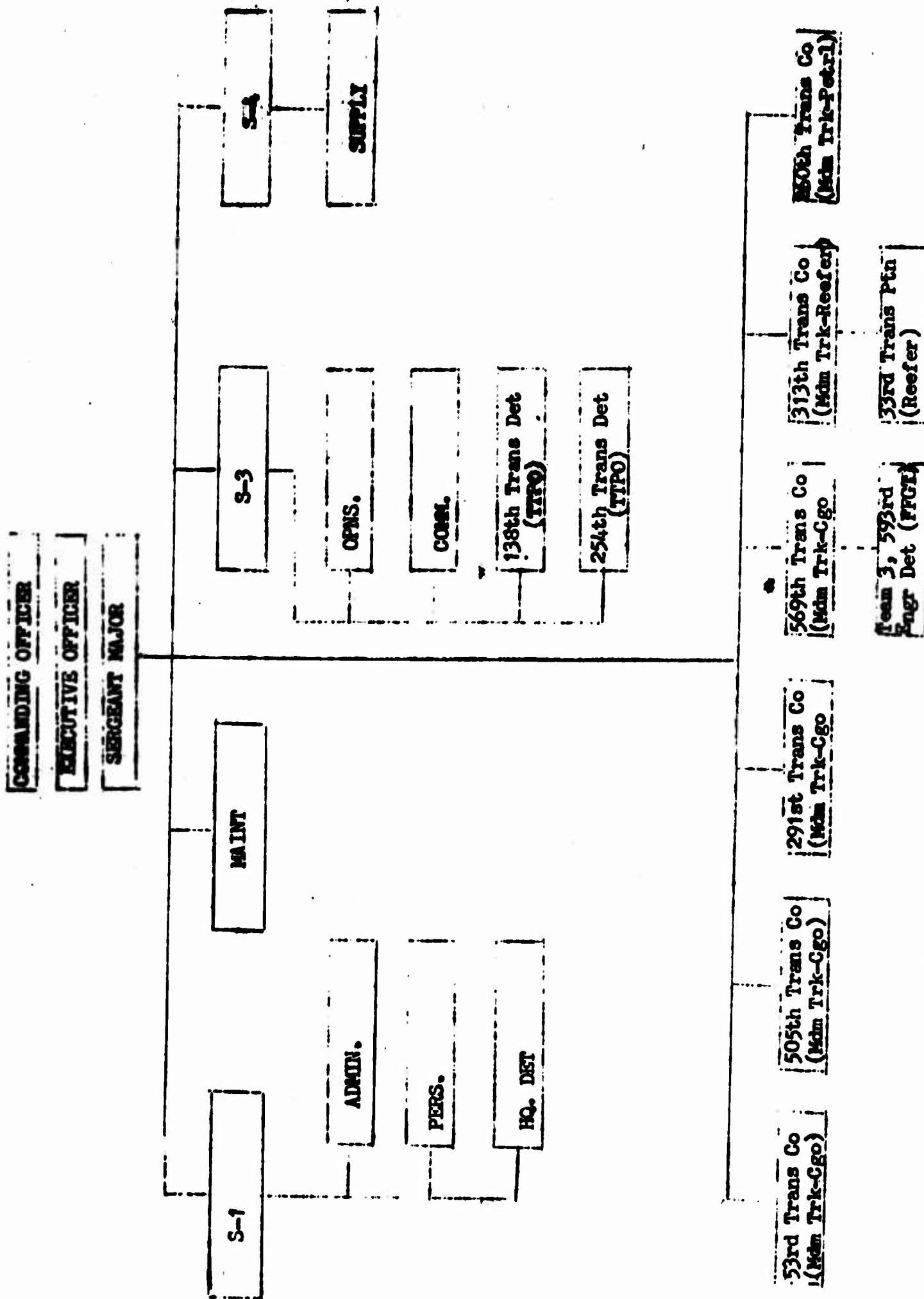


K. F. OSBOURN

MAJ, AGC

Asst AG

23-



Incl 1

DEPARTMENT OF THE ARMY
HEADQUARTERS, 519TH TRANSPORTATION BATTALION (TRUCK)
APO 96233

ROLES AND MISSIONS

1. Provide command and control over the operation of all Transportation Truck Units in Thailand.
2. Promulgate standing operating procedures to be followed by subordinate units.
3. Receive and translate commitments from higher headquarters for local and line haul highway transportation into specific units of vehicles required.
4. Evaluate highway traffic plans for determination of best routing.
5. Plan and schedule tasks to conform with the overall movement program and with operation requirements.
6. Assign hauling tasks to specific subordinate units on the basis of their capabilities.
7. Direct and supervise the carrying out of operational assignments by subordinate units.
8. Supervise, coordinate, and assist subordinate units in matters of administration, supply, maintenance, training and communications, to include utilization of LN employed as personnel fill in Type B units.
9. Control and supervise the transfer of personnel and cargo from one mode of transportation to another at established truck terminals.
10. Provide personnel and assistance as required by the Staff Transportation Office, 9th Log Comd in making route surveys or inspections, and establishing reports.
11. Provide liaison with Royal Thai Government Agencies, as required, to insure the smooth flow of cargo by highway through Thailand.

Incl 2

ROAD MOVEMENT TABLE
ROUTE GREEN: CAMP VAYAMA TO PHANOM SARAKHAM

MAP REFERENCE: THAILAND SERIES L509 1:250,000

DATE: 20 October 1967

FROM (a)	TO (b)	ROUTE	CHECK POINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
Vayama Ammo Holding Area Pad 10	RJ, Route #3 (Starting Point - SP)	Ammo Holding Area Access Road	Check Point #1 CQ 0505	(6 Min)	H-0:06	1.9	MPs assist in crossing Route #3.
SP Check Point #1	RJ Inland Road and East - West Hwy	East - West Hwy	Check Point #2 CQ 1407	20 Min	H+0:20	6.6	Turn left at RJ at CK PT #2
RJ Inland Road East - West Hwy	Camp Lightening	Inland Road	Check Point #4 CQ 2029	55 Min	H+1:15	28.4	Emergency stops and hourly stops possible almost everywhere enroute
Camp Lightening	K-44	Inland Road	Check Point #6 CQ 4784	85 Min	H+2:40	41.9	Rest stop on Inland Road 5.3 miles North of K 44
K-44	RJ Inland Road Route # 304	Inland Road	Check Point #8 CR 4413	55 Min	H+3:35	28.1	Turn right at RJ at CK PT #8
RJ Inland Road Route # 304	RJ Route #304, entrance to Camp Charn Sinthope (Release Point - RP)	Route #304 (Freedom Hwy)	Check Point #10 CR 5722	25 Min	H+4:00	10.2	Turn right at access road at CK PT #10
RP Check Point #10	Trailer Transfer Point Phanom Sarakham	Access road to Camp Charn Sinthope		(1 Min)		0.1	Turn left into TRP
TOTALS						117.2	

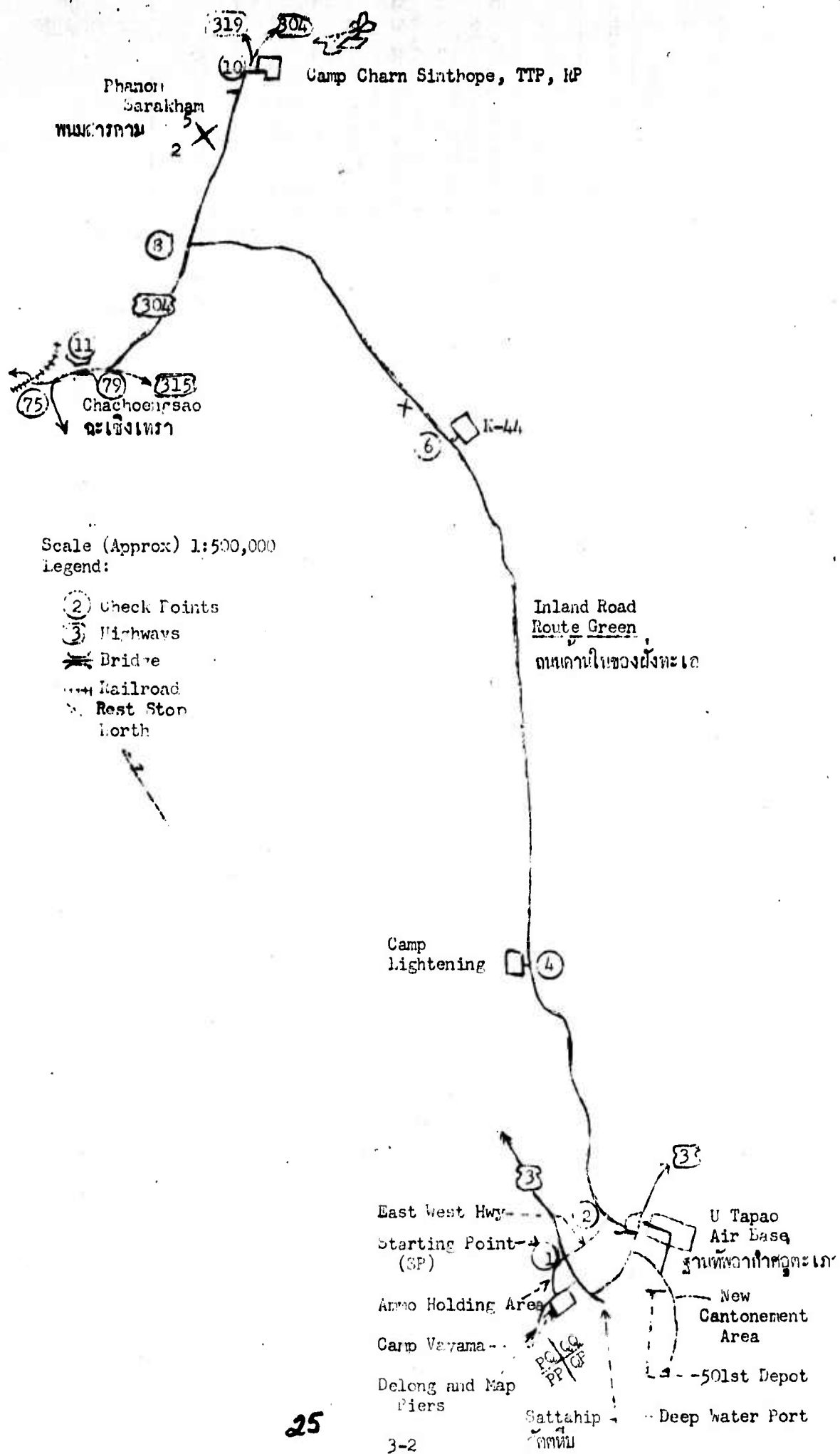
RATE OF MARCH: 30 MPH
MAXIMUM SPEED: 37 MPH
EMERGENCY STOPS AND HOURLY STOPS ARE POSSIBLE ALMOST EVERYWHERE ENROUTE.

Incl 3

3-1

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ROUTE GREEN: SATTAHIP TO PHANOM SARAKHAM TTP



ROAD MOVEMENT TABLE

ROUTE BLUE: CAMP VAYAMA TO PHANOM SARAKHAM

MAP REFERENCE: THAILAND SERIES L509 1:250,000

DATE: 20 October 1967

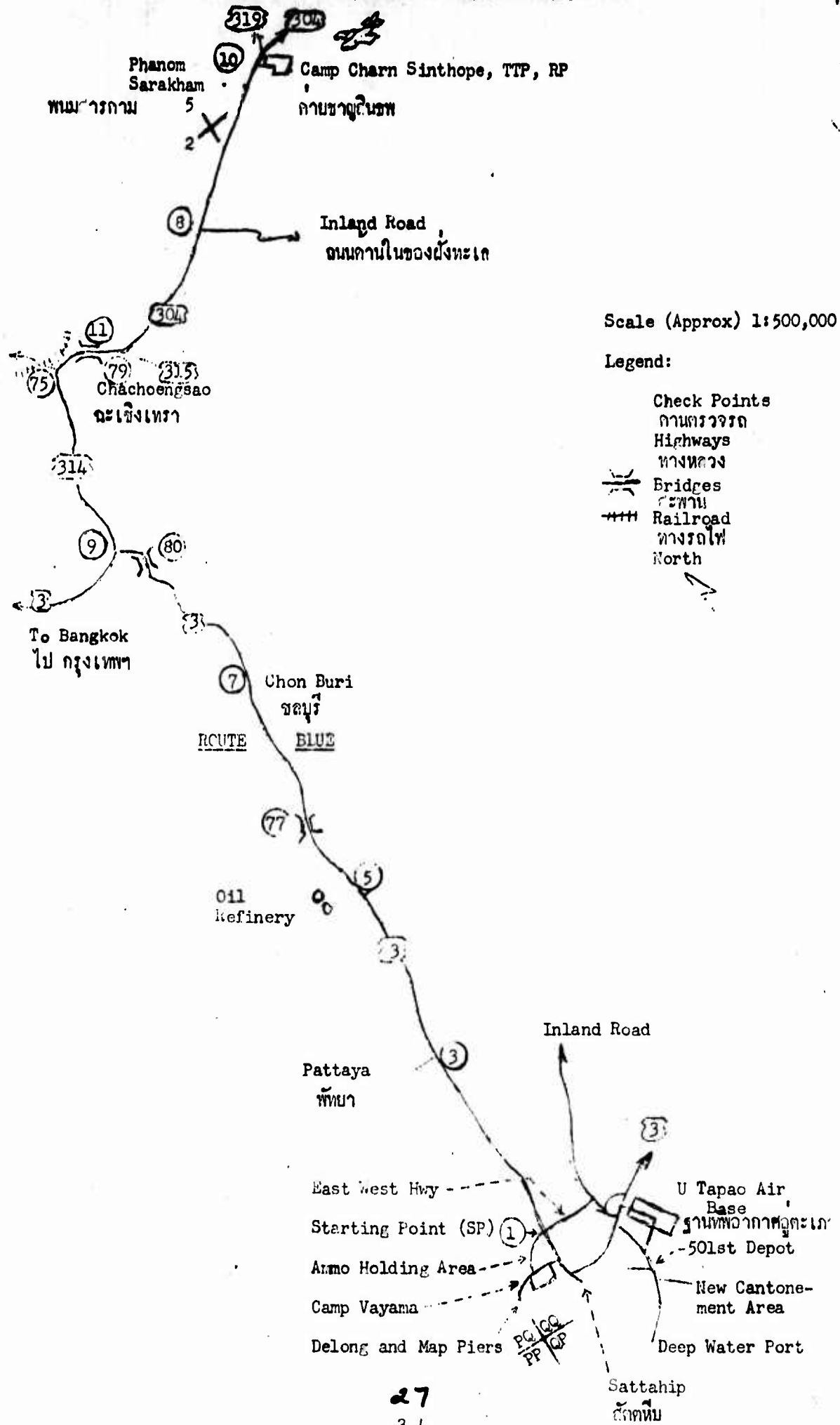
FROM (a)	TO (b)	ROUTE	CHECK POINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
Vayama Ammo Holding Area Pad #10	RJ Route #3 (Starting Point - SP)	Ammo Holding Area Access Road	Check Point #1 CQ 0505	(6 Min)	H-0:06	1.9	Turn left on Route #3 at CK PT #1
SP Check Point #1	Oil Refinery (on the west)	Route #3	Check Point #5 CQ 0849	55 Min	H+0:55	28.5	One lane Bailey bridge (#77) 8 miles north of CK PT #5
Oil Refinery	Chon Buri	Route #3	Check Point #7 CQ 1678	40 Min	H+1:35	19.5	Two lane bridge (#80) 9 miles north of Chon Buri
Chon Buri	RJ Routes 3 - 314	Route #3	Check Point #9 CQ 1595	30 Min	H+2:05	13.4	Turn right at CK PT #9
RJ Routes 3 - 314	RJ Routes 314 - 304	Route # 314	Check Point #75 QR 2314	31 Min	H+2:36	14.0	One lane bridge construction 2.8 miles north of CK PT #9 Turn right at CK PT #75
RJ Routes 314 - 304	RJ Routes 304 - 315	Route #304 thru Chachoengsao	Check Point #79 QR 2711	10 Min	H+2:46	5.6	Two lane bridge at CK PT #11, Chachoengsao. Turn left at CK PT #79
RJ Routes 304 - 315	Inland Road Entrance	Route #304 (Freedom Hwy)	Check Point #8 QR 4413	23 Min	H+3:09	11.4	Emergency stops and hourly stops possible almost anywhere enroute.
Inland Road Entrance	RJ Route #304 and Entrance to Camp Charn Sinthope (Release Point RP)	Route #304	Check Point #10 QR 5722	21 Min	H+3:30	10.2	Turn right at Access Road at CK PT #10
RP Check Point #10	Trailer Transfer Point, Phanom Sarakham	Access road to Camp Charn Sinthope		(1 Min)		0.3	Turn left into TYP.

RATE OF MARCH: 30 MPH
MAXIMUM SPEED: 37 MPH
EMERGENCY STOPS AND HOURLY STOPS ARE LIMITED ON ROUTE #3, IMPOSSIBLE ON ROUTE #304, ALMOST UNLIMITED ON ROUTE #304.

TOTALS

3:30 104.8

ROUTE BLUE: SATTAHIP TO PHANOM SARAKHAM TTP



ROAD MOVEMENT TABLE

ROUTE GREEN: PHANOM SARAKHAM TO KORAT

DATE: 20 October 1967

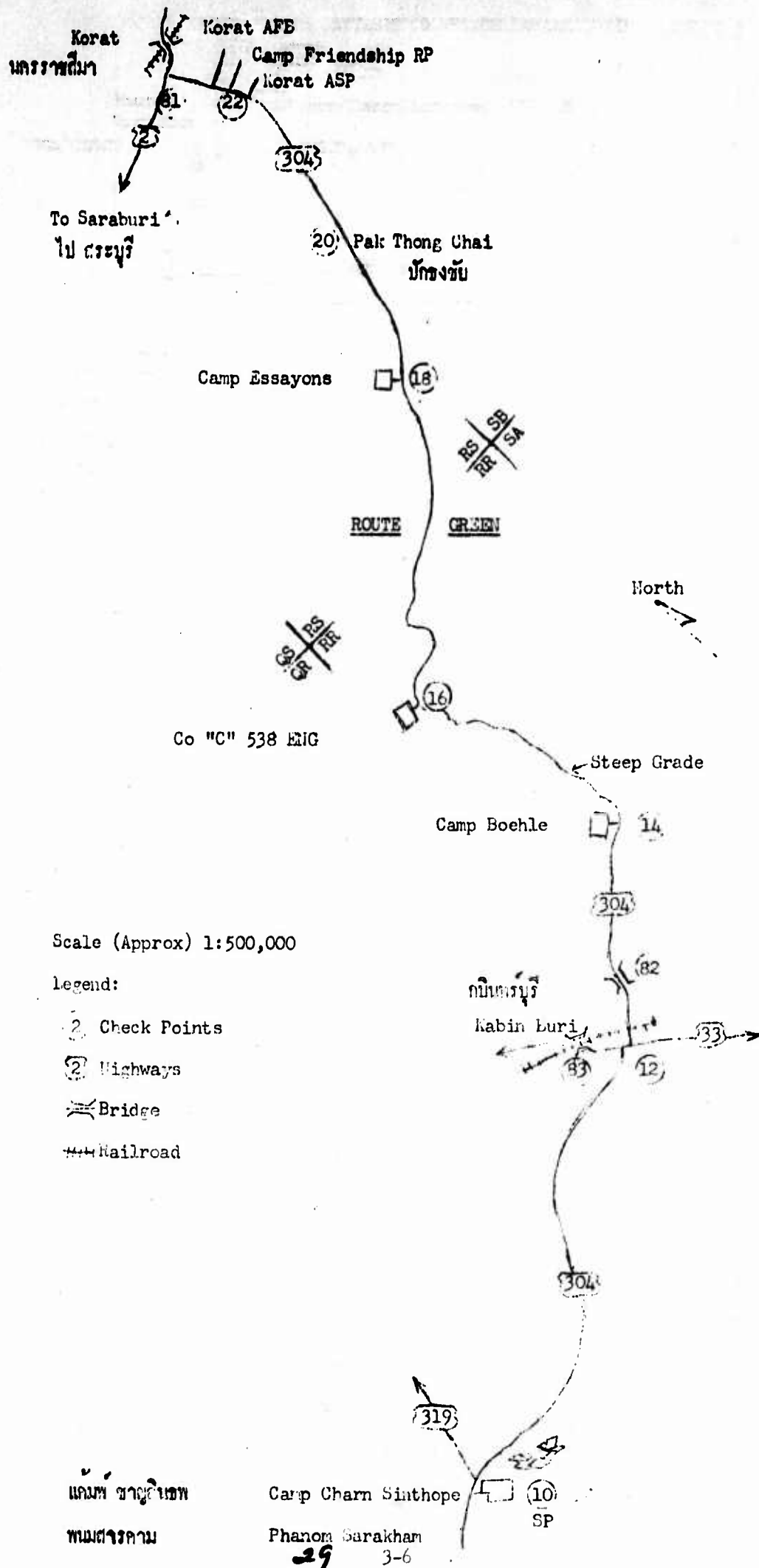
MAP REFERENCE: THAILAND SERIES L509 1:250,000

FROM (a)	TO (b)	ROUTE	CHECK POINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
Phanom Sarakham TTP	Route #304 at Starting Point - SP	Camp Charn Sint- hope access road	Check Point #10 QR 5722	(1 Min)	(H-0:01)	0.1	Turn right on Route #304 at CK PT #10
SP, Check Point #10	RJ Routes 304 - 33	Route #304	Check Point #12 QR 9845	60 Min	H+1:00	38.1	Turn right on Route #33 for 100 feet, then turn left on Route #304
RJ Routes 304 - 33	Camp Boehle	Route #304	Check Point #14 RR 1166	30 Min	H+1:30	14.9	Two lane bridge CK PT #82/only stopping place near Camp Boehle. Dirt road.
Camp Boehle	Company "C" 538 JIG EN Camp Sungwen	Route #304	Check Point #16 RR 0589	47 Min	H+2:17	21.3	bridge construction by-pass, steep grade 3 miles, winding road, construction.
Company "C" 538 ENG EN	Camp Essavons	Route #304	Check Point #18 RS 2215	66 Min	H+3:23	24.2	Emergency and hourly stops pos- sible enroute
Camp Essavons	Pak Thong Chai	Route #304	Check Point #20 SI 7929	25 Min	H+3:48	10.5	Rough road, road construction. stopping places limited.
Pak Thong Chai	Korat ASP/TTP entrance Release Point - RP)	Route #304	Check Point #22 SE 8647	22 Min	H+4:10	10.5	rough road, road construction. limited stopping places. Turn right at ASP.
Korat ASP/TTP	Camp Friendship, Rest Stop	Route #304	SE 9650	5 Min	H+4:15	2.5	Paved road.
TOTALS					4:15	122.1	Times do not include stops.

RATE OF MARCH: 30 MPH
MAXIMUM SPEED: 37 MPH

UNLIMITED STOPPING PLACES LIMITED BETWEEN CK PT 10 AND 12. STOPPING PLACES LIMITED BETWEEN CK PT 14 AND 22.

ROUTE GREEN: PHANOM SARAKHAM TO KORAT TTP



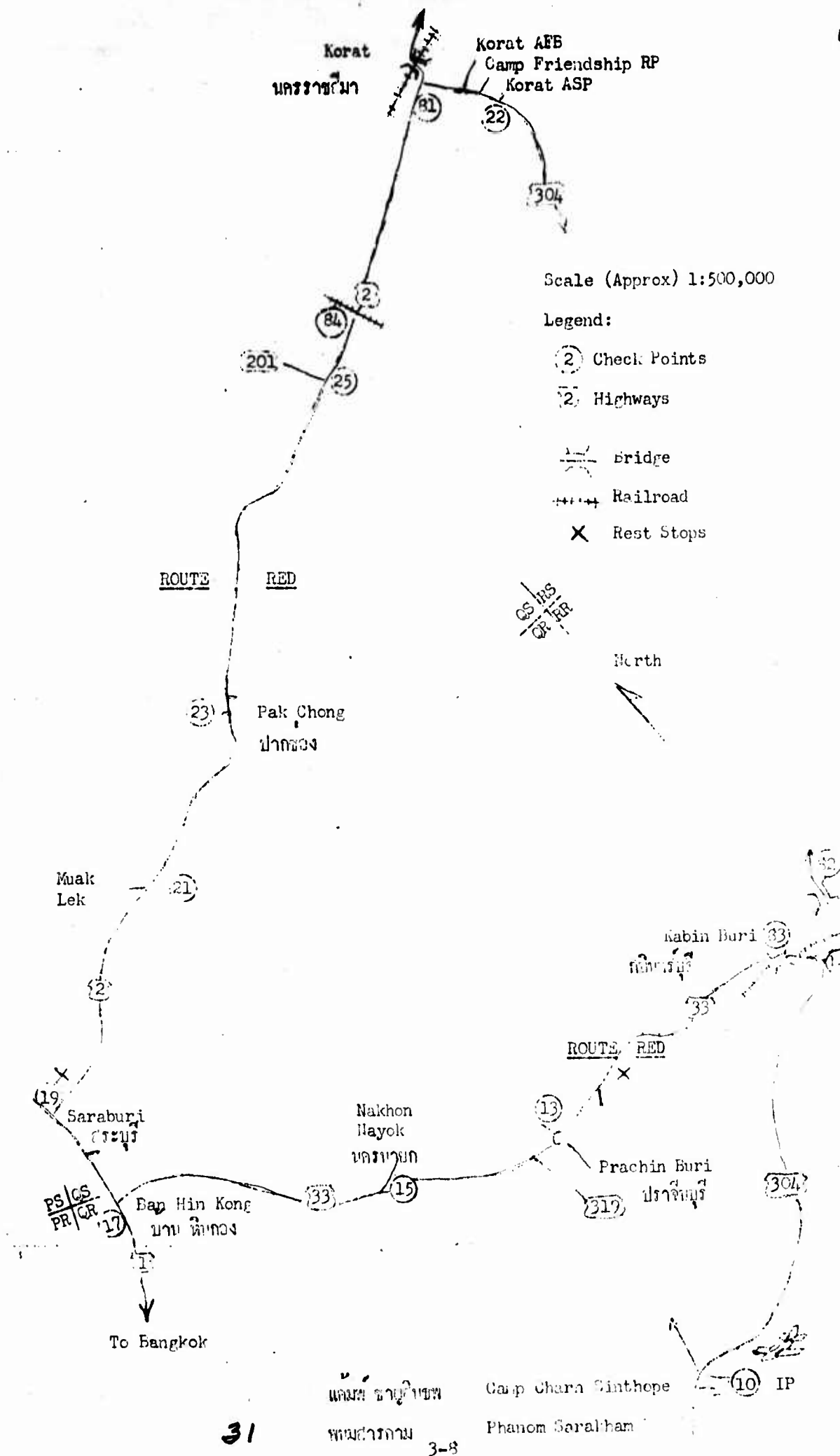
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MAP REFERENCE: THAILAND SERIES L509 1:250,000
 ROUTE RED: PHANOM S.R. JH.M TO KORAT
 ROAD MOVEMENT TABLE
 D.T.S: 20 October 1967

FROM (a)	TO (b)	ROUTE	CHECK POINTS M.P. REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
SP Check Point #10	RJ Routes 304 - 33	Route #304	Check Point #12 QR 9349	60 Min	H+1:00	38.1	Turn left on Route #33 at Ch PT #12
RJ Routes 304 - 33	Mabin Luri Bridge	Route #33	Check Point #33	10 Min	H+1:10	3.3	One lane bridge with railway at Mabin Luri. Dirt road 7.1 miles.
Bridge	Rest stop	Route #33	QR 6363	35 Min	H+1:45	24.3	Limited stopping places, narrow road.
Rest stop	Prechin Luri Traffic circle	Route #33	Check Point #13 QR 5664	15 Min	H+2:00	6.0	
Traffic Circle	Nakhon Nayok	Route #33	Check Point #15 QR 4071	25 Min	H+2:25	13.5	Turn left in town and turn right at next big intersection
Nakhon Nayok	Ban Hin Hong RJ routes 33 - 1	Route #33	Check Point #17 QR 0493	60 Min	H+3:25	28.3	Narrow paved road, turn right on Route #1
RJ Routes 33 - 1	Saraburi RJ Routes 1 - 2	Route #1	Check Point #19 QS 0706	15 Min	H+3:40	8.8	Wide paved road, turn right on Route #2
RJ Routes 1 - 2	Pak Lek Road, Thai-Danish Dairy-Milk Bottle	Route #2	Check Point #21 QS 3219	50 Min	H+4:30	24.5	Rest stop 0.6 miles from Saraburi. Steep grade, winding road.
Pak Lek Road	Pak Chong	Route #2	Check Point #23 QS 6027	35 Min	H+5:05	18.5	Frequent stopping places.
Pak Chong	RJ Routes 2 - 201	Route #2	Check Point #25 QS 6346	45 Min	H+5:50	25.5	Rest stop 2.5 miles east of Ch PT #25.
RJ Routes 2 - 201	RJ Routes 2 - 304	Route #2	Check Point #31 SB 8457	45 Min	H+6:35	25.3	Turn right on Route #304
RJ Routes 2 - 304	Korat ASP Kalamas Point (RP)	Route #304	Check Point #22 SB 8647	15 Min	H+6:50	8.0	Turn left to ASP
TOTALS					6:50	224.6	Times do not include stops.

RATE OF MARCH: 30 MPH
 MAXIMUM SPEED: 37 MPH

ROUTE RED: PHANOM SARAKHAM TO KORAT TTP



ROAD MOVEMENT TABLE
ROUTE GREEN: KORAT TO KHON KAEN

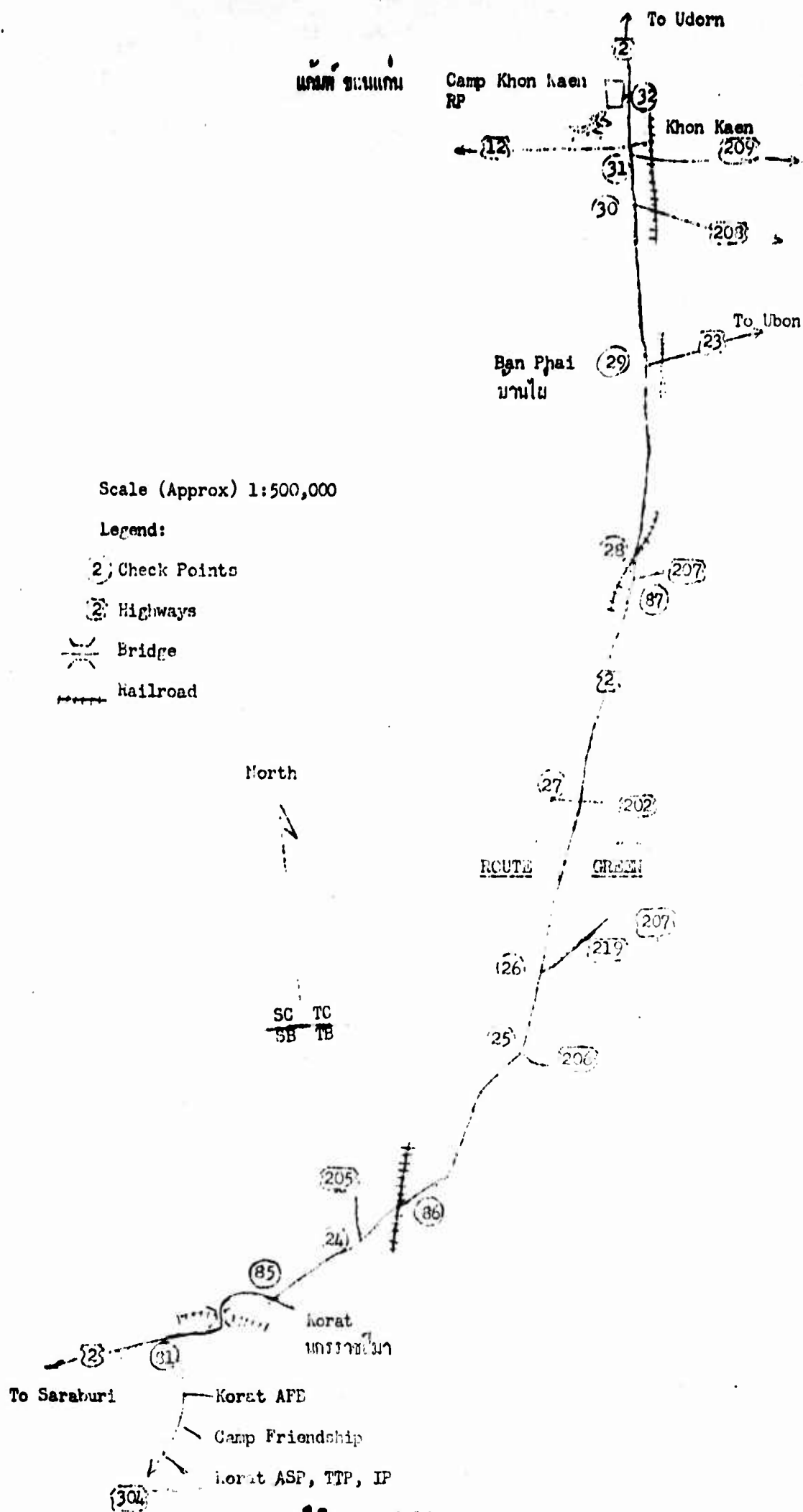
MAP REFERENCE: THAILAND SERIES L509 1:250,000

DATE: 20 October 1967

FROM (a)	TO (b)	ROUTE	CHECK POINTS		TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
			MAP REFERENCE (b)					
Korat "SP/TTP Starting Point (SP)	RJ Routes 2 - 304	Route #304	Check Point #81 SE 3456		14 Min	H+0:14	8.0	Turn right on Route #2, bridge over railroad 1 mile from CK PT #81
RJ Routes 2 - 304	Korat Intersection	Route #2	Check Point #85		10 Min	H+0:24	3.5	Turn left on Route #2
Korat Intersection	RJ Routes 2 - 205	Route #2	Check Point #24		10 Min	H+0:34	5.1	Straight Ahead
RJ Routes 2 - 205	RJ Routes 2 - 206 (Phi Fai turnoff)	Route #2	Check Point #25 TE 2237		51 Min	H+1:25	27.2	Bear left, emergency stops possible.
RJ Routes 2 - 206	Railroad Crossing	Route #2	Check Point #28 TO 4452		60 Min	H+2:25	37.4	Road surface deteriorating, repairs in progress, emer- gency stops possible.
Railroad Crossing	RJ Routes 2 - 23 and 2057 at Ban Phai	Route #2	Check Point #29 TO 5776		30 Min	H+2:55	13.4	Road repairs in progress emergency stops possible (Korat-Ubon direct traffic only turns right (east).)
Ban Phai	RJ Routes 2 - 12 Khon Kaen	Route #2	Check Point #31 TO 6313		55 Min	H+3:50	29.1	Emergency stops possible.
Khon Kaen	Camp Khon Kaen TTP Release Point (RP)	Route #2	Check Point #32 TO 6327		15 Min	H+4:05	9.2	Turn left into TTP
TOTALS						4:05	137.9	

RATE OF MARCH: 30 MPH
MAXIMUM SPEED: 37 MPH

ROUTE GREEN: KORAT TO KHON IAIN TTP



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ROAD MOVEMENT TABLE
ROUTE GREEN: KHON KAEH TO SAKHON NAKHON

MAP REFERENCE: THAILAND SERIES L505 1:250,000

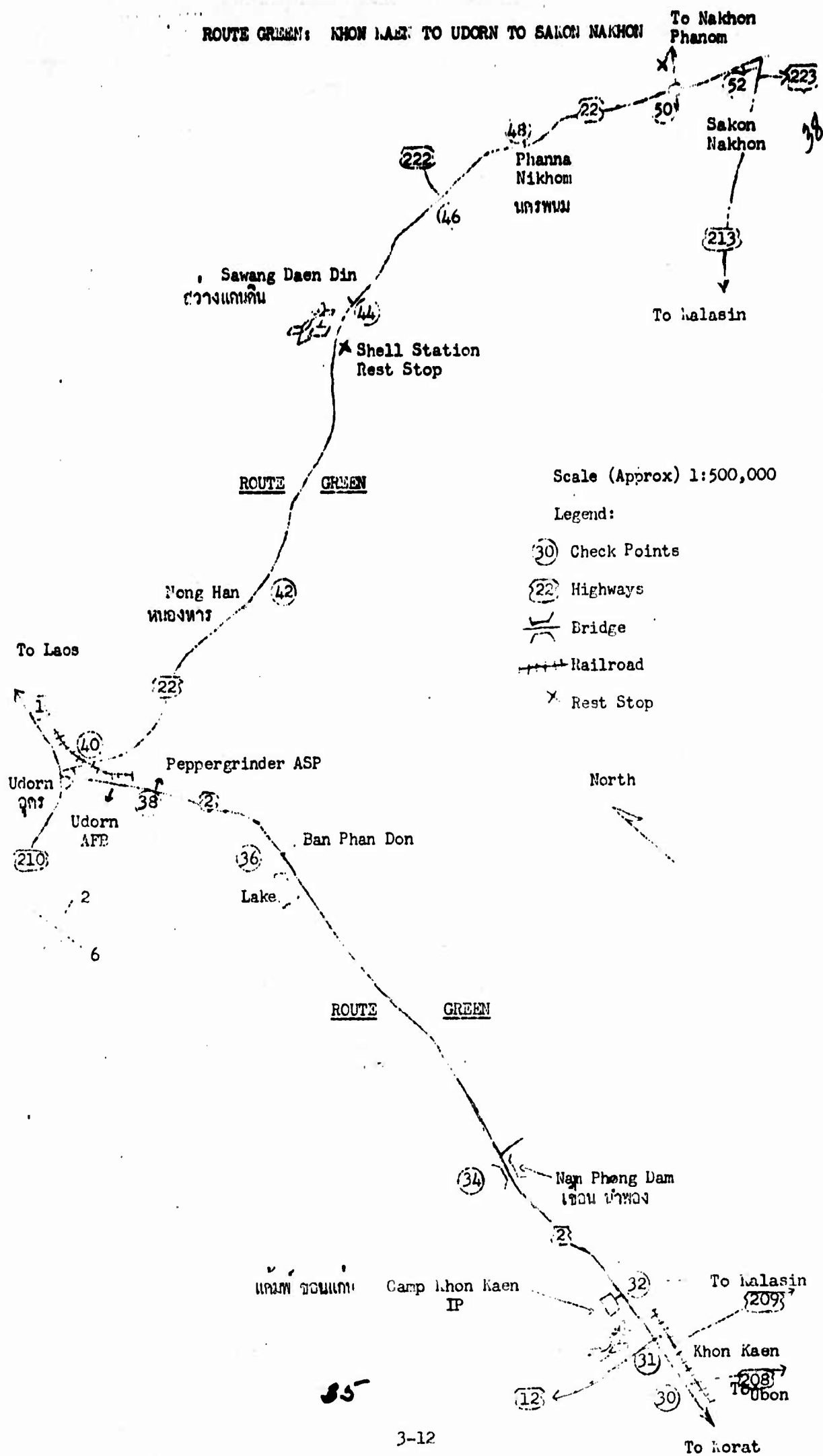
DATE: 20 October 1967

FROM (a)	TO (b)	ROUTE	CHECK POINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
Camp Khon Kaen TTP Check Point #2	Nam Phong Dam	Route #2	Check Point #34 TD 6649	18 min	H+0:18	14.2	Bridge over reservoir/emergency stops possible.
Nam Phong Dam	Ban Phan Don	Route #2	Check Point #36 TD 8294	52 min	H+1:10	31.6	Emergency stops possible.
Ban Phan Don	Udon traffic circle. - Route #22 is three blocks to the right.	Route #2	Check Point #40 At railroad crossing. TE 6625	40 min	H+1:50	20.0	Turn 3/4 of circle to right, turn right at second intersection, cross railroad tracks.
Udon	Nong Han	Route #22	Check Point #42 TE 9521	45 min	H+2:35	21.0	Route by-passes Nong Han, emergency stops possible.
Nong Han	Shell Gas Station	Route #22	Check Point #40 UE 3127	50 min	H+3:25	27.0	Rest stop at gas station, emergency stops limited.
Shell Gas Station	Rd Route 22 - 222	Route #22	Check Point #46 UE 6423	50 min	H+4:15	25.0	Rough road, emergency stops limited.
Rd Route 2 - 222	Traffic circle intersection Routes 22 - 223	Route #22	Check Point #50 VE 0401	50 min	H+5:05	26.0	Sakhon Nakhon traffic straight thru, Sakhon Phanom traffic turn left (See pg 3 - 13).
Traffic circle	Sakhon Nakhon To provincial capital	Route #223	Check Point #52 VD 1488	10 min	H+5:05	5.0	Bridges under construction, no emergency stops. Route 223 turns right at first intersection in SWA, four blocks to Route #213, turn right on 213. Turn left one block before capital.
Sakhon Nakhon	561st SIG CTR	Route #223	Check Point #54	10 min	H+5:15	6.0	Emergency stops limited.
TOTALS						175.8	Rest stops not included in travel time.

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3-11

ROUTE GREEN: KHON LAE TO UDORN TO SAKON NAKHON



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ROAD INCIDENT TABLE
 ROUTE GREEN: SALU. BALUCH TRAFFIC CIRCLE TO PHANOM PHANOM AFB

MAP REFERENCE: THAILAND SERIES 1509 1:250,000			DATE: 20 October 1967			REMARKS	
FROM (a)	TO (b)	ROUTE	CHECK POINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	
Continuous travel thru from when when to traffic circle					H+5:05		Continued from page 3-11
Traffic circle	at Route 22 - 2008	Route #22	Check Point #58	50 min	H+5:55	22.0	Next stop 1 mile north of traffic circle.
Check Point #50	Bar Nussan		VL 251a				
Bar Nussan	Phanom Phanom AFB	Route #22	Check Point #60	65 min	H+7:00	29.5	Kough road, emergency stops possible, turn left to enter MP Air Base
			TOTAL		7:00	51.5	

DATE OF LATEST: 30.11
 LATEST FLD: 27.11
 NEXT STOPS NOT INCLUDED IN TRAVEL TIME

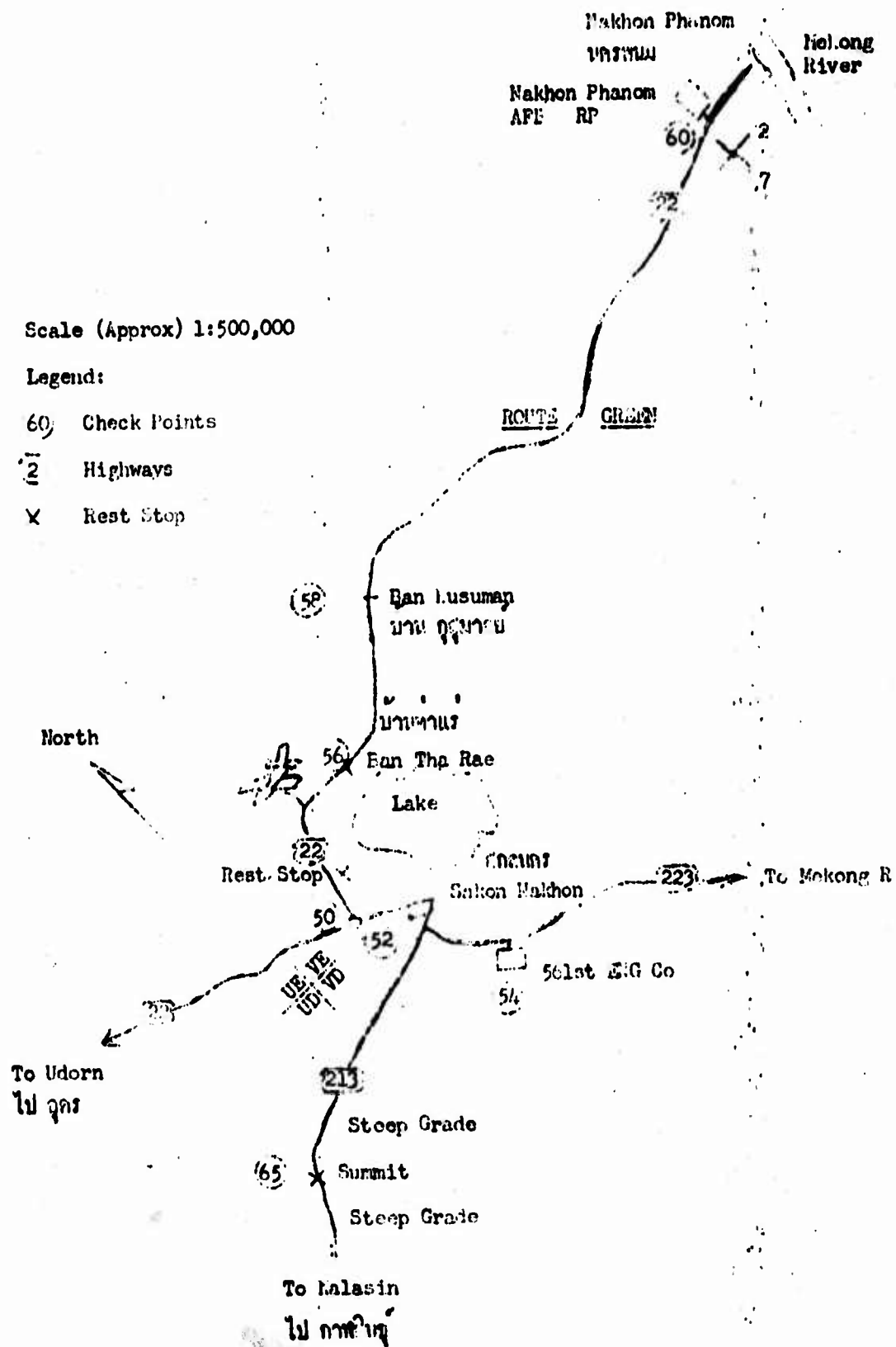
ROUTE GREEN: SARON NAKHON TO NAKHON PHANOM

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Scale (Approx) 1:500,000

Legend:

- 60, Check Points
- 2 Highways
- X Rest Stop



ROAD MOVEMENT TABLE

ROUTE ALPHA: KHON KAEN TO MAHA SARAKHAM

MAP REFERENCE: THAILAND SERIES L509 1:250,000

DATE: 20 October 1967

FROM (a)	TO (b)	ROUTE	CHECK POINTS MAP REFERENCE (c)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
Camp Khon Kaen S.F. TD 6827	R.J. Routes 2 - 209	Route #2	Checkpoint #31 TD 6817	18 Min	H+0:18	9.9	South on Route #2, take first left turn after R.J. Routes 2-12
RJ Routes 2-209	Chaing Yun (North of Highway)	Route #209	Checkpoint #92 TD 9715	37 Min	H+0:55	19.5	Limited emergency stops Paved road
Chaing Yun	RJ Routes 209-213 Yang Talat	Route #209	Checkpoint #37 UD 2513	35 Min	H+1:30	19.0	Limited emergency stops No stops on causeway near Yang Talat. Turn right at CK PM#37 for Maha Sarakham. Sakon Nakhon traffic continues straight ahead at CK PM#37.
RJ Routes 209-213	Maha Sarakham RJ Route 22-213	Route #213	Checkpoint #39 AC 1990	40 Min	H+2:10	17.8	Rough unpaved road limited emergency stops. Upon traffic goes half way around traffic circle in Maha Sarakham.
TOTALS						66.2	

Rate of march 30 MPH
Maximum speed 37 MPH
Route Alpha from Khon Kaen to Maha Sara Kham is not preferred over route Bravo.
Route Alpha from Khon Kaen to Yang Talat is best for Sakon Nakhon traffic, but route 213 (Echo) to Sakon Nakhon is not recommended for vehicles
larger than 2 1/2 ton
RATE OF MARCH: 30 MPH
MAXIMUM SPEED: 37 MPH

ROAD MOVEMENT TABLE

ROUTE BRAVO: KHON KAEN TO MAH SARAKHAM

Date: 20 October 1967

MAP REFERENCE: THAILAND SERIES L 509 1 = 250,000

FROM (a)	TO (b)	ROUTE	CHECKPOINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
Camp Khon Kaen S.P. TD 6627 RJ Routes 2-208	R.J. Routes 2-208	Route #2	Checkpoint #30 TD 6597	25 Min	H+0:25	17.4	Turn left on route # 208 at Ck Pt #30
Kosum Phisai R.J. Routes 2-208	Kosum Phisai	Route #208	Checkpoint #33 TC 9397	35 Min	H+1:00	20.2	Paved road ends at village. Turn right at intersection in village, continue on gravel road
Kosum Phisai R.J. Routes 208-213	RJ Routes 208-213 Mah Sarakham Traffic Circle RJ Routes 23-213	Route #208 Route #213	Check point #38 Checkpoint #39 UC 1990	35 Min	H+1:35	19.0	Route 213 enters from the left. Upon traffic straight ahead to traffic circle, half way around circle is route #23.
TOTALS					1:35	56.6	

RATE OF MARCH 30 MPH
MAXIMUM SPEED 37 MPH

Best gandy stops possible almost anywhere enroute
Route Bravo is preferred for traffic from Khon Kaen to Ubon

ROAD MOVEMENT TABLE

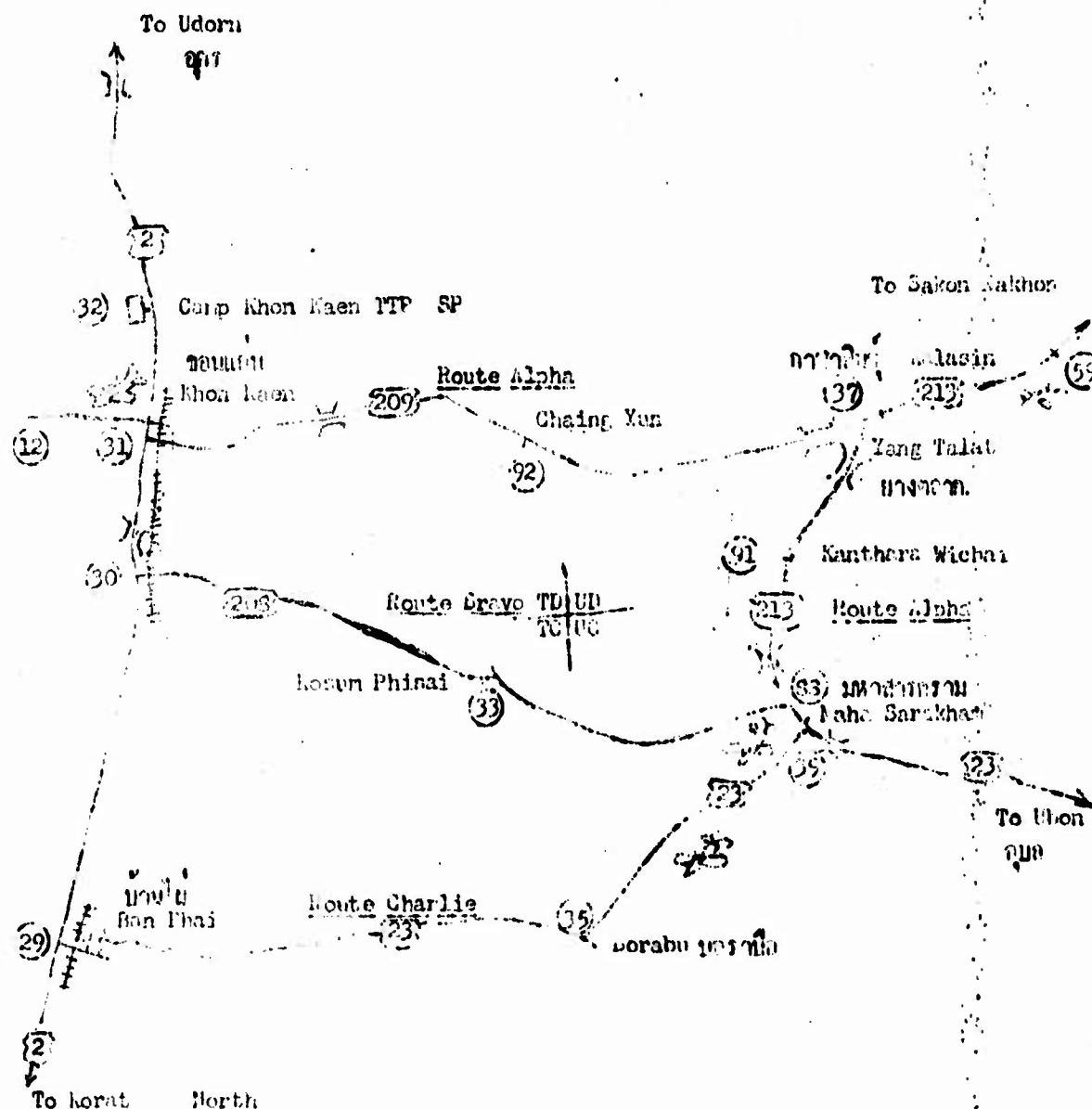
ROUTE CHARLIE: BAN PHAI TO MAHA SARAKHAM

MAP REFERENCE: THAILAND SERIES 1509 1:250,000		DATE: 20 October 1967					
FROM (a)	TO (b)	ROUTE	CHECKPOINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
RJ Route #2-23 Ban Phai Ck PW29 TC 5776	Ban Phai traffic Circle	Route #23		5 Min	H+0:05	1.0	Turn East on Route 23, cross railroad tracks, turn left at next street, go one block and turn right. Go one block to traffic circle. Route 23 is half way around circle
Ban Phai traffic circle	Borabu	Route #23	Check Point #35	45 Min	H+0:50	28.0	Paved road needs repair. Emergency stops possible
Borabu	Maha Sarakham traffic circle	Route #23	Check Point	30 Min	H+1:20	17.0	Paved road needs repair. Emergency stops limited. Turn 3/4 around circle for Ubon.
RATE OF MARCH 30 MPH MAXIMUM SPEED 37 MPH TRAVEL TIMES DO NOT INCLUDE BEST STOPS		TOTALS			1:20	46.0	
KORAT MAHA SARAKHAM SORAT	BAN PHAI UBON UBON	GREEN ALPHA GREEN-CHARLIE-ALPHA		TOTAL	2:55 5:35 9:50	97.1 146.9 290.0	
UBON KAEH MAHA SARAKHAM KHOE KAEH	BAN PHAI UBON UBON	GREEN BACKHAUL ALPHA GREENBACK - CHARLIE - ALPHA		TOTAL	1:10 5:35 8:05	40.7 146.9 233.6	

Route Alpha: Khon Kaen to Maha Sarakham Via 209-213

Route Bravo: Khon Kaen to Maha Sarakham Via 203

Route Charlie: Lan Phai to Maha Sarakham Via 2 - 23



3-16
3-18
3-20

ROAD LOG/NT TABLE				DATE		20 October 1967	
MAP REFERENCE: THAILAND SERIES 1509 1:250,000				ROUTE ALPHA: LAO PAVEMENT TO UBON			
FROM (A)	TO (B)	ROUTE	CHECK POINTS LAP REFERENCE(B)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
LAO PAVEMENT TRAFFIC CIRCLE UC 1590	ROI ET	ROUTE 23	CHECK POINT #41 UC 5675	75 min H+1:25		39.6	Paved road needs repair. Emergency stops possible recommend rest stop enroute.
ROI ET	SELPHUM (JUNCTION OF HIGHWAY)	ROUTE 23	CHECK POINT #43 UC 8775	50 min H+2:15		19.5	Rough unpaved road. Subject to flooding. Emergency stops limited.
SELPHUM	Y. SOTHOM	ROUTE 23	CHECK POINT #94 VC 0846	55 min H+3:10		23.5	Pavement begins. East of Selaphum 19 miles.
Y. SOTHOM	R.J. ROUTES 23-216	ROUTE 23	CHECK POINT #45	5 min H+3:15		1.5	Turn off for route Delta - Alter route to Ubon.
R.J. ROUTES 23-216	KHAI KHUAI KAO	ROUTE 23	CHECK POINT #47 VC 2631	35 min H+3:50		13.5	Rough unpaved road. One traffic lane in some areas.
KHAI KHUAI KAO	KHUANG LAI	ROUTE 23	CHECK POINT #51 VC 5302	60 min H+4:50		25.0	Rough road Emergency stops limited.
KHUANG LAI	UBON TRAFFIC CIRCLE	ROUTE 23	CHECK POINT #55 VB 1485	40 min H+5:30		23.5	Paved road Emergency stops possible.
UBON TRAFFIC CIRCLE	UBON AIR BASE WHEELS POINT (I.P.)	ROUTE 23-212		5 min H+5:35		0.8	Proceed halfway around traffic circle to next intersection, turn right on route 212 for 2 miles, turn left to Ubon ATC.
NOTE OF INTEREST	30 MPH (Paved), 25 MPH (Dirt)		TOTAL		5:35	146.9	
MAXIMUM SPEED	37 MPH		ROUTE BRAVO FROM KHON KAEN		1:35	56.6	
			TOTALS		7:10	203.5	

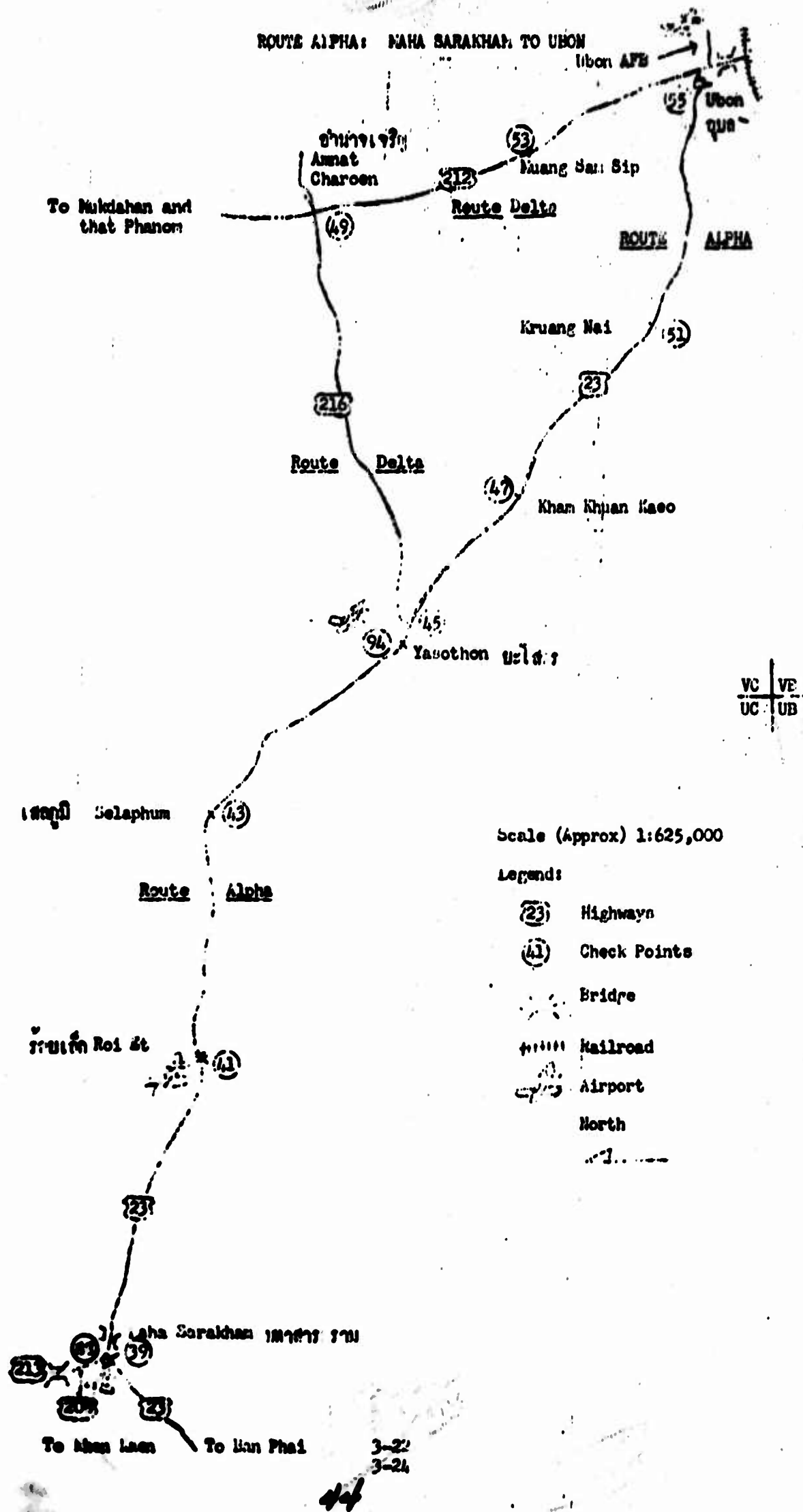
ROAD MOVEMENT TABLE

ROUTE DATA: YASOTHAN TO UBON

1-250,000

FROM (a)	TO (b)	ROUTE	CHECK POINTS MAP REFERENCE (b)	TRAVEL TIME	TOTAL TIME	DISTANCE IN MILES	REMARKS
Maha Sarakham	R.J. Routes #23-216	Route #23	Route Alpha		H+3:15	84.0	Continued from page 3-19
R.J. Routes #23-216 Yasothan Ck PT #45	R.J. Routes 216-212 Annat Charoen	Route #216	Check Point #49 VC 6154	60 Min	H+4:15	36.5	Paved, gravel, and dirt road. Narrow wooden bridges, caution crossings only. Bridge construction by-passes. Emergency stops limited. Turn right at Ck PT #49 on Route #212.
Annat Charoen	Ubon AB Entrance	Route #212	Check Point #55 VB 1565	105 Min	H+6:00	48.4	Asphalt road, narrow, needs repair. Rest stop area south of Ck PT #49.
TOTALS OF ROUTE 20 11H (4.1H) PLAN 5:50D 27.11H				TOTALS		168.9 56.9 225.5	Travel times do not include rest stops.

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519TH TRANS BN OPERATIONS REPORT

Date 1 Nov 67-31 Jan 68

Assigned Vehicle Days 27262
Available Vehicle Days 18102

	Comm Veh Days	Initial Tons	Ton Miles	Loaded Miles	Empty Miles	Total Miles	Cubic Meters Earth	POL Gallons	Water Gallons
Line Haul	2404	8995	2131972	254383	354434	608817			
Local Haul	5774	63773	876240	142839	275038	417877	93523		
Reefer Cgo	1945	4045	85854	154221	157539	311760			
POL (Bulk)	730			39058	42535	81603		2,660,000	
Water	215			13928	14289	28217			2,094,000
Drive aways	33	0	15085	2462	6813	9275			
Overhead Support						141511			
Totals	11101	78318	3931246	606901	850648	1599060	93523	2,660,000	2,094,000

Incl 4

45

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(Truck) (U)

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1 Nov 67-31 Jan 1968

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