



# *The Spearhead*

2ND QUARTER EDITION: FY24

## UNIT MOVEMENT TRACKING

Vantage Combat Power Workspace

## MARINER SAFETY

Spring Cleaning

## REGIMENTAL AWARDS

Hall of Fame, Distinguished Members of the Regiment, and "Of the Year" Awardees

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TC Museum Highlight

Hell on Wheels

& More!

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2ND QUARTER EDITION: FY24



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# FROM THE DESK OF...

## The 33rd Chief of Transportation



Team Spearhead,

Greetings from Fort Gregg-Adams. This has been an exciting quarter for the Transportation Corps! We started out the new year with the official activation of the 5<sup>th</sup> Composite Watercraft Company in Yokohama, Japan on 8 February 2024. The 5<sup>th</sup> CWC will play a huge role in shaping logistics operations in the INDOPACOM region. The Army Structure Memorandum also came out this quarter and we are officially adding two more Composite Watercraft Companies in the coming years.

I'd like to take a moment to recognize the outstanding work being conducted by our Army Mariners. On 12 March 2024, U.S. Army Vessels SP4 James A. Loux, USAV Monterrey, USAV Matamoros, and USAV Wilson Wharf, from 7<sup>th</sup> TB(X), departed Joint Base Langley-Eustis enroute to the Eastern Mediterranean. These vessels are part of a joint team that will establish a pier capability to allow humanitari-

an assistance to the people of Gaza.

### Quarter Highlights

Our training developers led the effort of conducting a Critical Task Site Selection Board (CTSSB) for 882A Mobility Warrant Officers, that resulted with 26 critical tasks revised to support large scale combat operations (LSCO) and multi-domain operations (MDO). Additionally, after 23 years since the establishment of 882A MOS, the board created a new critical task titled Mobilization and Demobilization Operations, to ensure appropriate planning for COMPO 2/3 units. Definitely a win for the Transportation Corps and the Army as we move forward with POI changes and the implementation of WO PME modernization to align with the revised and new critical tasks for 882A Mobility Warrant Officer.

The Transportation School conducted a Training Summit from 6-7 March at FGAV. We gathered our teammates from all three components who execute training to collaborate and share information with particular emphasis on ensuring COMPO 2 and 3 teams are fully synced with Transportation School initiatives.

### Looking Forward

I am thrilled to celebrate and honor those who serve and have served with distinction in the Transportation Corps on 6 May 2024 during TC Regimental Day! You can find the list of the 2024

Hall of Fame, 2024 Distinguished Members of the Regiment inductees, and 2023 "Of the Year" awardees starting on page 26.

Along with the Regimental awards, this year we will be memorializing the TC School Headquarters conference room in honor of CW5 (R) Chester Willis, the first Regimental Chief Warrant Officer. Memorialization is critical to preserving the history of our Corps. It links the past to the present and allows us to remember

***“Memorialization is critical to preserving the history of our Corps. It links the past to the present and allows us to remember and respect the sacrifice of those who came before us.”***

and respect the sacrifice of those who came before us. Memorials are also important for our Soldiers. They preserve the stories of great leaders for generations to come. Chief Warrant Officer Five Willis served 33 years of honorable service to the Army, 15 of those years as a Watercraft Engineer Warrant Officer and I am eager to honor and preserve his legacy.

SPEARHEAD!

# FROM THE DESK OF...

## The 16th Transportation Regimental Command Sergeant Major



In the United States Army, **Strong Sergeants** are indispensable leaders, embodying the highest standards of competence, character, and commitment. Their mastery of good order, cohesion, pride, and trust underscore their pivotal role in every military operation. This enduring legacy finds its roots in the visionary leadership of figures like Prussian General Baron von Steuben, whose work laid the foundation for the NCO Corps.

Von Steuben's "Regulations for the Order and Discipline of the Troops of the United States," also known as The Bluebook, envisioned sergeants as more than just extensions of officers but as NCOs who strengthen the Army Profession through discipline, training, and troop welfare. Drawing from this rich legacy, Strong Sergeants continue to nurture camaraderie and unity among Soldiers, embodying the values instilled by historical leaders like Baron von Steuben.

At the heart of Strong Sergeants' leadership lies the cultivation of esprit de corps, instilling in Soldiers a profound sense of belonging and pride. They forge bonds that transcend the battlefield, fostering resilience and unity within military units. Discipline, rooted in pride and mutual respect, is the bedrock upon which Strong Sergeants build cohesive teams and strengthen the profession of arms. The commitment to discipline and excellence is instilled from the beginning at the United States Army Transportation School.

The accomplishments of the drill sergeants and instructors at the school cannot be overstated. Developing our Transportation professionals ensures that Soldiers are not only well-trained but also instilled with the motivation and skills necessary to invigorate the force upon arrival at their units. Additionally, experiences gained through broadening assignments, such as recruiters using special skills to recruit the next generation, illustrating the adaptability and ingenuity of our Strong Sergeants.

With continuous transformation to our training to better prepare motor transport operators, various initiatives have been undertaken. For example, obstacles have been added to enhance skills and readiness. Additionally, training developers and instructors are attending courses to incorporate new techniques into our programs, ensuring Sol-

diers are equipped to meet evolving threats.

This commitment to modernization is crucial in developing transportation professionals, which is vital to the Army's success. Strong Sergeants, as stewards of the profession, ensure that the Transportation Corps remains robust and capable of meeting operational demands. They embody military excellence, serving as vanguards in upholding the strength of our forces Large-Scale Combat Operations (LSCO).

Through their unwavering commitment to innovation and leadership, Strong Sergeants guarantee readiness to confront present and future challenges. "Nothing happens until something moves" is a saying that encapsulates the indispensable role of Army transportation professionals in sustaining Large Scale Combat Operations. Just as logistics are the lifeblood of any military operation, the dedication and expertise of Strong Sergeants are the driving force behind ensuring that supplies, equipment, and personnel are where they need to be when they need to be there. As we look to the future, let us reaffirm our commitment to empowering and supporting our non-commissioned officers who make this critical function possible.

**Strong Sergeants** develop **Strong Soldiers**, **Strong Soldiers** make **Strong Squads**, **Strong Squads** win our nation's wars, and winning absolutely matters!

# FROM THE DESK OF...

## The 7th Transportation Regimental Chief Warrant Officer



Hard to believe we are already a quarter of the way into 2024. We hit the ground running to start the year and it feels like a continuous sprint ever since. But once again, all of you are continuing to excel and lead your organizations to success. And that was on full display with the Gaza humanitarian aid mission. Army watercraft, and the Transportation community at large, undertook the hercu-

***“Army watercraft, and the Transportation community at large, undertook the herculean effort to amass and deploy within 36 hours of the President’s State of the Union address”***

lean effort to amass and deploy within 36 hours of the President’s State of the Union address.

Two Logistic Support Vessels (LSV) and three Landing Craft Utility (LCU) are currently underway, with causeway and additional watercraft loaded on the M/V Benavidez. This was a total Army sustainment endeavor, as 7th TB(X), Maritime and Intermodal Division (MITD), SDDC, TACOM, and PEO CS&CSS coordinated to enable the rapid and safe deployment of our Soldiers and Army Watercraft Systems. These transporters will be saving lives and demonstrating the capability of Army watercraft on the world stage.

Another significant event from this quarter was the 882A Critical Task Site Selection Board (CTSSB) for 882A Mobility Officer conducted by the Transportation Training Development Department (TRANSTD) here at Fort Gregg-Adams. Board members included subject matter experts from all three COMPOs, serving in positions across the operational force. This marked the first in person 882A CTSSB held in nine years, and focused on developing tasks for LSCO in an MDO environment.

The significance and impact of this board cannot be overstated. The individual critical tasks that result from this board will inform updating lesson plans and revising POIs for WOBC, WOAC, WOILE, and WOSSE PME. These board members leveraged their depth of expertise and experience to inject relevance and recency. Continuous assessment and development of our training is the cornerstone of

education cycle and also aligns with the Chief of Staff of the Army’s fourth focus area – strengthening the Army profession.

As we continue to operationalize information dominance and data analytics, understand that each of you represent data as well. You have a unique perspective from your deployments and assignments. Your feedback and input are invaluable data needed to inform policy and institute change. Take advantage of AARs, surveys, LPDs, Lessons Learned, etc. Encourage participation at all levels. The Army needs “to know, from you, what your priorities

***“Another significant event from this month was the 882A Critical Task Site Selection Board (CTSSB) for 882A Mobility Officer”***

and concerns are to make plans that address those priorities and concerns.” Provide candid, concise, and actionable feedback. We need to hear your message.

Thank you all, for your unwavering perseverance and dedication. Your commitment does not go unnoticed, and I continue to be inspired by your resiliency and resourcefulness. And to those on mission, we wish you all a safe and speedy return.

SPEARHEAD!

# UNIT HIGHLIGHT

## Specialized Army Unit Underway to Support Humanitarian Aid Delivery to Gaza

*Author: Mr. Joseph Clark*

*Previously published on DoD News*

The first of several watercraft used to construct the pier and manned by troops from the 7th Transportation Brigade began the weeklong transit from the unit's homeport in Virginia to the U.S. Central Command area of responsibility less than two days after President Joe Biden called on the military to conduct the emergency operation during his State of the Union Address.

Today, four more Army vessels set sail from Joint Base Langley-Eustis to join the operation: USAVs Monterrey, Matamoros, SP4 James A. Loux and Wilson Wharf.

The brigade, a component of the XVIII Airborne Corps, is the Army's premier watercraft unit specializing in Joint Logistics Over-the-Shore, or JLOTS.

JLOTS systems can jointly employ Army and Navy logistics assets to deliver critical supplies to troops or civilians in austere environments anywhere in the world.

"This is Army watercraft's moment, and we're up for it," said Army Col. Samuel S. Miller, the 7th Transportation Brigade (Expeditionary) commander.

"The U.S. and the world will see our humanitarian capability on display and in action forward," he said. "The 7th TB(X) is highly trained, mobile, versatile and capable to operate in these types of environments."

Delivering the capability involves the complex choreography of logistics support and landing craft vessels that



A Soldier with the 7th Transportation Brigade (Expeditionary) ready the USAV Monterrey to deploy from Joint Base Langley-Eustis, Va., March 12, 2024. (Photo Credit: Joseph Clark, DoD)

carry the equipment used to construct an approximately 1,800-foot causeway comprised of modular sections linked together known as a Trident Pier.

Once in theater, the unit will begin construction of the causeway off the coast of Gaza enabling the flow of critical aid from the sea to civilians affected by the ongoing conflict. The capability is expected to be operational in approximately

60 days.

Deploying on short notice anywhere throughout the globe is par for course for the units that comprise the XVIII Airborne Corps, said Army Brig. Gen. John B. Hinson, the corps' assistant commanding general for support.

"We are the contingency corps for the Army," Hinson said. "We have units, divisions, brigade combat teams, separate brigades, that can deploy anywhere in the world for any type of contingency operation in 18 hours.

"The 7th TB(X) is one of these units that falls in that category where all of their units are very deployable for an immediate response force for different types of contingencies all around the world," he said.

Once operational, the pier will be capable of delivering up to 2,000,000 humanitarian aid meals per day. Pentagon Press Secretary Maj. Gen. Pat Ryder previewed the capability dur-

***"Once in theater, the unit will begin construction of the causeway off the coast of Gaza enabling the flow of critical aid from the sea to civilians"***

# UNIT HIGHLIGHT

## Specialized Army Unit Underway to Support Humanitarian Aid Delivery to Gaza

ing a briefing at the Pentagon following Biden's State of the Union Address.

"This is part of a full-court press by the United States to not only focus on working on opening up and expanding routes via land, which are the optimal way to get aid into Gaza but also by conducting air drops," Ryder said.

The U.S. has conducted several humanitarian assistance airdrops into Gaza alongside the Royal Jordanian Air Force. The combined operations have delivered hundreds of thousands of badly needed meals to civilians. Biden said more aid is needed.

Ryder stressed that the JLOTS capability enables the U.S. to continue delivering aid without putting boots on the ground in Gaza.

"We'll be working with partners in the region to be on the receiving end of [the JLOTS installation], but at no time will



Soldiers with the 7th Transportation Brigade (Expeditionary) ready the USAV Monterrey to deploy from Joint Base Langley-Eustis, Va., March 12, 2024. (Photo Credit: Joseph Clark, DoD)

we require U.S. forces to actually go on the ground," he said. "Our role will be essentially to provide the service of getting [the aid] to the causeway, at which point it will then be distributed."

Miller said the unit's extensive training in environments throughout the world has prepared its soldiers to accomplish the mission in Gaza.

JLOTS was last used operationally to deliver humanitarian assistance following the magnitude 7.0 earthquake that struck Haiti in 2010.

Soldiers from the 7th TB(X) train extensively in deploying the capability around the globe, including off the coast of Australia last summer in support of Exercise Talisman Sabre, a large-

scale joint defense exercise between Australia and the United States.

"We understand the importance of this mission, and the interests of the world in this regard," Miller said. "When it may seem, at times, we have the weight of the world on our shoulders, we will forge across the water to deliver humanitarian assistance."

That same determination was echoed throughout the ranks.

"We like what we do," said Army Chief Warrant Officer 3 Benjamin Tate, the chief engineer on one of the vessels that set sail for Gaza.

"We're extremely proud that we get to participate in humanitarian relief," Tate said. "Me personally, if my family was in that situation, I'd want somebody to be willing to help. So, when we were told that was the task, our guys are ramping the boat up and getting ready."

***"The unit's extensive training in environments throughout the world has prepared its soldiers to accomplish the mission in Gaza."***

# CIVILIAN SPOTLIGHT

## Mr. Eduardo “Ed” Salas, 598th Transportation Brigade

*Author: Captain Terry “Gage” Chapman*

Surface Deployment and Distribution Command (SDDC) provides integrated and synchronized global deployment and distribution capabilities to the point of need, delivering innovative transportation solutions on time, on target, every time! This task demands efficiency and sustained excellence over time that is achieved by the collaboration between military, civilians, and commercial entities.

With the typical Army Soldier moving every 2-3 years, the continuity provided by Department of the Army (DA) Civilians becomes invaluable. One such figure, Mr. Eduardo “Ed” Salas, embodies this concept. A Deland, Florida native, Salas embarked on his military journey in 2002 as a Transportation Management Coordinator. He has

deployed three times in support of OEF-V, OIF, and OSS and contributed his expertise across various sectors of the Deployment Support Command (DSC), the Army Reserve counterpart to SDDC, as well as within SDDC’s Transportation Brigades.

Mr. Salas’ final military assignment was with the 841st Transportation Battalion (TBn) in Charleston, South Carolina, under a CO-ADOS assignment. Embracing his role within SDDC, he transitioned into civilian service by obtaining a position as a Transportation Planning Specialist with the 839th TBn at Camp Darby, Italy in 2016, serving as a testament to his commitment to the organization. Promoted twice in two years, Mr. Salas assumed the role of Detachment Director-Western Mediterranean where he orchestrated complex movements across 13 countries



Mr. Eduardo “Ed” Salas

on two continents within the EUCOM and AFRICOM AORs. His most notable achievement as the Detachment Director was spearheading the planning and successful execution of the first Joint Logistics Over the Short (JLOTS) mission in support of DEFENDER-Europe. Notably, this marked the first JLOTS operation on the continent since June 6th, 1944.

Recognizing Mr. Salas’ exceptional expertise and dedication, he was selected to bring his experience to the brigade level and assume the role of Future Operations Lead Planner for the 598th Transportation Brigade (TBde). This allowed him to collaborate closely with key stakeholders across the joint enterprise including the 21st TSC, USAEUR-AF, EUCOM, AFRICOM, and TRANSCOM planners to coordinate all surface deployments within and beyond the EUCOM and AFRICOM AORs. Understanding the need for port diversification within these theaters, Mr.



Mr. Salas Italy Detachment team supporting Army Preposition Stock (APS) relocation from EUCOM to PACOM. (Photo Credit: CPT Terry “Gage” Chapman)

# CIVILIAN SPOTLIGHT

## Mr. Eduardo “Ed” Salas, 598th Transportation Brigade

Salas played a pivotal role in leading coordination efforts across multiple NATO partners and allies, USAEUR-AF, and 21st TSC. His efforts culminated in the establishment of 15 new ports, strategically positioned to facilitate seamless deployment and redeployment of military equipment across Europe. The most notable of these efforts include ports extending into NATO’s newest allies, Finland and Sweden, enhancing the agility and readiness of our military operations within the Baltic Region and furthering the claim that the Baltic Sea is a NATO Lake for its allies

and partners.

Mr. Salas was recently promoted to the Deputy S-3 for Operations, Plans, and Security for the 598th TBde. With more than two decades of government service, Mr. Salas’ has supported forces in deploying and redeploying throughout every combatant command across the globe and formed lasting relationships within the EUCOM and AFRI-COM AORs. His unwavering commitment to excellence promises to further bolster the resilience of the theater’s logistical capabilities, ensuring that the United States remains a

committed ally. Mr. Salas’ dedication and expertise are truly appreciated within the Warrior Logistics Brigade!

### **About the Author:**

*CPT Terry “Gage” Chapman is currently assigned at the 598th Transportation Brigade as a Future Operations Officer, located in Sembach, Germany. He holds BIS in Mathematics from the University of Tennessee at Martin and a Masters in Supply Chain Management from Virginia Commonwealth University.*



OCEAN GLADIATOR departing Agadir Morocco with AFRICAN LION 21 Cargo with destination to Jacksonville, FL. (Photo Credit: CPT Terry “Gage” Chapman)

# HELL ON WHEELS

## Why the Rail Network is Still Important

*Author: Major Christopher Madden*

In the time since Russia and colluding rebels occupied Crimea, Russia has built an extensive military network along Ukraine's borders. They built bases, staging areas, military infrastructure, and ultimately, in late 2021, a surge of troops, materials, and equipment. What made analysts confident that it was not simply another training exercise designed to intimidate was the presence of equipment required for a significant military operation, including medical units with surgical capabilities and fuel depots. Nearly all equipment moved with the assistance of the Russian army rail network, which is monstrous in size and capability. There are many reasons why the Russian Military rail system is superior to that of the United States, and this paper details the most pertinent. While the U.S. does not need to match Russia's rail Corps in size and capability, there are lessons to be learned by those in the profession of arms as to why Army rail capabilities are still necessary. First, we will look at why Russia values its rail system and the logistics shortfalls it created, followed by the current state of the U.S. Army rail network, the impediments to progress, and a proposed solution. Though it is not currently top-of-mind, failure to modernize the Army rail lines, fleet, associated facilities, training, policy, and sustainment structures may cause the maneuver force to be unable to achieve overmatch against near-peer competitors.

The timing of the Russian invasion is not without reason; Russia

sees this as its last opportunity to plug strategic geographical gaps in its national defense. With a draftable age of eighteen to twenty, in five years, the number of potential draftees will drop by half [i], eliminating any threat to NATO short of a general nuclear exchange. With the average age of male mortality at approximately fifty-nine [ii], the Russian technical educational system collapsed in 1989, and the last of Russia's technically trained engineers soon died off. As this happens, the Russians will be unable to maintain their infrastructure, least of all their army. Thus, if the Russians were going to use military force to achieve their view of national security, they had to do it now. Russia's view on national security differs from the U.S.'s because the U.S. values global force projection of its ground forces and protection

of international trade via the Navy. Conversely, Russia has been invaded over fifty times in its history, and often, the weather has evicted the invader, not the military. Russians are not ignorant of this fact and have developed a defensive strategy to keep potential invaders out. The strategy is reaching geographical barriers like the Caspian Sea or the Karakum Desert and forward positioning their army to plug the gaps. Since the fall of the Soviet Union, Russia under Vladimir Putin has been fighting to regain this level of security, leading to conflicts like the Georgian War and the Cossack Intervention. The Russian Federation is nearly 6,000 miles across mostly impassable lands, where the rails come in. Their rail network allows them the flexibility to mass troops and equipment relatively quickly across swaths of land that cannot support paved roads. Ukraine finds itself between Russia and control of one such gap,



U.S. Soldiers unload heavy equipment including Abrams tanks and Bradley fighting vehicles at a railway station near the Pabrade military base in Lithuania on Oct. 21, 2019. (Petras Malukas/AFP via Getty Images)

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## Why the Rail Network is Still Important



Photo provided by the Russian Defense Ministry Press Service on Friday, Feb. 18, 2022, Russian army tanks are loaded onto railway platforms to move back to their permanent base after drills in Russia. (Russian Defense Ministry Press Service via AP)

the area between the Black Sea and the Carpathian Mountains, otherwise known as the Bessarabian Gap.

Tsar Nicholas built the first Russian line in the 1830s, deliberately choosing the five-foot gauge for defensive reasons, knowing it differed from the standard gauge adopted throughout most of Europe. [iii] Only former Soviet nations and Finland still use the Russian standard. Josef Stalin would later build upon this logistical advantage during the interwar period, and the rail was critical in facilitating the transfer of Russia's war economy to the Far East during the early days of Operation Barbarossa. This logistical framework was so efficient that unrelenting artillery strikes and aerial bombardment could not slow its momentum. It seems Russia had built an ideal infrastructure for its

active defense strategy. [iv] We can forgive Russia for cultivating a highly effective military when fighting on their native soil with this in mind. However, they are not proficient in sustaining prolonged endurance of a ground offensive when far from the safety of their railroads without a significant logistical culmination. The point of departure from their railhead to the forward line of troops is where the Russian logistical issues begin.

In modern times, the United States has had the luxury of being able to deploy brigades within the U.S. to friendly ports over uncontested waters. However, were this is not the case, the U.S. would have needed help massing its forces globally with speed. A report published in August 2021 from the Government Accountability Office (GAO) details the struggles the

U.S. Army might face in the not-so-distant future. It concluded that due to a lack of trained rail crews and an inadequate system of maintaining the serviceability of the Army rails, the United States could find itself slow out of the blocks to project its forces abroad in support of significant conflict.

More than 120 defense installations and activities in the continental United States (CONUS) require rail to meet their assigned missions. The Army is responsible for sixty of these installations, which contain approximately 1,100 miles of track. These Army installations are linked to 33,000 miles of main railroad track that have been identified as critical to national defense, and designated as the Strategic Rail Corridor Network under the Department of Defense's (DOD) Railroads for National Defense Program. [v] It is common knowledge that the rail is the least expensive and quickest way to move equipment and material over long distances over land. Which is why nearly 80% of the Army's equipment is estimated to move by rail. Approximately one million tons of material were moved by rail in support of Operation Iraqi Freedom, twice the weight of the Army's 6,300 main battle tanks. [vi]

In 2015, an Army analysis of its force structure led decision-makers to institute changes to their rail units. According to Army force developers, the consensus found there was no requirement for Army Soldiers to act as rail operating

# HELL ON WHEELS

## Why the Rail Network is Still Important

crews in CONUS or overseas during the global war on terror. To carry the bulk of the load, the Army relied on civilian operators in CONUS and on the host-nation contracted operators when they arrived in theater. This would also lead to a seventy percent reduction in the Army rail force structure, dropping the force from over 600 personnel to the single 180-person 757th Expeditionary Rail Center (ERC). ATP 4-14 states the ERC's mission is to plan, advise, provide capability assessment, and coordinate operating control for host nation rail for a combatant commander. The ERC also focuses on improving strategic and operational throughput at the port of entry and contractor oversight.<sup>[vii]</sup> Despite this, the ERC has been put to work, providing crews to facilitate rail activities as needed in CONUS at an ever-accelerating rate. Thus, as the available population of qualified rail crews has shrunk, the workload has multiplied. While the soldiers of the 757th are assisting here at home, they maintain their primary mission of advising overseas. Should a large-scale mobilization occur, these same soldiers supporting movements at home would be required elsewhere.

In 2019, Army leadership issued EXORD 065-19 and tasked the Supply Distribution Deployment Command (SDDC) with researching the capability of the Army's rail fleet. While the SDDC acknowledged there is a gap between what the Army rail can provide and what

would be required in case of mobilization, it failed to quantify the number of rail crews required to sustain twenty-four-hour operations in CONUS.<sup>[viii]</sup> Arguably, contractors could help fill the void, but that reliance has its issues. As recently as 2022, rail unions have been unable to negotiate their labor contracts with their employers. A strike was averted by a vote in the House of Representatives to impose a tentative contract deal reached in September 2022. The law contemplated raising workers' pay by 24% over five years from 2020 through 2024, including an immediate payout on average of \$11,000 upon ratification. However, the agreement was approved only by eight of the twelve transportation unions involved in negotiations. The lack of paid sick leave for railroad employers prevented the remaining four unions, representing over 100,000 employees, from ratifying the agreement.<sup>[ix]</sup> The negotiations spotlighted the present instability of the railway industry. Thus, it may not prove a reliable option for the Army in the event of mobilization, an issue Russia does not have to deal with.

Another considerable challenge to the Army rail system is its state of disrepair and the need for maintenance oversight. Over the past five years, the United States Army Installation Management Command, which falls under the Army Material Command (AMC), has labeled over 550 miles, or

nearly 60% of the total Army track available, as "red track." The red track is a track that failed its ultrasonic inspection and should be closed and repaired as soon as possible. In May of 2017, rail inspections at Fort Campbell revealed sobering safety concerns, prompting inspectors to recommend that a certified track inspector conduct a 100% inspection and total replacement of all red track before they could be used again. This incident is not unique, and based on inspection findings, it would cost close to 41 million dollars to correct all known deficiencies, which in the realm of strategic movement is very little.<sup>[x]</sup> These holistic issues are due to the Army having no central oversight of rail repairs and funding.

The U.S. military finds itself at an interesting albeit familiar time, facing possible large-scale combat in Europe and the Pacific. Decades of asymmetric warfare have degraded the ability of the maneuver force to project in support of large-scale warfare where ports of debarkation and embarkation will be contested. If the Army wishes to be ready for when competition turns to conflict, it must bolster the funding and manpower of its rail fleet and begin work in earnest to repair its rail infrastructure. This author believes that the number of expeditionary rail units must increase from one to four, and that the Army Material Command establish a dedicated quality assurance and control section for the Army rail network. It is no coincidence that railways changed the nature of war;

# HELL ON WHEELS

## Why the Rail Network is Still Important

they were tailor-made for it with their precision and efficiency. From the Crimean War to the Korean War, railways were an integral part of the conduct of war. Indeed without the rails, industrial large-scale warfare and large-scale carnage would not and cannot be possible.

### **About the Author:**

*MAJ Christopher Madden is currently the Support Operations Officer for 11th BN, 7th TB (X) Fort Story, Virginia. His key leadership assignments include Commander, Forward Support Company 20th EN BN, Fort Hood, TX (known as Fort Cavazos since 2023); and Distribution Platoon*

*Leader, 3-29 Field Artillery, Fort Carson, CO.*

*MAJ Madden's military schooling includes the Air Assault Course, Combined Logistics Officer Advanced Course, and the Ordnance Officer Basic Course.*

*He is a graduate of the University of Kansas MBA program and the Command General Staff College.*

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- [iii] Christian Wolmar, *Engines Of War*. (New York: Public Affairs, 2010), 96.
- [iv] Alex Vershinin, *Feeding the Bear: A Closer Look at Russian Logistics and the Fait Accompli*. ([www.warontherocks.com](http://www.warontherocks.com), 2021) para 23.
- [v] Cary B. Russell, *The Army Should Take Action to Better Ensure Adequate Rail Support to Combatant Commanders*. (Washington D.C.: Report to Congressional Committees). Page 3.
- [vi] Ibid. Page 1.
- [vii] Headquarters, Department of the Army, Army Training Pamphlet, 4-14, 1-1.
- [viii] Headquarters, Department of the Army, Executive Order 065-19, *Total Army Unit Movement Readiness* (April 11, 2019).
- [ix] Chris Pandolfo. *Biden signs bill forcing rail unions to accept the agreement, averting a crippling strike*. ([www.foxnews.com](http://www.foxnews.com), 2022) para 5.
- [x] Cary B. Russell, Page. 11-13.

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# UNIT MOVEMENT TRACKING

## Vantage Combat Power Workspace

Author: Chief Warrant Officer 2 Erik Hodge

### Complex Afghanistan Withdrawal

In the wake of the complex withdrawal from Afghanistan and ever rising global threats from near-peers, Army Vantage partnered with the XVIII Airborne Corps Mobility Section to develop a suite of Combat Power tools to ease unit movement issues. Powered by Palantir's predictive software, the Combat Power workspace demystifies the unit movement process at all phases of movement. Whether tracking a large-scale, multi-unit deployment or prepping a single company for a JRTC rotation, the Combat Power Workspace enables faster movements for leaders and staff at all echelons of the Army.

### Preparing for a Deployment

During the preparation phase, units can quickly identify their Organizational

Equipment List issues (OEL) prior to a deployment in the OEL Manager tool. The OEL Manager automatically pulls in data from both TC-AIMS and GCSS-A for every unit in the Army, compares the two, and identifies all your property book issues from UIC mismatches to missing items. Rather than digging through TC-AIMS, GCSS-A, and your property book, units can get immediate insight into the issues they need to fix prior to deployment. Other helpful tools in the preparation phase include the Force Package Calculator, which roughly estimates the number of C-130s/C-17s required to transport your PAX and equipment, and the draft UDL and PLL builders which allow multiple users to collaborate on drafting and building a single deployment or load list.

### Supervising Movement

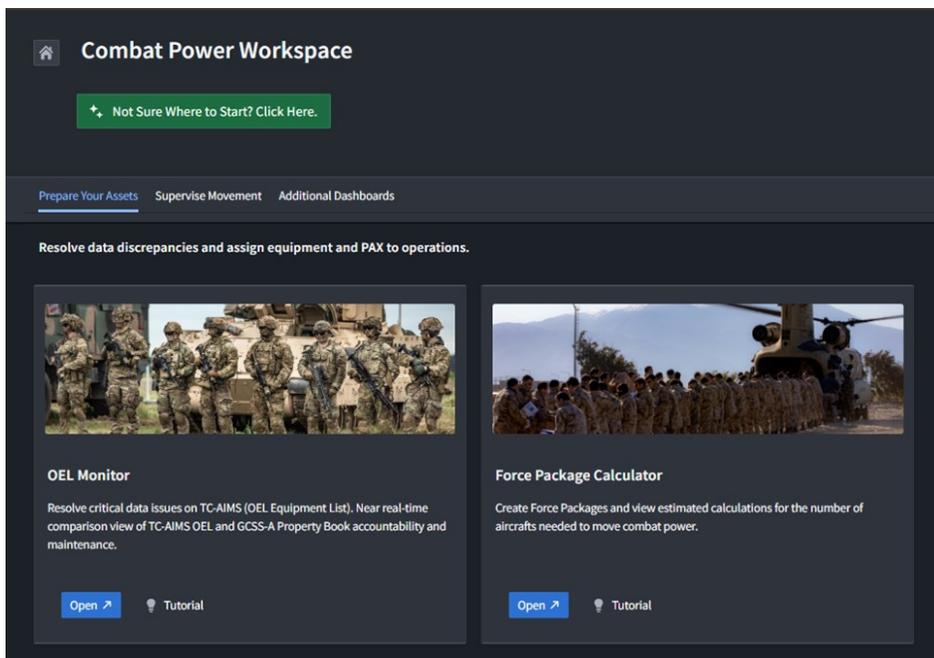
The combat power workspace tool also has the capability to consolidate multiple TC-AIMS II plans into one cogent operation where a user is able to visualize unit readiness as well as personnel capabilities. The system provides tracking for both strategic

***“The combat power workspace tool also has the capability to consolidate multiple TC-AIMS II plans into one cogent operation.”***

methods of movement of cargo and personnel by air and vessel. The capabilities within the system also concatenate data from multiple sources in order to provide a finite level of detail allowing for time saving when displaying a common operating picture (COP) on both the NIPR and SIPR.

### Tracking Air Missions and Movement Plans

Other useful tools provide deeper insight into unit movement, like the Air Mission Overview report showing all past, current, and scheduled air missions including their passengers details. The Outload Map automatically and continuously pulls in all unit movement plans for every unit across the Army, displays them on a map, and allows users to track their progress. These straightforward tools are available now to any mobility staff, PBOs, XOs, UMOs, or unit leaders with a



Module 1: Prepare Your Assets from the website.

# UNIT MOVEMENT TRACKING

## Vantage Combat Power Workspace

CAC and NIPR access at [vantage.army.mil/combat-power](http://vantage.army.mil/combat-power).

### SIPR Combat Power for Elevated TPFDS Data Fidelity

On SIPR, users can access even higher fidelity, Level 4 Cargo Details from Time Phase Force Deployment Data (TPFDD) to better track ongoing operations. By pulling in OPlans from JOPES, unit movement coordinators can see all their upcoming movements in one single view. Because of the ingestion of over 466 Operational Plans into the SIPR combat power workspace we also have the capability to show the in transit and intra theater lift of personnel and cargo. The capability of the Combat Power Workspace on the SIPR side allows for a staff to not only plan but also execute movement via strategic methods and follow those units through the reception staging onward movement and integration into a battlefield. The automatic COP that is fed from the joint operation planning and execution system is filterable through service operation plan force

tracking number and unit line number. This tool can be utilized at the strategic and operational levels to allow for real time tracking of units moving from one Geographic Combatant Commands to another Geographic Combatant Commands.

### In-Transit-Visibility During Execution

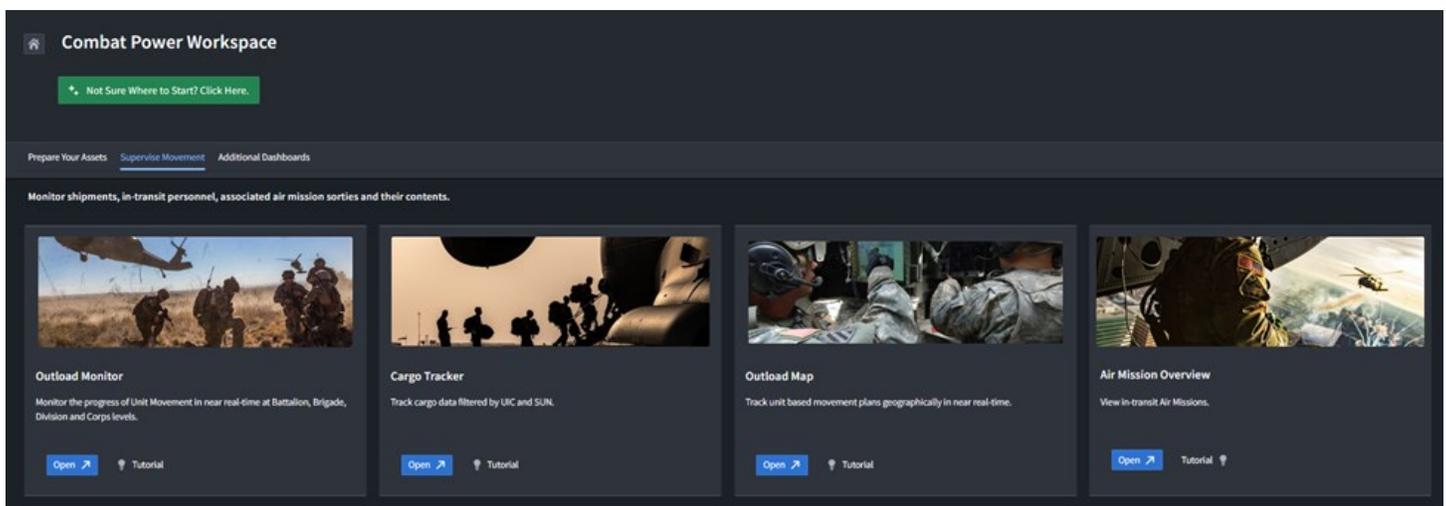
In-transit-visibility is a notoriously difficult and muddled process, requiring multiple units collaborating across multiple source systems to develop resources like excel docs, and PowerPoint briefs. The Combat Power Workspace demystifies the process, pulling in live data directly from source systems like TC-AIMS, JOPES, CMOS, GCSS-A, and dozens more to create a one-stop shop for Unit Movement.

The Outload Monitor Application enables users to build an operation whether to track a single company moving some equipment and PAX for a NTC rotation or dozens of units conducting a large scale TRASCOM

combat deployment. Users can quickly go from seeing aggregated metrics like the total number of thousands of PAX, sorties, and equipment inbound down to individual passenger events, shipment details, and even the status of pending equipment work orders.

### **About the Author:**

*CW2 Erik Hodge is currently assigned as the XVIII Airborne Corps G4 Transportation Office, Strategic Mobility Officer in Fort Liberty, NC. He is an inter-service transfer from the Marine Corps, a Certified Knowledge Manager and is working on his Bachelor's degree in Information System through the University of Arizona Global Campus.*



Module 2: Supervise Your Movement from the website.

# MARINER SAFETY

## Spring Cleaning

Author: Mr. Robert Penner

The weather is getting nicer, but the inside of your Army Watercraft is still carrying its winter bulk. It's time to shed that winter fluff and take care of your accumulation of equipment. TM 4-15.21 (Maritime Standards & Safety) defines excess equipment as "any equipment carried in excess of BII requirements for general purposes or specifically to be used by the crew for training." Excess equipment may be nice to have, just in case, but it also poses hazards.

Excess equipment can make the already overwhelming maintenance obligation of our vessels more overwhelming as TM 4-15.21 states "Excess emergency and safety equipment must be serviceable and properly maintained." Excess equipment gets forgotten about and starts to waste away rendering it unserviceable. Some of it is already unserviceable hoping to be used for parts. We have encountered this many times in our safety inspections, where the wrong piece of equipment is brought out for inspection and doesn't run, only for the crew to realize this was the equipment they were using for parts. Imagine you were on a vessel in an emergency and the "parts" equipment was mistakenly brought out to be used in a life saving situation. This could waste valuable minutes of response time or even cost a Soldier their life.



Excess firefighting equipment that is either incomplete or has overdue services. The pile of gloves is a pile of the wrong type of gloves. (Photo by: Mr. Robert Penner)

Living space is tight onboard vessels. We learn to squirrel away things in just about every nook and cranny we can find. During our safety inspections we find excess equipment in compartments, closets, passageways, even blocking emergency escapes, making movement and egress a particularly difficult process, sometimes impossible. In some cases, we find excess equipment blocking access to lifesaving or firefighting equipment. We also find inappropriate storage activities so much so that a Watercraft Safety Advisory was written (WSA 01-05).

On top of egress difficulties, excess equipment may also pose a fire hazard, which is defined by TM 4-15.21 as "increased fire load items such as plastic trashcans and unauthorized flammable paneling" "General housekeeping will also keep fire hazards to a minimum".

Increased fire load is anything that will provide more fuel for any fires that may occur. One of the responsibilities of the crews are to ensure you keep the fire load to a minimum. Your wooden shelf

**"During our safety inspections we find excess equipment in compartments, closets, passageways, even blocking emergency escapes, making movement and egress a particularly difficult process."**

# MARINER SAFETY

## Spring Cleaning

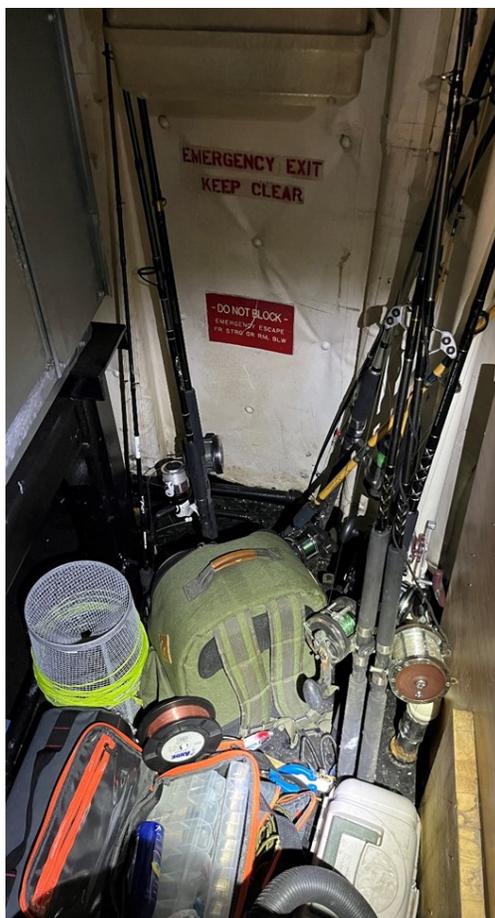
you expertly crafted out of spare plywood for your 18" entertainment center, the plastic trashcans we find all the time on just about every vessel. Plastic not only increases the fire load, but it introduces toxic fumes when burning. This is why TM 4-15.21 identifies plastic trashcans as unauthorized for use onboard watercraft. There are several documented cases where fires were caused by inappropriately stored fire loads. WSA 17-01 addresses concerns specifically for the Logistic Support Vessel (LSV). Avoid storing a high volume of Class A materials in spaces

with high temperatures (exhaust stack spaces, linen closets near incandescent lightbulbs). Class A fires involve wood and wood products, cloth, textiles and fibrous materials, paper and paper products.

Vessel Masters and Chief Engineers, as you conduct your monthly sanitary inspections, take a moment to assess what you really need to keep onboard to stay running. Do yourself and your crew a favor and ask yourself if you really need some of the extra equipment

onboard, or could it be better served turned in or stored in a container for other vessels to use.

If we're in your area and would like us to come down for a courtesy walk-thru just let us know! For further information or copies of the Watercraft Safety Advisories please contact the Maritime Standards & Safety Office (MSSO) at (757) 878-1327, DSN 826-1327 or email at [maritimesafety@army.mil](mailto:maritimesafety@army.mil).



Identified emergency exit is completely blocked by excess storage, the emergency exit hatch is on the deck under everything. (Photo Credit: Mr. Robert Penner)



Excess equipment and storage. Note the space heater to the left within inches of cloth luggage. Everything is blocking electrical breakers. If there was an electrical fire it will not be easy to reach the breaker safely to secure power to that system. (Photo Credit: Mr. Robert Penner)

# THE U.S. ARMY TRANSPORTATION MUSEUM

## History in Action for the Transportation Corps

Author: Mr. Sepp Scanlin

**History happens when Something Moves!** The mission of the U.S. Army Transportation Museum is to collect, preserve, exhibit, and educate about the history of transportation in the U.S. Army, beginning with the Continental Army in 1775 and continuing to the present date. As Army sustainers and transporters, this is your museum, telling your story, but **how does the museum execute this unique mission?**

1 – We can support Leader Professional Development Training for any Transportation unit or element. Obviously, our best option is at the museum where we can leverage the collection first-hand for show and tell, use our exhibits to highlight the challenges and victories of the Transportation Corps. Any unit can schedule any LPD or focused tour by contacting our museum educator, Mr. Matt Fraas at 757-878-1115.

2 – We understand that most TC units can't routinely visit the actual museum, but thanks to the Army Transportation Museum Foundation, we now have the ability to conduct better virtual training over MS teams. Our classes include the following options:

- History of Army Transportation Corps
- History of Army Watercraft and Capability
- History of Army Rail and Railroads
- History of NCO Corps
- Using History to improve Unit Performance



Advanced Individual Training Soldiers tour the U.S. Army Transportation Museum at Fort Eustis to learn Army history and heritage of their Branch in September 2023. (Photo Credit: U.S. Army Transportation Museum)

- History of Army Aviation (AVN AIT Training Course)
- Military History of the Peninsula (Hampton to West Point, VA) (in-development)
- Newport News and World War II (in-development)
- History of Army Civilians

We can tailor these classes to the specific unit audiences, but that will be limited by how much time we have to conduct additional research prior to the class.

3 – We are continuing to make our collections virtually accessible to the field through our museum SharePoint page - <https://armyeitaas.sharepoint-mil.us/sites/TR-SCoE-AME/SitePages/USA-Transportation-Museum.aspx>.

Here you will find copies of the material we have begun to digitize for

greater accessibility by the wider Corps. There are thousands of historic photos and digital versions of Corps art collection which can all be downloaded for local reproduction and use. We are also beginning to upload historical material like research papers, unit histories, historical videos, etc.

So, remember, although the museum is geographically located at the historic home of the Transportation Corps – Fort Eustis, VA, we can share the history wherever the Transportation Corps is serving. The museum and staff look forward to helping you leverage the lessons of Transportation Corps veterans to make your Soldiers and Units better for the battlefield challenges of tomorrow.

Remember what famed science fiction author, Robert Heinlein said “A generation which ignores history has

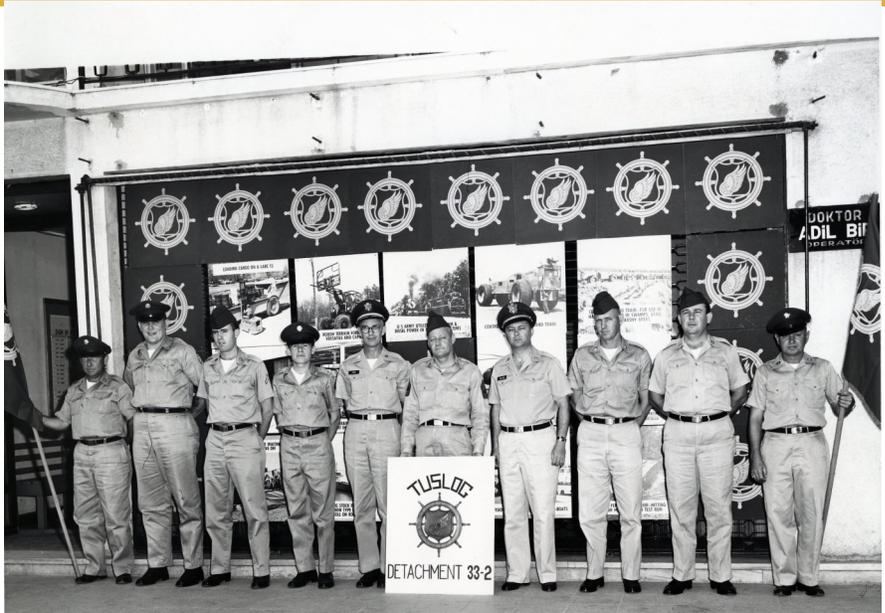
# THE U.S. ARMY TRANSPORTATION MUSEUM

## History in Action for the Transportation Corps

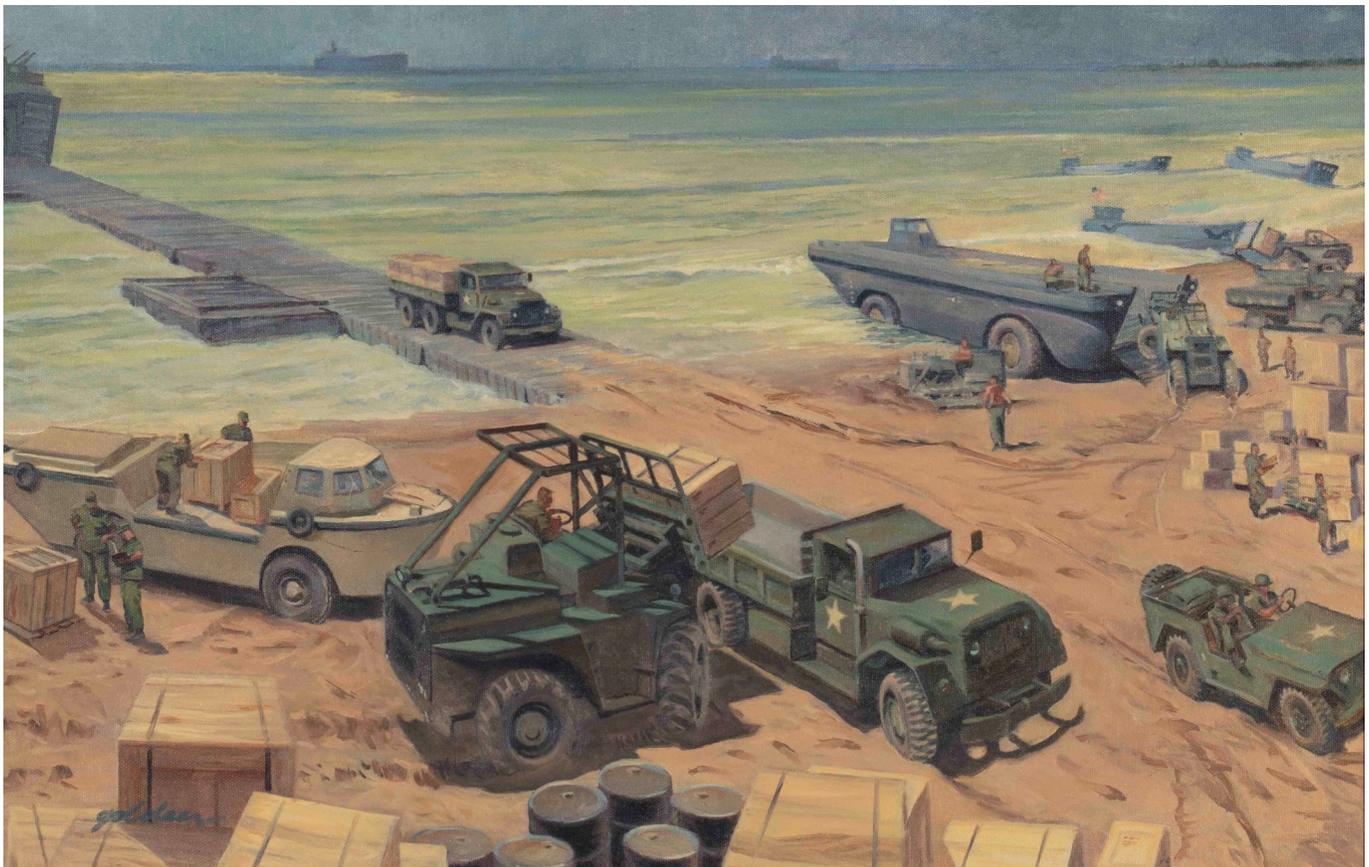
no past and no future.”

### About the Author:

Sepp Scanlin started as the Director of the U.S. Army Transportation Museum located at Ft Eustis, VA, in March 2023. Previously he was the Museum Director of the 10<sup>th</sup> Mountain Division and Fort Drum Museum. He has a Masters in Museum Studies from Johns Hopkins University, Masters in National Security and Strategy from the Naval War College and retired after 21 years of service as a Lieutenant Colonel.



Members of Detachment 33-2, Turkey-U.S. Logistic Group (TUSLOG) pose for a Transportation Corps Birthday photo in front of a display of TUSLOG transportation capability in 1961. (Photo Credit: U.S. Army Transportation Museum)



Army Artwork depicting Joint Logistics Over The Shore (JLOTS) operations at Wunder Beach, South Vietnam which was complete by an Army Artist in 2001 on request of the Transportation Corps. (Photo Credit: U.S. Army Transportation Museum)

# TRANSPORTATION SCHOOL SUMMIT

## Discussions on Transportation Modernization

Author: Sergeant First Class  
Adrienne Gray

The Transportation School Training Summit was held over two days on March 6<sup>th</sup> and 7<sup>th</sup> at Fort Gregg-Adams. Organized by the Transportation Proponent and held at the Army Sustainment University, the event brought together over 100 participants and served as a platform for insightful discussions and exchanges of ideas concerning the Transportation Corps and its pivotal role in modern warfare. The diverse range of attendees included Proponent staff, CASCOM Staff, TRADOC Staff, Officers, and instructors from Transportation schools across all three components, and private sector entities.

Throughout the summit, participants engaged in a series of panel discussions, workshops, and knowledge-sharing sessions, covering a wide array of topics directly relevant to the Transportation Corps. The agenda included discussions on the way forward for the 88M Motor Transport Operator - Advanced Individual Training, Army Future Command Sustainment Capabilities and Integration, Deployment Process Modernization Office Overview, TRADOC TOMA Overview, and many others.

One of the highlights of the summit was a panel discussion on the future of transportation in a rapidly evolving global landscape. Experts deliberated on the poten-

tial impact of advancements such as artificial intelligence on military transportation capabilities. The session sparked lively debates, with participants sharing their insights and experiences in adapting to technological advancements. The summit also provided an opportunity for networking and collaboration among attendees. Attendees had the opportunity to interact with Proponent representatives and outside agencies, fostering valuable connections that could enhance future collaboration and innovation within the Transportation Corps.

The summit served as a platform to engage in meaningful discussions, share best practices, and explore innovative solutions in



Transportation School Summit participants outside of the Army Sustainment University. (Photo credit: LTC Daniel Morken)

# TRANSPORTATION SCHOOL SUMMIT

## Discussions on Transportation Modernization

the field of military transportation. The event highlighted the crucial role of the Transportation Corps in supporting the Army's mission and showcased the dedication and expertise of professionals within the field. With the knowledge gained and connections established during the summit, the Transportation Corps is well-positioned to adapt and excel in an ever-changing operational environment.

In closing comments, the Assistant Commandant, COL Timothy Zetterwall, "The last time we conducted this event was before COVID, so it's good to be a part of this event and see the synergy and collaboration that it fosters. We are all part of one Army and one Team."



Mr. Don Overton from Sustainment Capabilities Development Integration Directorate briefing during the TC Summit. (Photo credit: LTC Daniel Morken)

### About the Author:

*SFC Adrienne Gray is on the National Guard T10 Program, currently assigned as the ARNG Transportation Proponent NCO for the US Army Transportation School at Fort Gregg-Adams, Virginia. She is a graduate of the Senior Leader Course and is currently working towards a Bachelor of Professional Studies in Business and Management. She also holds an Associate of Applied Science in Business from Columbia Southern University.*



Mr. Joseph Ozoroski from the Transportation Training Development Department briefing during the TC Summit. (Photo credit: LTC Daniel Morken)

# REPLACEMENTS FOR MULES AND WAGONS

## The Origins of Motorized Military Transportation in the 20th Century

*Author: Mr. Timothy M. Gilhool, U.S. Army CASCOM Command Historian*

The invention of the automobile powered by an internal combustion engine is probably one of the important achievements in modern human history. Since its wide scale introduction in the mid to late 19<sup>th</sup> Century, the automobile has revolutionized human commerce and capital. Its greatest achievement could conceivably be in the field of locomotion, whether on the ground, at sea, and in the air. Over the next century, this invention would make a decisive impact on the battlefield, giving armies speed and mobility undreamed of in earlier conflicts. Though numerous inventors can claim some credit as to the development of this new technology, one can argue that is the United States of America who revolutionized the employment and mass production of the automobile. For the military, and particularly for the U.S. Army, there would soon be opportunities to put these new American-made systems, in the form of military trucks, to use.

### **Buying Trucks and Chasing Banditos**

The first military trucks were fielded by U.S. Army were the Four Wheel Drive (FWD) Model B, built by the Four Wheel Drive Auto Company in Clintonville, Wisconsin. Founded in 1909, the company and its corporate partners would go on to produce tens of thousands of the trucks for both America and the British over the next decade. But its first commercial exposure to military procure-

ment first occurred in 1912, as the Army began a series of tests to see how the new mechanical vehicle could compete against the traditional mules, horses, and wagons. Though the Army made some minor purchases and employment of trucks over the next several years, at that time there was no major purchase commitment, especially given the small size of the military and lack of large-scale involvement in a major conflict. Even the beginning of hostilities in Europe in August 1914 with the start of the First World War did not prompt any initial mobilization of either troops or equipment to transport them.

As the war wore on over the next several years, this began to change. By 1916, especially after observing how trucks and even civilian taxis were being used to rapidly transport troops on the Western Front in France, the Army placed its first major order. A total of 147 of the FWD Model B trucks were procured, but not to fight in France, but help chase the

Mexican bandit and rebel leader Pancho Villa. After a series of raids and even bank robberies by Villa and his men across the American Southwest, the United States launched a military 'punitive expedition' under the command of then Brigadier General John J. Pershing to pursue them in Mexico. The operation would last almost 10 months and involve the deployment of thousands of American soldiers deep into northern Mexico.

The first large-scale use of trucks in military operations was not necessarily a glorious beginning. The extensive primary and secondary road networks that exist globally today did not exist. Instead, the dusty trails used by Army convoys of FWD Model B trucks became quickly torn up and unusable, and after frequent rainstorms, a muddy morass. Instead of enabling quicker troop mobility and supply support, the trucks had been supplemented by the traditional mules and wagons in order to sur-



A motorized convoy of FWM Model B Trucks makes its way down a rutted road during the "Punitive Expedition." Long supply lines over rough roads led to hunger and thirst. Original Photo source - <https://www.defensemедianetwork.com/stories/hunting-the-insurgent-leader/>

# REPLACEMENTS FOR MULES AND WAGONS

## The Origins of Motorized Military Transportation in the 20th Century

mount the difficult terrain. Despite its scale and periodic violence, the Mexican Expedition of 1916-17 did not achieve its stated goal of capturing Pancho Villa. It did though decimate the bandits' leadership and organization structure, and more importantly for our purposes, give the U.S. Army a massive 'dress rehearsal' on supporting large military formations in the field. It was also a valuable troop leading and logistics experience to a generation of Army leaders, to include future leaders like GEN George S. Patton, Jr., probably the most famous American tank leader of WW2, and GEN Brehon B. Somervell, who commanded Army Services Forces during WW2, and for whom the Fort Gregg-Adams campus of Army Sustainment University is named.

### Troops and Trucks go 'Over There'

After series of incidents and provocations, to include submarine attacks against shipping and even a plot to attack the United States via Mexico, Congress voted on 6 April 1917 to enter the 'War to End All Wars,' as some referred the conflict at that time, on the Allied side against Imperial Germany. Once again, now General John J. Pershing was appointed as the AEF Commander and would lead U.S. troops in Europe through the end of what we know today as the First World War and its aftermath. This would be the largest military mobilization in American history at that time. It also super-charged American industry to produce the guns, ammunition, and



1919 U.S. Army Transcontinental Convoy. Location unknown  
Original Photo source – Dwight D. Eisenhower Presidential Library: <https://www.eisenhowerlibrary.gov/research/online-documents/1919-transcontinental-motor-convoy>

trucks to arm the American Expeditionary Force (AEF) for combat in France (or as the popular song from George M. Cohan at the time called it, 'Over There' - <https://www.youtube.com/watch?v=Fz6Lv9djrZE>).

Despite the challenges faced by trucks during the Mexico Expedition, the Army knew they would play a major role during combat in France. After formal entry into the conflict in 1917, the War Department placed orders for 30,000 FWD Model Bs with the nomenclature "Truck, Three to Five Ton, M1917". Over 12,000 were delivered to the Army and Marine Corps by the time of the Armistice in November 1918. Production demand for the M1917 truck was too great for the Four Wheel Drive Auto Company alone to meet, so four other companies were eventually contracted to build additional mod-

els. The Army would contract for thousands of, and even in the case of the '4x2 drive' Liberty Truck help design, multiple other models that were employed during American involvement in the war.

The war also brought about the creation of a new Army organization to manage the tens of thousands of trucks, and their associated soldier-drivers and infrastructure, both in deployments and battlefield support. The **Motor Transport Service** was stood up in April 1918 as a part of the Quartermaster Corps, but it soon transferred to control under an energized War Department. In August 1918, the Army created a subordinate **Motor Transport Corps** specifically for duties in Europe. The 'large-scale combat operations' of fighting on the Western Front had shown the need for that type of organization and would eventually

# REPLACEMENTS FOR MULES AND WAGONS

## The Origins of Motorized Military Transportation in the 20th Century

lead to the creation of a separate Transportation Corps in the early days of the Second World War. Indeed, the Chief of the Motor Transport Corps, working directly under GEN Pershing's staff, was granted significant authority to plan, resource, and execute operations.

### Post-War Convoys and Plans for the Future

In the aftermath of the November 1918 Armistice and subsequent Treaty of Versailles in 1919 between the Allies and the Central Powers, the United States Army embarked upon a rapid demobilization of soldiers, equipment, and infrastructure. Both the Motor Transport Service and overseas Motor Transport Corps, stood up in under emergency conditions during the war, would not survive the return to peace-time bureaucracy and budget cuts. The Army even ended up either selling or otherwise disposing the majority of the over 12,000 FWD Model B trucks it had ordered a little more than 2 years before. But that did mean it was done with employing this type of tactical transportation.

In the summer of 1919, a future 5-star General and 2-term President of the United States, then Lieutenant

Colonel Dwight D. Eisenhower participated in the first Army motor convoy across the North American continent. The expedition consisted of 81 motorized Army vehicles, to include Liberty trucks and three of the FWD Model Bs. They crossed east coast to west coast going from Washington, DC, to San Francisco, a venture covering a distance of 3,251 miles in 62 days. The expedition was manned by 24 officers and 258 enlisted men.

The convoy was to test the mobility of the military during wartime conditions. As an observer for the War Department, LTC Eisenhower learned first-hand of the difficulties faced in traveling great distances on roads that were impassable and resulted in frequent breakdowns of the military vehicles. These early experiences influenced his later decisions in both war and peace, from the Red Ball Express to building of the interstate highway system during his presidential administration in the 1950s.

Today, the United States Army continues to monitor conflicts worldwide, from the Russo-Ukraine War to fighting in the Gaza Strip and learn lessons on how best to employ military trucks in support of operations. Initial Russian challenges in sustaining their forces have been attributed

to a lack of sufficient vehicles to keep their forces supplying with necessary food, water, and ammunition. The Israeli Defense Forces are conducting tactical distribution in urban environments. What does this mean for the Transportation Corps? Despite the increasing prevalence of drones and robotic vehicles on battlefield, the Truck is not going anywhere anytime soon. Experiments during events like Project Convergence 2024 and evaluations across the various Combat Training Centers, have reinforced the need for expert planning, coordination, and employment of the ubiquitous U.S. Army truck.

### About the Author:

*LTC Tim Gilhool, U.S. Army Retired, has served as the U.S. Army CASCOM Command Historian since 2019. A 23-year veteran, he previously served as the commander for the 40<sup>th</sup> Transportation Company (POL), the 71<sup>st</sup> Student Battalion (Provisional), and the 782nd Brigade Support Battalion, as well as held multiple other staff and leadership positions in CONUS, Germany, Korea, El Salvador, Iraq, and Afghanistan. He is honored to perform duties as the Regimental Historian for the Transportation Corps.*

### SOURCES:

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Dwight Jon Zimmerman, "Hunting the Insurgent Leader: The U.S. Army's Search for Pancho Villa," Defense Media Network, 2014 (<https://www.defensemedianetwork.com/stories/hunting-the-insurgent-leader/>)

Leo Hirrel, *SUPPORTING THE DOUGHBOYS: US Army Logistics and Personnel During World War I*, U.S. Army Combat Studies institute, 2017. (<https://apps.dtic.mil/sti/pdfs/AD1125570.pdf>)

Dwight D. Eisenhower Presidential Library, "1919 Transcontinental Motor Convoy" online resource page (<https://www.eisenhowerlibrary.gov/research/online-documents/1919-transcontinental-motor-convoy>)

# ANNOUNCEMENTS

HALL OF FAME INDUCTEES

DISTINGUISHED MEMBERS OF THE REGIMENT

“OF THE YEAR” AWARDEES

## 2024 HALL OF FAME INDUCTEES

Major General Susan A. Davidson  
Major General Michel M. Russell, Sr.  
Colonel Christine M. Gayagas  
Colonel Daniel D. Imholte  
Command Sergeant Major Tony L. Baker  
Command Sergeant Major Terrence Scarborough

## 2024 DISTINGUISHED MEMBERS OF THE REGIMENTS

Colonel Michael H. Burgett  
Colonel (Ret) David W. Banian  
Colonel (Ret) Michael J. Cashner  
Colonel (Ret) John D. Kaylor  
Colonel (Ret) Prescott L. Marshall  
Colonel (Ret) Daniel V. Sulka  
Lieutenant Colonel Regis J. Carr II  
Chief Warrant Officer Five Daniel H. Benroth  
Chief Warrant Officer Five Paul T. Collins Jr.  
Chief Warrant Officer Five Nicholas T. Laferte  
Chief Warrant Officer Five Gerald A. Mitchell  
Chief Warrant Officer Five Olga I. Negron  
Command Sergeant Major Shannon Andrews  
Command Sergeant Major (Ret) Carla M. Hill  
Command Sergeant Major (Ret) Jerome M. Smalls  
Master Sergeant Derrick W. Jenkins  
Master Sergeant Anthony B. Vega  
Sergeant Major Paul J. Ellis  
Sergeant Major (Ret) Sylvester D. Ishmael  
Ms. Lori E. Schlotterbeck

# REGIMENTAL AWARDS

## 2023 “Of the Year” Awardees

### Field Grade Officer

Major Sean McLachlan (AC)  
Major David Cranston (RC)

### Warrant Officer

Chief Warrant Officer Two Wilson Nguyen (AC)  
Chief Warrant Officer Three Sonya Burton (RC)

### Soldier

Specialist Kyler Louanphom (AC)  
Specialist Gabriel Yehdego (RC)

### Company Grade

Captain Chadrick Dewitt (AC)  
Captain Christopher Bond (RC)

### Non-Commissioned Officer

Sergeant First Class Alex Marcial (AC)  
Sergeant Jason Taylor (RC)

### Civilian

Mr. Andre J. Cameron

## Large Unit Winners



839th Trans Bn.  
(AC)



228th Motor Trans Bn.  
(RC)



51st CTC  
(AC)



823rd MCT  
(RC)

## Large Unit Runners Up



39th MCB  
(AC)



1174th DDSB  
(RC)



TC Detachment—  
Eastern Mediterranean  
(AC)



1041st Light-  
Medium Truck Co.  
(RC)

# CONNECT WITH TRANSPORTATION

## Transportation Corps Links and Resources



**Chief of Transportation:** <https://www.facebook.com/Chiefoftransportation/>

**Regimental Command Sergeant Major:** <https://www.facebook.com/TCCSM/>

**Regimental Chief Warrant Officer:** <https://www.facebook.com/tcregimentalwo>

**U.S. Army Transportation Corps:** <https://www.facebook.com/OfficialUSArmyTransportationCorps>

**U.S. Army Transportation Corps:** <https://www.instagram.com/u.s.armytransportationcorps/>

**U.S. Army Transportation Corps:** <https://www.linkedin.com/company/us-army-transportation-corps/>



**Deployer's Toolbox (DPMO):**  
<https://armyeitaas.sharepoint-mil.us/sites/TR-SCoE-DPMO/SitePages/Deployment-Process-Modernization-Office.aspx>

**United States Army Transportation School**  
<https://transportation.army.mil/>

**Transportation Corps Spearhead Newsletter**  
[https://transportation.army.mil/New\\_Resources/spearhead.html](https://transportation.army.mil/New_Resources/spearhead.html)

**GCSS-Army Master Driver**  
<https://www.facebook.com/groups/1810106379312829/>

**Unit Training Assistance Program for Driver Training**  
<https://utap.army.mil/Account/welcome>

**Transportation School Contacts**  
[https://transportation.army.mil/contact\\_us.html](https://transportation.army.mil/contact_us.html)

# TCRA ANNOUNCEMENT



## **Transportation Corps Regimental Association with the Association of the United States Army**

The Transportation Corps Regimental Association (TCRA), a nonprofit dedicated to the well-being of the U.S. Army Transportation Corps, its Soldiers, Civilians and the Army Logistics Corps' success, announces its new status as an Association Partner of the [Association of the United States Army \(AUSA\)](#), a nonprofit educational and professional development association serving America's Army.

This partnership represents a joint commitment to the holistic wellbeing of Soldiers and their families made by two nonprofit organizations with deep histories in service to the military community and nation. Founded in 1950, AUSA supports the Army community with professional development programs and educational resources, as well as access to local, regional, and national industry supporters. Founded in 1990, TCRA equally prioritizes mentoring, networking, scholarships, and professional-personal development enhancement opportunities.

AUSA Association Partner status provides our membership with "best-in-class" resources to enhance their lives and support their professional, personal, financial, emotional, and social wellbeing," said MG (R) Ed Dorman III, President of TCRA. "Not only does AUSA support our national defense, but it's helping build the next generation of the U.S. Army community through programming that prioritizes development, education, and connection among those who are serving and have served. At TCRA, we apply these same principles to foster confidence and holistic readiness in our Members. We're proud to extend our commitment to them through access to AUSA offerings."

TCRA is committed to continually seeking opportunities to support members through partnerships that complement and support its mission. This includes local, regional and national organizations that provide defense transportation networking opportunities, access to resources and services, social and professional development programs and more. "Since our founding, AUSA has placed enormous value on improving quality of life for U.S. Army members, their families and supporters," said Gen. Robert B. Brown, U.S. Army retired, President and CEO of AUSA. "By partnering with like-minded organizations such as TCRA, we know we can achieve greater visibility for our shared mission while also expanding access to professional, educational and financial services for more of our members." With the launch of this partnership, TCRA Members can now access the benefits included with their AUSA membership directly through the AUSA website.

### **About TCRA**

The Transportation Corps Regimental Association, a tax-exempt, nonprofit organization, was formed in September 1990. It endeavors to promote the Transportation Corps Regiment; preserve its history and tradition; foster member professional development; and to provide academic scholarships. For more information about TCRA visit <https://www.tcregt-association.org/> or email: [tcregt@verizon.net](mailto:tcregt@verizon.net)

### **About AUSA**

The Association of the United States Army is a nonprofit educational and professional development association serving America's Army and supporters of a strong national defense. AUSA provides a voice for the Army, supports the Soldier, and honors those who have served in order to advance the security of the nation.

# AWARDS PROGRAMS

## Transportation Corps “Of the Year”, Distinguished Member of the Regiment, and Hall of Fame Awards

**Eligibility:** Active Duty and U.S. Army Reserve, and Army National Guard can compete.

**For More Information:** visit [Regimental Awards Program | U.S. Army Transportation Corps and Transportation School | Fort Gregg-Adams, Virginia](#)



## Deployment Excellence Award

**Eligibility:** Categories for small (Co and below) and large (BN and above)

For More Information: visit the [DEA Portal \(CAC Required\)](#) or contact the DEA Program Manager at 804-765-0917



# UPCOMING TC CONNECTS

- 3rd QTR FY24, Tuesday, 25 June 1100 EST
- 4th QTR FY24, Wednesday, 25 September 1100 EST
- 1st QTR FY25, Wednesday, 20 November 1100 EST

**Stay abreast of the latest and join the MS Teams TC Connect group at this link:**

<https://dod.teams.microsoft.us/channel/19%3adod%3afe66526a12ee4af49f260e9bfd914046%40thread.tacv2/General?groupId=a0d46373-04da-4619-9264-009ebffb3e81&tenantId=fae6d70f-954b-4811-92b6-0530d6f84c43>

# WANT TO WRITE FOR THE SPEARHEAD?

As the Transportation Corps modernizes our equipment, training, doctrine, and formations, we must continually modernize how we engage the wider Army. The Spearhead seeks new voices and content to reach a multi-faceted audience of NCOs, warrant officers, and officers.

This is an opportunity for those experienced voices to shed light on interesting topics and concepts related to Transportation that are being executed and experimented as another way influence modernization efforts.

The Spearhead follows the same submission guidelines Army Sustainment Magazine uses to include the Permission to Publish, Author Bio, and OPSEC Review Form found below and at: <https://alu.army.mil/alog/submissions.html>

## Guidance for Submissions:

- ◆ Identify theme you are writing and whether it's a feature (1000-1500 words) or short article (500-600 words).
- ◆ Write for an audience of SSGs-MSGs, WO1s-CW3s, 2LTs-MAJs. What is the "So What" of your information? How will it help that audience? Keep the Writing simple and straightforward.
- ◆ Do not assume that those reading the article have the background knowledge on the subject.
- ◆ Attribute all quotes to their correct sources.
- ◆ Ensure the article's information is technically accurate.
- ◆ Identify all acronyms, technical terms, and publications.
- ◆ If you've submitted the article elsewhere, please let us know at the time of submission and to which publication it's been submitted.

## WHAT DO YOU WANT TO SEE IN OUR NEXT ISSUES?

### SUBMISSIONS & IDEAS

- ◆ Submit your article as an MS Word Document (.docx)
- ◆ Submit any photos, images, or charts as separate files in the highest resolution possible (1280 x 720 or higher) (.jpg or .tif)
- ◆ For photos, please include a caption of a specific unit, Soldier, action
- ◆ Submit signed forms (Permission to publish, author bio, and OPSEC Review)

### SEND ALL DOCUMENTATION AND FILES TO:

[usarmy.gregg-adams.tradoc.mbx.transportation-proponency-office@army.mil](mailto:usarmy.gregg-adams.tradoc.mbx.transportation-proponency-office@army.mil)

Questions? Call:

- ◆ 804-765-7288 / 7902



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**Dissemination:** This medium is approved for the official dissemination of material designated to keep individuals within the U.S. Army knowledgeable of current and emerging developments within their area of expertise for the purpose of enhancing their professional development.

The image features a silhouette of two soldiers in profile, facing right, against a warm, golden sunset background. The soldier in the foreground is wearing a helmet with a mounted device and has a rifle slung over his shoulder. The second soldier is slightly behind and to the left. The overall mood is one of quiet determination and readiness.

**BE ALL  
YOU  
CAN BE.**

