

1980



DEPARTMENT OF THE ARMY
HEADQUARTERS, 4TH TRANSPORTATION COMMAND
APO NEW YORK 09451

REPLY TO
ATTENTION OF:

AEUTR-SPO-OT

SUBJECT: Annual Supplement to Unit History


20 MAY 1981

Headquarters
Department of the Army
ATTN: DAMH-HSA
Washington, DC 20314

1. Reference USAREUR Suppl 1 to AR 870-5.
2. In compliance with reference above, an annual supplement to our Unit History covering the period 1 Jan 80 through 31 Dec 80 is submitted.

FOR THE COMMANDER:

1 Incl
as


 DAVID D. CLINE
 MAJ, AGC
 Adjutant General



Headquarters, 4th Transportation Brigade

Supplement to Unit History

January 1980 - December 1980

This supplement summarizes the major accomplishments and activities of the 4th Transportation Brigade during the period 1 January 1980 through 31 December 1980. The 4th Transportation Brigade is a major subordinate command of the United States Army, Europe and is located at Camp King, Oberursel, Germany, APO 09451.

1. KEY PERSONNEL. A roster of key Headquarters personnel and major subordinate commanders as of 31 December is at Appendix 1.
2. DISTINGUISHED VISITORS. Attached as Appendix 2 are the senior representatives from higher headquarters and other commands who visited this Headquarters between 1 January 1980 and 31 December 1980.
3. CHANGES OF COMMAND.

Unit	New Commander	Effective Date
4th Trans Bde	COL Eugene R. Lanzillo (Vice BG Jimmy D. Ross)	19 Feb 80
37th Trans Gp	COL George A. Brown (Vice COL James B. Barron)	15 Apr 80
53rd Trans Bn	LTC James W. Becker (Vice LTC Arthur S. Brant)	16 Dec 80
205th Avn Co	MAJ Stephen P. Curtin (Vice MAJ Arno P. Hoerle)	3 Jun 80
HHC, 4th Trans Bde	MAJ Jules W. Hampton (Vice MAJ Don Watson)	3 Jul 80
570th MP Plt	CPT Jeanne M. Burden (Vice 1LT Joyce A. McMonagle)	11 Feb 80

4. ORGANIZATIONAL CHANGES.

a. Command Redesignation. Headquarters, United States Army, Europe and Seventh Army published permanent orders number 67-2 HQ, USAREUR 28 July 1980 redesignating the 4th Transportation Brigade as the 4th Transportation Command (TRANSCOM MTOE 55-2H) effective 16 February 1981. This change aligns the Brigade in accordance with current Department of the Army doctrine for theater level echelons above corps.

b. Movement Region TOE Organization. Request submitted to USAREUR and DA to reorganize the Movements Regions from TDA to MTOE. Several cellular teams from TOE 55-580 H and 55-540 H were used to structure each region as a separate numbered unit with individual UIC's.

c. UK Planning Cell. On 20 January 1980, the Brigade constituted a UK planning Cell at HQ, 3rd AF, RAF, Mildenhall, England pursuant to an agreement among CG, 3rd AF, DCINC USAREUR and Commander, 4th Transportation Brigade whereby 4th Transportation Brigade provides wartime surface movements control in United Kingdom under operational control of 3rd AF. The UK Cell is structured in peacetime as a planning cell with expansion capability to a full transportation movement region TOE in wartime.

d. USAREUR Movements Control Center (UMCC). Effective 1 October 1980, the Office of the Director, Movements Control Center was abolished, and functional responsibility for theater movements control was transferred and integrated into the office of the Brigade ACofS, Movements. This integration led to more streamlined operational control and greater utilization of scarce personnel assets. Concurrent action was initiated with the US Army Transportation Center at Fort Eustis to examine and resolve long-standing doctrinal discrepancies concerning the structure, organization and functions of theater movements control agencies.

e. USAREUR Highway Regulating Element (HRE). The USAREUR HRE, although assigned to the TDA of this Headquarters, was located in Heidelberg and operated under the OPCON of the Chief, Transportation Division, ODCSLOG, USAREUR. It was relocated to Oberursel and placed under the direction of Chief, Transportation Services Division, office of the Brigade ACofS, Movements. The transfer included 1 Officer and 8 Enlisted personnel. All functions other than EEMI (Emergency Evacuation Movement Instructions) accompanied the transfer.

f. Authorized Levels of Organization (ALO). With HQ, Department of the Army approval of the Brigade's 1979-1984 PARR submission, nine motor transport companies of the Brigade's 37th Transportation Group were designated for increase to ALO-1 personnel strength in FY80. This welcomed increase in our readiness posture will improve our 24-hour first lift motor transport capability.

g. Attachment of JB/JD Teams. Two teams (TOE 55-560H-JD) and ten Cargo Documentation Teams (TOE 55-560H-JB) were assigned to 4th Transportation Brigade and attached to 1st, 2nd, 3rd Movements Region and Transportation Terminal Groupe, Europe. A Memorandum of Understanding was executed between the Brigade and TTGE for their wartime release to TTGE.

5. MISSION CHANGES.

a. Movements Region Mission Boundaries. As a result of Exercise WINTEX-79, the mission boundaries of the Brigade's three continental Movements Regions were extensively revised to (1) provide more effective coverage of identified transportation modes, and (2) minimize wartime transition.

b. Movements Region Boundary Refinements. Subsequent to the major boundary change, several Movements Region boundary adjustments were required because of supported activities changes.

(1) TMO Idar-Oberstein obtained approval from HQ, USAREUR to relocate offices from Nabollenbach Storage Area to Strassburg Kaserne.

(2) On 1 February 1980, 4th Trans Bde realigned the 2d Movement Region boundaries to designate the Bettembourg-Luxembourg Reserve Storage Activity as part of TMO Kaiserslautern's area of responsibility.

(3) The realignment of Movements Regions transferred movement control responsibilities in the WBK III area from 1st Region to 3d Region. Subsequently, a Branch Transportation Movements Office (BTMO) was established at Moenchengladbach and temporarily located in Ayrshire Kaserne.

6. MULTIMODAL TRANSPORTATION OPERATIONS.

a. Exercise REFORGER 80. Exercise REFORGER is the largest annual multimodal operation of this command. During REFORGER 80, the Brigade supported the deployment and redeployment of 16,000 CONUS based troops, reserve and active Army units, to participate in FTX SPEARPOINT 80, CONCORDANT JOURNEY and CERTAIN RAMPART. REFORGER 80 was the first of the series of REFORGER exercises to deploy to the NORTHAG operational area. Aerial Ports of Debarcation used were Ramstein, Rhein Main, Luxembourg, Schipol, Brussels, Gutersloh, and Wunstorf. Sea Ports of Debarcation used were Ghent, Vlissingen and Bremerhaven. During the exercise, 4,678 short tons of equipment were moved by rail to and from the ports and 34,706 short tons were moved by rail to and from POMCUS.

b. Exercise JAVELIN. During June 1980, 3d Movements Region Air Terminal Movements Control Team (ATMCT) supported Exercise JAVELIN deployment and redeployment of 82d Airborne and 2d Armored Divisions at the Wunstorf and Rhein Main airheads to and from other modes of transportation. Redeployment operations were conducted simultaneously at Rhein Main and Wunstorf due to runway length limitations at Wunstorf which preclude take-off of CONUS BOUND C141 aircraft with full load. A total of 21 aircraft moving 530 passengers and 255.9 S/T of equipment were processed.

c. Exercise POST OAK II. During February and March 1980, the 4th Transportation Brigade AATCO at Ramstein AB, in conjunction with 2d Movements Region ATMCT teams, participated in the deployment and redeployment stages of the POST OAK II exercise.

The AATCO coordinated 37th Transportation Group trucks in moving unit equipment to ultimate destinations. In support of this exercise, 2d Movements Region was tasked to coordinate the necessary commercial bus and military line haul transportation.

7. MOVEMENTS MANAGEMENT SYSTEMS.

a. DAMMS-CMM. In November, a team from Computer Systems Command, Fort Lee Virginia visited Wartime Movements Division to obtain data required for the development of Department of the Army Movements Management Systems-Movements Planning Module (DAMMS-MPM) of a computer application to reduce this division's workload and publication time of the Wartime Movements Program by approximately 50%. The full implementation of DAMMS-MPM is projected in the spring of 1984.

b. MINET. During 1980, the Brigade continued its participation in development of the USECOM Movements Information Network (MINET). Intended to provide near real time operational communication between various levels of movements organizations throughout the EUCOM area of operations, MINET awaits FY81 funding.

8. HIGHWAY OPERATIONS.

a. Highway Clearance for M915 Tractor/M872 Trailer Transporter System. After nearly three years of negotiations with the Federal Republic of Germany to obtain permission for the Transporter System to operate routinely, the Ministry of Transportation granted this Headquarters a general permit for highway movement of the Transporter on 15 December 1980. This action, in effect, waived the requirements to obtain a march credit each time the transporter system was deployed, due to its excessive length (16.74 meters) vs STANAG 2154 imposed limitations (15 meters). The M915/M872 combination is the Brigade's principle motor transport task vehicle.

b. XM-1 Tank Transportability. During April 1980, a written request was forwarded to the Netherlands, Belgium and the Federal Republic of Germany (FRG) requesting transportability of the XM-1 Tank via Heavy Equipment Transporter (HET) over their highway networks. This request provided probable border crossing points intersecting these host nation countries. By October 1980, favorable responses were received from Holland and FRG, however, Belgian traffic laws restrict movement of Transporters on their autobahn highways to 40 metric tons. Since the total weight of the XM-1 and the Transporter System exceeds 40 metric tons, secondary road routes of travel were provided by Belgium.

c. Cargo Movement. During 1980, the Brigade's 37th Transportation group moved over 884,000 short tons of cargo, and 0 passengers over 26,000,000 miles by motor transport.

d. Motor Transport Company of the Year. The 68th Transportation Company (28th Transportation Battalion) was selected as the 37th Transportation Group Company of the Year.

9. RAIL OPERATIONS.

a. Guard Cars. Two sleeper cars formerly used by the Berlin Military Train were transferred to the German Railways. Cars will augment guard cars used by the 570th MP Platoon to guard ammunition and other sensitive cargo moving by rail.

b. Belgian Rail Tariffs. As a result of negotiations with the Belgium Railways, a rate increase of 35% for ammunition, scheduled to be effective 1 January 1980, was not applied to US ammunition shipments going to depots of Baronville and Sugny, Belgium.

c. Wartime Movements Program Test-Rail. The first test of the UWMP was conducted in VII Corps during the period 18-26 August 1980. Trains were loaded with class V, VII and IV cargo and were moved from origin railheads in the rear depots to railheads in the Corps area. The test was deemed successful and provided valuable information for planning purposes and for consideration in future tests.

10. AIR OPERATIONS.

a. US Air Force Interface. Interface with US Air Forces, Europe continued to be close and effective. The Brigade Liaison Officer at the 322 Airlift Division at Ramstein AB aided in maintaining this interface necessary for the operation of an integrated transportation system in Europe.

b. Army Aviation. The Brigade's 205th Aviation Company (Medium Lift Helicopter) participated in several multinational activities as well as regular exercises. 99% of its flying hour program was achieved, qualifying 100% of its crew members. The Company's 73% availability rate exceeded the DA rate of 65% while planned and coordinated missions were conducted in support of US Army Forces, USAF, and allied countries to distant locations such as Switzerland, United Kingdom, Denmark, Sweden and Spain. The 205th has the sensitive mission of moving nuclear weapons in the theater. It successfully completed its annual nuclear surety inspection, and played the principle role in Operation CARDINAL POINT. In addition, it received the 1980 USAREUR PROJECT PARTNERSHIP Award for its interoperability training with the British Army of the Rhine.

11. BARGE AND PORT OPERATIONS.

a. Ammunition Permits. An exception permit was obtained from the German Federal Ministry of Transportation to transport ammunition by barge from the North Sea Ports of Nordenham and Emden through the German canal systems to Upper Rhine River ports. Permit is valid until 1 October 1981.

b. Ammunition-by-Barge. During 1980, the 4th Transportation Brigade, ACoFS, Movements participated in the planning for an ammo movement by barge from a European port to an inland destination, via the canal system. Due to favorable economic indicators and the cooperation of the German Ministry of Transport in obtaining a waiver for the movement by barge of ammunition, the

4th Transportation Brigade has been tasked to conduct a test of Ammo-by-Barge. The results of the test will document and provide the basis for recommending for or against further shipment of ammunition by barge.

12. TRANSPORTATION AND MOVEMENTS PLANNING

a. Line of Communications (LOC) Planning. In late 1979, the Brigade was tasked by USAREUR to be its agent for the development and negotiation of transportation annexes to host nation supported LOC plans in The Netherlands, Belgium and Luxembourg. Planning was initiated with The Netherlands and Belgium and is pending with Luxembourg.

b. US - Netherlands LOC. This unprecedented plan began 7 November 1979 and culminated with a coordinated draft presented to the USEUCOM - MOD NL Joint Committee in January 1981. This terse draft belied the substantial mutual effort that involved eight meetings with follow-on action throughout 1980 by various representatives from this Headquarters, the 1st Movements Region, MTMC-TTCE, the NL MOD Army Staff, and the NL Ministry of Transport. The resulting plan is an assurance of key crisis/wartime support for US transport and movement requirements. The total plan will be complete by mid-1981 providing US/NL procedures for civil-military support of reception and onward movement.

c. US - Belgium LOC. This plan was initiated in March 1980 using the Netherlands plan as a model to insure compatibility of procedures. Belgium acceptance of our draft plan materially expedited development of two iterations of the draft submitted for coordination and update by the end of 1980. Belgium authorities have indicated (with our full endorsement) great satisfaction at the pace of progress in mutual preparation of the plan, equally unprecedented in multi-national LOC planning. The plan is targeted for completion by June 1981 and will provide for the same type and degree of support as with the Netherlands.

d. US - UK LOC. Considerable progress was made in the preparation of a US - UK movement control liaison organization and for its wartime implementation. Cdr, 4th Movements Region working in conjunction with USEUCOM Logistics Coordination Center (ULCC), had by year's end working arrangements with each British transport movements district. In addition, arrangements have been made for the wartime staffing of the Region using the movements control center personnel from a USAR TAACOM, representatives of 3d Air Force and USNAVEUR.

e. US - Canadian Integrated LOC. This agreement has been completed. Under its provisions, the United States Forces in Europe will provide specified support to Canadian Forces in Europe to the same degree they provide this to our own forces. Part of the integrated LOC agreement calls for the assignment of Canadian Forces Officers to supporting US logistics agencies.

Thus, on 2 July 1980, Captain William Code (CF) was assigned to the 4th Transportation Brigade to insure full integration of Canadian Forces movements requirements into US planning and operations.

f. USAREUR Wartime Movements Program (UWMP). For the first time pre-planned contingency movement requirements (UWMP) for USAREUR and CONUS units were passed (on 17 Dec 80) from the Bde to the Ministries of Defense for Belgium and the Netherlands. Although LOC agreements had not been finalized, these Ministries welcome the submissions and scheduling began immediately for the 1981/1982 program.

g. Basic War Plan and SOP. Both the basic Brigade War Plan (OPLAN 4102) and the Field War SOP were extensively revised to reflect the significant lessons learned from Exercise WINTEX - 79 and CRESTED EAGLE 80 as well as war planning changes/developments occurring as a result of actions by higher and other headquarters. Both were major undertakings.

h. Augmentation Force Planning. A number of significant developments occurred or were started in 1980.

(1) The USA Forces Command CAPSTONE Army Reserve and National Guard affiliation program was completed within USAREUR and presented to the Brigade for full implementation in early 1981.

(2) US Army Reserve personnel (MOBDES) in Europe were designated by name to fill our mobilization TDA requirements. Letters were dispatched to each individual and annual training requirements coordination began.

(3) The latest change to the Brigade Time Phased Force Deployment List (TPFDL) was received and analyzed to see if units allocated to the Brigade were sufficient for the wartime mission. A movements region conference was called to examine that aspect, and information on wartime movements control unit requirements has been gathered for submission to USAREUR and DA.

(4) A major analysis was begun to coordinate the wartime staging of Brigade units in the European theater.

13. COMMUNICATIONS.

a. Communications Upgrade. The Brigade made major strides during 1980 to upgrade its organic and supporting communications. The Brigade requested and received a USACC Communications Systems Engineering Program (CSEP) evaluation early in 1980 that focussed our attention on attainable solutions and convincing methodologies.

b. Master Communications Plan. A master communications plan was completed and approved which outlined minimum essential wartime communications requirements and shortfalls. Actions were taken to reallocate spaces in the

Brigade to provide tactical circuit termination capability consisting of 2 telecommunications teams HC and one team IA. In addition, the Brigade is seeking NATO secure voice access, PARKHILL secure wire/radio device, MTOE equipment upgrade and the VINSON secure device for FM radios. Also, PARR issues were submitted for a number of other related issues.

c. COMSEC Accounts. As a step to increase communications readiness in subordinate units, the Brigade directed they establish independent COMSEC accounts.

d. Commercial Telephones. The Brigade instituted policies for commercial telephone control that reduced usage by 20%.

14. TRAINING.

a. BTMS. In accordance with 1980 USAREUR decision to implement the Battalion Training Management System (BTMS) in major commands reporting to the DCINCUSAREUR, the Brigade prepared a joint plan in conjunction with the 18th Engineer Brigade to institute BTMS in both units as a joint effort. Implementation will be complete by 30 April 1981.

b. Brigade NBC School. The Brigade organized and conducted a quarterly NBC school -- the first of any USAREUR MACOM. The school eliminated our shortfall in school trained NBC NCOs/specialists. It has been highly commended and US Air Forces, Europe is considering copying it.

c. OCONUS Training. The 327th Data Processing Unit from Indianapolis, Indiana, arrived at Camp King to conduct its OCONUS training on 14 September 1980. The Brigade had earlier received a mobile 360/40 computer to support OCONUS training that was conducted as part of Reforger 80. The personnel were billeted in tents and received OJT on the operations of DAMMS-CMM in the mobile 360/40 computer. After approximately one week of OJT, the unit displaced to the Friedberg Training Area to continue operations under simulated combat conditions. The training was a success and demonstrated the feasibility of having CONUS based ADP units deploy to support fixed ADP sites within Europe. The training of the unit was terminated on 27 September 1980 when the unit deployed back to the States. The 327th was one of 4 Reserve Component units that trained with Brigade counterparts. The other 3 were motor transport companies who trained with the 37th Transportation Group.

15. INTELLIGENCE AND SECURITY.

a. Intransit Cargo Security. At year's end the Brigade had completed a major revision of its intransit cargo security procedures. Negotiations are continuing to sort out complex host nation regulations and restrictions in order to facilitate Brigade implementation of US regulatory sensitive cargo security requirements.

b. Physical Security Survey. The Brigade has taken action to review and reduce the increasing number of security - related demands on commanders' time. A survey was conducted and an internal review initiated, the summaries of which will be forwarded to USAREUR with recommendations as to where relief of some requirements might be prudently accepted.

16. PERSONNEL and ADMINISTRATION

a. Brigade Strength. The end strength of the Brigade during 1980 was approximately 228 Officers, 2990 Enlisted and 838 Civilians.

b. Reenlistment. During 1980, we achieved 84.7% of our First Term reenlistment objective and 80.9% of our careerist objective. Increased use of bars to reenlistment as a management tool to upgrade the quality of the force proved effective.

c. Awards. A total of 464 military service/achievement awards and certificates of achievement were approved for service members whose performance merited recognition.

d. Safety. Safety record improved as the rate for recordable Army Motor Vehicle Accidents declined from 7.8 to 7.3 per million miles. This is well below the USAREUR rate of 8.4. Military disabling injuries were reduced from 26.57 to 20.85 per million man-days. The USAREUR rate for FY80 was 25.19. Local national disabling injuries were well below the USAREUR rate of 11.02 declining from 3.68 to 2.95 per million man hours.

17. MATERIEL AND SERVICES.

a. M915 and M872 Equipment Issue. During 1980 we upgraded our line-haul fleet by fielding 856 M915 tractors, 801 M872 trailers and 44 SC209 reefer containers. Additionally, we swapped 114 M915 tractors out of prepositioned stocks in order to maximize warranty benefits. This together with implementation of the Maintenance Management Improvement Program has significantly improved our equipment availability profile.

b. Property Accountability. Property accountability procedures were improved to provide more timely and accurate audit trails through implementation of Continuing Balance System Expanded (CBS-X) for all major end items in the Brigade.

c. NBC Funds and Equipment. The Brigade was the only USAREUR MACOM to allocate 100% of its FY80 NBC funds and achieved a 95% fill of authorized NBC equipment. The method the Brigade used to accomplish this is being studied by the USAREUR Combined Logistics Review Team for wider implementation.

d. Transfer of Power Utility Railcars: On 2 December 1980, the Brigade transferred two (2) powered utility cars to HQ, BAOR to support Live Oak.

e. M911 HET Issue: In 1979 the Brigade updated its heavy equipment transporters with the Issue of the M911 HET.

f. Food Service: A quarterly Food Service Bulletin was initiated, beginning 1st Quarter Fy 80. A Brigade Food Management Assistance Team was established in August 1980 to conduct periodic visits and quarterly inspections.

18. INSPECTOR GENERAL.

a. Brigade Annual General Inspection. The Brigade received its AGI during the period 14 Apr - 9 May 1980. It received Commendable ratings in the following areas: NBC Defense Program, appropriated Funds-TDY, Organization effectiveness.

b. Systemic Approach. During 1980, a systemic Inspector General program was formulated with findings being presented according to functional area. This results in increased attention of staff elements to problem areas. Programs were initiated to train augmentee inspectors, orient company level commanders, and perform proficiency testing of supply, maintenance and administrative personnel in the field. These served to increase both the scope and depth of IG reviews.

APPENDIX 1

KEY PERSONNEL

4TH TRANSPORTATION BRIGADE

Commander	COL Eugene R. Lanzillo
Chief of Staff	COL Vincent P. McDonald
Deputy Chief of Staff	LTC Leon E. Leeper
Executive Officer	MAJ John A. Battcher
Command Sergeant Major	CSM Howard F. Copeland
ACofS, Movements	COL Ronald L. Bellows
ACofS, Personnel and Administration	LTC Billy L. Story
ACofS, Materiel and Service	LTC Peter Everitt
ACofS, Data Systems	LTC Joseph R. Regelski
ACofS, Resource Management	Mr. Arthur Curtis
ACofS, Security, Plans & Operations	LTC Louis E. Skender
Cdr, HHC	MAJ Jules W. Hampton
Chief, Joint Traffic Mgt Agency	LTC George A. Rustigian

MAJOR SUBORDINATE UNITS

37th Transportation Group	COL George A. Brown
28th Transportation Battalion	LTC Dan G. Shellabarger
53rd Transportation Battalion	LTC James A. Becker
106th Transportation Battalion	LTC Roy C. Berry
6966th Civilian Labor Gp (TRK)	SUP Hans Bovensiepen
1st Movements Region	LTC George W. Neal
2d Movements Region	LTC Charles D. Shires
3d Movements Region	LTC Gene A. Losa
4th Movements Region	LTC Frank D. Green
205th Aviation Co (MLH)	MAJ Stephen Curtin
570th Military Police Plt (RG)	CPT Jeanne Burden

APPENDIX 2

DISTINGUISHED VISITORS

10 Dec 79-Mr. Israel, GS-18, visited the Bde Headquarters for an orientation briefing on the Command and our ADP systems.

11 Dec 79-MG Bass visited the 37th Trans Gp to view a Group task vehicle display.

18 Dec 79-MG Thompson visited the 37th Trans Gp to view a Group task vehicle display.

30 Jan 80- MG Wettanen visited the Bde.

28-29 Jan 80- USAREUR CSM visited the Bde.

30 Jan 80-Mr. Angenine and Mr. Heffren from HAC S&I Team visited the Bde.

27 Feb 80-BG(P) McKnight visited the Bde.

25 March 80-MG Robinson visited the Bde.

27 Feb 80-MG Sadler visited the Bde.

29 Feb 80-Colonel Pitts Asst DSS from trans HQ MAC.

3 Mar 80-Dr. David Chapman R&D advisor to USCINCEUR visited Bde.

6 Mar 80- LTG Crizer DCINC visited the Bde.

12 Mar 80-MG Treadway Cdr, 310th TRACOM visited the Bde.

17 Mar 80-Mr. Wolfe Dawson, UK Under Secretary of Transportation visited the Bde 4th Movements Region.

20 Mar 80-BG Lewis DPY Cdr 21st SUPCOM visited 37th Trans Gp.

27 Mar 80-BG Harper EUCOM J 4/7 visited our 4th Movements Region.

12 Apr 80-MG Bruen visited the Bde.

22 Apr 80-MG Rogers visited the Bde.

14 May 80-MG Bass visited the Bde.

23 May 80-LTG Scott visited the Bde.

9-10 Jun 80-BG Toner, Director TRans , Energy and Troop Support, DA DCSLOG visited the Bde.

16 Jun 80-COL Klink (GTNC) German Territorial Northern Command visited the Bde.

13 Aug 80-LTG Crizer USAREUR, DCINC visited the Bde.

14 Aug 80-BG Brown CG, 200th TAMMC visited the Bde.

26 Aug 80-MG Grombacher CG, USACC visited the Bde.

2-4 Sep 80- MG Small CG USATC and FT Eustis visited the Bde.

8 Sep 80-BG (P) Russo, Dir Readiness, Plans and Systems, ODCSLOG, DA visited.

18-22 Sep 80-MG Carmichael CG, 123d RC visited the Bde.

23 Sept 80-MG Decker CG, TARCOM visited the Bde.

3 Oct 80-MG Lynn C/S USAREUR visited the Bde.

4 Feb 80-MG DE Haven Cdr, US Army Logistic Center

11 Apr 80-Mr. Paul Hyman (GS17) DOD Dir of Trans & Dist Policy visited R/M AATCO.

21 Apr 80-BG Crosby ADC 3rd AD

9 May 80-LTG Trefry DA IG

30 Jul 80-MG Thompson CG 21 SUPCOM

28 Aug 80-BG Watts DCS LOG

21 Nov 80-MG Lasher CG Computer Sys & Cmd

9 Dec 80-BG Davis (UIC) BAOR

10 Dec 80-MG Feir DCG

10 Dec 80-BG Watson C/S V Corps