

EC3-15062023

**Everette F. Coppock III
CSM, US Army, Retired
Transportation Corps**

24th Engineers, Railroad Shop and Repair

**24th Transportation Battalion
Transportation Corps**



24th Transportation Battalion DUI, circa 1948



24th Transportation Battalion DUI, circa 1966

The 24th Transportation Battalion Distinctive Unit Insignia, sometimes called a unit crest or simply a DUI, was approved 22 April 1966, the same time the unit motto of "Service Is Our Product" was approved. A pilot's wheel forms the basis of the insignia; it is a reference to the Battalion's mission of providing attached units with command staff direction. The lines are an allusion to the terminal facilities operated by the Battalion for loading and unloading and the transshipment of personnel and cargo. A diagonal wavy band is taken from the arms of the Rhineland and is a reference to the Battalion's Headquarters and Headquarters Detachment's participation in the Rhineland and Central Europe campaigns of World War II.

World War One

Activated 7 December 1917, Fort Dix, New Jersey. Transferred to the Transportation Corps.

1918 American Expeditionary Forces, assigned to 1st Army as the 24th Engineer, Railroad Shop and Repair, Nevers, France.



Supply of Services (SOS) Patch worn by all railroad commands.

World War Two

The 24th Transportation Battalion was constituted on 1 May 1936 as Headquarters, 1st Battalion, 24th Quartermaster Regiment. During that time, truck units were organized as regiments with three battalions and lettered companies.

The Battalion was activated at Fort Dix, New Jersey, on 10 March 1942 and redesignated as the 1st Battalion, 24th Quartermaster Truck Regiment on 1 April 1942.

The Regiment was realigned on 1 February 1944 and the 1st Battalion reorganized and redesignated as Headquarters and Headquarters Detachment, 24th Quartermaster Battalion, (Mobile). Companies A, B, C, and D were redesignated as the 3361st, 3362nd, 3363rd and 3364th Quartermaster Truck Companies, respectively. Each company would follow its own separate lineage.

The 24th Quartermaster Battalion, (Mobile) was stationed at Burton-on-Trent, Staffordshire, England. Units assigned are the 674th Quartermaster Salvage Collection Company, 946th Quartermaster Salvage Repair Company, and four African American companies as follows; the 3133rd Quartermaster Service Company, 3173rd Quartermaster Service Company, 3203rd Quartermaster Service Company, and 3860th Quartermaster Gas Supply Company.

The 24th Quartermaster Battalion, (Mobile) arrived at Brest, France on 5 September 1944.

In 1944, the 24th Quartermaster Battalion (Mobile) was redesignated as the 24th Quartermaster Truck Regiment and deployed to France. During the Rhineland Campaign assigned to 559th Quartermaster Group, 9th Army, 30 December 1944. Station and Assignment List No. 25, Headquarters 9th US Army, 121200 December 1944. Declassified per Executive Order 12356, Section 3.3, 8 May 1990.

Headquarters and headquarters Detachment, 24th Quartermaster Battalion (Mobile), inactivated 24 May 1946, France.

Converted and redesignated 1 August 1946 as Headquarters and Headquarters Detachment, 24th Transportation Corps Truck Battalion.

Redesignated 19 February 1948 as Headquarters and headquarters Detachment, 24th Transportation Truck Battalion.

Activated at Edwards Barracks, Frankfurt am Main, Germany on 20 March 1948 as Headquarters and Headquarters Detachment, 24th Transportation Truck Battalion.

On 2 December 1949, the unit was reorganized and redesignated as Headquarters and Headquarters Company, 24th Transportation Truck Battalion.

In 1951, HHD, 24th Transportation Battalion was located at Edwards Casern, Frankfurt am Main, Germany.

In 1952, HHD, 24th Transportation Battalion, Francois Casern, Lamboy/Hanau, Germany.

On 1 April 1953, reorganized and redesignated as Headquarters and Headquarters Company, 24th Transportation Battalion.

On 25 December 1957 the Battalion was inactivated in Karls Casern, Ludwigsburg, Germany.

Awards



The Army of Occupation Medal is a military award of the United States military which was established by the United States War Department on 5 April 1946. The medal was created in the aftermath of the Second World War to recognize those who had performed occupation service in either Germany, Italy, Austria, Japan or Korea. The original Army of Occupation Medal was intended only for members of the United States Army, but was expanded in 1948 to encompass the United States Air Force shortly after that service's creation. Germany clasp, 9 May 1945 to 5 May 1955.

GERMANY CLASP

- Germany (9 May 1945 to 5 May 1955)
- Austria (9 May 1945 to 27 July 1955)

- Italy (9 May 1945 to 15 September 1947)
- West Berlin (9 May 1945 to 2 October 1990)



Berlin Airlift device

Campaign Credit

World War One

Meuse–Argonne

World War Two

Rhineland; Central Europe

Cold War

Berlin Airlift

Vietnam

Counteroffensive; Counteroffensive, Phase II; Counteroffensive, Phase III; TET Counteroffensive; Counteroffensive, Phase IV; Counteroffensive, Phase V; Counteroffensive, Phase VI; TET 69/ Counteroffensive; Summer/Fall 1969; Winter/Spring 1970; Sanctuary Counteroffensive; Counteroffensive, Phase VII; Consolidation I; Consolidation II; and Cease-Fire.

Southwest Asia

Defense of Saudi Arabia; Liberation and Defense of Kuwait; Cease-Fire.

Decorations

Meritorious Unit Commendation (Army) for Vietnam 1966-1967

Meritorious Unit Commendation (Army) for Vietnam 1970

Meritorious Unit Commendation (Army) for Southwest Asia

1917

Back Home

Nationalized management

The United States Railroad Administration (USRA) temporarily took over management of railroads during World War I to address inadequacy in critical facilities throughout the overall system, such as terminals, trackage, and rolling stock. President Woodrow Wilson issued an order for nationalization on December 26, 1917. Management by USRA led to standardization of equipment, reductions of duplicative passenger services, and better coordination of freight traffic. Federal control of the railroads ended in March 1920 under the Esch–Cummins Act.

The Engineer Railroad Corps mobilized the following: General construction, supply and shop, railway transportation, electric and mechanical, crane operations, camouflage, forestry, railway maintenance of way, motor park, gravel pits and bridge section.

On 29 May 1917 M. Claveille, Sous-Secrétaire-de-Transport stated to this commission that because of the congestion of the northern French ports by British traffic from Dunkirk to Le Havre. The Americans would have to seek ports from Brest southward. The commission ascertained, by inspecting the French railroads, that those in northern France were overloaded with supplies for the British and French armies and could not sustain the additional traffic of American material and troops. On 31 May 1917, the Commander-in-Chief enroute appointed a board of officers to investigate port facilities in France. Of which a preliminary study had been made by the American Military Commission attached to the American Embassy in Paris. A body of officers which had been in France for some months. This board upon arrival had confirmed the crowded conditions existing in the northern ports and the great submarine activity in the Mediterranean Sea and proceeded to inspect the Atlantic ports. It visited St. Nazaire, Donges, Montoir, La Rochelle, Bordeaux, Nantes, La Verdon, Bassens, Brest, and Pauillac and recommended that the American Government should gradually take over for permanent use the ports of St-Nazaire, La Pallice, and Bassens and for emergency use Nantes, Bordeaux, and Pauillac.

It was calculated that 25,000 tons a day could be transported on this line. If it became necessary to exceed this figure. A second line could be used from near Bourges, passing by way of Cosne, La Roche, Chatillon, and Neufchateau. This second line of communication (LOC) could handle an additional 15,000 tons a day. If the total requirements exceeded 40,000 tons a day, a third line of communication could be opened from Tours running in a northerly direction through Orleans, Troyes, Neufchateau, and beyond. This third line could handle an additional 10,000 tons a day. The LOC available for an American army in France was through necessity based upon Atlantic ports and limited to certain railway lines connecting these ports with the front in eastern

France. The ports had to be developed by the construction of wharfs, warehousing, tent camps, and railroad terminal facilities, laborers and trained French railroad men had to be obtained.

REF: history.army.mil

1918

Railway operations, American Expeditionary Forces

Railway operations were originally established by the United States Army to provide support to France and Great Britain after the United States entered World War I. The Army organized and deployed different types of railway regiments and battalions. As operations progressed, the railway units were used to support the American Expeditionary Forces as well. U.S. rail regiments moved both troops and supplies for the AEF and for the allies from the seaports to the front.

Organization began with a survey group established by Secretary of War Newton D. Baker and railway executive Samuel Morse Felton Jr. This group, led by William Barclay Parsons, examined docks and rail traffic and recommended a solution for the United States. After Parsons' group observed that the France's ports were inadequate, its rail system was carrying all the traffic it could bear, and its canals were blocked, it requested that engineers be sent to France. The Army sent nine railway regiments, all filled with volunteers from U. S. railways, as follows:

- A. Five construction regiments
- B. Three operations regiments
- C. One shop regiment (24th Engineers, Railroad Shop and Repair)

Railway regiments typically consisted of two battalions of three companies each.

Eighteen vessels carried the Railroad Regiments from New York Port, New York to Brest, France. The 24th Engineer, Railroad shop and repair was one of the last to exit the discharged vessels. Once on the French railroad tracks, the issue was broad gauge the width between the rail track in France was 4 feet 8.7 inches. Standard gauge in the United States was 4 feet 8.5 inches. The difference between the two in tenths of an inch was negligible and the wheels of U.S. locomotives and rolling stock did not have to be modified to be used. American rail equipment was larger than that of the French. The countries agreed that the size of U.S. locomotives used in France would have a traction force limited only by the clearances and load-bearing capacity of French railways and that cars would match the capacity of the locomotives. After two test runs proved the feasibility of air brakes, the French agreed to allow American cars to be equipped with those brakes, which the French rolling stock was not.

Instead of American knuckle couplers, U.S. trains would be equipped with couplers and buffers used in France. American trains were limited to a length of 1,600 feet the limit was imposed by the length of French passing sidings.

A U.S. railroad shop and repair location were in Namur, Belgium the tracks connected Aachen, Germany and Maastricht, Netherlands.

Assigned to the 1st Army, 26 September - 11 November 1918

The Meuse-Argonne Offensive of World War I, ranks as one of America's most significant battles in terms of men and equipment engaged, the numbers of dead and wounded, and the strategic consequences. More than 1.2 million Americans took part in this 47-day offensive. Of these, more than 26,000 lost their lives. The scale and results of this offensive underscored America's emerging role on the world stage and helped bring an end to the war.



A 24th Engineer, locomotive repair shop at Nevers, France, WW1, artist Ernest Clifford.

When the United States entered World War I in April 1917, Britain and France recommended that American soldiers fight as replacements, or as tactical level units serving under Allied command. General, John J. Pershing, commander of the American Expeditionary Forces, reflected the views of his government in insisting that U.S. forces would fight as an independent army. They would serve alongside the Allies, but in a sector of their own. The Meuse-Argonne

Offensive fulfilled this vision, committing the U.S. First Army to a battle of unprecedented scale, duration, and intensity in American history.

On 26 September 1918 nine American divisions began the first assault along a twenty-four-mile front from the Argonne Forest to the Meuse River—about 150 miles east of Paris. The objective was to cut vital German rail communications running through Mezieres and Sedan, and to serve as one of two Allied pincers converging on the Germans in Belgium and Northern France. The intense fighting caused heavy losses on both sides, but American forces had penetrated the formidable defenses of the “Hindenburg Line” by October 11. The U.S. First Army renewed its assault several times after much-needed pauses for rest, reorganization, and replacement. Fresh divisions relieved those that had suffered the most grievous combat losses. A final push began on 1 November. German forces began withdrawing across the entire front. Recognizing that they could no longer prevent defeat, the Germans signed an Armistice effective at 11:00 on 11 November. Fighting continued until the final minute, with Americans losing their lives up until that point.



24th Engineer, locomotive shop with American and French workers at Nevers, France. Artist Andre Smith.



Nevers WW1, 24th Engineer, railroad repair and shop camp. Photograph by Pierri Premery.

The 24th Engineer, repair and shop battalion would set up operations for the duration of WW1. Repairs and new track were made around the clock. Recovery of damaged flat and troop cars and engines were made at a very slow pace. Repairs to railroad cars once at the facility were made in a timely manner, warehousing of repair parts was not an issue. The countryside was a rural farm community, tintinnabulation of sheep bells sounded against the rifle fire. U.S. Army mules and horses were boarded just 300 yards from the tracks, black smoke everywhere, the torrent of artillery fire close by could be heard day and night. The topography across the rolling countryside had leveled every tree from artillery. Once engaged in battle it was one life every 45 seconds.

The Base hospital #86 was also at Nevers, France.

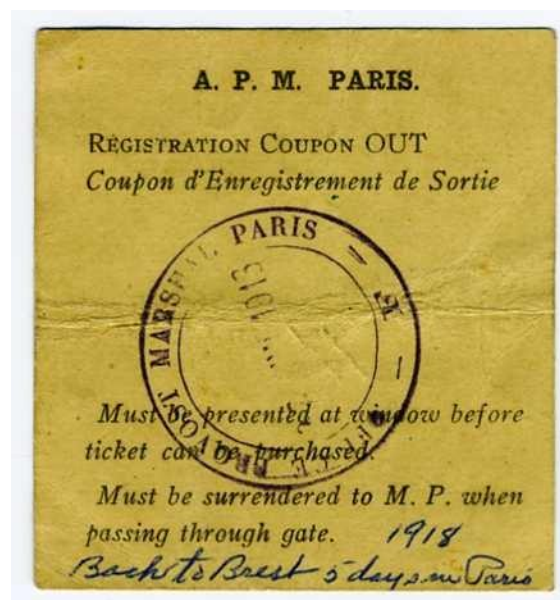
The standard American locomotive in use was the 2-8-0 Consolidation type. More than 1600 of the Consolidation locomotives were assembled in France by U.S. mechanics; most were allocated to the AEF. Almost twenty thousand American-made railway cars were received in France during the war and after the armistice. Car types included box cars, flat cars, gondola cars (high and low sided), tank cars, refrigerator cars, ballast cars and dump cars.



A U.S. Army 101 a 2-8-0 locomotive manufactured in 1916, issued in World War One.

REF:

[en.wikipedia.org/wiki/Railway_operations,_American_Expeditionary_Forces#/media/File:101_General_Pershing_\(5964105122\).jpg](https://en.wikipedia.org/wiki/Railway_operations,_American_Expeditionary_Forces#/media/File:101_General_Pershing_(5964105122).jpg)



Railroad, WWI, 3" X 2 3/4" Paper " Back to Brest 5 Days in Paris, 1918.
REF: Collection of Curator Branch, Naval History and Heritage Command



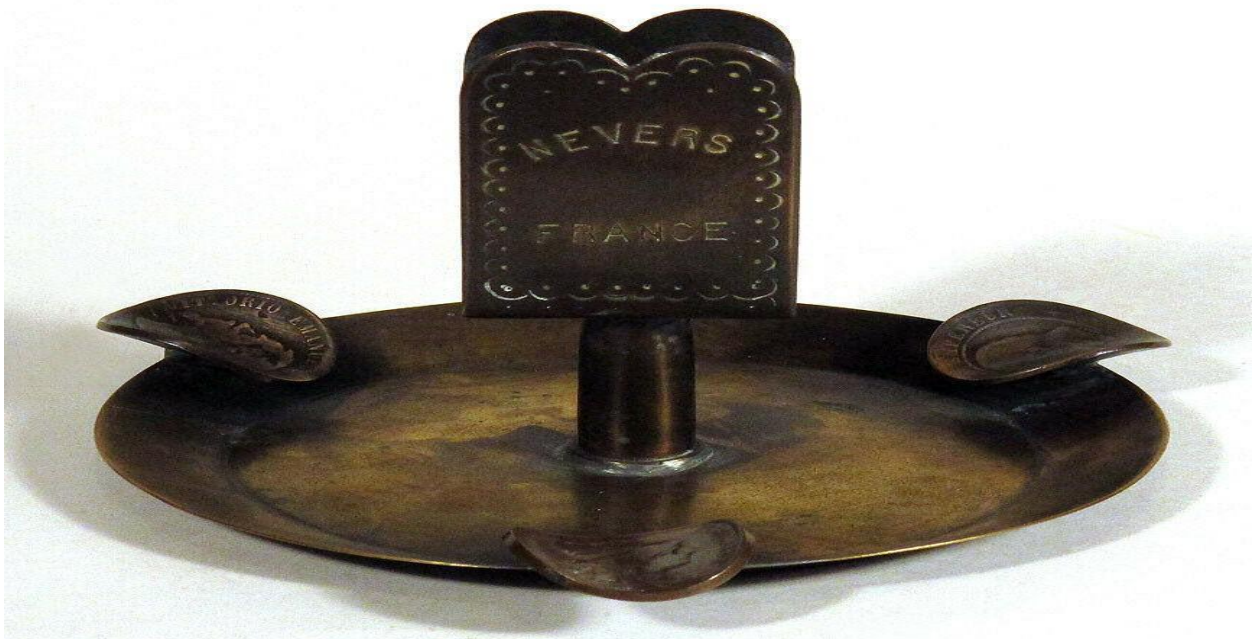
Nevers WW1 Railroad Station.

REF: freepages.rootsweb.com

Facts

- a. Average freight car capacity – 41.6-tons
- b. Average freight car tonnage – 565-tons
- c. Freight car length – 37' 4"
- d. Average speed – 11.5 miles per hour
- e. Troops carried in 20 months – 5 million
- f. Passenger cars used – 53,941
- g. Passengers carried annually – 1,085,000,000
- h. Average trip per passenger – 39.33 miles

REF: www.american-rails.com



Trench art made by the 24th Engineer, locomotive shop at Nevers, France.

1944

Private, Jessie Hite Jr., service number E-33851834, while serving with the 3133rd Quartermaster Service Company was killed in action on 30 September 1944. Buried in Plot B, Row 10, Grave 6, Brittany American Cemetery, Bel Orient, 50240, Montjoie Saint Martin, France. Home of record Virginia.



On 1 December 1944, the U.S. Ninth Army captured Linnich, North Rhineland, Westphalia.

During the Rhineland Campaign assigned to 559th Quartermaster Group, 9th Army, 30 December 1944. Station and Assignment List No. 25, Headquarters 9th US Army, 121200 December 1944. Declassified per Executive Order 12356, Section 3.3, 8 May 1990.

1945:

February 1945, the 24th Quartermaster Battalion (Mobile), Ninth Army launched Operation Grenade, which was the southern prong of a pincer attack coordinated with Canadian First Army's Operation Veritable, with the purpose of closing the front up to the Rhine.

10 March 1945, Operation Flashpoint, the Rhine had been reached in all sectors of Ninth Army's front. It was not until after 20 March that 24th Quartermaster Battalion (Mobile), Ninth Army units first crossed the Rhine. After doing so, the 9th Army quickly struck east around the north of the Ruhr. An enormous pocket soon formed containing the German Army Group B under Field Marshal, Walter Model. By 4 April Ninth Army had reached the Weser in Lower Saxony and was switched back to 12th Army Group.

On 14 March 1945, Private, Warren Howard "Midge" Mack, Service Number 34719032, serving with the 3203rd Quartermaster Service Company is killed in action. PVT Mack was initially laid to rest in the United States Military Cemetery at Margraten, Holland. He was placed in Plot T, Row 6, Grave 140 at 0900 hours on 17 March 1945. Warren's disinterment occurred on 22 July 1948 and his journey home began. He arrived Johnson City via the railway, Southern #46 arriving at 0952 hours on 2 November 1948 and was reinterred at 1400 hours at West Lawn Cemetery, Johnson City, Tennessee.





U.S. 9th Army crossing the Rhine River. Wallach. M2, steel treadway, pontoon bridge, late March 1945. Photograph by en.wikipedia.org.

2 May 1945, the whole of Ninth Army's front reached the agreed demarcation point with the Russians, and the advance ceased. On 7 May 1945, the Ninth Army accepted around 100,000 prisoners from the German Twelfth Army under General der Truppengattung, Walther Wenck, and the German Ninth Army. The 24th Quartermaster Battalion (Mobile) began transporting Enemy Prisoners of War (EPW). Units included the 2nd Infantry Division, the 8th Infantry Division, 8th Armored Division, the 2nd Ranger Battalion, the 5th Ranger Battalion, the 29th Infantry Division, the 30th Infantry Division, the 6th Armored Division, the 104th Infantry Division, the 7th Armored Division, and the 79th Infantry Division.

Prior to the end of World War II, the Allies had agreed to divide the responsibility for occupation of Germany among them. Similarly, the German capitol of Berlin, located in Soviet sector, was divided by the occupying powers. On 30 November 1945, the Allied Control Council officially approved in writing an air corridor between the western zone and Berlin.

1946:

The 24th Battalion arrived late in the war but provided crucial logistical support throughout France, Germany, and Holland during the Rhineland and Central European campaigns.

Headquarters and Headquarters Detachment, 24th Quartermaster Battalion (Mobile), was inactivated in France on 24 May 1946.

Effective 1 August 1946 the Quartermaster Corps transferred the functions and responsibilities of truck and aviation units to the Transportation Corps. In accordance with GO No 77, War Dept., 24 July 1946.

On 1 August 1946, while still on inactive status, the 24th Battalion was converted and redesignated as Headquarters and Headquarters Detachment, 24th Transportation Corps Truck Battalion.

1948:

Redesignated on 19 February 1948 as Headquarters and Headquarters Detachment, 24th Transportation Truck Battalion.

In 1948, Russia decided to roll its occupied countries into the Soviet Union. The fear of a clash between the two new superpowers, as they now faced each other across this border, began a period in the US Army known as the Cold War. From then on, it had an enemy to train to fight. This enemy was the Soviet Union and their communist surrogates. The Army of Occupation in Germany shifted to an alliance of mutual defense and the defeated Germany became an ally in its own defense.

On 20 March 1948, the 24th Battalion was activated in Edwards barracks, Frankfurt am Main, Germany.

The first challenge to the US Army during the Cold War came when the Soviet Union closed off freight traffic of its former Allies into Berlin hoping that they would turn their portion of the capital over. The Russians imposed a blockade of Berlin on 21 June 1948. The US Army and Air Force responded by delivering supplies to Berlin through the air corridor. Operation Vittles had its airborne birth on 26 June 1948. Rhein-Main and Wiesbaden became the Airports of Embarkation (APOE) with TC Airhead Tempelhof in Berlin the Airport of Debarkation (APOD). The 2nd Traffic Control Group opened another APOE at Wiesbaden Air Base on 29 June. The 122nd Truck Battalion and the 76th Heavy Transportation Company added to the line haul. The 24th Transportation Battalion assumed responsibility for command and control. The airlift delivered an average of 8,000 tons per day. On 4 May 1949, Western Allies and the Soviet Union agreed to lift the blockade. The Allies continued airlift for three more months to build up reserve stocks. The US Army proved that it could support a massive operation by air. On 4 April 1949, the western powers signed the North Atlantic Treaty forming the North Atlantic Treaty Organization (NATO).

1949:

While operating from Francois Casern, Lamboy, Hanau, Germany and all its line companies located at Pioneer Casern and maintenance detachment. It's assigned Polish Labor Force of mechanics.



Right, Sergeant Robert J Brown explains a modification made on ten-ton trailers used in Operation Vittles to transport food and supplies from railheads to planes at Rhine Mein air base to LTC, Hyman Yates Chase, commanding officer of the 34th Transportation Truck, Frankfurt, Germany, 1949. Photograph by Afro American Newspapers/Gado/Getty Images.

An additional 450 civilian workers were required for the mission of the Berlin Airlift. Shift work, airplane schedules and truck convoys to and from Berlin. The normal Schule after loading trucks was a three-day convoy, through the Soviet bloc, one day unloading, three-day convoy back to start the process over again. Railroad supply hubs with railroad warehousing were located at Russelsheim and Giessen. From the Rotterdam Port the rations and supplies were delivered by barge to the Mannheim Rhein River Port then transferred to warehousing and distribution to various installations USAREUR and West Berlin. Coal was processed from England.



Left, LTC, Hyman Yates Chase, commanding officer of the 24th Transportation Truck Battalion, and LTC, Albert B. Evans, senior Transportation Corps officer at Rhine Main Air Base, discuss ground transportation used in Operation Vittles, Frankfurt am Main, Germany, February 1, 1949. Photo by Afro American Newspapers/Gado/Getty Images.



LTC, Hyman Yates Chase in the motor pool with mechanic, Private, Willie Stevens, Frankfurt am Main, Germany, 1949.

On 1 August 1949, begins its role in the Berlin Airlift, having 288 tractors and 576 trailers in support. Operating from Rhein Main Air Base, Frankfurt am Main and Wiesbaden Air Base, Wiesbaden, Germany. Hauling coal, clothing, and food.

The 24th Battalion was reorganized and redesignated as Headquarters and Headquarters Company, 24th Transportation Truck Battalion on 2 December 1949.

Hyman Yates Chase, former battalion commander:



Throughout his life, Hyman Y. Chase was a man of great intellectual stature who liked to remind mere mortals, in a booming voice, that he had a PhD from Leland J. Stanford University. In 1936, at the age of 34, he was appointed Chairman of Howard University's Zoology Department, which was financed by the Julius Rosenwald Fund.

Chase was undoubtedly a brilliant academic, but by 1939, he was getting restless in the winds of war. Thanks to supporters like Eleanor Roosevelt, blacks were going to play a larger part in this war and would no longer be relegated to the roles of truck-drivers and cooks. Talk of a black infantry regiment forming at Fort Devens, Massachusetts, stirred Chase to action. He left his job at Howard and entered active military service in 1940. His education earned him an officer's rank and made him one of the first black commanding officers.



It was a tough road ahead. Chase's first regiment was delayed at port in Virginia because the state government would not tolerate a large battalion of armed blacks in one of its ports. Chase endured this indignity, and the 366th Infantry Division was eventually deployed to North Africa. Chase's unit ended up in Italy, where they were cut down by German fire on the Po River. Later, during occupation duty in Germany, Chase helped to mastermind the brilliant logistical plan to airlift supplies to the embattled city of Berlin, which had been blockaded by Soviet forces.

Throughout the war, charges of cowardice were made against black soldiers. Chase saw first-hand that the white officers assigned to black units were substandard and believed that the real issue was poor leadership.

(In the 1990s, Medals of Honor were awarded to seven black soldiers who served in the units that had been so harshly criticized during the war.)

He knew that, in the future, it would be necessary to include well-trained black officers in the officer corp. By the time the war ended, Chase was motivated by a fury that only a man of his intelligence could focus and control. His fiery attitude angered many white officers, and he was forced to defend himself against charges that were intended to ruin his career.

In 1950, the Korean War erupted. Though the Truman administration had issued an executive order to integrate the armed services, a few segregated units remained, and Chase was assigned to one of the last all-black fighting battalions. General Julius Becton was among his young officers. Stories of Chase's efforts to toughen the battalion for war are near-legendary, suggesting that he meant to drive them to the very brink of sanity to test their mettle. Though not everyone approved of his means, Chase achieved his goal and produced a tough fighting unit.

Just before the battalion set off for Korea, Chase – who was nearing fifty years old, and was perhaps past his fighting prime – was reassigned to Prairie View A&M University in Waller County, Texas, where he would be the head of the ROTC program. Chase was not a happy man when he arrived, and he was feared by everyone at the university – students, faculty, and administration. By the time he left the university four years later, Prairie View had developed a tradition of producing well-equipped black officers – some of whom gave their lives in Korea.



Chase served for several years as the Professor of Military Science and Tactics at Howard University, before he passed away in 1983. By then, most of his infamous exploits, manners, and accomplishments had been forgotten by most of the world. But his former cadets and soldiers remember well how he trained them - like a force of nature - and they count themselves lucky to have been shaped by such a leader.

REF: www.thelongblackline.com/novels_books/hyman_y_chase/index.shtml

U.S. ARMY UNITS ENTITLED TO BERLIN AIRLIFT DEVICE

Unit	Period	Authority
10th Medical General Dispensary.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
16th Constabulary Squadron.....	13 October 1948 to 30 September 1949.....	DA GO 21-49
16th Infantry Regiment, 3d Battalion.....	18 July 1948 to 30 September 1949.....	DA GO 21-49
24th Transportation Truck Battalion, Hq and Hq Detachment.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
26th Base Post Office.....	26 June 1948 to 30 September 1949.....	DA GO 22-50
36th Labor Supervision Company.....	7 July 1948 to 30 September 1949.....	DA GO 21-49
38th Labor Supervision Company.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
54th Labor Supervision Company.....	5 December 1948 to 30 September 1949.....	DA GO 21-49
57th Signal Service Company.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
66th Transportation Truck Company.....	29 June 1948 to 15 November 1948.....	DA GO 21-49
67th Transportation Truck Company.....	15 July 1948 to 17 June 1949.....	DA GO 21-49
68th Transportation Truck Company.....	26 July 1948 to 30 September 1949.....	DA GO 21-49
69th Transportation Truck Company.....	5 January 1949 to 30 September 1949.....	DA GO 21-49
70th Transportation Truck Company.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
76th Transportation Truck Company.....	29 June 1948 to 30 September 1949.....	DA GO 21-49
84th Transportation Truck Company.....	29 June 1948 to 19 January 1949.....	DA GO 21-49
89th Transportation Truck Company.....	6 April 1949 to 30 September 1949.....	DA GO 44-49, DA GO 14-53
97th General Hospital.....	26 June 1948 to 1 September 1949.....	DA GO 48-49
97th Labor Supervision Company.....	6 April 1949 to 30 September 1949.....	DA GO 48-49
133d Labor Supervision Center.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
168th Medical Veterinary Food Inspection Detachment.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
204th Ordnance Automotive Maintenance Team.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
248th Ordnance Service Platoon.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
279th Station Hospital.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
501st Labor Supervision Company.....	10 July 1948 to 30 September 1949.....	DA GO 21-49
503d Engineer Light Equipment Company.....	21 March 1949 to 25 July 1949.....	DA GO 48-49
503d Labor Supervision Company.....	12 July 1948 to 30 September 1949.....	DA GO 21-49
506th Labor Supervision Company.....	25 July 1948 to 30 September 1949.....	DA GO 21-49
509th Labor Supervision Company.....	6 April 1949 to 30 September 1949.....	DA GO 48-49
513th Military Police Service Platoon.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
523d Labor Supervision Company.....	9 July 1948 to 30 September 1949.....	DA GO 21-49
543d Transportation Company.....	17 November 1948 to 15 July 1949.....	DA GO 21-49
545th Transportation Truck Company.....	10 October 1948 to 10 January 1949.....	DA GO 21-49
559th Ordnance Medium Automotive Maintenance Company.....	26 October 1948 to 30 September 1949.....	DA GO 21-49
565th Ordnance Medium Automotive Maintenance Company.....	26 June 1948 to 30 April 1949.....	DA GO 44-49
579th Engineer Utility Company.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
581st Engineer Supply & Maintenance Company.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
585th Ordnance Medium Automotive Maintenance Company.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
759th Military Police Service Battalion.....	26 June 1948 to 30 April 1949.....	DA GO 44-49
874th Ordnance Heavy Automotive Maintenance Company.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
7706th American Forces Network Co., Berlin Detachment.....	8 October 1948 to 15 September 1949.....	DA GO 48-49
7742d Engineer Base Depot Group, Company.....	21 March 1949 to 25 July 1949.....	DA GO 44-49
7747th Military Police Railway Security Group.....	26 June 1948 to 30 September 1949.....	DA GO 22-50
7772d Signal Battalion.....	26 June 1948 to 9 January 1949.....	DA GO 22-50
7772d Signal Service Company.....	10 January 1949 to 30 September 1949.....	DA GO 22-50
7773d Signal Service Company.....	5 March 1949 to 30 September 1949.....	DA GO 33-49
7781st Station Complement Unit.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
7782d Headquarters Company.....	20 February 1949 to 30 September 1949.....	DA GO 33-49
7782d Special Troops Battalion.....	26 June 1948 to 20 February 1949.....	DA GO 33-49
7783d Ordnance Service Company.....	5 March 1949 to 30 September 1949.....	DA GO 33-49
7783d Ordnance Battalion, Headquarters & Headquarters Detachment.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
7784th Motor Transportation Battalion, Headquarters & Headquarters Detachment.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
7795th Transportation Corps Traffic Regulating Detachment Transportation Control, Sec I.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
7795th Transportation Corps Traffic Regulating Detachment Transportation Control, Sec II.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
7798th Traffic Regulating Detachment.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
7807th Motor Transportation Battalion, Headquarters and Headquarters Detachment.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
7811th Station Complement Unit Hq & Companies A, B, C & H.....	26 June 1948 to 30 September 1949.....	DA GO 22-50, DA GO 14-53
7826th Engineer Battalion, Headquarters & Headquarters Detachment.....	26 June 1948 to 5 March 1949.....	DA GO 33-49
7826th Engineer Service Company.....	5 March 1949 to 30 September 1949.....	DA GO 33-49
7852d Quartermaster Service Company.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
7865th Ordnance Heavy Automotive Maintenance Company.....	26 June 1948 to 30 April 1949.....	DA GO 44-49
7869th Motor Supervision Company.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
7870th Motor Supervision Company.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
7880th Labor Supervision Company.....	24 August 1948 to 6 April 1949.....	DA GO 21-49
7881st Labor Supervision Company.....	24 August 1948 to 6 April 1949.....	DA GO 21-49
7882d Motor Supervision Company.....	26 June 1948 to 30 September 1949.....	DA GO 33-49
7833d United States Army Airlift Support Command.....	6 April 1949 to 30 September 1949.....	DA GO 48-49
Labor Supervision Staff Section, Frankfurt Military Post.....	26 June 1948 to 9 May 1949.....	DA GO 21-49
Transportation Branch, Headquarters Berlin Military Post.....	26 June 1948 to 30 September 1949.....	DA GO 21-49
Transportation Section, Frankfurt Military Post.....	26 June 1948 to 30 April 1949.....	DA GO 44-49

1951:

HHD, 24th Transportation Battalion was located at Edwards Casern, Frankfurt.

1952:

HHD, 24th Transportation Battalion, Francois Casern, Lamboy/Hanau.

67th Transportation Company, Pioneer Casern, Hanau

68th Transportation Company, Pioneer Casern, Hanau

76th Transportation Company, Pioneer Casern, Hanau

254th Transportation Company, Pioneer Casern, Hanau

REF: Usarmygermany.com



Francois Casern, Lamboy/Hanau. To the right, Hutier Casern with grey roof tiles.
Photograph by Bing.

On 1 September 1952, the 83rd Transportation Company was reassigned to the 53rd Transportation Battalion, Kapaun Barracks, Kaiserslautern.

Reorganized and redesignated as Headquarters and Headquarters Company, 24th Transportation Battalion on 1 April 1953.

1955:

The 70th Transportation Company at Krabbenloch Casern, Ludwigsburg is reassigned to the 24th Transportation Battalion.

On 5 December 1955, the 24th Transportation Battalion takes control of the missions assigned to the 148th Transportation Truck Battalion as it inactivated same date.

1957:

On 15 January 1957, HHD, 24th Transportation Battalion, 68th, 70th, and the 501st Transportation Companies all relocated to Karls Casern, Ludwigsburg, Germany.

The 68th and 501st Transportation Companies are reassigned to the 28th Transportation Battalion, Turley Barracks, Mannheim.

The 70th Transportation Company is reassigned to the 2nd Transportation Battalion (Communication Zone), Nancy, France, and the company transfers to Vitry, France.

On 25 December 1957 the Battalion was inactivated in Karls Casern, Ludwigsburg, Germany.

1966:

The 24th Transportation Battalion Distinctive Unit Insignia, sometimes called a unit crest or simply a DUI, was approved 22 April 1966, the same time the motto of "Service Is Our Product" was approved.



Distinctive Unit Insignia

The insignia of the 24th Transportation Battalion, a pilot's wheel, refers to the Battalion's mission of providing command staff direction to attached units. The lines allude to terminal service facilities for loading and unloading and for the transshipment of cargo and personnel. The wavy diagonal lines are from the arms of the Rhineland. It refers to the participation of the Headquarters and Headquarters Detachment of the Battalion in the Rhineland and Central Europe campaigns.



Coat of Arms

ORIGINAL SIGNED ON 15 JUNE 2023

Everette F. Coppock III
CSM, US Army, Retired
Transportation Corps, 1977-2007
EFCoppock3@yahoo.com



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