

77th TRANSPORTATION COMPANY



The 77th Transportation Company (Light Truck) was initially activated on 1 May 1936 at Camp San Luis Obispo, California as Company "G", 46th Quartermaster Regiment. At this time the company was activated as a reserve unit with African American personnel. Four months after the attack on Pearl Harbor Company G was called to active duty on 8 March 1942 and assigned to the 1st Army for training prior to overseas movement, outfitted and trained, the company moved as a unit from the New York Port of Embarkation aboard the USAT ARGENTINA to Casablanca, French Morocco, and was assigned to the Eastern Base Section during Operation Torch. During 1943 and 1944, Company "G" participated in operations in Morocco, Algeria, and Tunisia.

In June 1944, the company was redesignated as the 3487th Quartermaster Truck, 468th Quartermaster Battalion (Mobile), 34th Infantry Division, 5th Army and was reassigned to the European Theater of Operations for duty with the Fifth Army. On being reassigned, the Company moved from Tunisia to Italy aboard the SS JOHN CROPPER. From Italy to France aboard LST 35. The 3487th arrived in France on 30 August 1944 until victory in Europe was attained.

The 3487th was assigned to the Fifth Army. In December 1945, the Company departed Germany for New York and in February 1946 the unit was inactivated. The Company was awarded battle credit campaigns for participation in the Tunisia, Sicily, Rome – Arno, Southern France, Central Europe, and the Rhineland.

In May 1947 the 3487th Quartermaster Company was reactivated and redesignated the 77th Transportation Corps Truck Company (Heavy), 309th Transportation Service Group and reassigned to the Berlin Command.

In August 1947 the Unit was reorganized as a Light Truck Company and assigned to the US Constabulary European Command, in Munich Germany.

In November 1950 the 77th departed Germany for Bordeaux, France and was stationed in various locations in The United States Army Europe Communication Zone (USAREUR COMZ).

Since 1950 the 77th was reassigned to multiple battalions in a six-year period.

- 7711th Provisional Truck Battalion
- 109th Transportation Battalion (Truck) at Sidi Brahim Casern, Etain, France
- 2nd Transportation Battalion (Truck) at Sidi Brahim Casern, Etain, France
- 106th Transportation Battalion (Truck) at La Rochelle, France, all assigned to the 9th Transportation Highway Transport Group (THTG) at Saran, France United States Army Communication Zone Europe (USACOMZEUR), Base Section (BASEC) with Headquarters at Aboville Casern, Poitiers, France.

The Communication Zone European Headquarters was station at Orleans, France.



The 106th Transportation Battalion Distinguished Unit Insignia is introduced in 1950.

The 77th was assigned to the 106th Transportation Battalion (Truck) for Command and Control in November 1956, where the 77th was in Rochefort, then Jeumont Casern, La Rochelle, France. The Jeumont Casern known for warehouse storage of German torpedoes.

During the two-year period the company achieved an enviable record. In October 1957, the company participated in "LOCSPEC", a logistical support exercise and logged 180,000 miles in a fifteen-day period. During 1957 the 77th also participated in the first exercise with the then experimental Roll-On-Roll-Off vessel with the USNS COMET.

During October 1958, the 77th participated in NODEX 18 at Marennes France and logged in 1,000,000 operational miles during the FY58. One major mission was relocating a hospital. In August, at Croix Chapeau, France was the site of a new 500-bed hospital that housed the 28th General Hospital (Camp Rucker, Alabama), of which only 50 beds were used to support the Army in Southwestern France relocated to Nancy, France.

In 1959, the 77th saw a continuation of the fine performance. During the first ten months of 1959, the 77th had logged over 950,000 miles and an achievement for a Superior rating given by the COMZ Inspector General during the Annual General Inspection FY 1959.

1962



First Sergeant Mayhew, served as 1SG 1962-64. Photograph by Company Commander, CPT Beyers.



Company Commander, CPT Beyers. Photographed by 1SG Mayhew.

AU REVOIR, FRANCE: 1963

In the fall of 1963, French President Charles De Gualle ordered American troops out of France. On 2 November 1963 the battalion received its orders to leave western France. Letter orders 241-1, Headquarters COMZ Europe dated 2 November 1963, moved the battalion to the seaport of Bremerhaven, Germany. In the haste to move, the Army did not have time to approve funds for the move. LTC Del Mar left ahead of his convoys to arrange for government quarters for his soldiers and purchased food for the families with his own money. He authorized each bachelor to use one trailer and each family two trailers to load and haul their household goods. They loaded Privately Owned Vehicles (POVs) on trailers and covered them so they would not be seen. The last M52 tractor to cross the border had a white painted plywood sign on the back with a green frog and the words, "Never Again Froggie", written under it. The Americans referred to the French as "Frog". Since American soldiers had fought in two wars for the defense or liberation of France, they felt insulted.

While not stated in the movement orders, the mission was to clear the Bremerhaven military ocean terminal and line haul to Giessen. The battalion headquarters and the 78th Transportation Company and Detachment 2, Trail Transfer Point (TTP), at La Rochelle, relocated to Bremerhaven.

The 77th Transportation Company moved from La Rochelle to Kassel military sub-post, Kassel - Rothwesten Air Base, Germany. The 67th Transportation Company and Detachment 1, TTP moved from St. Nazaire to Bremerhaven. The 598th Transportation Company was detached from the 28th Transportation Battalion, attached to the 106th, and moved from Ingrandes, France to Kassel and was attached to the 106th in late 1963.



In April 1966, the battalion was given the mission to clear the depots in western France. The initial concept of operation was for the 106th to clear depots in the general vicinity of Orleans and line-haul to Toul in the vicinity of Nancy. The code name for the operation was titled Fast Relocation or FRELOC. An acronym for French Line of Communications. However, the initial tonnage figures were seriously underestimated. FRELOC grew geometrically into an all-consuming monster of men and equipment. During the height of FRELOC, the 106th ironically found itself clearing its original home in France at Bussac General Depot.

During FRELOC, the battalion accumulated over 6.5 million miles. Because of its distinguished accomplishments during FRELOC, the 106th was given the honor of pulling the last trailer out of France. In keeping with its tradition, the 106th accomplished the mission on time and in good order. The last tractor was driven across the border by SP5 Wilson, 77th Transportation Company, with LT Hefferran as shotgun, during 'the late evening of' 31 March 1967.

The conclusion of FRELOC brought major changes to the battalion's task organization. The 900-mile-long LOC shifted to a 600 mile long north to south LOC. The 598th Transportation Company moved from Kassel to 28th Transportation Battalion, Mannheim in early 1967. The 1st Transportation Company and Trailer Transfer Point Hotel (TTH) in Nuremberg were transferred from the 28th to 106th Transportation Battalion during the same period.

The 70th Transportation Company moved from Kassel to Butzbach in support of the Army Depot Complex, Giessen. Upon leaving France in March 1967, the 77th Transportation

Company and Trail Transfer Point Echo (TTE) were relocated to Eastman Barracks, Dachau, Germany. The battalion headquarters, the 67th, 78th, Trailer Transfer Detachments A and B remained in Bremerhaven.

In 1969, a long-standing proposal to move the battalion headquarters to a more central location was approved. In January 1970, the 106th Transportation Battalion headquarters and the 78th Transportation Company were reassigned to Azbill Barracks, Russelsheim, Germany.

After 27 years of continuous service in the European theater. The 77th Transportation Company was inactivated in Dachau, Germany on 25 June 1970.



ORIGINAL SIGNED ON 8 SEPTMEBER 2023

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