

EVERETTE F. COPPOCK III

CSM, US ARMY, RETIRED

TRANSPORTATION CORPS REGIMENT, 1977-2007

377th TRANSPORTATION COMPANY, HEAVY EQUIPMENT TRANSPORT (HET), COLEMAN BARRACKS, SANDHOFEN AND SPINELLI BARRACKS, MANNHEIM, TO FORT BLISS, TEXAS, AC:

377TH TRANSPORTATION COMPANY LINEAGE AND HONORS

- Constituted November 19, 1942 in the Army of the United States as the 377th Quartermaster Truck Company
- Activated November 24, 1942 in Australia, assigned to the 29th Quartermaster Group
- On February 21, 1944, the Advance Forward Echelon of Group Headquarters move by plane to Base "F" and assumed command of the Base Motor Command on February 22, 1944. On the same date the following units were attached to the 29th Quartermaster Group, 377th Quartermaster Truck Company.
 - Inactivated February 20, 1946 on New Guinea
 - Converted and re-designated August 1, 1946 as the 377th Transportation Corps Truck Company; concurrently activated at Fort Sill, Oklahoma
 - Re-designated May 16, 1947 as the 377th Transportation Truck Company
 - Allotted November 26, 1951 to the Regular Army
 - Reorganized and re-designated April 1, 1954 as the 377th Transportation Company
 - Inactivated November 5, 1955 in Japan
 - Activated September 2, 1957 in Germany

CAMPAIGN PARTICIPATION CREDIT

- World War II
- Papua
- New Guinea

- Cold War, 1947-1991
- Korean War
- UN Defensive
- UN Offensive

- CCF Intervention
- First UN Counteroffensive
- CCF Spring Offensive
- UN Summer-Fall Offensive
- Second Korean Winter
- Korea, Summer-Fall 1952
- Third Korean Winter
- Korea, Summer 1953
- Enduring Freedom 1995- 96
- Kosovo 2002
- Enduring Freedom and Operation Iraqi Freedom 1, 2003 -2004 deployed from Germany
- Operation Iraqi Freedom IV, 2005 -2006 deployed from Germany
- Operation Iraqi Freedom VII, August 22, 2007 - November 14, 2008 - Deployed from Fort Bliss, Texas
- Afghanistan, April 14, 2011
- Southwest Asia
- Defense of Saudi Arabia
- Liberation and Defense of Kuwait
- Cease-Fire
- War on Terrorism

Phase 1: Liberation of Iraq	19 March 2003	1 May 2003
Phase 2: Transition of Iraq	2 May 2003	28 June 2004
Phase 3: Iraqi Governance	29 June 2004	15 December 2005
Phase 4: National Resolution	16 December 2005	9 January 2007
Phase 5: Iraqi Surge	10 January 2007	31 December 2008

DECORATIONS

- Presidential Unit Citation (Army), Streamer embroidered PAPUA

- Meritorious Unit Commendation (Army), Streamer embroidered KOREA 1950-1951
- Meritorious Unit Commendation (Army), Streamer embroidered KOREA 1952
- Meritorious Unit Commendation (Army), Streamer embroidered SOUTHWEST ASIA 1991
- Meritorious Unit Commendation (Army), Streamer embroidered SOUTHWEST ASIA 2003-2004
- Meritorious Unit Commendation (Army), Streamer embroidered SOUTHWEST ASIA 2005
- Meritorious Unit Commendation (Army), Streamer embroidered IRAQ 2007-2008
- Army Superior Unit Award, Streamer embroidered 1995-1996

From 1978 until 1981 the 377th TRANS CO supported REFORGER maneuvers with NATO Allied forces.

The 29th Quartermaster Regiment (Truck) boarded the "Queen Elizabeth" at San Francisco on the evening of 18 March 1942. The "Queen Elizabeth" sailed for Australia on 19 March 1942 docking in Sydney on 6 April 1942. The 29th Quartermaster Regiment disembarked and moved to their camp at Randwick Racecourse except for Companies "K", "L" and "M" who remained with the ship for three days to discharge the cargo. Some difficulty had arisen with the wharf flies which led to the Ship's Officers requesting the work to be done by the US Servicemen.

The Regiment arrived minus their Motor Vehicles and began immediately to furnish Labor Details for unloading ships and storing cargo in warehouses. Lieutenant Colonel Leo A. Dupre was the American Liaison Officer in Sydney at the time as the American Base Section organization had not yet been established by that time.

On 11 April 1942, Major Francis P. Mulky, Lieutenant Jordan B. Spina and two Enlisted Men were sent to Brisbane to locate Regimental equipment supposedly sent there. Whilst still in Brisbane Major Spina proceeded as a member of a reconnaissance party by air to Mt. Isa, then by Motor Vehicle to Birdum and Darwin in the Northern Territory to survey the expected route for convoy operations. Major Mulky returned by aircraft from Bachelor Airfield south of Darwin to Brisbane and then by air to Sydney arriving there on 25 April 1942. Major Mulky submitted a written report on the reconnaissance to the Regimental Commander.

On 12 April 1942, the Regimental Commander travelled by train to Melbourne and drove back to Sydney in a Nash Sedan on 16 April 1942.

The Motor Equipment for the Regiment began to arrive in Sydney in early May 1942. The Regiment was fully equipped by the end of May 1942. On 10 May 1942, the 3rd Battalion moved from Randwick Racecourse to a camp at Prospect, a few miles west of Sydney (Does anyone know where this American camp was located?). They were joined a few days later by the 1st Battalion. The 2nd Battalion moved to Parramatta a few miles west of Sydney (Does anyone know where this American camp was located?).

Whilst in Sydney, the Regiment organized a baseball team which played in a league organized by the Australians. This team, under the supervision of Lt. Jean C. Stapenhorst, won the

championship of Sydney, losing only one game. It was awarded the MacArthur Cup. (I wonder where that cup is today?)

Whilst in Sydney, any medical attention required by the Regiment was given by the 47th Station Hospital and Medical and Dental Officers were attached temporarily for this purpose.

The Regiment started moving to Mt. Isa on 2 June 1942. 31 trains were used with the last train leaving Sydney on 12 June 1942. The Regimental Commander accompanied by Lieutenant Dewey Mayes, the Supply Officer 29th Quartermaster, left Sydney on 14 June 1942 by air for Brisbane. When the New South Wales trains arrived at South Brisbane Station on the south side of the Brisbane River, the men and equipment had to be unloaded and transported by truck across the river to the Roma Street Station for reloading onto a Queensland train. The reason for this was that the two states have a different size rail gauge. By 22 June 1942, the 1st and 2nd Battalions, "I" Company and a Detachment of "K" Company had been shipped out of Brisbane by train. Due to the congestion of the Queensland train network, the remainder of the 3rd Battalion have to move overland to Mt. Isa on 23 June 1942. On 23 June 1942, Lieutenant Dewey Mayes left for Mt. Isa by air, and the Regimental Commander left on 25 June 1942.

Company "F" did not accompany the rest of the Regiment to Mt. Isa as they had been diverted to Brisbane for the purpose of securing equipment. Once completed Company "F" proceed to Mt. Isa overland to rejoin the Regiment.

Mutiny by 4 men of "F" Company, 29th QM Regiment at Winton on 13 June 1942

The entire Regiment had arrived in Mt. Isa by 27 June 1942 except for "E" Company, which had been diverted to Townsville and then to Port Moresby, New Guinea where it arrived on 19 June 1942.

The mission for the Regiment was to convoy supplies from the terminus of the railroad at Mt. Isa to Birdum in the Northern Territory, the end of the railroad south from Darwin. The first convoy left Mt. Isa on 17 June 1942 and was furnished by "A" Company. Operations continued until late October 1942. Up until September 1942 there was no time at which there was not at least one convoy on the road. The length of the trip was approximately 700 miles and required four days each way, with one day lay-over at Birdum. The roads were extremely bad, and the bull dust was intense.

At Mt. Isa, despite the numerous convoy operations performed by the Regiment, it managed to secure a good baseball team. It played the 48th Quartermaster Regiment during all the periods from June until October 1942 and won every game. The team, still under the management of

Sgt. Johnson, was awarded two trophies by the citizens of Mt. Isa for its outstanding work on the diamond.

Whilst in Mt. Isa, Chaplain Paul W. Strickland (0411550) of the 48th Quartermaster Truck Regiment held regular services in the 29th Quartermaster area.

Certain Officers of the 47th Station Hospital in Sydney moved with the 29th QM Regiment to Mt. Isa to attend to medical requirements. They remained with the Regiment until relieved by a Detachment of Officers and Enlisted Men from the 33rd Surgical Hospital in Townsville. In August 1942 a permanent detachment reported for duty, commanded by Captain John A. Ritchey (031873). The rest of the detachment comprised 1st Lt. Sidney M. Falk (0358992), Captain Mordecai L. Falick (0336635), 1st Lt. Robert C. Griffith (0240147) and 1st Lt. Harry P. Cohen.

In October 1942, the Regiment was ordered to transfer to various points in Australia. On 8 October 1942, Major Mulky proceeded by rail and air as an advance agent to arrange for liaison for movements of elements of the Regiment to Brisbane and Sydney, and to coordinate plans for building a camp at Richlands west of Brisbane. Major Mulky reported to the Commanding Officer of Base Section No. 3 in Brisbane on 13 October 1942.

Companies "A" and "B" moved to Sydney. The 1st Battalion, less "A" and "B" Companies moved to Townsville. The 2nd Battalion, less "F" Company moved to Port Moresby and joined "E" Company.

Regimental Headquarters, with the 3rd Battalion moved into Brisbane. Their move to Camp Columbia west of Brisbane was completed by rail on 26 October 1942. "F" Company moved from Mt. Isa to Townsville in November 1942.

All movements were by rail except that of "F" Company, which moved by rail only to Cloncurry and thence overland to Townsville. The 2nd Battalion's move to Port Moresby was completed in late November 1942 except for a detail under Lieutenant John W. Hoar, which remained in Townsville with certain equipment until January 1943.

The scattered units of the 29th QM Regiment furnished Truck Transportation for each of the respective Bases in which they were located.

Chaplain Jason M. Cowan (0406552), C. of C. reported to the 29th QM Regiment in October 1942 in Brisbane and remained with the Regiment until 22 March 1943 when he was transferred to the 91st Engineer Regiment in New Guinea.

On 18 February 1943, Regimental Headquarters and the 3rd Battalion moved from Camp Columbia to Camp Freeman at Richlands located west of Brisbane.

On 10 February 1943, "D" Company left Townsville for Milne Bay and later was transferred to Oro Bay. The 1st Battalion, less "A", "B" and "D" Companies moved to Oro Bay.

"A" Company left Sydney and arrived in Brisbane by train in January 1943. It was encamped with the Regiment at Camp Columbia while getting completely equipped and then moved to Milne Bay. Early in April 1943, one Platoon of "B" Company under the command of Lieutenant Jean C. Stapenhorst moved by train from Sydney to Brisbane where it was equipped and then moved on to Milne Bay and later became part of the 6th Army Task Force at Goodenough Island. On 23 April 1943, the remainder of "B" Company, under the command of Captain George W. Whiteside, moved by boat to Milne Bay and later moved to Goodenough Island.

"F" Company remained in Townsville until 29 December 1942 when it moved by boat, less one Platoon to Brisbane. The Platoon joined the Company in Brisbane at a later stage. On 3 June 1943, "F" Company moved by boat to Oro Bay.

On 21 May 1943, "M" Company, having been attached to the 6th Army, moved by boat to Milne Bay, New Guinea where it stayed until 24 July 1943. It then moved to Kiriwina Island and furnished Truck Transportation to a 6th Army Task Force.

On 11 July 1943, Regimental Headquarters and the 3rd Battalion boarded a ship at Brisbane and sailed for Milne Bay, New Guinea where it arrived on 19 July 1943. The Regimental Commander moved by air on 12 July 1943 to Port Moresby then to Milne Bay arriving there on 16 July 1943. The Regiment moved into a temporary camp at Milne Bay whilst a permanent camp was being built. They moved into the new camp ten days later.

Regimental Headquarters moved from Milne Bay to Port Moresby on 26 September 1943. In November 1943, the 2nd Battalion moved into a new camp at Port Moresby. Chaplain Darneal F. Johnson reported to the Regiment for duty in September 1943.

On 2 December 1943, the Regiment was re-designated as the 29th Quartermaster Group and the Battalions and Companies were re-designated as follows.

OLD DESIGNATION	NEW DESIGNATION
Hq & Hq Det, 29th QM Truck Regiment	Hq & Hq Det, 29th QM Group
Hq & Hq Det, 1st Bn, 29th QM Truck Regiment	Hq & Hq Det, 29th QM Bn, Mobile
Hq & Hq Det, 2nd Bn, 29th QM Truck Regiment	Hq & Hq Det, 67th QM Bn,

Hq & Hq Det, 3rd Bn, 29th QM Truck Regiment	Mobile Hq & Hq Det, 119th QM Bn, Mobile
Company "A" 29th QM Truck Regiment	3441st QM Truck Company
Company "B" 29th QM Truck Regiment	3442nd QM Truck Company
Company "C" 29th QM Truck Regiment	3443rd QM Truck Company
Company "D" 29th QM Truck Regiment	3444th QM Truck Company
Company "E" 29th QM Truck Regiment	3445th QM Truck Company
Company "F" 29th QM Truck Regiment	3446th QM Truck Company
Company "G" 29th QM Truck Regiment	3447th QM Truck Company
Company "H" 29th QM Truck Regiment	3448th QM Truck Company
Company "I" 29th QM Truck Regiment	3449th QM Truck Company
Company "K" 29th QM Truck Regiment	3450th QM Truck Company

Company "L" 29th QM Truck Regiment	3451st QM Truck Company
<u>Company "M" 29th QM Truck Regiment</u>	<u>3452nd QM</u> <u>Truck</u> <u>Company</u>

Each Company would have had 3 Platoons and each Platoon would have had 2 Sections.

On 21 February 1944, the Advance Forward Echelon of Group Headquarters move by plane to Base "F" and assumed command of the Base Motor Command on 22 February 1944. On the same date the following units were attached to the 29th Quartermaster Group.

155th Quartermaster Battalion, Mobile
3521st QM Truck Company
812th Amphibian Truck Company
469th Quartermaster Battalion, Mobile
377th Quartermaster Truck Company
464th Amphibian Truck Company

REF A: www.ozatwar.com/usarmy/29thquartermasterregiment.htm

KOREA:

PFC, James "Earl" Sutton, in 1950 until August 1952 served in the 377th Transport Truck Company, 187th Air Borne in Korea, APO 301.

Robert George Templin, 1951-52

Louis Hall, 1951- November 1952 serving in the Yang Gu Pass, Korea

Herman Winfield, 1951- November 1952 serving in the Yang Gu Pass, Korea

Hard Joe Sundae, 1951- November 1952 serving in the Yang Gu Pass, Korea

Ray Hawkinson, 1951- November 1952 serving in the Yang Gu Pass, Korea

Gary Douglas Stone, 1952 – 54

Charles Reine completed basic training at Fort Riley, Kansas from MAY 1953 to November 1953. Was then assigned to Korea arriving at 377 Transportation Truck Company, APO 020, January 1, 1954 -55, 69th Transportation Truck Battalion, 351st Transportation Group, Eighth Army.

Ralph Porch, 1954-55, 377th Transportation truck company, 351st Transportation Group, Eight Army

Robert Stowers, 1954-55, 377th Transportation truck company, 351st Transportation Group, Eight Army

Dean Wiley, 1954-55, 377th Transportation truck company, 351st Transportation Group, Eight Army

GERMANY:

In 1959, David Morris, I was in Headquarters Detachment, 19th Ord Bn, Spinelli Barracks. I was a clerk typist in the S-1, for 1SG, Giannola, and Adj. Capt. Lewis. from Spring 1959 to Fall of 1960. Our sleeping quarters were on the second floor of the main office on post.

In 1960 unit was transferred and reassigned from the 28th Transportation Battalion to the 181st Transportation Battalion, stationed at Coleman Barracks, Sandhofen, Germany.

The Chain of Command:

Commander, CPT, Bill Holley

1LT, John St. John

2LT, Charles Hicks

CWO, Pinzon

1SG, Clifford

SP4, Anderson, Company clerk

CPT, Richard Dan Hill I commanded 377 TC from July 1969 -September 1970. Best experience ever. Best NCOs ever. First Sergeant Collasso was the best. Commanded three companies and this was the best. Reason I stayed in army for 24+ years. Would love to hear from anyone who served then. By the way, it was under 28th Battalion then. In 1981 until 1984 the unit hauled M60 tanks to Kaiserslautern Depot as retrograde while from the Port of Bremerhaven hauled the new M1 Abrams tanks to various training sites and Divisions. Mainz Army Depot was the Third Level shop for rebuild program as the unit made several trips to and from unit to Depot a constant cycle. A Facebook message was received on April 21, 2020.



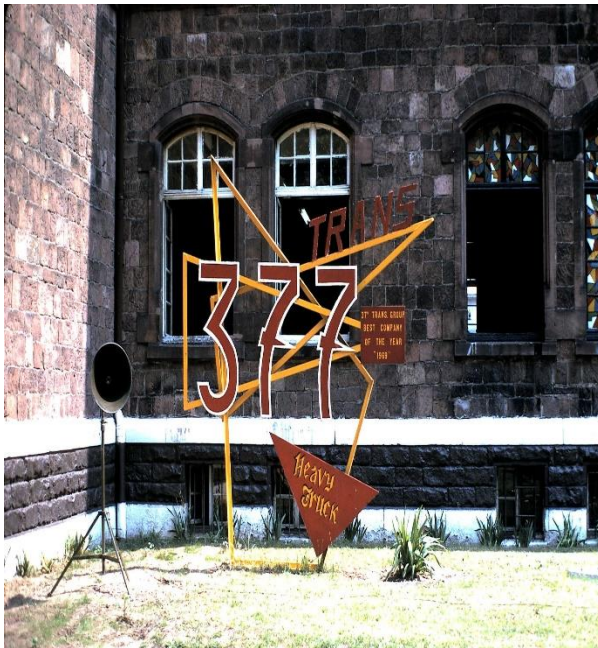
377th TRANS CO, CPT, Robert Hill and 1SG, Eugene Tucker, 1969 Turley Barracks, Mannheim, Germany



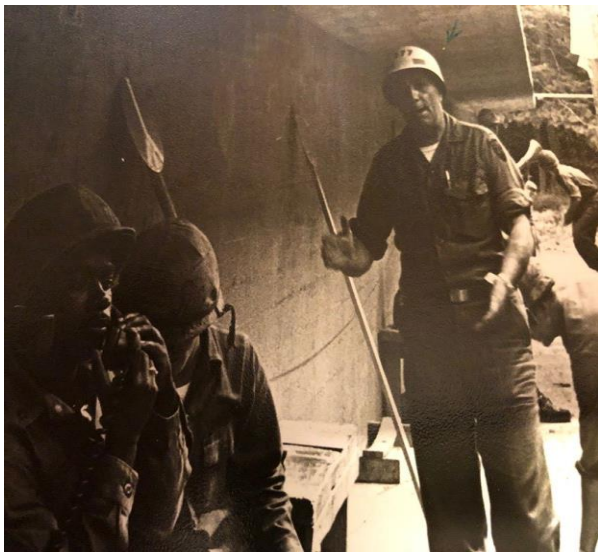
CPT, Robert D. Hill 1969



1SG, Collasso, 1969-1971 (Left) and (Right) 1SG, Eugene Tucker, 1967-1969, Unit of the Year 1969, Heavy Truck



**377 TRANS CO orderly room and SGT, Campos at Range Control, Lampertheim Training Area
1969**



SFC Miller (Left) and SP5, Rose (Right) at Lampertheim Training Area 1969



SSG, Vasquez (Left) and (Right) left side of photo with white helmet SFC, Mitchell in 1969

In 1994, the 377th TRANS CO is reassigned to 181st TRANS BN.

In the Fall of 1994, the 37th TRANSCOM conducted an ARTEP at Lampertheim Training Area.

In December 1995 the unit deploys to Enduring Freedom serving until December 1996

In 1999, the 181st Transportation Battalion conducted a Truck Rodeo, in Grafenwoehr Training Area.

In September 1998 relocated to Tower Barracks, supporting the mission until 2001 at the Grafenwoehr Training Area, Grafenwoehr, Germany

On November 30, 2001 -2006 relocated to Spinelli Barracks, Mannheim, Germany. Merger of 11th Transportation Company with the 377th Transportation Company proceeded on January 10, 2005.

In January 2005 the unit deploys to Taji, Iraq assigned with the 68th Corps Support Battalion, 1st Corps Support Command. REF B: SPC, Mary Rose, MNC-I PAO, March 29, 2005

In 2006, assigned to the 142nd Combat Sustainment Support Battalion, 1st Armored Division Sustainment Brigade, Fort Bliss, Texas.

Sustainer news article May 2006:

It was a bittersweet day May 16, 2006 at Turley Barracks, Germany for the Soldiers of the 377th Transportation Company, a day that marked the end of the unit's 49 years of service in Germany. Many generations of Soldiers have served with distinction in the 377th since coming to Europe from Sept. 2, 1957. The unit is moving to Fort Bliss, Texas, as part of the Department of the Army's Global Rebasing and Restructuring initiative. The 377th Trans. Co. was the only heavy equipment transportation company in V Corps. Although the 11th Trans. Co. was also a heavy equipment transportation company assigned to the 7th Corps Support Group, the 11th, officially was part of the 377th and moved as part of the unit. The 377th can trace its lineage back to WWII with the activation of the 377th Quartermaster Truck Company in November 1942 in Australia. The unit provided critical transportation support in the Pacific Theater of Operations during WWII, the Korean Conflict, the Balkans, Cold War and Desert Storm. Before 1994, the unit was a part of the 37th Transportation Group and then in 1994 the company was moved under the V Corps' command and the 181st Transportation Battalion, 16th Corps Support Group, 3rd Corps Support Command. In 2003, the company, merging with its sister company the 11th Transportation Company (HET) deployed in support of Operation Iraqi Freedom I. In January 2005, the company again deployed in support of Operation Iraqi Freedom. During its second OIF tour the company was stationed at Camp Taji, Iraq, completed more than 264 missions, and accumulated more than 1.3 million miles across the theater of operations. One 377th Soldier was killed in action during those two tours (see sidebar

"Honoring the fallen of the 377th"). Company commander Capt. J. Casey Doss says the past three years have been particularly trying for this unit. Doss listed the many challenges in his speech to the Soldiers and guests at the ceremony, "Two 12-month deployments to Iraq with only a 10 month break between the two, both times consolidating the 377th and 11th back into one company after arriving in theater; paying the ultimate sacrifice when it lost one of its fine noncommissioned officers—Sgt. Carlos Gil; sustaining wounds and injuries while on the supply routes of Iraq; and enduring through countless improvised explosive device strikes. Yet now, less than 150 days since redeployment from Operation Iraqi Freedom, this unit is prepared to relocate to Fort Bliss, Texas." Commander of the 16th Corps Support Group Rear Detachment, Lt. Col. Brad Hixon thanked the 7th CSG, 3rd COSCOM Rear Detachment, U.S. Army Garrison and the commander and the first sergeant of the 377th for their hard work and diligence to ensure the move went well. "Each Soldier and family were given special care and consideration. I would like to thank all agencies that assisted the Soldiers and families of the 377th Transportation Company for making the relocation process as smooth as possible," said Hixon in his speech during the ceremony. Over the past five months, the Soldiers have reintegrated with their families and the community; had a month of block leave; conducted reunion ceremonies; received a new commander and first sergeant; reduced from a strength of 270 Soldiers to 29 Soldiers; prepared and shipped the majority of its unit equipment; turned in or transferred the rest of it; and turned over all its facilities and buildings. They did this while

conducting split operations as the Mannheim-based 377th and the Grafenwoehr-based 11th Transportation Companies. In total, more than 500 people including Soldiers and families were affected by the move. Thirty Soldiers and their families stationed at Turley Barracks, Mannheim, Germany and Grafenwoehr, Germany moved to Ft. Bliss, Texas to act as cadre when the unit stands up. One hundred Soldiers and their families moved to other units in the 3rd COSCOM in their respective areas to offset normal losses in those units. The remaining 120 Soldiers departed on their normal permanent change of station or end of term of service. Doss stood before his remaining Soldiers, families and his higher headquarters commanders and spoke of the future of the unit, "Members of the 377th, though your formation may not seem large, you represent the standards of the 377th. You were selected as part of this cadre and team for your abilities and your combat experience. And when we arrive into Fort Bliss and this formation grows you will use this experience to rebuild this unit and carry on our Heavy Truck legacy. All of you, no matter the rank, are now trainers, and you have a responsibility. Your responsibility and your focus will be to use your combat experience to prepare this company to go back to war when our nation calls upon us again." REF C: Jerry Bryza, Jr., 3rd COSCOM Public Affairs 2006

On February 18, 2005, SGT, Carlos J. Gil, a driver for the 377th Trans. Co. (HET), was killed in action by a roadside bomb which also severely wounded two other Soldiers. Another Soldier in the vehicle with Gil was SPC, Eric Crump. "It started as a five day mission that became an 11-day mission," said Crump. "Vehicles kept breaking down and we couldn't move. We were finally on our way back home when it happened." Crump was riding in the second vehicle in a convoy of 26 when insurgents detonated their favorite weapon, an improvised explosive device. The blast ripped through the M1070 heavy equipment transport, tearing off the doors, and all but destroying the 20-plus ton truck used to transport tanks and other large vehicles. As for Crump, his burned, battered and bloodied body was thrown clear of the HET. He was alive, but barely. Gil was the driver, a husband and father. He died on the scene. Beyond sheer proximity, Gill's death had a special significance for Crump. "I was supposed to be driving that day," Crump told the audience. "Sgt. Gill pulled rank [so he could drive]—he shouldn't have died." The third Soldier in the vehicle that day was Sgt. Sean Steans. He is still recovering from his wounds. Steans was one of the first five Soldiers to receive the Combat Action Badge (see sidebar, "377th Soldier one of first to receive Combat Action Badge"). Crump says although things are tough some days – he still walks with pain – it's his family and fellow Soldiers that helps him through, "You're going to have set backs, but if you pull together you can work through it and you can achieve anything." Gil was the company's only Soldier killed in action during its two tours in Iraq.

On November 18, 2008

FORT BLISS, Texas - Returning home NOV 18, 2008 from a deployment from Iraq is one of the most joyous occasions in the Army. Families are reunited, friends see each other again and Soldiers finally get a chance to relax after a long hardship. The 377th Transportation Company, a part of the 180th Transportation Battalion, 15th Sustainment Brigade at Fort Hood, arrived at Biggs Airfield in the early morning hours of Nov. 14. The Soldiers of this company departed Fort Bliss in August of 2007. During their time downrange, this unit supported nearly every division level command in theatre, operating primarily out of the Victory and TQ forward operating bases, said 1st Lt. Yumi Couper, the rear detachment commander for the 377th Trans. Co. During the 14 months spent overseas, this company covered over 800,000 miles of convoy and transportation. They also completed 300 successful missions, all without loss of life, said Brig. Gen. Robert Woods, commander of the 32nd Army Air and Missile Defense Command. "This is a high five moment for the family and friends of the 377th Trans," said Woods. "Having achieved their mission without serious injury or loss of life is a great accomplishment." After a brief session of return in processing, the Soldiers were released to reunite with their families and friends. "I was a part of 377 before they deployed," said Steve Pedroza. "I was in their rear detachment before I got out of the Army. It's really good to see all my friends' home again."

REF D: Army.mil by SGT, Alexander Burnett

The 377th Transportation Company, from Fort Bliss, Texas, assumes their new Afghanistan mission and officially begins their deployment, May 15, 2011 after a ceremony held at Camp Leatherneck, Afghanistan. The 377th assumed authority of operations from the 1461st Transportation Company-Michigan National guard after they completed their 9-month tour.

In March 2019 the 377th Transportation Company is ordered to the United States Southern border in a Joint Service mission as the Pentagon announced that 3,750 active-duty troops were deploying to the southwestern border, U.S. Northern Command has identified the active-duty units taking part in the mission. With the most recent deployment, there are currently more than 4,000 active-duty troops on the U.S./Mexico border.

ORGINIAL SIGNED MAY 21, 2020

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REFERENCES:

REF A: www.ozatwar.com/usarmy/29thquartermasterregiment.htm

REF B: SPC, Mary Rose, MNC-I PAO, March 29, 2005

REF C: Jerry Bryza, Jr., 3rd COSCOM Public Affairs 2006

REF D: Army.mil by SGT, Alexander Burnett