

EC3-10132023

76th TRANSPORTATION COMPANY

53rd TRANSPORTATION BATTALION

PIRMASENS, GERMANY



1936

Constituted 1 May 1936 in the regular Army as Company F, 46th Quartermaster Regiment, Camp Giggling (Later Fort Ord 1940), California.

Activated 1 April 1942 with battalion headquarters at Camp San Luis Obispo, California.

The 76th Transportation Company (Light) was initially activated on 1 May 1936 at Camp Giggling, California as Company "F", 46th Quartermaster Regiment. At this time the company was activated as a reserve unit with African American personnel on 8 March 1942. Company F was called to active duty 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 Entry aboard the USAT ARGENTINA to Casablanca, French Morocco, and was assigned to the Eastern Base Section.



USAT ARGENTINA.

Reorganized and redesignated 1 July 1942 as the 46th Quartermaster Truck Regiment.

Headquarters and Headquarters Detachment, on 9 December 1943 as Headquarters and Headquarters Detachment, 46th Quartermaster Group.

Headquarters and Headquarters Detachment, 1st Battalion on 19 December 1943 as Headquarters and Headquarters detachment, 46th Quartermaster Battalion (Mobile); on 5 December 1943, 2nd and 3rd Battalions as Headquarters and Headquarters detachment, 69th and 121st Quartermaster Battalions (Mobile) respectively; Companies A-M as 3481st, 3482nd, 3483rd, 3484th, 3485th, 3486th, 3487th, 3488th, 3489th, 3490th, 3491st, and 3492nd Quartermaster Truck Companies.

1943

During 1943 and 1944. Company "F" participated in operations in Morocco, Algeria, and Tunisia.

In June 1944, the company was redesignated as the 3486th Quartermaster Truck Company and was assigned 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 and from Italy to France aboard LST 35. The 3486th arrived in France on 30 August 1944. The 3486th Quartermaster Truck Company was assigned to the 468th Quartermaster Battalion (Mobile), 26th Quartermaster Group, 21st Traffic Regulation Group -Transportation Corps, Fifth Army.

Private, Paul Robinson, service number E-36127226, killed in action near Monaco while serving with the 3486th Quartermaster Truck Company on 30 January 1945. Buried in Plot A, Row 7, Grave 18, Rhone American Cemetery, 553 BLVD, John F. Kennedy, 83300, Draguignan, France. Home of record Michigan.



IN MEMORY OF
★★★★★
PAUL ROBINSON

RANK

PRIVATE, U.S. ARMY

UNIT

3486TH QUARTERMASTER TRUCK COMPANY

DATE OF DEATH

JANUARY 30, 1945

COMMEMORATED IN PERPETUITY AT

RHONE AMERICAN CEMETERY

DRAGUIGNAN, FRANCE



"Time will not dim the glory of their deeds."

Private, Jeff Washington, service number E-34131645, killed in action while serving with the 3486th Quartermaster Truck Company on 12 April 1945. Buried in Plot J, Row 16, Grave 31, Lorraine American Cemetery, Avenue de Fayetteville, 57500, Saint Avold, France. Home of record Mississippi.

IN MEMORY OF
★★★★★
JEFF WASHINGTON

RANK

PRIVATE, U.S. ARMY

UNIT

3486TH QUARTERMASTER TRUCK COMPANY

DATE OF DEATH

APRIL 12, 1945

COMMEMORATED IN PERPETUITY AT

LORRAINE AMERICAN CEMETERY

ST AVOLD, FRANCE



"Time will not dim the glory of their deeds."

1945

Berlin Blockade and the Cold War

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 capital 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. 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 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 Airport of Embarkation (APOE) with Transportation Corps Airhead Tempelhof in Berlin the Airport of Debarkation (APOD). The 2nd Traffic Control Group opened another Aerial Port Of Embarkation (APOE) at Wiesbaden Air Base on 29 June 1948.

The 122nd Truck Battalion and the 76th Transportation Company (Heavy) 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).

1946

The Company departed Germany for New York and in February 1946. The unit was inactivated. At this time the Company was awarded six battle credits for participation:

- Tunisia Campaign
- Sicily Campaign
- Rome Arno Campaign
- Southern France Campaign
- Central Europe Campaign
- Rhineland Campaign

On 13 May 1946, 46th Quartermaster Group (Mobile) inactivates, Germany.

Campaign Participation Credit

World War II:

Tunisia, Sicily, Rome-Arno, Southern France, Rhineland, and Central Europe.

Berlin Air Lift

Cold War 1947-1991





Berlin Air Lift pin 26 June 1948 to 30 September 1949.



Humane Medal, Berlin Air Lift 1948-49.



Army Occupation Medal with Berlin Air Lift pin.

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

1947

In May 1947 the 3486th Quartermaster Truck Company was reactivated and redesignated the 76th Transportation Corps Truck Company (Heavy) (African American), and reassigned to the 122nd Transportation Truck Battalion, 1st Infantry Division supporting Berlin Command.

1948



76th Transportation Company, 122nd Transportation Truck Battalion, 1st Infantry Division, 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 Transportation Corps Airhead Tempelhof in Berlin the Airport of Debarkation (APOD). The 2nd Traffic Control Group opened another APOE at Wiesbaden Air Base on 29 June 1948. The 122nd Truck Battalion consisted of the 24th, 58th, 59th, 63rd, 76th, 544th, 590th Transportation Companies supporting the Berlin line haul missions.

After World War II, Russia occupied the East European nations with the idea of establishing buffer countries between it and the democratic Europe. The constant threat of war between the Soviet Union and Western Europe created what was then known as the "Cold War." In preparation for that the United States and European nations created the North Atlantic Treaty Organization in April 1949. The US Army established a comprehensive Communication Zone (COMZ) in France to support the defense of West Germany from an attack by the Soviet Bloc armies. This COMZ included a line of communication that stretched from the ports of Northern France to Germany and supply depots scattered throughout France.



Circa 1948, 76th Transportation Company.



Francois Casern, Lamboy/Hanau, on July 17, 1951. Photograph by usarmygermany.com.

1952

STATION List, 15 Dec 1952

The 24th Transportation Battalion in December 1952 comprised of four assigned Companies: the 67th, 68th, 76th, and 254th Transportation Truck Companies.

The 254th joined the Battalion on 1 September 1952, replacing the 83rd Transportation Truck Company, which was reassigned to the 53rd Transportation Truck Battalion.

The 24th Transportation Truck Battalion, Francois Casern, Lamboy/Hanau. Prior to the Battalion's arrival there on 17 July 1951, it was stationed in Edwards Casern, Frankfurt am Main in 1946.

The casern was utilized initially as a Displaced Persons camp, and the spruce appearance of the caserne today is an excellent reflection on the men who took it over. Lieutenant Colonel Thomas Weadock took command of the Battalion on 15 March 1952. The Battalion flag bears six battle streamers from World War II.

On 1 April 1953, the units were once more reorganized and redesignated, this time as Headquarters and Headquarters Company, 24th Transportation Battalion.



24th Transportation Battalion, Distinguished Unit Insignia.

On 25 December 1957 the Battalion was inactivated in Germany.

HHD, 24th Transportation Battalion	Francois Casern, Lamboy/Hanau
67th Trans Co (Heavy)	Francois Casern, Lamboy/Hanau
68th Trans Co (Heavy)	Francois Casern, Lamboy/Hanau
76th Trans Co (Heavy)	Francois Casern, Lamboy/Hanau
254th Trans Co (Light)	Francois Casern, Lamboy/Hanau

Companies were reassigned. The 67th Transportation Company to the 106th Transportation Battalion. The 68th Transportation Company to the 28th Transportation Battalion.

CPT Richard Roney, Commander and First Sergeant, Jason Riley of the 76th Transportation Company, 53rd Transportation Battalion. The 76th's main responsibility was transporting nuclear weapons throughout Germany.

1956



106th Transportation Battalion, Distinguished Unit Insignia.

The 76th Transportation Company (Medium) was reassigned to the Communication Zone (COMZ), France with the 106th Transportation Battalion at Bussac, France. Fall, 1956, was a time of change for the battalion. The 9th Transportation Group became part of the 37th Transportation Highway Transport Command on 1 October 1956 and moved from Saran to Nancy on that date. This marked the first time since World War II that all truck units in US Army Europe (USAREUR) COMZ were under the jurisdiction of a single command the (37th THTC). The 9th Transportation Group mission was to operate the intersectional highway transport service within the USAREUR COMZ. On 1 November 1956, the 37th THTC moved from Turley Barracks, Mannheim, Germany to Orleans, France. The 2nd Transportation Battalion (Truck) at Sidi Brahim Casern, Etain, France and the 106th Transportation at Camp Bussac were assigned to the 9th Transportation Group on 1 October 1956. 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.

1957

The 76th Transportation Company (Medium) was reassigned to the Communication Zone (COMZ), France with the 106th Transportation Battalion at the port in Bussac, France, under the 9th Transportation Group (Highway Transport).

Under this system the drivers can get back to their home station every two to three days. The average round-trip for a RED BALL route (not the famed WW2 Red Ball Express) a vehicle operator would log in 480 miles.

The RED BALL route is 600 miles long, stretching from the western terminus at Camp Bussac in France to the eastern terminus at Kaiserslautern in Germany. The transportation units that perform the line-haul mission along the route are the 76th and 78th Transportation Companies at the port at Bussac to the next TTP with the 1st and 655th Transportation Companies at Saran, and final leg with the 651st Transportation Company at Toul, France then into Army Depot in Kaiserslautern, Germany, and return.

The 76th Transportation Company stay with the battalion was short lived as it was reassigned to the 24th Transportation Battalion, which was inactivated on 25 December 1957.

The 76th Transportation Company was then reassigned to the 28th Transportation Battalion at Turley Barracks, Mannheim, Germany.



28th Transportation Battalion, Distinguished Unit Insignia.

The 28th Transportation Battalion was reorganized and redesignated on 2 December 1949 as Headquarters and Headquarters Company, 28th Transportation Truck Battalion and continued to operate out of Turley Barracks, Mannheim until 2 March 1959, when it was transferred to Haborde Barracks between Orleans and Maison Fort, France.

1960

On 14 April 1960, the 28th Transportation Battalion headquarters moved its headquarters to Poitiers, France and became part of the Line Of Communication (LOC) that stretched from the French ports of La Rochelle or Saint Nazaire, through Ingrandes, Orleans and on into Germany.

With the Soviet threat, the LOC were safer stretching back to France than lateral across Germany. The way the operations in Europe worked were as follows.

The 106th Transportation Battalion operated in the Base Sector and conducted port clearance from La Rochelle and Saint Nazaire delivering cargo-laden trailers to the trailer transfer point at Ingrandes General Depot or sometimes to Vitry la Francois where the drivers would spend the night and return the next day. There a team of Soldiers operating a M-52 5-ton tractor from the 28th Transportation Battalion would pick up the trailer and deliver it to Orleans, where another would take it to Vitry Lefrancois. The 28th Transportation Battalion ran the relay in the Intermediate Sector. A tractor from the 53rd Transportation Battalion would take it the rest of the way to the Army Depot, Kaiserslautern, and into Mannheim, Germany.

The Headquarters and Headquarters Detachment was reorganized and redesignated on 1 April 1953 as Headquarters and Headquarters Company, 28th Transportation Battalion. On 19 June 1959, it was again redesignated as Headquarters and Headquarters Detachment, 28th Transportation Battalion.

1961

In August 1961, the 28th Transportation Battalion, 37th Transportation Command. The 598th Medium Truck Company was attached to the battalion in October 1961. The battalion had four truck companies:

- 1st Transportation Company, at Maison Fort, Orleans
- 68th Transportation Company in Ingrandes
- 76th Transportation Company at Maison Fort, Orleans
- 598th Transportation Company in Ingrandes
- Truck Terminal Platoon at Ingrandes
- Truck Terminal at Maison Fort.

1964

In the summer of 1964, the 76th Transportation Company was reassigned to the 53rd Transportation Battalion.



53rd Transportation Battalion, Distinguished Unit Insignia.

HHD, 53rd Trans Bn	Kapaun Bks, Kaiserslautern	TO/E 55-016E
66th Trans Co (Medium) General cargo	Kapaun Bks, Kaiserslautern	TO/E 55-018E
76th Trans Co (Medium) General cargo	Kreuzberg Casern Zweibruecken	TO/E 55-018E
83rd Trans Co (Medium) (Reefer)	Kapaun Bks, Kaiserslautern	TO/E 55-018E
89th Trans Co (Medium) General cargo	Kapaun Bks, Kaiserslautern	TO/E 55-018E
Kaiserslautern Truck Terminal (Detachment 6)	Kapaun Bks, Kaiserslautern	TO/E 55-011D

HUSTERHÖH BARRACKS IN PIRMASENS WAS ORIGINALLY BUILT IN THE 1930S TO ACCOMMODATE THE WEHRMACHT SOLDIERS OF THE SIEGFRIED LINE ALONG THE FRENCH BORDER. THE BARRACKS INCLUDED SEVERAL ABOVE-GROUND FACILITIES BUT ALSO UNDERGROUND FACILITIES AND TUNNEL CONSTRUCTION. WORK ON THE AREA WAS STOPPED AT SHORT NOTICE IN 1941 DUE TO THE WAR'S NEED FOR PERSONNEL AND RESUMED SLIGHTLY IN 1944.

AFTER THE SECOND WORLD WAR (1939-1945), PIRMASENS WAS OCCUPIED BY THE AMERICANS IN 1945. THE HUSTERHÖH BARRACKS, WHICH WAS THEN USED AS A WAREHOUSE FOR WAR MATERIAL, WAS ALSO CONQUERED AND OCCUPIED BY THE AMERICAN ARMED FORCES. AS A RESULT, THE FACILITY WAS EXPANDED FROM THE LATE

1950S TO THE MID-1970S WITH ADDITIONAL CONSTRUCTION WORK AND BUILDINGS. IN 1976, THE INDEPENDENT MILITARY BASE (US MILITARY COMMUNITY, PIRMASENS) WAS OFFICIALLY ESTABLISHED. THE HUSTERHÖH BARRACKS CONTAINED RESIDENTIAL COMPLEXES, THE ACTUAL HUSTERHÖH BARRACKS, A RADIO RELAY OF THE US ARMED FORCES (DEFENSE MESSAGE SYSTEM TRANSITION HUB), A HELICOPTER BASE OF THE AIR FORCE AND SEVERAL OTHER FACILITIES, SUCH AS SHOPS, SCHOOLS, AND OTHER SUPPORT FACILITIES. IN THE REAR AREA OF THE HUSTERHÖHE, A POMCUS DEPOT WAS ALSO BUILT IN THE 1980S. (PREPOSITIONING OF MATERIEL CONFIGURED IN UNIT SETS). TANKS, OTHER VEHICLES AND SPARE PARTS WERE STORED IN THESE WAREHOUSES AND AFTER THE WITHDRAWAL OF THE US ARMY IN 1997, THE HALLS WERE TAKEN OVER BY THE BUNDESWEHR. TODAY, THE "CENTRAL LONG-TERM CAMP PIRMASENS" IS LOCATED THERE. AS EARLY AS 1994, CONTROL OF MOST OF THE BASE WAS RETURNED TO THE GERMANS. AFTER THE ALMOST COMPLETE WITHDRAWAL OF THE AMERICANS FROM PIRMASENS IN 1997, THE BUND RECEIVED THE SITE OF THE HUSTERHÖHE CASERN BACK. AS PART OF A CONVERSION PROJECT, 74 HECTARES OF THE AREA WERE NEWLY DEVELOPED AND CONVERTED INTO A BUSINESS PARK. MILITARY CAMP USED AND ON A SECTION IS STILL LOCATED TODAY THE US ARMY MEDICAL MATERIEL CENTER – EUROPE. THE AMERICAN STREET NAMES, SUCH AS DELAWARE AVENUE, MARYLAND AVENUE, TEXAS AVENUE, MASSACHUSETTS AVENUE AND RHODE ISLAND AVENUE, WERE RETAINED.

PART OF THE FORMER US MILITARY BASE WAS CONVERTED INTO A BUSINESS PARK AS PART OF A CONVERSION PROJECT. MANY FORMER BARRACKS BUILDINGS WERE CONVERTED OR REMOVED FOR OTHER PURPOSES. IN TOTAL, THE AREA OF THE FORMER HUSTERHÖHE CASERN COVERS AROUND 46 HECTARES. MOST OF THE PLANT IS NOW USED AS COMMERCIAL REAL ESTATE. AMONG THEM ARE SEVERAL CAR DEALERSHIPS, SERVICE PROVIDERS AND TRADING COMPANIES. IN ADDITION, THERE ARE LARGE NEW PARKING AREAS ON THE VACATED AREA OF THE BARRACKS. THE CONVERTED AND RENOVATED BARRACKS BUILDINGS ON DELAWARE AVENUE ARE NOW ALSO HOME TO THE OFFICE OF ECONOMIC DEVELOPMENT AND REAL ESTATE AND AN OFFICE BUILDING FOR START-UPS. THE OFFICE BUILDING RECEIVED AN INTERIOR RENOVATION AS WELL AS A GLAZED STAIR TOWER EXTENSION. THE CURVED "BANANA" BUILDING OF THE BARRACKS IS NOW THE HEADQUARTERS OF VARIOUS SERVICE PROVIDERS AND ASSOCIATIONS. IN ADDITION, THERE IS A LARGE FOOTBALL STADIUM, WHICH REPLACED THE SPORTS FACILITY ON ZWEIBRÜCKERSTRASSE, ON THE AREAS OF THE HUSTERHÖHE WHICH WAS OPENED IN 2004. SINCE 2005, IN THE SOUTH OF THE AREA, IN THE FORMER US SCHOOL ON THE HUSTERHÖHE, THE UNIVERSITY OF KAISERSLAUTERN, LOCATION PIRMASENS. IN THE NORTH OF THE AREA OF THE MILITARY BASE, IN THE DIRECTION OF RODALBEN, IS STILL TODAY (CLOSED SINCE OCTOBER 2021), THE US ARMY MEDICAL MATERIEL CENTER – EUROPE (USAMMCE). THE AMERICAN MEDICAL CARE DEPOT IS THE ONLY OFFICE STILL IN OPERATION AFTER ITS CLOSURE IN 1994 AND IS LOCATED AT ITS FORMER LOCATION.

HOWEVER, THE HELIPORT RUNWAY WAS REMOVED AND CONVERTED INTO A MEADOW. THE POMCUS CAMPS ON THE NORTHERN EDGE OF THE AREA ARE NOW USED BY THE GERMAN MILITARY AS LONG-TERM CAMPS.

THE AREA OF THE FORMER HUSTERHÖH CASERN IS LOCATED ON THE NORTHERN EDGE OF THE CITY OF PIRMASENS AND CAN BE EASILY REACHED VIA THE BUNDESTRASSE -10, EXIT HUSTERHÖHE/RODALBEN, AND THE BUNDESTRASSE - 270. THE FORMER US MILITARY BASE IS ALSO BORDERED BY THE BUNDESTRASSE - 270 IN THE WEST AND THE RODALBERSTRASSE IN THE WEST. A LARGE PARKING LOT IS LOCATED IN THE MIDDLE OF THE AREA.

It is said that the name Husterhöh / Husterhoeh concludes that Pirmasens was built on 7 hills (so the name Höh / hohe) Huster so says the legend, probably comes from the name of the monastery Hornbach that once stood there.

37TH TRANSPORTATION GROUP

SAFETY AWARDS FRELOC YEAR

1. The 76th Transportation Company achieved 500,000 and 1,000,000 accident free miles during the period 22 April - 8 November 1966. The unit was presented the USACOMZEUR Outstanding Performance Plaque.

2. The 66th Transportation Company achieved 500,000 accident free miles during the period 24 May - 8 September 1966. The unit was presented the USACOMZEUR Outstanding Performance Plaque.

3. Eighteen US Army Drivers achieved 100,000 accident free miles and were presented with USACOMZEUR Command Generals Safety Driver Award:

Lester Lakey	-	69th Trans Co
F. B Alamayda	-	598th Trans Co
Raymond Friley	-	598th Trans Co
Gilbert Jones	-	150th Trans Co
Donald Keyser	-	68th Trans Co
Steve Hardin	-	1st Trans Co
R. Martinez	-	1st Trans Co
Raymond Peahi	-	574th Trans Co
Dwight Lyle	-	501st Trans Co
James Rink	-	83rd Trans Co
Dan True	-	68th Trans Co
Shannon Wilson	-	77th Trans Co
Victor Lujan	-	70th Trans Co
Harold Coe	-	70th Trans Co
James Howey	-	66th Trans Co
Willias Morris	-	70th Trans Co
Eugene Miller	-	1st Trans Co
Chester Johnson	-	70th Trans Co

4. Forty Seven (47) German National Drivers assigned to the 6966th Civilian Labor Group achieved 100,000 accident free miles and were presented 37th Transportation Safe Drivers Trophy:

Wagner, Gerhard	Wischnewski, Alfred
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37TH TRANSPORTATION GROUP

"THE FRELOC YEAR"

1. Initial Tons hauled during the FRELOC Year:

<u>BN</u>	<u>FRELOC</u>	<u>OVERALL</u>	<u>% FRELOC OF OVERALL</u>
28th	5,169	306,389	1.7%
53rd	231,854	359,014	64.6%
106th	101,645	141,871	71.6%
6966th	21,311	289,651	7.0%
TOTAL	359,979	1,096,925	33.4%

2. Ton Miles hauled during FRELOC Year:

<u>BN</u>	<u>FRELOC</u>	<u>OVERALL</u>	<u>% FRELOC OF OVERALL</u>
28th	1,441,595	37,916,798	3.8%
53rd	38,889,168	48,016,498	81.0%
106th	24,762,242	40,676,492	60.9%
6966th	7,511,164	34,088,158	22.0%
TOTAL	72,604,169	160,697,946	45.2%

3. Total Miles moved during FRELOC Year:

<u>BN</u>	<u>FRELOC</u>	<u>OVERALL</u>	<u>% FRELOC OF OVERALL</u>
28th	255,263	9,097,011	2.8%
53rd	9,464,776	12,824,001	73.8%
106th	6,593,397	9,058,728	72.8%
6966th	1,318,355	7,106,449	18.6%
TOTAL	17,631,791	38,086,189	46.3%

In the After-Action report the 53rd Transportation Battalion out produced the 28th, 106th, and 6966th Transportation Battalions: Tons by 53,000, Miles logged by 8 million, and total miles logged in FRELOC operations by another three million miles.

1968 Yearbook

1976



Hometown news release.

WEDNESDAY, MARCH 13, 1970

Sp. 4 Felgentreff Cited as Safe Driver

Army Sp. 4 John A. Felgentreff, 18, son of Mr. and Mrs. John L. Felgentreff, Route 2, Altamont, was awarded a safe driving certificate while serving with the 37th Transportation group in Pirmasens, Germany.

He is a truck driver in the 76th Transportation Company of the group's 53rd Transportation Battalion in Pirmasens.

NOW RENTING
DO IT YOURSELF
STEAM CLEANING



January 1974- December 1977, truck 76-10 driven by Donnie Sheppard a 4070A Trans Star. Photograph by Donnie Sheppard.

1977

Email from Debby S. Goforth, Debby Haynes in the Army)

I read with interest Kevin McGrath's recollection of the work he performed in the 76th. I also was stationed with the 76th in Pirmasens; from 1977 to 1979.

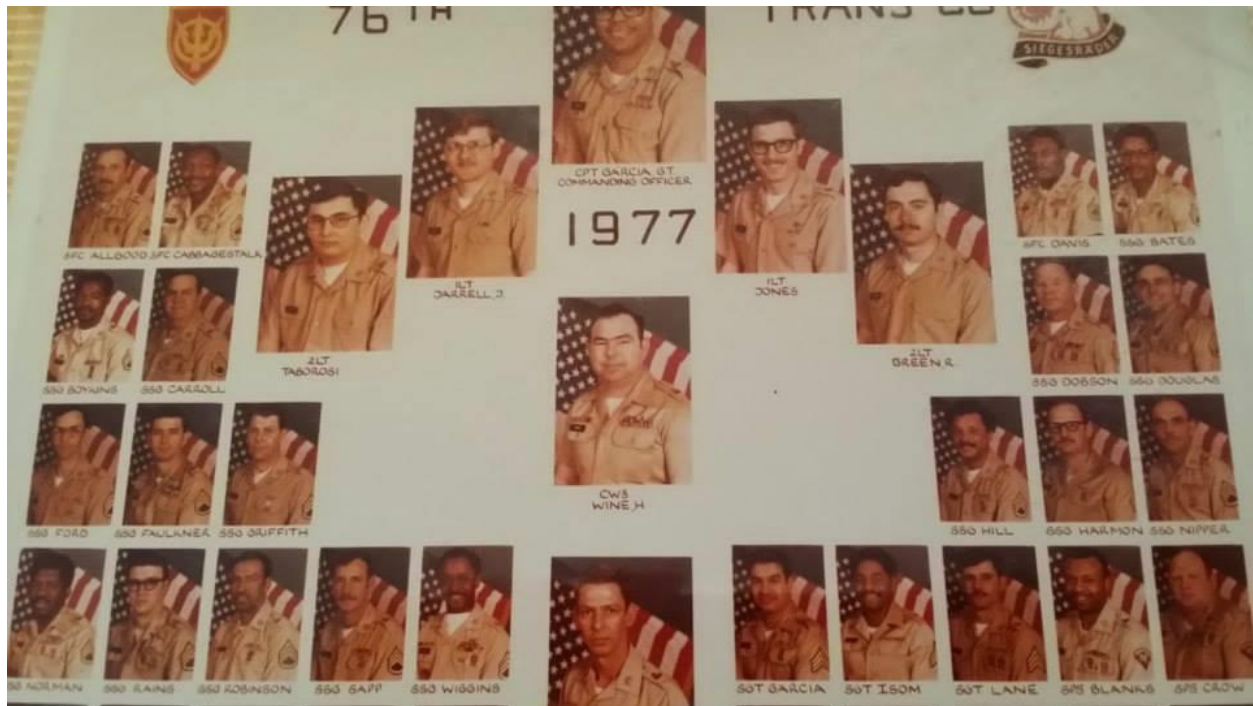
He is correct when he says many of us had special clearances to haul certain ordnance or parts of ordnance. Sometimes the German drivers contracted to us would also participate.

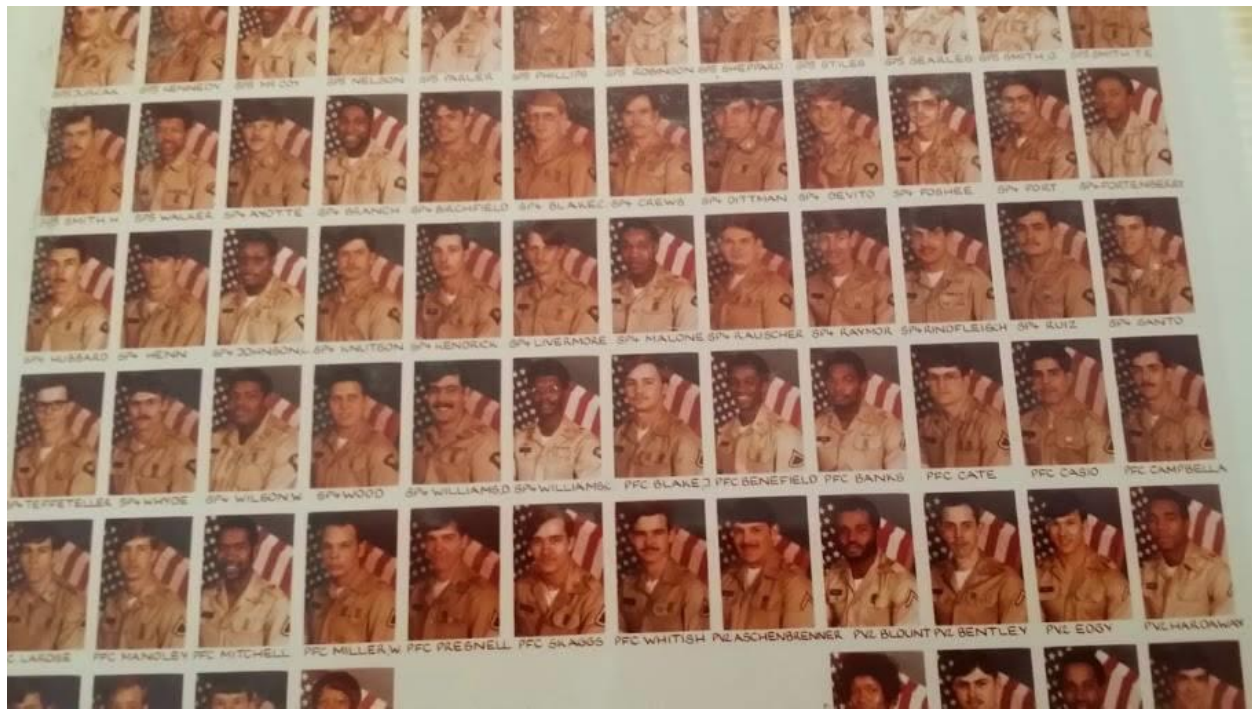
I remember our convoys were occasionally accompanied by helicopter escort.

I remember other drivers in my company; Linda Greer and Nancy Brim were my two best friends who also spent a lot of time on the road like me.

Commanding Officer, Captain G.T. Garcia

First Sergeant, 1SG, Howard Spain





1978

SP4, David C. Allbright, mechanic.

Company Commander, Captain, Stachiw

First Sergeant, 1SG, White



76TH

TRANS CO



CPT STACHIW
COMMANDING OFFICER

1978



SFC DAVIS J



SSG BLANKS



CW3 WINE



1LT JARRELL



1LT GREEN



1LT CARR



SSG DORSON



SSG FALKNER



SSG GRIFFITH



SSG HAGGARD



SSG HARMON



SSG NORMAN



SSG SMITH H



SSG SAPP



SSG SPIVEY



SSG WIGGINS



SGT BRANCH



1SS WHITE
FIRST SERGEANT



SGT DUKE



SGT JOHNSTON



SGT WILLIAMS D



SPS BREWER



SPS DAVIS



SPS KANE



SPS ROBINSON



SPS STILES



SPS SEALES



SPS SMYTH



SPS SANTO



SPS ...



SPS ...



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SPS ...



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SPS ...



SPS ...



SPS ...



SPS ...



SPS ...



PFC BENTLEY



PFC DEPOLTER



PFC ELLIS D



PFC EDGY



PFC GAVIN



PFC GUILLEM



PFC HARDAWAY



PFC JOHNSON M



PFC KNIGHT



PFC MAXWELL



PFC MULLEN



SAs HEENAN



PFC ROSS



PFC ROLLINS C



PFC WILLIAMS



PVL ALDRINK



PVL BENNETT P



PVL BEEBE



PVL CAMPBELL



PVL CLYMORE



PVL DOSTER



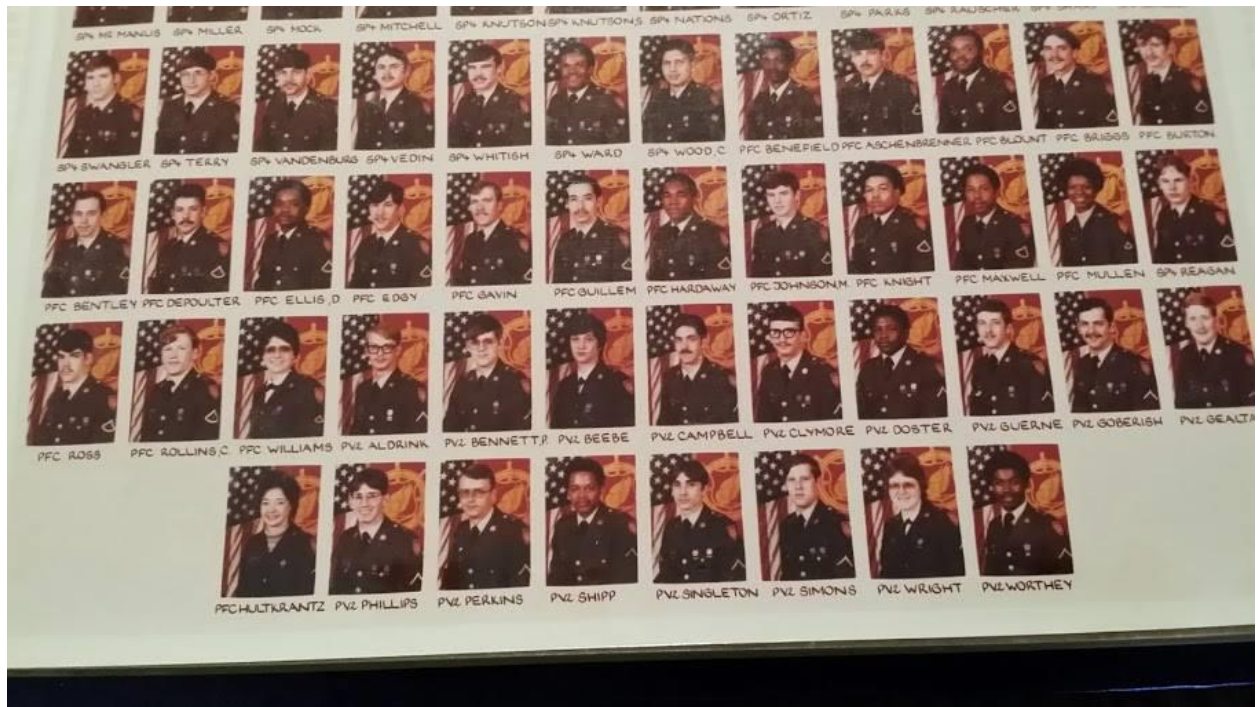
PVL GUERNE



PVL GOPHERISH



PVL GEALTA



1979

Company Commander, Captain, Robert Albrecht

First Sergeant, 1SG, Sam Fowler

Bob Albrecht

The Pershing Operational Test Unit (POTU) was the U.S. Army agency responsible for the operational testing of the Pershing 1 Field Artillery Missile System, the Pershing 1a Field Artillery Missile System and the Pershing II Weapon System. POTU was assigned to United States Army Europe and located in Heidelberg, Germany. Personnel consisted of one lieutenant colonel, two majors, one captain, two warrant officers and four non-commissioned officers. POTU planned, scheduled, and executed the tests, evaluations, and missile firings to support OTP. POTU would select three firing batteries from the 56th Field Artillery Command in West Germany to participate in Follow-on Operational Tests (FOT) using an unannounced Field Alert Status Verification (FASV) at the Quick Reaction Alert (QRA) site. POTU selected missiles, equipment, and personnel (colloquially referred to as a tap) for transport to either Cape Canaveral or White Sands Missile Range.

The 76th Transportation Company would transport the missile assemblies to Ramstein AFB. After arrival, the missiles and launchers would be equipped with telemetry and the missiles would have range safety equipment installed for in-flight destruction if needed.

located at DCSOPS. USAREUR. I spoke with them on a few occasions. I had issue with how they (a certain Battery Commander) treated our troops and the Convoy Commander on a mission. This was reported to me by the troops. Funny how it was but they said this Major was ripping the LT a new one. There were some terrible road conditions with sleet and snow. The LT **John Monahan** (RIP) told him that we were not going to roll as it was too hazardous. We had this cleared through BN as well as POTU, He was pissed as there was a flight schedule to be met. If I recall, they made our guys sleep on the floor in some funky building without heat and blankets etc. I asked Monahan to give me the details and he said the Major after finding out we would not drive in those conditions and that his CO (me) approved his decision and proceeded to tell him "I was not worthy of command". That really pissed me off! I called that Major plainly and not too gracefully told him that if he had a problem with me feel free to call my BN Commander. I told him I control my vehicles not him and as far as I was concerned, he better stay in his lane. I also called the LTC at POTU and relayed what happened. They agreed with me and assured me that our guys would never be treated like that again. Several months later we had a new POTU mission. I decided that I would go on that mission as an observer with the 2nd PLT Leader **Mike Mamer**. I could not believe how well we were treated. This Battery Commander (Major) was treating us like royalty. Obviously, they got the word not to mess with us.



Presentation of safe driving award for SP4 Vedin. Left to right SSG Swan, 1LT Monahan, SP4 Vedin, CPT Albrecht, and SFC Sapp (Summer of 1979). Note the 2000D with the "Siegesrader" emblazoned on top of the cab.

76 TC 1979-1980

Commander	CPT Albrecht			
First Sergeant	1SG Kenneth White	1SG Sam Fowler		
Truckmaster	SFC Davis	SFC Tye	SFC Lott	
Operations Sergeant	SSG Brewer			
Supply Sergeant	SSG Shannon			
Company Clerk	SP4 Phillips	Sp5 Bachert		
Training NCO	SSG Katewicz			
NBC NCO	SSG Dukes			
Platoon Leaders				
1ST	1LT Carr	1LT Roseanne Mamer		
2ND	1LT Mike Mamer			
3rd	1LT Monahan			
Platoon Sergeants				
1ST	SFC Davenport	SFC Longamore		
2ND	SFC Tye	SSG Dobson		
3rd	SFC Wiggins	SFC Sapp	SFC Gregg	
Squad Leaders	SSG Kennedy	SSGs Broach, Flatt, Swan,	Clobes, Wise,	Lewis, Carpenter

Maintenance Officer	CW3 Wine	CW3 Miller	
Maintenance NCO	SFC Tyree	SSG Hill	SGT Johnston
Maintenance PLT SGT	SGT Johnston	SGT Wood	

1980

Email from Kevin McGrath, 76th Trans Co, 1980-81)

I ran across your page on the history of the 53rd Trans Bn. I did want to let you know of a couple of errors I noticed. I was assigned to the 76th from 1980-1981 in Pirmasens.

You mentioned the 109th being at Coleman Barracks and that is an absolute fact, but they were, at least in the 6 yrs. I was in Germany, assigned to the 28th Trans Bn in Mannheim. I know you mentioned it but sounded like you were looking for clarification.

The biggest mistake though is mentioning that the 89th was the only unit authorized to haul the 59th Ordnance missions. That is false. The 76th was also tasked with that mission. I spent many mornings loading at Weilerbach depot for delivery to some remote mtn AAA or missile site. We were also required to have a Nuclear Surety clearance for hauling the big ones.

I was only in the 76th from Jan 80 thru Dec 81, but returned to Germany 9 months later and was in touch with a lot of the old friends.

The 76th was stationed on Husterhohe Kaserne in Pirmasens. We were one of the very few units on that post that were not a part of the 59th Ord.

Our main mission was support of USAMMCE (United States Army Medical Materiel Center, Europe, I believe) and whoever it oversaw the C Rations. They were stored in the numerous cave surrounding Pirmasens. We had scheduled weekly runs to all hospitals and then the runs to Hohenfels, Vilseck etc. with the C-Rats.

As I mentioned we also delivered from Weilerbach Army Depot with the Nike/Hercules and such, we also had the occasional Nuke run which was interesting. Beyond that our mission as most of the 37th was General Cargo delivery mostly from Ramstein.

I was in the First Platoon both years, and sometime in early 1983 I believe it was, our Platoon hit 1 million accident-free miles. It took years and a lot of different drivers, but I don't think too many other platoons managed that feat. I was not there for the start or the end of it but did make it in between.

I hope this helps a little, again thanks for your efforts in keeping this going. I am going to email a friend of mine who retired from the Army just a few years back. I believe he was in what was left of 37th Grp. Maybe he can fill in some of the later stuff.

1984

CPT Paul Willis commanding.

1SG, Leonard leading.

1985

Email LTC (Retired) Robert Albrecht.

In 1985 Movement Control (MC) was reorganized, each Corps assumed MC responsibilities in their AO. 3rd Movements Region was inactivated, and assets went to the 229th Movement Control Battalion, 7th Corps and 502nd Movement Control Battalion, V Corps. 1st Movement Region and 2nd Movement Region were redesignated as the 27th Transportation Battalion (Movement Control) and the 39th Transportation Battalion (Movement Control). They had area responsibility for non-Corps areas.

1987

CPT Coleman

1988

CPT Wickham

1989

CPT Rahn

1990

PSNCO, SGT, Hubert N. Davis II



Top row left to right: Heizler, Harrell, Brokus, Smith, Riddle, Santiago, Medrano, and Smith.

Middle row left to right: Behnke, Valentine and Hancock.

Seated left to right: Ottinger, Lane, Cantu, Richard, and Havens.

Facebook message received from Ron Martere on 13 August 2023.

The Dutch port of Eemshaven was the port near Gronigen, 53rd Transportation Battalion activated most of the 76th Transportation Company dispatched to load ships with Multi Launch Rocket System (MLRS) with ammunitions heading to the Persian Gulf. Ammunitions were stored in Germany. Convoys kicked off from Dutch Army base near Eemshaven (Don't recall the name) went to Germany to pick up ammunitions, headed to port to load ships, then back to Dutch base for rest. Roughly six weeks of that. Great safe driving by all 88Ms! Wish I had pics!



Left to right, Nathen Valentine, Sexton and an 89th Transportation Company mechanic, SGT Wilson.

Commanding Officer, Captain, Rahn

First Sergeant, 1SG, Roberts





SST ELLIOTT SST EDGAR SST RULTZ SST GRESHAM SST HEIZLER SST LAFFERTY SST LANE SST MUSEE SST NOLAN SST ORTIZ SST OTTINGER SST POKTER SST PHILLIPS



SST PEARSON SST REID SST READ SST SEMBRANO SST SIMPSON SST STRICKER SST THOMAS R SST THOMAS M SST TUCK SST THOFT SST TAYLOR SST WILLS SST WARREN



SST KNIGHT SST KIPP SST JOHNSON W SST JOHNSON SST JONES SST JACKS SST HUSS SPC ARNOLD SPC ALLEN SPC BOOTH SPC BINION SPC BROOKS SPC DIXON



SPC DURHAM SPC GLOVER R SPC HARRELL SPC HAVENS SPC HILL SPC HANCOCK SPC JONES SPC JOHNSON SPC KUESTER SPC MCGOWAN SPC MOORE SPC MILLER SPC MEBECAR SPC SANTIAGO SPC SILVERMAN



SPC STEEN SPC GUTHERBY SPC STAYROCK SPC SHARP SPC RICH SPC RIDDLE SPC ROONEY SPC RASSDALE SPC PLOUDE SPC MARTIN SPC MEDRANO SPC WILCOX SPC WOODIN SPC ULM PFC INCH



PFC IMPALLARI PFC HOOD PFC HOLTHAUSEN PFC HARBETT PFC HERNANDEZ PFC DAVIS PFC ENGRAM PFC EDINGER PFC FRANSSSEN PFC CRUZADO PFC BLAIR PFC SANTOS PFC ROCHA PFC RIDDLE PFC PETERSEN



PFC QUIVAREZ PFC MECHTEL PFC LEE PFC SMITH PFC VILLA PFC VALENTINE PFC WILL PVT BRIDGES PVT GANT PVT HINES PVT GONZALEZ PVT SMITH PVT LUNA PVT WILLIAMS

OPERATION GOLDEN PYTHON - STEELBOX:

Operation Steel Box, also known as Operation Golden Python (German name for the transport in Germany: Aktion Lindwurm), was a 1990 joint U.S.-West German operation which moved 100,000 U.S. chemical weapons from Germany to Johnston Atoll.

At a United States Army Site near Clausen, West Germany 100,000 GB and VX filled American chemical munitions were stored in 15 concrete bunkers. These munitions were managed by the 330th Ordnance Company (EOD) and guarded by the 110th Military Police Company both headquartered in nearby Münchweiler an der Rodalb. The propellants for these munitions were stored in Leimen Site 67. The GB and VX munitions had undergone refurbishment from 1980 to 1982. The weapons in this depot were scheduled to be moved due to an agreement between the United States and West Germany. The 1986 agreement, between Ronald Reagan and Helmut Kohl, provided for the removal of 155 mm and 8 inch unitary chemical projectiles.

SEE APPENDIX A, for operation order, additional photographs and Stars and Strips articles.



General, Carl Vuono, Chief of Staff U.S. Army.

Below 76th Transportation Company DESERT STORM AUGMENTEES to the 501st Transportation Company: Marked with a red dot.

NO.	ULC: WEM8AA		SSN	RANK	BODY	SOLDIER: ULC: TYDFY				Baggage	
	NAME					A WT	B WT	R WT	TAT WT	TAT EQUIP	TOTAL WT
1	LEAK, DYNTHIA A.	F		SFC							
2	MUNDELL, ROBERT A.	M		SSG							
3	CROUSE, GARRY W.	M		SSG							
4	PAGPAGUITAN, JAIME V.	M		SSG							
5	KUHL, FRANK P.	M		SSG							
6	CUMMINGS, THOMAS C.	M		SSG							
7	DAVIS, JAMES M.	M		SSG							
8	BUTLER, RODERICK E.	M		SSG							
9	BROWN, WARREN F.	M		SGT							
10	CAMBRELEN, PEDRO D.	M		SSG							
11	GOULD, STEVEN M.	M		SGT							
12	VILLAFANE, ROBERTO	M		SGT							
13	WILSON, WAYNE E.	M		SGT							
14	LEE, MICHAEL R.	M		SFC							
15	HIXON, MARVIN L.	M		SSG							
16	THURMAN, JAMES	M		SGT							
17	SPARKS, DONALD A.	M		SGT							
18	GRIMES, BRIAN K.	M		LT							
19	BARBOZA, PAUL A.	M		PFC							
20	SOMMERSBACH, CHARLES P.	M		SGT							
21	ANDERSON, DONNA F.	F		PFC							
22	BLOME, DONNA L.	F		PFC							
23	WORTHAM, GLORIA J.	F		SFC							
24	WOODIN, CHRISTOPHER W.	M		SFC							
25	TOWNSEND, LARRY	M		SGT							
26	TINSLEY, DAVID B.	M		SGT							
27	TESTERMAN, JASON D.	M		PVT							
28	SHANK, WALTER F.	M		PFC							
29	REY, LUIS	M		PFC							
30	RAY, GREGORY C.	M		PV2							
31	NAUGHER, BOBBY J.	M		SGT							
32	SONZALEZ, EARNEST A.	M		SGT							
33	DUBOSE, JOSEPH C.	M		PFC							
34	DATES, DEBORAH A.	F		SGT							
35	BRINK, DEKRE J.	M		PFC							
36	BARDEN, ISREAL R.	M		PFC							
37	DINGLE, WALTER	M		SSG							
38	MATHESON, STEVEN P.	M		PFC							
39	MCBRYDE, ALFONZA	M		PVT							
40	CAMBELL, CEDRIC P.	M		PFC							
41	ELLIS, JAMES B.	M		SFC							
42	ROTT, RANDY P.	M		SFC							
43	FERRY, BRENDON D.	M		PV2							
44	JOHNSON, RONALD E.	M		SPC							
45	IMPALLARI, DONALD J.	M		PFC							
46	DIGGE, GEORGE D.	M		SPC							
47	DONWAY, RONNIE D.	M		SGT							
48	BOURN, HOLLI J.	F		SPC							
49	BISHOP, RICKY L.	M		SPC							
50	ANKROM, FORREST D.	M		PFC							
51	ANDERSON, JAMES A.	M		SGT							
52	ANDERSON, JOHN	M		SSG							
53	VILLANUEVA, DEAN F.	M		SPC							
54	RIVERA, LUIS I.	M		SGT							
55	KIDD, BRUCE A.	M		SPC							
56	JONES, MARTIN L.	M		SPC							
57	HARPER, LEE W.	M		SGT							
58	GRAVES, DAVID L.	M		PFC							
59	BROWN, WILLIAM K.	M		PFC							
60	MITCHELL, EDWARD J.	M		SSG							
61	ACEVEDO, LUIS R.	M		LT							
62	SILVERMAN, MATHEVA M	M		SP4							

101 A1. 28777

101 W: 7769

5 W: 13010

60	BROWN CHARLES R.	M	OPT
64	STERLING, JIMMY L.	M	SGT
65	WIESE, DALE G.	M	SST
66	VASQUEZ, RICHARD J.	M	PFC
67	SOMMERVILLE, GREGORY	M	SPC
68	SMITH, DAVID W.	M	SPC
69	SKAGGS, LEONARD R.	M	SGT
70	ROBERTS, SCOTTIE N.	M	SGT
71	HENTON, WILLIE E.	M	PFC
72	HARRIS, REGINA M. ^{Donald}	^{Martin M.} M	^{PFC}
73	GONZALEZ, CARLOS V.	M	PFC
74	BROWN, JAMES E.	M	SPC
75	HARRIS, TOMMY M.	M	SSG
76	WISSINS, MICHAEL W.	M	SPC
77	IVEY, EARL W.	M	SPC
78	FRENCH, JACKIE R.	M	SPC
79	GALINDO, JACINTO J.	M	SGT
80	HARTMAN, BRUCE W. JR.	M	SGT
81	WILLIAMS, DARRIN D.	M	PFC
82	THOMPSON, WILLIE R.	M	PFC
83	SPRINGER, JEROME D.	M	PFC
84	SERNA, JAVIER J.	M	SPC
85	SANDERS, CLINTON H.	M	SPC
86	MURRAY, ANTHONY	M	SGT
87	MESSNER, VICTOR E.	M	PFC
88	LUCKETT, VINCENT J.	M	PFC
89	HOOD, JOSEPH F.	M	SPC
90	FERNANDEZ, ISMAEL	M	PFC
91	FELDER, FRANK	M	SGT
92	DAVIS, DION L.	M	SGT
93	BURTON, STACEY L.	M	SGT
94	BROWN, DEBORA R.	F	SGT
95	BRUSTER, MICHAEL W.	M	SSG
96	JACOBS, DAVID M.	M	SPC
97	MORA, YOLANDA	F	SGT
98	BOURBEAU, MICHELLE	F	SPC
99	DORN, LLOYD C.	M	PFC
100	TRUJILLO, RUBEN R.	M	SGT
101	SHARP, GAUSEY D.	M	PFC
102	PAYTON, BRYANT R.	M	SPC
103	HAYTER, CHARLES L.	M	SPC
104	GONZALEZ, ENEDILDO	M	PFC
105	CHAPMAN, JAMES S.	M	SGT
106	HILL, WILLIAM K.	M	SSG
107	DURHAM, JEFFREY A.	M	PFC
108	MROZINSKI, THOMAS N.	M	PFC
109	SOLANTIDAS, EMMANUEL	M	SPC
110	HARRIS, KEVIN M.	M	SPC
111	LUNA, DONALD F.	M	SPC
112	WILLIAMS, DAVID L.	M	MSG
113	NELSON, MARI W.	M	SPC
114	WILB, MICHAEL A.	M	SGT
115	WEST, JEFFREY L.	M	SPC
116	STEVENS, HERMAN	M	SGT
117	STEEN, KENNETH L.	M	SPC
118	MILLER, DAVID L.	M	PV2
119	MCCREARY, GREGORY B.	M	SGT
120	MARCY, BENJAMIN G.	M	SPC
121	LINDSEY, BRADLEY K.	M	SPC
122	INMAN, WILLIAM F.	M	PFC
123	COKER, JARRICK E.	M	OPL
124	STROUD, MICHAEL A.	M	SPC
125	WHITE, BEAUFORD J.	M	SPC
126	STARK, SEAN	M	SPC

127	TALLANT, MICHAEL S.	M
128	WIMER, ALAN D.	M
129	VITAL, KEITH F.	M
130	SMITH, JAMES H.	M
131	RHODES, KENNETH J.	M
132	LIGBON, RICHARD J.	M
133	JONES, JAMES A.	M
134	HOLMES, DENNIS	M
135	DIXON, DONALD S.	M
136	DELMASTRO, JOSEPH C.	M
137	BOYCE, BARRY	M
138	PAGAN, LOUIS M.	M
139	TAYLOR, IGNA	F
140	WARE, ROSALIND Y.	F
141	WRIGHT, JOHN L.	M
142	MUNIZ, PAUL K.	M
143	NADAL, GEORGE W.	M
144	SNIPPEN, WILLIAM J.	M
145	MORSE, DAVID S.	M
146	TRINGALI, THOMAS	M
147	SEXTON, DEEIL W.	M
148	KIPP, HARRY A.	M
149	HUTCHINSON, BILLY W.	M
150	HOLTHAUSEN, PETER J.	M
151	FLEMING, CARMEN R.	F
152	ELAND, TIMOTHY P.	M
153	DIXON, KEVIN A.	M
154	DIGGS, CAMILLA D.	F
155	BEASLEY, GEORGE L.	M
156	MCKEE, PAUL W.	M
157	ORTIZ, JOSE R.	M
158	JONES, RODGER D.	M
159	GLADNEY, LEONARD L.	M
160	TAYLOR, ANNETTE D.	F
161		
162		
163		
164		
165		
166		
167		
168		
169		
170		

* = 2lbs (Kevlar= 2 LBE= 8 Mask= 4 Weapon= 7)
 ** = 160 PAX X 400 = 6400 ACL
 PAX + TAT = ACL

*All Personnel are
 manifested and
 POE qualified.*

Manifesting Agency or
 Troop Commander
 (Signature)

"I certify that no unauthorized weapons, ammunition / explosive devices, or other prohibited items are in the possession of those personnel for whom I am the designating manifesting representative or Troop Commander and their authorized weapons have been cleared."

[Signature]
 (Signature)
 Manifesting Agency or
 Troop Commander

TW: 53

76TH



1LT SPANO
1st PLT LDR



1LT KANE
XO

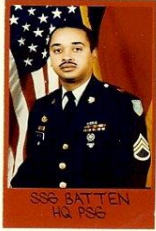


CPT HAIGLER
COMPANY COMMANDER

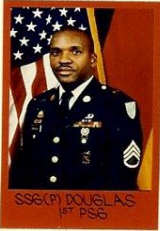


SFC CUNNINGHAM
FIRST SERGEANT

SIEGESRÄDER



SSG BATTEN
HQ PSG



SSG(D) DOUGLAS
1st PSG



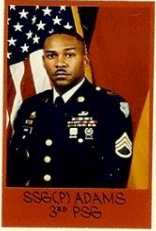
SSG McCARTER
2nd PSG



2LT MORRIS
2nd PLT LDR



2LT GRANT
3rd PLT LDR



SSG(C) ADAMS
3rd PSG



SFC GLOVER
MAINT PSG



SSG DAVIS
SID PSG



SSG JOHNSON

PIRMASENS



SGT WORSTENHOLM
HQ ASST PSG



SSG KUHL
ASST 1st PSG



SSG ELLERBE
ASST 3rd PSG



SGT DAVIS
PSNCO

199I



SSG FORD



SSG MACKAY



SSG SMITH



SGT ATWATER



SGT BEHNKE



SGT CAVAZOS



SGT CAMPION



SGT EDGAR



SGT ELLIOTT



SGT BRESHAM



SGT HEIZLER



SGT HUSS



SGT KIPP



SGT LANE



SGT PLOURDE



SGT REID



SGT SEXTON



SGT THOFT



SGT TUCKER



CPL MOORE



SPC ANDREWS



SPC BROMFIELD



SPC BENAVIDEZ



SPC BOOTH



SPC CRUZADO



SPC CARELOCK



SPC DIXON



SPC DESIR



SPC DUPERE



SPC DAVIS



SPC FOREMAN



SPC GLOVER



SPC HANCOCK



SPC HEIZLER, B



SPC HARRELL



SPC HERNANDEZ



SPC HALL



SPC HOOD



SPC INMAN



SPC JONES



SPC LUNA



SPC LAFLER



SPC MASON



SPC MILLER, D



SPC MILLER, K



SPC MARTIN



SPC MESSER



SPC MATHEWS



SPC PACE, S



SPC PACE



SPC ROCHA



SPC RICH



SPC SUTHERBY



SPC VALENTINE



SPC VILLA



SPC WILLIAMS



SPC WASHINGTON



SPC WILCOX



PFC ALLAN



PFC BEECH



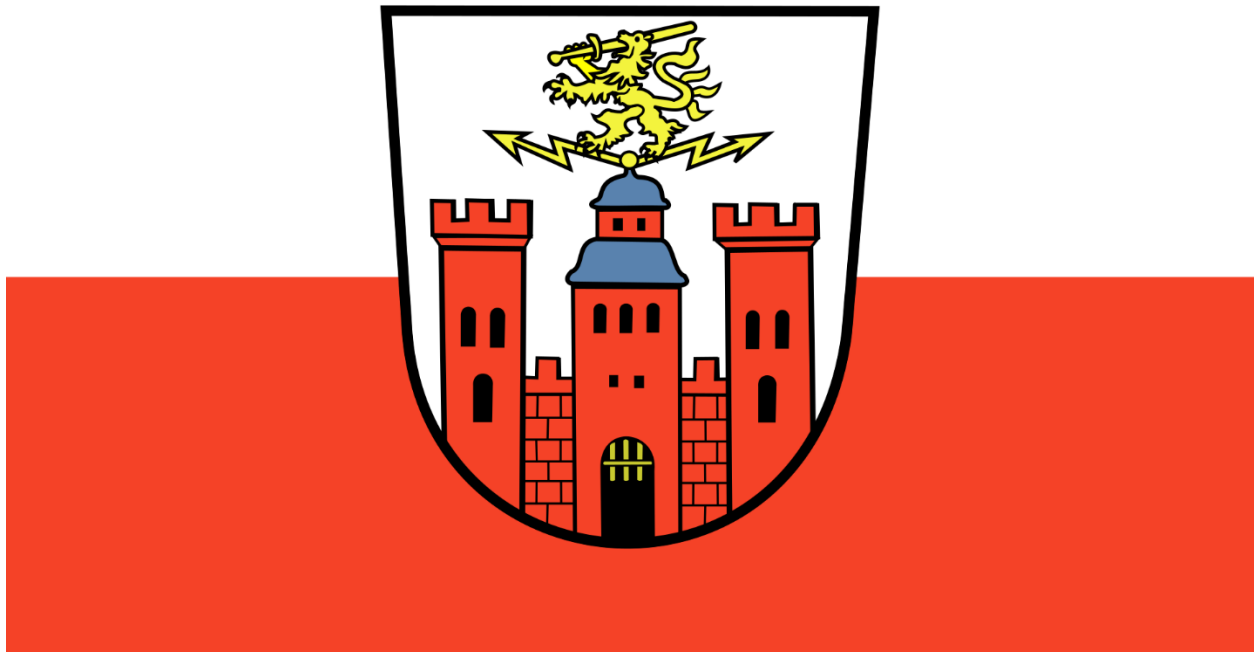
PFC COLLINS



1994

1SG David Breedon, CPT Bruce Ferri and Truckmaster, MSG Garcia.

Old Pirmasens history:



Pirmasens colors.

The first mention of "Pirminiseusna", a colony of Hornbach Abbey, dates from 860 AD. The name derives from St. Pirminius, the founder of the monastery. During the period it was under rule of the Bishopric of Metz. It was passed to Diocese of Speyer in October 1099 AD, then was captured by County of Saarbrücken in 1100.

In 1182, the County of Saarbrücken was divided by Simon II and Henry I, who were sons of Simon I. Pirmasens was given to the latter and Henry I's dominion was named as County of Zweibrücken. He built Lemberg Castle for protecting his dominion in 1198. During the period Pirmasens was formal jurisdiction in Bishop of Metz. But parish administration of Pirmasens was passed to monastery of Hornbach after confirmation of John, Bishop of Metz in 1225.

In 1297, the County of Zweibrücken was divided and Pirmasens was passed to County of Zweibrücken-Bitsch, Eberhard I's dominion. He traded some localities with Duke Frederick III of Lorraine and took lordship of Bitsch at same year.

In 1525, during German Peasants' War, Pirmasens was looted by peasants of Bitsch.

In 1560, Ludowika Margaretha of Zweibrücken-Bitsch, was daughter of Count James of Zweibrücken-Bitsch (1510–1570), was the last male member of the House of Zweibrücken, was

married of Philip V, Count of Hanau-Lichtenberg. In 1570, Count James of Zweibrücken-Bitsch died without male heir and Countess Ludowika Margaretha inherited the County of Bitsch, the Lordship of Ochsenstein and half the Lordship of Lichtenberg (his father already held the other half). James's older brother, Simon V Wecker, had already died in 1540, also without a male heir. A dispute about the inheritance erupted between the husbands of Ludowika Margaretha and her cousin Amalie, Philip V of Hanau-Lichtenberg, and Philip I of Leiningen-Westerburg, respectively. Formally, the County of Bitsch and district of Lemberg were fiefs of the Duchy of Lorraine and such fiefs could only be inherited in the male line.

Philip V was initially successful in the dispute with Philip I about Zweibrücken-Bitsch. However, he introduced the Lutheran confession in his newly gained territories in 1572. This upset his powerful Catholic neighbor and liege lord, Duke Charles III of Lorraine. The Duke terminated the fief and in July 1572 Lorraine troops occupied the county. Since Philip V's army was no match for Lorraine, he took his case to the Imperial Chamber Court in Speyer. During the trial, Lorraine argued that, firstly, a significant part of the territory of Zweibrücken-Bitsch had been obtained in an exchange with Lorraine in 1302 and, secondly, the Counts of Leiningen had sold their hereditary claims to Lorraine in 1573. In 1604, Hanau-Lichtenberg and Lorraine decided to settle out of court. In a treaty signed in 1606, it was agreed that Bitsch would revert to Lorraine and Hanau-Lichtenberg would retain Lemberg. This was reasonable, as it corresponded approximately to the religious realities of the territories. Since then, Pirmasens was part of the Amt Lemberg in the County of Hanau-Lichtenberg.

Before the Thirty Years War, Pirmasens had 59 families and about 235 inhabitants resident, whereas in Lemberg were counted 54 families (about 215 people). When counting is assumed that at that time there was a family of four to five people. In 1622, Pirmasens and Lemberg were ravaged by Spaniards and Croatian horsemen of the Imperial troops. The imperial army set fire to the village. Even the church was destroyed in a fire, after the withdrawal of the troops, Pirmasenser began to rebuild it. It was again ravaged by imperial troops under Matthias Gallas. They also looted Lemberg Castle, which was burned in 1636. Then the headquarters of the Lutheran parish of Lemberg was moved to Pirmasens. But it was heavily damaged in it. In 1657, only 9 families (about 40 people) lived in it. However, the population slowly increased by the immigration of Reformed Swiss, Catholic Tyrolean as well as Franconian and Württembergian families, so that in 1661 twenty-one families (about 87 people) were counted in Pirmasens. However, during the Franco-Dutch War in 1677, the city was burned down again, this time by French troops. During the Nine Years' War, it was sacked by French troops under General de Ezéchiél Mélac, who devastated the Palatinate in 1689. In 1691, only 16 people lived in the village of Pirmasens. At the same time, the part of Lemberg Castle that was still habitable after the Thirty Years' War, was destroyed. Thus, the administrative center of Amt Lemberg was moved to Pirmasens in 1697. This made Pirmasens the most important locality of the region.

In 1736, Johann Reinhard III, the last count of Hanau-Lichtenberg, died without male heir and the duchy passed to his grandson, Landgrave Ludwig IX of Hesse-Darmstadt, the son of Countess Charlotte of Hanau-Lichtenberg, sole heir of County of Hanau Lichtenberg, and Ludwig VIII, Landgrave of Hesse-Darmstadt.

Landgrave Ludwig IX took residence in his grandfather's hunting lodge in Pirmasens and established a garrison. In 1763, Pirmasens was granted city rights by Ludwig IX who stayed in his small residence even after taking office in Hesse-Darmstadt due to his father's death in 1768. The garrison was continuously expanded, a town hall, two churches and a large exercise hall were erected. Residence and garrison abruptly ended with the landgrave's death in 1790.

In 1793, it was the location of the Battle of Pirmasens between Prussia and the French *Corps of the Vosges*. The French lost the battle, but their opponents' divisions nevertheless enabled them to return and occupy Pirmasens by the end of the year: between 1798 and 1814, the town was included in the French département of Mont-Tonnerre ("Donnersberg-Département" in German). After the French defeat, it was made part of Bavaria together with the Rhenish Palatinate.

20th Century



Pirmasens in 1910.

- 1923/24 tests of Palatinate separatists to settle down in Pirmasens failed on 12 February 1924: occupation of the district town hall, home of the separatist administration; many deaths on both sides
- 9 November 1938 destruction of the synagogue during the Kristallnacht.

On 15 March 1945 Pirmasens was captured by US troops, and the following year it became part of the newly founded Bundesland Rhineland-Palatinate. During the occupation on 19 September 1945 the Museum of Pirmasens announced that about 50 paintings which had been stored in the air-raid shelter at Husterhoh School during the war have been plundered during the arrival of the American troops. The paintings were returned in 2006.

In memory of SFC (Retired), Alfred Peter Banash, served faithfully in the United States Army from 1948 to 1969. Served as an Infantryman during his first five years. He was a Prisoner of War in Korea for two years. From there his MOS changed to 64C spending the rest of his career as a Transportation Corps NCO. Spending four tours in Germany with the 20th, 28th, 53rd and 181st Transportation Battalions. Home of record Plymouth,

Pennsylvania. Retired at Portland, Oregon. Passed on 12 January 2002, buried at the Willamette National Cemetery, Multnomah County, Oregon. Buried in Plot COL, Row 688, Site D. RIP.



1950–1953, H Company, 2nd Battalion, 19th Infantry, Korean Peninsula

1950–1953, 24th Infantry Division, Korean Peninsula

1951–1953, POW/MIA, North Korea/China

1955–1958, 640.10, 76th Transportation Company, 53rd Transportation Battalion

1958–1961, 640.10, 150th Transportation Company, 28th Transportation Battalion

1961–1962, 640.10, 60th Transportation Company, South Korea

1964–1964, 640.10, 23rd Transportation Company, 20th Transportation Battalion

1964–1965, 640.10, 51st Transportation Company, 181st Transportation Battalion

1965–1965, 640.10, 544th Transportation Company, 20th Transportation Battalion

1965–1966, 377th Transportation Company, 181st Transportation Battalion

1966–1967, 64C10, 592nd Transportation Company (Light Truck), Cam Ranh Bay, Vietnam.

1968-1969, Fort Lewis, Washington

Korea and Vietnam Campaigns:

1950–1951, Korean War/CCF Intervention (1950-51)

1951–1951, Korean War/First UN Counteroffensive (1951)

1951–1951, Korean War/CCF Spring Offensive (1951)

1966–1967, Vietnam War/Counteroffensive Phase II Campaign (1966-67)

1967–1968, Vietnam War/Counteroffensive Phase III Campaign (1967-68)

Husterhoh Casern:

- 5th Maintenance Battalion, 7th Augmentation Group, 1964-1965
- 2nd Military Intelligence Battalion 7th Army, this unit tracked missions that 73rd CBTI out of Stuttgart flew along the East German and Czech borders. The OV1D and RV1D aircraft carry SLAR and Quick Look II systems.
- 5th Combat Equipment Company
- 9th Ordnance
- 12th Ordnance Bn (SWD)
- 71st Ordnance Group
- 22nd Aviation Detachment
- 58th Signal Company (Support) This unit was at Husterhohe 1959 until 1961.
- 59th Military Police Company (59th MP, 95th MP Battalion, 21st Support Command, USAEUR)
- 59th Ordnance Brigade HQ (Advanced Weapons Support Command)
- 165th Signal Company, serving 59th Ordnance Brigade
- 63rd Finance Support Unit
- 76th Transportation Company (Medium, 53rd Transportation Battalion, 37th Transportation Group, 4th TRANSCOM, USAREUR.
- 2nd Battalion 56th Air Defense Artillery, 32nd Army Air Defense Command.
- 294th Base Support Battalion (responsible for draw-down & turn-over of base, 1992–1994).
- 415th Base Support Battalion (remote: located in Kaiserslautern, assumed responsibilities of 294th BSB)
- 504th Engineering Service Company

- Detachment B, 201st ASA (502nd I&S Bn, 66th Military Intelligence Group)
- Headquarters Company, Pirmasens Army Base (USMCA-P)
- Team 4, SDEUR, (527th MI Bn, 66th MI Group)
- US Army Medical Material Center - Europe (USAMMCE)
- 563rd Ordnance Company (1992–1994)
- 267th Signal Company (Source: ECHO, April 1984) The responsibilities of the 267th Signal Company in Pirmasens include operating and maintaining fixed station communications equipment, including Pirmasens Dial Central Office, Lohnsfeld Military Auxiliary Radio System (MARS) gateway station, Pirmasens microwave station and telecommunications center, high-frequency transmitter and receiver sites scattered throughout the countryside.
- 270th Signal Company - Activated 1975 in (West) Germany - Inactivated 15 September 1993 in Germany (AUTODIN Switching Facility personnel)
- 74th ARMY POSTAL UNIT
- 79th Engineer Battalion (Construction).
- 546th Maintenance Company - The unit provides Direct Support Maintenance Service on an area basis for military standard equipment.
- USASSG, ACSI, Communications Unit, Pirmasens, Germany was an attached Unit, permanent assignment was Room 2A514, The Pentagon, Washington DC.

Detachment 13, European Special Activities Area (ESAA)

OUTLYING BASES

Huster Hohe Casern served as the primary base for several outlying smaller bases, including:

- US Army General Hospital (USAH) at Muenchweiler
- Fischbach Ordnance Depot
- Massweiler Ordnance Depot
- Clausen Depot

ORIGINAL SIGNED ON 13 October 2023

Everette F. Coppock III

Command Sergeant Major, US Army, Retired

Transportation Corps, 1977-2007

EFCoppock3@yahoo.com

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