

765th Transportation Battalion

World War II

The 765th Railway Shop Battalion was constituted on 12 March 1943 then activated at Camp Plauche, Louisiana, on 4 May 1944.

After World War II, the battalion was redesignated as the 765th Transportation Corps Railway Shop Battalion on 8 December 1945. It was again redesignated as the Transportation Railway Shop Battalion on 28 April 1947. It was designated as a Regular Army unit in 23 February 1949.

Korean War

The 765th RSB earned two Meritorious Unit Commendations for 1950-1951 and 1951-1952 plus the Republic of Korea Presidential Unit Citation. The 765th RSB was inactivated on 20 December 1954.

Vietnam War

On 1 March 1963, the US Army redesignated the unit as Headquarters and Headquarters Detachment, 765th Transportation Battalion (Aircraft Maintenance and Support) then activated it at Fort Benning, Georgia, on 26 March 1963.

The 765th Trans Battalion arrived at Vung Tau, Vietnam, on 10 September 1964 and became operational a month later. It was attached to the 34th General Support Group on 24 January 1966. The 765th provided the 611th Transportation Company (Direct Support) at Vinh Long while retaining the 330th, 338th Transportation Companies and the 317th Light Equipment Maintenance Company (general support) with the Headquarters at Vung Tau. LTC Robert J. Dillard commanded the battalion from September 1964 to May 1965. LTC John D. O'Donohue commanded the battalion.

The 765th Transportation Battalion earned two Meritorious Unit Commendations for 1964-1965, 1966-1967, 1967-1968, 1968-1970. This made it the most decorated Transportation Corps battalion.

Training Battalion

On Saturday, 30 July 1988, the 765th Transportation Battalion was reactivated at Murphy Field under the command of LTC Philip E. Brou, Jr. with Gerald Kahler as the command sergeant major. The battalion was attached to the 8th Transportation Brigade. The 765th was selected for reactivation because it had 28 campaign credits, eight Meritorious Unit Commendations and three foreign decorations. This was far more than any other Transportation Corps battalion considered. Prior to the activation of the 765th, 8th Transportation Brigade only had the 1st Battalion and the 71st Transportation Battalion. The 765th picked up the following companies:

Headquarters Company, USATCFE (from 71st Transportation Battalion)
1st Staff and Faculty Company (USAALS) (from 1st Battalion)

2nd Staff and Faculty Company (T School) (from 71st Transportation Battalion)
3rd Staff and Faculty Company (USAALS) (from 1st Battalion)
Military Police Company (from 71st Transportation Battalion)

On 31 July 1990, LTC John C. Welch assumed command of the battalion from LTC Brou in time for Operation Desert Shield/Desert Storm. During Operation Dessert Storm in 1991, 22 reservist were attached to the 1st Staff and Faculty to provide additional instructional support for USAALS. The 2nd Staff and Faculty also sent out a number of mobile training teams (MTT) to train Reserve units. The MP Company provided ten MPs to provide port security at the Newport News Marine Terminal. It also sent four NCOs and two privates with the 800th MP Brigade to Desert Storm and one NCO and four MPs to augment 555th MP Company at Fort Lee, Virginia.

11 September 2001, terrorists highjacked three airline jets and flew one into the Pentagon and the other two into the World Trade Towers. Fort Eustis immediately closed down. On 13 September, everyone returned to normal duties. This event changed the normal operations of the MP Company. Force Protection became a major issue. By 16 November, the number of personnel needed to provide guards at the front gates, airfield, QRF, Third Port and Emergency Operations Center (EOC) had reduced from 283 to 127. 94 7th Group soldiers manned the front gate at Fort Eustis to include the Quick Reaction Force (QRF). Fort Story only required six guards. The quick reaction security force was on stand by in the event of trouble that the gate guard could not handle. All gate guards wore kevlar helmets, body armor and LBE.

On 15 October, the Chief of Transportation directed the organization of the USATC Military Police Battalion (Provisional) “to provide Law and Order and Force Protection for the US Army Transportation Center, Fort Eustis, Virginia.” On 3 October, thirty-five soldiers from the 2174th Garrison Support Unit (MP) out of Salem, Virginia, and on 8 October, 96 soldiers from the 367th Military Police Company from Horsham, Pennsylvania, were assigned to the Provisional MP Battalion (Provisional). LTC Scott Kerr became the provisional battalion commander. On 8 November, the 221st Military Police Detachment was attached from the 765th Transportation Battalion to the MP Battalion. BG Robert Dail’s intent was that the MP has a greater presence at the front gate and relieves the burden of force protection from the soldiers of 7th Transportation Group. Thirty soldiers of the 367th MP Battalion, which had arrived on 8 October, did not complete its on-the-job-training (OJT) at Fort Monroe until Saturday, 17 November. The MP Battalion (Provisional) held its activation ceremony at 1100 on 14 December adjacent to Bldg 812.

On Tuesday, 6 November, an interesting incident occurred. A suspicious white powder was discovered inside two elevators at the Deployment Support Command Military Traffic Management building. With a growing fear of anthrax letters, someone called the MP station at 0902. Investigators Regan Lipinski and Tavio Peace determined that the situation was serious enough to call CID. MPI with the help of supervisors quarantined the building. Meanwhile two firefighters dressed in chemical suits and breathing apparatus searched the building. The occupants evacuated to Jacobs Theater where a medic took the vital signs of four personnel. The HAZMAT decontamination trailer had all the equipment to scrub the MPs and firefighters who cleared the building. As it turned out the white substance was not anthrax, but the incident provided a rehearsal for such a discovery.

On 18 December, BG (P) Dail directed the implementation of a barrier plan for buildings 210, Post Headquarters, and 233, the EOC. The barriers blocked designated access roads and restricted parking from within 25 meters of the buildings. This was to eliminate the opportunity of a terrorist bomb attack on critical command centers on post. All the doors in Building 210 were locked restricting entrance to one facing the parking lot. 7th Group would provide two guards for access control and to provide shuttle service to Building 210 from the Overflow parking lot during the hours 0600 to 1900. Once implemented, it was determined that the shuttle was not needed until 0700 since ample parking spaces were available for early arrivals. Visitors complained of waiting too long for the shuttle. Vendors and UPS delivery van had the biggest complaints since the new parking increased the time of their deliveries. In anticipation of a possible traffic problem with cars exiting onto Lee Boulevard, the MPs posted an MP at the intersection for traffic control. Only one section was identified for designated and handicap parking. Once implemented, it was determined that there was not enough handicap parking spaces.

The 2174th MP Detachment and 367th MP Company completed their one-year tour on active duty and began their demobilization on 23 September 2002. The 3d Battalion, 115th Field Artillery (Tennessee National Guard) took its place as part of NOBLE EAGLE II. One battery augmented the MPs at Fort Story, another battery to Fort Monroe and the remainder stayed at Fort Eustis. LTC Scott Kerr remained on active duty to command the MP (Provisional) Battalion.

In the early 60's, the office that handled international students was called the "Allied Training Office" (ATO). Then it was an ATO it were affiliated with the Secretary of the Transpiration School. It became the International Military Student Office (IMSO) in 1986 and became activated as the F Company of the 765th Battalion on 4 June 93. Its mission was to provide administrative support, training management and to establish an information program for all International Military Students undergoing training at Fort Eustis.

In 2002, 8th Brigade realigned companies among the battalions. F Company moved from the 765th Transportation Battalion to the 71st Transportation Battalion on 2 January. The lettered Companies A through D would be in the 1/222nd Aviation and E through H in the 71st Transportation Battalion.

LTC Randall T. Arnold assumed command of the 765th Transportation Battalion from LTC Kenneth S. Lundgren on 12 June 2002.

The 221st MP Detachment received its first three dogs of its K9 section on 27 February 2004. The first three dogs were trained for patrolling and explosive detection. The next three were trained in sniffing narcotics.¹

On 16 March 2004, the 202nd Military Police Company was activated at Fort Eustis under the command of CPT William Neal. The first sergeant was 1SG Michael Hawkins. The company was attached to the 765th Transportation Battalion. The company had three platoons and a headquarters. CPT Neal had arrived in January 2003 to organize the company. The MP

¹ Interview with 1SG Brent Bacon by Richard Killblane, 4 March 2004.

company was the first current Regular Army designated with an enemy prisoner of war (EPW) mission. All the others were in the Reserve and Guard component. His NCOs began arriving throughout the year. SSG Terry Dunlap and about four other MPs had actual experience in EPW. SSG Dunlap served at Guantanamo Bay. He would provided the subject matter expertise for training and organization of the company. The first increment of personnel arrived in November 2003 and were temporarily assigned to the 221st MP Detachment and were used for law enforcement. The lieutenants did not arrive until the summer of 2004.