

25th Transportation Battalion



*25th Transportation Battalion unit crest (l) and coat of arms (r)
Mouseover each for a description*

World War II and Europe

The 25th Transportation Battalion was constituted on 31 January 1944, as Headquarters and Headquarters Company, 25th Regulating Station. The Battalion was activated on 5 February 1944 at Camp Plauche, Louisiana. On 23 December 1946, the Battalion was reorganized and re-designated as Headquarters and Headquarters Detachment, 25th Transportation Corps Traffic Regulation Group. The Battalion was then re-designated as Headquarters and Headquarters Detachment, 25th Transportation Traffic Regulation Group. On 20 June 1948, the Battalion was re-designated as the 25th Transportation Traffic Regulation Group. The Battalion was then reorganized and re-designated on 1 September 1948, as Headquarters and Headquarters Detachment, 25th Transportation Traffic Regulation Battalion.

The 25th Battalion was allotted to the Regular Army on 2 November 1951. On 1 December 1951, the Army reorganized and re-designated the Battalion as Headquarters and Headquarters Company, 25th Transportation Battalion. The Battalion was inactivated 15 February 1955 in Austria. The Battalion was reactivated 5 December 1955 at Goppingen, Germany. The Battalion was again inactivated 22 November 1957. The 25th Transportation Battalion went to Europe soon after activation, and stayed there until deactivated in 1957. The unit colors carry campaign streamers from Normandy, Northern France, Rhineland, Ardennes, and Central Europe. The Secretary of the Army awarded the Meritorious Unit Commendation for meritorious service of military operations, European Theater, to the 25th Battalion on 1 March 1967.

Korea

On 25 June 1950, North Korean tanks rolled across the 38th Parallel and invaded the Republic of Korea. The 24th Infantry Division led the first units of the US Eighth Army

into Korea on 30 June. Over the next three years, Eighth Army fought a see-saw action up and down the Korean Peninsula until establishing a defense along the 38th Parallel. In 1953, the North Koreans agreed to a ceasefire although they did not agree to a peace. Korean reunification was still the objective of the communists in the north. From then on, the US Army maintained a presence along the Demilitarized Zone (DMZ).

In the fall of 1959, COL Art Conroy, Transportation Officer, Eighth United States Army (EUSA), initiated action to separate the movement control functions from EUSA Transportation Section and create a new unit to perform these functions. LTC Ohio Knox headed a four man team to organize the provisional unit activated at Seoul Railroad Station. On 24 June 1960, the 25th Transportation Battalion (Movement Control) was activated by the EUSA. The unit has been in Korea ever since its reactivation. Headquarters U.S. Army Pacific redesignated it to the 25th Transportation Company (Movement Control) under the command of LTC William H. Boyd. On 5 July 1960, it was redesignated the 25th Transportation Battalion (Movement Control) with the added highway mode responsibility, Field Transportation Offices (FTO) replaced the Rail Transportation Office.

Unlike other transportation battalions with separate numerical companies, the 25th was a battalion organization. Although a battalion organization, it was the single traffic management agency for United States Forces in Korea (USFK) and was tasked to plan, program, coordinate, and supervise movement of personnel, material, and supplies to include containers, and exercise committal authority over general support transportation resources. As such, it had to act as a transportation brigade or command in many respects.

Korean Air Lines (KAL) opened commercial air traffic between Seoul and Taegu in 1961. Hanjin Container Lines provided host nation highway contract services using commercial trucks captured during the Korean War.

In 1962, the Silver Rail Spike - "Cinder, Steam and Semaphore Brotherhood" tradition was initiated. The Silver Rail Spike was awarded to departing members of the 25th and the deserving individuals for their support of the 25th Battalion. The Silver Rail Spike tradition was resurrected in 1985. Transportation Movement Office (TMO) Pyongtaek made the news in *Stars and Stripes* and *The Army Times* by being the smallest army installation in the world. On 1 October 1962, the 25th Battalion was reassigned from EUSA Transportation Section to the newly activated EUSA Transportation Group and subsequently attached to the United States Army Seoul Area Command (SAC) on 8 October 1962. One hundred US owned "Ice bunker reefer cars" replaced the aged Korean National Railroad (KNR) refrigeration or "reefer" cars. Additionally, 172 US manufactured POL tank cars were added to the existing Japanese manufactured Nioppon and Hitachi fleet of 50. One US rail car was dropped into the water at Pusan during unloading. Later a Hitachi car was involved in an accident at the Army Supply Command (ASCOM) Bupyong and destroyed by fire. Quick reaction by 25th personnel

prevented the spread of the fire when the car was uncoupled and isolated from the remaining train of loaded POL tank cars.

In 1963, to clear increased air freight, the 25th Battalion established the first Air Traffic Coordination Office (ATCO) in March at Kimpo airport. Captain R.V. Mac Gillivery (XO and Operations Officer) instituted many procedures and concepts. He later retired and became the “Railroad Champion of the Army” at Fort Eustis, Virginia, teaching new officers and NCO’s the importance of rail transportation which historically has moved the most tonnage during periods of conflict.

In October 1964, the 25th Battalion was released from EUSA and reassigned to Eighth Army Support Command. Less-than-Car Load (LCL) service was instituted in lieu of leasing KNR box cars. The cars traveled between the port of Inchon, Bupyong Depot, Yongdungpo, Pyongtaek, Taejon, Taegu, and Pusan with overnight stops at each location to maximized cargo space and speed shipment of small cargo loads.

On 1 January 1966, the battalion was redesignated as the 25th Transportation Center (Movement Control) with the mission to manage and operate an integrated transportation service in support of all United States Forces in Korea (USFK). In 1966 the 25th Trans Center received a White House commendation letter and Presidential medallion for providing superb transportation service during President Johnson’s tour of Korea in October.

In 1967, the 25th Trans Center assumed operational control over the new refrigerator truck service established by Eighth Army in November. The 25th Trans Center moved Area Transportation Movement Office (ATMO) II from Seoul to the Inchon Port Area in order to bring about closer liaison with the port. The move resulted in better traffic management and improved communication between ATMO II and its largest customer. The Eighth US Army Support Command awarded the 25th Trans Center first prize in the Cost Reduction Program. It was the second of three awards in three years that the 25th would win.

In 1968, due to the heavy reliance on commercial contractors, Field Surveillance and Audit Sections were established at each ATMO. These sections were responsible ATMO II and its largest customer. A POL pipeline was established from the Kunsan POL terminal to Kunsan Air Force Base. This provided for immediate fuel re-supply and the elimination of contracted rail operations. A Certificate of Commendation from General William C. Westmoreland, Army Chief of Staff, was received for by the 25th Trans Center for outstanding achievements in the Army’s Cost Reduction Program for Fiscal Year (FY) 68. Official Letters of Commendation were also received from General Charles H. Bonesteel, III, Commanding General of Eighth US Army, and Brigadier General George P. Holm, Commanding General of Eighth Field Army Support Command. The 25th Trans Center received the local cost reduction award for three

consecutive years - FY66, FY67, and FY68. Through intensified management and surveillance actions, cost reductions of \$359,000 were accumulated in FY68, totaling \$1,656,800 for the period FY69-69.

In 1971, with the introduction of scheduled seavan containerized cargo into Korea in the later part of 1970, the 25th Trans Center picked up the additional responsibility of container control. MTOE 55-6GP802 was approved by the Department of the Army which recognized and provided Container Control Agencies (CCA). The withdrawal of the 7th Infantry Division from Korea in the 1971 necessitated a reorganization for the 25th Trans Center. TMOs were relocated to provide coverage for the newly assigned and expanded 2nd Infantry Division area of operation.

In order to manage the other transportation management functions the command divided Korea horizontally into two Movement Regions. ATMO I and II combined to form ATMO I, later known as Movement Region (MR) I. Accordingly, ATMO III became ATMO II, later Movement Region II. Movement Region I headquarters was in Seoul and Movement Region II headquarters was in Taegu. The battalion headquarters staff had three sections: Administration and Supply, Plans and Movements, and Resource Management. The battalion comprised a mixture of American and Korean military and civilians.

The Military Airlift command (MAC) began servicing Korea for passenger travel in lieu of surface transportation. The 25th Trans Center expanded the Army/Navy Air Traffic Coordinating Office (ANATCO) at Osan Air Base by closing ANATCO Kimpo and relocating the personnel to Osan to enhance service to inbound and outbound service members and families.

1972 found the 25th Trans Center completing its transition to its new organization and changing customer support as was dictated by the withdrawal of the 7th Infantry Division. The closure of the US military terminal at the port of Inchon, the relocation of the ASCOM Depot complex to Waegwan, and the relocation of the Korea Area Exchange Depot (KOAX) necessitated adjustments to customer movement requirements and support.

In 1975, the 25th Trans Center was credited with a \$400,000 validated cost savings for the calendar year. The savings were realized by maximizing available transportation assets and the conversion of more than 1,000 seavan container drayage terms from commercial to military carriage. Sixty M-60 tanks were moved from Tongduchon to Camp Carroll between May and July. The move accounted for 261,373 short tons of cargo transport by military and commercial assets.

In 1976, the 25th Trans Center participated in the first Team Spirit, a Joint Chiefs of Staff sponsored exercise. Five reefer cars were converted to guard cars for use by the Military Police for intransit security of valuable and sensitive cargo. In September, military transport began hauling US mail in place of commercial carriers. This initiative resulted in a \$300,000 savings to the US Government.

In 1980 the 25th Trans Center began to task, on a limited basis, military tractors to provide for the inland transportation for commercial seavan containers arriving at the ocean ports.

In 1981 the completion and use of the POL distribution pipeline from Ulsan and Pohang to Seoul significantly reduced the long haul of POL by the rail car fleet. The fleet's POL assets were redirected to local resupply missions.

In 1982 a Telex communication system was established within the 25th Trans Center to further enhanced communications with outlying movement offices. An integral part of the system was the establishment of equipment and communication lines to the 69th Transportation Battalion and Military Traffic Management Command (MTMC)-Terminal Pusan. The Telex System tied the major transportation organizations into a real time communication network.

In 1984, Rail and Military truck committal authority returned to P&M under the concept of centralization to improve the utilization of rail and military truck assets. The movement Regions retained the decentralized committal authority for commercial highway movements. The combined Transportation Movement Center was relocated from Yongsan to the ROK Transportation Support Command installation in southeast Seoul and was activated for the first time in August during the Command Post Exercise Ulchi Focus Lens 84. Our commercial contracts for contractual transportation services were modified to provide true inter-modal transportation service. Seavan containers are now routinely cleared from the ocean terminal to the rail head for the inland movement and then cleared from the rail head to the ultimate consignee.

The command relationship of the 25th was unique. As a unit of the United Nations Command and Eighth US Army, it was one of the 23 units assigned to Eighth Army Special Troops Command in 1983; however, all operational control came directly from the Transportation Division Chief of the J-4 Staff.

The 25th Transportation Battalion is organized with two regional movement control teams (RMCTs). The 1st RMCT is co-located with the 25th Transportation Battalion in Seoul and provides movement control in the northern sector. The 2nd MCT provides movement control for the southern sector of the Korean peninsula. The 1st RMCT

supports 2nd Infantry Division. Today the 25th Transportation Battalion still provides transportation service to US forces in Korea.

Bibliography

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