



925th Signal Company Depot (Aviation)



**IX Tactical Air Command
Ninth Air Force**

**Unit History
England, France, and Germany:
Northern France and Rhineland Campaigns
Occupation of Germany
1944 – 1945**

Images: LEFT: Signal Corp Crossed Flag RIGHT: Air Force Service Command Distinctive Unit Insignia, IXth Air Force Shoulder Patch

TO BE RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL OFFICE

FILE NO.
SIG-285-HI (C)
16 AUG -
31 OCT 44

History.
925th SIGNAL CO DEPOT (AVN)

MICROFILMED

HEADQUARTERS
925th SIGNAL COMPANY DEPOT (AVN)
APO 149
U.S. ARMY.

12 Nov 44

Subject : Unit History

To : Commanding General, IX Air Force Service Command
Attn: Historical Section, A-2
1. Enclosed herewith is initial installment of Unit History covering
the period from date of Activation to 31 October 1944.



Frank Vanderbeck.
Frank Vanderbeck,
2nd Lt Sig C.
Unit Historical Officer.

Incls: Unit History (in duplicate)

• 314.7

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925th Signal Company Depot (avn)
Organization History Outline

1. Organization:

- a. Designation - 925th Signal Company Depot (Aviation). Nosubsequent changes.
- b. Date of Activation - 16 August 1944
- c. Place of Organization - AAF Station 472
- d. Authority for Organization - Paragraph 1, General Orders Number 122, Headquarters IX Air Force Service Command, Dated 11 August 1944.
- e. Sources Of Personnel - 3 Officers and 89 Enlisted Men from the 803rd Signal Company Wing, per Special Orders 227, Headquarters IX Air Force Service Command, Dated 14 August 1944. Other personnel from Replacement Control Depots 100th Station Complement Squadron, 894th Signal Company Wing per Special Orders IX Air Force Service Command.

2. Strength:

- a. At beginning of period, 16 August 1944, - 4 Officers, 89 Enlisted Men.
- b. Net Increase each month, - August, 1944, 3 Officers, 4 Enlisted Men. September 1944, 22 Officers, 2 Warrant Officers, 179 Enlisted Men. October, 1944, - 4 Officers, 45 Enlisted Men.
- c. Net decrease each month - September - 3 Officers, October - 2 Officers.
- d. Strength at end of period - 31 October 1944 - 28 Officers, 22 Warrant Officers, 511 Enlisted Men.

3. Stations of Unit:

- a. Ascot, Berkshire, England from date of activation to September 20, 1944 when convey Detachment "A" departed, 21 September 1944, when Marching Party, Detachment "A" departed and 11 October 1944 when Headquarters 925th Signal Company Depot (Aviation) left.
- b. Staging Area, Southampton, England, 11 October 1944 to 15 October 1944 (headquarters only)
- c. Creil, France, September 22, 1944 to October 18, 1944. (Det "A" only)
- d. USA Transport 13 October 1944 to 24 October, 1944. (HQ only)
- e. Transit Area "B" Utah Beach, France, 24 October 1944 to 25 October 1944. (HQ only)
- f. Chalons - sur - Marne, France 27 October 1944 to end of Period.

4. Marches: - By Motor Convey from Ascot to Southampton and from Utah Beach to Chalons - sur - Marne and Reims, France.

5. Losses in Action, Officers and Men - None

6. Awards and Decorations - None.

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925TH SIGNAL COMPANY, DEPOT, AVIATION
ORGANIZATION HISTORY NARRATIVE

The 925th Signal Company Depot (Aviation) was activated at Ascot, Berkshire, England on the 16 of August 1944 pursuant to authority contained in Paragraph 1, General Orders Number 122 Hq IX Air Force Service Command, dated 11 August 1944. Activation was made under T/O 11-287, 11 April 1944 for an authorized strength of 10 officers, 1 Warrant Officer and 279 Enlisted men.

At the time of activation Captain Robert C. Richardson, reported as Depot Signal Officer, 1st. Lt. Thomas V. Maddigan reported as company commander. 1st. Lt. Bigler R. Irvin and 2nd. Lt. Robert A. Gass Reported as company officers. 89 enlisted men from the 303rd Signal Company Wing made up the original cadre for the unit.

By the end of the month of August the following officer had also been assigned, 1st Lt. Karl E. Root, 2nd Lt. Roger E. Davidson and 2nd Lt. Frank Vanderbeck. 4 Enlisted Men were also assigned to the unit bringing the strength to a total of 7 officers and 93 enlisted men.

Despite its organization as a Signal Company Depot (Aviation) the exigencies of the military situation demanded that the company strength at this time be occupied mainly with the operations of the Signal Center for the IX Air Force Service Command Rear Headquarters. Augmented by personnel from the 100th Station Complement all phases of Signal Communication for a large Headquarters.

At the close of the month supplies, equipment and personnel were beginning to arrive from many sources to enable the unit to function in its proper capacity as a depot for the IX Air Force Service Command.

Still at Ascot on the First of September the first of the officers originally assigned to the unit was transferred from the organization when Captain Richardson was sent to take command of the 920th Signal Company Depot (Aviation). On the next day 1st Lt. Karl E. Root left to join the First Air Depot Area Command. These were the first losses of personnel by the organization.

The Ninth of September marked a great change in the character of the company when under the Provisions of Section 1, Paragraph 1A of General Orders number 142, Headquarters IX Air Force Service Command dated 7 September, 1944 the T/O was augmented by the addition of 4 VHF installation and maintenance teams comprising a total of 4 officers and 66 Enlisted Men. The same General Order, Section and Paragraph 1B added twenty-six ground Radar installation and maintenance type B teams to the organization. These Radar teams were to comprise a total of 13 Officers and 130 Enlisted Men. Addition of this personnel brought the total authorized strength of the Company to 27 Officers, 1 Warrant Officer, and 366 Enlisted Men.

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925th Signal Company, Depot, (Aviation), (Organization History Narrative)

The Company was alerted for departure to the European Continent by alert Orders Number 66 Headquarters Ninth Air Force Dated 8 September, 1944 received by the organization on the Tenth of the Month. These orders were to move the Company to the Continent in two echelons the first to be known as Detachment "A", the Second to known as the Headquarters 925th Signal Company Depot, Aviation. Detachment "A" was to be under command of Lt. Irvin and was to be prepared for immediate departure.

During the period of 10 September to 16 September the following Officers were assigned to the organization;
1st Lts. Ernest C. McCauley, Thomas E.R. Smith Jr., Howard L. Beard, Bernard Stone, Merle E. Miller, Albert Switzer, Robert E. Lee, William F. Petter III, Lloyd L. Workman.
2nd Lts. Robert E. Simmons, Robert A.A. La Mantia, Matthew A. Farley, Clyde McCauley, Joseph R. Morano, Stanley Rush, Edward D. Morton Jr., Walter Reed Jr., Bascom F. Batts Jr., Robbins E. Rice,
Warrant Officers Junior Grade: Ottis Mc Millan, Billy M. Chapin to bring the Officer strength of the unit to 26 Officers and 2 Warrant Officers.

September 20th convoy Detachment "A" composed of 2 Officers and 43 Enlisted men departed home station for the European Continent Per Secret Letter Headquarters IX Air Force Service Command dated 18 September 1944, File Number 370.6. This unit boarded the transport the next day and proceeded directly to the beachhead, thence to Creil, France.

The Marching Party of Detachment "A" left the United Kingdom by Plane on the 22nd of September and arrived at Creil the same day. The entire Detachment was under the command of Lt Irvin.

During the month the Company performed its routine duties at the Signal Center of the IX Air Force Service Command. Equipment and supplies continued to come in but the majority of this equipment and supplies was destined for the eventual use of the Company when set up as a Depot. It was therefore left in its crates and boxes and made ready for the eventual movement of the entire organization to the continent. Vehicles necessary for the proper operation of the various teams to the augmented company began to come in and these were inspected and tuned up for the movement.

Strength of the Company at the End of the period was 26 Officers
2 Warrant Officers and 268 Enlisted Men.

The month of October found the Company split into two main sections, Headquarters located at Ascot and Detachment "A" at Creil, France. On the first of the month an acute shortage of drivers became apparent and a school was established in the Motor Pool for the training of drivers. The Enlisted Men of the Company turned to with more than a will to get the job done. Men who had just finished long hours of operation were on details necessary for the movement and their willing work resulted in all things being accomplished by the time the unit was to leave Ascot.

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925th Signal Company, Depot, (Aviation), (Organization History Narrative)

Headquarters, 925th Signal Company Depot (Aviation) left Ascot 0800 Hours, 11 October, 1944, by Motor Convoy. The unit arrived in the Marshalling Area at Southampton the same day at 1300. Spending that night and the next day and night at Southampton the Company boarded the Army Transport at 2000 Hours on Friday the Thirteenth. All vehicles of the Company were stored in the Holds and Officers and Men alike shared Quarters in the After Hold. Mess facilities consisted of one large steam kettle situated on the Stern of the ship. Here our "C" Rations were heated and hot water for the various drinks was provided.

Sailing from Southampton the Fourteenth and after a rough crossing the ship anchored off Utah Beach on the morning of the Fifteenth. It then became a matter of "Sweating Out" the landing craft necessary to disembark all Personnel and Equipment. After nine days on the vessel the Headquarters was finally reassembled in transit area "B" of Utah Beach.

Leaving the transit area on the morning of the 25th, the Company proceeded via St. Lo, Vieux, Versailles, Paris, Meaux to Chalons sur Marne.

Detachment "A" in the meantime left Creil. Part of the unit proceeding to Reims, France for the purpose of setting up and operating the Switching Central for IX Air Force Service Command and part of the detachment proceeding to Chalons to begin the set up of the Depot. The section at Reims procured quarters for the Central at 37 Rue General Arnaud and quarters for the Personnel at 227 Avenue De Laon and 7 Rue Eugene Burgoin. These were all private homes formerly taken over by the Germans and now converted to U.S. Army use. The section at Chalons obtained the use of the former French Artillery Docks for the Depot and quarters in a large warehouse adjacent to the Depot Area for the use of Personnel.

During the month several changes of Officer Personnel took place. Lt Maddigan was promoted to Captain Per Paragraph 11, SO 289 Headquarters 9th Air Force effective 18 October, 1944. Lt's Segal and Petter were relieved of assignment to the Company while Lt John F. Davis, Leighton W. Cummings, and Francis G. Bittinger were assigned to the organization. Captain Ivan M. Freidman joined the Company as Depot Signal Officer.

The main portion of the Company located at Chalons immediately set to work to make the quarters more livable and to prepare the Depot for the supplies that would soon come in. Partitions were erected in the second story of the warehouse building, dividing the area into a number of cubicles that could be fixed up by their occupants. The building was thoroughly cleaned out and a shower was erected outside the main building. Composed mainly of captured German materials the boiler was wood fired and provided accommodations for three men at a time. The mess hall was cleaned up and sufficient chairs and tables were obtained to give all men a place to sit for their meals. Under the able direction of Staff Sgt. Cable, the mess provided good hot meals.

-3-

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925th Signal Company, Depot, (Aviation), (Organization History Narrative)

A good deal of work was necessary in the Depot Area. All buildings were cleaned out. All junk including the wrecks of several Jerry cars was disposed of and wiring of the buildings for the necessary power was started. The driveways leading to the buildings were paved with gravel and office partitions were erected. By the end of the month some of the Depot Supplies were beginning to arrive.

Detachment "A" at Reims was augmented to provide the necessary operating Personnel. Long lines leading to Creil were being worked over and serviced preparatory to beginning service and all buildings were fixed up so they could be used. A Mess Hall was established in the operations building and served meals to men and officers of the detachment.

The mission of the Company was somewhat changed in the month of October when, the Company was made into a special purpose Depot. Under this set up the Company was to stock, repair, and issue special items of Signal Equipment.

At the end of October the strength of the unit was 28 Officers, 2 Warrant Officers, and 311 Enlisted Men.

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TO BE RETURNED TO THE ARCHIVES OF THE AAF HISTORICAL OFFICE	FILE NO. S16-925-H1 (b) 31 Oct- 30 Nov 1944
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History
925th Signal Co. JEPOT (AVN)

MICROFILMED

HEADQUARTERS
925 SIGNAL CO DEPOT AVN
APO 149 US ARMY

SUBJECT: UNIT HISTORY

TO : CG IX AIR FORCE SERVICE CMD APO 149, US ARMY
ATTN: HISTORICAL SECTION, A-2

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY COVERING
THE PERIOD FROM DATE 31 OCTOBER TO 30 NOVEMBER.

FOR THE COMMANDING OFFICER

Frank Vanderbeck
FRANK VANDERBECK *per this*
2ND LT SIG C
UNIT HISTORICAL OFFICER .

INCLS: UNIT HISTORY (IN DUPLICATE) 5-0775



SECRET

HISTORY
ORGANIZATION HISTORY OUTLINE

1. Organization - Negative

2. Strength - 30 November 1944

3. Stations	Locations
Hqs.	Chalons-sur-Marne, France
Detachment "CC"	Reims, France
Detachment "AA"	Verviers
Detachment "BB"	Nancy
Detachment "A"	Villacoublay
Detachment "B"	Verviers
Detachment "C"	Mattonville
Detachment "D"	Vlydingen
Detachment "E"	Bloul Castle
Detachment "F"	Florennes/Juzainne
Detachment "G"	Verdun/Et, la

4. Losses in Action - None

5. Awards and decorations of members - None

SECRET

S E C R E T

Due to the peculiar nature of this organization, the administrative tasks of company headquarters were made more than doubly difficult. Detachments of the company are situated in various locations throughout the theatre so they may render effective service to the units they are designed to maintain. All administrative functions for these detachments must be performed by company headquarters. Of these functions the making up of payrolls is about the most difficult. A total of 11 payrolls must be prepared by the Personnel Section and sent to the detachment commanders so as to reach them before the 20th of the month. Besides these payrolls the payroll for the headquarters section and detachment "CC" must be prepared in time for submission to the local Finance Office by the 15th of each month.

Supplies for the depot stock continued to come in stock record accounts for each of the miscellaneous items were established and all items received were entered therein. By the end of the month some 210 different major assemblies or units were carried in depot stock. All items shipped in to the depot were placed in protected locations in warehouse space. During the month a total of approximately 585 tons of equipment comprising 117 truckloads of material were received at the depot. This material was sorted, entered, and stored in the warehouse facilities. Appropriate releases enabled the depot to release about 100 tons of various types of signal equipment to the using organizations.

The general repair section repaired and rendered servicable a total of 90 Power Units during the month. These were all PE 75, PE 95, and PE 195 type units. Installed in a section of the tin warehouses, this section completed a small room for repairing sub assemblies and used the larger portion of the building for the major assembly of units and for applying the necessary tests under load. Records of all work done on the units were kept and the items returned to depot stock for release as soon as appropriate releases were secured.

The carpenter shop made the necessary alterations and repairs to the various buildings. Bins for storage were erected and necessary filing cases for the safe-keeping of appropriate records were installed. Office space was erected and in nearly every section of the depot some work was necessary. The Motor Pool was provided with a Dispatchers Office and work benches for the mechanics.

The Motor Pool serviced the vehicles of the company, providing 2nd Echelon repairs to the organic transportation. In addition to its normal duties the Motor Pool also serviced 25 K-53 type vans from depot stock. It was decided that all vehicles leaving the depot from stock will be serviced by the Motor Pool and rendered operational in every respect before leaving the depot. The major portion of the supplies moved into the depot were carried in the organizational transportation. To accomplish this duty trucks of the company travelled a total of 43,396 miles.

During the month of November a letter of commendation from the Commanding General of the Twelfth Army Group for a courtesy extended to a member of the staff. A copy of this letter is attached hereto and made a part of this record.

Detachment "A" located at Reims continued to operate "Slider Switch". The wire section maintained and serviced the open wire circuits to IX Air Force Service Command at Creil. The only repeater in this line was operated at Solissons by a group of 5 enlisted men. The following new speech circuits were connected to the main frame and switchboard: 2 circuits to Goblin, 2 circuits to Gasoline, 2 lines to Spitfire Rear, and a third circuit to Goblin. 2 circuits were taken from Goblin

-1-
S E C R E T

SECRET

and sent to Greil through Paris Military providing an alternate route, 2 lines to Gleeftul, 2 lines to Glowworm, 2 lines to Glucose and two circuits to Bombay. Most of these lines were put through existing French facilities but it was necessary to obtain local cable Pairs from Reims PT AT to various terminal boxes in the immediate vicinity. From these terminal boxes local lines were installed by the wire section to bring the circuits to the main frame and switchboard. One new bay of CF-23 and another CF-1 were installed to handle the necessary load. This additional equipment gives the switch, working all carrier equipment, a possible total of 8 speech and 8 teletype circuits on a minimum of 4 physical lines. These of course must go to one destination, due to the set-up of lines at the switch. It is impossible to route all carrier traffic to one location and the carrier is employed to service various units located at a distance from the central.

Telephone operations section found it necessary to install a second TC-2 switchboard to accommodate the new lines. This actually makes a 2 position installation, however at the present time one operator is able to handle both switchboards. With the present switchboards we are able to handle 40 lines of which 36 are now in use. While the board is usually too busy to make an accurate check of traffic an estimation of 700 calls in an average 24 hours is not excessive.

Teletype section found it necessary to install a second BD 100 to accommodate the 8 circuits to seven different locations. These lines were used mainly for patching directly through the BD 100's to other units. A conservative estimate of 200 calls per day is about average. In addition to patched through calls, relays are taken by the section when the called line is either engaged or for some reason unreadable over the full distance, but legible at the switch. These are passed into a reperforator, TC-26, and a tape of the message out. The message is then logged and sent to message center where it is again logged as a relay message. If the message was to be retransmitted by teletype the addressee was called as soon as the lines were clear. The receipted message was then returned to message center. At peak as many as 90 messages, often to multiple addressees, have been cleared in a period of an hour and a half.

Message center coordinated the activities of the various couriers, among these being the IX Air Force Service Command, 1st AADA, 2nd AADA, 925th Signal Company Depot, XIX TAC (Rear), 128th Replacement Battalion, and other local couriers needed. Accountability for relay traffic was also assumed and in some cases means of communication was changed in order to assure the most expeditious handling of traffic. A monthly total of 212 messages passed through the message center.

Radio section maintained the necessary equipment to perform in the command net. Not much traffic was handled and the station was concerned mainly with a watch on the net.

Under the provisions of a Company Order the designation of the Detachment was changed to Detachment "CC".

-2-

SECRET

HEADQUARTERS TWELFTH ARMY GROUP
APO 696, US Army

201.22 (AG)

13 November 1944

SUBJECT: Commendation

THROUGH: Commanding General, Ninth Air Force, APO 696, U S Army

TO : Commanding Officer, 925th Signal Company (Depot Avn)

1. On 4 November 1944, Captain L. Sokolower, AGD, Acting as courier for this headquarters was detailed to deliver important documents to the Commanding General, European Theater of Operations. While enroute he met with a motor accident which rendered his vehicle inoperative. Through your fine spirit of cooperation Captain Sokolower was offered a vehicle and driver from the 925th Signal Company (Depot Avn) and was thus enabled to continue his journey and complete his mission.

2. Your prompt offer of assistance to an officer of another command indicates an uncommonly high regard for the traditional principles of military courtesy and mutual helpfulness. You are commended for doing very well a job which was not essentially yours.

For the Army Group Commander,

/s/ C.R. LANTON
/t/ C.R. LANTON
Colonel, AGD
Adjutant General

201.22

1st Ind.

C-PS

HEADQUARTERS, NINTH AIR FORCE, APO 696, U.S. Army.

TO: Commanding General, IX Air Force Service Command, APO 149, U.S. Army.

Noted.

By command of Major General VANDEBERRY:

/s/ C.W. SEEBACH
/t/ C.W. SEEBACH
Colonel, AGD
Adjutant General

Basic: Ltr., Hq., Twelfth Army Group, subject: Commendation, dated 13 November, 1944

201.22

2nd Ind.

C-WES-rob

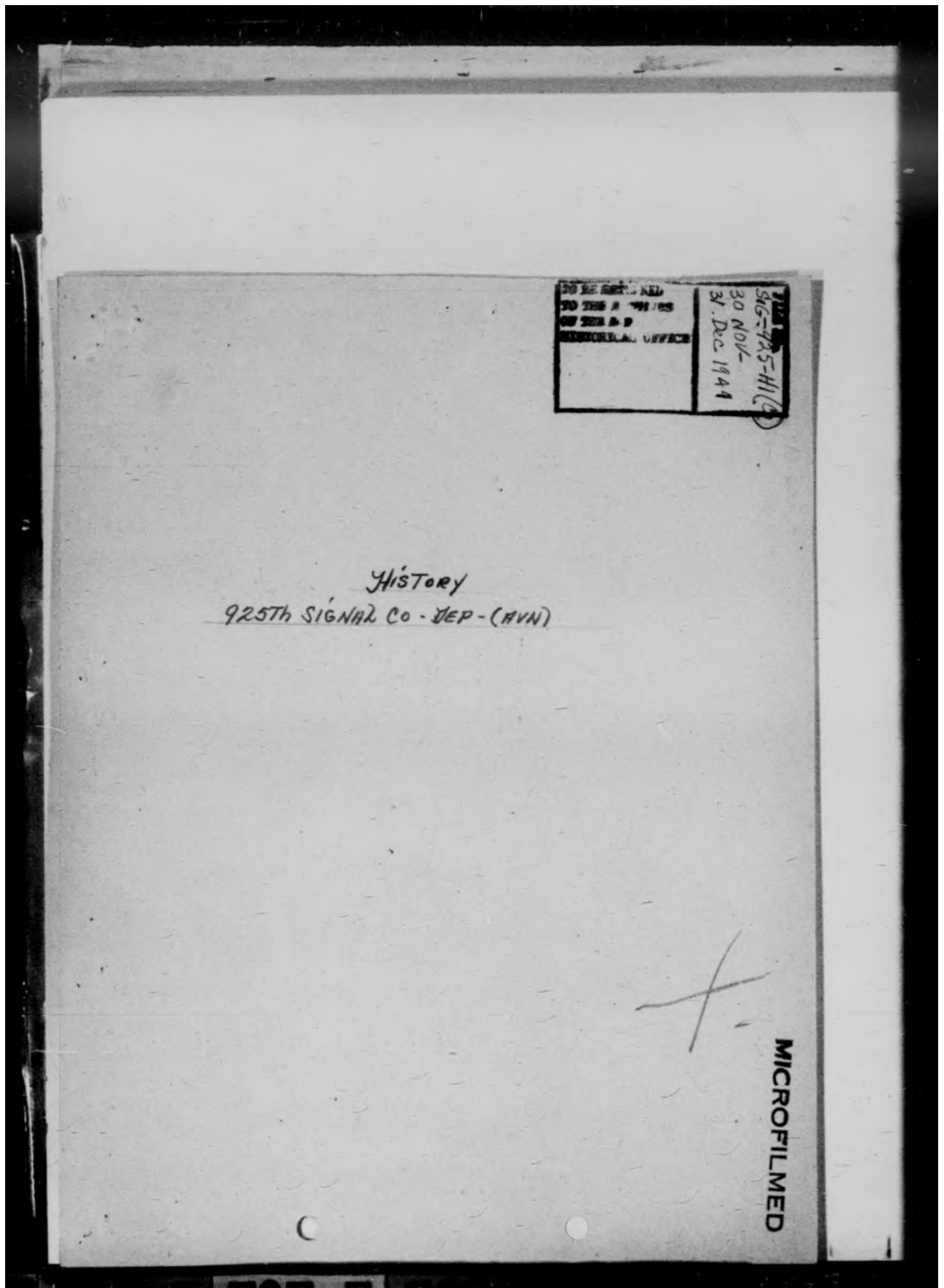
HEADQUARTERS, IX AIR FORCE SERVICE COMMAND, APO 149, US. ARMY

TO: Commanding Officer, 925th Signal Company, Depot, Avn., APO 149, U.S. Army.

The Commanding General is very pleased to indorse this letter of commendation. The prompt and courteous action on the part of your unit reflects credit upon this command.

By Command of Brigadier General Wood

/s/ Neal J. O'Brien
/t/ NEAL J. O'BRIEN
Colonel, AGD,
Adjutant General



HEADQUARTERS
925TH SIGNAL CO. DEP. (AVN)

W
APO 149, U.S. ARMY
9 JANUARY 1945

SUBJECT: UNIT HISTORY

TO : CG, IX AIR FORCE SERVICE COMMAND, APO 149, U S ARMY.
ATTN: HISTORICAL SECTION A-2.

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY
COVERING THE PERIOD FROM DATE 30 NOVEMBER 44 TO 31 DECEMBER 44.

FOR THE COMMANDING OFFICER,



Frank Vanderbeck
FRANK VANDERBECK,
2ND LT. SIG. C.,
UNIT HISTORICAL OFFICER.

1015
ENCLOSURE UNIT HISTORY (IN DUPLICATE)

HEADQUARTERS
925TH SIGNAL CO: DEP. (AVN)

APC 149, U.S. ARMY
9 JANUARY 1945

SUBJECT: UNIT HISTORY

TO : CG, IX AIR FORCE SERVICE COMMAND, APC 149, U S ARMY.
ATTN: HISTORICAL SECTION A-2.

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY
COVERING THE PERIOD FROM DATE 30 NOVEMBER 44 TO 31 DECEMBER 44.

FOR THE COMMANDING OFFICER,

FRANK VANDERBECK,
2ND LT. SIG. C.,
UNIT HISTORICAL OFFICER.

INCL: UNIT HISTORY (IN DUPLICATE)

SECRET
- 1 -
HISTORY

1. Organization - Negative
2. Strength - 31 December 1944 - 30 Officers, 1 Warrant Officer, 347 EM.
3. Stations

Det "AA" 926th Signal Const. Bn.
Det "BB" 932nd Signal Const. Bn.
Det "BB" 920th Signal Co, Depot, Avn.
Det "CC" Reims
Det "A" 900th Signal Co., Depot, Avn.
Det "B" 555th Signal AW Bn.
Det "C" 563rd Signal AW Bn.
Det "E" 573rd Signal AW Bn.
Det "F" 564th Signal AW Bn.
Det "I" 422nd Night Fighter Sq., IX TAC.
Det "K" 30th MR & R Sq.,

Teams "D", "G", "H" and "L" are now known as Det. "A"

4. Marches - None
5. Losses in Action - Officers and men - None
6. Awards and Decorations - None

S E C R E T-2-

HISTORY

NARRATIVE SECTION

Operation of Glider Switch at Reims by Detachment "CC" was continued. As a result of the falling off of and almost complete cessation of radio traffic the relay point was discontinued and station closed. The personnel of the radio section with the exception of 1 operator and 1 mechanic were returned to the depot. The operator and mechanic were returned together with the necessary equipment to enable the switch to take the air in the event of landline failure or compromise.

Telephone section established an 8 hour 7 day check to ascertain the volume of traffic handled. For the period of total of 7795 calls were taken, or for the hours of 0900-1700 on average of 1113 calls. This total does not include calls placed through the board after 1700 and before 0900. Two new underground circuits to Glider were established, two to gelding able and two more to Gleeeful were added. One cable line to Guitar was lost when the Germans took over a repeater station on the route. This repeater was not manned by company personnel. To facilitate TT Glider transmission on the open wire lines to Glider an additional repeater Station was established by the company at Compiegne and manned by company personnel. The Wire Rehabilitation team of Lt. Cummings was also posted at Compiegne to service the Wire facilities from Criel to Seissen making the company responsible for the maintenance of the entire circuit - a distance of approximately 125 Linear Miles of open wire circuits. Over the entire distance a group of (8) physical circuits must be maintained by the organization.

One job is worthy of mention. During the night of 26-27 December, a German Aircraft set fire to an ammunition train at Seissons Railhead. Approximately 300 cars of heavy artillery ammunition were subsequently involved. Flying shrapnel from exploding shells cut several of the circuits near the railyard. While the fires were still burning the wire team under Lt. Irvin entered the Area and re-stored the circuits on the afternoon of the 27th.

Teletype added one new underground circuit to Glider. A traffic check similar to that conducted in the telephone switchboard section showed a total of 6654 calls handled for the period. During the month many of the lines in the general area of the front were compromised by enemy activity and a great deal of traffic had to be rerouted.

Message center handled a total of 2158 messages, this total does not include mail or courier runs. Local courier was operated fully and one new courier from the 86th Air Depot Group made use of the switch facilities.

The Depot and company headquarters at Chalons continued to expand. At the end of the month a total of 160,830 square feet of space was required for the installation. This was broken down as follows.

Mess, Supply and Administration.....	16,000	Sq. Ft.
Shop Space.....	30,528	" "
Storage.....	33,302	" "
Parking (Vehicles in Stock).....	26,000	" "

Storage and issue section had received, checked, entered and stored 13,057 tons of Signal Equipment by the end of the Period. These items came in by truck and by rail to the depot. At one period during the month 15 Freight car loads were unloaded, tallied and stored in the space of a few days. At the same time appropriate release from command enabled the section to ship approximately 250 tons of supplies.

-2-S E C R E T

-3-

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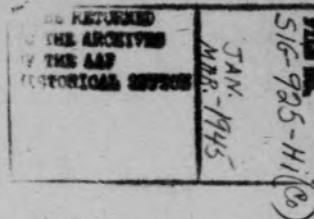
In addition to these items in bulk 12 SCR 575's, mounted in Signal Corps special purpose vehicle K-53, were prepared, checked and released to using organizations. 16 Special Purpose Signal Construction Trailers K-36 were issued.

The General Repair Section made major repairs to 33 power units. These included PE 75's, 99's, 195's and PE 95's. Two British Lister Diesel Power units were turned in to the section and these were repaired and returned to service. Due to loss of equipment in the German breakthrough in the Ardennes all this material was vitally needed.

Transportation section vehicles covered a total of 78,768 miles during the month. This mileage was accumulated in performance of supply mission and necessary company activities. In addition to this work essential vehicle checks were made and all truck and motor equipment in depot stock was winterized.

Strength of the company as of 31 December 1944 was 30 officers, 1 Warrant officer and 347 enlisted men. No casualties were experienced during the month and no awards were made to any members of the organization.

- 3 -
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925th Signal Company, Depot
Jan - mar 1945

MICROFILMED

HEADQUARTERS
925TH SIGNAL CO. DEP. (AVN)

SIG-925-111
JAN 1945

APO-149, U.S. ARMY
7 FEBRUARY 1945

SUBJECT: UNIT HISTORY

TO : CG, 1X AIR FORCE SERVICE COMMAND, APO 149, U.S. ARMY.

ATTN: HISTORICAL SECTION A-2.

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY
COVERING THE PERIOD FROM DATE 1 JANUARY 45 TO 31 JANUARY 45.

FOR THE COMMANDING OFFICER,

Frank Vanderbeck
FRANK VANDERBECK,
2ND LT. SIG.C.,
UNIT HISTORICAL OFFICER.

INCLS: UNIT HISTORY (IN DUPLICATE)

SECRET
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HISTORY

1. Organization - Negative

2. Strength - 31 January 1945 - 32 Officers and Warrant Officers, 845 EM.

3. Stations

Det. "AA" Chaleroi
Det. "bb" Belgium
DET. "CC" Reims
Det. "DD" Compiègne
Det. "EE" Criel
Det. "FF" Verdun
DET. "GG" Maastricht Holland
DET. "A" Chaleroi
Det. "B" Chaleroi
Det. "C" Adin Le
Det. "E" Valwesselt
Det. "F" Osier La Ferrier
Det. "I" Florennes, Belgium
DET. "K" Etain

4. Marches - none

5. Losses in Action - none

6. Awards and Decorations - One Bronze Star.

S E C R E T
COMPANY HISTORY
NARRATIVE SECTION

January saw the greatest period of activity since the organization of the depot. A total of approximately 2110 tons of Signal Equipment was moved into the storage facilities of the company. Of this total approximately 1440 tons were moved in the organizations own transportation. The rest of the material came to Chalons Railhead by train from the various ports and was taken unloaded, conveyed to the depot and put in stock.

To give an idea of the scope of operations some mention of difficulties encountered should be made. Trains, upon arrival at the railhead are placed alongside unloading platforms and the company notified. From this time on, all efforts of the entire organization must be concentrated on the unloading of the train. Due to the necessity of keeping rail stock on the move only six hours can be allowed for unloading, so all cars must be emptied at once.

Total number of items now held in depot stocks runs to a sum total of 1174 different items. Many of these items are in sets and no accurate estimation can be made of the items held as part of the set. Scope of operations of the depot can be indicated by the fact that items such as 2100 telephone poles and over 14,000 reels of spiral four cable are regarded as routine stock.

Against the intake of 2110 tons appropriate releases enabled the depot to ship 399 tons of equipment to the using organizations. In addition to these amounts 33 Special Purpose Vehicles were received and 41 were shipped.

The General Repair Section established a spare parts section, and completed the installation of the depots storage and charging facilities of storage batteries. An electric forge was placed in operation to give the mechanics aid in their work. The care and initial inspection of new power units is a part of the function of this section. During the month the section serviced 50 new small power units and 12 large power units were inspected and serviced. Six British Lister Diesel Plants were repaired and of 17 salvaged power units six were restored to service. Civilian personnel were used to augment the T/O and the section now utilizes the services of 1 officer, 8 enlisted men and 17 civilians.

S E C R E T

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COMPANY HISTORY
NARRATIVE SECTION

During the month of January, Detachment "CC", continued to operate Glider Switch. Telephone section added lines as follows: 1 additional trunk to Giraffe, 1 Gleeeful trunk was discontinued and transferred to teletype, added 4 trunks to Glamour, added 2 trunks to Glacier, discontinued two trunks to Gelding Able. These additions and deletion make a total of 40 trunk circuits now serviced by the switch. Telephone operations section handled a monthly average of 32,902 calls.

Teletype added 1 line to Gleeeful and another to Glamour were added giving a total of 15 lines on the switchboard. By making a monitor check on all calls through the board, it was found that each call resulted in an average of three message transmissions. By means of this information it was found that the switch handles a weekly average of 3570 messages or a monthly total of 6645 transmissions.

The detachment again took over the courier run to IX Air Force Service Command at Creil. Due to exceedingly bad weather conditions, couriers were often delayed on the road but at no time did any courier fail to make his complete run. During the month a total of 2132 messages were processed through message center, this total does not include mail passed through the switch by various connecting couriers.

General Orders number 6, Headquarters IX Air Force Service Command, dated 9 January, 1945, entitled award of the Bronze Star Medal to 1st Lt. John C. Potts, O-1647228, at a ceremony held in the company area on 18 January, 1945, Colonel Byrne, Signal Officer, IX Air Force Service Command awarded the medal and citation accompanying the award to Lt. Potts. A copy of the citation is attached hereto and made a part of this record.

At the end of the month strength of the company was 32 officers and Warrant Officers and 345 enlisted men.

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CITATION

JOHN C. POTTS, First Lieutenant, O-1647228, Signal Corps, while a member of the Armed Forces of the United States, distinguished himself by meritorious service in the performance of difficult tasks in connection with military operations from 12 October 1944 to 28 December 1944. As Depot Supply Officer, Signal Special purpose Depot, 925th Signal Company Depot, Aviation, Lieutenant Potts has received, identified, warehoused, and shipped over a short period of time 1550 tons of Signal Supplies in an exceptionally expeditious, and efficient manner. He accomplished this difficult task through a keen devotion to duty, outstanding initiative, resourcefulness and leadership. He has devoted time beyond estimate in the performance of his duty with no thought to his personal welfare and comfort. Through effort, study, and organization he has created a smoothly operating supply point capable of handling large quantities of Signal Supplies. Lieutenant Potts' unstinting devotion to duty, and meritoriously effectual performance of difficult tasks has been a distinct contribution to military operations in France, and is in keeping with the highest standards of the Armed Forces of the United States. Entered military service from Kentucky.

Awarded the Bronze Star Medal per General Orders 6, 9 January 1945, Headquarters, IX Air Force Service Command.

OFFICIAL

NEAL J. O'BRIEN
Colonel, AGD,
Adjutant General.

HEADQUARTERS
925 SIGNAL CO DEPOT (AVN)
APO 149 U S ARMY

SIG-925-H1
Feb 45

13 MARCH 45

SUBJECT: UNIT HISTORY

TO : CG 1X AIR FORCE SERVICE CMD APO 149, US ARMY
ATT: A-2 HISTORICAL SECTION

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY COVERING
THE PERIOD FROM DATE 21 JANUARY TO 28 FEBRUARY.



FOR THE COMMANDING OFFICER

Frank Vanderbeck
FRANK VANDERBECK
1 ST LT SIG C.
UNIT HISTORICAL OFFICER

INCLS: UNIT HISTORY (IN DUPLICATE)

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HISTORY

1. Organization - Negative

2. Strength - 28 February ⁴⁵~~44-37~~ Officers, 368 Enlisted Men

3. Stations:

Det. "A" 900th Signal Company Depot (Aviation)
Det. "B" 555th Signal AW Battalion
Det. "C" 563rd Signal AW Battalion
Det. "E" 573rd Signal AW Battalion
Det. "F" 364th Signal AW Battalion
Det. "I" 1055th Signal Co Service Group
Det. "K" 1091st Signal Co Service Group
Det. "AA" 926th Signal Const. Battalion
Det. "HB" 932nd Signal Bn, (Sep) XIX TAC ADV., APO 141
Det. "GC" Glider Switch, APO 149
Det. "DD" Signal Office, IX AFSC
Det. "EE" 394th Signal Co Dep (Avn), APO 149
Det. "FF" 387th Fighter Sqdn, 365th Fighter GP., APO 595
Det. "GG" 334th Signal Co Wing, APO 151

4. Marches - None

5. Losses in Action - Officers and Men - None

6. Awards and Decorations - None

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HEADQUARTERS
925 SIGNAL COMPANY DEPOT (AVIATION)

APO 149, U S Army
6 March, 1945

NARRATIVE SECTION

Company Headquarters and The Special Purpose Depot at Chalons-Sur-Marne was subject to a Technical Inspection during the month of February. Capt. Cormandy of Headquarters IX Air Force Service Command, conducted the inspection and gave the organization a rating of superior.

Due to the manpower shortage within the Theater it was necessary to transfer 18 men to the Army Ground Forces for conversion training as infantrymen. However 25 enlisted men relieved from combat were assigned to the organization and were assigned to various jobs in the Depot. Extreme care was taken to properly classify these men and to put them into a job where they could best serve.

During the month Detachment "A" was relieved of assignment to the 900th Signal Company Depot (Aviation) and returned to Headquarters with all its vehicles and equipment. About 114 Radar convoys were with the Detachment and were placed in storage to await the necessary checks and rehabilitation.

The Depot received a total of 1339 tons of Signal Equipment. This equipment came both by truck and by rail to be put into Depot Stock. The major portion of the incoming stock is now being transported by rail. At Chalons Railhead the cars are unloaded by civilian labor, convoyed by motor vehicles to the Depot's receiving bays where it is sorted and classified. After sorting, the equipment is moved to the storage bays where it awaits release and shipment to the using units.

Releases from Headquarters Service Command enabled the Depot to ship approximately 493 tons of supplies. A portion of the shipments were sent by rail, but a larger share was carried in the Companies own transportation.

Among the many types of special equipment released during the month were 12 Lister Diesel Generators, and 32 Trucks containing various types of American and British radio equipment. A survey of the stock accounts now show some 3000 items in Depot Stocks.

General Repair Section under W/O JC, J. E. Nelson overhauled 9 Lister Diesels. This job includes the complete stripping, checking, and replacement of any defective parts. 126 Power Units of various sizes were also overhauled and checked. In addition to these major functions 61 local work orders were accomplished. All Diesel Generators in Depot Stock were checked and tested under load. A stock room and accounting set up for tools was placed in operation to accomplish the necessary tasks of this section. 12 enlisted men and 31 French civilians are now employed in this section.

Motor vehicles of this Company travelled a total of 72,454 miles during the month. In addition to the usual monthly checks a wash rack and gasoline dispensing station were established.

During the month the companies basketball team travelled to Paris to compete in the IX Air Force Service Command Tournament. After defeating the team of the

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461st Signal Construction Battalion the team was eliminated in the second round by the team of the 16th Air Depot Group.

At the end of the month there were 355 EM assigned, 13 EM attached, 33 officers assigned and 4 attached to the Company. Total strength of the organization was 405 officers and enlisted men.

No decorations or awards were made to any members of the Company nor were any lost in action. However a commendation was received for Detachment "C", a copy of this commendation is appended hereto and made a part of this document.

SECRET

-2-

SECRET

HEADQUARTERS
925 SIGNAL COMPANY DEPOT, AVIATION
(GLIDER SWITCH)

ARO 149, U S Army
3 March 1945

COMPANY HISTORY

Due to the reorganization within the Service Command and the deactivity of the advance Air Depot Areas an additional burden was placed on the detachment of the Company Operating Glider Switch. The strength of the detachment was augmented by the addition of 4 men from Company Headquarters and by 7 men placed on D. S. from the 303rd Signal Company Wing. Even with these additions of personnel the traffic burden was so heavy that all men were kept more than busy.

On the 20th of February the effectiveness of the AADA'S became practically Nil although they remained as administrative headquarters until the end of the month. In order to maintain communications it was necessary for the Switch to assume the full burden of communications formerly held by the AADA'S. All phases of Signal Communications were affected as will be shown in the succeeding paragraphs.

Telephone Section found that the two TC-2 Switchboards were not capable of handling all the traffic. Additional trunk circuits were added by installing jacks to the top of the switchboards and wiring these plugs to the board and main frame. Due to the volume of traffic it became necessary to have two operators constantly on duty between 0800 and 2400 hours.

Prior to the 20th of the month arrangements had been made with the Reims Repeater and PT and T for the allocation of local cable pairs to Terminals in the immediate vicinity. From these Terminals local cable had been laid to the main frame. All drops on the switchboard had been coupled to the main frame and details of the cut-over had been arranged with PT and T. Lt. Irvin of the 19th to complete the cut-over. Crew at the PT and T cut the cables over and it took until 0500 to complete the necessary work. However by 0800 all operable lines were working and traffic was being handled at the switchboard.

Telephone Installation. The wire section, besides installing 5 local phones within the detachment installation, put the following circuits into the switchboard on the cutover. 1 circuit to graphite white, 1 to gerand purple, 1 to Seine Base, 1 to Garnish Baker, 1 to Garland Baker, 2 to Gunfire, 2 to Glorify Able, 2 to Gesture Baker, 1 to Guitar, 3 to Girlfriend, an additional circuit to Bombay, 2 to Gardenia, 2 to Goucho, 1 to Gardenia Signal, 2 to Paris Military, 3 speech circuits to Giraffe were dropped, 3 to Gleeeful and two to Gloworm were also taken off the board. At the end of the month the switch had a total of 50 circuits operating. No count of traffic could be made due to the business of the board.

The carrier facilities operated here were also increased. Twelve bays of carrier equipment are now operating at the switch. With the necessary attendant equipment, a large room must be devoted to this function entirely.

SECRET

- 1 -

S E C R E T

Teletype personnel was augmented by 4 men from the 303rd Signal Company Wing placed on D.S. with the Company. Together with the Detachments own personnel. This gave a total of 4 men available on each eight hour shift. Monthly total of transmissions rose to 13,474 with high peak of 935 transmissions for a single 24 hour period.

After deactivation of the AADA'S it became necessary to give one man on each shift the duty of teletype switchboard operator only. To accomplish this the switchboards were moved, again on the night of the 20th., and additional teletype machines and reperforators were added to the teletype installation.

The Gleeeful and Giraffe teletype lines were dropped and the following circuits were added: 1 to Gesture, 2 to Glider, 2 to Guitier, 1 to Gardenie, 2 to Girlfriend, 2 to Goucho, 2 to Glorify Able, 1 to Bombay. All 30 positions on the three boards are now taken up and the installation of a additional board is now essential.

Message Center traffic came to a total of 5,313 seperate messages with a 24 hour high of 374. Here too, it was necessary to augment personnel. A courier dispatch and mail room was set up to handle the additional courier traffic. 12 couriers are now passing through the switch twice a day. In some cases as little as 10 minutes is allowed to receive sort and reship the courier-handled mail.

S E C R E T

- 2 -

SECRET

DET. "CC"
925 SIG.CO.DEP.(AVN)

W
APO. 149, U.S. ARMY
FEBRUARY 27, 1945

SUBJECT: UNIT HISTORY.

TO : COMMANDING GENERAL, 1X AFSC, ATTN. A-2, HISTORICAL SECTION.

1. REQUEST ENCLOSED STATEMENT OF THE MISSION OF THE 925TH.
BE ATTACHED TO COPIES OF UNIT HISTORY HELD IN YOUR FILES.

FOR THE COMMANDING OFFICER

F. Vanderbeck
F. VANDERBECK
2ND. LT. SIG.C.

1 INCL.

INCL. STATEMENT OF MISSION, (IN DUPL.)



-1-

* THE MISSION OF THE DEPOT *

No history would be complete without a detailed statement of the mission of the organization, its reason for existence. Activated August 12, 1944 as a Signal Company (Depot (Aviation)) the primary mission of the organization is set forth in FM 11-20. The duties of the depot signal company are the establishment, operation and maintenance of one or more signal depots which include:

- a. Local procurement of such supplies and equipment as may be directed or authorized.
 - b. The receipt, classification, storage, and issue of signal supplies and equipment, and installation and operation of facilities required therefor.
 - c. Installation and operation of facilities for the repair and reclamation of signal supplies and equipment, including the inspection of salvage and captured materials as received in rear areas from forward combat units, and the segregation and receipt of portions thereof pertaining to the signal corps.
 - d. Recommending to higher headquarters actions and procedures to be taken or followed by other units to conserve signal equipment and supplies.
- * In order to fulfill this mission the company is broken down into platoons and sections as shown in the attached diagram.

Headquarters platoon is charged with the duty of providing the necessary administrative personnel for both the company and the depot. Personnel clerks, cooks, supply men and personnel requires for the proper administration of the depot commander's office and staff.

The operations platoon is charged with installing, operation and maintaining the communications for the depot group to which it is assigned. The operations platoon is in charge of the radio officer. Inside the platoon there is a radio and telegraph operations section for the operation of radio facilities and for any telegraphic code facilities that may be installed.

Message center section is the agency for clearing of traffic both to and from the depot in addition to the normal flow of traffic facilities and personnel are available for cryptographic duties.

Telephone operations section is concerned with the operations of the telephone switchboard and its accessory equipment including the main frames, local lines, and carrier. As this equipment grows more complicated with the addition of high frequency wire and wireless transmission additional technical knowledge is required within the section.

Teletype operations section has the duty of handling both the teletype machines and the teletype switchboards. Operators must be familiar not only with the proper forms for transmission of messages but must know routing diagrams and switchboard procedures.

The storage and issue platoon is the platoon that actually runs the depot. To them falls the duty of checking, classifying and properly placing items of depot stock in their proper categories. Facilities for the adequate safeguarding of stored material must be provided and stock record accounts of material kept. Access to all stock must be free and convenient to provide for ease in issuance of all

-1-

SECRET

-2-
S E C R E T

requisitioned material. It should be here emphasized that the duty of a depot is to see that material is issued to organizations that require the supplies - not to build up a large depot stock.

Rehabilitation and reconditioning of equipment is done by the repair platoon telephone and telegraph repair section, teletype repair, radio repair (1 fixed and 1 mobile), radar repair (1 fixed and 1 mobile) sections are charged with repair and maintenance of the items of equipment indicated by their names. General repair sections handles the repair of power units and similar items. All of the above sections must maintain a supply of their particular items for immediate issue to replace similar units worn out or damaged by use.

To accomplish the above duties a total of (9) officers and 1 warrant officer and 179 enlisted men are provided by the T/O and E, 11-28 dated 11 April 1944. This personnel is intended solely for the purpose of operating the depot facilities.

On 9 September 1944, Section 1, Paragraph 1A & 1B of General Orders No. 142, Headquarters, IX Air Force Service Command dated 7 September 1944, the T/O & E 11-287 was augmented by the addition of (4) VHF installation and maintenance teams and by 26 ground radar installation and maintenance type B teams.

These teams are subject to the orders of the Signal Officer IX Air Force Service Command only and are directly responsible to him. The teams are extremely mobile and are equipped with sufficient organic transportation to enable them to move to any location where their services are required. Complete machine shops and the necessary tools are part of their equipment. Not only tools but ingenuity and resourcefulness are part of their stock in trade. An example of this is the team that used coins, cut to the proper shape and size to fill an important part of the equipment when a shortage of the particular part developed shortly after the invasion of continent.

On the 21 of October the company was designated a special purpose depot and clarification of the mission and duties of the organization were set forth in secret letter, Headquarters, IX Air Force Service Command, Subject: Operation of the IX AFSC Special Purpose Depot and Glider Switch. A copy of the letter is attached hereto.

The company was placed directly under the Commanding General, IX AFSC, and was made to the Signal Officer for technical control. Its mission was defined as the operation of such installations and activities and the performance of such functions as must, by their peculiar nature, be necessarily controlled by him.

We were charged initially with the installation maintenance and operation of the signal facilities at Glider Switch. This included the operation of a message center, telephone switching facility, teleprinter switching facility, relay point for teletype messages, radio relay point, crypt facilities, courier service and the patrolling and maintenance of wire lines. This was accomplished.

The depot section of the company was charged with the installation and operation of a special purpose depot at Chelms-sur-Marne. The operation of the depot is best explained by paragraph 5 of the above mentioned letter which is hereby quoted "The operation of this special purpose depot involves the storage of reserve signal special purpose vehicles, surplus signal supplies and project equipment. The storage of vehicles will require the initial inspection upon receipt, repairing or arranging to have repaired the deficiencies noted, and the periodic servicing of batteries, tires and engines in order to maintain the equipment in a constant state

-3-

SECRET

of readiness for issue. Signal supplies on hand in the service command ever and above the stock requirements for depots and service groups will be stored in bulk as will special purpose equipment procured for the Air Force units prior to its issue. A stock record account will be maintained for all equipment and supplies held in storage. Information contained in the stock record account will be considered confidential and will be revealed only to representatives of this office. Issues will not be made except upon instructions from this office.

Paragraph (6) of the same letter further details the organization of the company as follows, "Due to operational necessity the 925th Signal Company, Depot, (Aviation) will be separated from approximately 50% of its personnel. This personnel will be assigned to Detachments with each having a specific mission." The company further requires to furnish personnel for such activities as may be directed by the Signal Officer to overall accomplishing of the Signal Plan.

To accomplish the overall plan of the command the ground radar teams of the company were attached to various organizations as follows. Detachments "B", "C", "D", "E", and "F", to the 2nd Advanced Air Depot Area, Detachments "G", and "H" to the 900th Signal Company Depot Aviation, Detachments "I" and "K" to the 30th Mobile Repair and Reclamation Squadron, and Detachment "L" to the 394th Signal Company Aviation.

So that the detachments attached to the 2nd AADA might be in close contact with the units they were destined to service they were further attached to various organizations as shown below and given the duty of servicing the equipment of the listed organizations.

<u>Detachment</u>	<u>Attached to</u>	<u>Servicing</u>
Det "B"	895th Sig Co Dep (Avn)	555th Sig AW Bn.
Det "C"	920th Sig Co Dep (Avn)	583rd Sig AW Bn.
Det "D"	877th Sig Co Dep (Avn)	566th Sig AW Bn.
Det "E"	877th Sig Co Dep (Avn)	573rd Sig AW Bn.
Det "F"	877th Sig Co Dep (Avn)	504th Sig AW Bn.

Detachments "I" and "K" were held responsible for supply and third echelon maintenance of signal equipment for the 422nd and 425th Night Fighter Squadrons. This duty involved the maintenance of interception equipment on the famous P-61 Black Widow, Night Fighter Aircraft operated by these two squadrons.

Further to expedite the signal plan for the command additional duties were given to the company as follows:

a. IX APSC crystal bank - A detachment of the company has been assigned to operate the crystal bank at A62-D. This work involves the receipt, storage, issue and testing of crystals used to control radio frequency channels in the entire Ninth Air Force. All crystals are checked for accuracy upon receipt and those found inaccurate are returned. And stored, they are generally picked up by an aircraft of the using organization and flown to the operational field when they are placed in service as directed by appropriate items of S.C.I.

b. Wire rehabilitation team - because of damage done by the retreating enemy as well as initial poor construction by Russian prisoners, many of the wire lines used by the command are inoperable when taken over to assist in repair of these facilities the wire rehabilitation team was organized. The duty of the detachment is to repair or replace wire that is at present inoperable and render it serviceable for all types of wire traffic. Once operable it must be maintained by the using organizations.

-3-

-4-

SECRET

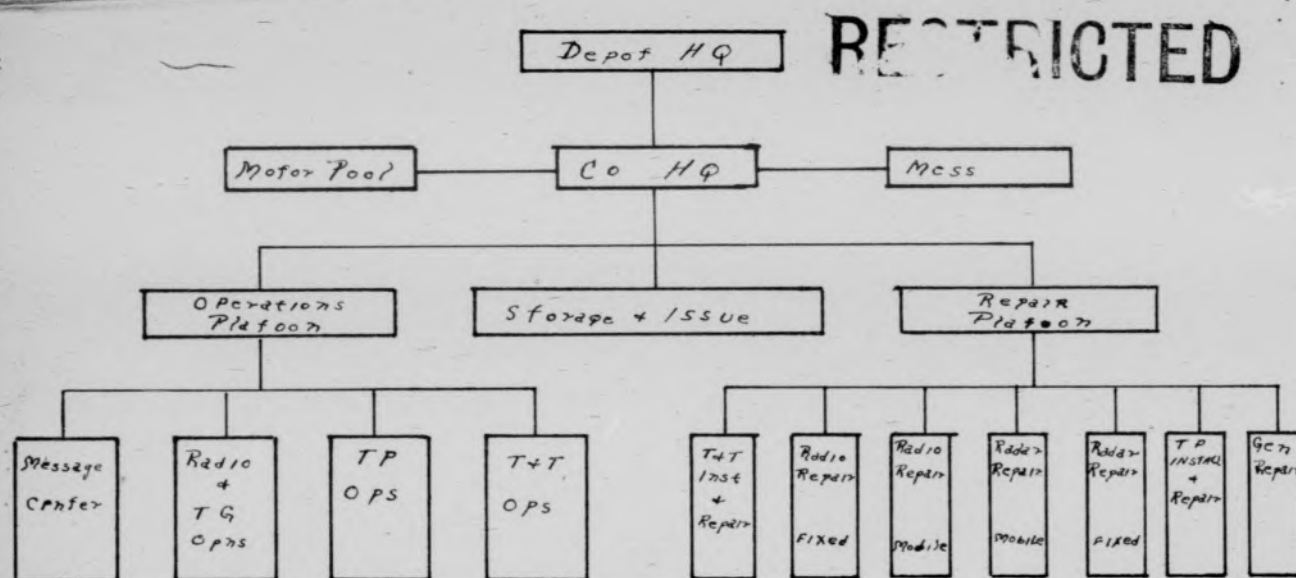
c. Air Delivery Letter Service / These teams are designed to expedite traffic to and from the U.K. and various points on the continent. They received mail and packages being transmitted on official business, route it out on the proper aircraft and load it on the plane for quick transmittal to the nearest ADLS station to its destination incoming mail is unloaded and routed by courier to the destination.

Subsequently it was decided that the company and its depot installation would receive, store, and issue all items of Signal Equipment for Ninth Air Force organizations which could be classified as Special Projects as well as bulk shipments considered to be over and above the 90 day stock level carried by the Air Depot Groups.

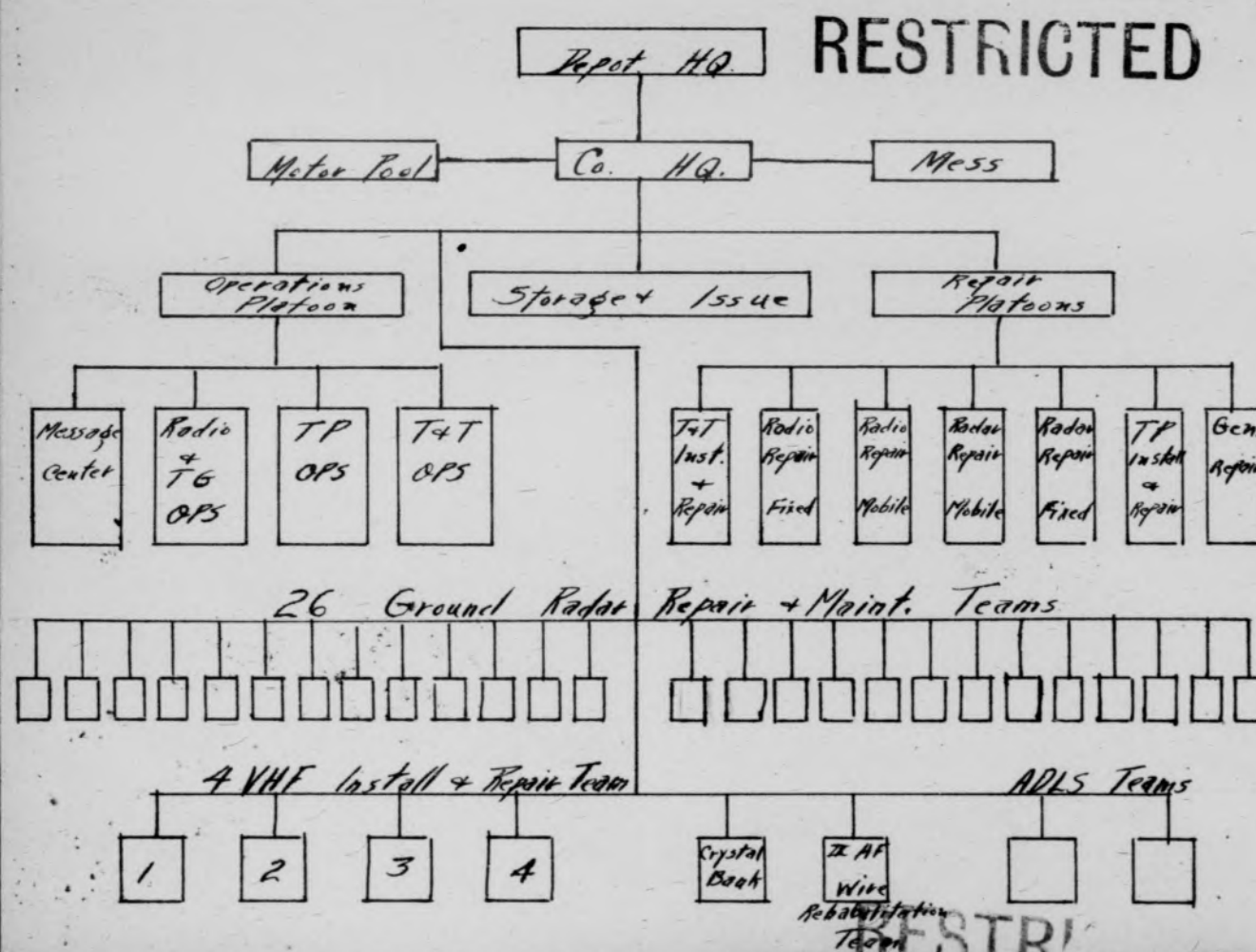
The information contained in this section must be considered as subject to change. Due to the character of this organization various additional assignments and duties will undoubtedly be detailed to the company.

-4-

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RESTRICTED



SIC-925-141
MAR 45

HEADQUARTERS
925 SIGNAL CO DEPOT (AVN)
APO 149, US ARMY

SUBJECT : UNIT HISTORY.

TO : CG IX AIR FORCE SERVICE CMD APO 149, US ARMY.
ATTN: HISTORICAL SECTION A-2.

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY COVERING THE
PERIOD FROM DATE 1 MARCH TO 31 MARCH.

FOR THE COMMANDING OFFICER

Frank Vanderbeck
FRANK VANDERBECK
1ST LT SIG C
UNIT HISTORICAL OFFICER

INCLS: UNIT HISTORY (IN DUPLICATE)

S E C R E T

HISTORY
ORGANIZATION HISTORY OUTLINE

1. ORGANIZATION - NEGATIVE

2. STRENGTH- 30 NOVEMBER 1944

3. STATIONS

LOCATIONS

HQS.	CHALONS-SUR-MARNE, FRANCE.
DETACHMENT "CC"	LUXEMBOURG CITY
DETACHMENT "AA"	HARBURG, GERMANY
DETACHMENT "BB"	BAD NAUHEIM, GERMANY
DETACHMENT "DD"	LUXEMBOURG CITY
DETACHMENT "EE"	CREIL
DETACHMENT "FF"	WEISBADEN, GERMANY
DETACHMENT "GG"	MUNSTER, GERMANY
DETACHMENT "B"	GOTTENGIN, GERMANY
DETACHMENT "C"	SCREARTZENBONH, GERMANY
DETACHMENT "E"	ST. MAURITZ, GERMANY
DETACHMENT "F"	HATTENHEIM, GERMANY
DETACHMENT "I"	STRASSFELD, GERMANY
DETACHMENT "K"	FURTH, GERMANY

4. LOSSES IN ACTION - NONE

5. AWARDS AND DECORATIONS OF MEMBERS - NONE

S E C R E T

S-E-C-R-E-T

HEADQUARTERS
925TH SIGNAL COMPANY, DEPOT, AVIATION
APO 149, U.S. Army

Headquarters section continued operation at Chalons-sur-Marne. At the end of the month the strength of the company was 393 enlisted men and 33 officers assigned, and 19 enlisted men and 4 officers attached, to the organization. During the period covered by the report additional calls made a total of 18 enlisted men sent to the Army Ground Forces Training Camps for reconversion training as infantrymen. To make up for personnel deficiencies caused by these shipments a number of men who had been assigned to Infantry duty and for various reasons placed on a limited assignment status were received by the company. On March 24 T/Sgt George H. Smith was killed in a motor vehicle accident. The first enlisted man of the organization to receive a commission as a Second Lieutenant, Sig C, on 29 March 1945, is former T/Sgt Edward J. Murry.

Storage and issue section of the depot during the month of March received a total of 1,850 tons of Signal Equipment. Of this total 360 tons were shipped in by truck and 1,170 tons moved into Chalons Railroad by train and were then carried to the depot where it was sorted and stored. During the period appropriate releases enabled the depot to ship a total of 1,725 tons of equipment.

General Repair section during the month serviced and repaired 290 Power Units of various types and sizes. 110 work orders were accomplished in the section. 10 Lister Diesel engines were given a 3,000 hour check, this work requires the complete dismantling of the motor, examination of all parts, replacement of worn parts, and the gaskets, and a thorough overhaul.

The Machine Shop Installation of General Repair section was further extended so it now is composed of a drill press, 2 metal saws, 1 turret lathe, 2 turning lathes, and a milling machine. These machines are all captured equipment and are used to fabricate parts that are not easily obtainable on direct requisition. This portion of the shop is particularly useful in making parts for English Radar Equipment being repaired by the Base Radar function of the Depot.

The General Repair stock room was again extended, and will now act as a spare parts depot supplying spares for Power Units to the Ninth Air Force Maintenance organizations.

The detachment operating the IX Air Force Crystal Bank at A-62 was moved on 19 March 1945 to the main body of the depot. A large size Air Corps Trailer assigned to the depot was fitted out with racks to hold the crystals. Into the trailer were placed crystals sufficient to fill the needs of any section of the Air Force. The trailer is kept mobile and can be moved in the event of necessity to any part of the theatre. Arriving at destination the unit can immediately resume operations as a complete crystal bank capable of supplying almost any needs. Crystals in bulk are stored in the depot until needed.

- 1 -

S-E-C-R-E-T

S-E-C-R-E-T

Vehicles assigned to the company covered a total of 55,349 miles during the month. In addition to routine checks and maintenance activities, the Motor Pool checked, reserviced and made ready for shipment 14 British vehicles of various types.

Former Detachment "A" was brought into the main body of the company during the month, and the depot assumed the responsibility of 4th and 5th Echelon Repair.

At the end of March the strength of the company was 412 enlisted men assigned and attached and 37 officers assigned and attached. There were no awards or decorations made in the company during the month.

Detachment "B" moved from Verviers, Belgium to Bruhl, Germany on 22 March 45. The move was made with the 556th Signal A.W. Battalion.

The 556th has been pioneers in the offensive use of Radar in this theatre. The name "Aircraft" warning battalion, is not longer indicative of the work done by this and other similar units. Warning is now only a small and somewhat minor (thanks to air superiority), part of the job. The primary function of these Battalions is now the controlling of friendly fighters and bombers. These planes are directed right over their targets and bombs released with more accuracy than formerly. Detachment "B" has been instrumental in assisting with this work and has played an important part in keeping these sets on the air with a minimum of lost time.

A part of the job of Detachment "B", has been to make existing equipment more flexible and more efficient. W/O Chapin and T/3 Schmieder designed and built a new display unit which enables the signal of the type 14 to be displayed simultaneously with the type 15 Signals so the controllers will have a complete picture of an operation.

During the month of March, Detachment "C" continued its normal mission of providing service and inspection for the units of the 563rd A.W. Battalion. For the first time men and officers of the Detachment entered Germany in the performance of their duties.

On the 5th of March the Detachment received a letter commending it for its performance. The letter was initiated by Captain C.G. Farrow, Jr., former CO of HQ & HQ Co, 563rd Signal A.W. Battalion.

During the period of 20-22 March, Lt. Beard assisted by T/3 Kalhoefer, installed special I.F.F. Equipment at the AN/SPS site. Lt. Beard, T/3 Kalhoefer and other members of the detachment spent a great deal of time designing, constructing and testing this equipment before it was installed. Use of this equipment has substantially increased the efficiency of an important Radar Site.

Detachment "E" moved on 10 March, to Viersen, Germany, WF-050962. The Detachment is located on the western edge of the town.

Effective 1200 hours, 20 March 1945, Lt. Edward B. Norton, Jr., assumed Command of the Detachment.

- 2 -

S-E-C-R-E-T

S-E-C-R-E-T

Operations and performance of the higher echelons of maintenance have proceeded satisfactorily during the period of this report. Approximately 12 jobs were performed.

Detachment "E" continued to service and repair equipment for the Night Fighters. Forty five component parts of the SCR-720 were repaired and bench checked. These consisted of 20 inverters, 10 Spinners, and 15 R.F. Modulators, synchronizers and indicator units. In addition to this work, 8 damaged P-61 Aircraft required installations and cabling for SCR-720 Equipment.

The Detachment also repaired three AN/APM-1 altimeters, these altimeters were given complete overhauls and repairs.

A new experimental altimeter of the same type was installed and made ready for its operational flight tests.

Tests on Magnetoes 714-AY were carried out for the purpose of utilizing this equipment. The detachment has completed installation of new "G" type navigation and intruder equipment for the purpose of training and maintenance.

Detachment "CC" operated Glider Switch at Reims. The Detachment composed of 2 officers and 54 enlisted men from the company was supplemented by 13 enlisted men from the 308rd Signal Company Wing to provide the necessary operating personnel.

Telephone operations section passed a total of 72,272 calls. This total is based on a 7 day count, taken in the period 12 March to 19 March 1945, and using 4.333 weeks to complete the monthly totals. Personnel assigned to this section included 8 operators and 1 chief operator.

Teletype operations section handled a total of 16,348 transmissions for the month. Total is based on the physical count conducted in the same period as above.

Message Center section processed a total of 6,616 messages, while courier dispatcher handled a total of 2,434 bags of mail, registered and non-registered. The Detachments courier operating to the depot was extended to include the 86th Air Depot Group and now makes only one trip daily.

During the month a Radio-Telephone VHF Link was installed and made operational. This is the first system of its type within the Service Command. Terminals are maintained by the Switch and Guitar and one relay point is operated by each terminal section.

Detachment "EE", has performed routine duties of maintaining and operating ADLS Stations for the past month.

Detachment "FF" also performed its routine assignment.

An advanced party of Detachment "GG" moved on 13 March 1945 with the forward echelon of KXKK Tactical Air Command, to Munchen Gladbach, Germany. This town is located about 15 miles west of Dusseldorf. This party was to establish and advance cable dump for the T.A.C. Actual operations commenced the

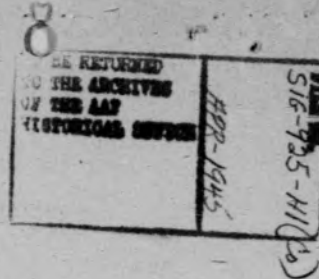
S-E-C-R-E-T

the following day, When 30 trucks were unloaded by two men and six civilian laborers. Arrangements were made through the Headquarters commandant to secure ten civilian laborers daily. Although these civilians are not prisoners, the using organization is required to guard them while inside the Headquarters Perimeter.

The rear echelon of the Detachment continued to splice cable and load out existing stocks. Due to a shortage of transportation the rear echelon has been unable to move all its stock. No casualties or losses of equipment have yet been suffered by the Detachment as a result of enemy action.

- 4 -

S-E-C-R-E-T



925th Signal Company, Depot
April 1945

MICROFILMED

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SECRET

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HEADQUARTERS
925TH SIGNAL COMPANY DEPOT AVIATION

W
APO 149, U.S. ARMY
25 MAY 1945

DURING THE MONTH OF APRIL THE HEADQUARTERS AND THE DEPOT SECTION CONTINUED AT CHALONS, FRANCE. ON THE 10TH OF THE MONTH 21 ENLISTED MEN WERE TRANSFERRED TO ARMY GROUND FORCES FOR CONVERSION TRAINING AS INFANTRY. DUE TO THE LARGE NUMBER OF BRITISH VEHICLES HELD BY THE DEPOT (4) RAF ENLISTED MEN WERE ATTACHED TO THE COMPANY FOR THE PURPOSE OF SERVICING BRITISH VEHICLES. ON THE 24TH ONE EM DEPARTED FOR A FORTY-FIVE DAY FURLOUGH IN THE UNITED STATES. STRENGTH OF THE COMPANY AS OF 30 APRIL 1945 WAS 406 ENLISTED PERSONNEL ASSIGNED AND 6 ATTACHED, 36 OFFICERS WERE ASSIGNED TO THE COMPANY.

STORAGE AND ISSUE SECTION OF THE DEPOT HANDLED A TOTAL OF 1360 TONS OF SIGNAL SUPPLIES. INCOMING SHIPMENTS AMOUNTED TO 843 TONS. OF THIS AMOUNT 507 TONS ARRIVED BY RAIL AND 336 TONS CAME IN BY TRUCK. OUTGOING SHIPMENTS TOTALLED 517 TONS. 349 TONS OF THIS WERE SENT BY RAIL AND 167 TONS BY MOTOR VEHICLE IN ADDITION TO THIS 157 SPECIAL PURPOSE VEHICLES OF VARIOUS TYPES WERE RECEIVED. APPROPRIATE RELEASES ENABLED THE DEPOT TO SHIP 53 VEHICLES.

GENERAL REPAIR SECTION OF THE DEPOT AGAIN INCREASED THE MACHINE SHOPS FACILITIES. A SHEET METAL CUTTING MACHINE, A BELT LACING MACHINE, (2) ELECTRIC GRINDERS, (1) ARC WELDER AND AN ADDITIONAL OXY-ACETYLENE WELDING SET WERE ADDED. PRODUCTION OF THE GENERAL REPAIR SECTION WAS, 144 WORK ORDERS COMPLETED, 479 POWER UNITS OF VARIOUS SIZES REPAIRED AND, OR SERVICED AND (22) LISTER DIESELS REPAIRED.

VEHICLES OF THE DEPOT AND COMPANY TRAVELLED A TOTAL OF 66008 MILES IN THE COURSE OF THEIR DUTIES.

DETACHMENT "B" MOVED ON THE 9TH OF APRIL FROM BRUHL TO BAD WILD-UNGEN AND TWO DAYS LATER MOVED. AGAIN TO GOTTINGEN, GERMANY. THE SITE OCCUPIED BY THE DETACHMENT AT GOTTINGEN WAS FORMERLY THE LOCATION FOR ONE OF GERMANY'S LARGEST AIRCRAFT EXPERIMENTAL STATIONS. WIND TUNNELS ALMOST AS BIG AS THOSE AT LANGLEY FIELD ARE HERE AND THESE HELD SEVERAL MODELS OF AIRCRAFT NOT YET SEEN IN ACTION. WHEN THE DETACHMENT MOVED IN GERMAN OFFICIALS WERE STILL TRYING TO EVACUATE PLANS AND MATERIAL. THESE HAVE BEEN TURNED OVER TO THE INTELLIGENCE SECTIONS OF THE INTERESTED AGENCIES.

ON 11 APRIL, ONE OF THE SITES OF THE 555TH SIG A.W. BATTALION LOST A TYPE 15 TRANSMITTER VAN, 2 DIESEL POWER VANS AND A MAINTENANCE VAN BY REASON OF A FIRE IN THE CAMOUFLAGE NETTING. THESE UNITS WERE PROMPTLY REPLACED BY THE 900TH SIGNAL COMPANY AND BY THE MAIN DEPOT AT CHALONS.

DETACHMENT "E" MOVED, ON 10 APRIL 1945, FROM VIERSON ACROSS THE RHINE TO MUNSTER, GERMANY. NORMAL OPERATIONAL FUNCTIONS WERE PERFORMED AND APPROXIMATELY 15 MODIFICATION OR MAINTENANCE JOBS WERE COMPLETED.

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S E C R E T

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT AVIATION

CONNT.

DETACHMENT "F" COMPLETED THE EXCHANGE OF THREE TYPES 11 ANTENNAS FOR THREE NEW TYPE TRUCK MOUNTED UNITS, GREATLY INCREASING THE MOBILITY OF THE UNITS. MODIFICATION OF TWO AN/TPS-1'S TO 1A'S BY CHANGING COMPONENTS WERE COMPLETED. THE DETACHMENT MOVED ON APRIL 12 TO HATTENBEIM, GERMANY OVERLOOKING THE RHINE. ROUTINE QUARTERLY INSPECTIONS WERE CONTINUED AND POWER OUTPUT TESTS WERE MADE USING A NEW BOLOMETER DESIGNED AND BUILT BY THE UNIT. BOTH COEL'S WERE MODIFIED TO USE 3 INSTEAD OF 1 PHASE FOR OPERATION OF THE 50/500 CYCLE MOTOR GENERATOR SETS WHICH GREATLY DECREASED THE HEAVY STARTING CURRENT.

DETACHMENT "K" MADE TWO INSTALLATIONS ON P-61 AIRCRAFT OF APN-1 ALTIMETERS, AND TWO OTHER DAMAGED P-61'S REQUIRED EQUIPMENT INSTALLATIONS. 3 RF UNITS, 45 POWER INVERTERS, 12 SPINNERS, 1 MODULATOR AND 1 CONTROL BOX WERE REPAIRED IN THE SCR 720 EQUIPMENT. 3 RECEIVERS, 2 INDICATORS, 4 INVERTERS AND 3 VCR UNITS WERE REPLACED IN THE "G" INSTALLATIONS. THREE ADDITIONAL MEN WERE ASSIGNED TO THE TEAM. THE DETACHMENT MADE ONE MOVE FROM A-82 TO Y-73.

DETACHMENT "EE" HAS NOTHING OF HISTORICAL SIGNIFICANCE TO REPORT FOR THE THIRTY DAY PERIOD CLOSING APRIL 25TH.

DETACHMENT "FF" MOVED ON, 4 APRIL 1945 TO STRIP A-97 AND AGAIN ON 15 APRIL 1945 TO Y-80 AT WIESBADEN, GERMANY. ROUTINE DUTIES WERE ALSO PERFORMED BY THIS DETACHMENT.

THE ENTIRE DETACHMENT "GG" WAS CONSOLIDATED AND FUNCTIONED AS A CABLE DUMP TEAM AT MUNCHEN GLADBACH, GERMANY. DURING THE PERIOD OF THE NEXT TWO WEEKS SEVERAL HUNDRED TONS OF SPIRAL FOUR CABLE WERE HANDLED. BY THE 8TH OF APRIL THE DUMP WAS AGAIN MOVED FORWARD TO MUNSTER. THE ENTIRE REPAIR FACILITIES WERE DEVOTED TO THE REPAIR OF SPIRAL FOUR, BY THE END OF THE PERIOD AN AVERAGE OF BETWEEN 15 AND 30 REELS REPAIRED PER DAY HAD BEEN ATTAINED.

DETACHMENT "C" MOVED, FIRST TO STROMBERG, GERMANY AND LATER TO SCHWARZENBORN, GERMANY. DURING THE MONTH ROUTINE DUTIES WERE PERFORMED BY THIS DETACHMENT.

IN THE FIRST PART OF APRIL OPERATIONS AT GLIDER SWITCH, OPERATED BY DETACHMENT "CC" WERE GRADUALLY TRANSFERRED TO THE 42ND AIR DEPOT GROUP. THIS TRANSFER WAS COMPLETED BY THE 16TH OF APRIL AND ON THE 19TH THE DETACHMENT MOVED TO LUXEMBOURG CITY TO TAKE OVER THE LINES FORMERLY TERMINATING AT GANGWAY ADVANCE AND TO MAKE THE INITIAL INSTALLATION FOR GLIDER ADVANCE. THE DETACHMENT COMMENCED OPERATIONS ON THE 20TH WITH TELEPHONE AND TELETYPE FACILITIES. WIRING FOR THE HEADQUARTERS PHONES WAS INSTALLED AND FRAME FACILITIES FOR THE COMMAND LARGE SWITCHBOARDS WERE PUT IN. BY THE 28TH THE LARGE BOARDS HAD ARRIVED AND THE SWITCH-OVER FROM THE TC-2'S MADE. TELEPHONE OPERATORS OF THE DETACHMENT WERE MANNING A SIX POSITION BOARD WITH THREE OPERATORS. INSIDE PHONE CONNECTIONS AND SHORT TRUNKS TO UNITS IN THE AREA WERE BEING INSTALLED AS FAST AS THE LINE CREW COULD PLACE THE LINES. BY THE END OF THE MONTH THE ENTIRE HEADQUARTERS HAD MOVED FORWARD.

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S E C R E T

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT AVIATION

CONT.

DETACHMENT "DD" PATROLLED LINE BETWEEN CRIEL AND SOSSIONS AND ALSO FROM CHANNY TO SAN QUINTAIN. THE REPEATER STATIONS WERE MAINTAINED AT FRANKFORT, SOSSIONS AND SAN QUINTAIN. THE REPEATER STATION AT SAN QUINTAIN WAS CLOSED ON THE 24TH APRIL 1945.

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S E C R E T

HISTORY
ORGANIZATION HISTORY OUTLINE

1. ORGANIZATION - NEGATIVE
2. STRENGTH - 30 APRIL 1945 - 412 ENLISTED MEN, 36 OFFICERS.
3. STATIONS
HQS
DETACHMENT "B"
DETACHMENT "C"
DETACHMENT "E"
DETACHMENT "F"
DETACHMENT "I"
DETACHMENT "K"
DETACHMENT "AA"
DETACHMENT "BB"
DETACHMENT "CC"
DETACHMENT "DD"
DETACHMENT "EE"
DETACHMENT "FF"
DETACHMENT "GG"
LOCATIONS
CHALONS-SUR-MARNE, FRANCE
BRUEL, GERMANY
SCHWARTZENBORN, GERMANY
ST. MAURITZ, GERMANY
OSIOR LA FERRER
STRASSFELD, GERMANY
FRANKFORT, GERMANY
VERVIERS
FRANKFORT, GERMANY
LIEGE, BELGIUM
COMPIEGNE
CREIL
LUXEMBOURG
MUNSTER, GERMANY
4. LOSSES IN ACTION - NONE
5. AWARDS AND DECORATIONS OF MEMBERS - NONE

S E C R E T

HISTORY OF DETACHMENT B, 925TH SIGNAL COMPANY DEPT (AVN)

22 APRIL 1945

This Detachment has now completed its first month of living in Germany. While the German scenery is beautiful, it is not as pleasant living here as it was in France and Belgium, where "fraternization" was allowed!

On 9 April we moved from Brühl to Bad Wildungen where we remained until 11 April, on which date we again moved to our present location, Göttingen. Preparations are now in progress for another move within the next two or three days. It is our hope that this next move will be the last site we occupy before Herr Hitler throws in the towel!

All the personnel enjoyed the short time spent in Bad Wildungen as it was an interesting little city. This place, in peace time, is a rather famous health resort. There are many hotels, bathes and other such establishments that go with such a resort. During the war, the Germans have used the city as a recuperation and hospital center. It is the only city we know of that the Germans declared an "open" city.

We were billeted in a hotel that was right across the street from one of the "Frauenklinik's" which is a hospital, operated by the State, for women who are having children "for der Führer". It was promptly called "the baby factory" by all the men! Never were so many pregnant women seen in one place as there! Hitler's propaganda was paying dividends.

The city of Göttingen is quite interesting also. It is in this city that some of Germany's most closely guarded secrets were developed. We, with the 555th Signal AW Battalion, have our work area in the grounds and some of the buildings used in all sorts of aircraft development. There are three wind tunnels, one almost as large as the one at Langley Field, and the other two are smaller. When we moved in, some Germans were still trying to get valuable papers burned. Needless to say, they were stopped! The technical intelligence sections of Army and Navy Air Forces as well as British Air Forces are taking over and will undoubtedly learn much of interest as some of the models seen are of planes not yet seen in combat.

On 11 April, one of the sites we service had a fire resulting in the total loss of one Type 15 transmitter van, two diesel power vans and a maintenance van. It is believed that an RF spark from the transmission line set the camouflage net on fire. These nets are so highly inflammable that when they get started, they burn very rapidly. The entire lot of technical equipment would have burned had not the men driven the remaining vehicles out of the fire area.

The service we received both from the 10th ADG's 900th Sig Co Dep Avn and from the 925th Sig Co Dep Avn, in replacing the lost equipment, was excellent and is certainly appreciated by this Det.

During the past month it was our misfortune to lose one of our men, T/4 Lyle V. Carson, who was transferred to the ground forces. T/4 Carson was an excellent mechanic on both Diesel and Gas engines. He was well liked by all the personnel and our very best wishes go with him.

The officers and men of this unit, as in all units, were shocked to learn of the death of our Commander-in-Chief. The world has lost one of its greatest leaders. Let us hope the new President will have

APR 20 1945

S-E-C-R-E-T

DETACHMENT "E"
925 SIGNAL COMPANY DEPOT AVIATION

APO 149, U.S. ARMY,
21 APRIL 1945.

SUBJECT: UNIT HISTORY.

TO : COMMANDING OFFICER, 925 SIGNAL COMPANY DEPOT AVIATION, APO 149
ATTENTION: LT. VANDERBECK, DETACHMENT "CC"

1. NO 10 APRIL 1945 THIS DETACHMENT MOVED FROM VIERSON, GERMANY,
ACROSS THE RHEIN RIVER TO MUNSTER, GERMANY (RA-959747)

2. T/4 FRANK V. CELIO WAS TRANSFERRED TO THE GROUND FORCES AND
LEFT THE DETACHMENT ON 6 APRIL 1945. T/3 FLOYD A. VOWELL, JR. RETURNED
TO DUTY FROM A SEVEN DAY FURLOUGH IN ENGLAND ON 17 APRIL 1945.

3. OPERATIONS HAVE PROCEEDED IN A NORMAL MANNER DURING THE PAST
MONTH. APPROXIMATELY FIFTEEN MODIFICATION OR MAINTENANCE JOBS WERE
PERFORMED, AND FIVE OPERATIONAL G-MESSAGE WERE RECEIVED DURING THE PAST
MONTH.

APR 28 1945

Edward D. Morton
EDWARD D. MORTON
2ND. LT. SIG. C.
COMDG.

S-E-C-R-E-T

"SECRET"

DET "F" 925TH SIG CO

28 APRIL, 1945

SUBJECT: UNITE HISTORY #5
 TO: CO DET CO 925TH SIG CO DEP (AVN)
 APO-149 U.S. ARMY

THE MONTH FROM 16 FEB. TO 15 MAR. 1945 WAS A MONTH FILLED WITH ACTIVITY FOR THIS DETACHMENT. IT HAS BEEN ALMOST UNHEARD OF FOR A CHANGE TO BE MADE IN THE PERSONNEL OF THIS DETACHMENT, BUT THIS MONTH SAW THREE CHANGES. LT. MELKO LEFT ON THE 16TH TO ASSUME COMMAND OF DET 1 AND WAS REPLACED BY LT. MORENO ABOUT A WEEK LATER. T/4 TOMLINSON VOLUNTEERED FOR TRANSFER TO THE GROUND FORCES AND LEFT ON EASTER SUNDAY. HE WAS REPLACED TEN DAYS LATER BY T/4 SHIPMAN WHO HAD FORMERLY BEEN IN THE 876TH SIG CO WITH THE MOST OF THE OTHER MEN OF ~~MEN~~ OF THE DETACHMENT. OUR THIRD CHANGE ON PERSONNEL WAS THE LOSS OF LT. MELKO'S DOG SUZY. SO FAR NO REPLACEMENT HAS BEEN OBTAINED FOR HER.

IN ADDITION TO REGULAR INSPECTIONS, SERVICE CALLS, AND CHANGES IN PERSONNEL SEVERAL CHANGES AND ADDITIONS WERE MADE TO THE BATTALIONS EQUIPMENT. ALL THREE OF THEIR TYPE 11 ANTENNA TRAILERS WERE REPLACED BY NEW ANTENNAS MOUNTED ON AUSTIN TRUCKS, GREATLY INCREASING THE SITE'S MOBILITY. THE EXCHANGES AND INSTALLATIONS WERE ALL CARRIED OUT BY THE SERVICE TEAMS OF THIS GROUP.

THE BATTALION HAD BEEN OPERATING TWO AN/TPS-1'S WHICH WE MODIFIED TO 1A'S BY EXCHANGE OF COMPONENTS TO GIVE LARGER SCOPES. THESE SETS WERE ORIGINALLY OBTAINED TO BE USED AS STANDBY'S FOR THEIR AMES TYPE 14 (COEL) BUT THEY PERFORMED SO WELL THAT THE 14 SOON BECAME STANDBY FOR THE TPS. ABOUT THE MIDDLE OF THE MONTH AN/TPS-2'S WERE OBTAINED TO BE USED WITH THE 1-A'S UNTIL AMES TYPE 21'S COULD BE OBTAINED TO REPLACE THE 14'S.

ARRANGEMENTS WERE MADE BY US TO INSTALL IFF EQUIPMENT ON THE 11'S AND ADD A TYPE 11 H/R CONSOLE TO THE MRU'S BUT THESE JOBS HAD TO BE POST-ONED BECAUSE OF THE IMPENDING MOVE OF THE BATTALION. THE MOVE TOOK PLACE ON 12 APRIL, ARRIVING AT OUR PRESENT LOCATION IN HATTENHEIM, GERMANY OVERLOOKING THE RHINE RIVER. WE THOUGHT WEE WERE LIVING PRETTY GOOD AT OZOIR, BUT IT CAN'T COMPARE WITH OUR NEW QUARTERS. THE MEN HAVE A PRIVATE APARTMENT COMPLETE WITH BATH ROOM, KITCHEN, HOT AND COLD WATER, ELECTRICITY, AND TELEPHONE. OUR OFFICE IS IN THE ROOM CONTAINING TWO STILL'S WHICH FORMERLY PRODUCED LARGE QUANTITIES OF "RHINE WINE". AND SOME OF THE MEN HAVE THREATENED TO PUT ~~IT~~ BACK IN OPERATION.

ROUTINE QUARTERLY INSPECTIONS WERE CONTINUED AND POWER OUTPUT TESTS WERE MADE ON SOME OF THE SITES USING A NEW BOLOMETER DESIGNED AND BUILT BY THIS UNIT. BOTH COEL'S WERE MODIFIED TO USE 3 INSTEAD OF 1 PHASE FOR OPERATION OF THE 50/500 CYCLE MOTOR GENERATOR SETS WHICH GREATLY DECREASED THE HEAVY STARTING CURRENT.

ALL THE MEN WERE GLAD TO ENTER GERMANY, BUT THEY DO MISS THE MANY "FRATERNIZING" OPPORTUNITIES OF PARIS.

Curtiss M. Jackson
 CURTISS M. JACKSON
 1ST LT SIG CO
 COMMANDING

"SECRET"

DETACHMENT "EE"
925th SIGNAL COMPANY DEPOT AVIATION

APO 149, U. S. Army
24 April 1945

SUBJECT: Unit History.

TO : Commanding Officer, Detachment "CC", 925th Signal Company Depot Aviation, APO 149, U. S. Army.

This detachment has nothing of historical significance to report for the thirty day period closing April 25th.

J. F. Boccaccio
J. F. BOCCACCIO
2nd Lt Sig Corps
Commanding Officer

925th SIGNAL COMPANY DEPOT AVIATION
DETACHMENT "FF"

Secret

APO 149, U.S. Army.
22 April 1945.

SUBJECT: Unit History.

TO : Commanding Officer, Det. "CC", 925th Sig. Co. Dep. Avn.
APO 149, U.S. Army. c/o Glider Switch.

1. Since the last report, dated 23 March 1945, the following incidents have occurred in this detachment:

a. On 4 April 1945, moved from strip Y-47 (Namur, Belgium) to strip A-97 (Luxembourg).

b. Sgt. Warden and T/4 Nenno, who were stationed at A-82, joined the rest of this detachment on 13 April 1945. (It is again worthwhile to make a note that they did a very good job there as they were more or less on their own).

c. On 15 April 1945 we moved from strip A-97 to Y-80 (Weisbaden, Germany).

2. There isn't any difference being in Germany than it was in France, Belgium, and Luxembourg. There is more work to be done - but that is welcomed since there isn't any fraternizing with the civilians, and no place to go. But there is a theatre in town operated by Twelfth Army Group.

3. About the only point of interest that is outstanding in our set-up is about the Russians, Poles, Slavs, and etc. These are the people who were taken from their lands and worked as slaves. These people now are helping out the Allies in every way possible. We are doing our best in getting them home, and they are really thankful. A couple of these Russians can speak French, and tell the weirdest of stories.

4. Hope to have 3 pictures for you in the next report. They may prove interesting, and then again they may not.

Secret

Joseph Brecher
JOSEPH BRECHER
2nd Lt. Sig C
Commanding

S E C R E T

DETACHMENT GG
925TH SIGNAL COMPANY, DEPOT, AVIATION

APO 149, U.S. Army
21 April 1945

UNIT HISTORY

1. Between 24 March 1945 and 26 March the rear echelon with all its wire stock was moved from Maastricht, Holland to Munchen Gladbach, Germany.
2. Cable repair facilities were immediately set up and for about two weeks all repair facilities were allotted to five pair cable. During this period several hundred tons of spiral four cable were handled through the dump.
3. On 2 April 1945 a new site for the dump was picked at Heltern, Germany. By 6 April when the first shipment of wire was moved forward, the plan was changed, and it was moved to Munster, Germany. The remainder of the dump followed on 8 April, and the unit moved up on 10 April.
4. As the second story of a stable provided better and cleaner quarters than most of the barracks in the nearby area, they were occupied by the unit and used for billiting.
5. All the repair operations at the Munster dump have been the splicing of spiral four cable. An average of between fifteen and twenty reels per day has been attained.

Francis G. Bittinger

FRANCIS G. BITTINGER
1st Lt, Sig C
Commanding

- 1 -

S E C R E T

SECRETCOMPANY HISTORY
DETACHMENT "A"
925TH SIGNAL COMPANY, DEPOT, AVIATIONAPO 149, U.S. Army
4 April, 1945

Detachment "A" was formed at Villacoublay in accordance with Company Orders 19, dated 16 November 1944, and was a consolidation of Detachments D, G, H, and L. All of these Detachments were at Villacoublay at the time of the consolidation, but prior to the consolidation, the organization and mission of each of these Detachments was as follows: Detachment "D", made up of three teams, and commanded by 2nd Lt. Robert H. Simmons, was servicing ground Radar Equipment for the 900th Signal AW Bn. Detachment "G", made up of two teams and commanded by 1st Lt. Abraham I. Pressman, was enroute from England with the Company Headquarters. Detachment "H", made up of six teams and commanded by 1st Lt. Bernard L. Stone, was operating the principle Ground Radar Maintenance and Supply Depot attached to the 900th Signal Company, Depot, Aviation, 10th Air Depot Group at Villacoublay. Detachment "L", made up of one team and commanded by 1st Lt. Ernest C. McFarley, was on Special Duty with Signal Section, Headquarters, IX Air Force Service Command.

After the consolidation, the Detachment continued the functions formerly performed by Detachment "L", but on a somewhat expanded scale. The Detachment strength was as follows:

Assigned Officers 4
Attached Officers 4
Enlisted Men 54

One of the attached officers included above was Pt/Lt. J.M. Beck of the Royal Canadian Air Force, who was a technical expert on certain types of RAF Radar, serviced by Detachment "A".

The portion of the Signal Depot functions which came under the jurisdiction of Detachment "A", were definitely set down by 2nd Advanced Air Depot Area and the Detachment was, for technical operating purposes, designated as the "Main Ground Radar Service Group". At such, the Detachment performed the highest echelon of Ground Radar Maintenance in the Ninth Air Force. Lt. Pressman, who commanded Detachment "A", thus also became the Ground Radar Officer on the Staff of Major Little, the Depot Signal Officer. The functions of the Detachment were set up, in general, in the following manner: Radar Supply, although actual apart of the regular Signal Supply Section of the 900th Signal Company, Depot, Aviation, was supervised by Lt. Stone, Radar Supply Officer. As time went on, the Radar Supply functions became more and more a function of the Detachment until finally it was entirely separated from the 900th Signal Company, Depot, Aviation, and handled by Detachment "A" personnel only. The Detachment held by far the major portion of Ground Radar supplies on the Continent. In the early days, Radar supplies were scarce and the supply situation had also suffered from lack of technical supervision. The Radar Supply section instituted an aggressive scheme of requisitioning and follow-up, established methods of back-order recording, conducted thorough investigations as to the present and expected needs for Radar supplies, and, it is generally

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recognized, brought order out of near confusion. In spite of all the difficulties, the supply section never failed to somehow meet all emergency needs of the Radar operating organizations.

The Type 21 and 22 Maintenance Section was in charge of 2nd Lt. Edward D. Morton. The section was responsible for all Depot work on RAF AIMS Type 21 and Type 22 Ground Radar equipment. This equipment was the RAF's latest equipment and operated on 3000 megacycles employing up-to-date centimeter technique. As this set was not in the field to any extent prior to D-day, the new sets were sent over to the Continent to be given final tests by the Depot before issue to the field. Thus almost all of the Type 21 and 22 convoys now in operation by the Ninth Air Force on the Continent were at one time set up and tested by this section of Detachment "A". As this equipment was newly designed, a number of unusual troubles were encountered taxing the ability and ingenuity of the personnel in this section. Also, this section seemed to be usually working against time to meet a promised delivery date or an emergency substitution. One of the most notable of these occurred during the German counter-attack in late December of 1944. The 366th Signal AW Bn., had met with some difficulties when they had to suddenly withdraw most of their sites. To meet the situation, the Detachment was first called upon to send up a Type 22 operations Van and some supplies which was accomplished immediately. Then the evening of that same day, word was received that a complete Type 21 convoy was needed urgently. The personnel of the Type 21 Section as well as the Motor Pool personnel worked way into the morning hours and shortly after day break, a complete Type 21 Convoy consisting of three Radar Vehicles and three Diesels was on the road.

The Type 6, 11, and 15 Maintenance Section was in charge of 2nd Lt. Robbins E. Rice and was responsible for all work on RAF AIMS Type 6, Type 11 and Type 15 equipment. The Type 15 is the most widely used of all Ground Radar sets and is the "Work Horse" of the A outfits. The Type 15 Sets in use were, in general, issued to the using units in their early days in England. They were used through the operational maneuvers in England, landed on the beachheads, and continuously used on the Continent, for 18 or 24 hours a day for months at a time. Therefore, the field units were experiencing troubles with their type 15 equipment due to the hard use to which the equipment had been subject. This meant that the Type 15 section had to completely overhaul second-hand convoys or components, exchange them with the using unit, and then start the complete overhaul process again so that another exchange could be made.

The AN/TPS Maintenance Section was in charge of Lt. Stone in addition to other duties, and was responsible for all work on American AN/TPS-1, AN/TPS-2, and AN/TPS-3 equipment. This equipment was the latest American built light-warning equipment. This section uncrated, set-up, and tested all TPS equipment prior to issue. As considerable damage was inflicted during shipment to some components, a lot of repair work was necessary before some of the components could be made available for issue. The most widely used of these sets was the TPS-2, about 15 sets being issued to AAA units in the Ninth Air Defense Command, as there were no depot spare parts available for this set. Field troubles were met by exchanging complete components and then improvising repairs to the defective component or cannibalizing between components. In the early days TPS-3's were being issued to a

- 2 -

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considerable extent but later TPS-1 equipment was also issued. This equipment was not mobile, but transportable, but as some need was expected by higher headquarters for mobile units, the section was instructed to make a prototype installation of an AM/TPS-1 and an AM/TPS-3 in a British Type 430 vehicle which is the vehicle used for AMES Type 6 equipment. Both of these prototypes are now in the field and have operated satisfactorily but it was later decided that the Type 430 vehicle was not suitable so no further installations were made.

The Motor Pool was in charge of 1st Lt. Walter Reed, Jr. (2nd Lt. when he first assumed this duty assignment), and was responsible for all Motor Vehicle work. Its principle task was to repair the British vehicles on which the Radar equipment was mounted. The Pool of Radar vehicles numbered about 110 to 120 and it required considerable work to keep them in shape for issue. Also, many of these vehicles were second hand and had been turned into the Depot for exchange and therefore usually required considerable repair work. Due to the scarcity of supplies for British vehicles, the Motor Pool had to continually cannibalize some vehicles and improvise repairs in order to get specified vehicles in operation as required. The Motor Pool's biggest task was in moving the Radar Vehicles when the Detachment made its two moves which will be mentioned later.

The Administrative Section, which was in charge of 1st Lt. McCarley, handled all Detachment Administration and miscellaneous matters. Although the Detachment was attached to the 900th Signal Company, Depot, Aviation, for rations, all other housekeeping matters were handled by this section. Also, official administrative matters were handled by the Administrative Section with the Company Headquarters. This Section made up all duty rosters, pass rosters, and so on, and coordinated these matters with the other sections. Quarters were arranged, supervised, and allocated by this section. The Administrative Section also handled the flood of Details and reports connected with such matters as Detachment Supply, clothing salvage, payrolls, weekly rosters, and so on.

The Area Activities Section, in charge of 1st Lt. Simmons (2nd Lt. when he first assumed this duty assignment), made field inspection trips as directed by Signal Section, 2nd ADA. The inspection party visited three of the four Ground Radar Service Groups in the field and almost every site in the three Signal AW Bns. serviced by these Groups. The reports rendered by this section received wide publicity throughout Ninth Air Force and even the Radar section at SPAER. The purpose of these inspections was twofold: first, to report to 2nd ADA, and other headquarters the situation and problems of the field, and second, to disseminate to the field pertinent technical and supply information.

As was mentioned earlier, when first activated, Detachment "A", was with the 900th Signal Company, Depot, Aviation, at Villacoublay. At this location Radar Convoys were set up for operational test on the concrete perimeter track of an auxiliary air field not needed as such by our air operations. This made an ideal work site as it was possible to park all vehicles on hard-stand and thus escape the usual struggle against mud. The M-7 repair tracks and a few small tents were conveniently dispersed among the convoys on which work was

- 3 -

SECRET

SECRET

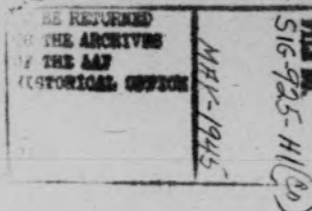
being performed. The Motor Pool had a large "Circus Tent" and several small tents on a concrete projection along the perimeter track. The supplies were in the same buildings as the regular Signal Supplies which consisted of two hangars having about 60,000 square feet of floor space, approximately one-fourth being used for Radar supplies. The technical and supply offices were in portions of a small building also used by the 900th Signal Company, Depot, Aviation. The men were quartered in an old rambling chateau several miles from the work site but near the 900th Signal Mess Hall. Although the building required considerable work to repair and maintain, it was quite suitable and always seemed to receive favorable comments in the men's letters home. The chateau was the scene of two very successful detachment parties. One in which French civilian girls were the guests and the other for WAC's from USSAP near Versailles. At first, the officers were quartered in a chateau near the work site which had formerly been occupied by Victor Hugo. Later, the officers were moved into a former servants quarters on the same estate which was a quite satisfactory bungalow much more livable than the big chateau.

In early December 1944, the 900th Signal Company, Depot, Aviation, was expecting to move with the rest of the 10th ADG to a new location but it was not determined whether Detachment "A" and its many British Radar Trucks would move with them or not. Finally in the middle of January word came that Detachment "A" would move with the 900th Signal Company, Depot, Aviation to Charleroi, Belgium, but the Detachment was entirely responsible for all phases of the move. Lt. Pressman located facilities in Charleroi, and on 24 January 1945, Lt. McCauley went to Charleroi, with a small advance party. At the same time, the motor pool started its mountainous task of preparing the then 114 British vehicles for the road move to Charleroi. The weather at that time was bitterly cold and the roads were covered with snow which added to the difficulties.

Within two weeks all personnel and operations except the Motor Pool were moved to Charleroi, and the work of unloading the some 20 carloads of supplies was in process. However, the Motor Pool continued its fight for several weeks. The facilities at Charleroi were not as satisfactory as at Villacoublay, but nevertheless, in the short time the Detachment was there, a number of urgent supply orders were filled and some Radar Vehicles were prepared for issue. Quarters were obtained for the men in a chateau at the edge of town about a mile from the warehouse and office. However, before the Detachment could get settled and long before all the vehicles were moved, orders were received to move again, this time to Châlons-sur-Marne, France, with the Company Headquarters. On 21 February, 1945, Lt. Stone left Charleroi and proceeded to Châlons-sur-Marne, with the advance party and within several weeks all the supplies were moved and some time later the movement of all Radar Vehicles was completed. The mission of Detachment "A" was absorbed by the Company, its personnel distributed in the Company and finally, for all purposes, Detachment "A", as such, ceased to exist.

- 4 -

SECRET



*925th Signal Company, Depot
May 1945*

MICROFILMED

7375-396

CONFIDENTIAL

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT AVIATION

SIG-925-H-1
MAY 1945
may

HEADQUARTERS, LOCATED AT CHALONS, FRANCE CARRIED ON ROUTINE ADMINISTRATIVE DUTIES.

THE DEPOT SECTION RECEIVED A TOTAL OF 60 TONS OF SIGNAL EQUIPMENT AND SHIPPED 25 TONS TO THE USING UNITS. IN ADDITION TO THIS AMOUNT A TOTAL OF 9 TONS OF RADAR EQUIPMENT WERE SHIPPED AND RECEIVED.

DETACHMENT "C" MOVED TO MITTELDORF, GERMANY.

DETACHMENT "F" MODIFIED TWO TYPE 11 HR INDICATORS AND INSTALLED ONE SCR 270 DA BEFORE V-E DAY.

DETACHMENT "I" MOVED FROM LANGENSABZA TO KASSEL, GERMANY.

DETACHMENT "GG" RETURNED TO THE COMPANY.

DETACHMENT "CC" SENT A DETACHMENT OF MEN FORWARD TO HEADQUARTERS 2ND AIR DISARMEMENT WING TO INSTALL A RADIO-TELEPHONE LINK FOR THE HEADQUARTERS. ON COMPLETION OF THIS JOB THE DETACHMENT RETURNED TO LUXEMBOURG TO LEIGE, BELGIUM ON 20 MAY 1945. THEIR MISSION WAS TO REPLACE THE 919TH SIGNAL COMPANY DEPOT (AVN) FOR THE PURPOSE OF OPERATING AND MAINTAINING SIGNAL COMMUNICATIONS FOR HEADQUARTERS 91ST AIR DEPOT GROUP. TO PROPERLY ACCOMPLISH THIS IT WAS NECESSARY TO MOVE TELETYPE TO HEADQUARTERS BUILDING AND TO SECURE THE EXISTING TELEPHONE PLANT. BY THE END OF THE MONTH A LARGE PART OF THIS WORK HAD BEEN ACCOMPLISHED.

LT. IRVIN WAS TRANSFERRED TO HEADQUARTERS IX AIR FORCE SERVICE COMMAND AND LT. VANDERBECK ASSUMED COMMAND.

1375-398

CONFIDENTIAL

BE RETURNED
TO THE ARCHIVES
OF THE AAF
HISTORICAL CENTER

Jun-Jul 45

FILE
SIC-925-H1(20)

925th Signal Company, Dept
June 1945

MICROFILMED

7595-285-R/B

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT(AVIATION)
APO 149, U.S. ARMY

SIG-925-NI
JUNE 1945

AUGUST 3, 1945

SUBJECT : UNIT HISTORY.

TO : COMMANDING GENERAL, IX AIR FORCE SERVICE COMMAND, APO 149,
U.S. ARMY, ATTN: HISTORICAL SECTION, A-2.

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY COVERING
THE PERIOD FROM DATE 1 JUNE-30 JUNE.

FOR THE COMMANDING OFFICER

F. Vanderbeck
F. VANDERBECK
1ST LT SIG C.
UNIT HISTORICAL OFFICER

6 - AUG 1945
INT. SECT.
PC-466
INCL: UNIT HISTORY (10 DUPLICATE)

6 - AUG 1945
C-16771
AS. IN. & S. S.

7595 - 2859

C O N F I D E N T I A L

HISTORY
ORGANIZATION HISTORY OUTLINE

1. ORGANIZATION - NEGATIVE
2. STRENGTH - 30 JUNE 1945.
3. STATIONS.

LOCATIONS.

HQS.	CHALONS-SUR-MARNE, FRANCE
DETACHMENT "A"	HANAN-LANGENDIEBACH
DETACHMENT "B"	FRITZLER, GERMANY
DETACHMENT "C"	JIENDORF, GERMANY
DETACHMENT "F"	AULHAUSEN
DETACHMENT "I"	MUNICH, GERMANY
DETACHMENT "CC"	LIEGE, BELGIUM
DETACHMENT "EE"	CREIL, FRANCE
DETACHMENT "FF"	SCHWEINFURT, GERMANY
DETACHMENT "GG"	ANSBACH, GERMANY
DETACHMENT "HH"	ERDING, GERMANY
DETACHMENT "KK"	OBERURSEL, GERMANY
DETACHMENT "LL"	KAUFBEUREN, GERMANY
DETACHMENT "MM"	CHALONS, FRANCE
DETACHMENT "DD"	ERLANGEN, GERMANY

4. LOSSES IN ACTION - NONE
5. AWARDS AND DECORATIONS OF MEMBERS - NONE

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT(AVIATION)

DURING THE MONTH OF JUNE COMPANY HEADQUARTERS AND THE DEPOT PREPARED TO MOVE TO R-74, MUNICH GERMANY. DETACHMENT "AA" WAS ACTIVATED AND SENT FORWARD TO COMPLETE THE NECESSARY PRELIMINARY WORK. AS OF JUNE 3 1945, THE STRENGTH OF THE COMPANY WAS 436 ENLISTED MEN AND 31 OFFICERS.

STORAGE AND ISSUE SECTION SHIPPED APPROXIMATELY 700 TONS OF SIGNAL SUPPLIES WHILE NONE WERE RECEIVED. IN ADDITION, 6 TONS OF METEOROLOGICAL SUPPLIES WERE SHIPPED AND ONE RECEIVED. ALL SUPPLIES IN DEPOT STOCK WERE MADE READY FOR THE MOVEMENT OF THE ORGANIZATION.

DETACHMENT "K" UNDERTOOK THE REPAIR AND RETURN OF ALL DAMAGED AND EXCESS UNITS TO DEPOT STOCK. IN ADDITION MODIFICATIONS WERE BROUGHT UP TO DATE AND AN EDUCATIONAL PROGRAM WAS INSTITUTED.

DETACHMENT "CC" CONTINUED TO OPERATE SIGNAL FACILITIES FOR THE 91ST AIR DEPOT GROUP.

DETACHMENT "EE" REPORTED NOTHING OF HISTORICAL SIGNIFICANCE.

DETACHMENT "FF" MOVED FROM Y-80, WEISBADEN TO R-25 AT SCHWEINFURT.

F. Vanderbeck
F. VANDERBECK
1ST LT SIG C.
HISTORICAL OFFICER

C O N F I D E N T I A L

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT (AVIATION)
APO 149, U.S. ARMY

SIG-925-41
JULY 1945

AUGUST 23, 1945

SUBJECT : UNIT HISTORY.

TO : COMMANDING GENERAL, IX AIR FORCE SERVICE COMMAND, APO 149,
U.S. ARMY, ATTN: HISTORICAL SECTION, A-2.

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY COVERING
THE PERIOD FROM DATE 1 JULY-31 JULY.

FOR THE COMMANDING OFFICER

F. Vanderbeck
F. VANDERBECK
1ST LT SIG C.
UNIT HISTORICAL OFFICER

INCLS : UNIT HISTORY (IN DUPLICATE)



795-2813

C O N F I D E N T I A L

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT (AVIATION)

DURING THE MONTH OF JULY COMPANY HEADQUARTERS AND THE DEPOT WERE MAINLY CONCERNED WITH THE MOVEMENT TO R-74 AT MUNICH. THE FIRST 12 DAYS OF THE MONTH WERE TAKEN UP WITH THE PACKING AND CRATING OF ALL MATERIALS AND SUPPLIES. 750 FREIGHT CARS WERE LOADED WITH SIGNAL SUPPLIES FOR THE MOVEMENT TO MUNICH.

DETACHMENT "I" REPORTED ROUTINE DUTIES FOR THE MONTH.

DETACHMENT "CC" MOVED ON 3-4 JULY 45 FROM LIEGE TO ERLANGEN, GERMANY TO COMMENCE THE SIGNAL INSTALLATIONS FOR HEADQUARTERS, IX AFSC. ON ABOUT THE 20TH OF THE MONTH ASSISTED BY A CABLE SPLICING SECTION OF THE GERMAN AIR FORCE SIGNAL REGIMENT THE DETACHMENT STARTED TO PLACE CABLE IN UNDERGROUND DUCTS FROM THE REICHPOST OFFICE TO THE CASERNE TO BE OCCUPIED BY THE HEADQUARTERS. TWO CABLES, EACH 1550 METERS LONG WERE PLACED. OF THIS, 900 METERS WERE PULLED THROUGH EXISTING DUCT AND 650 METERS WERE PULLED IN DITCHES DUG FROM THE LAST MANHOLE TO THE CASERNE. IN ADDITION APPROXIMATELY 1450 METERS WERE PLACED IN THE LOCAL DISTRIBUTION SYSTEM. TWO CABLES, EACH OF 60 PAIRS, WERE PUT IN EACH MAIN BUILDING. THESE CABLES WERE THEN SPLICED AND FANNED OUT SO A SUFFICIENT NUMBER OF PAIRS WERE ON EACH FLOOR TO CARE FOR INSTALLATION. LOCAL DISTRIBUTION POINTS WERE PUT ON EACH FLOOR AND, DUE TO ABSENCE OF PLANS, ONE PAIR WAS PLACED IN EACH ROOM. AS PLANS AND INSTRUMENTS BECAME AVAILABLE THESE WERE INSTALLED.

DETACHMENT "EE" REPORTED NOTHING OF SIGNIFICANCE.

DETACHMENT "FF" REPORTED NO CHANGE.

DETACHMENT "LL" WAS ACTIVATED 9 JULY 45 WITH 1 OFFICER AND 16 EM.

DETACHMENT "MM" WAS ACTIVATED 12 JULY 45 AT CHALONS. IT CONSISTED OF 4 OFFICERS AND 56 EM. IT WAS ASSIGNED THE MISSION OF MOVING SUPPLIES FROM THE REAR ECHELON.

AS OF 31 JULY 45 STRENGTH OF THE COMPANY WAS 31 OFFICERS 440 EM. THE MERITORIOUS SERVICE PLACQUE WAS AWARDED TO THE COMPANY.

F. VANDERBECK
1ST LT SIG C.
HISTORICAL OFFICER

C O N F I D E N T I A L

C O N F I D E N T I A L

HISTORY
ORGANIZATION HISTORY OUTLINE

1. ORGANIZATION - NEGATIVE.

2. STRENGTH - 31 JULY 1945.

3. STATIONS.

HQS.
DETACHMENT "A"
DETACHMENT "B"
DETACHMENT "C"
DETACHMENT "F"
DETACHMENT "CC"
DETACHMENT "DD"
DETACHMENT "GG"
DETACHMENT "HH"
DETACHMENT "KK"
DETACHMENT "LL"
DETACHMENT "MM"

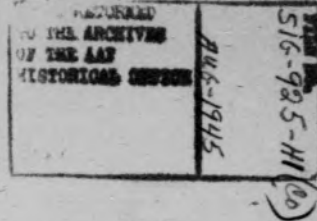
LOCATIONS.

MUNICH, GERMANY
HANAN-LANGENDIEBACH
FRITZLER, GERMANY
JIENDORF, GERMANY
AULHAUSEN, GERMANY
ERLANGEN, GERMANY
ERLANGEN, GERMANY
ANSBACH, GERMANY
ERDING, GERMANY
OBERURSEL, GERMANY
KAUFBEUREN, GERMANY
CHALONS, FRANCE

4. LOSSES IN ACTION - NONE

5. AWARDS AND DECORATIONS - MERITORIOUS SERVICE PLACQUE.

C O N F I D E N T I A L



*925th Signal Company, Depot
August 1945*

MICROFILMED

7606-468

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT (AVN)

SIG-925-H1
Aug 1945

APO 149, U.S. ARMY
5 SEPTEMBER 1945

SUBJECT: UNIT HISTORY

TO : COMMANDING GENERAL, IX AIR FORCE SERVICE COMMAND, APO 149,
U.S. ARMY, ATTN: HISTORICAL SECTION,
A-2.

1. ENCLOSED HERewith IS INSTALLMENT OF UNIT HISTORY COVERING
THE PERIOD FROM DATE 1 AUGUST 45 TO 31 AUGUST 45.



FOR THE COMMANDING OFFICER,

F. Vanderbeck
F. VANDERBECK,
1ST LT. SIG. C.,
UNIT HISTORICAL OFFICER.

INCLS:
UNIT HISTORY (IN DUPLICATE)

7106
-495
-465

C O N F I D E N T I A L

HISTORY
ORGANIZATION HISTORY OUTLINE

1. ORGANIZATION - NEGATIVE.

2. STRENGTH - 31 AUGUST 1945 - 30 OFFICERS - 437 EM.

3. STATIONS.

LOCATIONS.

HQS.

DETACHMENT "A"

DETACHMENT "B"

DETACHMENT "C"

DETACHMENT "F"

DETACHMENT "CC"

DETACHMENT "DD"

DETACHMENT "GG"

DETACHMENT "HH"

DETACHMENT "KK"

DETACHMENT "LL"

DETACHMENT "MM"

MUNICH, GERMANY

HANAN-LANGENDIEBACH

FRITZLER, GERMANY

JIENDORF, GERMANY

AULHAUSEN, GERMANY

ERLANGEN, GERMANY

ERLANGEN, GERMANY

ANSBACH, GERMANY

ERDING, GERMANY

OBERURSEL, GERMANY

KAUFBEUREN, GERMANY

CHALONS, FRANCE

4. LOSSES IN ACTION - NONE

5. AWARDS AND DECORATIONS - BRONZE STAR - MAJOR IVAN M. FREIDMAN.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT (AVN)

APO 149, U.S. ARMY

STORAGE AND ISSUE SECTION OF THE DEPOT AT R-74, MUNICH RECEIVED A TOTAL OF 3034 TONS OF GENERAL SIGNAL SUPPLIES. 85 TONS OF VARIOUS TYPES OF EQUIPMENT WERE PROCESSED AND SHIPPED. METEOROLOGICAL SECTION RECEIVED 12 1/2 TONS OF EQUIPMENT AND SHIPPED 18 TONS. APPROXIMATELY 700 RAIL WAGONS HAD BEEN RECEIVED AND CLEARED UP TO THE 20TH OF THE MONTH. STOCK RECORD ACCOUNTS ARE NOW BEING SET UP UNDER THE KARDEX SYSTEM AND ABOUT 5000 CARDS HAVE BEEN COMPLETED.

GENERAL REPAIR SECTION HAS SET UP AND IS NOW OPERATING THE FOLLOWING FACILITIES, CARPENTER, ELECTRICAL, PAINTING, PLUMBING, AND WELDING SHOPS.

DETACHMENT "B" MOVED TO FURSTENFELDBRUCH, GERMANY WITH THE 555TH SIGNAL AW BATTALION. CARRYING ON ITS WORK OF MAINTENANCE AND REPAIR THE DETACHMENT HAS COMPLETED MODIFICATION OF SCR 584'S, TYPE 13'S AND AN AN/CPS-1A.

DETACHMENT "C" WAS RELEIVED OF ATTACHMENT TO THE 563RD SIGNAL AW BATTALION AND ATTACHED TO THE 582ND. THE NEW ATTACHMENT MADE IT NECESSARY FOR THE DETACHMENT TO MOVE TO SCHUABISH HALL, GERMANY.

DETACHMENT "F" CHECKED REPAIRED AND MADE FULLY OPERATIONAL TWO AMES TYPE 13 CONVOYS. THESE SETS WERE THEN DELIVERED TO THE 582ND S.A.W. BATTALION.

DETACHMENT "CC" WAS ENGAGED ON THE INSTALLATION OF HEADQUARTERS, IX AFSC AT ERLANGEN, GERMANY. BY MIDNIGHT 14 AUGUST 1945 ALL SECTIONS OF THE HEADQUARTERS HAD TELEPHONE COMMUNICATIONS. INSTALLATION OF THE PRIMARY SET-UP WAS RAPIDLY COMPLETED. SINCE THAT DATE THE DETACHMENT HAS BEEN ENGAGED IN CHANGING TELEPHONE LOCATIONS, REROUTING INSTALLATION AS WELL AS ASSISTING THE 394TH SIGNAL COMPANY (AVN) IN THE OPERATION OF THE SIGNAL CENTER.

DETACHMENT "DD" IS NOW OPERATING REPEATER STATIONS ON THE CABLES BETWEEN ERLANGEN AND HANAU. FOUR REPEATER STATIONS ARE MAINTAINED AT STRASZBESSENACH, MARKTHEDENFELD, KITZINGEN AND NEUSTADT.

DETACHMENT "HH" IS OPERATING SIGNAL FACILITIES FOR THE NINTH AIR FORCE BASE DEPOT AT ERDING. THERE POSITIONS OF TC-10 ARE INSTALLED AND CARRY A TOTAL OF 130 LOCALS AND 18 TRUNK LINES. THE DETACHMENT IS COMPOSED OF 2 OFFICERS, 33 EM AND 5 WACS.

C O N F I D E N T I A L

C O N F I D E N T I A L

HEADQUARTERS
925TH SIGNAL COMPANY DEPOT (AVN)

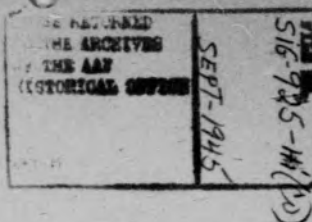
CONT.

APO 149, U.S. ARMY

DETACHMENT "KK" WAS FORMED TO OPERATE SIGNAL FACILITIES FOR THE 1ST AIR DISARMENMENT WING. THE DETACHMENT IS NOW OPERATING FIELDA SWITCH AND THE GRANADA SWITCHBOARDS. THE DETACHMENT HAS, AT PRESENT, 25 EM AND 1 OFFICER.

DETACHMENT "MM" IS CLEARING UP ALL BRITISH AND AMERICAN SIGNAL SPECIAL PURPOSE VEHICLES REMAINING AT CHALONS. ALL AMERICAN EQUIPMENT TO R-74 AND ALL BRITISH EQUIPMENT TO THE HAMBURG, GERMANY AREA.

C O N F I D E N T I A L



925th Signal Company, Depot
Sept. 1945

MICROFILMED

8042-1

RESTRICTED
HEADQUARTERS
925 SIGNAL COMPANY

SIG-925-HI
2 Sept 45

Too late for inclusion in Sept Hist.
Oberweisenfeld, Germany
18 Oct. 1945

1. Organization - Negative
2. Strength - 30 Sept 45
419 **N M**
18 Officers
3. Stations
Oberweisenfeld, Germany.
4. Casualties - None
5. Awards and Decoration - none

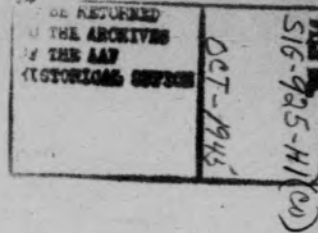
8042-1

RESTORED

NARRATIVE SECTION

During the month of September Headquarters and the Depot Supply section completed the movement of materials to R-74, Oberweisenfeld, Germany. Items of Signal Equipment were assorted and piled on stands constructed for the purpose. Due to lack of closed storage space it was necessary to obtain tarpaulins and cover the material stored at the Depot.

Due to redeployment and factors of changing missions all but Detachments "C", "HH," "KK," "LL" and "MM" returned to Company Headquarters and were there absorbed by the parent organization.



925th Signal Company, Depot
Oct 1945

42-4086

HEADQUARTERS
925TH SIGNAL COMPANY, DEPOT, AVIATION

PV/ew

APC 149, U.S. Army
1 November 1945

COMPANY HISTORY
Narrative Section

1. Organization - Negative
2. Stations:
 - Co. Headquarters - Oberwiesenfeld, Germany
 - Detachment "B" - Fürstentfeldbruck, Germany
 - Detachment "HH" - Erding, Germany
3. Strength - 31 October 1945
 - 249 EM
 - 8 Officers
4. Casualties - None.
5. Awards & Decorations - None.

SIG-925-H1
OCT 45

7804-24

HEADQUARTERS
925TH SIGNAL COMPANY, DEPOT, AVIATION

PV/ew

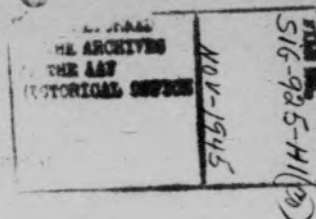
APC 149, U.S. Army
1 November 1945

COMPANY HISTORY
Narrative Section

Company Headquarters and the Depot Section continued to work at Oberwiesenfeld. The Depot Area was improved, some temporary wooden buildings were erected to shelter supplies and equipment. Supplies continued to arrive at the Depot for storage and disposition.

Detachment "B" continued to serve the 555 Signal Air Warning Battalion at Fürstenfeldbruck.

Detachment "HH" continued to provide communications for European Air Depot at Erding.



925th Signal company Depot
Nov 1945

8042-13

RESTRICTED

SIG-925-H1
Nov-45

COMPANY HISTORY
925TH SIGNAL COMPANY, DEPOT, AVIATION

APO 149, U.S. Army
5 December 1945

1. Organization - Negative
2. Strength - 233 Officers & Enlisted Men
3. Stations:
 - a. Headquarters - Oberwiesenfeld, Germany
 - b. Detachment "B" - Fürstenfeldbruck, Germany
 - c. Detachment "HH" - Erding, Germany
 - d. Detachment "MM" - Chalons-sur-Marne, France
4. Casualties:

T/5 John R. Peacock, 14120292 - LD, NBC.
5. Negative

Frank Vanderbeck
FRANK VANDERBECK
1st Lt., Sig C

RESTRICTED

Sub B

8042-13

COMPANY HISTORY
925TH SIGNAL COMPANY, DEPOT, AVIATION
NARRATIVE SECTION

APO 149, U.S. Army
5 December 1945

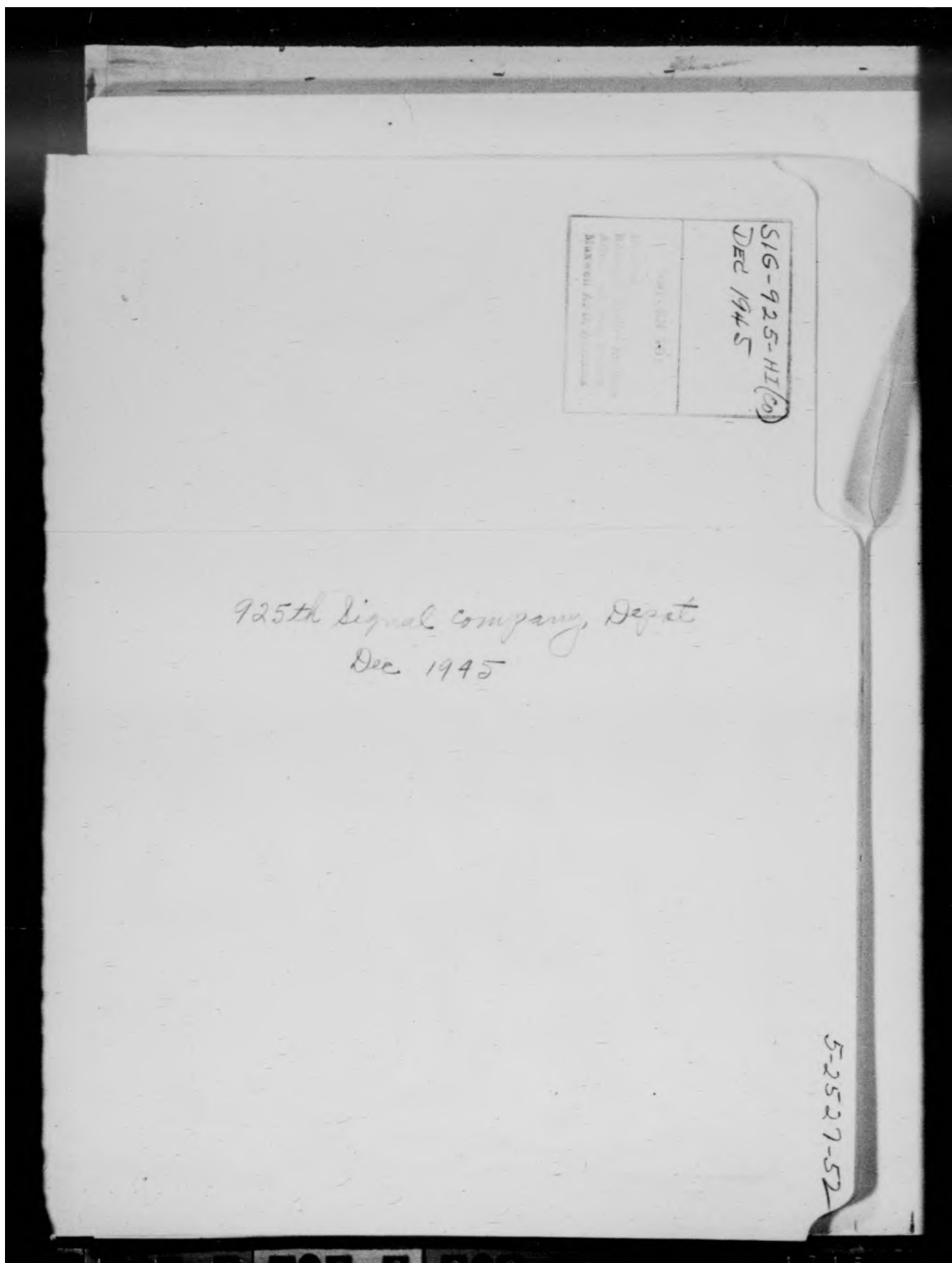
Headquarters 925th Signal Company, Depot, Aviation continued to operate the Signal Division of the European Air Depot at Oberwiesenfeld, Germany. Supplies arriving at the Railhead were moved to the strip and progress was made in providing covered storage.

Detachment "C" continued to service equipment of the 555 Signal Air Warning Battalion.

Detachment "HH" operated Signal facilities at European Air Depot.

Detachment "MM" continued at Chalons-sur-Marne, France.

FRANK VANDERBECK
1st Lt., Sig C



RESTRICTED

COMPANY HISTORY
925TH SIGNAL COMPANY, DEPOT, AVIATION

AF0149, U.S. Army
31 December 1945

1. Organization: Deactivated at 2359 hours, 31 December 1945.
2. Strength : I Officer & I Enlisted Man
- Station : Headquarters * Oberwiesenfeld, Germany.
4. Casualties : None
5. Negative .

HAROLD H. MILLER
2nd Lt, A.C.
Unit Historical Officer

RESTRICTED

5-2527-52

RESTRICTED

COMPANY HISTORY
925TH SIGNAL COMPANY, DEPOT, AVIATION
NARRATIVE SECTION

APO 149, U.S. Army
31 December 1949.

Headquarters, 925th Signal Company, Depot, Aviation, continued to operate the Signal Division of the European Air Depot at Oberweissenfeld, Germany and took on the extra task of having the entire unit deactivated by the end of the year.

Detachment B at Fursterfeldbruck was recalled and its personnel transferred to the 11th Signal Radio Maintenance Team.

Detachment "HH" at Erding was recalled and its personnel transferred to the 3rd Air Depot Group.

Detachment "MM" at Chalons-sur-Marne was recalled to its parent organization.

The 39 Belgian Auxiliary Police were retained during the period to relieve company personnel from interior guard duty. Fifty Polish Guards were also obtained to relieve the 30 men who guarded "SS" troops. This made possible to up the usual number of 200 to 450 prisoners per day. Consequently it was possible to make many improvements on the field, which could not have been accomplished otherwise.

As the New Year rolled in the field was officially turned over to the 1929th Signal Company, Depot, Aviation.

HAROLD H. MILLER
2nd. LT, A.C.
Unit Historical Officer

RESTRICTED

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[The Unofficial Archive of the
U.S. Army Signal Corps in WWII](#)

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Researched by Lowell Silverman

Constructed by Leonard H. Cizewski

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