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 By J. NARA Date 9-7-10

S E C R E T
 EIGHTY THIRD SIGNAL COMPANY
 A. P. O. 83
 United States Army

2 April 1945

SUBJECT: Narrative Report of Operations.

TO : The Adjutant General, Washington 25, D. C.

THRU : CHANNELS.

1. On the first of March the division was on the move, having crossed the Roer River, the forward echelon was in Aldenhoven, Germany, having moved on the first from Hasselweiler. The company headquarters and supply moved from Mariadorf Germany to Opherten on the same day. The division was still a part of XIX Corps with attached wire and photo teams.

2. The month of March started and ended with the division on the move. The first of the month was spent in reaching the Rhine River and occupying the banks. The latter part was spent in river crossing training and moving after the armored columns in the breakthrough across the Rhine. On the first the Forward moved in Aldenhoven, Germany, the Supply moved to Opherten, Germany, and the Rear moved to Hasselweiler, Germany.

On the third, a regiment having reached the Rhine, the Forward moved to Buttgen and the supply moved to Bedburdyck. The rear stayed in their former location.

On the fourth the supply moved to Luttenglen and the rear moved across the street from forward in Buttgen.

On the 14th the supply echelon split up and the company headquarters and company supply joined the rest of the company in Buttgen. The Signal Supply and Repair Sections went into Grebrath and was attached to the Quartermaster Company.

On the 21st the division was relieved and the Forward and Rear moved to Echt, Holland while the Signal Supply and Repair sections moved to Kirchenhoven, Germany.

On the 28th the forward moved to Schiefbalm, Germany which was an assembly area for the crossing. The other installations did not move.

On the 29th the forward moved across the Rhine and into a farm and the adjoining fields about two and one half miles south west of Hunxe, Germany.

On the 30th the forward moved to Stockwise, Germany.

On the 31st the forward moved to Ludinghausen. The rear and signal supply and repair sections could not be contacted for a report on their positions during the last three moves, at this time, due to the fast moving situation.

3. The Construction Section had a very busy month. In the Aldenhoven installation the supply lines were 16 miles long, 10 miles of field wire and 6 miles of spiral four cable. In the three days we were there there was very little trouble. In the Buttgen set-up open wire, cable and field wire were used. The

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SECRETNarrative Report of Operations, 83d Sig Co, 2 April 1945 (cont'd)

axis was field wire. A 4 mile cable was run to division artillery, 64 miles of W-110 was used. A strange case of trouble occurred on the open wire, a strip of tinfoil dropped by planes fell on the wire shorting them out. During our stay 210 miles of W-110 was recovered. In Echt, Holland, W-110 wire was used and 65 miles were laid, the supply line was 18 miles long and repeaters were used. The Schiefbahn installation 35 miles of wire were used, this was a hurried installation and there was only one circuit to each regiment. The command post in the vicinity of Hunxe, Germany used 15 miles of W-110 wire and each unit tied in to the closest board, this saved time and wire. In Stockwise the usual hurried field wire set-up was used. In the Ludenhausen installation 25 miles of W-110 was used and 10 miles of open wire was rebuilt.

4. The Telephone and Telegraph Section had an active month. In the Hasselweiler installation there were 27 locals and 14 trunks. The installation at Aldenhoven was the same except that the locals were all long due to the division offices scattering over a large area. The Buttgen set-up had 17 trunks and 23 locals. During the stay the section took part in company training. The Echt set-up was the average except that there was no teletype operation. The installation at Schiefbahn was only for one night and had only 20 locals. The set-up near Hunxe, Germany was operated for two days and consisted of 12 trunks and 18 locals. The installation in Stockwise was put in twice, it was necessary to move it after dark to give the command post more room. In the Ludenhausen set-up there were 13 trunks and 24 locals. During the month the supply team of 5 men operated a BD-72 as usual and moved with quartermaster. Their installation remained about the same each move. The rear team, consisting of 5 men, using the German switchboard, moved with the rear echelon of the division and made their usual set-ups.

5. During the month a messenger schedule of two divisional runs a day to all units and a third run daily to Nineteenth Corps at day break every morning. The distance to corps averaged 30 miles round trip except after crossing the Rhine, then the distance varied from 10 to 50 miles. Corps maintained three unscheduled runs a day. During the stay at Buttgen and Echt a maintenance schedule was instituted, so that at the end of our stay the vehicles and equipment were in excellent condition. During the rapid advance there were at times three message centers in operation at the same time. On the days that double jumps were made every man in the section was on duty at once, making long hours and very little sleep. During the period radio and teletype became completely unclassified necessitating the encryption of all messages sent by electrical means, this put the code clerks into continuous 24 hour operation for the first time in the ETO.

6. Radio was not used much during the first part of the month. There was traffic on the command net at Aldenhoven during a counter attack, at the time the regimental command post was threatened and members of the radio team had to move forward to help establish a reserve line, leaving one man to operate the set. While at Buttgen a technical test on the SCR-193 was given to all members of the radio section. The section average was 95%. During the stay at Echt, Holland the command and corps nets were closed down. During the moves radio was very busy with a number of telephone remote calls, which were handed with very good results.

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 Commanding.