

classified E.O. 12356 Section 3.3/HND No. 785015

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10000/110/250 2

Declassified E.O. 12356 Section 3.3/NND No. 785015

10000/110/250 20/XOA - SAFEGUARDING OF
VEHICLES
MARCH 45 - MAY 45

Declassified E.O. 12356 Section 3.3/NND No. 785015

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ROUTING SLIP

Initial

Commanding Officer
Executive Officer
Asst Exec Officer
Adjutant
S-2
S-3
S-4
Surgeon
Special Service Off
Mr. PATE
Mr. WERMUTH
Chief Clerk
Returns
Officer Division
Enlisted Division
Correspondence Sec
Message Center
Files Section
Mimeograph Section
Statistical Section
Off Pay Vou Sec
G-1 (A)

RESULTS:

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ICE/ea

CP

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

Ex 0(A)

(3)

CIRCULAR)

NUMBER 67)

4 May 1945

VEHICLES AND ACCESSORIES

General Instructions	I
Maintenance, Operation and Equipment	II
Tires, Tubes, and Tracks	III

The following circulars, this headquarters, 1944, are rescinded and the provisions below substituted therefor:

Section	Circular	Section	Circular
III	9	III	85
IV	15	III	96
III	37	IV	99
II	85	III	145

I--- GENERAL INSTRUCTIONS

1. Vehicle Markings - Motor vehicles assigned to United States Army units in this theater, including ambulances and hospital trucks, will be marked as prescribed in AR 850-5, and AFHQ Circular Number 28, 1944, for proper marking of maximum permissible speed. Force number (shipping numbers) will be obliterated upon arrival in this theater.

2. Safeguarding Vehicles

a. No United States Army Vehicle will be left unattended unless immobilized by the use of a lock and chain or other equally effective locking device. When lock and chain are employed on the steering wheel the chain will be securely fastened to the body of the vehicle and will be looped around a spoke and the rim of the steering wheel, pulled taut and the lock inserted. Chain and lock may also be used between front wheel and spring. The front wheels of the vehicle will be turned towards the side of the road prior to application of the lock and chain.

b. When a vehicle is placed in an authorized motor park the entrances of which are controlled by guards, it will be considered secure.

c. All commands will provide parking areas for United States Army vehicles where practicable.

3. Removal of Rotors - The practice of removing distributor caps and rotors to immobilize vehicles temporarily will be discontinued. Loss of these parts has been so great that replacements cannot be obtained to place vehicles from which they have been removed in operating condition.

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Hq MTOUSA Circular #67 (Cont'd)

4. Abandoned Vehicles

a. Any abandoned vehicles or any vehicles for which ownership is not established, or is in doubt, will be turned over to the nearest Military Police or Military Police Headquarters. All such vehicles held by Military Police, Military Police Headquarters, or by any other recovering agency, will be turned in to the nearest base section Ordnance Depot after a period of fourteen (14) days from the date of recovery, if the vehicles are not claimed and ownership established by the losing agency within this period.

b. When patients who have been in motor vehicle accidents are received at hospitals, efforts will be made by the hospital to determine whether or not any vehicles have been abandoned. When vehicles have been abandoned, or if there is doubt as to their status, a report of the circumstances will be made immediately to the nearest Military Police headquarters by the hospital commander.

II-- MAINTENANCE, OPERATION AND EQUIPMENT

5. Motor Vehicle Governors - The condition of general purpose vehicle engines arriving in Ordnance shops indicate extensive unauthorized tampering with, and even complete removal of, governors.

a. Organization commanders will insure that governors are not removed or the seals tampered with. All cases of improperly adjusted or malfunctioning governors will be brought to the attention of the nearest Ordnance maintenance unit for readjustment or repair.

b. Ordnance units have the responsibility of reporting any violations to the unit commander involved.

c. Waterproofing instructions do not require governor readjustment or disconnection.

6. Withdrawal of Vehicular Tools and Accessories

a. Tools and accessories carried on Truck 1 1/4 ton (4x4), Truck 3 1/4 ton (4x4), and Truck 2 1/2 ton (6x6), are limited to those authorized on the three attached lists (Inclosures 1, 2, and 3).

b. The following definitions are furnished for these lists:

(1) Vehicles operating in the communications zone will be deemed those used in rear of the army rear boundary.

(2) Vehicles operating in the combat zone will be deemed those operating forward of the army rear boundary.

(3) Organization List Items are defined as those tools and parts to be furnished organizations operating vehicles in the classifications indicated above. The basis of issue of these items is one per ton vehicles or major fraction thereof. However, any organization is authorized a minimum of one set of the items listed.

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HQ HQUUSA Circular 687 (Cont'd)

c. All tools and accessories in excess of those authorized above, will be turned in by the using organization to the Ordnance unit serving it. The Ordnance units will effect return of all excess material to the nearest Ordnance Depot.

7. Overloading of Cargo Vehicles

a. Section IV, WD Circular Number 212, 1944, authorized an overload not to exceed 100 per-cent over rated capacity for general purpose cargo vehicles of all-wheel drive type up to and including Truck, 2½ ton, 6x6, but excepting Trucks, 2½ ton 6x6, COE with 15-foot body and with 17-foot stake and platform body. This authorization is sanctioned when operating under favorable conditions on hard surfaced roads. In instances of truck-trailer combinations, the trailer will not be overloaded, and the overload on the prime mover will be limited to 60 per-cent of established payload under the same conditions.

b. The provisions of the above mentioned circular are applicable in this theater with the exception that on 2½ ton, 6x6 trucks equipped with caliber .50 machine gun-mounts over the cab, the overload will not be more than 60 per-cent, or 1½ tons. The weight of the mount and its critical location with respect to the truck frame make the above condition necessary.

c. Overloading of vehicles engaged in hauls either partly or in whole over rough or unimproved roads or in off-road hauls is not authorized.

8. Motor Vehicle Crankcase Drain Intervals

a. War Department Technical Bulletin TB ORD 232, dated 13 December 1944, authorizes the following gasoline engine crankcase drain intervals:

(1) General Purpose Vehicles

(a) The crankcase drain interval for all gasoline engines in general purpose vehicles is extended to every 2,000 miles under the following conditions:

1. Average atmospheric temperature is above 0°F.
2. Average mileage per month is 500 miles or more.
3. Low temperature starting and operating instructions are followed as prescribed in TB ORD 28, 3 February 1944.

(b) If either one of the conditions in paragraphs (1)(a)1, and (1)(a)2 above do not exist, the crankcase drain period will be every 1,000 miles or less, the exact interval depending on the amount of sludge which may accumulate in the crankcase and oil filter.

(c) This change in drain period supersedes conflicting instructions in War Department Lubrication Orders and Technical Manuals of previous publication dates.

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Hq MHCUSA Circular #37 (Cont'd)

(2) Special Equipment and Special Purpose Vehicles.

- (a) The crankcase drain interval for gasoline engines in special equipment and special purpose vehicles will be extended in accordance with paragraph (1) above only when prescribed by applicable War Department Lubrication Orders and Technical Manuals.

(3) Combat Vehicles

- (a) Crankcase drain periods prescribed by War Department Lubrication Orders remain unchanged.

b. Instructions listed above do not apply to Diesel engines in any classification of vehicle.

9. Adjustment of Clutch Pedal Free Play

a. In the past demands for springs, clutch (part number 753930) on truck, 2½ ton, 6x6 (GMC) have been unusually heavy. In order to assure maximum life and conserve supply of this part as well as other clutch parts, it is important that the clutch pedal free play be adjusted to 2½ inches and this adjustment maintained at all times. Such adjustment is considered a 2d echelon maintenance function.

b. The following instruction on clutch pedal free play adjustment are called to the attention of all concerned:

- (1) Loosen check nut on adjusting link.

(2) Turn adjusting nut in or out as may be required to obtain 2½ inches free travel of the clutch pedal before the clutch starts to release. Check the free play with your finger on the pedal end not with your foot as this adjustment is too sensitive to secure accuracy with the foot.

(3) Having 2½ inches free play, turn the check nut firmly up against the adjusting nut to prevent the adjustment from coming loose.

10. Improper Filling of Hydraulic Brake System - Many drivers and other organizational personnel are not properly informed as to the proper fluid to be used in the hydraulic brake systems of vehicles. The use of hydraulic jack fluid, recoil oil and even ordinary engine oil has been noted in several instances. Such improper use is followed by a swelling and deterioration of the rubber piston cups and boots and subsequent brake seizure or failure entirely. It is imperative that GENUINE HYDRAULIC BRAKE FLUID be used in the brake system and no other. Brake fluid of local manufacture must not be mixed with the government issued fluid.

11. Fuel System Gum Preventive

a. Gasoline stored in contact with air tends to oxidize and form a resinous compound of a gummy nature. When gasoline, which has begun to deteriorate, is burned in the engine, the gum is consumed, forming excessive carbon. As the gasoline passes through the carburetor and intake system, gum is deposited, particularly on intake valves, where it causes valve sticking by acting as a binder for

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A. Hq. MTOUSA Circular #47 (Cont'd)

other products of combustion, as well as causing sticking by reason of its own sticky nature.

b. As a preventive measure against gum formation in fuel systems of stored gasoline-powered equipment, gum compound, Federal Stock Number 51-C-1586-225, should be used. The instructions for use of the gum-preventive are as follows:

(1) All vehicles or other equipment, powered by gasoline engines or having gasoline auxiliaries, which are to remain idle for 30 days or more, and which are stored with gasoline of unknown storage stability, or with gasoline meeting US Army Specification 2-114 (72 octane) will have the gasoline remaining in the fuel system treated with gum-preventive compound.

(2) The fuel systems of equipment to be treated must be free from accumulated gum. Unless the equipment is entering its first storage and has never been issued for use, the following parts should be inspected and cleaned if necessary:

(a) Fuel Pump: Valves - Screens.

(b) Carburetor: Screens - Accelerator pump plunger - Venturi of carburetor throat - Choke and throttle valves - Float mechanism.

(c) Fuel Lines: Fuel tanks - Screens.

(3) As a remover, if gum is present in the above parts, use benzol, acetone, alcohol, or a mixture of these solvents.

(4) After cleaning and reassembling, fill the fuel tank half full of fresh gasoline which has not been long in storage.

(5) Add gum-preventive compound in accordance with following table:

<u>Fuel Tank Capacity</u>	<u>Amount of Compound</u>
1 to 30 gal.	1 container (4 oz.)
30 to 60 gal.	2 containers (8 oz.)
60 to 90 gal.	3 containers (12 oz.)

(6) Fill the fuel tank to 95% capacity.

(7) Operate the equipment at least 5 minutes.

c. The fact that gum-preventive compound is a preventive measure only and not a corrective agent is stressed. It does not prevent gum from depositing from gasoline which has already deteriorated in storage. Gum preventive compound is for use in gasoline only, under the conditions set forth above. No other type or brand of gum solvent will be added to motor fuels.

12. Damage and Maladjustment of Carburetors - Many instances of damage to carburetors and of poor performance of vehicles, due to unauthorized personnel attempting to disassemble and clean carburetors without proper knowledge or equipment, have been found by Ordnance maintenance companies. The modern carburetor

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EXHIBIT

Hq MFOUSA Circular #67 (Cont'd)

cannot be successfully repaired or even adjusted (except for idle and throttle adjustments) without special knowledge and tools. Second echelon maintenance includes only idle and throttle adjustments which are outside adjustments. Other adjustments require disassembly of the carburetor, which will be done only in Ordnance third or higher echelon shops by qualified mechanics.

13. Driving Precaution - 2 Ton Truck - Information has been received from the War Department that 1943 2 ton, 4x4 trucks have a tendency to pull hard to the left when the brakes are applied. All drivers are cautioned to exercise care when driving vehicles on which this tendency is evident.

14. 3" Gun Motor Carriages M10 and M10A1

a. Certain tank destroyer battalions in the past have welded the front sprocket to the drive sprocket hub on M10 and M10A1, gun motor carriages. This was done to eliminate shearing of the bolts used to secure sprocket to hub.

b. These bolts are specially designed as the weakest link in the power train and excessive strain is indicated when they shear. Welding, as described above, eliminates the safety factor which is thus interposed in driving mechanism to protect the power train.

c. These drive sprocket bolts need frequent tightening, and shearing usually occurs when vehicles are operated with these bolts loose. Outside bolts are generally kept tight while those on the inside sprocket, which are more difficult to reach, are neglected.

d. The practice of welding sprockets to hubs is unauthorized and vehicles already modified in this manner will be returned to their original condition.

15. Conservation of Spare Parts

a. The present rate of consumption of certain automotive parts is far greater than available supply in the United States. This shortage applies chiefly to small, easily replaceable parts. The situation in this theater has now become critical and it is essential that all possible care be exercised in rejecting parts which can be readily repaired with tools and cleaning facilities at hand. Parts and assemblies beyond immediate local repair should not be arbitrarily discarded but evacuated to the next higher echelon of repair.

b. Among many others the following have been and will continue to be in short supply:

(1) Ignition Points: These should be cleaned, redressed and roused.

(2) Carburetor Repair Kits: Parts should be replaced only after a cleaned and adjusted carburetor will not function properly.

(3) Starter and Generator Armatures: Redressing commutators and resoldering loose ends should be done by 2d echelon maintenance personnel. Starter switches must not be held closed for over 30 seconds if engine will not start. Cooling period between 30 second applications of starter must be at least two minutes.

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Hq MFOUSA Circular # 7 (cont'd)

16. Conservation of Gasoline Cans

a. Five Gallon returnable gasoline cans are being used throughout the theater by many units for purposes for which they were never intended. The wastage of cans caused by this misuse and losses by carelessness and theft, has resulted in an inexorably high loss of cans.

b. Five gallon gasoline cans will not normally be mounted or transported on motor vehicle equipment in this theater except for units on a can and drum supply basis. When required by a specific mission gasoline may be drawn from Class III supply points in cans; upon completion of which cans will be returned to the supply point.

III- TIRES, TUBES, AND TRACKS17. Conservation of Vehicular Tracks

a. All concerned will make every effort to obtain the maximum wear from all types of tracks and to use partially worn tracks to the maximum extent.

b. Replacement of vehicle tracks will, except in units alerted for combat, be made only in case the tracks on the vehicle are completely worn out.

c. Necessary replacement of tracks for full and half track combat vehicles not in or alerted for immediate combat, will be made from available used, but still usable, steel or rubber reversible or non-reversible tracks having 25% or more of their original wear life. Units equipped with medium tractor M4 may be issued new rubber tracks if the only used tracks available are steel.

d. Units alerted for combat may, for replacement, draw tracks possessing not less than 75% of original wear life; but such replacement will not be made prior to two weeks before date of movement to combat area. At the time of movement to combat area, tracks in excess of organizational spares will be turned in to the nearest Ordnance Depot.

18. Conservation of Tires and Tubes - The following information on tires and tubes is furnished to give every individual concerned a true picture as to why conservation of tires and tubes in this theater must be practiced to the maximum:

a. Demands from overseas theaters have so thoroughly drained reserves of new tires and tubes within the Zone of Interior, that the War Department was forced to withdraw all possible tires and tubes from all Service Commands, Posts, Camps and Stations. Because of this expediency, thousands of used tires and tubes were received into Ordnance Field Service Depots in the United States, and have subsequently been shipped overseas to fill outstanding requisitions. Used tires with as little as 25% of their life are being received into this theater.

b. Vehicles are being shipped to this theater, arriving minus spare tires and tubes.

19. Preventive Maintenance on Tires and Tubes

a. Instructions pertaining to proper preventive maintenance are listed in Section II, MFOUSA, Circular Number 7, 1945. In connection with the instructions contained in this circular, War Department Technical Bulletin 31-200-6, dated

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Hq MCOUSA Circular #87 (Cont'd)

9 November 1944 is quoted for the information and guidance of all concerned.

1. The correct air pressure for 4-ply, 4.00-8 tire is 35 pounds instead of 60 pounds as given in TB 31-200-5, 22 June 1944 and Table III, page 94 of TM 31-200, 1 April 1943.

2. The correct air pressure for 6-ply, 6.00-16 tire used on $\frac{1}{2}$ ton, 4x4 truck, 5 passenger, light sedan, car, and $\frac{1}{2}$ ton 2 $\frac{1}{2}$ trailer, is 30 pounds instead of 35 pounds as listed in Table I, page 92 and Table III, page 94.

3. Table III on page 94 of TM 31-200, 1 April 1943, is amended to include the following information:

<u>Size</u>	<u>No. Plies</u>	<u>Air Pressure</u>
6.00 x 9	4	35 lb

b. Unit Commanders will take necessary steps to insure that the new tire pressures shown in TB 31-200-6 are used on vehicles concerned and that correct tire pressures are stenciled on vehicle dashboards in accordance with existing regulations.

20. Reconditioning of Tires and Tubes - Presently assigned to this theater, are two tire repair companies which are properly equipped to inspect, classify and repair unserviceable used tires, tubes and flaps. The following action will be taken by the various types of organizations within this theater with respect to transactions involving tire repair plants.

a. Action by using organizations:

(1) All types of unserviceable tires, tubes and flaps in the hands of using organizations of any arm or service, will be handled whenever possible on an equal exchange basis. For example: Issuance of reconditioned or new item for an unserviceable item.

(2) All used tires, tubes and flaps removed from vehicles by using organizations of any arm or service, and which are in excess of organizational spares, will be turned in to an Ordnance maintenance or depot unit, or if possible, directly to a tire repair plant.

(3) Unit commanders will require frequent tire inspections to prevent prolonged operation of tires sufficiently damaged to require repair.

(4) Tires in transit or in storage will be covered and kept dry. Prolonged exposure to bright sunlight and heat, will be prevented.

b. Action by Ordnance Maintenance Units, Shops and Depots:

(1) Ordnance maintenance units will forward all used tires, tubes and flaps to the nearest tire repair plant, unless the items concerned are in such good condition as to require only minor repairs which can be made by the Ordnance maintenance unit. Tires, tubes, and flaps retained under this latter qualification, will either be reissued direct, or turned over to an Ordnance Depot for reissue. Questionable and unserviceable items will be forwarded to the nearest tire repair plant immediately.

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Hq MTOUSA Circular #67 (Cont'd)

(2) Ordnance Depots will forward immediately to the nearest tire repair plant, all unserviceable tires, tubes and flaps. Serviceable items which have been inspected by authorized personnel of the tire repair plant will be retained.

(3) Each tire repair plant located in this theater of operations, will service to the fullest extent of its facilities and capacity, all sizes of tires, tubes, and flaps for Army and Navy equipment (except airplane tires, tubes, and flaps), located in this theater.

(4) Tires, tubes, and flaps inspected by tire repair plants, and found to be beyond the point of safe repair or reconditioning (Class C-2 only), will be turned over to the nearest salvage depot as scrap rubber. Tires declared to be Class C-2, will be marked at the time of inspection on one side wall (C-2), and segregated.

(5) Receipt, storage and issue of all tires and their component parts, are functions of the appropriate base depots. Exception to this may be made in the case of the turn in of unserviceable tires, which whenever possible, will be made direct to the nearest tire repair plant. The tire repair plant will issue a credit memorandum for a similar number of tires, tubes and flaps, to be issued by the appropriate depot in accordance with priorities established in paragraph 21 of this circular.

21. Tire and Tube Distribution - Until such time as stocks in this theater are sufficient to meet all demands, issue of tires and tubes will be made by priority to units and priority as to classes of tires and tubes.

a. Priority of Issue to Units:

(1) Fifth Army and Air Force units, will be issued tires and tubes first, and on an equal priority.

(2) Base Section transportation units which are directly supporting Fifth Army and Air Force units.

(3) All other units not listed in paragraphs (1) and (2) above.

b. Priority of Issue of Tires and Tubes:

(1) Tires and Tubes will be issued when available, in the following priorities, in accordance with priorities for issue to units.

(a) Priority #1 - Class "A" tires and tubes will be issued only to units listed in paragraph a (1) above, until such time as tire and tube stocks in this theater are sufficient to meet all outstanding demands.

(b) Priority #2 - Class "B" tires and tubes will be issued to units listed in paragraph a (1) above, only when stocks of Class "A" tires and tubes are not available.

22. Classification of Tires - In an effort to aid supply organizations of this

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Hq MTOUSA Circular # 57 (Cont'd)

theater in issuing tires, the following classifications have been established.

a. Class "A"

- (1) New tires
- (2) Recapped tires with one sectional repair.
- (3) Repaired tires with one sectional repair.

b. Class "B"

- (1) All used tires including those received from Zone of Interior, but excluding those listed as Class "A" above.
- (2) Recapped and repaired tires with two or more sectional repairs.

c. Class "BS" - Recapped and repaired C-1 tires. (A temporary class, intended for issue to rear echelon units only).

d. Class "C-1" - Tires which were formerly returned to the Zone of Interior and reconditioned for non-military use, but which are now retained in the theater and repaired for use of rear echelon units only.

e. Class "C-2" - Tires which are unfit for further use as such, and are turned over to Theater Quartermaster Salvage.

23. Classification of Tubes

a. Class "A" - Only new tubes received from Zone of Interior will be included herein.

b. Class "B" - All tubes which have been repaired by theater tire and tube repair facilities, and which are suitable for further use, will be covered by this classification.

BY COMMAND OF GENERAL MCNARNEY:

OFFICIAL:

GEORGE D. FENCE
Major General, GSC
Chief of Staff

Christensen
C. W. CHRISTENSEN
Colonel, AGO
Adjutant General

DISTRIBUTION:

Z

3 Inclosures:

- Incl. No. 1 - Communications Zone Tool List
- Incl. No. 2 - Combat Zone Tool List
- Incl. No. 3 - Organizational Tool List -10-

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Tool #1 to HQ HOUA Circular #67

REGISTERED

COMMUNICATIONS ZONE VEHICLES

TOOLS AND ACCESSORIES TO BE RETAINED ON ALL

GENERAL PURPOSE VEHICLES

ITEM, STOCK NO.	ITEMS, NO.	ORD. NO.	1/4 ton	3/4 ton	1 1/2 ton
Axe, hankled, chopping, single bit, std. gr.	41-A-1277		X	X	X
Bug, tool	24-D		X	X	X
Box, Tech. Manual			X	X	X
Extinguisher, fire hand, 1 qt.	58-E-202 (1/4)		X	X	X
Form, W.D., A.G.O. No. 478			X	X	X
Gage, tire			X	X	X
Handle, wheel wrench socket			X	X	X
Handle (for jack)			X	X	X
Jack, screw type (hydraulic) 2 1/2	41-J-73-5 (2 1/2)		X	X	X
Pliers, comb, slip-j, wire cutting, 6 1/2			X	X	X
Rope, towing, 1 1/2 diam, 20' long	41-P-1550		X	X	X

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Incl 21 to HQ MUSA Circular 487 (cont'd)

LEADS. NO.

PROD. STOCK NO.

QAD. NO.

1/4 ton 3/4 ton 2 1/2 ton

Screwdriver, common, type III heavy duty, integral handle Class E, 6-1/2"

41-S-1076

Shovel, gen. purpose, D handled, stump back, rd point 41-S-1170

Tube, flexible nozzle

3263936

Wrench, adj., crescent type (12" capacity 15/16" single end, 8" capacity 15/16" 41-S-100 For 2 1/2" 41-S-106

Wrench, socket, wheel nut

71-CPH-17015
71-CPH-17015 (1/4")
71-CPH-17015 (1/2")
71-CPH-17015 (3/4")
71-CPH-17015 (2 1/2")

Bracket, tool, pioneer equip. rot, 1/2 straps 41-S-1925

Bracket, handled, pick, 5# 41-S-720

Pin, shear, two 1/4 ton four 2 1/2 ton

61-CPH-115350 (3/4")
61-CPH-115350 (2 1/2")

Paulin, dock top, assembly

71-CPH-1152700
71-CPH-1152700

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RESTRICTION

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INCL 62 to HQ JMWOC Circular 1/67

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NOTES AND COMMENTS TO BE ESTABLISHED ON ORIGINAL PURCHASE VOUCHERS

END. STOCK NO.

INSTR. 11.

ORD NO.

2/4 3/4 2 1/2

3699

Ass, unlined connector, simple

1/4", 2 1/2", 3" 1/2"

Bag, tool

Block, match (vehicles)

1/4" (1/2")

Book, 2 1/2"

Chain, wire, pair

41-A-1277
2-3

GR-361114

FM-GP1-18136 (1/1)

TC-A-1133

GR-21/7640 (2 1/2)

AO-55422 (3 1/2)

FM-GP1-17036 (1/1)

MO-A-289

CO-593306 (3/4)

DO-361975

GR-21/6905 (2 1/2)

W/41-21/6902

FM-GP1-1103214

TC-3211

GP-3535D (3/4)

Q1-2176169 (2 1/2)

CO-529360

ST-713887

AX-1107 (3/4)

CO-924630

REASON (2 1/2)

41-A-73-5 (2 1/2)

FM-GP1-17080 (1/1)

TC-2-1240

AO-4530 (3/4)

CO-924630

41-P-1850

FM-GP1-1152700

MO-A-3216

RECEIVED

Flower, comb, alloy-joint, wire
cutting, 5 1/2"
Pencil, lead, 40, assembly
Rope, twine, 1-in diam, 20'

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X X X X
X X X X

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TOOLS AND ACCESSORIES TO BE RETAINED ON GENERAL PURPOSE VEHICLES
P20. SPONS. NO. 10085. IN. 10085. IN. 10085. IN.

42-8-1277
26-8

Crane, starting

Cotter, Winchfield assay.

Котомников, Артём

Now, the

Hamill, (10-16-68)

Jack, never stop, N.Y. audio
on 2 1/2 toll

Pilgrimage, sub altar joint, also
writing; 6 1/2
Pardon, devotion, assembly

Ree. tolda, l-in dlab, 20

CH-365477

FRT-CPV-10136 (1/4)

67-5-2

GM-2147640 (2 1/2)

40.84125 (9.4)

1917-1918

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NO-1-259

50-597306

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Figure 1

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61-27669 (3-16)

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450-9007 (3/4) 924534 (2 3/2)

FIGURE 1. EFFECT OF TEMPERATURE ON THE GEL PERMEATION CHROMATOGRAPHIC BEHAVIOR OF POLYMERIZATION OF 1,3-BIS(4-VINYLBENZOYL)BENZENE. (O) 100°C; (●) 110°C; (▲) 120°C; (□) 130°C.

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Declassified E.O. 12356 Section 3.3/NND No.

785015

RESTRICTED

Inclusion #3 to Hq MTOUSA Circular #87

ORGANIZATIONS - BASIS 1 PER 10 UNITS

1/4 Ton. 4 x 4

Adaptor, grease gun, push type	AD-6517
Chain tire, pair	FM-GPW-181 36
Base Section Only	(8 per 10 vehicles)
	WO-A-1133
Crank starting	FM-GPW-17036
	WO-A-2 89
Gun, lubr. pres. push type	AD-5585
Guide, lubrication	War Dept., #501
Handle, spark plug wrench	FM-GPW-17011A
	WO-306715
Puller, wheel hub	FM-GPW-17090
	WO-A-1339
Wrench, rear wheel bearing nut	FM-GP-17033
	WO-A-692
Wrench, spark plug	FM-GPW-17017A
	WO-637635
Wrench, drain plug	FM-GPW-17062
	WO-A-1100
Wrench, fluted, socket hd, screw (for use on transmission)	FM-GPW-17091
	WO-A-1492
Wrench, hydraulic brake bleeder screw 17/64"	FM-GPW-17030
	WO-A-5130
<u>3/4 ton. 4 x 4</u>	
Adaptor, grease gun, flush type	AD-6517
Chain, tire, pair	AC-LS422 (8 per 10 veh.)
Base Section only	CC-598306
	CC-561973
Crank starting	AD-5585
	CC-11573
Gun, lubr. pres. push type, hydr. nozzle 9 oz.	CC-598624
Screwdriver, cross recess head No. 2, 4 in. blade	CC-599325
Screwdriver, cross recess head No. 3, 6-in blade	

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Declassified E.O. 12356 Section 3.3/NND No.

785015

RESTRICTED

Inclosure #3 to Hq MTOUSA Circular #87 (Cont'd)

3/4 ton, 4 x 4

Wrench, spark plug 13/16" hex.

CC-916184

Wrench, wheel brg. adj. nut

WKT-JX3134A
CC-916083

2 1/2 ton, 6 x 6

Chain, tire, ext, heavy dual, pr. }

GM-2147640

Chain, tire, ext. heavy single, pr. }

Base Section Only

GM-2024160

Crank, starting w/bumper bracket assy)

GM-2146905

Gun, lubr. pres., push type, hydro. nozzle, 16 oz

GM-128150

Screwdriver, comm., normal duty, 3-in blade
9/64 in. thick (for split type axle chassis)

GM-3663014

Screwdriver, comm., normal duty, 4-in. blade,
9/64 in. thick (for split type axle chassis)

GM-3663015

Screwdriver, comm., normal duty, 6-in., blade
9/64 in. thick (for split type axle chassis)

GM-3663016

Screwdriver, Phillips Type (cross recess head #1)
blade size 9/64 in. diam. by 3-in. long w/wooden
handle 6 1/4 in. overall (for banjo type axle chassis)

41-S-1636

Screwdriver, Phillips Type (cross recess head #2)
blade size 1/4 in. diam. by 4 in. long w/wooden
handle 8 3/4 in. overall (for banjo type axle chassis)

41-S-1638

Screwdriver, Phillips Type (cross recess head #3)
blade size 5/16 in. diam by 6-in., long w/wooden
handle 11 in. overall (for banjo type axle chassis)

41-S-1640

Screwdriver, Phillips Type (cross recess head #4)
blade size 3/8 in. diam. by 8 in. long w/wooden
handle 14 1/2 in. overall (for banjo type axle chassis)

41-S-1642

Wrench, spark plug

GM-2146479

Wrench, wheel brg., adj. nut (for banjo type axle chassis)

GM-3670067

Wrench, wheel brg. adj. nut 2 3/4 in. (for split type
axle chassis)

GM-2144843

Wrench, wheel brg. adj. nut, large (for split type
axle chassis)

GM-2144844

Declassified E.O. 12356 Section 3.3/NND No.

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Commanding Officer
Executive Officer
Asst Exec Officer
Adjutant
S-2
S-3
S-4
Surgeon
Special Service Off
Mr. PATE
Mr. SMITH
Chief Clerk
Returns
Officer Division
Enlisted Division
Correspondence Sec
Message Center
Files Section
Micrograph Section
Statistical Section
Off Pay Vou Sec
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REMARKS:

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Col. Parker's
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should be
the conflicting
paragraph of
the AMB. 5A
Bulletin and
MTO 5A + this
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that

SAFEGUARDING OF WD VEHICLES

(2)

Par 3, Daily Bulletin 59, AMG 5th Army.

"3. WD and requisitioned vehicles (including motor-cycles) will never be left unattended, except

- (a) when essential on operational grounds,
- (b) on account of other urgent necessity,
- (c) by holders of "user-driver" permits, in the circumstances mentioned in para 8 below."

Par 2, Circular 9, NATCUSA.

"2. Safeguarding Vehicles. No United States Army vehicle will hereafter be left unattended unless the vehicle is immobilized by a lock and chain device on the steering wheel or by other equally effective locking devices on the driver's controls, or unless the vehicle is placed in an authorized parking lot or within an area where entrances are controlled by guards. The foregoing will not be used on a basis for the requisitioning of lock and chain devices."

Par 7b, Daily Bulletin 59, AMG 5th Army.

"(b) When in these circumstances immobilization is permitted, it will be carried out by locking the steering wheel with a padlock and chain, if available; otherwise the rotor arm or other essential part of the engine will be removed. The vehicle will also, if possible, be locked."

Par 3, Circular 9, NATCUSA.

"3. Removal of Rotors. The practice of removing distributor caps and rotors to temporarily immobilize vehicles will be discontinued. Loss of these parts has been so great that replacements cannot be obtained to place vehicles from which they have been removed in operating condition. To relieve the situation, a search should be made with a view toward returning to supply sources all of these items which are not in use."

Par 7c, Daily Bulletin 59, AMG 5th Army.

"(c) Vehicles left in authorized and guarded car parks, or otherwise under guard, will not be immobilized.

Par 1b, Circular 6, Hq 2675th Regt.

"b. When driven into any parking lot or motor pool (guarded or unguarded) the driver will at once point the front wheels left or right, immobilize the vehicle by locking the chain through the steering wheel or on the gear shift lever."

Par 8a,b,c, Daily Bulletin 59, AMO 5th Army.

"8. (a) Certain personnel have been allotted WD or requisitioned vehicles for which no military driver has been provided. Such personnel are required to be provided with permits as "user drivers", under GRC 160/45. Permits already issued to officers under para 8 of GRC 113/44 will lapse as from 1 month from the date of issue of this GRC, during which time the holder will apply for a permit under GRC 160/45 if he wishes to continue to avail himself of the authority granted thereby.

(b) Holders of "user driver" permits only are permitted to leave their vehicles unattended whilst carrying out military duties when no other arrangements can be made, provided that:

- (i) there is no military driver or other person in whose care the vehicle could be left.
- (ii) There is no military unit within reasonable distance under whose guard the vehicle could be placed, and
- (iii) the vehicle is both locked (if possible) and immobilised.

(c) Possession of such a permit does not absolve the holder from making the best possible arrangements to have his car guarded at all times, nor does it affect his responsibility for the safety of any WD property or documents which may be in the car."

Par 1a, Circular 6, Hq 2675th Regt.

"a. No motor vehicle of this Regiment will be left unattended at any time, except when it is parked in an authorized guarded motor pool."

Ex off App

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RECEIVED

HEADQUARTERS
U.S. FIFTH ARMY

...T.O. 464 U.S. ARMY

DM/jlc

4th March 1945.

DAILY MESSAGE

NOTES 59)

OFFICIAL

136. HEAVY GUN DUTY OFFICER.

4th March - Lieut. Delistintani.
5th March - Lieut. Root.

DUTY CLERK.

4th March - L/Cpl. Thripps.
5th March - Cpl. Jarrett.

DUTY CHIEF.

4th March - Cpl. Ceruti.
5th March - Sdai. Chinnery.

DUTY DELIVER.

4th March -

137. INFLUENCE - Florence.

1. The following are the air raid warnings which will be used in FLORENCE 2.:-

- (a) Alert - Warning Tone on SIRENS for ONE MINUTE
 - (b) ALL CLEAR - One prolonged blast on SIRENS for ONE MINUTE
- Should Sirens Fall Torbs falling or Guns opening fire will constitute an alert.

2. Military personnel who are not in their quarters when the alert sounds will conform as follows:-

136. NIGHT CLUB DUTY OFFICER.

4th March - Lieut. Guistiniani.
5th March - Lieut. Koetz.

DUTY CLERK.

4th March - I/Cpl. Thippa.
5th March - Cpl. Jarrett.

DUTY OFFICER.

4th March - Cpl. Cerani.
5th March - Sden. Chinnery.

DUTY DRUMMER.

4th March -

137. IN ALARM SIRENS - Florence.

1. The following are the air raid warnings which will be used in FLORENCE:-

(a) ALERT Siren Tone on SIRENS for ONE MINUTE
(b) ALL CLEAR One prolonged blast on SIRENS for ONE MINUTE
Should Sirens fall or be falling or Guns opening fire will constitute an alert.

2. Military personnel who are not in their quarters when the alert sounds will conform as follows:-

- (a) If in the streets, report to the nearest military establishment, all of which are signposted.
- (b) If in Cinema, Hotel or Restaurants, remain until the alert is over.
- (c) Military personnel will not use civilian shelters.

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Declassified E.O. No. 51 dated 25 Feb 45

138. SAFEGUARDING OF "D" VEHICLES.

1. The loss of vehicles owing to theft has reached such proportions as to create a serious drain on resources.
2. In many cases the vehicles had been immobilized, but this has proved a totally inadequate precaution to prevent determined thieves from stealing them. "D" vehicles of property from unattended vehicles have also been reported.
3. "D" and requisitioned vehicles (including motor-cycles) will never be left unattended, except
 - (a) when essential on operational grounds,
 - (b) on account of other urgent necessity,
 - (c) by holders of "user-drivers" permits, in the circumstances mentioned in para 8 below.
4. All units having "D" on charge will arrange for their vehicle parks to be guarded day and night. Small units which have difficulty in finding their own guard may arrange, if possible, to park their vehicles with those of a unit where a guard is mounted.
5. When on duty, it is the driver's responsibility to ensure that arrangements are made for his vehicle to be safeguarded at all times. He will not leave his vehicle in any car or motor cycle park unless it is clearly marked with a sign:

"Authorized and guarded car park: British "D" vehicles may be left here unattended". Such signs will be exhibited in English and Italian.

Formation Commanders will review the arrangements in all car parks in their areas, and will ensure that such signs are exhibited only at parks in which adequate safeguards exist to prevent vehicles being removed by unauthorized persons. Such safeguards will normally include a "tally" system, by which the bona fides of drivers leaving the park may be checked.
6. Military police will not be used to guard vehicles of units other than their own. Their duty at car parks is to control traffic and the parking of vehicles, and the fact that they are present does not absolve any driver from his responsibility for safeguarding his own vehicle, unless the park is marked with a sign as in para 5 above.

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(b) on account of other urgent necessity,
(c) by holders of "under-driver" permits, in the circumstances mentioned in para 5 below.

4. All units having IT on charge will arrange for their vehicle parks to be guarded day and night. Small units which have difficulty in finding their own guard may arrange, if possible, to park their vehicles with those of a unit where a guard is mounted.

5. When on duty, it is the driver's responsibility to ensure that arrangements are made for his vehicle to be safeguarded at all times. He will not leave his vehicle in any car or motor cycle park unless it is clearly marked with a sign:

"Authorized and guarded car park: British TD vehicles may be left here unattended". Such signs will be exhibited in English and Italian.

Portation Commanders will review the arrangements in all car parks in their areas, and will ensure that such signs are exhibited only at parks in which adequate safeguards exist to prevent vehicles being removed by unauthorized persons. Such safeguards will normally include a "tally" system, by which the bona fides of drivers leaving the park may be checked.

6. Military police will not be used to guard vehicles of units other than their own. Their duty at car parks is to control traffic and the parking of vehicles, and the fact that they are present does not absolve any driver from his responsibility for safeguarding his own vehicle, unless the park is marked with a sign as in para 5 above.

7. (a) The practice of immobilizing vehicles, besides being an inadequate safeguard, often leads to mechanical inefficiency and damage. This method of safeguarding vehicles will therefore not be used, except when vehicles are left unattended in the circumstances permitted by paras 3 above and 5 below, or when ordered by Divisional or higher HQ in an operational area.

(b) When in these circumstances immobilization is permitted, it will be carried out by locking the steering wheel with a padlock and chain, if available; otherwise the rotor arm or other essential part of the engine will be removed. The vehicle will also, if possible, be locked.

136. SAFEGUARDING OF "D" VEHICLES - Cont'd.

(c) Vehicles left in authorized and guarded car parks, or otherwise under guard, will not be immobilized. *par 160/45 by*

(d) Nothing in this paragraph will be taken as authorizing vehicles to be left unattended and immobilized, except in the special circumstances prescribed in (a) above.

8. (a) Certain personnel have been allotted "D" or requisitioned vehicles for which no military driver has been provided. Such personnel are required to be provided with permits as "user drivers", under GRC 160/45. Permits already issued to officers under para 8 of GRC 113/44 will lapse as from 1 month from the date of issue of this GRC, during which time the holder will apply for a permit under GRC 160/45 if he wishes to continue to avail himself of the authority granted thereby.

(b) Holders of "user driver" permits only are permitted to leave their vehicles unattended whilst carrying out military duties when no other arrangements can be made, provided that:

(i) there is no military driver or other person in whose care the vehicle could be left.

(ii) There is no military unit within reasonable distance under whose guard the vehicle could be placed, and

(iii) the vehicle is both locked (if possible) and immobilized. *par 160/45 by*

(c) Possession of such a permit does not absolve the holder from making the best possible arrangements to have his car guarded at all times, nor does it affect his responsibility for the safety of any "D" property or documents which may be in the car.

(d) The attention of "user-drivers" taking their vehicles on tour is directed to para 11 (b) of GRC 160/45.

(e) No permits will be issued in respect of motor cycles, which will never be left unattended except in the circumstances mentioned in para 3 (a) and (b) above.

9 (a) Particulars of "D" or requisitioned vehicles lost by theft or suspected theft will be reported without delay to the JTF/DAF of the formation concerned.

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Declassified E.O. 12356 Section 3.3/NND No. 785015

under GRC 160/45. Permits already issued to officers under para 8 of GRC 113/44 will lapse as from 1 month from the date of issue of this GRC, during which time the holder will apply for a permit under GRC 160/45 if he wishes to continue to avail himself of the authority granted thereby.

(b) Holders of "user driver" permits only are permitted to leave their vehicles unattended whilst carrying out military duties when no other arrangements can be made, provided that:

(i) there is no military driver or other person in whose care the vehicle could be left.

(ii) There is no military unit within reasonable distance under whose guard the vehicle could be placed, and

(iii) the vehicle is both locked (if possible) and immobilized. *sub 16*

(c) Possession of such a permit does not absolve the holder from making the best possible arrangements to have his car guarded at all times, nor does it affect his responsibility for the safety of any property or documents which may be in the car.

(d) The attention of "user-drivers" taking their vehicles on tour is directed to para 11 (b) of GRC 160/45.

(e) No permits will be issued in respect of motor cycles, which will never be left unattended except in the circumstances mentioned in para 3 (a) and (b) above.

9 (a) Particulars of "D" or requisitioned vehicles lost by theft or suspected theft will be reported without delay to the ADP/DMP of the formation concerned.

(b) This report will be confirmed in writing on the pro forma at Appendix "A" to this order, to the formation ADP/DMP (in duplicate) with a copy direct to ADP 7(42).

(c) The ADP/DMP will immediately inform all concerned of the details of the loss and take such action as may be possible to trace the vehicle, and to apprehend the thief. He will pass the duplicate copy of the proforma to his HQ (for A Branch).

138. SAFEGUARDING OF "D" VEHICLES - Cont'd.

- (d) The finding or recovery of "D" or requisitioned vehicles, whether by the unit which has them on charge, or any other unit (including a provost unit), will be similarly reported to the JAG/DAG concerned on the proforma at Appendix "A" (in duplicate) with a copy direct to JAG/DAG (AE).
- (e) The JAG/DAG concerned will pass the duplicate copy of the proforma to his HQ (for J Branch), which will give instructions as to its disposal. In no circumstances will any vehicle recovered be taken on charge of the finding unit or the JAG unit concerned, or used or disposed of without proper authority.
10. (a) Disciplinary action will be taken against all officers and other ranks who leave vehicles unattended or cause them to be left unattended, except when permitted to do so under paras 3 (a), (b) or (c) or 8 above.
- (b) Where, as a result of its being left unattended without authority, the vehicle or any "D" property contained therein is lost, the offender will normally be tried by Court Martial.
- (c) In such cases the Court Martial, or the Officer dealing summarily with the case will, in considering sentence, have regard to the fact that this offence is unusually prevalent (see King's Regulations 1940, para 581 (a)). Consideration should be given in all cases to the imposition, in addition to any other punishment, of a financial penalty.
- (d) Commanders of formations will ensure, by means of the duplicate proforma mentioned in para 9 (c) above, that appropriate disciplinary action has been taken in all cases of loss by theft of vehicles left unattended without authority, and will call for a report of action taken in all such cases, irrespective of whether or not the vehicle has been recovered.
- (e) Disciplinary action will also be taken against those responsible for laxity or delay in reporting the finding of vehicles, or in disposing of them, particularly if the vehicle has been retained for individual or unit use without proper authority.

(ORO 169, Ser. No. 8 dated 23 Feb 45).

10. (a) Disciplinary action will be taken against all officers and other ranks who leave vehicles unattended or cause them to be left unattended, except when permitted to do so under paras 3 (a), (b) or (c) or 8 above.

(b) There, as a result of its being left unattended without authority, the vehicle or any "D" property contained therein is lost, the offender will normally be tried by Court Martial.

(c) In such cases the Court Martial, or the Officer dealing summarily with the case will, in considering sentence, have regard to the fact that this offence is unusually prevalent (see King's Regulations 1940, para 581 (a)). Consideration should be given in all cases to the imposition, in addition to any other punishment, of a financial penalty.

(d) Commanders of formations will ensure, by means of the duplicate proforma mentioned in para 9 (c) above, that appropriate disciplinary action has been taken in all cases of loss by theft of vehicles left unattended without authority, and will call for a report of action taken in all such cases, irrespective of whether or not the vehicle has been recovered.

(e) Disciplinary action will also be taken against those responsible for laxity or delay in reporting the finding of vehicles, or in disposing of them, particularly if the vehicle has been retained for individual or unit use without proper authority.

(CNO 169, Ser. No. 8 dated 23 Feb 45).

By command of Brigadier General HUTT:

Distribution.

" "

W. H. H. H.
Major, R.A.M.C.
Admin. Officer,
1st Fifth Army.

APPENDIX "A"

LOST/FOUND VEHICLE REPORT

ATTN/DET Formation/Area/Sub-Area.

I have to report the following particulars of missing/found vehicle.

1. PARTICULARS:

Make	Type	TD No.
Chassis No.	Engine No.	Contract No.
Unit on charge to:		
Location of unit		Tel No.
Driver's No.	Rank	Name
Date Lost/Found	Time Lost/Found	
Place last seen/found		
VEHICLE MARKINGS:		
Serial Number	Ground colour	
Formation Sign	Tactical sign	
Any other signs		
Any other visible distinguishing features		
Particulars of any property in vehicle		

2. Any further information available:

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