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AC/TN 5/32

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CLASS V AND VI VEHICLES
SEPT. 1944 - JAN. 1945

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CMR/MSD

14 January 1945

AC/WM/P/12

SUBJECT: Salvage Motor Vehicles (American).

TO : AFHQ, G-5 (Att: Col. Butterworth).

1. Reference your letter T-4, dated 8 Jan. '45.

2. A.C. originally recommended that certain U.S. Vehicles on its charge should be sold to the Italian Government in order to relieve A.C., with its limited facilities, of their operations and maintenance. (Our letters HNS/49 dated 24 April 1944 and AC/TB/P-5 dated 17 Nov. 1944 refer). It is emphasized, however, that these vehicles were actually operating and mechanically sound.

3. Salvaged vehicles, on the other hand, are a totally different proposition and, in the opinion of A.C., should be regarded on an entirely separate basis. It is strongly urged that the "final decision" referred to in Para 2 of your letter shall specify only those vehicles which A.C. itself, from time to time, recommends should be sold. This reservation is of paramount importance, in the view of A.C., as the only means by which the control and use can be retained of those U.S. vehicles essential to A.C. to enable it to carry out its commitments.

4. The reason for this request is to be found in Para 3 of your own letter, which states that HQUSA has agreed that vehicles not fit for operational use should be turned over to A.C. for repair and operation:-

- (a) If and when sufficient spare parts are available,
- (b) If operational demands permit.

5. With regard to (a), A.C. has three sources of spare parts as follows:-

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2. A.C. originally recommended that certain M.D. vehicles on its charge should be sold to the Italian Government in order to relieve A.C., with its limited facilities, of their operation and maintenance. (Our letters RM5/49 dated 24 April 1944 and AC/RS/G-5 dated 17 Nov. 1944 refer). It is emphasized, however, that these vehicles were actually operating and mechanically sound.

3. Salvaged vehicles, on the other hand, are a totally different proposition and, in the opinion of A.C., should be regarded on an entirely separate basis. It is strongly urged that the "final decision" referred to in Para 2 of your letter shall specify only those vehicles which A.C. itself, from time to time, recommends should be sold. This reservation is of paramount importance, in the view of A.C., as the only means by which the control and use can be retained of those M.D. vehicles essential to A.C. to enable it to carry out its commitments.

4. The reason for this request is to be found in Para 3 of your own letter, which states that STOUZA has agreed that vehicles not fit for operational use should be turned over to A.C. for repair and operation:-

- (a) If and when sufficient spare parts are available,
- (b) If operational demands permit.

5. With regard to (a), A.C. has three sources of spare parts as follows:-

- (a) Salvaged spare parts, i.e. the cannibalization of a number of vehicles in order to put a smaller, but nevertheless urgently needed, number on the road.

(b) Locally manufactured spare parts. Investigations have revealed that the Italians are capable of, and have facilities for, manufacturing the bulk of spare parts necessary for any vehicles turned over to A.C.

(c) Such spare parts, as the Armed Forces are in a position to release to A.C.

6. It is submitted that the most practical and satisfactory solution would be for salvaged vehicles to be rebuilt by local civilian labour under A.C. supervision and with the resources outlined in Para 5 (a, b, and c) above. In this connection, between thirty and thirty-five civilian firms, capable of repairing military vehicles of all classes, have voluntarily offered their services to A.C., and the whole programme could therefore be carried out without interference to Military Operations. The vehicles will remain the property of the Allies and will be operated under A.C. control. At some later date they could be sold to the Italian Government as road-worthy vehicles.

7. It is believed that a large number of vehicles in this theatre are obsolete and that, therefore, no spare parts are obtainable from Allied sources. If this assumption is correct, it follows that these vehicles will remain in a useless condition, steadily deteriorating, until they finally attain a state beyond repair. It is submitted that such a procedure should not be permitted to continue, especially in view of the present critical transport situation.

8. A.C. first represented this matter to you in letter ACC/TM/R/12 dated 2 September, 1944. In view of Para 7 above, and also of the fact that, unless a favourable decision is given in the immediate future the entire position will lose its value, it is requested that most urgent reconsideration be given to Para 3 of your letter T-4, dated 20 Sept. 1944.

For the Chief Commissioner:

MERRITT A. TAYLOR

Director

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8. A.C. first represented this matter to you in letter AGC/TN/2/12 dated 2 September, 1944. In view of Para 7 above, and also of the fact that, unless a favourable decision is given in the immediate future the entire position will lose its value, it is requested that most urgent reconsideration be given to Para 3 of your letter T-4, dated 20 Sept. 1944.

For the Chief Commissioner:

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HERBERT H. TAYLOR
Director

By to: Economic Section
Industry Sub-Commission
File AC/TN/R29 ✓

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

R/32

Ref. ACC/TN/R/32

12 December 1944

SUBJECT: Salvage Motor Vehicles (American)

TO : AMIC, G-5
(Attn. Col. Butterworth)

1. Reference our letter of even reference dated 21 September 1944.
2. It is believed that there are several thousand of the above type of vehicles in this theatre which are unrepairable for military use, but which might be made serviceable for essential civilian purposes.
3. It is also believed that it would be uneconomical to return these vehicles to the United States for rebuilding.
4. It is submitted that these vehicles could be repaired in this theatre by the utilization of Italian civilian labor in civilian workshops and garages, provided that necessary spare parts were forthcoming from military sources.
5. It is requested that a first instalment of five hundred of these vehicles be released to AC at the earliest possible moment. It is prepared to rebuild these vehicles in the Rome area.
6. Should it ultimately be decided that economic transport at present operated by AC be sold to the Italian Government, the above mentioned vehicles will be included in the sale.

MERRITT H. TAYLOR,
Director.

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ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

GHR/em

20 September 1944

Ref. T-4

SUBJECT: Classified Vehicles for ACC.

TO : Headquarters, Allied Control Commission, APO 394.
(Attn. Executive Director, Economic Section)

1. Ref your letters ACC/Tn/R/32 of 2 Sept and further to our letter T/4 of 9 Sept.

2. At a conference held in Rome on 5 September between ACC and G-4 and G-5 this headquarters, it was stated by Major Carnes of ACC that they would accept and could repair military cargo vehicles which are considered by the armies to be beyond operational usefulness, provided sufficient maintenance parts could be made available.

3. G-4, AFHQ, has now advised this section as follows:

"On investigation through both American Ordnance and British Q (AE), it has been determined that no vehicles repairable or otherwise will be available from military sources within the theater prior to the cessation of military operations. This is due to a critical shortage of cargo vehicles for the Armies which necessitates repair and rebuilding to the fullest extent possible together with the cannibalization of other vehicles in order to secure necessary parts."

However, in spite of this advice,

4. As a result of developments since date of a/m correspondence, and action now being taken by you, you should have both the materials and the organisation available to make use of "throw out" army vehicles when it is possible for the army to release same.

For the Asst. Chief of Staff, G-5:



G.H. RULF
Lt. Colonel, RASC
Economics & Supply Division.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

D3A/jr

Tele : 378

9 Sept. 1944

SUBJECT: Class V and VI vehicles (British)

ACC/Tn/R/32

TO : G-5, AFHQ.

1. Under our reference ACC/Tn/R/32 dated 2 September 1944, we wrote you in regard to whether the several thousand class V and VI vehicles (British) that are at present unrepairable due to lack of spare parts, could be made available for ACC.

2. While we have had a recent conversation with you concerning the possibility of securing U.S. Army vehicles in a similar category, we still believe wise to explore the possibility of securing these British vehicles referred to.

3. If these vehicles are made available we do believe that we could use the loan of typical military personnel for instruction purposes, also the qualified Italian instructors now in Mideast, both, for the training of Italian mechanics.

4. May we have the information therefore, as to whether these vehicles can be made available to ACC.

For Captain STONE (USNR):

Mid east?

A.G. ANTONINI,
Executive Director,
Economic Section.

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ALLIED FORCE HEADQUARTERS
G-4 Section
APO 512

9 September 1944

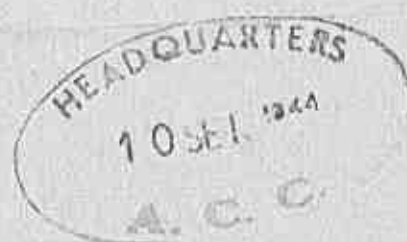
T-4

SUBJECT: Class V and VI Vehicles

TO : Headquarters, Allied Control Commission, APO 394
(Attn.: Transportation Sub-Commission)

1A refers

1. We refer to your letter, ACC/Tn/R/32 of 2 September, subject as above, and to telephone conversation between the undersigned and Col. D. S. Adams.
2. This matter is being considered by G-4 and SOS NATOUSA. We will notify you immediately upon receipt of a decision.



JEB
J. E. BUTTERWORTH,
Colonel, Infantry,
Economics and Supply.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

JJC/jr

Our Ref: ACC/Tn/R/32

Date: 2 September 1944

Tels: 378

SUBJECT: Class V and VI Vehicles.

TO : AFHQ, G-5 (Att: Col. Spofford)

1. It is understood at this Hq. that there are several thousand Class V and VI vehicles that are at present unrepairable due to lack of spare parts.

2. It is believed that A.C.C. could make many of these vehicles serviceable for civilian haulage and it is therefore requested that such number of these vehicles as are available be turned over to A.C.C. to repair.

3. Vehicles repaired and put into operation by A.C.C. could offset our present demand for 1700 new vehicles which were requested for the area south of the Rimini - Pisa line. Although it is understood at this Hq. that this particular request was turned down, the need for vehicles in this area is evident.

ChB
D.S. ADAMS
Colonel, CE.
Director, Tn. Sub-Comm.

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