

ACC

AC/461/MAINT/TNS

10000/148/2885

1 TN 5 10000/148/2885

SPARE PARTS

NOV. 1944 - CORRESPONDENCE
JUN. 1945

No. 1 TRUCK POOL A.C.

Foggia Zone

Ref: TH/78/19

June 6th, 1945

Subject: Purchase of Spares

To : HQ. A.C. Transportation Sub Commission,
A.P.C. 394 U.S. ARMY

1. Further to mine of even reference dated 19th and 31st May 1945.

2. Spares as per attached invoices have been obtained from Naples on our behalf by Pompeo Trisciunglio.

3. In accordance with telephone conversation (Lt. Col. Fernough-Capt. Billinghamst) of 6 June 1945 the above named is proceeding to Bologna and Milan to obtain the balance of spares required to a value of Lire 123,000. This with the amount of Lire 122,000 already spent will make up the total of Lire 245,000 authorized.

4. The above named will also purchase spares on his own behalf for resale to the Truck pool and civilians.

Maintenance Board *J. S. Billinghamst*

J. S. BILLINGHAMST, Capt. R.A.S.C.
Transportation (Truck pool) Officer
A.C. FOGGIA

2958

File
461

1. 1 volante guida	10.000.00
" 1 automatico per avviamento motorino	5.000.00
" 1 indotto per dinamo	12.000.00
" 1 supporto motorino completo	4.000.00
" 20 spazzole per dinamo a £ 1.00 ciascuna	2.000.00
" 16 spazzole per motorino	1.500.00
" 1 automatico per dinamo 24 W	3.500.00
" 2 lampade da 24 W - 35	1.500.00
" 4 lampade da 24 W - 5 W	1.200.00
" 1 serie di fasci per 634-5/10 n. 56 pezzi	18.600.00
" 9 valvole scricche	5.000.00
" 3 aspirazioni	3.600.00
" 3 boccole per crociera	5.000.00
" 1 giunta rinforzata per pompa	1.200.00
" 2 scostole lamiera cucio molla tenuta olio semiaut. esterno	500.00
" a £ 1.000 ciascuna	2.400.00
" 2 c.s. - interno	2.000.00
" 2 c.s. - per freno sulla trasmissione	6.000.00
" 1 vite differenziale	1.200.00
" 6 molle per barra accoppiamento a £ 4.00 ciascuna	2.400.00

TOTALE £ 97.000.00

n. 2 anelli scorrevoli per comando anticipi	4.000.00
" a £ 2.000 ciascuna	7.000.00
" 1 bronzina per biella 624 Government	5.000.00
" 12 morsette positive per batterie a £ 250 cad.	

TOTALE £ 111.000.00

COMMISSIONE 10% 11.000.00

TOTAL 122.000.00

PER RICEVERE

N. 50 TRISCIOLO

2957

TOTALE £ 97.000.00

n. 2 anelli scorrevoli per comando anticipi

a £ 2.000 ciascuna

4.000.00

" 1 bronzina per biella 624 Government

7.000.00

" 12 morsette positive per batterie a £ 250 cad.

3.000.00

TOTALE £ 111.000.00

COMMISSIONE 10% 11.000.00

TOTAL 122.000.00

PER RICEVERE

2957

F.to PRISCIUOLLO

Ass c/c 029/00
di £ 122.000

In certifico che ho controllato i soprannotati
articoli e le quantità furono trovate esatte.

IL DIRETTORE TECNICO
F.to RICCI Severino

HEADQUARTERS ~~ALLIED~~ COMMISSION
APO 394
FINANCE SUB-COMMISSION

24th

13076/F.

12 May 1945

SUBJECT: Supply of M.T. Spare Parts
on repayment.

TO : Transportation Sub-Commission -
Roads Division. ✓

1. Reference is made to your AC/461/TN 5 dated 11 May 1945 and to your AC/461/TN 5 dated 3 May 1945 para. 2 (a).
2. Inasmuch as no charge has been raised against AC by the Financial Adviser (Br) in respect of spare parts and/or services rendered by RENE to Ferrovie Sud-Est this Sub-Commission is not in a position to express an opinion as to the adequacy or otherwise of the amount of Lire 200,000 suggested on behalf of the Allied Commission.
3. Furthermore, there are no records available in our files to substantiate the amount quoted above.

A.P. Granger Smith
Brig

Joint Director
Finance Sub-Commission.

2956

W. L.
1

DOI/10.1002/

AC/4GL/VH-5

: 3-4 (B)

1. Transportation records at the Bari zone Transportation Office reveal that three contracts providing for the issue of spare parts on repayment to civilian firms are in existence as follows:

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

2.a) There are no records of any payments made by the firm of Rud-Net between Oct. 44 and Feb. 45, though spare parts have been supplied and some services rendered by local firms. It is possible only to estimate roughly the value of such parts and service, against which, Rud-Net claims a set off for transport services rendered to and during the period. Preliminary talks have been held with the directors of Rud-Net with a view to agreeing a lump sum to be paid by the firm. Subject to the approval of the Director, Finance Sub-Commission, the sum of 200,000 lire was suggested on behalf of the Allied Commission.

b) There is to be a further discussion with the directors in Rome next week, when it is hoped also to reach an agreement with regard to payment of maintenance services in the future. In this connection the approval of the Director, Finance Sub-Commission is being sought to a new contract providing for an inclusive daily charge of 350 lire per day per vehicle, whether running or not, instead of the existing method of payment of 2.52 lire per kilometer run and spare parts and repairs service on replacement, all of which at best can only be very roughly estimated.

3. a) With regard to City, during the period Aug. 44 to Feb. 45, so far as is known, all spare parts and services have been paid for, and records show that during this period the sum of 225,920 lire was credited to IFA account in respect of these only.

b) Many of these vehicles are at present off the road and 2955 in

1. Transportation records at the Bari zone Transportation Office reveal that three contracts providing for the issue of spare parts on repayment to civilian firms are in existence as follows:
 1. Ferrovie Sud-Est.
 2. SIFA
 3. Gestioni Pubblici Servizi
2. a) There are no records of any payments made by the firm of Sud-Est between Oct. 44 and Feb. 45, though spare parts have been supplied and some services rendered by local firms. It is possible only to estimate roughly the value of such parts and services, against which, Sud-Est claims a set off for transport services rendered to and during the period. Preliminary talks have been held with the directors of Sud-Est with a view to surceasing a lump sum to be paid by the firm. Subject to the approval of the Director, Finance Sub-Commission, the sum of 200,000 lire was suggested on behalf of the Allied Commission. There is to be a further discussion with the directors in Rome next week, when it is hoped also to reach an agreement with regard to payment of maintenance services in the future. In this connection the approval of the Director, Finance Sub-Commission is being sought to a new contract providing for an inclusive daily charge of 150 lire per day per vehicle, whether running or not, instead of the existing method of payment of 2.02 lire per kilometer run and spare parts and maintenance services on repayment, all of which at best can only be very roughly estimated.
3. a) With regard to SIFA, during the period Aug. 44 to Feb. 45, so far as is known, all spare parts and services have been paid for, and records show that during this period the sum of 285,920 lire was credited to SIFA account in respect of these only.
 - b) Many of these vehicles are at present off the road and many of their essential components such as batteries, generators, etc. These should be paid for and when full particulars are obtained from SIFA, it is proposed to call a meeting of the directors with a view to arriving at a agreement as to the sum.
 - c) Only 9 vehicles have been left with SIFA, the remainder having been handed to HIME for repair, and it is proposed to enter into a similar contract with this firm as for Sud-Est para 2 (b) above refers.
4. a) The contract entered into with the firm of Gestioni Pubblici Servizi provides for the payment of 200 lire per vehicle per running day for depreciation and for the provision of spare parts on repayment. No records of parts issued or of any payments made are held. Again there is no check of the number of days run by each vehicle and in the past this information has been declared by the firm.

-2-

- b) These vehicles are used on short local journeys for street cleaning purposes and it is proposed to prepare a new contract providing for an inclusive payment of 250 lire per day per vehicle irrespective of whether the vehicles run or not.
5. If the above proposals for future payments are acceptable to all concerned the necessity of accounting for spares issued, extent of vehicle usage, etc. which is impractical, will be obviated.
6. The rough estimation of sums to be paid by the firms for supplies in the past seems to be the only method at this stage of clearing up the position.

M.B. THOMAS, COL.
Director

Copies to : Director, Finance Sub-Commission (for your comments please on paras. 2 (a), 2 (b), 3 (c), 4 (b).

Major C.M.G. Taylor Senior Transportation Officer,
AC, Bari

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Major C.W.G. Taylor Senior Transportation Officer,
AC, Bari

2957

SWM/km.

HEADQUARTERS ALLIED COMMISSION
APC 394
OFFICE OF G-4 (B)

EXT: 285.

G-4/132/17.

17th April 1945.

SUBJECT: Supply of M.T. Spare Parts on Repayment.

TO : Director, Transportation Sub-Commission (2).

Reference the attached correspondence regarding M.T. stores required for Civil Supply Vehicles on contract to certain firms in the South.

1. On 20th October 1944, G-4 was asked by the Transportation Sub-Commission to take over the supply of spare parts for all W.D. vehicles in the Commission.

2. This was agreed and indents for spares in general commenced in January 1945 on the principle that each W.D. vehicle was entitled to spare parts free.

3. No information was given to G-4 regarding an arrangement for the issue of spare parts to certain W.D. vehicles on repayment, nor has information yet been given.

4. The attached correspondence however indicates that a contract exists between some Section at this H.Q., and certain private operating firms, for the supply of tools, tyres and M.T. spare parts on repayment for W.D. vehicles operated by them. (This is the first intimation that such a contract or scheme exists.)

5. Major Moyle, Transportation Sub-Commission reported yesterday that he has tried to have this question cleared for some time, but without avail.

6. It is essential that the fullest information regarding this scheme should please be sent to G-4 without delay. Meanwhile indents are not being met until the information is forthcoming.

7. As the Transportation Sub-Commission were responsible for Spare Parts for all W.D. vehicles (except those on War Establishment) prior to January 1945, it is desired to know please the scheme of repayment and accounting then in force, also the instructions issued to Regional Transportation Officers (and others) regarding a uniform system of accounting for these stores.

8. Various indents from the Regional Commissioner, Southern Region (which embodied demands for M.T. spares etc for Bari, Poggia, Catanzaro, Taranto, Cempobasso etc) have been met in part, and I am now wondering if some of these stores (if not ALL) should not have been paid for.

9. This Branch is not in possession of price lists, nor is it known if these can be obtained. Perhaps the agreed contract makes prices unnecessary. I don't know.

10. Are all W.D. Vehicles on charge to Transportation Sub-Commission liable to have their repayment (at all haulage vehicles in the Regions etc) etc etc only

2953

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9. This Branch is not in possession of price lists, nor is it known if these can be obtained. Perhaps the agreed contract makes prices unnecessary. I don't know.
10. Are all W.D. Vehicles on charge to Transportation Sub-Commission liable to "spares on repayment" (civil haulage vehicles in the Regions etc) or are only certain vehicles so liable? Regions in the North are demanding M.T. spares for their Civil Haulage W.D. vehicles in the normal manner and these have so far been met where possible by the G-4 M.T. Spares Section.

S. W. Miller

S.W. MILLER.
Lieut-Colonel,
G-4 (B).

Copies to: Director, Finance Sub-Commission (1 copy for Colonel H.C. Crawshaw).

NOTES ON THE ACQUISITION OF SPARES FROM SALVAGED VEHICLES.

1. Entry to the Vehicle Disposal Depots, where BLR Vehicles are broken down for Salvage of Spares now forbidden except to REME units. Spares at Salvage Depots unserviceable and therefore authority AFHQ/8070/2/QAE dated 21 November 1944, (copy attached) is virtually useless.
2. Unofficially, I have informed QAE of this who I believe will give favorable consideration to
 - a) A release of a number of class VI vehicles or
 - b) Consent to cannibalization of a number of our own BLR's.
3. Suggest G5 AFHQ be requested to obtain release of a percentage of Class VI vehicles of all the types held by AC.
4. Suggest a plan be made here for breaking down these vehicles in a business like manner.
5. This plan should include provision of facilities for the complete breakdown of each vehicle, individually, cleaning, labelling and storage of serviceable parts and the evacuation of salvage.

27 December 1944.


D.C. MOYLE, Capt. ~~RE~~ R.A.
Maintenance Officer (13)
TN, Sub Commission

*Copies to Col. Casner
G4 (5)*

ALLIED FORCE HEADQUARTERS

Subject: Salvage - MT Spares.

TML NO. FREEDOM 518

AFHQ/8070/2/Q(AE)

C-5 (2 co. iss).

21 Nov. 44

1. At a meeting held in Q(AE) on 30 Oct. a suggestion was made by the Combined Inspection Team that MT parts in Salvage Depots should be offered to AC. It was understood that AC possesses resources to remake parts which are beyond economical British military repair.
2. Salvage are prepared to make such material available to AC but issues will only be made from Salvage Depots (not Vehicle Disposal Depots) on the signature of a British Officer of Transportation Sub-Committee AC and in no circumstances will Italian personnel be admitted to Depots, unless accompanied by a British Other Rank. This is in accordance with existing standing orders to Salvage Depots.

SGG/DY.

S. G. Gaskell Major
S.G. GASKELL, Major,
for Brigadier, Q(AE).

Copy to: Salvage - Will you please issue the necessary Service instructions to your Depots that MT spares be made available to Officers of Transport Sub-Commission AC, and consider the possibility of arrangements being made for the segregation of future arisings of such material.

Capt. Myle

*Please return this copy
for filing when dealt with*

2951

DHL

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23/11/44*

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