

THE QUARTERMASTER REVIEW

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96

95

82

90

71

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68

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73

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Cover

96

84

72

95

65

2

4

83

91

74

75

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93

12

49

90

96

7

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EDITOR

Major General Henry Gibbins

ASSOCIATE EDITOR

M. C. Redmond

Tin cans -- their past history and importance in the present emergency: in "Cassiterite and Cannisters," Jean Hollander, of the Can Manufacturers Institute, gives us a vivid picture of the industry which, since Napoleon's time, has revolutionized the Army's subsistence problems. "Recommended reading" -- by all means!

The very title "A Soldiers' City Rises from the Dust" is reminiscent of those mushroom developments of other days known as "Boom-towns," and today's fast-growing Army camps in many ways resemble developments of "gold-rush" times. Captain Brake has written an instructive article on the difficulties encountered in converting a barren acreage into a community of 1,300 structures, with soldier population of 30,000.

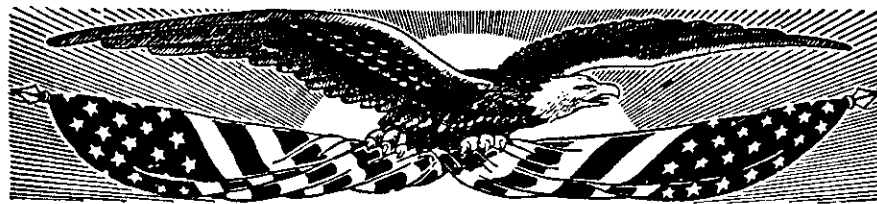
With a rapidly expanding Army in ever-increasing need of officer material, the method employed to provide such material is of vital importance. Captain James L. Conrad, QM Res., President of Nichols Junior College, in the article on page 34, "A Proposed Method of Officer Selectivity," offers an interesting and entirely feasible way to weed out the chaff from the grain.

The Chief of the Motor Transport Division, O.Q. M.G., Brigadier General Joseph E. Barzynski, brings us some thoughts on Motor Transport in his article on page 37. From 216 make vehicles in 1918 to 16 in 1941 is a long stride toward the standardization policy so long advocated by motor experts and augurs well for transport efficiency in future conflicts.

What headaches go into procurement of each soldier's suit and pair of shoes! Read Lt. Colonel Painter's story on his work at the Philadelphia Depot and sympathize with all Quartermasters!

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CONTENTS March-April, 1941

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	Page
Senator James Mead, of New York, and Representative J. Parnell Thomas, of New Jersey, take "The Bug" up Capitol steps	Cover
Motor Replacement Parts	17
By Lt. E. P. Hogan, Q.M.C.	
Cassiterite and Cannisters	19
By Jean A. Hollander	
Construction of Defendum Range	24
By Lt. Col. John E. Adamson, Q.M.C.	
A Soldiers' City Rises from the Dust	25
By Captain Fred E. Brake, Q.M.C.	
The Army "Bug"	29
By Lt. E. P. Hogan, Q.M.C.	
Action in Atlanta!	30
By 2nd Lt. John R. Strother, Q.M.C.	
A Proposed Method of Officer Selectivity	34
By Captain James L. Conrad, QM-Res.	
Vitamin A	36
By L. L. Lachat, Ph.D.	
Motor Transport and the National Defense	37
By Brig. General Joseph E. Barzynski, Q.M.C.	
Procurement and Inspection of Clothing	39
By Lt. Col. Vere Painter, Q.M.C.	
Supply Takes to the Air	42
By Lt. Col. Gustavo Secco	
For Your Information:	45
Quartermasters Confer	48
General Rethers Dies	48
Personnel Notes	49
After Three Months	54
By 2nd Lt. G. R. Ramsey, QM-Res.	
Officers on Duty in Office of Quartermaster General.....	55
Editorial	57
Chapter Notes	58
Forty Questions	60
By 2nd Lt. Don C. Romine, Q.M.C.	
Quartermaster Problem: Use of Government Transportation Requests	62
By Major Geo. M. Grimes, Q.M.C.	
Index to Advertisers	104

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THE ARMY "BUG"

New Quarter-Ton Command Reconnaissance Car

BY LT. E. P. HOGAN, Q.M.C.

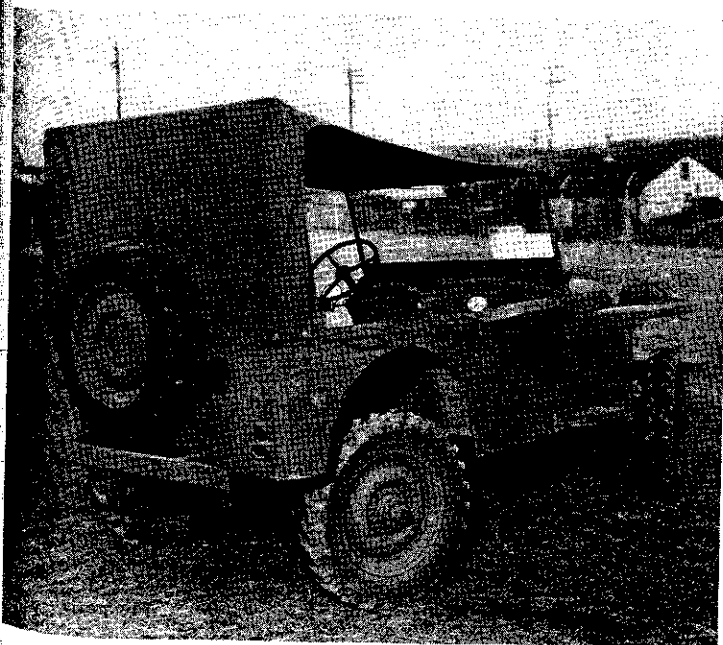
■ That old one about nothing new under the sun is definitely out. The Army has a brand new one. Officially, it's "the 1/4-ton, 4x4, command-reconnaissance car," unofficially it has a number of names such as "bantam," "puddle-jumper," "bug," and others. Regardless of what you call it, it's the smallest four-wheeled motor vehicle the Army has ever used.

This car is a combination of passenger vehicle and truck. Each is designed to carry three men and a machine gun, or can be used in hauling light field pieces and in quick transport of troops. Either on order or being delivered now, is a total of 4,570 of these cars.

The mission of these cars is to do the fast, hard-hitting job performed in the highly mechanized Nazi Panzer divisions by motorcycles with side-cars. Their four-wheel drive provides them with plenty of traction for the most rugged terrain and, on good roads, they are capable of traveling sixty miles an hour. They have four-cylinder engines, and, because they weigh only approximately one ton each (the average passenger car weighs approximately one and one-third tons) some people are even dreaming of the possibilities of carrying two or three of them in a transport or bombing plane!

An outstanding feature of the "bantam" is the sue-

No jalopy this—just a bantam with its top up.



The "Puddle-Jumper" loves a "muddy track."

cess with which four wheel drive has been adapted to it. Its front axle can be used either as a driving axle or an idling axle and, while the four-wheel drive feature in smaller vehicles is an adaptation of the Army's usual design, in the "puddle-jumper" the resulting performance has been far greater even than anticipated. "Bugs" are built for maximum cross-country mobility—an indispensable requirement in modern warfare—which is greatly increased by having power in all four wheels.

In addition to the regular gear box, the 1/4-ton has an auxiliary transmission which provides six speeds forward and two in reverse. Each vehicle is designed to carry a 1/4-ton cargo, and is equipped with tires having a heavy mud and snow tread.

Command-reconnaissance cars have blackout lamps, front and rear, in addition to the regular lighting equipment. A brush guard protects the front of each car and its windshield folds flat over the hood. Each also has a detachable, folding top or canopy which is carried in a tool compartment in the vehicle. Under the spare tire rack on the rear of each car is a pintle for towing purposes.

The Army's smallest four-wheel vehicles are capable of climbing a 65 per cent grade with ease. They are painted with the new olive drab lustreless enamel, which does not reflect light and which lends itself easily to camouflage in natural surroundings. The bodies of these cars are built as low as possible, in order to eliminate any unnecessary silhouette in day or night driving. In fact, no effort has been spared to make these vehicles good, and in their tests at the Holabird Quartermaster Depot they have performed in a way that promises real utility to the Army. Both the Field Artillery and the Cavalry are making tests for their own purposes on the new 1/4-ton truck-car.