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

785017

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10000/109/1029

ACC VEHICLE MAIN
SEPT. 1944 - FEB

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

785017

10000/109/1029

ACC VEHICLE MAINTENANCE SECTION
SEPT. 1944 - FEB. 1945

52.
TO: Chief of Staff.

Report on Transportation - Super Garage.

Records.

1. The ~~attached~~³⁰ report has been prepared by Major D. C. MOYLE and Major H. M. DOWNER of Transportation S/C following a visit of inspection to Super Garage. The first two pages contain their comments under various headings supported by: ^{29 and 30.}

A. Vehicles State provided by Lt. White of the Super Garage.

B. List of requisitioned vehicles provided by G-4(A).

C. List of vehicles on charge to Super Garage supplied by O.C. Super Garage.

D. List supplied by G-4(A) of permanently assigned vehicles.

2. Then follow three inspection reports, one each on British WD vehicles, American WD vehicles and requisitioned vehicles.

3. In paragraph 1 of the report attention is drawn to the inaccuracy of the records of requisitioned cars, and it is remarked that a thorough investigation is considered necessary. From the records provided ~~the~~³¹, however, I offer the following comment:

Referring to the list of permanently assigned vehicles (List D.) it can be seen from this that excluding Displaced Persons Sub-Commission, 14 Sub-Commissions have 17 permanently assigned vehicles. Disper have 6 assigned vehicles plus 30 more assigned in block serials. The 1st Truck Battalion has 16 cars assigned and the Truck Company 3 cars assigned. -- A total of 81 cars are permanently assigned. In addition, it is stated in para 5 (b) that there are 52 daily assigned cars, which for practical purposes might have the same effect as if they were permanently assigned. If ~~this~~^{my} assumption is correct, we have a total of 133 assigned daily.

4. Another point I would bring out from the lists of cars. The list of vehicles on charge supplied by OC Super Garage (C.) totals 129. The list of vehicles supplied by G-4(A) (B.) totals 144, yet on List C, the smaller list, appear 3 cars which are not to be found on List B. Viz: Nos. 53, 252 and 369. This appears to support the contention that the records are not in order.

Personnel.

5. Paragraph 2 gives figures of the various categories of personnel employed and there is a recommendation that Italian soldier drivers be obtained to replace American Army drivers "on long journeys", thus enabling the latter to be employed on maintenance duties.

6. The following appears to be the total number of vehicles:

American WD vehicles	76	} See List A.
Taxis	63	
Requisitioned vehicles assigned	27	
Requisitioned vehicles	144	- See List B.
Permanently assigned	81	- See List D.

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 - B. List of requisitioned vehicles provided by G-4(A).
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6. The following appears to be the total number of vehicles:

American WD vehicles	76	} See List A.
Taxis	63	
Requisitioned vehicles assigned	27	
Requisitioned vehicles	144	} See List B.
Permanently assigned	81	
Total:	391	

This total of 391 vehicles compares with ~~the~~ total number of drivers and mechanics given in paragraph 2 as 503. I would point out, however, that I can find no mention of British WD vehicles, although I believe there are not many of these.

POLY/.....

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POL.

7. There is a reference in para 3 to accounting {which I do not understand}.

Supplies.

8. In para 4 (c) reference is made to tool deficiencies. It is well-known that few vehicles have complete and serviceable tool kits, but no recommendation is made for the checking of them. The absence of proper check no doubt being the root of the trouble.

Maintenance.

9. It is stated that maintenance of American controlled vehicles is very unsatisfactory and that of British controlled vehicles very satisfactory.

10. An inspection report is provided on both American and British vehicles, and there is an additional report on requisitioned cars in which their maintenance is described as "unsatisfactory" and "in very bad state of preventative maintenance".

Conclusion.

11. The report does not go into matters in any great detail but discloses an unsatisfactory state of affairs, ~~and~~ I would have expected much firmer recommendations to be made.

14 Feb 45
Office, Chief of Staff,
Ext. 735.

E. H. Jordan
Captain.

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14 Feb 45
Office, Chief of Staff,
Ext. 735.

D. H. Jordan.
Captain.

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Establishments

Re. inspection Report #1 (folios 35 etc) - For
comment and action being taken. *for 11 Feb.*

37.

Hq. Court:

See 36, above.

for Sec
12 Feb

*with enclosures
for Col, DCOB*

(50)

D. G. O. S. East Sec

159

Please see my letter to you of HQC/10/4
dated 13 Feb 45.

*for Col, DCOB
Hq. Court*

14 Feb 45.

49 51.

Chief of Staff:

Please see folios ~~49 and 50.~~
~~49 48, also 50.~~

*with enclosures
for Col, DCOB*

for Sec
14 Feb

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Hg. Wert:

See 36, above

52 Dec
12 Feb

D. B. O. S. East Sec

50

Please see my letter to you Ref #QC/0104
dated 13th Feb 45.

CH 926 H1

15. ~~19~~

Chief of Staff:

Please see folios ~~47, 48, 49, 50, 51,~~ 44 and 50.

Sp. dec.
12 Feb

1A Feb

with reluctance.
for Cal, D.C. & K

W. W. Phelps, Esq.
H. C. Smith

by the Atlantic
Forest, Dec 28

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

Ref: 5907/53/60.25 February 1945.

SUBJECT: Report on Transportation, Super Garage.

TO : DDCS, Establishment Section.

1. I have read the report on transportation, Super Garage, by Major Downer and Major Doyle dated 2 February 1945. The report disturbs me profoundly because it is clear that there is still failure to realise the responsibility of the Allied Commission ³⁰ the proper recording and maintenance of motor transport in the minds of officers at Headquarters. We have been severely criticised by AFHQ for neglect on these very points and this criticism, which is clearly deserved, is one of the reasons why the powers of requisitioning and hiring have been removed from the Commission. The apologia produced by Colonel Robertson (HQ/10/7 of 13 February 1945 addressed to you), although it answers one or two of the points raised by the reporting officers, makes me even more disturbed.

2. We must get our house in order in this most important matter. There is no doubt that this can be done and must be done but it requires ruthless action.

3. The first paragraph of the report shows that the unsatisfactory state of the records which existed five months ago has not yet been cleared up. I do not accept Colonel Robertson's explanation for this. I want the records brought up to date without delay and a list of cars assigned, permanently and daily, produced for my review. Even now I hear stories of misuse and wrongful retention of requisitioned cars. Colonel Robertson in part answers the criticisms in regard to the accounting for P.O.L. but I cannot think the inspecting officers would have made such comments if the system was crystal clear. It plainly is not and it is the inspecting officers gained the impression that a man can get away without accounting for his petrol, he probably can do it. This must be put right.

4. The inspection reports of the vehicle maintenance speak for themselves. The percentage of cars inspected provides adequate data on which to base a report and you will notice that in two cases maintenance was most unsatisfactory. What action has been taken either to remove the officers in charge of the American WD vehicles and requisitioned cars or to see that they carry out their duties properly in the future? I accept the report of the inspecting officers in this respect and clearly disciplinary action is necessary.

5. Will you make it your personal duty with the HQ. Commandant to see that the situation at the Super Garage improves without delay.

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M. S. LUSH

1. I have read the report on transportation, Super Garage, by Major Downer and Major Hoyle dated 2 February 1945. The report disturbs me profoundly because it is clear that there is still failure to realize the responsibility of the Allied Commission ^{for} the proper recording and maintenance of motor transport in the minds of officers at Headquarters. We have been severely criticised by AMC for neglect on these very points and this criticism, which is clearly deserved, is one of the reasons why the powers of requisitioning and hiring have been removed from the Commission. The cyclogia produced by Colonel Robertson (HQ/10/7 of 13 February 1945 addressed to you), although it answers one or two of the points raised by the reporting officers, makes no even more disturbed.

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5. Will you make it your personal duty with the P.O. Commandant to see that the situation at the Super Garage improves without delay.

M. S. TUSHI

Brigadier,
Chief of Staff.

MSL/JG.

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P.S.

Since dictating the memorandum overleaf I have seen the H. Commandant and have visited the Super Garage. A change is needed in the officer in charge of the garage. When the Super Garage was handed over to the H. Commandant we agreed that he should be given a free hand in the choice of staff. He has asked for Captain HAWK but has not yet succeeded in having him assigned. If there is no serious objection to the appointment of this officer he should be assigned as soon as possible.

M. S. LUGG

26 Feb 55

Brig. Gen.

The H. Commandant has been asked to consider the possibility of a change in the officer in charge of the Super Garage. The H. Commandant has agreed to give the H. Commandant a free hand in the choice of staff. He has asked for Captain HAWK but has not yet succeeded in having him assigned. If there is no serious objection to the appointment of this officer he should be assigned as soon as possible.

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HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

RHR/ejb

13 February 45

HQC/10/7

SUBJECT: Transport - Vehicle Inspection Report.

TO : Vice President, Establishments Section.

1. I refer to report on Transportation - Super Garage, issued 2 Feb 45 by the Vehicle Maintenance Section of the Roads Division, Transportation Sub-Commission, of this Headquarters, and to your letter Ref/90/EST, dated 9 Feb 45.
2. While your letter refers only to specific parts of the report, particularly para. 1, Records and Maintenance - General, I propose to deal with the report paragraph by paragraph.

RECORDS -

3. Accurate, up-to-date information can always be supplied from the Dispatch Office of this Headquarters (Major Birch), and the Inspecting Officers would do well in future to conform to time-honoured procedure.
4. The figure of 97 requisitioned cars, given by Lt. White, represented the number of cars available to his office for dispatch on the date of the inspection. The figure of 144 was given by G-4 (A) in the person of the Chief Clerk who pointed out that Lt. Amoruso, who was away, could give a firm figure on his return. The actual figure given by Lt. Amoruso later to Major Birch was 134.
5. The discrepancy between this last figure and the figure of 129 given by CO, Super Garage (Capt. Wiley) represents the number of vehicles on that day that were still out of town, were due to join the Pool, had not been signed for by Capt. Wiley, but appeared on the records of G-4 (A) as being part of the Pool.
6. The Headquarters Pool has no responsibility whatsoever for any vehicles which may bear Headquarters markings, but assigned permanently to the Displaced Persons & Repatriation Sub-Commission, or to the 1st Truck Battalion, 2675th Regiment.

PERSONNEL -

7. The question of personnel at the Garage, in my opinion, is no concern of the Inspecting Officers, except insofar as it applies to maintenance.

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Steps have already been taken for some considerable time past now to endeavor to improve the driver situation of this Headquarters and repeated applications have been made through M.M.I.A. for additional Italian Army drivers. Notification was received last week to the effect that 4 mechanics and 40 drivers would be dispatched from the Italian Army driving school at TRANI to this Headquarters during the week 19-25 February.

P.O.L. -

8. It should be clearly understood that all activities in the Super Garage come under the direct control of the C.O. of the Super Garage, Capt. Wiley. He, quite rightly in my opinion, has delegated the various sections of the Super Garage to other officers. He has left the control of the P.O.L. entirely under the M.T.O. (B) for the simple reason that it is a supply which comes entirely from British sources and it is better that a British officer should be the accountable officer to the S & T of R.A.A.C. for this account. The statement that there is no system of accounting in respect of American controlled vehicles and supplies of petrol, is inaccurate in that there is a control as far as it is possible to control Italian drivers, and this control was introduced and in force by 31 Dec 1944.

SUPPLIES -

9. I have no comment to make as the spare parts, tires, and battery situation is so well known to everybody that comment is unnecessary. I would, however, like to say that the closest cooperation and good feeling has always existed between G-4s (A) and (B) and the Headquarters Transportation Section.

ASSIGNED CARS -

10. This matter has already been dealt with under the heading of Records.

MAINTENANCE - GENERAL -

11. It is suggested that my report of 6 February 45, under reference HQC/10/7, on the operations of Headquarters transport during the month of January should be read so that one fully appreciates what has been achieved during the month of January.
12. With reference to the comment that preventive maintenance of American controlled vehicles is "very unsatisfactory" and of British vehicles "very satisfactory", I would like to point out that only 19.7% of the British vehicles, 26.7% of the U.S. WD vehicles, and 8.3% of the requisitioned vehicles were inspected.
13. It is only fair to say that American WD 4-wheel drive vehicles have, owing to the adverse weather and road conditions in the forward areas, and the necessity of sometimes using chains, borne the brunt of the transportation of this Headquarters during the winter months.

14. The report also states that no accurate information of the number of vehicles to be maintained by M.T.O. (A) has been given to him. Capt. McPhail is fully aware of all vehicles of this Headquarters for the maintenance of which he is responsible. What Capt. McPhail endeavored to convey to the Inspecting Officers was that neither he nor anyone else could foresee what vehicles from Regions when visiting ROME would require maintenance or repair.
15. The only remaining suggestion not dealt with above, viz: that vehicles be organized into sections of 20 vehicles, each under adequate supervision, has been under consideration from the outset. Orders from higher Headquarters, however, have deprived the Garage of a number of skilled American personnel, and replacements arriving are insufficiently trained as yet to be employed in supervisory capacities.
16. Every effort is being made to improve the standard of preventive maintenance, in the face of the non-availability of valve cones, pressure gauges, cleaning materials, tools, and accessory parts.

CONCLUSION -

17. I would suggest that before the Inspecting Officers commit such forthright reports of this nature to paper, they should exercise more diligence in securing facts, make concrete suggestions for improving bad conditions, and in fairness to officers and men concerned, give any reasons that may exist for such conditions.

R. H. Robertson Colonel
R. H. ROBERTSON
Hq. Tptn. Officer

Copies to:

V.P., Est. Sec. - 2
Dispatch Office - 1
Super Garage - 1
File - 2

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Phone 301

HEADQUARTERS ALLIED COMMISSION
APO 394
Establishment Section

LTM/mrd

9 February 1945

Ref/90/Est

Subject: Vehicle Inspection Report - Supergarage

To : Headquarters Commandant

1. Transmitted herewith are six (6) copies of inspection report of vehicles at Supergarage, made by Transportation Subcommittee.

2. A copy of this report has been sent to the Chief of Staff.

3. In connection with this report, particular attention is invited to the following points:

a. Para. 1. Records: states that the records of the Dispatch Office at the garage are inadequate, and conflict with those of G-4 (A), with respect to the number of requisitioned cars held and assigned. Investigation of this point is considered necessary.

b. Para. 2. Personnel: states that additional Italian soldier drivers could be put to good use. (G-1 (B) has already requested some forty additional Italian military drivers, per their letter G-1B/602/1 of 28 December 1944.

c. Para. 3. P.O.L.: recommends that POL be brought under control of the OC, Garage. It also appears that there is no system of accounting in respect of American controlled vehicles after supplies have been issued to vehicles.

d. Maintenance - General: states that preventive maintenance of vehicles on the American side is "very unsatisfactory", that of the British vehicles is "very satisfactory".

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(Vehicle Inspection Report - Supergarage - Cont'd.)

FOIA 446

e. List of Vehicles Retained by Subcommissions:
examination of this list indicates that some 36 vehicles are permanently assigned to the Displaced Persons and Repatriation Subcommission. This office is looking into the matter.

f. (1) Inspection Report - American WD Vehicles:
Para. 1: Preventative maintenance is most unsatisfactory.

(2) Para. 12 - upkeep of batteries is poor.

(3) Para. 13 - that a list of all vehicles for which this Maintenance Officer (Capt. McPhail) is to provide maintenance facilities be prepared for him.

g. Inspection Report - Hq Requisitioned Car Pool:
Standard of Maintenance is described as unsatisfactory.

4. The principal points which arise in connection with this report which appear to warrant investigation and corrective action are those brought out in Paragraphs 3. a. and d.

5. Your comments are requested.

NORMAN E. FISKE
Colonel
Deputy Chief of Staff

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HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

6 February 1945

HQC/10/7

SUBJECT: Hq Motor Pool - Report for the
month of January, 1945.

TO : Vice President, Establishments Section.

ORGANIZATION

1. The Motor Pool of this Headquarters is divided into three Sections:

- a) Dispatch Office - Which is located in Headquarters building and from which all pool transport, with the exception of assigned vehicles, is dispatched.
- b) Super Garage - Where all vehicles are housed and preventive maintenance and repairs are carried out.
- c) Lancia Works - Where all repairs which cannot be undertaken by the Super Garage are carried out, with particular reference to requisitioned vehicles.

DISPATCH OFFICE

2. Vehicles: - Cars operating in the pool for the month of January were:

Requisitioned vehicles	187	Permanently assigned	34
W.D. vehicles	161	Daily dispatched	56
		O/T not called in	23
		Requisitioned Class 1	14
		" " 2	50
		" " 3	67
		W.D. vehicles used with whatever class is thought fit, the MPO deciding whether or not a vehicle is fit for O/T	104
			348

TOTAL 348

590

3. Deadlined vehicles: -

W.D. per day 52
 Requisitioned per day 54

Main reason was shortage of tyres and batteries, which appear to be unobtainable.

4. Operations: -a) Trips:

	<u>No.</u>	<u>Average per day</u>
Out of town	127	(19, first $\frac{1}{2}$ month 32, second $\frac{1}{2}$ month)
Outside Rome Area	1683	54
Local	547	18
Taxis	8076	279

b) Courier Service:

Courier services were difficult owing to the bad weather and road conditions, but a good service was maintained, and the passenger lists show that

183 passengers were taken to NAPLES
 29 " " " " 8th Army Areas
 68 " " " " 5th Army Areas
 TOTAL 280 passengers, plus luggage and mail

c) Evening service for female employees:

At short notice instructions were issued to transport all female employees to their homes at night. This means nightly an average of 350. The vehicles used are one 45-seater bus and usually 40 taxis. The passengers commence to assemble at 1730 hrs and the last one is away from this Headquarters at 1800 hrs. Each passenger is in possession of a ticket and travels in the same vehicle nightly. Vehicle loads are made up for a definite district of ROMA, and it would appear to work extremely smoothly.

d) Recreational pool:

During this month, a recreational pool has been started and six cars each evening have been allotted to this pool. The demand for these cars has been high, but a high percentage of the trips requested have been executed.

Total number of requests met - 1,412, an average of 45.5 nightly.

Assuming that each officer requesting a car would have two friends, this gives an average of 136 passengers each night.

5. The operation of the pool was successful but could be improved upon if more W.D. cars could be obtained. As the forward areas and parts of Southern and Abruzzi-Marche Regions are not fit for rear-wheel drive vehicles, a few more 4-wheel drive vehicles such as jeeps and O & R cars would greatly assist.
6. When the pool was formed, it was not anticipated that it would be called upon to furnish vehicles for such organizations as A.R.I., which organization has been allotted the use of six cars, when needed, nor was it expected to send vehicles out for an indefinite period; however, it has been called upon to do so. This has made it more difficult to execute the obligations of AG Headquarters. Admittedly, all obligations have been met up to date, but when regions move forward and the mileage increases between Headquarters and Regions, it is going to call for more transport, and the present availability is going to be inadequate, especially for courier services.
7. Additional Duties of Dispatch Office: -
- Transport Dispatch Ration Store - During the month of January, 640 civilian rations were issued; also, 1343 British transit rations, making an average of 64 rations issued per day. American rations are issued by Headquarters Supply and totalled 1760.
 - Rail, sea and air transport - In addition to road transport reported above, this office also handled 171 trips by rail, sea and air transport, all of which involved a certain amount of road transport between this Headquarters and railway stations, ports and airdromes.
8. It is pointed out that the duties carried out by the Dispatch staff entail a great amount of planning and an even greater amount of last minute decisions which can only be done by trained and experienced operators. Example: One job is to move members of the Diplomatic Corps to various ports in any part of the world; next one, to move a mixed load of personnel and stores over country made difficult by snow and ice.

SUPER GARAGE

9. American Motor Maintenance - The total number of vehicles that passed through this office for repairs during the month of January was 1648. This includes both W.D. and civilian vehicles. Out of this number,

70	jobs	were	performed	in	the	Paint	Shop
205	"	"	"	"	"	Battery	Shop
200	"	"	"	"	"	Welding and Body	Shop
483	"	"	"	"	"	Tyre	Shop
397	"	"	"	"	"	Lubrication	Racks
638	"	"	"			by Mechanics	in their various shops

Besides the above, 21 vehicles were sent to PBS Ordnance for repairs which were beyond the capabilities of this Garage.

10. British Motor Maintenance: -

a) The month of January has shown an improvement in almost every way. Every section has benefitted in some way, either materially, or from a point of view of organisation. The principal reasons for this improvement are:

(I) The stabilisation of British personnel.

(II) Fewer civilian trainees as this Section is now complete to present requirements. These facts have permitted a set organisation to be established and maintained.

(III) Very excellent co-operation and material results from G-4 Spare Parts Section, to quote not the least the supply of new batteries, and the release from 557 A.O.D. of several tons of Beach Maintenance and Repair Kits.

(IV) The addition of a few extra items of kit in Workshops, almost completing requirements and making possible a long standing desire, that is, to sectionise Workshops. (This is at present under planning.)

b) During the month of January, 109 jobs were completed, quite a number of these being complete overhauls, including rebores. Of this total, 29 were G-4 and Regional vehicles.

c) Top overhauls have been effected at such times as necessary, owing to heavy pressure of work in Unit Workshops. In this Section there is still a shortage of tools, jacks, wheelbraces, but action has been taken in this respect.

d) There is a marked improvement in the paint shops with the acquirement of a spray gun, and later a compressor.

e) The one department working under great difficulties is the carpenter's shop. This is due to the non-availability of rough constructional timber. From the many angles tried, it is hoped that soon this position will be alleviated.

11. Inspection Section (British): - Inspections have been carried out on all British Motor Pool vehicles, and 21 G-4 vehicles. Minor repairs carried out upon 17 British Motor Pool vehicles and 14 visiting vehicles.

12. Standard of Maintenance: -

a) Things generally have gone pretty well. There have been times when the availabilities have appeared low, but upon investigation have proved justifiable as being due to the age of many of the vehicles.

- b) The standard of maintenance amongst all British and Italian drivers has been satisfactory, and in very few cases have drivers been reprimanded. Spot checks have been made frequently but it is the exception rather than the rule to find faults.
- c) An inspection has recently been carried out by Transportation Sub-Commission, though the result is not yet known.

13. Petrol, oil and lubricants: - The undernoted figures are of interest:

November	-	50,229 $\frac{1}{2}$ gallons
December	-	61,638 "
January	-	54,221 "

These are the total issues from the Super Garage. The breakdown, as far as Headquarters is concerned, shows that in Headquarters, vehicles used

in November	-	28,836 gallons
December	-	26,548 "
January	-	28,352 "

In January, the pool had many more vehicles available on the road than in December.

14. Administrative Sections -

- a) Appendix 'A' is a statistical report for the month of January.
- b) Rations - Allied ration cards were procured weekly and issued to an average of 425 workers entitling them to 550 extra grams of "pasta" per week. Italian ration stamps (tessere annonarie) were also obtained for 425 workers classified as heavy labourers. This ration consists of 175 extra grams of bread daily. A mid-shift meal has been served to an average of 450 workers daily. Of this total an average of 425 have received the heavy meal which includes 1/3 lbs. of bread, 6 oz. of dehydrated vegetables and 0.8 oz. of dehydrated soup. A daily average of 25 light labourers received the light ration, which consists of minestrone soup.
- c) Labor Relations - During the month of January representation was made to this office by employees to be permitted the formation of a consumers cooperative. This matter has been referred to "higher level" and is pending action.

A group of taxi drivers presented signed petition requesting compensation for their requisitioned vehicles on the ground that they had promissory notes and other obligations to meet. This matter has been referred to G-4 (A) for action. Matter still pending.

- 40 39
- d) Social Security - Forms SI-1 have been initiated covering all of the employees in Super Garage. A total of 10 cases of illness or injuries were handled.
 - e) Purchases - Purchases of spare parts and materials for repair and maintenance of civilian requisitioned cars amounted to 310,701 lire during the month of January.

LANCIA WORKS

15. Repairs: -

- a) During the month of January, the following numbers of cars have been dealt with:

In Works 1 Jan 45	-	76
Brought in for repair	-	117
Repaired and sent out	-	124
In Works 31 Jan 45	-	69
- b) 16" wheels - 4 old jeep wheels were converted for use on civilian cars.
- c) Batteries - Work on rebuilding is still held up by lack of plates but a supply of grids was received from R.E.M.E. NAPLES on 25 Jan and are in process of being pasted and formed when all old batteries now awaiting rebuilding can be dealt with.

16. General: -

- a) The supply of electric current has been much steadier this month partly due to a new arrangement for higher priority and partly to the fact that the supply of electricity for ROME seems to be improving. About 7 hours of working time were lost during the month due to the lack of current.
- b) The call-up for the Italian Army affects 23 skilled workmen out of a total of 84. Of these, 4 are being released and exemption asked for 19. Steps are being taken to train older men as replacements for a number of these latter.
- c) A demand for an increase in wages was made by some of workers. They were given the choice of continuing at work or being transferred to the Italian Army. Since then nothing further has been heard. There was no reason for their demand except the general rise in prices.

CONCLUSION

17. In conclusion, it is maintained that the establishment of a pool at this Headquarters has been more than justified in that during the months of

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December and January a considerable saving has been shown in the amount of petrol consumed and also in regard to the amount of overtime paid to civilian drivers which under the old regime could not be controlled, owing to the movement of vehicles which were assigned direct to Sub-Commissions and to individual officers. Finance Sub-Commission, Accounting Section, has been consulted in regard to the system of payment of civilian wages at the Super Garage and have reported favorably on it.

It is estimated from the figures produced above that approximately 26,000 persons were transported by Headquarters transport during the month of January.

/s/ R. H. ROBERTSON, Colonel
R. H. ROBERTSON
Hq. Transportation Officer.

Copies to:

Transportation Sub-Commission
Dispatch Office
Super Garage
Lancia Works
File

35
CHIEF OF STAFF

5807
HEADQUARTERS ALLIED COMMISSION
ATO 334
Transportation Sub-Commission
Vehicle Maintenance Section

FEB 10 1945

INSPECTION REPORT No. 1

Region: Hq. Br. Wd. vehicles

Transport Officer: Capt. T. Hoyle D. "R."

C.R./E.I. i/c Maintenance: C.C.M.S. BUSH, R.A.S.C.

Vehicles held : 86

Inspected : 17

Date of inspection : 27 Jan. 1945

Ref. to previous inspection report : None

1. Standard of Maintenance

Preventative Maintenance very satisfactory.

2. GARAGE FACILITIES

3. M.E. ORGANIZATION AND DISCIPLINE

(whether as per Maintenance Instruction No. 1)

In accordance with British V.D. Regulation. Satisfactory.

4. DOCUMENTATION:

a) Maint. Form No. 1	:	
b) Appendix "B"	:	
c) P.C.L. Accounting	:	Satisfactory
d) A.B. 412	:	yes
e) A.B. 406	:	yes
f) Defect Book	:	yes

5. ENGINE

Three vehicles had loose fanbelts, one radiator hose was leaking, one engine was found in need of tuning, one engine had a very excessive amount of oil and one engine needed oil. One engine had loose connecting rods, one engine had a broken valve spring.

6. AIR and FUEL FILTERS

Two air cleaners were found loose.

One air cleaner was dry of oil.

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

Transport Officer: Capt. E. Hoyle D.V.R.

C.R./EM i/c Maintenance: C.C.M.S. PUSK E.A.S.C.

Vehicles held : 86

Inspected : 17

Date of Inspection : 27 Jan. 1948

Ref. to Previous Inspection Report : None

1. Standard of Maintenance

Preventative Maintenance very satisfactory.

2. GARAGE FACILITIES

3. M.T. ORGANIZATION and DISCIPLINE

(Whether as per Maintenance Instruction No. 1)

In accordance with British V.E. Regulation. Satisfactory.

4. DOCUMENTATION:

- | | | |
|----------------------|---|--------------|
| a) Maint. Form No. 1 | : | |
| b) Appendix "B" | : | |
| c) T.O.L. Accounting | : | Satisfactory |
| d) A.B. 412 | : | yes |
| e) A.B. 406 | : | yes |
| f) Defect Book | : | yes |

5. ENGINE

Three vehicles had loose fanbelts, one radiator hose was leaking, one engine was found in need of tune-up, one engine had a very excessive amount of oil and one engine needed oil. One engine had loose connecting rods, one engine had a broken valve spring.

6. AIR and FUEL FILTERS

Two air cleaners were found loose.
One air cleaner was dry of oil.

7. CHASSIS

Very good

See M.36

8. TRANSMISSION AND CLUTCH

Two vehicles had bad clutch throw-out bearing.
Two vehicles rear oil seals were found to be leaking.
One vehicle had no free travel on the clutch.

9. REAR END

Very good

10. SPRINGS

Springs on one vehicle were found to be very weak.

11. BODY BOLTS, ETC.

One vehicle fender needed welding, two vehicles fenders were found to be loose and one vehicle superstructure was missing.

12. BATTERIES AND LIGHTS

Two batteries were found dirty, two batteries were dry. One cell was missing from a battery.

Two batteries needed topping up. Rear light not working on one vehicle and side lights not working on one vehicle.

13. TYRES

Incorrect tyre pressure was found on eight vehicles.

14. OIL STORAGE

Satisfactory.

15. LUBRICATION

Six vehicles were found in need of lubrication.

16. BRAKES

Seven vehicles require adjustment of brakes.

17. POINTS RAISED BY I.T.O.

N.T.O. stated that a number of vehicles were V.O.R. each for the want of one significant spare part. Although the supply of spares was not satisfactory its position has been improved recently by the acquisition of beach kits and derelict vehicles for cannibalisation.

18. RECOMMENDATIONS

That the paramount importance of the maintenance of batteries and correct tyre inflation be impressed on all drivers and supervisors immediately.

Very good

10. SPRINGS

Springs on one vehicle were found to be very weak.

11. BODY BOLTS, ETC.

One vehicle fender needed welding, two vehicles fenders were found to be loose and one vehicle superstructure was missing.

12. BATTERIES AND LIGHTS

Two batteries were found dirty, two batteries were dry. One cell cap was missing from a battery.

Two batteries needed topping up. Rear light not working on one vehicle and side lights not working on one vehicle.

13. TYRES

Incorrect tyre pressure was found on eight vehicles.

14. OIL STORAGE

Satisfactory.

15. LUBRICATION

Six vehicles were found in need of lubrication.

16. BRAKES

Seven vehicles require adjustment of brakes.

17. POINTS RAISED BY M.T.O.

M.T.O. stated that a number of vehicles were V.O.R. each for the want of one significant spare part. Although the supply of spares was not satisfactory its position has been improved recently by the acquisition of beach pits and derelict vehicles for cannabulisation.

18. RECOMMENDATIONS

That the paramount importance of the maintenance of batteries and correct tyre inflation be impressed on all drivers and supervisors immediately.

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19. REMARKS

1. This pool is well organized and well supervised but in order to avoid B.L.R.'s is undertaking repair outside the scope of a normal unit with the result that a number of smaller items of repairs (see paras.5,8,10,11 and 16) which should have been attended to within the unit were found outstanding.
2. The overall cleanliness of these vehicles was of a very high standard and merits especial mention.

H. H. Downer
Signed : H.H. DOWNER (A) MAJOR ORD.

D.C. Noyle
D.C. NOYLE (B) MAJOR R.A.

HEADQUARTERS ARMED CONTINGENT

AFPO 334

Transportation Sub-Commission

Vehicle Maintenance Section

INSPECTION REPORT No.

REGION : H.C. American W.D. Province of

TRANSPORT OFFICER : Capt. A. Morrell O.M.P.

O.R./IN A/c MAINTENANCE : Sgt. Chappan

VEHICLES HELD : 71

INSPECTED : 19

DATE OF INSPECTION : 34 Jan. 1945

REF. TO PREVIOUS INSPECTION REPORT : None

1. STANDARD OF MAINTENANCE

Preventative maintenance is most unsatisfactory.

2. GARAGE FACILITIES

Good

3. M.T. ORGANIZATION and DISCIPLINE

(whether as per Maintenance Instruction No.1) No

Yes. Unable to carry out inspections every 10 days because many vehicles out of town for long periods. Insufficient supervision of drivers.

4. DOCUMENTATION :

a) Maintenance Form No.1	:	--
b) Appendix "B"	:	--
c) P.O.L. Accounting	:	Not satisfactory
d) A.B. 412	:	--
e) A.B. 406	:	--
f) Defect Book	:	Yes

5. ENGINE

Four engines needed turning up; three loose fan belts, oil change required on two engines, oil low on one, horn tied on with string on one, leaky pan on one, one generator loose.

6. AIR and FUEL FILTERS

Three air cleaners were found loose, two were found low of oil, one was found without any oil, one air cleaner was missing, one

REGION : R.C. American W.D. Province of
TRANSPORT OFFICER : Capt. A. McPhail C.N.P.
C.R./EX I/O MAINTENANCE : Sgt. Chapman
VEHICLES HELD : 71

INSPECTED : 12

DATE OF INSPECTION : 24 Jan. 1945

REF. TO PREVIOUS INSPECTION REPORT : None

1. STANDARD OF MAINTENANCE

Preventative maintenance is most unsatisfactory.

2. GARAGE FACILITIES

Good

3. M.E. ORGANIZATION and DISCIPLINE
(whether as per Maintenance Instruction No.1) No

Ans. Unable to carry out inspections every 10 days because many vehicles out of town for long periods. Insufficient supervision of drivers.

4. DOCUMENTATION :

a) Maintenance Form No.1	: --
b) Appendix "E"	: --
c) P.O.L. Accounting	: Not satisfactory
d) A.B. 412	: --
e) A.B. 406	: --
f) Defect Book	: Yes

5. ENGINE

Four engines needed turning up; three loose fan belts, oil change required on two engines, oil low on one, horn tied on with string on one, leaky tap on one, one generator loose.

6. AIR and FUEL FILTERS

Three air cleaners were found loose, two were found low of oil, one was found without any oil, one air cleaner was missing, one air cleaner hose was missing.

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7. STEERING

Very Good

8. TRANSMISSION AND CLUTCH

Very Good

9. REAR END

Very Good

10. SPRINGS

One vehicle rear spring had shifted and needed lining up.

11. BODY BOLTS etc.

One or more fenders on five vehicles were found to be loose, two vehicles mufflers were loose, one fender needing a welding job and one vehicle was missing a shock absorber.

12. BATTERIES AND LIGHTS

Three batteries were found completely dry, three batteries were found to have one or more cells dry, three batteries were low on water, seven batteries were found in a very dirty condition and four battery frames were loose or missing. Tail lights on seven vehicles were not working.

13. TYRES

No vehicle was found with correct tyre pressures. Some tyres were as low as five pounds when the pressure should have been forty.

14. BRAKES

The brakes on four vehicles were found to be in need of adjustment.

15. LUBRICATION

Six vehicles were found to be in need of lubrication.

16. OIL STORAGE

Satisfactory

17. POINTS RAISED BY REGION OR PROVINCE

This Dept. is responsible for the provision of maintenance facilities for all American V.D. and requisitioned vehicles held on strength of or affiliated to garage. No accurate information of the number of vehicles to be maintained by Cent. Workshop has been given.

9. REAR END

Very good

10. SPRINGS

One vehicle rear spring had shifted and needed lining up.

11. BODY BOLTS etc.

One or more fenders on five vehicles were found to be loose, two vehicles mufflers were loose, one fender needing a welding job and one vehicle was missing a shock absorber.

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14. BRAKES

The brakes on four vehicles were found to be in need of adjustment.

15. LUBRICATION

Six vehicles were found to be in need of lubrication.

16. OIL STORAGE

Satisfactory

17. POINTS RAISED BY REGION OR PROVINCE

This Dept. is responsible for the provision of maintenance facilities for all American V.D. and requisitioned vehicles held on strength of or affiliated to garage. No accurate information of the number of vehicles to be maintained by Cent. Morhail has been given to him, with the result that he works under difficulties. Cent. Morhail also states that the reason that so many vehicles do not have tools, is due to the fact that most vehicles were drawn without tools and that requisitions have only been 30% filled. Further these tools have been put into the garage the supplement the second echelon tools which have been lost.

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18. RECOMMENDATIONS

That a list of all vehicles for which this Maintenance Officer is to provide maintenance facilities including Advisory Council, Embassy vehicles, etc. be prepared for him.

19. REMARKS

The preventative maintenance (driver maintenance) of vehicles under American control is very unsatisfactory. This is largely due to the fact that there is virtually no supervision of the drivers. It is recommended vehicles be organised into sections of say 20 vehicles each under the supervision of preferably an allied soldier or failing that a civilian familiar with maintenance work - thereby establishing a workable chain of command between the maintenance Sergeant and the drivers. This should avoid empty batteries, incorrectly inflated tyres, dirty engines etc.

The repair shops are well organised and operated, but much of the load put on to them could be avoided by adequate preventative maintenance.

Signed : *H.M. Dozner*
H.M. DOZNER (A) MAJOR ORD

D.C. Boyle
D.C. BOYLE (B) MAJOR R.A.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
Vehicle Maintenance Section

INSPECTION REPORT N. 1

REGION : H.Q. Requisitioned Car Pool Province of

TRANSPORT OFFICER : Lt. H.L. White Inf.

O.R./EM i/c MAINTENANCE :

VEHICLES HELD : Not known - approximately 130

Inspected : 16

DATE OF INSPECTION : Jan. 25/29, 1945

REF. TO PREVIOUS INSPECTION REPORT : None

1. STANDARD OF MAINTENANCE

Unsatisfactory, vehicles were found to be in a very bad state of preventative maintenance.

2. GARAGE FACILITIES - Good.

3. M.T. ORGANIZATION AND DISCIPLINE

(whether as per maintenance instruction n. 1) No.

Insufficient supervision.

4. DOCUMENTATION

a) Maint. Form n. 1	:
b) Appendix "B"	:
c) P.O.L. Accounting	: unsatisfactory
d) A.B. 412	:
e) A.B. 406	:
f) Defect Book	:

5. ENGINE

Two vehicles had loose fan belts, two vehicles had leaking water pumps, starting motor on one vehicle was not working.

6. AIR AND FUEL FILTERS

Three air cleaners were found with dirty oil in them and one fuel pump needed cleaning.

REGION : H.Q. Requisitioned Car Pool Province of
TRANSPORT OFFICER : Lt. H.L. White Inf.

O.R./EM i/c MAINTENANCE :

VEHICLES HELD : Not known - approximately 130

Inspected : 16

DATE OF INSPECTION : Jan. 25/29, 1945

REF. TO PREVIOUS INSPECTION REPORT : None

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2. GARAGE FACILITIES - Good.

3. M.T. ORGANIZATION AND DISCIPLINE

(whether as per maintenance instruction n. 1) No.

Insufficient supervision.

4. DOCUMENTATION

a) Maint. Form n. 1	:
b) Appendix "B"	:
c) P.O.L. Accounting	: unsatisfactory
d) A.B. 412	:
d) A.B. 406	:
f) Defect Book	:

5. ENGINE

Two vehicles had loose fan belts, two vehicles had leaking water pumps, starting motor on one vehicle was not working.

6. AIR AND FUEL FILTERS

Three air cleaners were found with dirty oil in them and one fuel pump needed cleaning.

7. STEERING

Two vehicles were found to have too much free play, the tie rod on one vehicle was found loose and rubbing on the tyre, one steering assembly was found to be loose.

8. TRANSMISSION AND CLUTCH

One vehicle's clutch needs replacing, clutches on two vehicles.

needed adjustment and the oil seals on two vehicles were leaking.

9. REAR END

The grease seals on both rear wheels were leaking on one vehicle and oil was leaking from the differential of one vehicle.

10. SPRINGS

Two vehicles had broken springs and another vehicle had very weak springs.

11. BODY BOLTS, etc.

The exhaust pipes on two vehicles were found to be loose and the gas tank of one other vehicle was found loose.

12. BATTERIES AND LIGHTS

Seven batteries were found to be low of water, seven batteries were very dirty, one battery was dead and one battery was leaking, tail lights on two vehicles were not working.

13. TYRES

Sixteen vehicles had incorrect tyre pressure.

14. OIL STORAGE

Satisfactory

15. LUBRICATION

Thirteen vehicles were in need of lubrication.

16. BRAKES

The master cylinder was empty on one vehicle, brake fluid was found low in two other master cylinders, brakes on two vehicle require adjusting and one vehicle had no emergency brake.

17. POINTS RAISED BY M.T.O.

None.

18. RECOMMENDATIONS

There is much confusion as to the number of vehicles held in this Pool and it is evident in consequence that maintenance records are incomplete. In addition Lt. White disclaims responsibility for the keeping of maintenance records of permanently assigned cars, whereas the directors of two Sub-Commission to whom vehicles are assigned, who were approached on the subject, held no maintenance records and are relying upon the motor Pool to keep them. An immediate investigation is considered necessary with a view to clarifying the position. The unsatisfactory standard of maintenance of the requisitioned vehicles is considered to be largely due to the fact that the vehicles are not receiving the regular inspections as prescribed by the regulations on the subject.

Two vehicles had broken springs and another vehicle had very weak springs.

11. BODY BOLTS, etc.

The exhaust pipes on two vehicles were found to be loose and the gas tank of one other vehicle was found loose.

12. BATTERIES AND LIGHTS

Seven batteries were found to be low of water, seven batteries were very dirty, one battery was dead and one battery was leaking. Tail lights on two vehicles were not working.

13. TYRES

Sixteen vehicles had incorrect tyre pressure.

14. OIL STORAGE

Satisfactory

15. LUBRICATION

Thirteen vehicles were in need of lubrication.

16. BRAKES

The master cylinder was empty on one vehicle, brake fluid was found low in two other master cylinders, brakes on two vehicle require adjusting and one vehicle had no emergency brake.

17. POINTS RAISED BY N.T.O.

None.

18. RECOMMENDATIONS

There is much confusion as to the number of vehicles held in this Pool and it is evident in consequence that maintenance records are incomplete. In addition Lt. White disclaims responsibility for the keeping of maintenance records of permanently assigned cars, whereas the directors of two Sub-Commission to whom vehicles are assigned, who were approached on the subject, held no maintenance records and are relying upon the motor pool to keep them. An immediate investigation is considered necessary with a view to clarifying the position. The unsatisfactory standard of maintenance of the requisitioned vehicles is considered to be largely due to the fact that the vehicles are not receiving the regular inspections as prescribed by the regulations on the subject.

19. REMARKS

None

Signed: H.M. DOWNER (A) MAJOR

ORD.

D.C. MOYLE (B) MAJOR R.A.

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5807

CHIEF OF STAFF

HEADQUARTERS ALLIED COMMISSION

DCM/ab:

ARO 394.

FEB 10 1945

Transportation Sub-Commission

REPORT ON TRANSPORTATION, SUPER-GARAGE, HC. ALLIED COMMISSION

AN INVESTIGATION

2 February 1945

1. Records - The records of the Disput h office, Super Garage, are poor and the information supplied by it with regard to the number of requisitioned cars held and assigned, conflicts to such an extent with that supplied by G-4(A) that a thorough investigation by a properly constituted body is considered necessary.

On account of the above, it is not possible, without much delay, to give accurate details in this report of the number of vehicles available daily for use in the Pool, of those daily dispatched or of those permanently assigned. As an example we were given by IT. White the figure of 97 as being the total number of requisitioned cars (pool, daily assigned and permanently assigned, including taxis) operated by H.M.C.C. Super Garage produced the figure of 129, whilst G-4(A) produced the figure of 144 requisitioned vehicles available for Pool duty, and a separate list totalling 81 permanently assigned. Copies of the above mentioned lists are attached.

2. Personnel view of the uncertainty as to the number of vehicles held on charge it is not possible to say whether or not the number of personnel shown below as employed in the Garage is justified. From the point of view of the military personnel however all seem fully occupied and it is recommended that additional Italian soldier drivers be obtained if possible to replace American Army drivers on long journeys, thus enabling the latter to be employed on maintenance duties in a supervisory capacity.

Personnel on strength: Officers 4
 O.R.'s American Military 69 (includes 5 guards)
 " British Military 36 (includes 5 guards)
 " Italian Military 40
 Civilian 400
 Total 599

No. of drivers 311
 " " Mechanics 192
 " " Admin. 96
 599

1. Records - The records of the Dispatch office, Super Garage, are poor and the information supplied by it with regard to the number of requisitioned cars held and assigned, conflicts to such an extent with that supplied by G-4(A) that a thorough investigation by a properly constituted body is considered necessary.

On account of the above, it is not possible, without much delay, to give accurate details in this report of the number of vehicles available daily for use in the Pool, of those daily dispatched or of those permanently assigned. As an example we were given by Mr. White the figure of 97 as being the total number of requisitioned cars (Pool, daily assigned and permanently assigned, excluding taxis) operated by M.M.O.C. Super Garage produced the figure of 129, whilst G-4(A) produced the figure of 144 requisitioned vehicles available for Pool duty, and a separate list totalling 81 permanently assigned. Copies of the above mentioned lists are attached.

2. Personnel - A view of the uncertainty as to the number of vehicles held on charge it is not possible to say whether or not the number of personnel shown below as employed in the Garage is justified. From the point of view of the military personnel however all seem fully occupied and it is recommended that additional Italian soldier drivers be obtained if possible to replace American Army drivers on long journeys, thus enabling the latter to be employed on maintenance duties in a supervisory capacity.

Personnel on strength: Officers 4

O.R.'s American Military 69 (includes 5 guards)
 " British Military 36 (includes 5 guards)
 " Italian Military 40
 Civilian 400

Total 599

No. of drivers 311
 " " Mechanics 192
 " " Admin. 96

599

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3. P.O.L. -

Under the supervision of WFO British, it is recommended it be brought under direct control of O.C. Garage since it is a garage service. Bulk supplies are correctly accounted for, but there is no system of accounting in respect of American controlled vehicles after supplies have been issued to vehicles. A method of accounting was outlined to the Petrol officer and is now under consideration by him.

4. Supplies

- a) Supplies: Well maintained and efficient spare parts stores are kept.
- b) Tyres: A recent consignment of 100 tyres and tubes (600x16) is sufficient to put all vehicles V.O.R. for want of them on the road again. Particulars of the vehicles without spare wheels, tyres or tubes are as follows:
 British W.D. vehicles, 38 wheels, tyres and tubes
 27 - 600x16 2 - 700 x 16
 8 - 650x16
 1 - 900x16

American W.D. vehicles 11 - 600x16 tubes only
American requisitioned ~~ml~~.

O.C. Garage states 50 civilian vehicles are being cannibalised for spares and this should improve the position.

c) Few of the personnel carrying vehicles British or American have tools but returns of the deficiencies have been made to the Respective C's 4 and H.T.C. (E) states that he is investigating the possibilities of local manufacture of erection sets.

5. Assigned Cars.

a) Permanently assigned cars. - A roll of permanently assigned requisitioned cars totalling 81 was supplied by 2-4(A) (copy attached). From further information received however this figure is believed to be inaccurate. The number of permanently assigned W.D. vehicles on 24 Jan. 1945 was as follows:

- a) British W.D. 6
- b) American W.D. 16

b) Daily assigned cars. Details as 24 Jan. are as follows:

Requisitioned cars	31
American W.D. vehicles	10
British W.D.	11
Total	52

4. Supplies a) Spares: Well maintained and efficient spare parts stores are kept.
- b) Tyres: A recent consignment of 100 tyres and tubes (600x16) is sufficient to put all vehicles V.O.R. for want of them on the road again. Particulars of the vehicles without spare wheels, tyres or tubes are as follows:
- British W.D. vehicles, 38 wheels, tyres and tubes
- | | |
|-------------|--------------|
| 27 - 600x16 | 2 - 700 x 16 |
| 8 - 650x16 | |
| 1 - 900x16 | |

American W.D. vehicles 11-500x16 tubes only
American requisitioned ~~W.D.~~

C.O. Garage states 50 civilian vehicles are being cannibalised for spares and this should improve the position.

c) Few of the personnel carrying vehicles British or American have tools but returns of the deficiencies have been made to the respective G's 4 and W.I.C. (B) states that he is investigating the possibility of local manufacture of skeleton sets.

5. Assigned Cars
- a) Permanently assigned cars. - A roll of permanently assigned requisitioned cars totalling 81 was supplied by G-4(A) (copy attached). From further information received however this figure is believed to be inaccurate. The number of permanently assigned W.D. vehicles on 24 Jan. 1945 was as follows:

a) British W.D.	6
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American W.D. vehicles	10
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Total	52

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785017

3

MAINTENANCE - General.

- 1) Preventative Maintenance (driver maintenance) of the American controlled vehicles is very unsatisfactory.
- 2) It is recommended that the American controlled vehicles be organised into sections of 20 vehicles, each under the supervision of preferably an D.L.R. or failing that a civilian familiar with driver maintenance thereby establishing a workable chain of command between the maintenance sergeant and the drivers. This would avoid dirty engines, empty batteries and incorrectly inflated tyres.
- 3) Preventative maintenance (driver maintenance) of the British controlled vehicles is very satisfactory.
- 4) The British and American repair shops are well organised and efficiently run, but are working at more than capacity. It is considered that on the American side much of the repair work could be saved by more efficient driver maintenance.
- 5) On the British side where they are undertaking repairs outside the scope of a normal operating unit to prevent the B.L.R. of vehicles for which replacements are difficult to obtain, the proposed new higher echelon shops at A.T.S.G. should be a great help; leaving the Pool work-shops free to cope with the smaller items of repairs such as were found outstanding on the inspection.



D. S. LOYDE (B) MAJOR R.A.

R. J. DORNER (A) MAJOR ORD.

VEHICLE MAINTENANCE SECTION ROADS DIVISION

577

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

785017

ALLIED COMMISSION
SUPERGARAGE
APO 394

27 Jan. 1945

AMERICAN SOLDIER ADMINISTRATION PERSONNEL	7
ITALIAN ADMINISTRATION PERSONNEL	7
AMERICAN SOLDIER DRIVERS	32
ITALIAN SOLDIER DRIVERS	40
ITALIAN CIVILIAN DRIVERS	150
NUMBER OF AMERICAN W/D VEHICLES	76
NUMBER OF REQUISITIONED VEHICLES IN HQ.COMM.POOL	63 Taxi + 97 other
NUMBER OF REQUISITIONED VEHICLES ASSIGNED	23 + 4 spares
NUMBER OF AMERICAN W/D VEHICLES DEADLINED FOR TODAY CHECK (on the 24 Jan. 1945)	(7)
NUMBER OF AMERICAN W/D VEHICLES DEAD LINED FOR OTHER REASONS THAN THE 10 DAYS CHECK ON THE 24 JAN. 1945	(1)
NUMBER OF REQUISITIONED VEHICLES DEAD-LINED FOR 10-DAYS CHECK ON THE 24 JAN. 1945	1
NUMBER OF REQUISITIONED VEHICLES DEAD-LINED FOR OTHER REASONS	21

HAROLD L. WHITE
1st. Lt. Inf.
MTO

576

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

785017

HEADQUARTERS ALLIED COMMISSION
APO 394
OFFICE OF G-4

LIST OF REQUISITIONED VEHICLES IN HEADQUARTERS COMMANDANT POOL
As per records of G4 (A)

Hq.No.	Hq.No.	Hq.No.	Hq.No.	Hq.No.	Hq.No.	Hq.No.	Hq.No.
7	68	131	221	277	312	368	403
9	69	132	227	280	323	370	405
12	70	142	228	284	324	371	406
15	71	146	232	285	331	375	407
17	73	147	235	287	332	376	417
18	80	181	236	290	333	378	500
22	81	184	242	292	336	379	502
32	85	187	243	293A	346	382	513
36	89	190	246	296	349	385	514
37	90	191	247	297	352	387	516
39	91	193	248	298	353	388	519
40	98	196	249	300	354	394	
41	99	197	250	301	355	395	
51	101	202	256	302	357	396	
54	102	208	260	303	358	398	
56	112	210	261	304	359	399	
58	115	212	263	306	365	400	
59	126	213	268	309	366	401	
67	129	219	270	310	367	402	

TOTAL 144

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VEHICLES ON CHARGE TO SUPER GARAGE-LIST SUPPLIED BY O.C.
SUPER GARAGE

H.Q. 9 Lancia Garage	H.Q. 190 Scrap	H.Q. 323	OK
" 12 "	" 191 OK	" 324	Pub Sec
" 15 Taxi	" 193 OK	" 331	Scrap
" 17 Scrap	" 196 Leghorn	" 332	Scrap
" 18 Lancia Garage	" 197 OK	" 333	Scrap
" 22 Naples	" 202 OK	" 349	OK
" 32 OK	" 208 OK	" 352	OK
" 36 OK	" 210 OK	" 353	OK
" 37 OK	" 212 OK	" 355	OK
" 39 Scrap	" 213 OK	" 357	OK
" 40 OK	" 219 OK	" 358	OK
" 41 Scrap	" 227 OK	" 365	OK
" 53 OK	" 232 OK	" 366	OK
" 54 Scrap	" 235 OK	" 367	OK
" 56 OK	" 236 Lancia Garage	" 369	OK
" 59 OK	" 242 OK	" 370	OK
" 67 Naples	" 243 OK	" 371	Pub Sec
" 69 Scrap	" 246 OK	" 375	OK
" 70 OK	" 247 OK	" 376	OK
" 71 Naples	" 248 OK	" 378	OK
" 73 OK	" 249 OK	" 379	OK
" 78 OK	" 250 OK	" 382	Pub Sec
" 80 OK	" 252 OK	" 385	OK
" 81 OK	" 260 OK	" 387	OK
" 85 OK	" 261 OK	" 388	OK
" 89 OK	" 268 OK	" 394	OK
" 90 Lancia Garage	" 270 Dereq	" 395	OK
" 91 Scrap	" 277 OK	" 396	OK
" 98 OK	" 280 OK	" 398	OK
" 99 OK	" 285 OK	" 399	OK
" 101 OK	" 287 OK	" 400	Ancora
" 102 OK	" 290 OK	" 401	OK

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" 17 Scrap	" 196 Leghorn	" 332 Scrap
" 18 Lancia Garage	" 197 OK	" 333 Scrap
" 22 Naples	" 202 OK	" 349 OK
" 32 OK	" 208 OK	" 352 OK
" 36 OK	" 210 OK	" 353 OK
" 37 OK	" 212 OK	" 355 OK
" 39 Scrap	" 213 OK	" 357 OK
" 40 OK	" 219 OK	" 358 OK
" 41 Scrap	" 227 OK	" 265 OK
" 53 OK	" 232 OK	" 366 OK
" 54 Scrap	" 235 OK	" 367 OK
" 56 OK	" 236 Lancia Garage	" 369 OK
" 59 OK	" 242 OK	" 370 OK
" 67 Naples	" 243 OK	" 371 Pub Sec
" 69 Scrap	" 246 OK	" 375 OK
" 70 OK	" 247 OK	" 376 OK
" 71 Naples	" 248 OK	" 378 OK
" 73 OK	" 249 OK	" 379 OK
" 78 OK	" 250 OK	" 382 Pub Sec
" 80 OK	" 252 OK	" 385 OK
" 81 OK	" 260 OK	" 387 OK
" 85 OK	" 261 OK	" 388 OK
" 89 OK	" 268 OK	" 394 OK
" 90 Lancia Garage	" 270 Deraq	" 395 OK
" 91 Scrap	" 277 OK	" 396 OK
" 98 OK	" 280 OK	" 398 OK
" 99 OK	" 285 OK	" 399 OK
" 101 OK	" 287 OK	" 400 Ancena
" 102 OK	" 290 OK	" 401 OK
" 112 OK	" 292 OK	" 402 OK
" 115 OK	" 297 OK	" 403 OK
" 126 OK	" 298 OK	" 405 OK
" 129 Pub Sec	" 301 OK	" 406 OK

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VEHICLES OF CHARGE TO SUPER GARAGE-LIST SUPPLIED BY O.O.
 SUPER GARAGE (cont'd)

H.Q.	132 Scrap	H.Q.	302 OK	H.Q.	407 OK
"	141 OK	"	303 OK	"	417 OK
"	145 OK	"	304 OK	"	502 OK
"	147 OK	"	305 OK	"	513 Scrap
"	181 Scrap	"	309 OK	"	514 Scrap
"	184 OK	"	310 Scrap	"	516 OK
"	187 OK	"	312 OK	"	519 Leghorn

TOTAL 129

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"	147 OK	"	306 OK	"	513 Dereg
"	181 Scrap	"	309 OK	"	514 Scrap
"	184 OK	"	310 Scrap	"	516 OK
"	187 OK	"	312 OK	"	519 Leghorn

TOTAL 129

HEADQUARTERS ALLIED COMMISSION

APO 394

OFFICE OF G-4

LIST OF VEHICLES RETAINED BY SUB-COMMISSIONS SUPPLIED BY G4 (A)
PERMANENTLY ASSIGNED VEHICLES.

HQ. No.	Assigned to	HQ. No.	Assigned to
14	D.P. & R. S/C	397	Food S/C
38	Chief Commissioner	410	Ist. Truck Bn.
60	Public Safety	411	Ist. Truck Bn.
61	Commerce S/C	412	Ist. Truck Bn.
84	Public Health S/C	413	Ist. Truck Bn.
96	Col. Fiske	414	Ist. Truck Bn.
109	Communications S/C	415	Ist. Truck Bn.
111	Ist. Truck Bn.	421/42	Incl. D.P. & R. S/C
130	D.P. & R. S/C	503	Local Gov.
141	Food S/C	505	Transportation S/C
145	Ist. Truck Bn.	507	Transportation S/C
162	Public Relations	508	D.P. & R. S/C
170	Truck Co.	517	Ist. Truck Bn.
182	Finance S/C	518	Ist. Truck Bn.
186	D.P. & R. S/C	521	Education S/C
169	Truck Co.	522	Soviet Rep. to AC
206	Patriots Branch	525/32	Incl. D.P. & R. S/C
220	D.P. & R. S/C		
274	Ist. Truck Bn.	418	Public Health
282	Air Force	2064	H.Q. Commandant
285	D.P. & R. S/C	2065	Chief Commissioner
268	Finance S/C		
291	P.W. & U. S/C	TOTAL	81
294	Laber		
307	Truck Co.		
344	Chief Commissioner		
360	Legal S/C		
369	Civil Affairs		
374	Ist. Truck Bn.		
380	Ist. Truck Bn.		

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0284

Declassified E.O. 12356 Section 3.3/NND No. 785017

38	Chief Commissioner	410	Ist.Truck Bn.
60	Public Safety	411	Ist.Truck Bn.
61	Commerce S/C	412	Ist.Truck Bn.
84	Public Health S/C	413	Ist.Truck Bn.
96	Col. Fische	414	Ist.Truck Bn.
109	Communications S/C	415	Ist.Truck Bn.
111	Ist.Truck Bn.	421/42	Incl.D.P.&R.S/C
130	D.P.&R. S/C	503	Local Gov.
141	Food S/C	505	Transportation S/C
145	Ist.Truck Bn.	507	Transportation S/C
162	Public Relations	508	D.P.&R. S/C
170	Truck Co.	517	Ist.Truck Bn.
182	Finance S/C	518	Ist.Truck Bn.
186	D.P.&R. S/C	521	Education S/C
189	Truck Co.	522	Soviet Rep. to AC
206	Patriots Branch	525/32	Incl.D.P.&R.S/C
220	D.P.&R. S/C		
274	Ist.Truck Bn.	418	Public Health
282	Air Force	2064	H.Q.Commandant
285	D.P.&R. S/C	2065	Chief Commissioner
288	Finance S/C		
291	P.W.&U. S/C		
294	Labor		
307	Truck Co.		
344	Chief Commissioner		
360	Legal S/C		
369	Civil Affairs		
374	Ist.Truck Bn.		
389	Ist.Truck Bn.		
390	Ist.Truck Bn.		
391	Ist.Truck Bn.		
392	Ist.Truck Bn.		
	TOTAL	81	

583

0 2 8 3

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785017

58074

HEADQUARTERS ALLIED COMMISSION
NO. 304.
TRANSPORTATION SUB-COMMISSION

REFERENCE : AC/TH/AM/MT.

SUBJECT : FROST PRECAUTIONS

TO : DISTRIBUTION A.

22 NOV Recd

- 1.) Reference paragraph one (1) of the above mentioned directive, anti-freeze may be used in cooling system of A.D. vehicles provided:
- a.) That anti-freeze is available from American and British supply sources.
 - b.) That qualified personnel is available to prepare anti-freeze for use in vehicle cooling system and that a constant check is maintained of cooling system to prevent any destruction of same.
 - 2.) Transport officers will be held responsible for any damage resulting from use of anti-freeze.

20/Nov/44

H. H. P. *[Signature]*
H.S. ADAMS
Col. C.E.

Director Transportation
Sub-Commission.

PA
LC

572

0287

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

785017

5867 Chief of Staff

23

PERMANENT: ASSISTANT COMMISSIONER

470 254

TRANSPORTATION SUB-COMMISSION

SECRET/NO DISSEM.

SUBJECT: FROST PRECAUTIONS

TO: DISTRIBUTION A.

17 NOV Reed

1. Reference our SECRET/NO DISSEM. memorandum to Frost Precautions, the following will apply.

ANTI-FROST.

- A) Anti-Frost will not be used in the systems of any vehicles maintained by A.C.
- B) Radiator antifreeze blocks will be tested if all water is parked for the day.
- C) Tires or wheel-end seals will be used to prevent rolling off from freezing and the engine to running in areas where necessary.

BATTERIES.

- A) Due to the value of batteries in this Machine, battery will be removed from all vehicles when not likely to be put on for a considerable length of time in open storage and stored in a warm building to prevent freezing and breaking of same.

WINDSHIELDS AND GLASS.

- A) Windshields and Glass of all vehicles parked in open storage, will be covered to prevent serious cracking or breaking during freezing weather.

5. All Transport Officers will be held responsible for the strict compliance with the mentioned Frost Precautions.

16 November 1962.

1.5.2016
Col. C.L.
Director, Transportation Sub-Commission.

571

PAY

0288

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

785017

HEADQUARTERS ALLIED COMMISSION
APP 20A
TRANSPORTATION SUB-COMMISSION

ACC/TM/1/16

SUBJECT : VEHICLE MAINTENANCE.

TO : DISTRIBUTION

11 NOV 1961

1. Attention is drawn to this Office letter reference ACC/TM/1/16 dated 9 October 61.
2. It is requested that the completion of the completed Appendix A (attached thereto) be expedited.

No Action

11 NOV 1961
D.S. 1015.
Colonel C.E.

570

5807
21

HEAD
ALLIED COMMISSION
TRANSPORTATION SUB-COMMITTEE
APR 20, 1944

P/A
2 NOV Recd

REFERENCE : AOC/10/13/CAINT.
SUBJECT : THE APPROPRIATION TO CIVIL TRANSPORT
TO : DISTRIBUTION A.

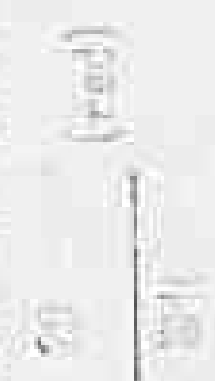
(See No. 548 Control No. 67 dated 26 Oct. 1944) is republished hereto for the information of and compliance by all concerned.

SPEED LIMITS

1. The maximum speed in all towns, villages and built-up areas, shall be 25 mph for 4-wheeled and half-tracked vehicles, 20 mph for vehicles over 4-wheeled and full-tracked vehicles, provided that these speeds are not in excess of those laid down in para 3 below.
2. Local speed limits as laid down by Areas (Sub-Areas/Departments)
3. The maximum speed limits in built-up areas are as follows:-

Staff Cars	25
Motor Buses	55
Cars 2-seater (utility) including Cars 2-seater (closed)	40
Trucks, Lorries & Vans (over 1-ton including 1-ton)	30
Lorries (over 1-ton and up to 1-ton including 1-ton), including tank-cars	25
Half-tracked vehicles	20
Tractors (wheeled)	15
Lorries (over 1-ton) including anti-trailers	15
Tractors with trailers	15
Full-tracked vehicles (except Tractors)	15
Full-tracked vehicles (Tractors)	15
Transporters	15

4. The maximum permissible speed for each vehicle, as stated above, shall be painted in red on the tail board, near wheel or equivalent position as shown below:-



The figure shall be 4 inches high and the letters 2 inches high, the width of each part of each figure and letter being 1/4 inch and 1/4 inch respectively (para 7 Vehicle Marking, 1943).

5. The above speed limits are required not only for the interests of road safety, but also in order to preserve the maximum efficiency of vehicles and their engines and tyres, and to prevent unnecessary damage thereto.

6. Disciplinary action shall be taken against drivers who exceed the authorized speed limit.

(Applicable to all transport).

5807/55(Sp).

TO : THE SECRETARY OF DEFENSE
FROM : THE SECRETARY OF DEFENSE

1. The purpose of this order is to establish the minimum standards for the design, construction, and maintenance of all motor vehicles and trailers used by the Department of Defense, and to ensure that these standards are met by all such vehicles and trailers.

SPEED LIMITS

2. The maximum speed for all motor vehicles and trailers shall be 55 mph for all motor vehicles and 40 mph for all trailers, except as provided in paragraph 3.

3. The maximum speed for all motor vehicles and trailers shall be 55 mph for all motor vehicles and 40 mph for all trailers, except as provided in paragraph 3.

Staff Cars	55
Motor Cycles	40
Cars (2-seater utility) including Cam-Cars (Jeeps)	40
Trucks, Lorries, and Buses (up to 10,000 lbs. including trailer)	35
Lorries (over 10,000 lbs. and up to 20,000 lbs. including trailer)	30
Half-tracked vehicles	30
Tractors (skid-steer)	25
Lorries (over 10,000 lbs. including trailer)	20
Lorries with trailers	15
Full-tracked vehicles (except tractors)	15
Full-tracked vehicles (tractors)	15
Transportation	15

4. The maximum speed for all motor vehicles and trailers shall be 55 mph for all motor vehicles and 40 mph for all trailers, except as provided in paragraph 3.

20 (red)

The figure shall be 2 inches high, the letter 2 inches high, the width of each part of each figure and letter shall be 1/4 inch and 1/4 inch respectively (see 17 Vehicle Marking, 1943).

5. The speed limits are imposed not only to the interests of road safety, but also in order to preserve the maximum efficiency of vehicles and their engines and tires, and to prevent unnecessary damage to them.

6. Disciplinary action shall be taken against drivers who exceed the authorized speed limit.

(Applicable to all types).

0290 (red)

569

U.S. 4040S Coll. Info.

Director

Transportation Subcommittee

31/Nov/44

0291

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

785017

HEADQUARTERS

ALLIED CONTROL COMMISSION
Transportation Sub-Commission
AFS 304

SUBJECT : Publications - GRC's & AAI's

TO : Distribution &

16 OCT Read

The attached GRC's & AAI RD's concerning motor transport are republished for the information of, and compliance by all concerned.

8 Oct. 44

507
C.S. ADAMS
Col. 3d, G.F.
Director, In. S/C.

A.A.I.R.O.
No 241
Serial No
22

26 July 44

CARRIAGE OF CIVILIANS IN WD VEHICLES

1. It has been noted that considerable numbers of unauthorized civilian passengers are still being given lifts in WD transport.
2. This practice constitutes a grave menace to our security in that it seriously impairs the effectiveness of security controls designed to restrict the movement of undesirable elements.
3. It is known enemy agents rely extensively on this mode of travel when operating behind our lines and that many have already made use of it. Of the agents so far captured no fewer than fifteen have stated that they were given lifts in WD transport either on the way to their target area, or on their return toward enemy territory.
4. All concerned are reminded that no civilian passengers may be carried in WD vehicles unless in possession of an official pass authorizing such travel, as laid down in AAI RO 20 of 1944. Units and HQ will impress on all drivers under their command the seriousness of this matter and ensure that they are conversant with the current instructions on this subject.

(1451/19651(b).)

DISCIPLINE - DRIVING OF WD TRANSPORT

A.A.I.R.O.
No 243
Serial No
27

1 Sept 44

1. The effective life of many vehicles, their engines and tyres, is being reduced by driving at excessive speed and failing to ensure that tyres are correctly inflated. It is essential that this cause of waste should be eliminated.
2. The maximum permitted speed of individual vehicles is laid down in AAI RO 122 of 1944.
3. The speed and density of movement of convoys as laid down in the movement order for the convoy must be adhered to.
4. Details about the correct inflation of tyres are given in AFHQ GOR 545 of 1944.
5. It will be made known to all ranks that driving at excessive speeds will be regarded as a serious offence.

(5014/2/4(PS))

LOSS OF VEHICLES

A.A.I.R.O.
No 250
Serial No
27

1. Loss of vehicles, both WD and those requisitioned, due to theft or suspected theft, will be reported immediately to AFHQ/5.4.4. of the Formation/Area/Sub Area concerned, and confirmed in writing giving particulars as in the program at appendix "A" to this order.
2. The report of the loss of the vehicle, together with the relevant details shown on forms, will be notified immediately by AFHQ/5.4.4. to all concerned, including AFHQ, SIB and TC.
3. All cases of vehicles recovered, found abandoned, etc. will be reported to uniting to the AFHQ/5.4.4. concerned, using proforma as at Appendix "A" to this order.

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Declassified E.O. 12356 Section 3.3/NND No. 785017

assigned to restrict the movement of undesirable elements.
It is known enemy agents rely extensively on this mode of travel when operating behind our lines and that many have already made use of it. Of the agents so far captured no fewer than fifteen have stated that they were given lifts in US transport either on the way to their target area, or on their return toward enemy territory.

All concerned are reminded that no civilian passengers may be carried in WD vehicles unless in possession of an official pass authorizing such travel, as laid down in JAI RO 20 of 1944. Units and HQ will impress on all drivers under their command the seriousness of this matter and ensure that they are conversant with the current instructions on this subject.

(JAI/19051)(b).

DISCIPLINE - DRIVING OF WD TRANSPORTA.A.I.R.O.
No 259

Serial No

27

1 Sept 44

1. The effective life of army vehicles, their engines and tyres, is being reduced by driving at excessive speed and failing to ensure that tyres are correctly inflated. It is essential that this cause of waste should be eliminated.
2. The maximum permitted speed of individual vehicles is laid down in JAI RO 122 of 1944.
3. The speed and density of movement of convoys as laid down in the movement order for the convoy must be adhered to.
4. Details about the correct inflation of tyres are given in AFHQ GO 546 of 1944.
5. It will be made known to all ranks that driving at excessive speeds will be regarded as a serious offence.

(5545/2/A(PS))

LOSS OF VEHICLES

A.A.I.R.O.

No 259

Serial No

27

1. Loss of vehicles, both WD and those requisitioned, due to theft or suspected theft, will be reported immediately to AFHQ/DAWM of the Formation/Area/Sub Area concerned, and confirmed in writing giving particulars as in the proforma at Appendix 'A' to this order.
2. The receipt of the loss of the vehicle, together with the relevant details shown on proforma, will be notified immediately by AFHQ/DAWM to all concerned; including Forward, SID and TC.
3. All cases of vehicles recovered, found abandoned, etc. will be reported in writing to the AFHQ/DAWM concerned, using proforma as at Appendix 'A' to this order.
4. Vehicles recovered, found abandoned, etc. by Forward or handed over to Forward will be disposed of as directed by the HQ branch of the Formation/Area/Sub Area concerned. They should not be taken on charge if the finding unit or the GHP unit concerned or used or disposed of without proper authority.

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5. Disciplinary action will be taken in the event of any laxity or delay in dealing with vehicles found, particularly should the vehicle be retained for individual or unit use without proper authority.

(To be repeated in unit orders.) (S006// (PS))

A.L.I.R.O.
No 122
Serial No
21
10 MAY 44

SPEED LIMITS

- (a) The maximum speed in all zones, villages and built-up areas will be 25 mph for 4-wheeled vehicles, 30 mph for vehicles with over 4 wheels.
- (b) Local speed limits as laid down by areas/sub areas will be observed.
- (c) The maximum speed limits in designated areas are set out below.

Staff cars	56
Motor Cycles	40
Cars 2 str (utility) except Austins	40
Trucks (up to and incl 1 ton)	35
Cars 2 str (utility) Austins	30
Trucks (over 1 ton and up to and incl 3 ton)	30
Tractors (sheep)	25
Trucks (over 3 ton)	20
Trucks, with trailers	20
Full tracked vehicles (except tractors)	20
Full tracked vehicles (tractors)	15

(S014// (PS))

A.L.I.R.O.
No 546
Serial No
24
10 June 44

TYRES - CONVERSION - MATTERIES AND PRESSURES

1. Economy.
In view of the grave shortage of rubber which exists throughout the world, it is essential that all possible steps be taken to ensure that the maximum life is obtained from every tyre. The following instruction will be rigidly observed.
2. Speeds and Driving.
Speeds in accordance with Standing Orders will be strictly enforced. Unnecessary braking, fast cornering, rapid acceleration, kicking and a useless driving damage tyres and accelerate tyre wear.
3. Repatching.
Every possible effort will be made to avoid overloading vehicles. This is of particular importance when synthetic rubber tyres are in use.
4. Tyre Issues.
(a) Units will remove tyres for exchange when the tread design on the tread of the tyre has just disappeared, and before the tyre has worn to the canvas.
(b) Runflat covers bonded in for exchange will in all cases be accompanied by their tube and "bondedness". Tyres and tubes will only be issued in replacement on a "one for one" basis.
5. Tyre Pressure.
(a) Pressures will be checked with pressure gauges when tyres are cold.

0293

785017

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

- (a) the maximum speed in all gears, with gears and clutch up areas will be 30-25 mph for 4-wheeled vehicles, 20 mph for vehicles with over 4 wheels.
- (b) 100-1 speed limits as laid down by army/mob areas will be observed.
- (c) The maximum speed limits in declassified areas are set out below.

Staff cars	30
Motor cycles	40
Car 2 str (utility) except Juniors	40
Trucks (up to and incl 1 1/2 ton)	35
Car 2 str (utility) Juniors	30
Trucks (over 1 1/2 ton and up to and incl 3 ton)	30
Tractors (wheeled)	25
Trucks (over 3 ton)	20
Trucks, with trailers	20
Full tracked vehicles (except tractors)	20
Full tracked vehicles (tractors)	15

(50141/1/PS)

TYRES - CONVERSION - MULTIMARK AND PRESSURES

1. Economy.

In view of the grave shortage of rubber which exists throughout the world, it is essential that all possible steps be taken to ensure that the maximum life is obtained from every tyre. The following instructions will be strictly observed.

2. Speeds and driving.

Speeds in accordance with Standing Orders will be strictly enforced. Unnecessary braking, fast cornering, rapid acceleration, keeping and careless driving damage tyres and accelerate tyre wear.

3. Overloading.

Every possible effort will be made to avoid overloading vehicles. This is of particular importance when synthetic rubber tyres are in use.

4. Tyre issues.

(a) Units will remove tyres for exchange when the tread design on the tread of the tyre has just disappeared, and before the tyre has worn to the canyons.

(b) Runflat covers issued for exchange will in all cases be accompanied by their tube and "bonaparcas". Tyres and tubes will only be issued in replacement in a "one for one" basis.

5. Tyre pressure.

(c) Pressures will be checked with pressure gauges when tyres are cold. Working vehicles will be checked daily and stationary vehicles weekly. Tyres will be maintained at the pressure shown in appendix "A", which will be adopted immediately. All previous instructions whether in manufacturers handbooks or from any other source are now superseded by this instruction.

A. 4.1.1.1.1.
 10 540
 Serial No
 24
 18 June 44

Declassified E.O. 12356 Section 3.3/NND No. 785017

(b) Frequent checks will be made by supervisory personnel using different gauges. Master gauges are available at EGME Base Workshops for checking gauges.

(c) Spare wheels will be inflated to the rear wheel pressure. At all times all pressures be allowed to fall more than 10 per cent below pressures shown in Appendix 11A. The pressure listed allow for the normal increase due to tyre heat. Pressures will not be reduced on journeys.

(d) Tyre pressures will be maintained on the rings on corresponding pin above each wheel and entered in AB 412 and AB 413. The correct entry will be checked by O 1/2 Transport, who will examine the type of tyre on each vehicle to confirm that the pressure is appropriate.

Valve Caps

Valve caps will be fitted and maintained in good condition. They will not be painted as they are manufactured from rust proof material and the presence of paint impairs their efficiency.

Future replacement of valve caps for "TOP" and "Track Type Inner Tubes" fitted to wheeled vehicles, trucks, lorries and trailers will be to 7000 Doublecheck Part 90.146/MT1/MT2. These valve caps will be tightened sufficiently with pliers to prevent loss and will not be removed for pressure testing, inflation, or deflation. To inflate or test the pressure, the air chuck or gauge head should be pressed firmly over the top of the valve cap. To deflate exert slight pressure on the spring loaded plunger in the centre of the valve cap.

On trailers and motor cycles fitted with valve cap to 680 Part 10.146/MT1/23565 when the replacement of the original caps is required. As it is necessary to remove this type of valve for pressure testing, inflation and deflation, they will be hand tightened only.

New type caps will be demanded only when the original caps have become

damaged or lost.

Mechanical Defects

Drivers will report any signs of irregular wear to the platoon or unit transport officer, who will take immediate steps to correct any additional faults. EGME and Workshop Officers will check the alignment of front wheels at the priority inspection, and whenever vehicles pass through workshops for the Collision repairs.

Cuts and Flats

(a) Removal of flints, nails, etc., embedded in tyres, and stitches between tains, will be carried out daily.

(b) Tyres which have been cut, and in which the cord is exposed, will be replaced and sent to unit or second line workshop for repair.

Tyre Fitting

(a) Care must be taken that the fabric round the wire edge is not damaged by excessive forces during fitting or removal. Flaps will be used in giant covers, and must be controlled carefully.

(b) Fitting will be supervised by driver-mechanics or section HQs and checked by platoon or unit transport officer.

(c) When new tyres are received rims will be cleaned and painted with rust preservative, Part 10.146/MT1/23565 Section 146-011.

(d) Whenever possible tyres of equal wear will be fitted to driving axles. This is necessary to avoid damage to the differential. New and old tyres will not be fitted together on twin wheel assemblies since this results in the tyre being abnormally loaded.

See Protection

Tyres on stationary vehicles will be protected from the direct rays of the sun. Spare wheels exposed positions will be covered at all times. Covers are not on issue: units must improvise.

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confirm that the pressure is appropriate

Valve Cap

Valve caps will be fitted and maintained in good condition. They will not be painted as they are manufactured from rust proof material and the presence of paint impairs their efficiency.

Future replacement of valve caps for "egg" and "Track Type Inner Tubes" fitted to wheeled vehicles, trucks, trailers and trailers will be to 7096 Doublecheck Part No. LVS/MT14/2019. These valve caps will be tightened sufficiently with pliers to prevent loss and will not be removed for pressure testing, inflation, or deflation. To inflate or test the pressure, the air chuck or gauge head should be pressed firmly over the top of the valve cap. To deflate exert slight pressure on the spring loaded plunger in the centre of the valve cap.

Comp trailers and air cycles fitted with valve cap are 888 Part No. LVS/MT14/2019. When the replacement of the original cap is required, as it is necessary to remove this type of valve for pressure testing, inflation and deflation, they will be hand tightened only.

New type caps will be lowered only when the original caps have become damaged or lost.

Mechanical Defects

Drivers will report any signs of irregular wear to the platoon or unit transport officer, who will take immediate steps to report any mechanical faults. Tires and Workshop Officers will check the alignment of front wheels at the periodic inspection, and whenever vehicles pass through workshops for the scheduled repairs.

Cuts and Flats

- (a) Removal of flints, nails, etc., embedded in tyres, and stones between treads, will be carried out daily.
- (b) Tyres which have been cut, and in which the cord is exposed, will be replaced and sent to unit or second line workshops for repair.

Tyre Fitting

- (a) Care must be taken that the fabric round the rim edge is not damaged by excessive force during fitting or removal. Flaps will be used to protect covers, and must be controlled carefully.
- (b) Fitting will be supervised by driver-mechanics or section fitters and checked by platoon or unit transport officer.
- (c) Whenever tyres are removed rims will be cleaned and painted with rust preservative, Part No. 45826 VMS Section LVS-MT1.
- (d) Whenever possible tyres of equal wear will be fitted to driving axles. This is necessary to avoid damage to the differential. New and old tyres will not be fitted together on the same axle assembly since this results in the tyre being abnormally loaded.

Sun Protection

Tyres on stationary vehicles will be protected from the direct rays of the sun. Spare wheels exposed positions will be covered at all times. Covers are not an issue: units must improvise.

Stationary Vehicles

Unit vehicles whose normal function is performed when stationary, e.g.

Machinery Searchlight Operators, will be rotated in blocks to lift the tyres clear the ground.

Spare Wheel on Vehicle in Use

To prevent deterioration, spare wheels will be taken into use as running wheels at regular intervals. No spare wheel will be out of the use for more than three months.

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13.

Grasses and oil

Tyres will be kept free from grasses, oil and petrol. In order to ensure that only dry clean air is pumped into the tyres it is essential that all vehicle mechanical tyre pumps be run for a few minutes before connecting the air line to the tyre valves. This may be easily done by bulking a piece of white paper in front of the outlet to ensure that all air entering comes to be expelled.

14.

Tyre hubs

Section 14. At each tyre and the time of fitting will be entered in Vehicles 14B, 412 or 413 under "Record of repairs and replacement".

15.

Synthetic Tyre

Tyres containing varying proportions of synthetic rubber will be encountered in the near future. Information regarding the means of identifying these tyres will be issued later.

16.

10.50 - 12 Tyre

(a) Both standard and cross-country tread 10.50 - 12 tyres are available and of these the standard tread may be the weaker as it can have an 8, 10 or 12-ply carcass. All vehicles using the size of tyre will, therefore, be fitted in order:-

Front wheels: Standard tread 8, 10 or 12-ply.

Rear wheels: Cross-country tread or standard tread 12-ply.

(b) 10.50 - 12 tyre which are not clearly marked "12-ply" will be considered to be of less than 12-ply construction.

(c) Re-treaded and re-expanded 10.50 and 12-ply tyres will not be fitted to rear axles of load carriers.

17.

Previous Orders and Instructions

Order 110, 139 of 1943 which are republished in G.O. 110, 357 of 1944 to hereby cancelled. (Applicable to British Dominions, India and Pakistan troops B.M.F. and G.M.F.)

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Serial 15. of each type and the time of fitting will be entered in vehicles 10, 43, 47, 48-49 under "Record of Repair and Replacement".

Synthetic Tyres

Tyres exhibiting varying orientation of synthetic rubber will be encountered in the near future. Information regarding the means of identifying these tyres will be

issued later.

1036 - 18 Tyre

(a) 25th standard and emergency tread 10.50 - 18 tyres are available and of these the standard tread may be the preferable. It can have an 8.10 or 12-ply coverage. All vehicles using the size of tyre will, therefore, be fitted as under:-

Front wheels: Standard from 8.10 to 12-ply.

Rear wheels: Cross-country tread or Standard tread 12-ply.

(b) 10.50 - 18 tyres which are not of early marked "12-ply" will be considered to be of less than 12-ply construction.

(c) Retreaded and re-capped 10.50 - 18 tyres will not be fitted to rear wheels of

land carriers.

Services in India and Indo-China

1510-18 183 of 1943 which are republished in 1950 or 1951 of 1944. (Liberty cancelled. (Applicable to British, Indian, Canadian and Polish troops, B.M.F. and C.M.F.))

(continued)

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Figure 1

Type of Vehicle	Tyre Size	Pressure in lbs per sq inch	Front	Rear
MOTOR CYCLES :				
CAR & UTILITIES :				
2-seaters.....all sizes	all sizes	18	20	
4/5-seaters.....all sizes	all sizes	20	22	
Light utilities and vans.....all sizes	all sizes	25	30	
Heavy utility and station wagon.....all sizes	all sizes	24	26	
3-seaters.....all sizes	all sizes	20	22	
4-seaters.....all sizes	all sizes	20	22	
5-seaters.....all sizes	all sizes	25	30	
6-seaters.....all sizes	all sizes	25	30	
7-seaters.....all sizes	all sizes	25	30	
8-seaters.....all sizes	all sizes	25	30	
9-seaters.....all sizes	all sizes	25	30	
10-seaters.....all sizes	all sizes	25	30	
11-seaters.....all sizes	all sizes	25	30	
12-seaters.....all sizes	all sizes	25	30	
13-seaters.....all sizes	all sizes	25	30	
14-seaters.....all sizes	all sizes	25	30	
15-seaters.....all sizes	all sizes	25	30	
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294-seaters.....all sizes	all sizes			

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MOTOR CYCLES :
CARB 3 UTILITIES :
2-seaters.....111-112
4/5 seater.....113-114
Light utility and vans.....115-116
.....117-118
Heavy utility and station wagon.....119-120
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HEADQUARTERS
ARMED CONTROL COMMISSION
Transportation Sub-Commission
AGC 18

DCM/ab

AGC/TH/L/16
SUBJECT : Vehicle Maintenance
TO : Distribution A.

15 OCT Recd

In order to facilitate the distribution of personnel ^{and} equipment as outlined in AGC. Establishment Memo. No. 22 of 27 Sept. 44 and this HQ's Maintenance Instruction No. 1 the completion of Appendix "A" (attached) is requested.

It is requested that completed returns reach this office no later than Nov. 1st 44.

Information requested in Column 6 should include particulars of all maintenance equipment, including such items as Acetelene welding and Battery charging plants, air-compressors, tool sets, recovery vehicle, etc.

9 Oct. 1944

D. S. Adams
D. S. ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACC/Pn/40/Maint.
SUBJECT: Vehicle Maintenance.
Distribution A.

PA
17/10
15 OCT Recd

FROST PRECAUTIONS

With the approaching cold weather the attention of Officers responsible for Transport is drawn to the necessity of taking all precautions against frost.

Local orders with reference to Frost Precautions will be strictly complied with.

9th October, 1944

William Adams
ADAMS
Colonel, C.E.
Director, Tn.Sub.Comm.

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

ACC/En/R/16

6 October 1944

VEHICLE MAINTENANCE INSTRUCTION No. 1

15 OCT Recd

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 354

In accordance with Memorandum No. 22 dated 27 September 44 a Vehicle Maintenance Section under the control of the Roads Department of this P.C., has been formed to draw up and put into effect a joint policy of maintenance applicable to all vehicles operated by A.C.C.; and to assist the Transport Officers in the solution of any vehicle maintenance problems they may have.

The system of maintenance as laid down by the respective War Departments for British and American W.D. vehicles although differing slightly in detail, are in effect similar in principle but owing to the unusual circumstances prevailing in this organisation where both British and American vehicles are operated by personnel unaccustomed to them and their system of maintenance, it is necessary to put into effect a combined system of maintenance which can be applied to both types of vehicles.

Vehicles operated within 5th Army and 8th Army areas and driven by British or American personnel will however continue to be maintained under the respective W.D. regulations i.e. in the case of British vehicles under the task system, in the case of American vehicles daily and weekly checks.

1. Responsibility for Maintenance

The Regional Civil Transport Officer will be responsible for the putting into effect of the system of maintenance as laid down by this H.Q. and for the efficient maintenance of all A.C.C. vehicles held within the Region.

2. System of Preventative Maintenance

In order to carry out the schedule of maintenance as laid down in the Pamphlet Inspection, Maintenance and Care of Army Vehicles (Wheeled) based on the Task System for British vehicles and the daily and weekly check prescribed by American W.D.

Regulations for American vehicles, a combined programme of maintenance will be put into effect as follows, and will be applicable to all vehicles.

A) The driver will be responsible for the following daily duties of preventative maintenance.

- 1) Checking water, oil and petrol levels.
- 2) For normal daily duties in connection with the conservation and care of tyres, batteries, etc.
- 3) Cleanliness of the vehicle at all times.

B) Each vehicle will be thoroughly inspected and serviced by a maintenance crew (for the composition of this detachment see Appendix "A") every 10th day.

15 OCT Reed

In accordance with Memorandum No. 22 dated 27 September 43 a Vehicle Maintenance Section under the control of the Roads Department of the H.Q. has been formed to draw up and put into effect a joint policy of maintenance applicable to all vehicles operated by A.C.C., and to assist the Transport Officers in the solution of any vehicle maintenance problems they may have.

The system of maintenance as laid down by the respective War Departments for British and American V.D. vehicles although differing slightly in detail, are in effect similar in principle but owing to the unusual circumstances prevailing in this organisation where both British and American vehicles are operated by personnel unaccustomed to them and their system of maintenance, it is necessary to put into effect a combined system of maintenance which can be applied to both types of vehicles.

Vehicles operated within 5th Army and 8th Army areas and driven by British or American personnel will however continue to be maintained under the respective W.D. regulations i.e. in the case of British vehicles under the task system, in the case of American vehicles daily and weekly checks.

1. Responsibility for Maintenance

The Regional Civil Transport Officer will be responsible for the putting into effect of the system of maintenance as laid down by this H.Q. and for the efficient maintenance of all A.C.C. vehicles held within the Region.

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In order to carry out the schedule of maintenance as laid down in the Pamphlet Inspection, Maintenance and Care of Army Vehicles (wheeled) based on the Task System for British vehicles and the daily and weekly check prescribed by American W.D.

Regulations for American vehicles, a combined programme of maintenance will be put into effect as follows, and will be applicable to all vehicles.

- A) The driver will be responsible for the following daily duties of preventive maintenance.
 - 1) Checking water, oil and petrol levels.
 - 2) For normal daily duties in connection with the conservation and care of tyres, batteries, etc.
 - 3) Cleanliness of his vehicle at all times.
- B) Each vehicle will be thoroughly inspected and serviced by a maintenance crew (for the composition of this detachment see Appendix "1") every 10th day.
- C) All defects found during this inspection will be recorded by the individual of maintenance crew on Maintenance Form 1 (see Appendix "2" attached).

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2) The last inspection performed during the month will be entered in the case of British vehicles in the vehicle 406 as a record of any item of repair which could not be effected during the inspection and to enable indents to be made of spare parts required.

In the case of American vehicles Maintenance Form 1 will form the basis of requisition for spare parts and it will be retained for transfer with the vehicle until the next inspection has been completed, as there is no American counterpart of the British A.B.406.

3. Higher Echelon Maintenance

A) Garages for the maintenance of Higher Echelon repairs will be established at each Provincial H.Q. and although the maximum use of civilian labour in the form of mechanics etc. will be made, each will be supervised by A.M.T. personnel, the principle being that wherever a British or American vehicle is located there will be a British or American S.M./O.A. in a supervisory capacity.

B) Vehicles requiring 4th or 5th Echelon repairs will be evacuated from the Provincial H.Q. in the first instance, to the Regional H.Q. Garage, from where it will be evacuated to the nearest R.E.M.E. unit in the case of British vehicles or Ordnance if it is American, if it is found to be beyond the Regional Garages' capabilities of repair.

In the latter event S.M.B. or Salvage Certificates obtained will be forwarded forthwith to the appropriate G-4 Branch of this H.Q.

C) Under no circumstances will any vehicle be cannibalised without the previous written authority of this H.Q.

1) Every British vehicle will be in possession of an Army Book 406. In addition all British vehicles will be allotted and will carry at all times A.B. 410 with entries complete in respect of tyre pressures, oil changes, Higher Echelon repairs or modifications, and drivers name and vehicle equipment etc.

The a/m documents in respect of British vehicles and Maintenance Form 1 of last inspection of American vehicles will be at all times transferred with the vehicles and all cases of a vehicle being received by a unit within the organisation without completed documents will be reported to this H.Q.

4. Spare Parts

A) Final Aid Kits of Spares. Requisition for these have been made to American and British Ordnance and a large quantity of both British and American have already been drawn. These are at present being sorted and catalogued and will shortly be available for issue to Regions.

B) Indents and Requisitions for Spares. 1. American - American requirements within the Region should be co-ordinated by the Regional A.I.C. who will submit requisitions to nearest Ordnance. 2. British - Indents should be submitted in the first instance to the nearest A.D.O.S. for approval and onward transmission to the local sub-depot. 3. Where either British or American spares are not available at local Ordnance and cannot be manufactured locally indents should be submitted to the appropriate G-4 Branch this H.Q. which after screening will pass them to Spare Parts Section this H.Q. for issue from stock held.

C) Civilian Requisitioned Vehicles. Requisitions for civilian spares should be made to Spare Parts Section this H.Q. who have frozen civilian stocks throughout the country and who are now controlling

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5. Higher Echelon counterpart of the British A.B.406.

A) Higher Echelon counterpart of the British A.B.406. established at each Provincial H.Q. and although the maximum use of civilian labour in the form of mechanics etc. will be made, each will be supervised by Allied personnel, the principle being that wherever a British or American vehicle is located there will be a British or American C.M./O.R. in a supervisory capacity.

B) Vehicles requiring 4th or 5th Echelon repairs will be evacuated from the Provincial H.Q. in the first instance, to the Regional H.Q. Garage, from where it will be evacuated to the nearest R.E.M.E. unit in the case of British vehicles or Ordnance if it is American, if it is found to be beyond the Regional garages' capabilities of repair.

In the latter event R.E.M.E. or Salvage Certificates obtained will be forwarded forthwith to the appropriate G.4 Branch of this H.Q.

C) Under no circumstances will any vehicle be cannibalised without the previous written authority of this H.Q.

D) Every British vehicle will be in possession of an Army Book 406. In addition all British vehicles will be allotted and will carry at all times A.B. 412 with entries complete in respect of tyre pressures, oil changes, Higher Echelon repairs or modifications, and drivers name and vehicle equipment etc.

The a/m documents in respect of British vehicles and Maintenance Form 1 of last inspection of American vehicles will be at all times transferred with the vehicles and all cases of a vehicle being received by a unit within the organisation without completed documents will be reported to this H.Q.

4. Spare Parts

A) Request and With of Spares. Requisition for these have been made to American and British Ordnance and a large quantity of both British and American have already been drawn. These are at present being sorted and catalogued and will shortly be available for issue to Regions.

B) Indents and Requisitions for Spares. 1. American - American requirements within the Region should be co-ordinated by the Regional M.F.C. who will submit requisitions to nearest Ordnance. 2. British - Indents should be submitted in the first instance to the nearest A.D.O.S. for approval and onward transmission to the local sub-depot. 3. Where either British or American spares are not available at local Ordnance and cannot be manufactured locally indents should be submitted to the appropriate G.4 Branch this H.Q. which after processing will pass them to Spare Parts Section this H.Q. for issue when stock held.

C) Civilian Requisitioned Vehicles. Requisitions for civilian spares should be made to Spare Parts Section this H.Q. who have frozen civilian stocks throughout the country and who are now controlling machinery capable of manufacturing the most common types of civilian spares in demand.

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C) Tyres 1. Civilian Supply and Civilian Requisitioned Vehicles.
Requisitions for tyres for these vehicles should be made to Tyre
Section this H.Q. giving information as shown in Appendix "C"
attached.

2. Domestic (American and British)-as far Spare Parts.
6. Vehicle Records. Casualties and returns will be submitted in
accordance with Establishment Memorandum 22 dated 27 September 44.

Distribution A

W. H. M. & Co.
for
D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

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APPENDIX "A"

Formation Maintenance Crews

The basis of the 10 day system of maintenance is the British Daily Task System, which provides for the performance of 16 tasks, under which every component part of a vehicle is inspected over a period of 14 days.

These tasks have been combined and instead of being performed by one man over a period of 14 days, they are performed by a squad of 4 men in one day.

The crew consists of 4 men, one Greaser, one Electrician, 1st Mechanic and 2nd Mechanic, with duties as shown on Appendix "B" attached.

Each crew should be supervised by a mechanic thoroughly familiar with all vehicle components and their maintenance.

A monthly roster should be prepared dead-lining each vehicle every 10th day and every precaution should be taken to insure that the vehicle is available for the crew on the day appointed.

Four ramps capable of taking both the smallest and largest vehicle should be provided for each maintenance squad thus enabling the crews to work on four vehicles at a time. It has been found in practice that each operator requires approximately two hours to perform his duties and one squad can therefore complete four vehicles in a day.

Owing to the shortage of Army personnel it is not possible to employ outside the Army areas Allied soldiers in a driver capacity and in every case, with the exception of courier vehicles, civilian drivers will be employed and the Allied drivers thus released will be employed in a supervisory capacity.

Full use should be made of the existing civilian staffs of requisitioned garages and in every garage where 7.D. vehicles are being maintained an Allied soldier should be installed in a supervisory capacity.

There after the substitution of civilian drivers for Army drivers, there is still insufficient soldier personnel within the Region to adequately supervise, the fact should be reported to this H.Q. and steps will be taken to make up the deficiencies.

In order to standardise still further the maintenance of all vehicles, engine oil changes on all types of vehicles will be made every 20 days (every other inspection day) irrespective of sump capacity of the vehicle.

Gear Box, Transfer Box, and Axle oil changes will be made every eighth inspection day. These oil changes will on all occasions be recorded in the case of American vehicles on Maintenance Form 1 and in respect of British vehicles in the A.B. 412 and A.B. 406.

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...the 10 day system of maintenance is the British Daily Task System, which provides for the performance of 16 tasks, under which every component part of a vehicle is inspected over a period of 14 days.

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APPENDIX "B"

MAINT. FORM No. 1.

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

Nome del conducente.....

MOTORE	1. Coppa	Miglia	Data	TRANSMISSIONE	13. Scatola del cambio	25. Pompe per le gomme e tubi di gonfiaggio.					
	Lettura del conta Km.....				14. Fresa di forza		26. Equipaggiamento elettrico				
	Precedente cambio olio.....				15. Freno a pedale			27. Lubrificazione			
	Il prossimo cambio sara fatto a				16. Freno a mano				28. Pulizie		
	2. Motore				17. Alberi, Giunti, Barre di tensione ecc.					29. Osservazioni sulla prova su strada	
	3. Radiatore e sistema di Raffreddamento				18. Asse e mozzi						30. Condizioni Generali
4. Sistema di carburazione				19. Ruote	Data..... Ispezionato da..... Rapporto.....						
Media				20. Gomme sin. Dest. condizioni pressione		22. Cassone					
5. Regolatore di velocita'				21. Telaio			23. Cabina e cantina				
6. Sistema di accensione				24. Condizioni degli attrezzi e dell'equipaggiamento							
ASSE POSTERIORE	7. Asse, semi-asse, e mozzi.										
	8. Balestre										
	9. Sterzo										
	10. Ruota										
	11. Gomme Sin. Dest. Scorta condizioni pressione										
	12. Frizione e controllo (pedale)										

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

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APPENDIX "B"

MAINT. FORM No. I.

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

Conducente.....

pa	Miglia	Data		
tura del conta Km.....			TRAMMISSIONE	13. Scatola del cambio
cedente cambio olio.....				14. Fresa di forza
prossimo cambio				15. Freno a pedale
a fatto a				16. Freno a mano
ore				17. Alberi, Giunti, Barre di tensione ecc.
fiatore e sistema di Raffredda-			ASSE POSTERIORE	18. Assi e mozzi
to				19. Ruote
teme di carburazione				20. Gomme sin. Dest. condizioni pressione
la				21. Telaio
olatore di velocita'				22. Cassone
teme di accensione				23. Cabina e cestina
ce, semi-asse, e mozzi.				24. Condizioni degli attrezzi e dell'equipaggiamento
estre				
urzo				
ota				
one Sin. Dest. Scorta				
edizioni				
essione				
zione e controllo (pedale)				

25. Pompe per le gomme e tubi di
gonfiaggio.

26. Equipaggiamento elettrico

27. Lubrificazione

28. Pulizie

29. Osservazioni sulle prova su
strada

30. Condizioni Generali

Data.....
Ispezionato da.....
Reparto.....

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RAFFORTO (da eseguire)

Avaria (Rif. al No.)	Lavoro eseguito o in corso presso l'officina (Isp. di Officina)	Data	Avaria (Rif. al No.)	Lavoro eseguito o in corso presso la Sezione (Isp. di Sez.)	Data
	Data..... Il Comdt. dell'Officina			Data..... Il Comdt. della Sez.	
Avaria No.	Osservazioni del Comdt. di Reparto		Avaria No.	Risposta del Comdt. dell'Officina o del Comdt. della Sezione	
Data	Com. t. del Reparto		Data.....	Com. te della Sezione	

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APPENDIX "B"

FOUR OPERATORS : 1 GREASER 1 MECHANICIAN 2 MECHANICS
1st OPERATOR GREASER

LUBRICATION	1.	Lubricate nipples with high pressure gun, as laid down on lubrication chart	
	2.	Check levels in steering box, gear box, transfer case and differentials and, where necessary, C.V. joints	
	3.	Check levels in shock absorbers	
	4.	Lubricate with oil can, all linkages such as hand brake, clutch shaft, throttle controls etc.	
	5.	Change oils when necessary.	
	6.	Clean and refill, oil air filter.	

REPORT ALL DEFECTS BEYOND THE SCORE OF OPERATOR
Remarks:-

Initials of Operator

2nd OPERATOR 1st MECHANIC

ENGINE 1 A. Inspect and adjust or tighten if necessary

	1) Cylinder head studs.	
	2) Exhaust and inlet manifold joints	
	3) All brackets mounted on engine	

B. Inspect oil tight joints.

	1) Valve gear cover plate.	
	2) Timing case joints.	
	3) Oil pipe unions, flange joints, external oil tank coolers, filters	

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as laid down on lubrication chart

- 2. Check levels in steering box, gear box, transfer case and differentials and, where necessary, C.V. joints
- 3. Check levels in shock absorbers
- 4. Lubricate with oil can, all linkages such as hand brake, clutch shaft, throttle controls etc.
- 5. Change oils when necessary.
- 6. Clean and refill, oil air filter.

REPORT ALL DEFECTS BEFORE THE SCORE OF OPERATOR

Remarks:-

Initials of Operator

2nd OPERATOR

1st MECHANIC

ENGINE

1. A. Inspect and adjust or tighten if necessary

- 1) Cylinder head studs.
- 2) Exhaust and inlet manifold joints
- 3) All brackets mounted on engine

B. Inspect oil tight joints.

- 1) Valve gear cover plate.
- 2) Timing case joints.
- 3) Oil pipe unions, flange joints, external oil tank, coolers, filters and relief valves.

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C. Inspect all external oil pipes.

- 1) Rubbing.
- 2) Kinking.

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2. A. Inspect radiator for leaks.

B. Check and tighten where necessary

- 1) Radiator and the rod fittings.
- 2) Bonnet fittings.

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C. Inspect water tight joints and glands. Tighten if necessary:

- 1) Flange water joints.
- 2) Hose joints and clips.
- 3) Water pump.
- 4) Drain cocks.

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D. Inspect fan for clearance and adjust belt if necessary.

E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

- 1) Flooding carburetter
- 2) Taps, drain cocks, union and fibre washers.
- 3) Petrol pump and filters

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C. Check and tighten if necessary carburetter mounting bolts.

4. WHEN VEHICLE IS DRIVEN OFF RAMP

- A. Listen for engine knocks.
- B. Listen for uneven firings.

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B. Check and tighten where necessary

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- 1) Radiator and the rod fittings.
- 2) Bonnet fittings.

C. Inspect water tight joints and glands. Tighten if necessary:

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- 1) Flange water joints.
- 2) Hose joints and clips.
- 3) Water pump.
- 4) Drain cocks.

D. Inspect fan for clearance and adjust belt if necessary.

E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check ~~fuel~~ system for leaks.

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- 1) Flooding carburetter
- 2) Taps, drain cocks, union and fibre washers.
- 3) Petrol pump and filters

C. Check and tighten if necessary carburetter mounting bolts.

4. WHEN VEHICLE IS DRIVEN OFF RAMP

- A. Listen for engine knocks.
- B. Listen for uneven firings.
- C. Examine ~~carburetter~~ system for leakages.
- D. Check compression.

5. A. Check and where necessary-tighten:

- 1) Drive studs.
- 2) Engine mounting or bearer bolts
- 3) Radiator mounting bolts, or trunnions.

B. Examine underside of vehicle for oil leaks.

REMOVE ALL IMPEDERS BEHIND THE SEAT OF OPERATOR

Remarks:-

Initials of Operator

3rd OPERATOR

2nd MECHANIC

UNDERSIDE OF VEHICLE

1. A. Check clutch pedal for correct free movement.

B. Check foot brake pedal and hand brake lever for clearance.

2. Check and tighten where necessary:

A. Front wing balance bolts.

B. Door locks and hinges.

C. Body side and tail bolts.

D. Spare wheel mounting.

3. Check tools and fire extinguisher.

4. WHEN VEHICLE IS DRIVEN OFF RAMP:

A. Check brakes for operation.

STEERING. A. Inspect and tighten all bolts where necessary
(Extreme care to ensure steering box securing studs are tight).

B. Inspect all working joints for wear.

3) Lubrication points, belts, or trunnions.

B. Examine underside of vehicle for oil leaks.

RECORD ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

REPAIRS -

Initials of Operator

3rd OPERATOR

2nd MECHANIC

UNDERSIDE OF VEHICLE

1. A. Check clutch pedal for correct free movement.
- B. Check foot brake, hand and hand brake lever for clearance.

2. Check and tighten where necessary:

- A. Front wing balance bolts.
- B. Door locks and hinges.
- C. Body side and tail bolts.
- D. Spare wheel mounting.

3. Check tools and fire extinguisher.

4. WHEN VEHICLE IS DRIVEN OFF RAMP:

A. Check brakes for operation.

STEERING. A. Inspect and tighten all bolts where necessary
(Extreme care to ensure steering box securing studs are tight).

B. Inspect all working joints for wear.

C. Check for bent and damaged rods.

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2. Front axle and springs.

A. Inspect and tighten where necessary:

- 1) All air tight joints.
- 2) Half shaft flange bolts.
- 3) Wheel nuts.

B. Check and tighten where necessary:

- 1) Spring "U" bolts.
- 2) Spring clips.
- 3) Shackles nuts.

C. Check spring hanger bracket rivets for signs of wear.

D. Examine springs for broken leaves or centre bolts.

3. A. Inspect gear box and transfer box mountings and tighten where necessary.

B. Check for oil leaks.

C. Inspect and where necessary tighten:

- 1) Brake cross shaft bearing brackets.
- 2) All belted brackets and levers.
- 3) Brakes servo and/or hydraulic mountings and unions.
- 4) Check working of all external brake pull off springs.

4. Frame and Body

Check and if necessary tighten:

- 1) Body floor bolts.
- 2) Body holding down bolts.
- 3) Front and rear mud-wing support bracket bolts.
- 4) Fuel tank mounting bolts.

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3) Wheel nuts.

B. Check and tighten where necessary:

1) Spring "U" bolts.

2) Spring clips.

3) Shackles nuts.

C. Check spring hanger bracket rivets for signs of wear.

D. Examine springs for broken leaves or centre bolts.

3. A. Inspect gear box and transfer box mountings and tighten where necessary.

B. Check for oil leaks.

C. Inspect and where necessary tighten:

1) Brake cross shaft bearing brackets.

2) All bolted brackets and levers.

3) Brakes servo and/or hydraulic mountings and unions.

4) Check working of all external brake pull off springs.

4. Frame and Body

Check and if necessary tighten:

1) Body floor bolts.

2) Body holding down bolts.

3) Front end rear mud-wing support bracket bolts.

4) Fuel tank mounting bolts.

5) Silencer and exhaust bracket bolts

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6) Towing appliances.

5. Rear axle and Spring. as for 2. Front axle and Spring

6. Transmission and transfer.

Inspect and tighten where necessary:

1) Nuts and bolts of universal joint couplings.

2) Propellor shaft and centre bearings and bracket if fitted.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

4th OPERATOR

ELECTRICIAN

Initials of Operator

Inspect ammeter for charging and starter for operation before vehicle is driven off ramp.

2. Generator.

1) Inspect generator terminals and tighten if necessary.

2) Inspect mounting bolts of regulator and cut out.

3) Inspect terminals and regulator unit

4) Lubricate with oil can if necessary

5) Inspect for correct fitting of accumulator cover

3. Starter

1) Clean and tighten if necessary all starter motor terminals.

2) Inspect all cables for rubbing and shorts.

3) Lubricate starter when necessary.

Inspect and tighten where necessary:

- | | |
|--|--|
| | |
|--|--|
- 1) Nuts and bolts of universal joint couplings.
 - 2) Propellor shaft and centre bearings and bracket if fitted.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

4th OPERATOR

ELECTRICIAN

Initials of Operator

Inspect ammeter for charging and starter for operation before vehicle is driven off ramp.

2. Generator.

1) Inspect generator terminals and tighten if necessary.

2) Inspect mounting bolts of regulator and cut out.

3) Inspect terminals and regulator unit

4) Lubricate with oil can if necessary

5) Inspect for correct fitting of accumulator cover

3. Starter

1) Clean and tighten if necessary all starter motor terminals.

2) Inspect all cables for rubbing and shorts.

3) Lubricate starter when necessary.

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4. Battery

- 1) Inspect battery for cell cracks and leaks.
- 2) Remove battery and inspect battery carrier for dirt or corrosion. Clean and repaint if necessary.
- 3) Clean battery case.
- 4) Inspect terminals for corrosion and clean if necessary. Loose terminals with excessive or no action, do not use grease.
- 5) Examine water plugs and ensure holes are clear.
- 6) Check level of electrolyte and top up, if necessary.
- 7) Inspect and tighten mounting belts where necessary.

5. Ignition

- 1) Inspect all terminals and tighten where necessary.
- 2) Clean all H.V. leads and plugs. Adjust points if necessary. Charge plugs with broken porcelain.
- 3) Clean all earth connections.
- 4) Inspect coil assembly and tighten if necessary.
- 5) Check automatic advance and retard for free movement.
- 6) Clean distributor cap.
- 7) Check operation of contact breaker and setting of points.
- 8) Lubricate distributor spindle when necessary.

6. Lubrication

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- 2) Remove battery and inspect battery carrier for dirt or corrosion clean and grease.
- 3) Clean battery bases.
- 4) Inspect terminals for corrosion and clean if necessary. Grease terminals with grease before bolting, do not use grease.
- 5) Examine vent plugs and ensure holes are clear.
- 6) Check levels of electrolyte and top up, if necessary.
- 7) Inspect and tighten mounting belts where necessary.

5. Ignition

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- 1) Inspect all terminals and tighten where necessary.
- 2) Clean all H.V. leads and plugs. Adjust points if necessary charge plugs with broken porcelain.
- 3) Clean all earth connections.
- 4) Inspect coil assembly and tighten if necessary.
- 5) Check advance, idle advance and retard for free movement.
- 6) Clean distributor cap.
- 7) Check operation of contact breaker and setting of points.
- 8) Lubricate distributor spindle when necessary.

6. Timing

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- 1) Adjust timing when fitted.

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- 2) Inspect mounting bolts and brackets of all lamps, switches and instrument board and all electrical accessories.
- 3) Inspect all screw terminals and tighten when necessary.
- 4) Ensure all lamps light and no leads shorting.
- 5) Check horn for operation.

7. Engine Inspect sparking plug terminals and points, change plugs with broken porcelain.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR

Remarks:-

Initials of Operator

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3) Inspect all screw terminals and tighten when necessary.

4) Ensure all lamps light and no leads shorting.

5) Check horn for operation.

7. Engine Inspect sparking plug terminals and points, change plugs with broken porcelain.

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR

Remarks:-

Initials of Operator

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HEADQUARTERS
ALLIED CONTROL COMMISSION
(Establishments Branch)
AFO 394

27 September 1944

ESTABLISHMENT MEMORANDUM)

NUMBER

22)

ESTABLISHMENT OF MAINTENANCE, ROAD DIVISION,
TRANSPORTATION SUB-COMMISSION

1. A Maintenance Section has been established under the Road Division, Transportation Sub-Commission.
2. a. The Road Division will assume complete responsibility for supervision, control, organization and inspection of all vehicle maintenance (both TE & VE) to include both domestic and civil transport vehicles of this Headquarters and the Regions. This in no way relieves Regional Commissioners and Senior Officers of the responsibility of the supervision of maintenance of vehicles assigned to them.
b. To carry out this responsibility:
 - (1) All maintenance and operating personnel of this Headquarters and in the Regions operating or maintaining motor transport will be assigned to the Transportation Sub-Commission.
 - (2) All tools and equipment for maintaining these vehicles will be allocated by the Transportation Sub-Commission.
 - (3) The Transportation Sub-Commission will be responsible for garage allocation.
3. Responsibility of G-4 (See Annex "A" and "B" attached.)
4. Responsibility of other elements:
 - a. Headquarters Maintenance Officer will be responsible for the carrying out of the duties detailed in paragraph 2 (a) above. It is essential that all incidents, involving accountability of property be coordinated with G-4 (both American and British). (See Annex "A" and "B".)
 - b. Regional Maintenance Officers (Transportation Sub-Commission Officer) will be directly responsible for the maintenance of all vehicles within their respective Region; the supervising and training of personnel in maintenance and driving, and the continuous execution of preventive maintenance. He will make frequent technical inspection of all vehicles within his Region and bring about correction of all deficiencies noted.
 - c. Regional Commissioners will assume the usual "Commanding Officer" responsibility and supervision, as directed in U.S. AW 83 and AR 35-6640 and AR 850-15 and British W.D. Regulations.
 5. Accountability (See Annex G-4 "A" and "B".)
 6. All maintenance officers will establish maintenance channels for repair and evacuation within their respective scope of operations.

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DISTRIBUTION:
"A"

NORMAN E. FISKE,
Colonel, **551**
Establishment Officer.

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ANNEX "A" to
Etab Memo No 22, 27 Sept 44.

RESPONSIBILITIES OF G-4 (A)

1. Vehicle Records.

a. G-4 (A) is responsible for the accountability for all U.S. Army vehicles (which includes requisitioned civilian vehicles) and Motor Maintenance equipment used by Allied Control Commission and 2675th Regiment.

b. The Transportation Sub-Commission will turn over to G-4 (A) the complete records on all U.S. Army vehicles, motor maintenance, and accessories now in the possession of the Transportation Sub-Commission.

c. A Property Book will be set up in each Region by the American Unit Transportation Officer in accordance with instructions contained in Circular 170, War Department, dated 24 July 1944. The American Unit Transportation Officer will be responsible and accountable for all such property within his unit.

(1) The Property Book, which will be known as the "Unit Transportation Sub-Commission Property Book", will account for all U.S. Army vehicles and motor maintenance equipment other than 2675th Regimental T/E vehicles and equipment issued direct to Companies.

(2) G-4 (A) will be notified in writing of the assignment and relief of the Transportation Officer so that a transfer of property on the unit Transportation Property Book can be accomplished in accordance with Circular 170, War Department, dated 24 July 1944.

(3) Reassignment of Tools and Equipment now charged to 2675th Regiment as T/E property will be made as directed by the Transportation Sub-Commission.

(4) The reassignment and transfer of all U.S. Army tools and equipment will be accomplished by G-4 (A) as requested by the Transportation Sub-Commission. The Transportation Sub-Commission will furnish G-4 (A) a complete list of tools and equipment (American) now charged to the Transportation Sub-Commission.

d. Reports of Survey or certificates will be prepared on damaged, lost or stolen vehicles, motor maintenance equipment or accessories by the American Transportation Officer in each unit and forwarded to G-4 (A). Ref. AR 35-6640.

e. In case of salvage through an Ordnance Depot, a true copy of the Salvage Receipt of the old vehicle, and the Tally Out on the new vehicle, will be forwarded to G-4 (A).

2. Reports.

a. Monthly Materiel Status Reports will be submitted by the Unit American Transportation Officer on forms furnished by G-4 (A), indicating status of equipment as of 1200 hours on the 10th of each month, so as to reach the office of G-4 (A) not later than 1200 hours on the 12th day of each month.

a. G-4 (A) is responsible for the accountability for all U.S. Army vehicles (which includes requisitioned civilian vehicles) and Motor Maintenance equipment used by Allied Control Commission and 2675th Regiment.

b. The Transportation Sub-Commission will turn over to G-4 (A) the complete records on all U.S. Army vehicles, motor maintenance, and accessories now in the possession of the Transportation Sub-Commission.

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3. Supplies.

a. All American vehicles and motor maintenance equipment will be drawn through G-4 (A), this Headquarters.

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ANNEX "A" to
Estab Memo No 22, 27 Sept 44
(Cont'd)

- b. All motor maintenance parts will be drawn on an exchange basis, direct from the nearest Ordnance Depot or the parts section of the Transportation Sub-Commission. Requisitions will be submitted to G-4 (1).
- c. Unserviceable vehicles may be salvaged at any Ordnance Depot. Unserviceable American vehicles will not be turned into REME. Replacements may be drawn direct from the nearest Ordnance Depot. (See paragraph 1, Section E.)

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ANNEX "B" to
Estab Memo No 22, 27 Sept 44.

RESPONSIBILITY OF G-4 (BRITISH)

1. G-4 (British) will be responsible for records and major items of supply.

2. Records.

a. G-4 (British) will keep all records and prepare vehicles census of all W.D. vehicles in use in the Sub-Commission.

b. Vehicle Casualties: These will be rendered by G-4 (B) for all W.D. vehicles of the Commission.

c. Vehicle locations:

(1) Distribution of all vehicles to Regions, AMG Armies will be recorded by G-4. For this purpose whenever W.D. vehicles (other than W.E. vehicles) are moved from one part of the Commission to another, a copy of the movement order will be sent to G-4. W.E. vehicles will not be moved except on the instructions of G-4 Branch.

(2) Whenever any W.D. vehicles, whether on W.E. or not, are transferred from one part of the Commission to another, transfer and transferee will sign and exchange A.F.'s G.1033 and transferor will forward a third copy signed by both to G-4 (British).

3. Supply.

a. Vehicles:

(1) Except as provided in sub-paragraph (a) (2), no vehicles will be drawn by any Region, or other part of the Commission except on the instructions of G-4 Branch.

(2) AMG 8th Army are authorized to replace unserviceable British vehicles by vehicles of the same category through Army sources. They are not authorized to draw additional vehicles or replace a vehicle of one type by a vehicle of another type without G-4 sanction.

b. Equipment:

(1) Regions will be responsible for indenting for their own vehicle tools and spare parts.

(2) G-4 will indent for all G.1098 M.T. Equipment and LAD equipment authorized under Special List 94/1 and will issue same when received to Transportation Sub-Commission for allotment.

(3) G-4 will indent for M.T. First-Aid Kits to scale and will issue them to Transportation Sub-Commission who will be responsible for keeping them replenished.

2. Records.

a. G-4 (British) will keep all records and prepare vehicles census of all W.D. vehicles in use in the Sub-Commission.

b. Vehicle Casualties: These will be rendered by G-4 (B) for all W.D. vehicles of the Commission.

c. Vehicle locations:

- (1) Distribution of all vehicles to Regions, AMG Armies will be recorded by G-4. For this purpose whenever W.D. vehicles (other than W.E. vehicles) are moved from one part of the Commission to another, a copy of the movement order will be sent to G-4. W.E. vehicles will not be moved except on the instructions of G-4 Branch.
- (2) Whenever any W.D. vehicles, whether on W.E. or not, are transferred from one part of the Commission to another, transferor and transferee will sign and exchange A.F.'s G.1033 and transferor will forward a third copy signed by both to G-4 (British).

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- (2) AMG 8th Army are authorized to replace unserviceable British vehicles by vehicles of the same category through Army sources. They are not authorized to draw additional vehicles or replace a vehicle of one type by a vehicle of another type without G-4 sanction.

b. Equipment:

- (1) Regions will be responsible for indenting for their own vehicle tools and spare parts.
- (2) G-4 will indent for all G.1098 M.T. Equipment and LAD equipment authorized under Special List 94/1 and will issue same when received to Transportation Sub-Commission for allotment.
- (3) G-4 will indent for M.T. First Aid Kits to scale and will issue them to Transportation Sub-Commission who will be responsible for keeping them replenished.
- (4) If any major items of garage equipment are required, surplus to LAD scale, Transportation Sub-Commission will submit a special case to G-4 Branch for supply.

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ANNEX "B" to
 Estab Memo No 22, 27 Sept 44
 (Cont'd)

4. In order to carry out the above policy, the returns set out in Appendix "B" will be rendered to G-4 Branch by the parties set out in such appendix. All previous instructions as to returns to G-4 Branch are cancelled.
5. Administrative Instruction No. 3 of 18 April 1944 is cancelled and responsibility for vehicles will be as set out in paragraph 7.
6. Returns to be Rendered

Type of Return	Rendered by	Rendered to	Date
Return of all vehicles in possession of or under orders that have been issued from any British source other than G-4 or Transportation Sub-Commission and present locations.	All Regions, AMG Armies, Sections, Sub-Commissions of Branches.	G-4 (B)	
Vehicle Census Return (VE, Civilian Supply & Miscellaneous vehicles will all be shown but separately.)	Responsible officers named in Paragraph 7.	G-4 (B)	21st each month
Vehicle Casualties. Any vehicle lost, stolen, or otherwise struck off strength (e.g. Fire, accident, wear and tear.) No particular form is necessary but vehicle must be clearly identified. If BIR, cause must be stated and BIR certificate forwarded as early as possible.	Responsible officers named in Paragraph 7.	G-4 (B)	Within 24 hours

7. With effect from 1 October 1944 responsibility for recording and returns of all vehicles, whether VE, civilian or otherwise authorized, will be as follows:

Responsible Officer	Vehicles for Which Responsible
Headquarters Commandant	1. All British VE vehicles and Requisitioned vehicles in Hq Motor Pools or assigned to any official, sub-commission, etc.; other than sub-commissions, etc. of which...

2. Administrative Instruction No. 3 of 18 April 1944 is cancelled and responsibility for vehicles will be as set out in paragraph 7.

6. Returns to be Rendered

Type of Return	Rendered by	Rendered to	Date
Return of all vehicles in possession of or under orders that have been issued from any British source other than G-4 or Transportation Sub-Commission and present locations.	All Regions, AMG Armies, Sections, Sub-Commissions of Branches.	G-4 (B)	
Vehicle Census Return (WE, Civilian Supply & Miscellaneous vehicles will all be shown but separately.)	Responsible officers named in Paragraph 7.	G-4 (B)	21st each month
Vehicle Casualties. Any vehicle lost, stolen, or otherwise struck off strength (e.g. Fire, accident, wear and tear.) No particular form is necessary but vehicle must be clearly identified. If BLR, cause must be stated and BLR certificate forwarded as early as possible.	Responsible officers named in Paragraph 7.	G-4 (B)	Within 24 hours

7. With effect from 1 October 1944 responsibility for recording and returns of all vehicles, whether WE, civilian or otherwise authorized, will be as follows:

Responsible Officer	Vehicles for Which Responsible
Headquarters Commandant	1. All British WE vehicles and Requisitioned vehicles in Hq Motor Pools or assigned to any official, sub-commission, etc., other than sub-commissions, etc., of which the Director is "Responsible Officer" as set out in this Instruction. 2. Vehicles of Liaison Officers in Rome.

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ANNEX "B" to
Etab Memo No 22, 27 Sept 44
(Cont'd)

Responsible Officer	Vehicles for Which Responsible
Director, Transportation	1. All WE and Requisitioned Vehicles assigned to Transportation Sub-Commission.
Sub-Commission	2. All other vehicles (civilian supply, fire, etc.) assigned to Sub-Commission, Branches, etc., at Hq ACC.
SCAO's 5th & 8th Armies	All WE, civilian supply & other vehicles working with respective armies, including vehicles of Displaced Persons and Repatriation Sub-Commission.
Regional Commissioners	1. All WE vehicles on charge to Region or Province. 2. All requisitioned cars requisitioned by or transferred to Region. 3. All civilian supply vehicles allotted to Region. 4. Any other W.D. vehicles working within the Region on civilian work of which notice is given to Regional Commissioner by G-4 Branch. 5. For maintenance only, any vehicle of Displaced Persons and Repatriation Sub-Commission working within the Region which notice is given to Regional Commissioner by the Sub-Commission
Displaced Persons and Repatriation Sub-Commission	All own vehicles except those working in Army areas.

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Vehicles for Which Responsible

Director, Transportation Sub-Commission	1. All WE and Requisitioned Vehicles assigned to Transportation Sub-Commission. 2. All other vehicles (civilian supply, fire, etc.) assigned to Sub-Commission, Branches, etc., at Hq AOC.
SCAO's 5th & 8th Armies	All WE, civilian supply & other vehicles working with respective armies, including vehicles of Displaced Persons and Repatriation Sub-Commission.
Regional Commissioners	1. All WE vehicles on charge to Region or Province. 2. All requisitioned cars requisitioned by or transferred to Region. 3. All civilian supply vehicles allotted to Region. 4. Any other W.D. vehicles working within the Region on civilian work of which notice is given to Regional Commissioner by G-4 Branch. 5. For maintenance only, any vehicle of Displaced Persons and Repatriation Sub-Commission working within the Region which notice is given to Regional Commissioner by the Sub-Commission
Displaced Persons and Repatriation Sub-Commission	All own vehicles except those working in Army areas.

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