

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

ACC

10000/109/1979

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

0000/109/1979

VEHICLE DRIVERS
JAN. - SEPT. 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 39A

SSM/13

G-4/101/14

7 September 1944

SUBJECT:- Vehicle Transfers.

TO : G-4 (B).

It is estimated the u/s vehicles will be available for Region 12 on Monday 11th September 44. There might be a few small changes, (addition) but generally you can rely on this number to carry forward any personnel you may wish to send. Perhaps you will deal direct with the H.Q. Commandant on this:-

4 x 3 Tumors.
8 x P.U.
3 x Jeeps.
6 x 15 ext.

S.W. Miller
S.W. MILLER
Lieut. Col.
G-4

Copies to : H.Q. Commandant. (2)

G-4 (A)

Establishment Officer.

Executive Officer (A).

Executive Officer (B).

2421

ACC MAIN FOR ANCOLINI

AFHQ NICHED BAGGERS
F58779

AUG 28 1946

CITE FHC26

HEADQUARTERS
70 AUG 1944
A. C. C.

NONE
NONE

3989

54/25

TIRES AND TUBES. 2128 TIRES AND 1552 TUBES BEING RELEASED TO YOU FROM ARMY STOCKS. PARTICULARS FOLLOWING BY LETTER. NEW SUBJECT. MAINTENANCE OF ACC VEHICLES. REFER YOUR LETTER 25/15 OF 22 AUG. OUR LETTER 05/537 OF 3 AUG INTENDED TO INDICATE AFHQ PLAN SHOULD BE ADOPTED IN PRINCIPLE CONSIDERING LIMITATIONS CONTAINED IN YOUR LETTER OF 13 JUNE SIGNED ALBRIGHT. LAB UNIT TOOLS RELEASED TO YOU IN AFHQ/3(AE) SPECIAL EQUIPMENT LIST 24/OND OF JUNE 1944. NECESSARY YOU REQUISITION ON THIS LIST. LETTER FOLLOWS.

FOR INFORMATION ONLY

DIST

ACTION - Room 300
INFO - A/CO
CORRESPONDENCE
EN ST
REQ DIV
ESTAB O
C-4 (B)
FILE
FLOAT

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ALV/rma

ES/49

22 August 1944.

SUBJECT: ACC Proposal for Sale of W.D. Vehicles to Italian Government;
AFHQ Plan for Operation and Maintenance of ACC Vehicles.

TO ; AFHQ, G-5 (ATTENTION: Asst. Chief of Staff).

1. There would appear to be some misunderstanding reflected in your letter 537 of August 3rd, quote; ACC's proposal for sale vehicles ES/49 - 24 April 44 - 2 May 44 - is not concurred in. The AFHQ plan will, therefore, be adopted. This plan has already been accepted in principle by ACC and, is in effect, now in operation, reference Paras 4 - 9 of ACC letter 13 June 44, signed Albright; unquote.
2. It was understood by this HQ at the end of last May that the sale of vehicles requested in our letter, ES/49, was not concurred in by AFHQ and, this request, therefore, ceased to be considered by the Transportation Sub-Commission. Subsequently, Lt. Col. Franklin was sent to this HQ to discuss an AFHQ plan for maintenance. This plan could not be wholly implemented by ACC. Certain parts of it were adopted where these were found to be practical; other parts were already in effect in ACC and some of the proposals could not be made use of, in view of the lack of sufficient personnel and a geographical situation, which would not allow for the dispersal of vehicles as suggested.
3. It was agreed at the conference that, if ACC furnished to AFHQ full information on each British vehicle allocated to it, a LAD unit would be provided for each 100 vehicles. To this date less than 10% of this equipment has been forthcoming.
4. You were advised by letter of Col. Albright dated June 13, 1944 of the result of the conference on the AFHQ plan for maintenance and the limitations of ACC in this respect. It was concluded at that time that, if both personnel and LAD units were made available, further efforts along the line proposed would be made by ACC. Your statement is now not understood in which your request ACC to adopt the AFHQ maintenance plan when, you have been advised both in conference with Lt. Col. Franklin and, by letter as to the limitation within which it is feasible, and is being adopted.
5. Lt. Col. Franklin in a meeting with General O'Dwyer at this HQ on August 22nd furthermore stated that, ACC Transportation Sub-Commission had not provided AFHQ with required data on the British vehicles now allo-

implemented by ACC. Certain parts of it were adopted where these were found to be practical; other parts were already in effect in ACC and some of the proposals could not be made use of, in view of the lack of sufficient personnel and a geographical situation, which would not allow for the dispersal of vehicles as suggested.

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4. You were advised by letter of Col. Albright dated June 13, 1944 of the result of the conference on the AFHQ plan for maintenance and the limitations of ACC in this respect. It was concluded at that time that, if both personnel and LAD units were made available, further efforts along the line proposed would be made by ACC. Your statement is now not understood in which your request ACC to adopt the AFHQ maintenance plan when, your HQ have been advised both in conference with Lt. Col. Franklin and, by letter as to the limitation within which it is feasible, and is being adopted.

5. Lt. Col. Franklin in a meeting with General O'Dwyer at this HQ on August 22nd furthermore stated that, ACC Transportation Sub-Commission had not provided AFHQ with required data on the British vehicles now allocated to ACC. As noted above, it was understood that when this information was provided, LAD units would be forthcoming. In view of Lt. Col. Franklin's statement, we are forwarding to you an additional copy of July's report which was mimeographed and despatched through G-4, to your HQ. The June report was sent direct.

For Captain STONE (USMR):

WILLIAM O'DWYER
Brigadier General, USA
Vice President
Economic Section.

1 Incl.: July's Transportation Report.

HEADQUARTERS
ALLIED CONTROL COMMISSION
ESTABLISHMENTS BRANCH
APO 394

SJA/3a

EstO/26 Aug

26 August 1944

SUBJECT: Transportation Situation - Headquarters A.C.C.

TO : Headquarters A.P.H.Q., APO 512, U.S. Army.
(Through: Headquarters A.A.I.)

1. The transportation situation of A.C.C. is at the present moment quite serious. Many of the present vehicles with which we are equipped have been in service since the landing in Sicily. A very large number have reached or are about to reach the state of repair beyond which they cannot be used. Replacements for those which have recently become unseable are not being received. At the present time there are twenty-five (25) British vehicles (13 FUs and 12 - 15 cwt) for which replacements have not been received. There are, in addition, eight (8) American quarter ton G&Rs for which replacements have not been received and the information has been given that it will probably be three months before they will be available.

2. The consolidation of Regions and reduction of personnel in southern Italy has not made it possible to move any W.D. vehicles forward for use of the northern Regions. In order that fewer officers may administer a large territory means that these officers must be reasonably well mounted in order to cover the territory for which they have responsibility. Further, if local Italian officials are to exercise any authority, a certain number of requisitioned vehicles must be made available to them. To keep A.C.C. and Italian officials mounted requires that we leave sufficient transport in the area for them.

3. As the Armies have moved toward the north our present T/E vehicles have been in maximum use. The present imminent extension beyond the PISA-RIMINI Line requires a considerable additional reinforcement of our vehicle strength. Such reinforcement has been requested but has not been approved. Further, we have been informed that only a few additional vehicles will be furnished. Under this situation, we will be forced to strip the Headquarters A.C.C. Motor Pool of all W.D. vehicles in sufficiently good repair to give reasonable amount of service to equip Regions I, II, and XII. This plan is an emergency measure and will seriously handicap the operation of Headquarters. It will mean that the practice of sending our Headquarters officers into the field must be abandoned for all areas in which a sturdy type of vehicle is required. Even this drastic measure will not produce sufficient cars for efficient functioning of A.M.G. in the important northern areas.

4. Request that every possible effort be made to provide additional W.D. transport for A.C.C.

2418

JOHN J. ALBRIGHT,
Colonel, Infantry,
Establishments Officer.

motor Vehicle file
J.C.

Copy to L. Albright

HEADQUARTERS,
ALLIED CONTROL COMMISSION,
APO 394.

SECRET

Regional Control and Military Government Section.

Ref: GA/101/6/1.

15th August 1944.

My Dear Lewin Harris.

Very many thanks for your letter No. C-5: 320.3-18 dated 10th August, and for all you are doing to try and obtain more men and vehicles for us. We badly need them.

Michol has explained your views to my staff here regarding the additional information you require to support your recommendation for this increase in establishment, and we are now busy preparing an answer in the form you want it. We will discuss it in detail with Major Franklin when he comes here. You will appreciate that, owing to the reduced number of officers in rear areas, each individual officer must now be well mounted as each has to cover 3 - 4 times the territory as heretofore, when each commune had its own officer. It also means, of course, that more time must be spent on the road by officers.

As to the points raised in your letter, I am answering them straightaway in the hope the information will convince the Establishment Committee of our needs:

- (a) The present locations of British and American vehicles are shown in an attachment to this letter. To find out the average mileage of the Commission as a whole, or even one Region, would involve a lot of delay. I have, therefore, taken at random from 406 Inspection and Regimental Reports the records of four British and four American vehicles. The figures are as follows:-

British Vehicles.

P.H.	-	between June 44 - Aug 44,	Average 1900 miles a month
Humber Staff Car	-	" Nov 43 - Aug 44,	" 1000 " " "
15-cwt	-	" Nov 43 - Aug 44,	" 250 " " "
3-ton G.V.	-	" Nov 43 - Aug 44,	" 600 " " "

American Vehicles.

5-cwt 4 x 4	-	" Dec 43 - Aug 44,	" 1300 " " "
3-ton Command Car	-	" Feb 44 - Aug 44,	" 1550 " " "
3-ton Weapons Carrier	-	" Mar 44 - Jul 44,	" 2400 2417 " " "
2 1/2-ton Cargo	-	" Jan 44 - Aug 44,	" 1000 " " "

- (b) Requisitioned Vehicles. At the present time 761 civilian vehicles are held on the records of this Commission. Of these, a large number

-2-

cannot be used owing to deficiencies of tyres and spare parts. Many others are in poor condition and can only be kept on the road about half the time. These light requisitioned vehicles are not suitable for cross-country work, or on mountainous roads, for which a strong type of War Department vehicle is essential. Few requisitioned vehicles can be depended upon, and as an example (and there are many more) the Regional Commissioner of Region III, in the best requisitioned car he had, broke down on the way to Rome. After repairs it required 15 hours for the return to Naples. This happened on a first class road, so that you can imagine what happens to some of our Provincial Officers working over the type of roads they are forced to use. I have already stated that if the new War Establishment is approved, and implemented, any usable requisitioned cars retained will count against the Establishment. We do not like to depend on these civilian vehicles, which is prejudicial to efficiency, and prevents us providing Italian officials with the transport they need for their work.

- (c) The tasks for the new vehicles are shown in the tables attached to this Headquarters O-3/10/6 of 11th June 1944. This table combines vehicles now held and the suggested increase of transport. As Regions VIII, IX and "2" have been activated, I have had to pull vehicles out of the Southern Regions to give these new Regions some degree of mobility. I will explain more about this in my official letter.
- (d) We urgently need about 150 vehicles now, and we shall need them all before the occupation of Regions X, XI and XII in order to transport towns to their location in these Regions. I cannot say when this will be as the occupation depends on the tactical situation, but there is a likelihood, I think, of their being occupied at an early date and it is unsafe to delay the provision of our vehicles much longer.
- (e) I fully realise the difficulty of putting our case forward in an acceptable way and I suggest the best solution is a conference attended by all concerned. We have discussed it by letter and personal interviews for the last two months, and various methods of approach have been tried. I feel the best method of settling a final form of application could be more readily found this way.

Yours sincerely. 2416

(Sgd) MAURICE LUSH.

Colonel G. E. Levin-Harris,
Deputy Asst. Chief of Staff,
G-5 Section,
ALLIED FORCE HEADQUARTERS.

AMERICAN W.D. VEHICLES.

Type of Vehicle.	HEADQUARTERS & H.Q. COY.	FOR REGIMENTAL USE	HEADQUARTERS & H.Q. COY. DET.	REG. 1 (COY. A)	REG. 2 (COY. B)	REG. 3 (COY. C)	REG. 4 (COY. D)	REG. 5 (COY. E)	REG. 6 (COY. F)	COMPANY G	REG. 7 (COY. K)	REG. 8 (COY. H)	COMPANY M		INTERNEES & DISPLACED PERES	REG. 9 (COY. I)	ARMY SUB-COMM.
Ambulance $\frac{3}{4}$ Ton complete		1															
Car 5 Passenger Sedan Light.	1	1								1							
Truck $\frac{1}{2}$ Ton 4 x 4 Camp & Rec	39	3		11	3	4	15	15	3	31	3	22			6	17	1
Amphibious Truck $\frac{1}{2}$ Ton	17					4					1	3				17	
Truck $\frac{3}{4}$ Ton 4 x 4 Command.	22	1		1	1	2	5	2		1		1				2	2
Truck $\frac{3}{4}$ Ton 4 x 4 Weapons Carrier	28	1				5	16	21		15	3	18			4	5	2
Truck $2\frac{1}{2}$ Ton 6 x 6 Cargo w/winch.	5	2					1						3				
Truck $2\frac{1}{2}$ Ton 6 x 6 Cargo w/winch	7			6		2	3			6		3	7			2	
Motor Cycle Solo.	6			8		2	8	1	2	9						6	
Trailer $\frac{1}{2}$ Ton 2 wheel	19			4	2	4	19	7		32	1	5			4	6	3
Trailer 1 Ton 2 wheel	9					3	3	2		16		2				4	
TOTAL AMERICAN VEHICLES	153	9		30	6	26	100	48	5	111	8	55	10		14	42	8

AMERICAN W.D. VEHICLES.

SECRET

REG. 4 (COY. D)	REG. 5 (COY. E)	REG. 6 (COY. F)	COMPANY G	REG. 7 (COY. K)	REG. 8 (COY. H)	COMPANY M		INTERNEES & DISPLACED PERS.	REG. 9 (COY. I)	ARMY SUB-COMM.	R.S.O.	FOOD SUB-COMMISSION		CAPTAIN SMITH	TOTAL	T/E TOTAL	OVER	SHORT	EXCESS T/E	
			1								1				2	2			4	TRUCK 1/4 Ton
45	15	3	31	3	23			6	17	1	4	3		2	213	240		2	10	TRUCK 1 1/4 Ton
				1	3				37						25				12	TRUCK 3/4 Ton H.O.
5	2		1		1				2	2	6				46	46				
16	21		15	3	18			4	5	2	2				120	118	2			
1						3									11	1	10			
3			6		3	7			2		5				41	41				
8	1	2	9						6		9				51	42	9			
19	7		32	1	5			4	6	3	14			2	122	124		2		
3	2		16		2				4		12				51	40	11			
100	48	5	111	8	55	10		14	42	8	54	3		4	686	654	36	4	26	

BRITISH VEHICLES.

Type of Vehicles.	HEADQUARTERS		FOGGIA PROVINCE	REGION 1	REGION 2	REGION 3	REGION 4	REGION 5	REGION 6	5TH ARMY	REGION 7	REGION 8	REGION 9	8TH ARMY.	INTERVIEWS AND DISPLACED PERSONS	REGION 9.		
3 Tonners	12		1		2	3	2	8	3		3	3	2	5	6	3		
30 cwt's.	1																	
Staff Cars	21							1	1		1	1	1	1		1		
P.U's	23		8	2	4	6	1	11				12	10	4	9	10		
Jeeps	3							2	1				20	24	3	3		
15 cwt's	14		2	3	9	5	4	14			2	8	11	37	8	11		
Motor Cycles.	23		1	7	6	4	3	6	2	2	3	13		19	4	6		
Water Carts.	2						2	2		3		3	1	5	4	2		
Total British Vehicles.	99		12	12	21	18	12	44	7	5	9	40	45	95	34	36		
Total British & American Vehicles.	252	9	12	42	27	44	112	92	12	116	17	95	55	95	48	78	8	5

= Includes two W/Trailers.

+ Four W/Trailers.

BRITISH VEHICLESSECRET

REGION 4	REGION 5	REGION 6	5TH ARMY	REGION 7	REGION 8	REGION 2	8TH ARMY.	INTERNEES AND DISPLACED PERSONS	REGION 9.			ITALIAN RESISTANCE SUB-COMMISSION	FOOD	SUB - COMMISSION INTERNAL TRANS- PORTATION S-C	LIAISON A.A.I.	PUBLIC RELATIONS	AGRICULTURE SUB-COMMISSION	TOTAL	W.E.
2	8	3		3	3	2	5	6	3			5		1				59	54
																		1	-
	1	1		1	1	1	1		1			1		1	1			31	34
1	1				12	10	4	9	10			1		2		2		105	149
	2	1				20	24	3	3			1				1		58	
4	14			2	8	11	37	8	11			10						138	127
3	6	2	2	3	13		19	4	6			3	2			1		105	105
	2		3		3	1	5	4	2			3						27	6
12	44	7	5	9	40	45	95	34	36			24	2	4	1	3	1	523	475
112	92	12	116	17	95	55	95	48	78	8	54	23	5	4	1	3	1	4	209

= Includes two W/Trailers.

Four W/Trailers.

G-4 (British)

MINUTE SLIP

14/8/44

Col. J. J. ALBRIGHT. ✓
Col. R. H. FARREN.
Col. E. L. CLOUGH.
Lt. Col. S. W. MILLER.
Lt. Col. W. P. SCOGGINS.
Capt. D. H. HASLAM.
Capt. D. C. MOYLE.
Capt. T. ROWLANDS.

CHIEF CLERK

A/CHIEF CLERK

RETURNS CLERK

TRANSPORT CLERK

A/TRANSPORT CLERK

REGISTRY CLERK

P.A. TO CHIEF CLERK

MINUTES

Copy of letter & cable
sent a file in m.

Ph.

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

FROM AFHQ 121938B

TO ACC MAIN

QQX GR 38BT

Copy
P82315 VEHICLES IS SUBJECT PD (PAREN FOR LUSH FROM LEWIN HARRIS SIGNED SACMED
CITE FHCEG PAREN) PD REFERENCE PARA TWO YOUR ONE SIX FIVE EIGHT DATED ELEVEN
AUG PD HAVE TAKEN ALL POSSIBLE STEPS PD WILL ADVISE SOONEST

2413

Copy

SG 790
: G-4 (British)

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF THE CHIEF COMMISSIONER
APO 394

Ref: 91/75/CA
A/CC. 500

10 August 1944

SUBJECT : Transport - Allied Control Commission

1. Success or failure of civil administration in occupied territory depends to a very large extent on the proper provision of transport to meet civilian needs. This fact has been proved abundantly in this territory.

2. Shortage of transport of every description has increased the difficulties of administration ten-fold, has caused us to call on AAI for help from units which might have been employed operationally, and may prove to be the penn'orth of tar which will spoil the programme of collection of grain.

3. The shortage also may make it impossible for the Italian Government efficiently to administer this country.

4. I will not now deal with the heavier type of vehicles required for food distribution, etc., I will confine myself to the domestic requirements of the Commission with regard to light vehicles. Of this type of vehicle which must be brought into commission if the Government is to function properly, there are probably enough bodies but there is a complete shortage of tyres. Both these facts have been brought to your notice from time to time during the last eight months. The matter has come to a head with regard to the collection of grain which depends on continual and rapid inspection by Italian agricultural and other officials. There are no cars at their disposal because there are no tyres.

5. The A.C.C. and military formations have been compelled to requisition cars for their own operational duties. This has added to the difficulties of providing vehicles for the Italian Government.

6. Application has been made to increase the W.D. establishment of vehicles. This has been rejected by your Headquarters.

7. We cannot expect the Italian Government to work without tools: You cannot expect the A.C.C. to function without vehicles: I cannot ask the Regional Commissioners to enforce the collection of grain without vehicles.

8. I would therefore ask you to review the application submitted in our G-4/101/6 dated 11 August 1944, give immediate consideration to that application and provide with the least possible delay the vehicles asked for therein, in order that vehicles requisitioned by this Commission may be returned to the Italian Government to help them in a small way in their present impossible task.

EMERY W. STONE, Capt. USNR - Acting Chief Commissioner
Copy to: Economic Sec (For Transportation Sub-Com) G-4 (B)

Ext. 477

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

*File ESTABLISHMENT
OFFICER*
FJA/wrp

GH/41/A

11 August 1944

SUBJECT: Italian Government Stickers for Italian Government Vehicles.

TO : Deputy Executive Commissioner,
R. C. & M. G. Section,
Headquarters, A. C. C.

1. Reference is made to Est. O/July-15, dated 15 July 1944, addressed to Deputy Executive Commissioner from Establishments Branch.

2. This office has discussed the issuance and all particulars concerning the Italian State Service sticker for Italian Government vehicles, including the additional information to be placed on the rear side.

3. Information on rear of sticker will include:

a. Stickers will be dated, numbered, and signed by Mr. Kobalinsky, attache to Presidenza del Consiglio dei Ministri.

b. Each sticker will also bear the same registration number as the circulation permit number allotted to the vehicle and will also bear the same expiration date as that on the circulation permit.

4. Stickers for all Italian Government vehicles authorized to have them issued will be obtained through the newly created Italian Government Requisitioning Agency headed by General Pettorelli Lallata, located at Palazzo Viminale, Room Number 11.

WALTER P. BOGGINS
Lt. Colonel, QMC
G-4

2411

RESTRICTED

ESTABLISHMENT
OFFICER

NATOUA REPEATED PEBASE

HQ AGC

1643 1130
11 AUG 44

RESTRICTED

ROUTINE

G-4 (A) Ext. 477

REQUEST ONE CAR FIVE PASSENGER LIGHT SEDAN BE AUTHORIZED FOR ISSUE TO TWO SIX SEVEN
FIVE REGIMENT AGC PAREN TO NATOUA REPEATED TO PEBASE FOR INFO FROM HEADQUARTERS AGC
SIGNED STONE PAREN FOR ASSIGNMENT TO BRIGADIER GENERAL WILLIAM ODWYRE

2410

Internal

Brigadier General O'Dwyre
Establishment Officer
Executive Officer
S-4, 2675 Regiment

L. T. MONTANT, Jr.,
1st Lt. AGC,
Adjutant.

RESTRICTED

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
ESTABLISHMENTS BRANCH
APO 394

JJA/jmv

EstO/Jul-29

29 July 1944

Subject: Requisitioning of Civilian Transport.

To : Headquarters, Allied Armies in Italy.

1. Our reply to your letter of 15 July, reference 3363/Q(AE), subject as above, apparently passed your further letter of 27 July, same subject and reference, in the mail. Our letter, I believe, answers your question in para. 2 of the 27th of July letter inclusively in the negative.

2. Requisitioning of civilian transport in large amounts by tactical formations will make it impossible for ACC and the Italian Government to function in the areas under their control.

For the Acting Chief Commissioner:

JOHN J. ALBRIGHT,
Colonel, Infantry,
Establishments Officer.

2409

SUBJECT:- Requisitioning Civilian Transport.

HK AAI

3363/Q(AE)

27 July 44

HQ ACC

Further to our letter of even reference dated 15 July.

1. We are advised by Rome Allied Area Command that a few cars have already been earmarked in the Rome Area against the full requirement of 70 Staff Cars for the Royal Navy, and that if present demands and priorities are not to be seriously upset it is unlikely that the full requirement will be found.
2. Will you please say if it will be possible to requisition a proportion of these cars in some other area?

MLP

[Signature]
Major-General,
Chief Administrative Officer.

Copy to: RAAC



2488

HEADQUARTERS,
ALLIED CONTROL COMMISSION,
APO 594

Regional Control and Military Government Section.

Ref: EntO/Jul-26

26th July 1944.

SUBJECT: Requisition of Civilian Transport.

TO : Headquarters, Allied Armies in Italy.

Your reference 3363/2(AM) of 15th July 1944.

1. The TO/US of this Commission was approved on the basis that civilian vehicles would be available to enable the administration of the Provinces to function during the AMG period.
2. On the handing over of territory to the Italian Government adequate transport must be placed at their disposal to enable them to govern.
3. Administration has been handicapped by a universal shortage of transport emphasized by growing maintenance problems occasioned by the scarcity of spare parts and especially tyres.
4. It is to be remembered that the Italian motor industry has in effect ceased to exist.
5. By operational necessity we are likely to have officers more thinly distributed than heretofore thus increasing the demands on our transport.
6. A similar request for 100 cars by HQ NASOBA has been received and the following reply sent:

"I very much fear that it will be impossible to find 100 civilian passenger cars answering to the requirements defined in paragraph 2. There is a very great shortage of this type of vehicle in Italy and those that exist are hardly roadworthy. I have already been compelled to apply to HQ AAI for WD vehicles for the use of the Italian Government and although every attempt will be made to assist you I cannot promise any success. I suggest, therefore, that WD vehicles be obtained."

The same applies to G.-in-C. ASD's proposal.

MS [Signature]
Brigadier,
Executive Commissioner,
for Acting Chief Commissioner.

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

Ex. Com. :-

Attached draft of letter
in reply to AAT involves
policy which should be
approved before I send it.
jja

L 18 JUL Recd *Establishment*
SB

Subject:- Requisitioning Civilian Transport.

HQ AAI

3363/Q(AE)

15 Jul 44.

HQ A.C.C.

1. The C. in C. MED has placed a demand through this Headquarters for the requisitioning of 70 staff cars. When in North Africa, the staff of the C. in C. MED were equipped with French cars which they will have to leave in ALGERIA. The 70 now requested are for the personal use of the Naval Staff on arrival in this country.

2. As it is the accepted policy that all civilian vehicles should be left for the use of ACC, it is requested that you should give this demand your consideration. Would you kindly forward your views to this Headquarters as to the possibility of permitting the requisition of these cars by the R.N.

R. H. M. Duns
for

Major-General.

Chief Administrative Officer.

MP.

D-R-4-F-T

HEADQUARTERS
ALLIED CONTROL COMMISSION
ESTABLISSEMENTS BRANCH
APO 394

EstO/Jul-20

JJA/3mv

Subject: Requisitioning Civilian Transport.

To : Hq. AAI.

With reference your letter 3363/Q(AE), dated 15 July 44, it is the opinion of this Headquarters that military and naval formations should not be permitted to requisition large numbers of cars for use of their Headquarters. The reference letter requests 70 requisitioned cars for the staff of the C. in C. MED. A previous letter requested the requisitioning of 100 cars for the use of Headquarters NATOUSA. In normal times, that number of civilian cars might not be of great importance. Under present war conditions, the loss of that number of cars will be a severe handicap ~~for~~ the operation of ACC and the Italian Government, which must have transport in order to function.

2. It is believed that these higher military and naval Headquarters should be equipped with sufficient W.D. vehicles to carry on their activities and that the number of civilian type vehicles should be kept to the very minimum. The manufacture of vehicles for civilian use has ceased in Italy for a considerable period. The vehicles now in use are worn and there is a very small stock of spare parts to keep these vehicles in operation. In

their Headquarters. The reference letter requests 100 requisitioned cars for the staff of the C. in C. MED. A previous letter requested the requisitioning of 100 cars for the use of Headquarters NATOUSA. In normal times, that number of civilian cars might not be of great importance. Under present war conditions, the loss of that number of cars will be a severe handicap ~~for~~ the operation of ACC and the Italian Government, which must have transport in order to function.

2. It is believed that these higher military and naval Headquarters should be equipped with sufficient W.D. vehicles to carry on their activities and that the number of civilian type vehicles should be kept to the very minimum. The manufacture of vehicles for civilian use has ceased in Italy for a considerable period. The vehicles now in use are worn and there is a very small stock of spare parts to keep these vehicles in operation. In addition, tires are badly worn ~~and~~ and replacement is most difficult even in limited numbers.

3. The TE/WE for ACC was approved on the basis that additional civilian vehicles would be available for the use of Civil Affairs Officers in the Provinces during the AMG period. When the Provinces were ^{as} turned to the Italian Government under ACC control it was assumed that a considerable number of vehicles must be turned over to Italian officials in order to enable them to establish and carry on normal governmental activities. With the small number of vehicles now available, it will be ^{almost} impossible to operate ACC and the Italian Government if higher military and naval formations are granted the right of requisitioning in the numbers already requested.

Motor Vehicle File

RECORD OF A CONFERENCE ON REQUISITIONING
HELD AT ROME ALLIED AREA COMMAND AT 1100
HRS 19 JUL 44

The Deputy Commander, Rome Allied Area
Command, presided, and the following
were present :-

Col Fiske	ACC
Col Clough	Executive Officer, ACC
Col Polletti	Regional Commissioner, Rome Region
Lt Col Scoggins	G-4 ACC
Lt Col Ortlip	AC of S, G-4 Rome Allied Area Command
Lt Col Carter	ADOS (Brit), Rome Allied Area Command
Maj Cowing	G-4, Rome Allied Area Command
Maj Hughes	DAQMG, G-4 (Brit), Rome Allied Area Command
Capt Byles	Adjutant MG, Rome Region
Capt Herz	Naval Transport Officer, Naval Sub-Commission ACC
S/Lt Sokolov INR	Transport Officer to the C-in-C Mediterranean
S/Lt Hall	Naval Sub-Commission ACC

AUTHORITY FOR REQUISITIONING

1. It was agreed that there should be one central requisitioning authority, i.e. Rome Allied Area Command, and that AAI should be asked to issue a General Order to this effect. Real Estate Section to approve requisitioning of property, G-4 Section to approve requisitioning of motor vehicles and technical and office equipment. Since no difficulty was being experienced in requisitioning of property further discussion was limited to questions arising from requisitioning of motor vehicles technical equipment and office equipment.

CORRECT CHANNELS FOR REQUISITION

2404

2404

DIAG, G-4 (Brit), Rome
 Allied Area Command
 Adjutant MG, Rome Region
 Naval Transport Officer,
 Naval Sub-Commission AOC
 Transport Officer to the
 C-in-C Mediterranean
 Naval Sub-Commission AOC

Maj Hughes
 Capt Byles
 Capt Herz
 S/Lt Sokolov RNR
 S/Lt Hall

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CORRECT CHANNELS FOR REQUISITION

2. The channels through which requests for requisitioning should go were also agreed as follows :-

AOC requests

To be screened and passed to Rome Allied Area Command (G-4), Requests from Rome Region and Region IV to be passed direct to G-4.

British units

Requests for motor vehicles and technical stores to be screened by Ord (Brit), and passed to Rome Allied Area Command, G-4 (Brit), for approval. Actual requisition will be carried out by DOS (Brit). Requests for stationary and typewriters to be screened by Printing and Stationery AAI and passed to Rome Allied Area Command G-4 (Brit) for approval. Actual requisition will then be carried out by DDP & S Services.

All US Military units

Requests to go direct to G-4 Rome Allied Area Command.

...../2

Continued from Sheet 1

- 2 -

French requests

Requests screened by French Liaison Office,
Rome Allied Area Command and passed to
Rome Allied Area Command (G-4).

Italian Govt. Agencies
and Italian Army

Through ACC to Rome Allied Area Command
(G-4).

A form for use in requesting requisition was approved and is
attached as an appendix. Supplies are obtainable from G-4 Section
Rome Allied Area Command.

SUPPLY - SPARE PARTS

3. Spare parts for requisitioned vehicles at present frozen under
control of ACC to be released on demand by Ord (Brit) or G-4 Rome Allied
Area Command by Col Cornes, Transportation Sub-Commission.

DISTINCTIVE MARKINGS

4. Vehicles requisitioned by ACC are to be marked distinctly.
Vehicles requisitioned by British units, including Royal Air Force, will
be given a registered number by ACC Rome Allied Area Command. All
other units (US, French, Italian, JHQ, etc) will be given a number by
G-4 Rome Allied Area Command. It is intended that when marking is
completed the military police will be informed and vehicles checked.

CIRCULATION - CIVILIAN CARS

5. No civilian cars will be allowed to circulate in ROME, with the
exception of the following:-
 - (a) Cars bearing British War Department, Rome Allied Area Command
or ACC authorized numbers.
 - (b) Cars bearing official circulation permits issued by JMI or JMI or JMI
 - (c) Cars vested with Vatican or Corps Diplomatic immunity (these
are to be registered by ACC as soon as possible.)

3. Spare parts for requisitioned vehicles will be under the control of ACC to be released on demand by Ord (Unit) of C-4 Rome Allied Area Command by Col Carnes, Transportation Sub-Command.

DISTINCTIVE MARKINGS

4. Vehicles requisitioned by ACC are to be marked distinctly. Vehicles requisitioned by British units, including Royal Air Force, will be given a registered number by DOS Rome Allied Area Command. All other units (US, French, Italian, BRQ, etc) will be given a number by C-4 Rome Allied Area Command. It is intended that when marking is completed the military police will be informed and vehicles checked.

CIRCULATION - CIVILIAN CARS

5. No civilian cars will be allowed to circulate in Rome, with the exception of the following:-
- (a) Cars bearing British War Department, Rome Allied Area Command or ACC authorised numbers.
 - (b) Cars bearing official circulation permits issued by ACC or 24.03
 - (c) Cars vested with Vatican or Corps Diplomatics in unity (these are to be registered by ACC as soon as possible.)
 - (d) Vehicles of the Italian Armed Forces.
- Cars not included in the above categories will be stopped and impounded by the military or civil police.

CIVILIAN DRIVERS - PERMITS

6. Civilian drivers of authorised vehicles will carry an authority to drive signed by the competent employing service.

SUPPLY OF REQUISITIONED VEHICLES ETC

7. It was pointed out that approval for requisitioning in no way constituted a contract to supply. It was for the requisitioning to requisition a vehicle to find that vehicle and produce details of it before seeking approval for requisition.

PROTECTION SLIPS

8. "Protection" slip granting immunity from requisition and freedom to circulate was exhibited. These slips have already been/2

- 3 -

Continued from Sheet 2

employed and it is intended to continue using them. They will be used, however, as sparingly as possible and only until such time as an official circulation permit has been issued.

REQUISITIONS - ROYAL NAVY

9. Application has been received from the Royal Navy for approval to requisition 70 motor cars. It was understood that authority had already been granted by ALI who had been asked by ADOS (Brit) Rome Allied Area Command for a ruling as to whether cars so requisitioned were to leave Rome.

20 July 1944
JH/Kt

W. H. Hughes

W. H. HUGHES
Major
DACAG
G-4 (Brit) Rome Allied Area Command

DISTRIBUTION

All present at conference (2 copies each)
All American Sections, Rome Allied Area Command
All British Branches and Services, Rome Allied Area Command
War Diary (2)

HOME ALLIED AREA COMMAND
APO N.794, US Army

Form for Requisitioning Property and Supplies.

To: G - 4 Date _____
.....

Required for _____ For G - 4 Approval
(Name of Unit)

(Signature and Rank)
.....

Description of Item or Property	Quantity	
	Req.	Rec'd.
666		

I certify that I am thoroughly familiar with Administrative Memorandum No. 95 ALLIED FORCE HEADQUARTERS, dated 27 December 1943, that the above described property is required for immediate military use, and that the requisitioning of said property is strictly in accordance with paragraph 4a of the above mentioned memorandum.

..... (Signature of Competent Authority)

I hereby acknowledge receipt of the above described property

(Signature and Rank of Officer)

Date _____

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11 14

10

S. W. MILLER,
Lieut-Colonel,
G-4.

U S R E S T R I C T E D Equals British R E S T R I C T E D

HEADQUARTERS
2675TH REGIMENT
ALLIED CONTROL COMMISSION
(OVERHEAD)
APO 394

Col. Albright
[Signature]

14 July 1944

TRAINING MEMORANDUM)

NUMBER 1)

DRIVER INSTRUCTIONS

1. All these instructions are based on the principles of common courtesy and decent consideration for the other fellow. Drive your vehicle with this in mind at all times. A vehicle is a weapon. We are careful with weapons among our fellows.

2. Keep your eyes and ears open and LOOK AHEAD. One second is the least time needed to recognize an emergency and make the first movements to meet it. The actual control of the vehicle may take another nine seconds. Unless you can stop within the limits of your vision at any time you are not a safe driver. It is a proved fact that 90% of all accidents are caused by poor driving.

3. Give EVERYONE the right of way. The few seconds you may lose will be repaid many times over by the fact that your load will get to the point at which it is needed—every time. This will save lives, battles, campaigns and your country.

4. Study conditions ahead and save brakes, gas and rubber. Air resistance will do 80% of your braking if you'll let it. LOOK AHEAD. Let up on your accelerator ahead of time, and you'll need your brakes for a few feet.

5. All intersections, street and railway, are natural accident hazards. Respect them accordingly. Enter them under full control. Turn your head and eyes from left to right and know you are safe before entering. Give ALL vehicles the right of way.

6. Pedestrians, both children and adults, change their minds and movements without notice. Watch for them and expect blunders and inattention. This is especially important in this country.

7. Use your horn with discretion and only when and to the extent necessary. Don't try to blow your way through traffic or open up the road by horn power. 333

8. When you pull out into traffic from a parked position, signal conspicuously and LOOK BACK before you turn into the street.

9. Do not yell at careless drivers or pedestrians. Give all your attention to the job in hand.

U S R E S T R I C T E D Equals British R E S T R I C T E D

U S R E S T R I C T E D Equals British R E S T R I C T E D

TM #1, Hq 2675th Regt, ACG, (Ovhd)(Cont'd)

14 July 1944

10. Regardless of speed limit, DO NOT DRIVE FASTER THAN THE CONDITIONS WARRANT. Avoid the tendency to compete with reckless drivers. Take the opposite objective and make safe driving your goal.

11. The maximum speed limits authorized for various vehicles will be taken to apply to most FAVORABLE CONDITIONS ONLY, namely, clear, wide and straight highways outside of populated districts.

12. Make a right turn from the right lane only. Make a left turn from the left lane only. When ABSOLUTELY NECESSARY, on account of towed load, to move into a left lane prior to making a right turn or vice versa, use hand signals freely, clearly and far enough ahead so that those approaching or following you will have notice of your intentions.

13. The same instructions for hand signals apply in all cases of change of speed or direction, stopping, slowing down, or starting off.

14. Use your rear vision habitually. If you have an assistant riding with you, have him watch your right side, front and rear. DO NOT VISIT WITH HIM. Your job is important enough to require all your attention.

15. When you back up, have your assistant or a nearby soldier stand back of your car on the left side for guidance. If no one is with you back a few feet at a time and check from both doors.

16. These instructions are supplemental to Driver Instructions contained in FM 25-10 and TM 10-460. Other instructions are contained in Circular #59, (Section 1, Par 1), AFHQ, dated 29 July 1943. Instructions for convoys are published in Circular #54, AFHQ, dated 6 July 1943.

By order of Colonel PARKIN:

R. T. UHLER
Lt Colonel, AGD
Executive Officer

OFFICIAL:

Morris K. Goldstein
MORRIS K. GOLDSTEIN
1st Lt., Infantry
Adjutant

(pf)

DISTRIBUTION: "X"

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

14 July 1944
To: Col. Allright
For your information
The

CONFIDENTIAL

828

IBS RETD REGION 1 ACC SICILY, PBB? (INFO) HQ ACC ATTN G-4

N 54/14

MAIN HQ A.A.I.

CONFIDENTIAL

SD 850

ROUTINE

JUL 13 18 153

AT THE REQUEST OF HQ ACC PRIORITY NUMBER 500 ON AAI PRIORITY LIST 5 HAS BEEN ASSIGNED FOR THE MOVEMENT OF THE FOLLOWING TWENTY NINE (29) REPAIRABLE VEHICLES BELONGING TO ACC FROM PALERMO TO NAPLES(1) THREE (3) 6 X 6 2-1/2 TON TRUCK, ONE (1) 4 X 4 3/4 TON C & R, ELEVEN (11) 4 X 4 1/4 TON C & R, EIGHT (8) MOTORCYCLES, SIX (6) REQUISITIONED CIVILIAN VEHICLES. REQUEST THESE VEHICLES BE MOVED AND THAT HQ ACC BE INFORMED OF ETA. FOR REGION 1 ACC: CONTACT IBS FOR DETAILS CONCERNING THE MOVEMENT OF THESE VEHICLES.

ACC DIST

(INF-ACT)	G-4 (A)	2
(INF)	G-4 (B)	
	DCC	
	FILE	2
	FLOAT	

INTERNAL DISTRIBUTION

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14 JUL

CONFIDENTIAL

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ACC MAIN

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JULY 11/1900

CONFIDENTIAL

IMPORTANT

CITE: NONE

VEHICLES LEFT CASTROVILLARI THIS MORNING FOR SALERNO. ETA TONIGHT JULY. YOUR
S481 OF 10(?) JULY REFERS

ACC DIST

ACTION SEC GEN

INFO DEP CG
ARMY SC (ADV)
ESTAB OFFER
FILE
FLOAT (2)

2386

CONFIDENTIAL

JULY 12/

CG-000-001

Subject : - Requisitioning - Civilian Transport.

Can file

Headquarters,
Allied Armies in Italy,
C.H.F.
5005/CAO

28 June. 1944

CG FIFTH ARMY
EIGHTH ARMY (Main)
EIGHTH ARMY (Rear)
2 Polish Corps Troop 26 RM (2)
5 Corps.

I am directed to say that, in principle, the Armies as they advance should not requisition civilian transport. Civilian vehicles should be left for use and requisition, if necessary, by AGC.

Army units cannot maintain civilian Italian vehicles, because they do not possess the necessary supply of spare parts. AGC, on the other hand, can hope to keep vehicles on the road for some time by maintaining them in civilian garages. Their use by AGC obviates the necessity for diverting military transport for civil supply work.

If in particular cases it is found to be operationally necessary to requisition transport, it should be handed over to AGC as soon as the immediate need has passed.

RM/amb

Signed 777

Major-General,
Chief Administrative Officer.

Copies to: - CG PHS
HQ AGC (2)

2305

If in particular cases it is found to be operationally necessary to requisition transport, it should be handed over to ACC as soon as the immediate need has passed.

Confian to! - 06 FEB			
HQ JAC	(2)	Main	HQ AA
B/CAO			
G (SD)			
Q			
SE			
Ord			
RE			

Major General,
Chief Administrative Officer,

100

Y-00-0000

ESTABLISHMENT BRANCH

JJA/JMY

Est0/Sul-3

3 July 1944

Colonel Charles M. Spofford,
Assistant Chief of Staff,
G-5, AFHQ, APO 512.

My dear Colonel Spofford:

Major Franklin from your Headquarters visited Headquarters AGO about one month ago. At that time, he gave our G-4 very definite instructions with reference to requesting additional transport for Regions IX to XII. A part of these instructions were given in my presence. In particular, he stressed that we should make no breakdown between British and U. S. vehicles.

Following his instructions, we submitted our request in considerable detail on 11 June. Under date of 29 June, your Headquarters returned the whole file with instructions to make the breakdown between British and American and to comply with instructions on the British side which cannot quickly be done, e.g. War Office approval for an increase, consideration of officers as "user drivers", whether necessary increases in personnel can be met by reduction in other units.

There were no instructions for the increase on the American side. If, as in the original TM, it must be submitted to Washington for approval, we may as well forget it. It took five months to get approval on the original.

I have directed that the correspondence be returned to your office for further instructions. We have lost about three weeks now by following instructions of your Staff Officer, and unless we can get some very quick action it will be too late to help in going into the northern Regions.

Can anything be done about it?

Sincerely,

JOHN J. ALBRIGHT,
Colonel, Infantry,
Establishment Officer.

2354

DRAFT.

Report on visit to Transportation, Headquarters Region V.

A brief visit was paid to this Regional Headquarters on return from Region 2 on 27th June 44 and contact was made with Lt. Houston (A) Transportation Officer.

A rough inspection of the M.T. organisation and standard of maintenance was made.

Motor Pool. Efficiently organised with responsible N.C.O. i/c each department. Sgt. Finkleston N.C.O. i/c British Transport and American Sergeant i/c American Transport. British drivers permanently assigned to British vehicles. Task system enforced and 406 Inspections up to date. All were conversant with the British and American systems, and both were being carried out. Workshops. Efficiently run and doing excellent work - even major assemblies. Four British v/mechanics trained in the unit, and some Italian labour. No permanent R.E.M.E. unit close at hand for affiliation for 2nd Echelon repairs but M.T.O. has used much initiative in arranging affiliation to R.E.M.E. units in transit and in this way managed to keep the vehicles on the road.

Queries raised by M.T.O.

1. Very short of fitters and vehicle tool kits. Informed them 35 sets of fitter's tools are on indent and some will shortly be available for them. *(M.T.O. to be informed)*
Informed by Major Mitchell, District Senior Inspector, U.M.I., he is trying to arrange for skeleton sets of vehicle tools to be drawn from R.V.S's. 2333
2. Difficulties of obtaining spares. Put them in touch with 557 A.O.D.

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Ponticagnano and Sgt. Finkleston making contact forthwith. Until now relied

on R.E.M.E. and R.A.S.C. units in transit. *They have already been put in touch with A.O.D. who promised to meet them requirement. Cf. French tank (R)*

3. Would like to exchange one x $\frac{3}{4}$ ton American vehicle or if absolutely

necessary, though they can ill afford to spare it, 1 x 5 tonner, ⁽²⁾ for one x 2 $\frac{1}{2}$ tonner

American with winding gear for conversion to a recovery vehicle. Strongly

recommend this transfer. *(Gu (R) is dealing with the request)*

Suggestions.

1. A civilian maintenance crew be formed *to assist drivers comprising say one electrician, one greaser, one mechanic, one cleaner. A P.U. had just completed a 16 day trip and looked like it. The vehicle had to be on the road again next day and it was not possible for the driver alone to give the vehicle the maintenance it deserved in the time available.*

Informed that this Region's vehicles were doing an average of 80-90

miles a day, and M.T.O. agrees that a maintenance team should be organised

...../2.

forthwith to assist the drivers.

2. Work on the ramp which was started but suspended on rumours of a move should be recommenced as soon as possible to enable the maintenance team to work.

General. Much credit and every assistance should be given to Lt. Houston and his enthusiastic staff for the efforts they have made to put their transport on a sound and business like basis. This unit is badly placed from the point of view of outside assistance and its vehicles are operating over difficult country. ~~It~~ provides an example of what can be done by proper supervision from the "top". ✓

29 June 44.

R. C. Moyle D.C. MOYLE.
Capt. R.A.
Maintenance Officer G-4.

2392

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

DIE/MERC/hhj.

25 June 1944.

G4/101/16

SUBJECT : Vehicle Markings.

TO : Distribution 'A' (less outside Units).

Reference Establishment Memorandum No. 13, and this H.Q. letters of even reference dated 9 May 1944 and 16 May 1944.

The following additional markings will be placed on British W.D. vehicles:-

In the case of vehicles with a right hand drive and not fitted with traffic indicators, the following will be painted in 2 ins lettering on the tailboard or rear of the vehicles:-

CAUTION - RIGHT HAND DRIVE - NO SIGNALS.

If, subsequently, traffic indicators are fitted to any such vehicles, the words "NO SIGNALS" will be deleted.

S. W. Miller
S. W. MILLER.
Lieut. Col.
G-4.

239

Establishment Branch

ESTABLISHMENT BRANCH

JJA/jmv

EstO/Jun-17

17 June 1944

Subject: M. T. Vehicles on Loan to I.A.F.

To : Director, Air Forces Sub-Commission, ACC.

1. Reference your letter 13 June 1944, AFSC/851/ME, subject as above, it appears that this communication should have been addressed to Headquarters AAI. ACC does not have a WE sufficient to cover vehicles to be loaned to I.A.F. nor to other Italian Army units. Such equipment, if it is to be made available, must be made available by AAI.

JOHN J. ALBRIGHT,
Colonel, Infantry,
Establishment Officer.

cc: G-4

2330

Estab: Office

You might like to see
this. It's a bit of a
'floater.' It is, I think,
either for M.M.C.A. (or the
Air Force Lab Commission) to
deal direct with H.H.I.

The letter re supplies
etc gives M.M.C.A. a
deal of power.

Shs. 16/6

FROM: Air Forces Sub Commission,
Allied Control Commission, Bari.

TO : Headquarters, Allied Control Commission.

DATE: 13th June, 1944.

REF : AFSC/851/MT.

M.T. Vehicles on loan to I.A.F.

This Commission was supplied with following vehicles on loan from
No. 32 Vehicle Company in March 1944:-

Tenders 3 Ton	60
Vans 15 Cwt.....	5
Vans 5/10 Cwt.....	3
Utilities. Heavy.....	2

The Load carriers are Class 3 and 4 vehicles, and the light vehicles are Class 5. 44 of the Tenders 3 Ton are now at a stage of being beyond economical repair.

Excellent work has been carried out by these vehicles, and many hours of hard work have been put into these vehicles to keep them on the road. The vehicles which are beyond repair consist of 29 Bedfords, 10 Canadian Fords, 3 Austins, and 2 G.M.C.

The Italian Air Force Repair Organisation at Mungi Vacca are overhauling approximately 15 Italian Air Force vehicles a month and these vehicles are replacing worn out vehicles on the operational Squadrons, this output cannot be increased, and is more likely to decrease until further quantities of spares are available.

The day to day needs of the Transport Column which operates these vehicles is approximately 30 Load carriers, and for future commitments of an operational character at least a further 10 Vehicles will be necessary.

The remaining 16 Vehicles are in fair condition and may be expected to give a further 3 Months service, therefore in order to be able to carry out all commitments 24 Serviceable and reliable vehicles are required.

The 2 Utilities and 3; 5/10 Cwt Vans are also beyond repair and the following exchanges would be appreciated:-

2 Utilities for 2.	5/10 Vans.
3 5/10 Vans for 3.	15 Cwt Vans.

ESTABLISHMENT BRANCH

JJA/jmv

EstO/Jun-15

15 June 1944

Subject: Staff Cars.

To : S.C.A.O. - AMG 5th Army.

1. Reference our G4-101-14, 25 May 1944 and your reply of 10 June 1944, the present assignment of staff cars to AMG 5th Army is well in excess of other units - 1 American and 2 British. The reason given in your para. 2 no longer exists since the creation of Rome Region.

2. Will you please state where we may pick up one British staff car for re-issue to Region V.

JOHN J. ALBRIGHT,
Colonel, Infantry,
Establishment Officer.

cc: G-4

2368

U S R E S T R I C T E D Equals British R E S T R I C T E D

HEADQUARTERS
2675TH REGIMENT
ALLIED CONTROL COMMISSION
(PROVISIONAL)
APO 394

Obt. Albright
ggr

29 May 1944

CIRCULAR)
NUMBER 6)

STOLEN VEHICLES

References:

Manual for Courts-Martial, U. S. Army.
Circular #2, Fifth Army, 1944.
NATOUSA ltr, file: (AG 400.73/156-O), Responsibility for Loss of Vehicles, dated 5 September 1943.
Establishment Memo #6, Hq ACC, dated 7 March 1944.
Circular #9, NATOUSA, dated 22 January 1944, (Section I).
Circular #4, Hq 2675th Regt, ACC, dated 26 April 1944.
U. S. Army Regulations 35-6640.

1. The following security measures for vehicles will be taken:

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

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

c. Operators of 2675th Regiment, ACC, motor vehicles will have in their possession a dispatch ticket at all times. This ticket will be kept on the driver's person and not left in the vehicle to be used by a thief in the driver's absence.

d. 2675th Regiment vehicles will not be driven by other than the drivers in whose name the vehicles are dispatched.

e. Officers will not send their drivers on missions that require them to leave the vehicle unattended in congested areas. For example, "Pvt Jones, drive down to the Blank Building, and deliver this package to Room B on the 6th Floor". Survey officer will note such orders and hold the officer concerned pecuniarily responsible in case the vehicle is stolen.

2397

U S R E S T R I C T E D Equals British R E S T R I C T E D

U S R E S T R I C T E D Equals British R E S T R I C T E D

Cir #6 (29 May 44)
Hq 2675th Regt, ACC, (Cont'd)

f. Officers will not drive vehicles of this Regiment unless they have special authority from this headquarters or Headquarters ACC and then only when the vehicle has been properly dispatched. The dispatch ticket will show that the officer is the authorized driver. Officer's driver permits will be renewed every sixty days.

2. The quantities of lost or stolen vehicles of the Regiment reported indicate laxness among all concerned in the safeguarding of Government property.

a. In the majority of cases, lost or stolen vehicles have been left unattended in congested areas.

b. The situation cited has reached the point where unattended or non-immobilized vehicles are equivalent to an invitation to steal or appropriate same.

c. When such stolen vehicles are retained in military service, facts are not altered in that units losing same must be re-equipped with substitute vehicles whereas those retaining stolen vehicles are guilty of excess vehicular equipment.

d. In some cases unattended vehicles locked with a chain have been towed away by thieves.

3. a. All missing or stolen motor vehicles of this Regiment will be surveyed by an officer appointed by this headquarters.

b. When survey officers find that a member of our allied armed forces is responsible for the loss of the vehicle, his commanding officer will be so notified and the survey officer will recommend a charge against the allied country on the U. S. lease lend books.

c. Attention is directed to sub-paragraph (3)b, Paragraph 10, AR 35-6640.

"The surveying officer will rigidly scrutinize the evidence, especially in cases of alleged theft or embezzlement, and will not recommend the relief of all parties from responsibility unless fully satisfied that those charged with the care or shipment of property or who are responsible for the observance of regulations governing its preservation, use, and issue have performed their whole duty in regard to it."

4. The loss of a vehicle will be prima facie evidence of violation of the above orders. Upon conviction of such violation, the driver or officer concerned will be held liable for any pecuniary loss or damage.

By order of Colonel PARKIN:

OFFICIAL:

Morris K. Golstein
MORRIS K. GOLOSTEIN
1st Lt., Infantry

(pf)

Adjutant

DISTRIBUTION: "X"

R. T. UHLER
Lt Col, AGD
Executive Officer

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
(Establishment Branch)

13 June 1944

SUBJECT: A.F.H.Q. Plan for Maintenance of ACC Vehicles

TO : A.F.H.Q., G-5.

1. The vehicle maintenance plan prepared by AFHQ as an alternative to the sale of WD vehicles to the Italian Government for use in civil supply and public services is adaptable to the organizations that have already been established for this purpose by ACC.

2. In any system adopted, the efficacy of the system will depend either:

a. On a financial incentive to Italian personnel to properly maintain and preserve the vehicles or

b. A very large increase in the personnel - officers and motor maintenance EM/ORs - allocated to ACC. The present ceiling accepted by the Chief Commissioner does not cover the personnel necessary for the proper supervision and maintenance of 1000 or more vehicles for civilian supply needs.

3. The actual detailed outline and proposed chain of command of the AFHQ plan cannot be adopted in view of the inherent additional requirements of personnel and the fact that the proposed organization would not make proper use of Italian facilities, nor allow for commercial practices, which ACC has determined to be essential in rehabilitating Italian transport and bring into maximum use civilian vehicles.

4. A separate section under G-4 ACC is being formed to deal with:

a. Centralized requisitioning for spare parts, tools and equipment for both ACC TO/WE, WD civilian supply vehicles and WD vehicles used for maintaining essential services e.g. telephones, roads, malaria control.

b. Centralized census for both TO/WE and all ACC WD vehicles.

c. Control of all requisitioned vehicles. (Spare parts, tires.) 2306

5. Combined maintenance shops for both TO/WE vehicles and vehicles allocated to ACC for civilian supply purposes are being formed. These shops are comparable to American 2nd Echelon Maintenance Shops. In some cases, these have already been formed in Regions and for HQ ACC.

-2-

6. The ACC plan of operation is as follows: -

a. Regional Commissioners will be responsible for all WE/TO vehicles and WD vehicles allocated to or on loan to the Region.

b. Region HQs will have two Motor Transportation Officers (One American, one British), the senior officer being the Regional Motor Transportation Officer.

c. In every province in a region, there will be a motor transportation officer who may have additional duties. He should have a Sergeant (A or B) and two mechanics (A and B) to supervise Italian mechanics.

d. Vehicles in the provinces will be serviced by the combined maintenance shops referred to in para 4 above.

7. Requisitions for spare parts, tools and census returns will be forwarded by the Regional Transportation Officer through the Regional Commissioner to the section referred to in para 3.

8. It must be noted that it is not practicable to divide the vehicles into groups of 100, or any other set figure, because the transport needs of the regions vary in different localities and at various times, but ACC can make excellent use of the tools of an LAD unit in the central garage of each region.

9. The suggested system of maintenance recommended by AFHQ (copy attached) has already been forwarded to regions and is in effect.

JOHN J. ALRIGHT
Colonel, Inf.
Establishment Officer,
For the Executive Commissioner.

2355

Establishment Branch

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF EXECUTIVE OFFICER
APO 394

DHH/kwlm

3 June 1944

G-4/120/6.

SUBJECT : Requisition of Vehicles.

The provisions of Establishment Memorandum Number 14 regarding requisitioning through British channels are suspended until further order.

Addressees must proceed with regularisation of irregular requisitions in the past but both this and new requisitions must be done through the American procedure.

E. L. Clough
E.L. CLOUGH
Colonel,
Executive Officer

DISTRIBUTION

"A" (Less 74, 75, 80, 81 and 82.)

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

DBPH/kwlm

3 June 1944.

G-4/103/1/2.

SUBJECT : Office Machinery (British).

The undeimentioned typewriters which are on charge to the Allied Control Commission have not appeared in any return of Office Machinery submitted to G-4 Branch.

It is requested that all addressees advise G-4 (B) Headquarters, Allied Control Commission, if they have any record of the present whereabouts of the machines listed below. (NIL returns are not required).

IMPERIAL TYPEWRITERS.

063996, 064560, 064635, 064735, 065362, 065466, 065635, 065638, 85930, 7772.

OLIVER TYPEWRITERS

26638, 23177.

ROYAL TYPEWRITER.

2591836.

S. W. Miller

S. W. MILLER,
Lieut-Colonel, R.A.
G-4.

DISTRIBUTION "A".
(1 Copy to each Serial).

HEADQUARTERS ALLIED CONTROL COMMISSION

APO 394

ESTABLISHMENT BRANCH

Dear John —

Many thanks —

JJA/jmv

19 May 1944

Colonel John T. Zellars,
Regional Commissioner,
Region II.

Just another evidence
of Too many Prima Donnas.

My dear John:

add after
do think
of course

The Labor Sub-Commission feels that transportation for its Labor Representative in Region II has been inadequate for the last three or four months. They approached me about two months ago on the question of assigning a vehicle to the Labor Officer in Region II. At that time I had just sent 4 or 5 vehicles to Region II, and on inquiry, Lt. Col. McCaffrey informed me that he could take care of their needs.

Correct (

Within the last few days Col. Bain was again quite excited about the transport situation for his Labor Officer in Region II. This was just subsequent to your ordering all vehicles into a transport pool. He again wanted a vehicle assigned to the Labor Officer. My reply was that I thoroughly agreed that the vehicles should be pooled, that the Regional labor problems is the responsibility of the Regional Commissioner as well as of the Labor Officer and that if the Regional Commissioner was unable to solve the problem that he was the one to make the request for additional transport.

I am informing you of these requests so that you will know the entire situation. I do not know whether Capt. Frazer, your Labor Officer has discussed the problem with you or not. I am afraid that he has felt more the responsibility to the Labor Sub-Commission than to the Regional Commissioner. The situation as I told the Director of the Labor Sub-Commission was, in my opinion, deplorable.

Sincerely,

2382

JOHN J. ALBRIGHT,
Colonel, Infantry.

Correct — Jack Albright

Have told him but to
"run to paper" unless the
Exec. or my sup. approve — JJA

24/5/44

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

G4/41/A

25 MA 1944

SUBJECT: Registration and Use of Civilian Type Motor Vehicles for
ACC Purposes.

TO: See Distribution.

1. It has come to the attention of this headquarters that many Requisitioned Civilian Vehicles in use by Regions and Sub-Commissions of ACC still do not bear the proper ACC identification marks, nor do they display approved Certificates of Registration.

2. Attention is invited to Establishment Memorandum Number 12, this headquarters, dated 21 April 1944.

3. The following paragraphs are quoted for information and guidance of all concerned;

* * *

"3. RG & MG Section will furnish Regional Commissioners and SCAO's with the approved Certificates of Registration which will be serially numbered, and will be affixed to the windshield of the vehicle in such a way as to be plainly visible to a person standing in front of the vehicle. All certificates will be accounted for.

"4. The identification marks referred to in paragraph 1(d) will consist of the green and white rectangle of ACC on both sides and on the rear of each vehicle, with the Registration number immediately below it. The registration number will be that shown on the Certificate of Registration. Size of rectangle to be 6" x 9", with letters and numerals within the rectangle to be 2" high. Numerals of registration numbers to be 3" high. All redundant marks will be obliterated except official W.D. numbers. All markings will be so placed as to be plainly visible.

"5. 2001

* * *

"7. Petroleum products, tires, services of any kind, will not be furnished in respect of a civilian type vehicle which does not bear ACC identification marks and a current Certificate of Registration.

G4/41/A

25 May 1944 - contd

"11. No markings other than those described above and official W.D. numbers, will appear on the vehicle. Under no circumstances will the letters AOC or AMG appear, other than the AOC within the green and white rectangle."

"4. Military Police have been notified of proper markings and display of permits on AOC vehicles. They will impound all civilian type vehicles not bearing authorized AOC markings or authorized permits for operation.

Walter P. Scoggins

WALTER P. SCOGGINS

Lt. Colonel, QMC

G-4

DISTRIBUTION:

"A" less 68, 69, 74, 79, 80

EstO/Ma-25

1st Incl.

JJA/Juv

HEADQUARTERS ALLIED CONTROL COMMISSION, APO 394, 25 May 1944.

TO: Capt. D. Cunningham, Finance Sub-Commission, Banca d'Labore.

1. Forwarded for such explanation as you desire to make and any reason why you should not be held financially responsible for the over-time pay accrued to driver Andrea who seems to have been deserted at Bari. 2330

JOHN J. ALERIGHT,
Colonel, Infantry,
Establishment Officer.

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

24 May 44

HQC/6

SUBJECT: Civilian Driver.

TO : Col. Albright, Establishments Officer, Hq. ACC.

1. Reference to our conversation at the 0900 hrs meeting 22 May 44.
2. Civilian Driver Andrea drove Capt. Cunningham to Bari on 14 May 44. Driver Andrea, who returned here last night states that Capt. Cunningham ordered him to pick him up at 0930. He arrived back at 0910 and found that the Captain had left at 0900 hrs with the vehicle.
3. When the Captain returned, he stated that Driver Andrea was not any good. Driver Andrea has worked for us since May 1, and there has been no other complaint or accidents.
4. As this driver was ordered on this trip by this Headquarters, I feel it is the responsibility of the accompanying officer to see that he returns. Civilian drivers are entitled to time and a half overtime pay on a twenty-four hour basis while on duty trips.
5. Attached hereto is the dispatch slip.

LAWRENCE E7 KEARIN,
Capt, Inf.,
Asst. Hq. Comdt.

Drivers file

ESTABLISHMENT BRANCH

EatO/Ma-18

JJA/jmv

18 May 1941

Memorandum:

To : Public Works and Utilities Sub-Commission - Attention
Lt. Col. Rhodes.

1. Reference letter from Public Works Sub-Commission regarding arrangements whereby Italian drivers can be cared for on extended trips. This matter has been receiving attention for some time and we hope to have an acceptable solution in the very near future. When the arrangements are formed you will be advised of the necessary action to be taken by your officers prior to and during their trips in order to ensure that the drivers are fed and quartered and an opportunity for maintenance.

JOHN J. ALBRIGHT,
Colonel, Infantry,
Establishment Officer.

Estab. Offr.

^{yesterday}
A.P.L. promised verbally
to authorize ^{one} civilian
drivers to draw
rations on repayments.
(30 lbs a day)

²
Propose to ask for
a ceiling of 50, if
you agree.

③. We employ about 20
in the U.S. pool at
present.

Delta 17/5-

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

Will you send
me (187)
about this.

G.E. Photo

18 GP. RB.

11.45am 15/5.

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

Maintenance }
Station }
Return }
(Cinder)

{ Tell Sub Commission man }
{ arrangements }

Discussed with
H.Q. Commandant.

Main point is
actions for those
Italian drivers
(taken from Naples).
The only officer
who can authorize this
is Col. Allright.

Can you take it up
with him?

G.E.R.

12/5.

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

Col. Rhodes

Will you pl. see what can
be done to take care of civilian
drivers food & lodgings while
on trips. If need be discuss
with Col. Albright.

(15)

Waf. 12/5

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works & Utilities Sub-Commission
APO 394

JWLB/in

ACC/103/PWU

11 May 1944

Subject : Transportation. (Drivers)

To : Lt.Col. G.E. Rhodes.

1. I understand that in the very near future all Allied Drivers will, with a few exceptions, be replaced by Italian Personnel. The Allied Drivers being required by ACC/AMG in the 5th and 8th Army Areas.

2. The Public Works and Utilities Sub-Commission has a number of large reconstruction programs in Kings Italy two of the most important being

1. Highway Re-Construction. Under A.A.I.
2. Electricity.

3. These programs necessitate that :-

- (a) The officer supervising the work be situated near the Chief Engineer of the District for Liaison etc.
- (b) That he spends a good deal of his time in the field with contractors etc.

4. I would draw your attention to the fact that an officer may have as many as six provinces under his supervision. This means that he is away on tour from his H.Q. for periods of 10 days or more.

5. With an Allied Driver it was found possible for him to sleep and eat at various Transit camps. Also for him to

park his vehicle and to carry out daily maintenance both at H.Q. and whilst on tour.

6. It will be realised that with an Italian Driver it will not be possible for the above practice to continue, and that the officer will be caused a lot of additional work, and the efficiency reduced unless:

1. Some arrangements can be made whereby an Italian Driver can obtain food, sleep, do maintenance, either at British, American, or Italian Camps, in the Area he is assigned.
2. That a British or American Driver be assigned in these special cases

Lt.Col., V.S. THOMPSON

Lt. J.W.L. BUTCHER

*Col. Robertson
says
impossible. //*

Establishment Branch

gpa

DHH/eh

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

G4/101/16

16 May 1944.

SUBJECT:- Vehicle Markings.

TO :- Distribution 'A' (less outside Units)

Reference Establishment Memorandum No.13 and this H.Q. letter of even reference dated 9 May 1944.

The following additional markings will be placed on all British W.D. Vehicles.

- i. Speed limit signs: Maximum permissible speed of the vehicle (to be ascertained from orders of Area or other formation in which Region etc., is working) will be stencilled in RED on the tail-board, rear panel or equivalent, in the following manner:

E.g. 20
M.P.H.

The figures will be 4" high and $\frac{1}{2}$ " in thickness and letters 2" high and $\frac{1}{4}$ " in thickness.

- ii. Tyre Pressures: Authorized tyre pressures will be painted in WHITE figures not exceeding 2" in height on the edge of each mudguard or equivalent position above the centre of the wheels.

S.W. Miller

S.W. MILLER.
Major, R.A.
G-4.

SECRET

Ltr. Hq AMG 5th Army (CAS), APO 464, dtd 13 May 44. SAR/300, sub: Transportation - Assignment Vehicles.

SAR/300 1st Ind. WPE/STP
HEADQUARTERS, ALLIED CONTROL COMMISSION, OFFICE OF G-4, APO 394, 16 May 44.

TO: Commanding General, AMG, 5th Army (CAS), APO 464, U. S. Army.

1. The two (2) Trucks, 1/4-Ton, 4x4, which have been stolen will be replaced when Reports of survey have been processed and replacements are received from the Peninsular Base Section. These headquarters do not have any Trucks, 1/4-Ton, in stock with which to replace the stolen ones.

2. Three (3) additional motorcycles are being issued to Company "G," and Company "G" is being instructed to assign six (6) motorcycles to CAS.

3. As stated in paragraph 1 above, these headquarters do not have any Trucks, 1/4-Ton, in stock for release, however, the exchange of the two (2) P.U.s for one (1) Truck, 1/4-Ton, is approved, and upon receipt of the two (2) P.U.s by these headquarters in serviceable condition, one (1) Truck, 1/4-Ton, will be withdrawn from the Headquarters, ACC, Motor Pool and assigned to CAS. In this connection attention is invited to the fact that maintenance of vehicles is the responsibility of the unit to which they are assigned. No stock of vehicles is available to replace motor vehicles undergoing repairs.

4. One (1) Truck, 3/4-Ton, weapons carrier, has been authorized for issue to Company "G" for assignment to CAS in replacement of the Bedford, 15-cwt, which should be returned to these headquarters at the earliest practicable date. Major Sowers of your headquarters was informed of this approved exchange on 14 May 1944.

5. There are at present no Trucks, 2 1/2-Ton, 6x6, available for loan to AMG, 5th Army, CAS. Five (5) Trucks, 2 1/2-Ton, 6x6, were recently authorized to be issued to AMG, 5th Army, for use in transporting civilian supplies. It is suggested that these trucks may be borrowed for your purpose.

By command of Lieutenant General MASON MACFARLANE:

WALTER P. SCOGGINS, 2312
Major, QMC,
G-4.

- 2 -
SECRET

cc to Establishment Officer, Hq ACC

C
O
P
Y

SECRET

URGENT

HEADQUARTERS
A.M.C. FIFTH ARMY (C.A.S.)
A.P.O. No. 464, U.S. ARMY

5AR/300

13th May 1944

SUBJECT: Transportation - Assignment Vehicles.

TO: Headquarters
Allied Control Commission
(Attention Lt Colonel Clough)

Reference this Headquarters letter of 11 April 1944.

1. The transportation situation now requires to be finally cleared up, as there are a number of vehicles which we previously had but are not now available. Assistance in obtaining their replacement is requested.

2. Jeeps. Vehicles 352, 363 and 364 were returned by order of Colonel Albright to Headquarters, Allied Control Commission. The vehicles were returned on 17 February 1944. Vehicle 352 was reported by Allied Control Commission as being stolen, and one is required to replace. Company "G" is preparing the papers for submission to Headquarters, Allied Control Commission. One vehicle is required to replace one lost by us, and the papers relating were transmitted to Headquarters, Allied Control Commission, about two weeks ago from Company "G".

3. Motor Cycles. It was agreed with Headquarters, Allied Control Commission, that five motor cycles would be supplied. At the time of the request we had one motor cycle and therefore request was for five. The one motor cycle in possession has now been withdrawn by orders of G-4 Allied Control Commission and six motor cycles is the required number.

4. P.U.s. Of the three vehicles from Region III one was wrecked before delivery. The other two are now in British ordnance awaiting parts. It is suggested that all three P.U.s be counted out and in place of the three, one Jeep be supplied as substitute.

5. Bedford. We have still one Bedford truck (British) and request is made for it to be exchanged for a Weapon Carrier, as all other vehicles of type are American weapon carriers.

6. Eight Trucks 2 1/2-ton promise was made that this requirement would be met by the loan of eight vehicles in order to transport baggage to Rome. Request is now made that these trucks be on seven day call by us in order that they be fully overhauled and put in first class order.

2371

/s/ John D. Ames
/t/ JOHN D. AMES
Lt Colonel, G.S.C.
Chief of Staff

C
O
P
Y

SECRET

Vehicle File

ESTABLISHMENT BRANCH

EstC/Ma-9

JJA/jmv

9 May 1944

Subject: Increase Allotment of Military Vehicles for ACC.

To : Military Government Section, AFHQ, APO 512.

1. It has become urgently necessary to turn over to the Italian Government a considerable number of civilian requisitioned vehicles at present used by ACC/AMC, in order that the Italian Government may carry out various functions which we are requiring of them. Italian Agricultural Agents must have a considerable number of vehicles in order to supervise the amassing of the harvest. Italian supervisors on road maintenance and the Italian Committees for Anti-Malaria Control and many other activities are instances of the necessity for making Italian Officials mobile. It is estimated that from 200 to 250 vehicles will be necessary for them in the near future. The mechanical condition of requisitioned vehicles and the tire situation make it necessary to requisition a considerably greater number than can actually be kept in operation.

2. Since the TE/C-1098 of British and American vehicles for ACC was based on the assumption that a considerable number of requisitioned vehicles used to supplement W.D. vehicles, it will now be necessary to increase the number of W.D. vehicles to replace the requisitioned vehicles turned over to the Italian Government.

3. To replace the 200 to 250 vehicles turned over to the Italian Government will require 80 jeeps, 60 - 15 cwt - $\frac{3}{4}$ ton WC and 30 PUs. These vehicles should be furnished equally by the United States and the United Kingdom.

4. Will you investigate the possibility of getting this increase and advise us at once of any necessary steps to be taken by our Headquarters.

2370

JOHN J. ALBRIGHT,
Colonel, Infantry,
Establishment Officer.

ESTABLISHMENT BRANCH

Eato/Ma-10

JJA/jmv

10 May 1944

Subject: Transportation for Provincial Anti-Malaria Committee.

To : Regional Commissioners, Region I, II, III, IV, V, VI, and VII.

1. Regional Commissioners of AMG Regions are hereby authorized to requisition not to exceed one (1) car per Province for the use of the Provincial Anti-Malaria Committee. In ACC Regions, assistance will be given if necessary to Italian Government Officials to obtain a vehicle for the committee. These cars are to be made available to the Committee under supervision of the Provincial Commissioner for their work in the control of Malaria. Cars are to be used on official business only and will be authorized the use of POL in AMG territory as authorized in General Order No. 20 and in ACC territory as authorized by the Italian Government.

JOHN J. ALBRIGHT,
Col., Infantry,
Establishment Branch.

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

Ref: OA/113

30 April 1944

SUBJECT: AMG Transport for Civilian Supplies.

TO : SCAO, AMG 8th Army.

1. Your letter of 22 April, subject as above, is referred to.
2. I have been informed that the following information was furnished you by telephone: "One platoon (30 trucks), 1001 M.T. Coy., would be furnished you at once--about 1 May, followed by the remainder of the Coy as soon as possible--about 2 or 3 May--total 120 trucks".
3. RASC personnel are to be included with the 1001 M.T. Coy, so that additional British personnel should not be necessary as requested in the note attached to the reference letter.

JOHN J. ALBRIGHT,
Colonel, Inf.,
Establishments Off.

2338

C-O-P-Y C-O-P-Y

9111

*Our file
J29*

N 68/09
CONFIDENTIAL
NONE
MMIA
AAI INFO ACC MAIN FOR OFFENHAUER

MAY 9/1740
MAY 9/1100
SD 671
NONE

SUBJECT IS MOTOR DRIVERS. FIRST. THERE ARE APPROX 150 IN NAPLES EX 1923
CALL UP. DO YOU WISH THESE RESERVED FOR SERIALS 1062 AND 1072. HAVE
CHARGED 20 DRIVERS YOUR 2/179 OF 30 APRIL AGAINST SERIAL 1062 LEAVE BALANCE
OF 47. SECOND ALTERNATIVES ARE TO KEEP THEM FOR HQ ACC IF YOU ARE APPROVING
REQUEST IN THESE 16080/1/G-1 OF 27 APRIL OR ASSIGN TO PBS AGAINST SERIAL 2600.
THIRD REQUEST MORE INFORMATION ON SERIAL 1072 IN ORDER THAT ARRANGEMENTS MAY
THEN MADE FOR REORG OF DRIVERS DUE FROM CORSICA. WHO IS TO RECEIVE THE FOUR
G T COYS AND ARE CADRES AND VEHICLES AVAILABLE. IF 1072 NOT URGENT SUGGEST
CORSICAN TRUCK UNITS BE ASSIGNED PBS FOR SERIALS 2600 AND 2601. WILL FORM
G T COYS ONE PER MONTH EX POLIGNANO SCHOOL. NED READY END MAY.

23 APR Recd

Establishments Office

Subject: AMG Transprt for essential civilian supplies.

Main H.Q., A.M.G.
Eighth Army.

OA/113.

22 April, 1944.

HQ Allied Control Commission,
Executive Commissioners' Branch.

1. I refer to my discussion with the Executive Commissioner and the subsequent agreement that an Italian Military detachment of strength 50 vehicles and necessary personnel and equipment from the 1001 M.T. Coy would be allocated for employment by AMG in 5 Corps area.
2. To avoid any misapprehension I would also draw your attention to the position with regard to AMG tot WITHIN EIGHTH ARMY BOUNDARIES. In this area we rely entirely for essential civil tn upon 50 vehicles which were placed at our disposal by the generosity of the Army Authorities last Jan. These have been operated, manned, maintained and administer for us by 14 GT Coy RASC.
3. With the greatly expanding front and our extensive present and future commitments, however, we consider that a force of one hundred vehicles is the minimum which we must have at our disposal in the two areas concerned if we are to avoid a breakdown in the movement of these supplies essential to the civil population, and it is for this reason that we have asked for the 5 Corps allotment of 50 referred to in para 1.
4. At the same time, some difficulty has also arisen with regard to the original 50 vehicles operated by 14 GT Coy, owing to an HQ AAI ruling to the effect: (a) that the vehicles themselves must be transferred from an RASC to a REME charge, and (b) that the drivers and operating personnel now provided by the RASC must be taken away and posted to other RASC units who are in need of reinforcements. This matter has been discussed at this HQ between myself, the DDST and DA & QMG as a result of which the latter has been good enough to request HQ AAI that the present arrangements with regard to the maintenance, manning and administration of the 50 Eighth Army vehicles by 14 GT Coy should be allowed to stand.
5. It is pretty obvious however that when Eighth Army and AAI realise that it has been possible to provide a Company of 50 Italian Army driven trucks for 5 Corps, that they will immediately stiffen in their objection to existing 50.

2. To avoid any misapprehension I would also draw your attention to the position with regard to AMG tpt WITHIN EIGHTH ARMY BOUNDARIES. In this area we rely entirely for essential civil tn upon 50 vehicles which were placed at our disposal by the generosity of the Army Authorities last Jan. These have been operated, manned, maintained and administer for us by 14 GT Coy RASC.

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4. At the same time, some difficulty has also arisen with regard to the original 50 vehicles operated by 14 GT Coy, owing to an HQ AAI ruling to the effect: (a) that the vehicles themselves must be transferred from an RASC to a REEF charge, and (b) that the drivers and operating personnel now provided by the RASC must be taken away and posted to other RASC units who are in need of reinforcements. This matter has been discussed at this HQ between myself, the DDST and DA & QMG as a result of which the latter has been good enough to request HQ AAI that the present arrangements with regard to the maintenance, manning and administration of the 50 Eighth Army vehicles by 14 GT Coy should be allowed to stand.

5. It is pretty obvious however that when Eighth Army and AAI realise that it has been possible to provide a Company of 50 Italian Army driven trucks for 5 Corps, that they will immediately stiffen in their objection to existing 50 trucks which are manned by RASC drivers being retained. Further I feel that I cannot tell Eighth Army that it is essential to keep these vehicles and at the same time their finding out that 50 Italian driven vehicles have been provided for 5 Corps. Under the circumstances, therefore, I must ask that the numbers of vehicles for the whole Army area inclusive of 5 Corps will be increased to 100, and I feel that if this can be done it may be possible to retain the existing 50 trucks I have now, pending the time that the further 50 can be supplied from Coy 1001. The original 50 of course are required in any case as soon as possible.

6. On the assumption that any detachment of the 1001st Italian M.T. Coy sent forward will be a completely self contained unit fit for operation in the field, it will still be necessary to arrange for the small cadre of Allied personnel to work with these vehicles under the direction of my HQ and I am attaching a note on my requirements for this purpose.

Edmund

Group Captain,
Officer Commanding,
H.Q., A.M.G. Eighth Army Main.

APPENDIX TO OA/113.

AMC PERSONNEL REQUIRED FOR TRANSPORTATION AND CONTROL
DUTIES WITH ITALIAN M.T. UNIT.

I.

With 50 vehs for
5 Corps.

PERSONNEL: 1 Sub.
1 Sgt.
3 Cpls or I/Cpls.

VEHICLES: 1 x 15 cwt.
3 M/Cs.

II.

With 100 vehs divided
over between 5 Corps and
Eighth Army Fronts.

1 Capt.
1 Sub.
1 W.O.II.
2 Sgts.
5 Cpls or I/Cpls.
2 x 15 cwt.
6 M/Cs.

NOTE: Of the above 2 N.C.Os
and 2 M/Cs with experience
can be found from present
strength.

Phone conversation with Col Fitch
& Maj Borders Transportation Enb Comm
23 & 24 apr:

arrs have been made to supply one
platoon of 1001 MT Coy (30 vehicles & Italian drivers).
This will be followed by another platoon
& finally the ~~the~~ remainder of the Coy.

2304

[Signature]

HEADQUARTERS
2675TH REGIMENT
ALLIED CONTROL COMMISSION
(PROVISIONAL)
APO 394

File PM
Col. Albright

CIRCULAR)
NUMBER 4)

23 April 1944

PAINTING, MARKING, & MAINTENANCE OF VEHICLES

References:

- AR 850-5 and AR 850-15.
- Operational Memorandum No. 36, AFHQ, dated 10 April 1943.
- Establishment Memorandums No. 12 & 13, Hq ACC, 21 and 25 April 1944 respectively.

1. Painting of Vehicles.

a. All U. S. Army vehicles assigned to the 2675th Regiment, ACC, (Prov), will be painted olive drab, lusterless. Exceptions are those specifically authorized by the Commanding Officer, this Headquarters.

2. National Symbol.

a. The national symbol will be displayed as a white, 5-pointed star on all vehicles. AR 850-5 specifies that vehicles will be identifiable from the air, front, rear, and sides. The regulations set forth a specific size and position for all types of vehicles. On a horizontal surface the national symbol will be large enough to be visible from the air.

b. The sizes and positions of national symbols for vehicles assigned to this organization are indicated below:

<u>Type of Vehicle</u>	<u>Horizontal Surface</u>	<u>Front</u>	<u>Rear</u>	<u>Sides</u>
Civilian	largest possible on hood or top	largest possible on bumper	12" panel	largest possible
1/4 ton, C & R	15" hood	4" bumper	12" left panel	6" rear panel
3/4 ton, C & R	25" hood	6" bumper	10" top panel	10" panel between front & rear seats
3/4 ton, W C	25" hood	6" bumper	10" tail-gate	25" center door panel
2 1/2 ton 6 x 6	32" top of cab	6" bumper	10" tail-gate	25" center door panel

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3. Standard Red Cross Emblem.

a. The following vehicles will display the standard Red Cross emblem painted on a horizontal or near-horizontal surface and on the front, each side, and rear:

- (1) Ambulances.
- (2) Vehicles used exclusively for the following purposes:
 - (a) Direct transportation of sick and wounded.
 - (b) Transportation of Medical Department personnel and material.

b. Vehicles displaying the standard Red Cross emblem will not be marked with the national symbol.

4. Unit Markings.

a. AR 850-5 divides unit markings into four groups, namely:

- (1) The first group represents the highest command to which unit is assigned or attached. See Exhibit "A".
- (2) The second group represents the next lower administrative unit. All vehicles will have "2675" as the second group.
- (3) The third group gives the Company designation, i.e., "A" for Company "A", etc.
- (4) The fourth group represents the number of the vehicle within the unit.

b. Trailers will be marked in the same manner as the above, with the exception of the fourth group, where a "T" will precede the vehicle number.

5. Maximum Speed Markings.

a. Maximum speed limits will be stenciled in red on a vertical rear surface.

b. Speed will be stenciled as follows:

20 Figures 4" high
MPH Letters 2" high

c. Maximum speeds:

Staff cars, light or medium sedan	55 MPH
Civilian type cars	40 MPH

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Trucks, 1/4 ton	40 MPH
Trucks, 3/4 ton, WC & Command	35 MPH
Trucks, 2 1/2 ton & 1 1/2 ton	30 MPH
Trucks and truck and trailer combination over three ton	20 MPH

6. Load Classification of Vehicles.

a. Every motor-propelled vehicle will display on right front bumper a 7" yellow disc with black numerals indicating load classification thereof.

b. Detachable trailers will similarly display such discs on the left front thereon.

c. No vehicle will cross a bridge having a lower classification than that of the vehicle or combination of vehicles as listed below.

d. Vehicles are classified as follows:

- (1) Discs of single vehicles have but a single classification, which represents the classification of the vehicle when loaded to capacity.
- (2) Discs of truck tractors have two numerals, one above the other. The upper numeral represents the class of the tractor and trailer combination, the lower numeral represents the classification of tractor alone.
- (3) Trailers have two numerals, the upper indicating the load when in tow, the lower indicating the classification of the trailer alone - should it be necessary to move trailer alone over bridge.
- (4) In the event that a tractor is towing a trailer not normally towed, the total classification is determined by adding the bottom numeral in tractor classification to the upper numeral in trailer classification. The bridge to be crossed must have a classification equal to or greater than this total.
- (5) Tank transporters as differentiated from trailers in ²³²²general are assigned a classification similar to tractors, in that the upper number represents the loaded weight of the trailer and the lower number represents the unloaded weight.
- (6) Vehicular load classification is established by AFHQ Operations Memorandum No. 36 (Incl. Amendment No. 1 thereto). Tabulated below are load classifications of the bulk of vehicles in this organization:

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Trailer, cargo, 1 ton	0
	2
Trailer, cargo, 1/4 ton	0
	1
Truck, 1/1 ton 4x4, C&R	2
Truck, 3/4 ton 4x4, C&R & WC	4
Truck 1 ton 4x4 cargo	5
Truck 2 1/2 ton 6x6 cargo	7
Truck 1 1/2 ton cargo	6
Sedans and civilian type	
cars	2

7. Security Measures for Vehicles.

- a. No 2675th Regiment, ACC, vehicle will be left unattended at any time without a lock and chain device on the steering mechanism.
- b. Operators of motor vehicles will have in their possession a dispatch ticket, motor vehicle operator's permit, and accident report form at all times. (See Exhibits B, C, & D)
- c. Motor vehicles will not be driven by other than the driver in whose name each vehicle is dispatched.

8. Motor Maintenance and Maintenance Records.

References:

AR 850-15.

TM 9-2810

Technical manuals pertaining to each type vehicle.

- a. A daily record of vehicles dispatched should be kept (See Exhibit E).
- b. A daily check of each vehicle should be made by the driver. (See reverse side of Exhibit B).
- c. A weekly inspection of each vehicle should be made by the transport officer (See Exhibit F).
- d. A monthly (1000 mile) check should be made by qualified maintenance personnel (See Exhibit G).
- e. A semi-annually (6000 mile) check should be made by qualified maintenance personnel (See Exhibit H).
- f. WD AGO Form No. 6 is prescribed as a preventive roster (TM 9-2810) and should be kept as a daily reminder.
- g. A record of the vehicles as to maintenance performed, parts replaced, and inspections made, should be kept.

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Hq 2675th Regt, ACC

- h. Preventive maintenance is the responsibility of unit commanders to whom the vehicle is charged.
- i. Higher echelon maintenance (3rd and 4th) should be referred to the ordnance shop to which the organization is attached for maintenance.

By order of Colonel PARKIN:

R. T. UHLER
Lt Col, AGD
Executive Officer

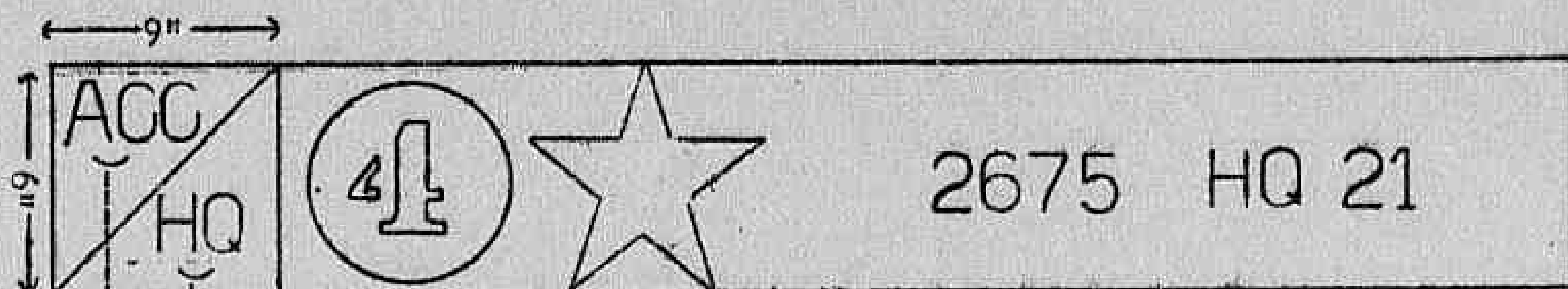
OFFICIAL:

Morris K. Goldstein
MORRIS K. GOLDSTEIN
1st Lt., Infantry
Adjutant

DISTRIBUTION: "X"

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FRONT BUMPER



Region Designation. "III" for Company "C", etc. 2" Green Letters on White Background. 5A or 8A for companies on duty with 5th or 8th Armies. First Group. 2" White Letters on Green Background.

7" Yellow Disc with 3" Black Numerals. Load Classification.

National Symbol. White Star. Largest Possible.

Second Group. 3" White Numerals.

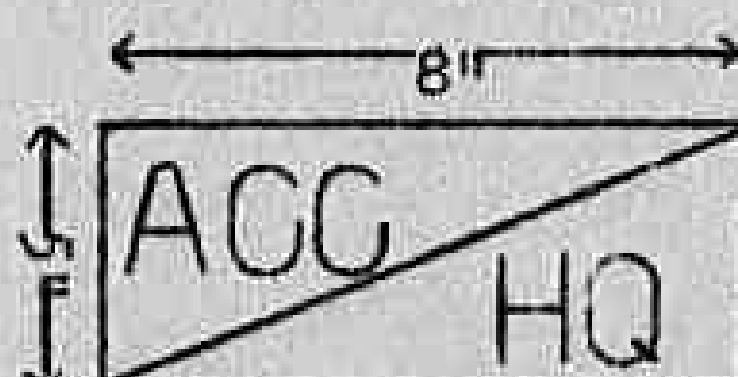
Third Group. 3" White Letters. Company Designation, "C" for Company "C", etc.

Fourth Group. 3" White Numerals. Represents No. of Vehicle Within Unit.

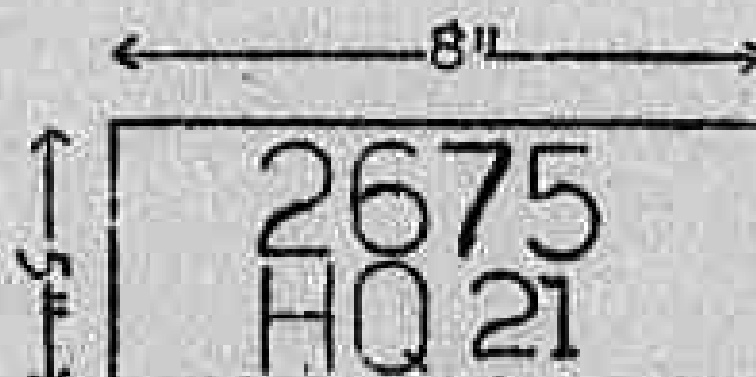
All bumpers to be painted olive drab. In the event bumpers are too small to take the above dimensions, cut down proportionately to fit size of particular bumper. Vehicles with no bumpers will be marked on fenders.

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REAR BUMPER



Same as on front bumper. 2" Letters



O. D. Background 2" White Letters

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

War Department Form 49
Approved April 12, 1943

U. S. A. No. _____

Driver's name _____ Date _____

DRIVER'S TRIP TICKET AND P. M. SERVICE RECORD

Report to _____ Time out _____

Organization _____ Time in _____

Department or address _____

Kind of work (or route) _____

Requested by _____

(Organization or individual)

(Dispatcher's signature)

SPEEDOMETER	HOUR METER

Fuel added (gals.) _____ In _____

Oil added (qts.) _____ Out _____

Total: Miles—Hour _____

I have performed the "Preventive Maintenance Services" of this form and recorded all deficiencies and any accident.

(Driver's signature) _____

I have noted all entries on this form and taken the necessary action.

(Dispatcher's, etc., signature) _____

TRIP OR LOAD RECORD	PASSENGERS OR WEIGHT	SPEEDOMETER OR HOUR METER
From _____		
To _____		
To _____		
To _____		
To _____		
To _____		
To _____		
To _____		
To _____		

Vehicle released at _____
(Speedometer—Hour meter) (Date) (Hour)

Official user _____
15-83500-1 (Signature) (Grade)

EXHIBIT "B"

(SEE REVERSE SIDE)

DRIVER'S DAILY PREVENTIVE MAINTENANCE SERVICES

Perform these services according to the instructions in TM 9-2810, or vehicle operator's manual.

BEFORE OPERATION SERVICE

- | | | |
|----------------------------|------------------------------|--------------------------------|
| 1. Tampering and damage. | 10. Horn and WS wipers. | 19. Body, load, and tarps. |
| 2. Fire extinguishers. | 11. Glass and RV mirrors. | 20. Decontaminator. |
| 3. Fuel, oil, and water. | 12. Lamps and reflectors. | 21. Tools and equipment. |
| 4. Accessories and drives. | 13. Wheel and flange nuts. | 22. Engine operation. |
| 5. Air brake tanks. | 14. Tires and/or tracks. | 23. Driv. permit and Form 26A. |
| 6. Leaks—general. | 15. Springs and suspensions. | 24. Amphibian services. |
| 7. Engine warm-up. | 16. Steering linkage. | 25. During operation check. |
| 8. Choke or primer. | 17. Fenders and bumpers. | |
| 9. Instruments. | 18. Towing connections. | |

DURING OPERATION SERVICE

- | | | |
|---------------------------|--------------------------|--|
| 26. Steering brakes. | 31. Engine and controls. | 36. Guns—mountings and elevating, traversing, gyro, and firing controls. |
| 27. Foot and hand brakes. | 32. Instruments. | 37. Amphibian services. |
| 28. Clutch. | 33. Steering gear. | |
| 29. Transmission. | 34. Running gear. | |
| 30. Transfer. | 35. Body and trailer. | |

AT HALT SERVICE

- | | | |
|--|----------------------------|----------------------------|
| 38. Fuel, oil, and water. | 43. Steering linkage. | 50. Towing connections. |
| 39. Temperatures—hubs, brake drums, transfer, transmission, and axles. | 44. Wheel and flange nuts. | 51. Body, load, and tarps. |
| 40. Axle and transfer vents. | 45. Tires and/or tracks. | 52. Appearance and glass. |
| 41. Propeller shafts. | 46. Leaks—general. | 53. Amphibian services. |
| 42. Springs and suspensions. | 47. Accessories and belts. | |
| | 48. Air cleaners. | |
| | 49. Fenders and bumpers. | |

AFTER OPERATION SERVICE

- | | | |
|--------------------------------------|---|--|
| 54. Fuel, oil, and water. | 67. Engine controls. | 80. Vision devices. |
| 55. Engine operation. | 68. *Tires and/or tracks. | 81. Turret and gun—mountings and elevating, gyro, traversing, and firing controls. |
| 56. Instruments. | 69. *Springs and suspensions. | 82. *Tighten—wheel, rim, axle drive flange, and spring U-bolt nuts. |
| 57. Horn and WS wipers. | 70. Steering linkage. | 83. *Lubricate as needed. |
| 58. Glass and RV mirrors. | 71. Propeller shafts, center bearing, and vent. | 84. *Clean engine and vehicle. |
| 59. Lamps and reflectors. | 72. *Axle and transfer vents. | 85. *Tools and equipment. |
| 60. Fire extinguishers. | 73. Leaks—general. | 86. *Amphibian services. |
| 61. Decontaminator. | 74. Gear oil levels. | |
| 62. *Battery and voltmeter. | 75. *Air brake tanks. | |
| 63. *Accessories and belts. | 76. Fenders and bumpers. | |
| 64. *Electrical wiring. | 77. *Towing connections. | |
| 65. *Air cleaners and breather caps. | 78. Body, load, and tarps. | |
| 66. *Fuel filters. | 79. Armor and front roller. | |

Those items marked by an asterisk () require additional weekly services.

Record any accident and all deficiencies, indicating if corrected:

NOTES

1. To be issued only after strict and proper examination.
2. Old original permit to be canceled and new one issued to include any new qualification.
3. Rule out and initial types of vehicles operator not qualified to drive.
4. List accidents below. If more than three are charged to the permit holder, his driving ability and mental attitude should be investigated before issuance of new permit.

RECORD OF ACCIDENTS
(List all in which permit holder is involved)

Date..... (1)
Responsibility.....
and cause.....
Estimated cost of damages.....
Officer's Initials.....
Date..... (2)
Responsibility.....
and cause.....
Estimated cost of damages.....
Officer's Initials.....
Date..... (3)
Responsibility.....
and cause.....
Estimated cost of damages.....
Officer's Initials.....

No.....

MOTOR VEHICLE OPERATOR'S

PERMIT

.....
(ORGANIZATION)

.....
(STATION)

EXHIBIT "C"

Reproduced by Hqs
A. C. C. - Nov. 1943
O. M. C. Form 228
(App. Apr. 17, 1923)
(Rev. May 12, 1941)

(Place)

19.....

(Operator's signature)

(Name, rank and organization)

I CERTIFY THAT.....
has demonstrated proficiency in driving (par. 16, A/R 850 15) the types
of vehicles listed below as per signed authentication.

TYPE VEHICLE	AUTHENTICATION (Signed by a Commissioned Officer)
Car, halftrack	
Car, passenger	
Motorcycle	
Tank, heavy	
Tank, light	
Tank, medium	
Tractor	
Tractor-truck (semi trailer)	
Trucks, cargo, 1/4-1 1/2 ton	
Trucks, cargo, 2 ton & larger	
Vehicle, wheeled, combat	

17. Was an investigation made by a policeman (civil or military)? If so, state

Name No.

Precinct or station

18. Names and addresses of persons other than driver in Government car:

19. Names and addresses of other witnesses:

.....
(Signature of driver)

I certify that the above report was delivered to me on the day of, 19....., at o'clock

.....
(Signature of officer in charge)

.....
(Official title)

.....
(Government department or establishment)

NOTE.—This report should be attached to report of Investigating Officer.

10-1810

U. S. GOVERNMENT PRINTING OFFICE

Standard Form No. 1
Approved by the President
June 10, 1927

DRIVER'S REPORT—ACCIDENT MOTOR TRANSPORTATION

INSTRUCTIONS TO DRIVERS

In case of injury to person or damage to property:

- A. Stop car and render such assistance as may be needed.
- B. Fill out this form, ON THE SPOT, so far as possible.
- C. Deliver this report promptly to your immediate superior.

Failure to observe these instructions will result in disciplinary action.

1. Name of Government driver:

2. Stationed at

3. Make and type of Government vehicle

4. Service number

5. Name and address of owner of other vehicle (or owner of property damaged)

6. Name and address of driver of other vehicle

7. License of other vehicle: State

No.

8. Place of accident: City

10-1810 **EXHIBIT** ^{Street} **D**

9. Date of accident 19..... Hour M.

10. Names and addresses of persons injured; nature of injuries:

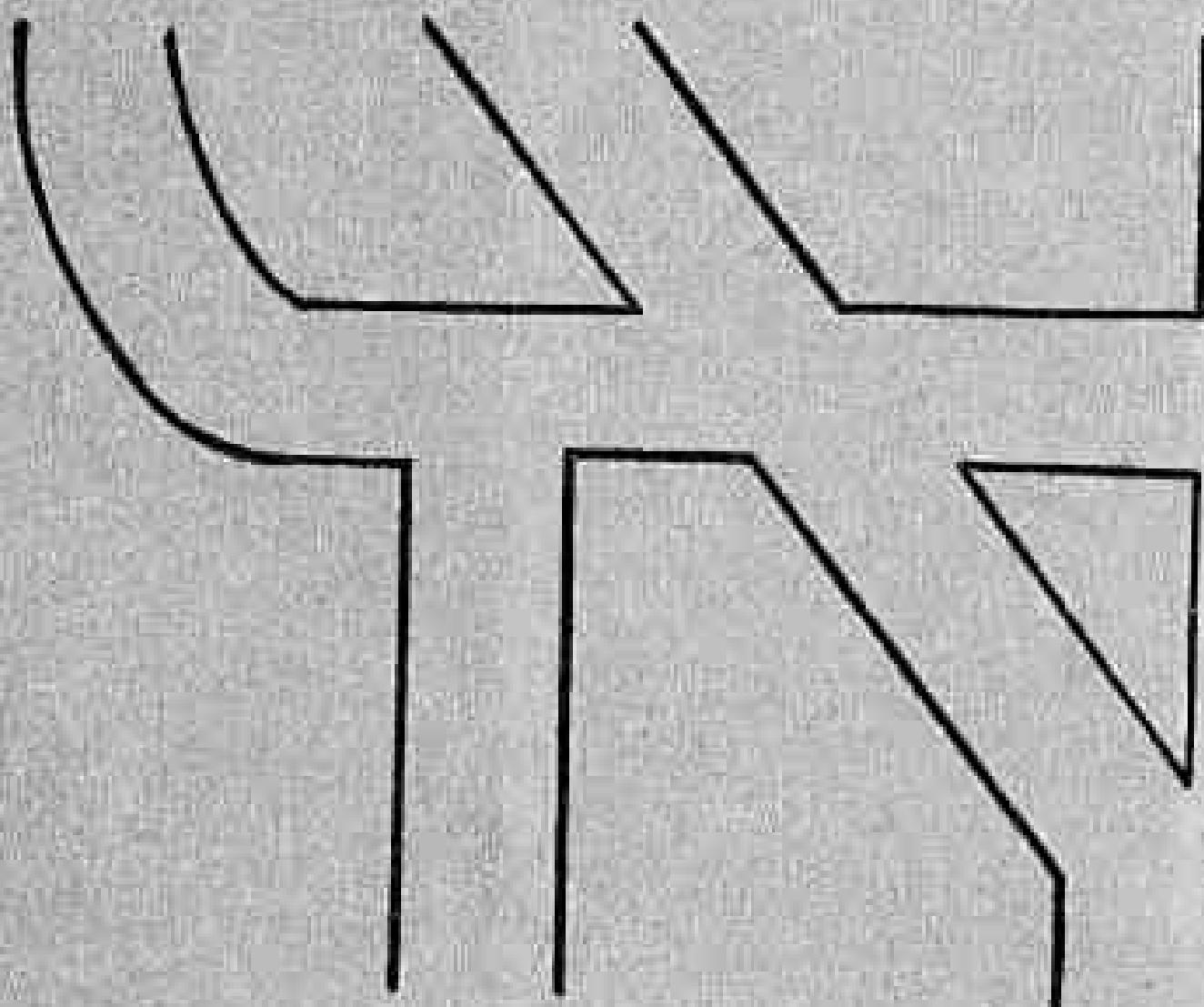
.....
.....
.....

11. Describe damage to Government vehicle

.....
.....

12. Describe damage to privately owned vehicle, or other property:

.....
.....



13. What signal was given by each driver prior to accident?

.....
.....

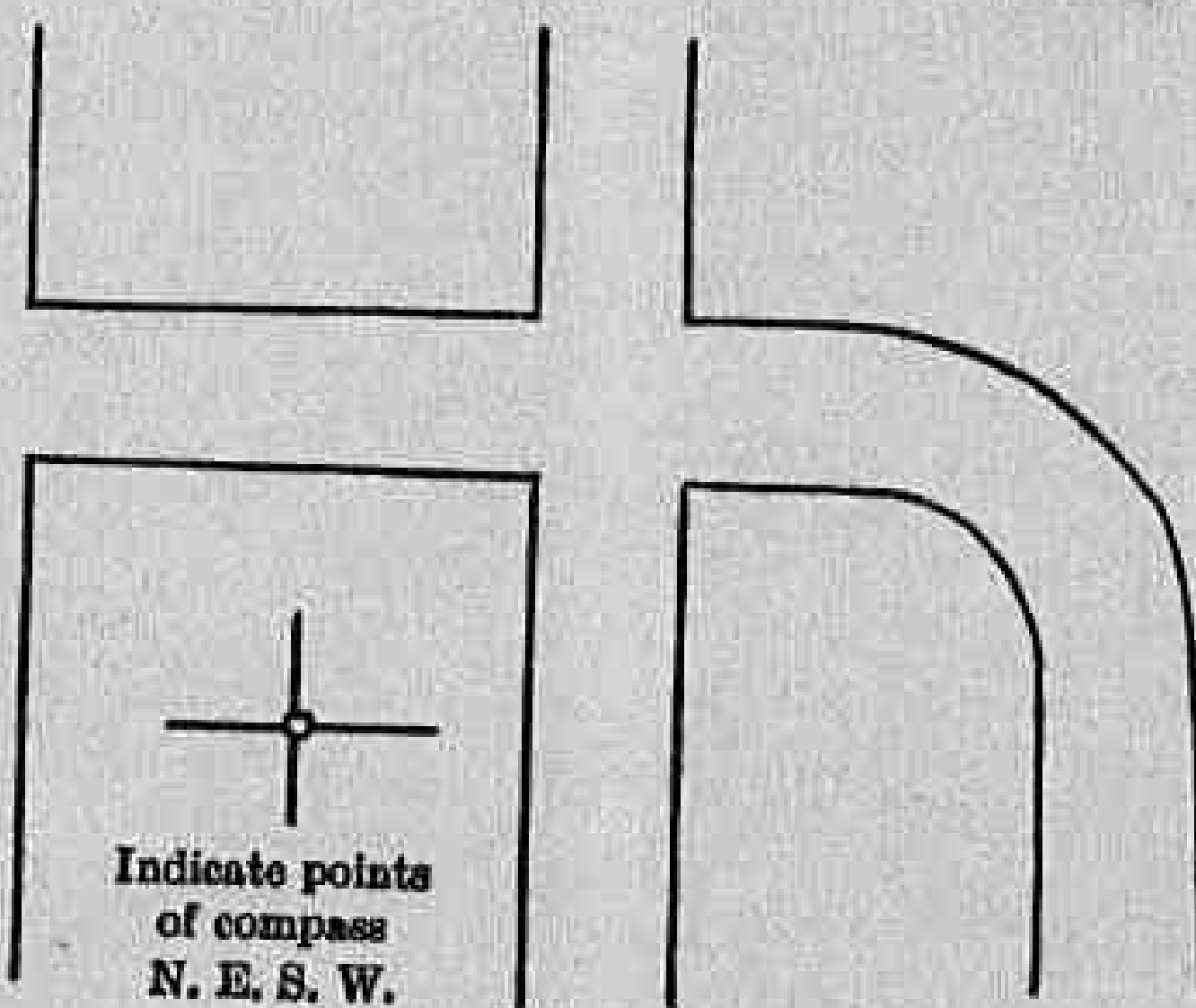
14. State condition of light, weather, and roadway:

.....
.....

15. Explain how accident happened:

.....
.....

16. Label streets and indicate measurements; show the position of each vehicle at the time of the accident and show by dotted lines the course of each vehicle just before and just after the collision.



Indicate points
of compass
N. E. S. W.

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

DAILY DISPATCH SHEET

DATE _____

[illegible]

EXHIBIT "E"

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

DAILY DISPATCH SHEET

[illegible]

Declassified E.O. 12356 Section 3.3/NND

No.

785017

DAILY DISSENT

[illegible]

EXHIBIT "E"

2357

WEEKLY INSPECTION SHEET

Date _____

W.D. No. _____ Make _____ Model _____

Drive _____ Body Type _____ Organization _____

Legends: ☒ Satisfactory X-Adjustment XX-Repair Defective.

OK - Defect corrected L--Lubricate.

1: IN CAB

- a. Cab floor mat & Floor _____
- b. Cab lining & slats _____
- c. Upholstery _____
- d. Clutch pedal free travel _____
- e. Body mountings _____

2: EXTERIOR

- a. Body _____
- b. Fenders and support bracket bolts _____
- c. Bumpers and support bolts _____
- d. Brush guards _____
- e. Tags and Brackets _____
- f. Tractor fifth wheel & towing assemblies, etc. _____
- g. Door locks & handles _____
- h. Door hinges _____
- i. Door glass regulators _____
- j. Windshield wipers _____

3: UNDER VEHICLE

- a. Steering knuckle _____
- b. Shock absorbers _____
- c. Springs _____
- d. Transfer case & transmission bolts _____
- e. Oil or water leaks _____
- f. Filter box & drives _____

4: UNDER HOOD

- a. Battery & connections _____
- b. Engine, Clean _____
- c. Fuel & water connections _____
- d. Oil and water _____

5: EXTERIOR, FINAL

- a. General tightening _____
- b. Check of lubrication _____
- c. Vehicle appearance _____
- d. Tires _____

REMARKS: _____

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EXHIBIT "F"

(Signature & Rank of Inspector)

Vehicle nomenclature _____
 Date _____
 U. S. A. Registration No. _____ Mileage _____
 Organization _____ Station _____
 Supply arm or service maintaining vehicle _____
 (Check V satisfactory X adjustment made I X repair or replacement needed)

EXTERNAL INSPECTION

1. Bumpers
2. Boards, running
3. Body
4. Bows
5. Camber
6. Carrier, tire
7. Caster
8. Curtains
9. Doors
10. Fenders
11. Gate, tail
12. Glass
13. Guards, headlight
14. Guard, radiator
15. Hood
16. Hooks, tow
17. Lights
18. Paint
19. Pintles
20. Radiator
21. Tires
22. Top
23. Toe-in
24.
25.
26. Antifreeze
27. Assembly, breaker pt.
28. Baffles, inter-cyl.
29. Battery
30. Belt, fan
31. Cleaner, air

HOIST VEHICLE (IF PRACTICABLE)

(Except full track and rear end of half-track vehicles)

49. Axle, front
50. Axle, fit, drive, lubr'n ..
51. Axle, rear
52. Axle, rear, lubr'n
53. Body, belts
54. Engine, side pans
55. Frame, distortion
56. Frame, rivets
57. Joints, universal
58. Lines, brake (hyer.-air) ..
59. Linkage, brake (mech.)
60. Linkage, steering
61. Shafts, propeller
62. Springs, front assembly
63. Spring, rear assembly
64. Shock absorbers, fill
65. Tank, air
66. Trf. case-sub-trans
67. Trf. case-sub-tr, lubr'n ..
68. Transmission
69. Transmission, lubr'n
70. Wheels, front, adjustment and truss
71. Wheels, front, lubr'n
72. Wheels, rear
73.
74.
75.
76. INTERNAL INSPECTION (SEAT ENGINE)
76. Greeter

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9. Doors	56. Frame, distortion
10. Fenders	57. Frame, rivets
11. Gate, tail	58. Joints, universal
12. Glass	59. Lines, brake (hydr.-air)
13. Guards, headlight	60. Linkage, brake (mech.)
14. Guard, radiator	61. Linkage, steering
15. Hood	62. Shafts, propeller
16. Hooks, tow	63. Spring, front assembly
17. Lights	64. Spring, rear assembly
18. Paint	65. Shock absorbers, fill
19. Pintles	66. Tank, air
20. Radiator	67. Trf. case-sub-trans
21. Tires	68. Trf. case-sub-tr, lubric
22. Top	69. Transmission
23. Toe-in	70. Transmission, lubric
24.	71. Wheels, front, adjustment
25.	72. Wheels, rear
26. Antifreeze	73.
27. HOOD UP (ENGINE STOPPED)	74.
28. Assembly, breaker pt.	75.
29. Baffles, inter-cyl	76. INTERNAL TSP. (START ENGINE)
30. Battery	77. Accelerator
31. Cleaner, air	78. Choke
32. Compressor, air	79. Cut-out
33. Engine, oil	80. Extinguisher, fire
34. Fan, cooling	81. Filter, trans. oil
35. Filter, fuel	82. Inge, air
36. Filter, oil (external)	83. Inge, fuel
37. Filter, oil (in eng.)	84. Inge, oil
38. Fluid, brake	85. Generator
39. Governor, seal	86. Horn
40. Housing, steering, rear	87. Indicator, heat
41. Pump, water	88. Insulation, hull
42. Shroud, engine	89. Lights
43. Spark plugs	90. Led, protecting
44. Strainer, fuel pump	91. Protecting
45. Strainer, savenge oil	92. Pump, priming
46. System, fire exting	93. Seats, troop
47.	
48.	

EXHIBIT "G"

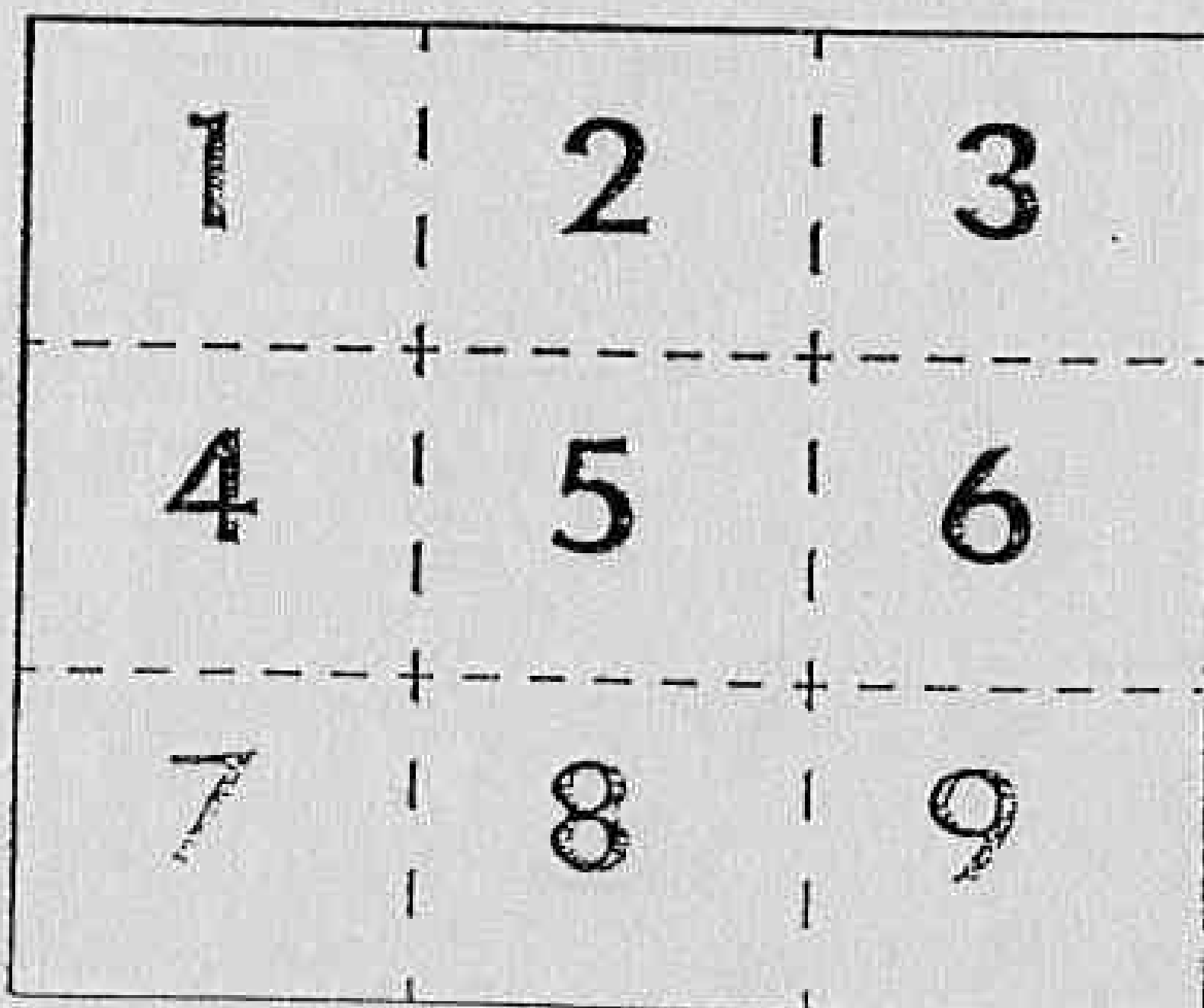
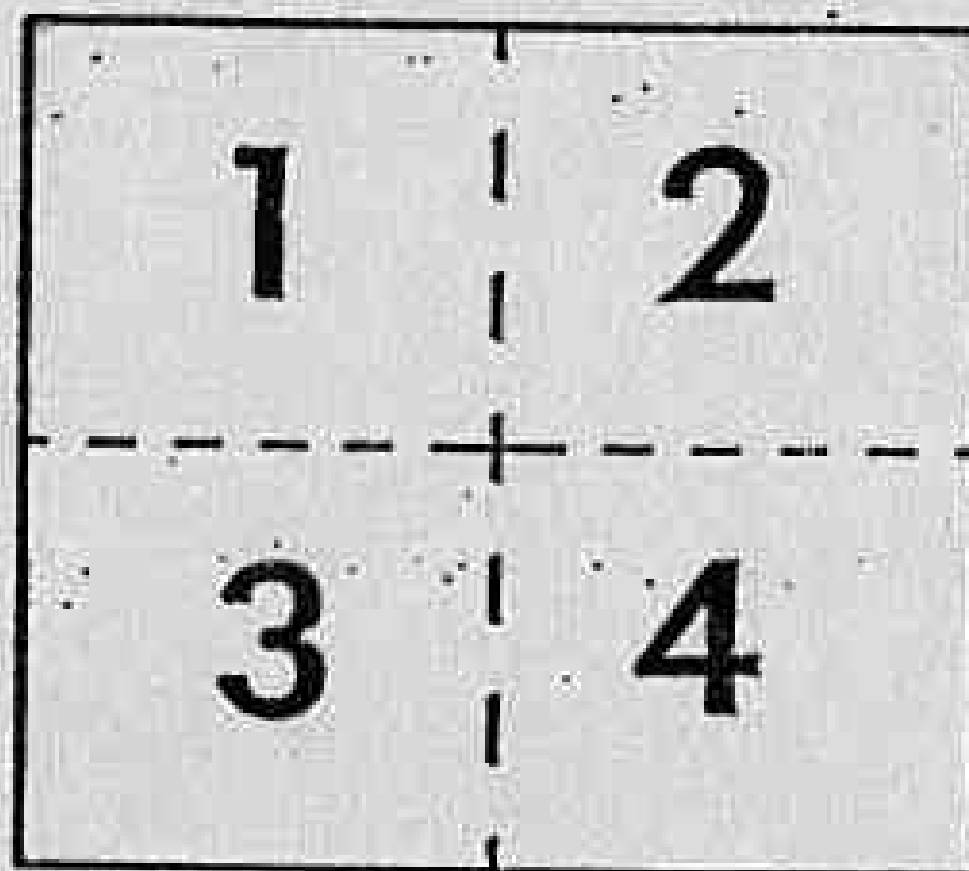
(over)

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94. Starting motor.....	
95. Switch, battery.....	
96. Switch, ignition.....	
97. Switch, mesh. starter.....	
98. Switch, sol. starter.....	
99. Switch, starter.....	
100. Tachometer.....	
101. Tools.....	
102. Throttle.....	
103. Upholstery.....	
104. Wiper, windshield.....	
105. Viscometer.....	
106. Voltmeter.....	
107.	
108.	
HOOD UP (ENGINE RUNNING)	
109. Engine noise.....	
110. Engine, smoothness.....	
111. Engine mounting.....	
112. Gaskets (all).....	
113. Leaks, oil.....	
114. Leaks, fuel.....	
115. Leaks, water.....	
116. Valves, noise.....	
117. Wiring, ignition.....	
118. Wiring, other.....	
119.	
120.	
121.	
ACID TEST VEHICLE	
122.	
123. Body, noise.....	
124. Brakes, hand.....	
125. Brakes, service.....	
126. Brakes, steering.....	
127. Clutch.....	
128. Drive units, noise.....	
129. Engine, noise.....	
130. Engine, smoothness.....	
131. Engine, power.....	
132. Gear Shift.....	
133. Governor.....	
134. Shock absorbers.....	
135. Speedometer.....	
136. Steering mechanism.....	
137.	
138.	
139.	
140.	
141.	

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



PREVENTIVE MAINTENANCE SERVICE AND TECHNICAL INSPECTION
WORK SHEET

FOR
WHEELED AND HALF-TRACK VEHICLES

(See AR 850-15)

Vehicle nomenclature

(Make)

(Model)

(Size)

(Drive)

Special instructions: See TM 9-2810 for detailed instructions and procedures. See vehicle maintenance manual.

Legend for marking: ✓—Satisfactory X—Adjustment required XX—Repair or replacement

SYMBOLS: □ —INSPECT AND CORRECT C—CLEAN T—TIGHTEN A—ADJUST L—S

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION		6000-MILE MAINTENANCE OR TECHNICAL INSPECTION	
1000-MILE MAINTENANCE		1000-MILE MAINTENANCE	
ROAD TEST			
1	Before Operation Inspection	T	
2	Air Pressure (build-up) (governor cut-off) (low-pressure indicator)	CS	CS
3	Dash Instruments and Gages; (oil pressure) (viscometer) (ammeter) (voltmeter) (speedometer and odometer) (tachometer) (temperature) (fuel) (air pressure)	CS	CS
4	Horns, Mirrors, and Windshield Wipers	C	C
5	Brakes; foot, hand and trailer (braking effect) (feel) (side pull) (noise) (chatter) (pedal travel) (hand control-air or electric)	A	A
6	Clutch (free travel) (drag) (noise) (chatter) (grab) (slip)	A	A
7	Transmission and Transfer; (lever action) (declutching) (vibration) (noise)	S	L
8	Steering (free play) (bind) (wander) (shimmy) (side pull) (column and wheel)	TAS	
9	Engine (idle) (acceleration) (power) (noise) (governed speed)	S	
10	Unusual Noises (attachments) (cab) (body) (wheels or tracks)	S	T
11	Brake Booster Operation	S	
12	Air-Brake System Leaks	CT	
13	Temperatures (brake drums) (hubs) (axles) (transmission) (transfer)	CA	A
14	Leaks (engine oil) (water) (fuel)	LA	
15	Track Tension (final road test)	CLA	T
16	Gear Oil Level and Leaks (axles) (transmission) (transfer)	CT	
33	Manifolds and Heat Control (gaskets) (seasonal setting)		
34	Air Cleaners (carburetor) (Diesel) (air compressor)		T
35	Breather Caps and Ventilators		TC
36	Carburetor (choke) (throttle) (linkage) (governor)		T
37	Fuel Filters, Screen, and Lines		CT
38	Fuel Pump (vacuum and pressure)		C
39	Starter (action) (noise) (speed)		
40	Leaks (engine oil) (fuel) (water)		
41	Ignition Timing (advance)		T
42	Engine Idle and Vacuum Test		S
43	Regulator Unit (connections) (voltage) (current) (cut-out)		T
44	Power Tire Pump (drive) (lines)		
45	Diesel Fuel Injector Pump		
46	Diesel Fuel Nozzles and Lines		
CHASSIS, BODY, & ATTACHMENTS			
47	*Tires and Rims (valve stems and caps) (condition) (direction) (matching) (spare carriers)		L
ON HALF-TRACKS DO 106 TO 115 NOW			
48	*Rear Brakes (drums) (supports) (cylinders) (cams and shafts) (magnets and armatures)		CS
49	*Rear Brake Shoes (linings) (links) (guides) (anchors)		LT
50	*Torque Rods (bushings) (brackets)		
51	*Rear Spring Seats and Bearings		ST
52	*Rear Wheels (bearings) (seals) (drive flanges) (nuts)		
53	*Front Brakes (drums) (supports) (cylinders) (cams and shafts)		

PREVENTIVE MAINTENANCE SERVICE AND TECHNICAL INSPECTION
WORK SHEET
FOR
WHEELED AND HALF-TRACK VEHICLES
(See AR 850-15)

WD No. _____

Mileage _____ Date _____

Organization _____

(Make)

(Model)

(Size)

(Drive)

(Body Type)

See TM 9-2810 for detailed instructions and procedures. See vehicle maintenance manual for technical information.

✓—Satisfactory

X—Adjustment required

XX—Repair or replacement required

O—Defect corrected

EFFECT AND CORRECT

C—CLEAN

T—TIGHTEN

A—ADJUST

L—SPECIAL LUBRICATION

S—SERVE

6000-MILE MAINTENANCE
OR TECHNICAL INSPECTION
1000-MILE MAINTENANCE

Line out
words and
columns
that do not
apply.

6000-MILE MAINTENANCE
OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

T

CS

CS

C

A

A

S

TAS

S

S

CT

CA

A

LA

CLA

CT

T

- 33 Manifolds and Heat Control (gas-kets) (seasonal setting)
- 34 Air Cleaners (carburetor) (Diesel) (air compressor)
- 35 Breather Caps and Ventilators
- 36 Carburetor (choke) (throttle) (link-age) (governor)
- 37 Fuel Filters, Screen, and Lines
- 38 Fuel Pump (vacuum and pressure)
- 39 Starter (action) (noise) (speed)
- 40 Leaks (engine oil) (fuel) (water)
- 41 Ignition Timing (advance)
- 42 Engine Idle and Vacuum Test
- 43 Regulator Unit (connections) (voltage) (current) (cut-out)
- 44 Power Tire Pump (drive) (lines)
- 45 Diesel Fuel Injector Pump
- 46 Diesel Fuel Nozzles and Lines

CHASSIS, BODY, & ATTACHMENTS

- 47 *Tires and Rims (valve stems and caps) (condition) (direction) (matching) (spare carriers)

ON HALF-TRACKS DO 106 TO 115 NOW

- 48 *Rear Brakes (drums) (supports) (cylinders) (cams and shafts) (magnets and armatures)

- 49 *Rear Brake Shoes (linings) (links) (guides) (anchors)

- 50 *Torque Rods (bushings) (brackets)

- 51 *Rear Spring Seats and Bearings

- 52 *Rear Wheels (bearings) (seals) (drive flanges) (nuts)

- 53 *Front Brakes (drums) (supports) (cylinders) (cams and shafts)

6000-MILE MAINTENANCE
OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

T

TC

TC

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ST

S

- 69 Air-Brake Application Valve
- 70 *Air-Brake Reservoirs
- 71 Transmission (mounting) (seals) (power take-off) (linkage)
- 72 Transfer (mountings) (linkage) (seals) (vent) (power take-off)
- 73 Rear Propeller Shafts (see 62)
- 74 Center Bearing (seals) (vent) (oil level) (mountings)
- 75 Rear Axles (pinion end play) (seals) (vents) (alignment)
- 76 *Rear Air Brake (chambers) (rods and seals) (slack adjusters)
- 77 *Rear Springs (clips) (leaves) (U-bolts) (hangers) (shackles)
- 78 Rear Shock Absorbers and Links
- 79 *Cab and Body Mountings
- 80 *Frame (rails and cross members)
- 81 *Wiring, Conduits, and Grommets
- 82 Fuel Tanks, Fittings, and Lines
- 83 *Brake Lines (fittings) (hose)
- 84 Exhaust Pipes and Muffler
- 85 *Vehicle Lubrication
- LOWER VEHICLE TO GROUND
- 86 Toe-In and Turning Stops
- 87 Winch (clutch) (brake) (drive) (shear pin) (cable) (guides)
- 88 Fifth Wheel (bed plate and bolts)
- 89 Tractor-to-Trailer Brake Hose, Wiring and Connections
- 90 Hoist (mounting) (drive) (con-trols) (pump) (lines) (cylinder)
- 91 *Lamps (head) (tail) (body) (mirrors)

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

		2	Air Pressure (build-up) (governor cut-off) (low-pressure indicator)					(air compressor)			
		3	Dash Instruments and Gages; (oil pressure) (viscometer) (ammeter) (voltmeter) (speedometer and odometer) (tachometer) (temperature) (fuel) (air pressure)	CS	CS	35	Breather Caps and Ventilators		TC		
		4	Horns, Mirrors, and Windshield Wipers			36	Carburetor (choke) (throttle) (linkage) (governor)		T		
		5	Brakes; foot, hand and trailer (braking effect) (feel) (side pull) (noise) (chatter) (pedal travel) (hand control-air or electric)	C	C	37	Fuel Filters, Screen, and Lines		CT		
		6	Clutch (free travel) (drag) (noise) (chatter) (grab) (slip)			38	Fuel Pump (vacuum and pressure)		C		
		7	Transmission and Transfer; (lever action) (declutching) (vibration) (noise)	A	A	39	Starter (action) (noise) (speed)				
		8	Steering (free play) (bind) (wander) (shimmy) (side pull) (column and wheel)	A	A	40	Leaks (engine oil) (fuel) (water)				
		9	Engine (idle) (acceleration) (power) (noise) (governed speed)			41	Ignition Timing (advance)				
		10	Unusual Noises (attachments) (cab) (body) (wheels or tracks)	S	L	42	Engine Idle and Vacuum Test		T		
		11	Brake Booster Operation	TAB		43	Regulator Unit (connections) (voltage) (current) (cut-out)		S		
		12	Air-Brake System Leaks	S		44	Power Tire Pump (drive) (lines)		T		
		13	Temperatures (brake drums) (hubs) (axles) (transmission) (transfer)			45	Diesel Fuel Injector Pump				
		14	Leaks (engine oil) (water) (fuel)			46	Diesel Fuel Nozzles and Lines				
		15	Track Tension (final road test)	S	T	CHASSIS, BODY, & ATTACHMENTS					
		16	Gear Oil Level and Leaks (axles) (transmission) (transfer)			47	*Tires and Rims (valve stems and caps) (condition) (direction) (matching) (spare carriers)				
		RAISE VEHICLE-BLOCK SAFELY					ON HALF-TRACKS DO 106 TO 115 NOW				
		17	Unusual Noises (engine) (belts) (accessories) (transmission) (transfer) (shafts and joints) (axles) (wheel bearings)	CT		48	*Rear Brakes (drums) (supports) (cylinders) (cams and shafts) (magnets and armatures)		L		
		ENGINE AND ACCESSORIES					49	*Rear Brake Shoes (linings) (links) (guides) (anchors)		CSL	
A		18	Cylinder Head and Gasket	CA	A	50	*Torque Rods (bushings) (brackets)		LT		
CA		19	Valve Mechanism (clearances) (lubrication) (cover gaskets)			51	*Rear Spring Seats and Bearings				
CS	CS	20	Spark Plugs (gaps) (deposits)	LA		52	*Rear Wheels (bearings) (seals) (drive flanges) (nuts)		ST		
		21	Compression Test (record)	CLA	T	53	*Front Brakes (drums) (supports) (cylinders) (cams and shafts) (hose) (air chambers) (push rods and seals) (adjusters)		A		
CS	C	22	Battery (cables) (hold-downs) (carrier) (record gravity and voltage)	CT		54	*Front Brake Shoes (linings) (links) (guides) (anchors)				
TC	C	23	Crankcase (leaks) (oil level)			55	*Steering Knuckles (joints) (bearings) (seals) (boots)				
		24	Oil Filters, Coolers, and Lines	CA	A	56	*Front Springs (clips) (leaves) (U-bolts) (hangers) (shackles)				
T	T	25	Radiator (core) (shell) (shutters) (mountings) (hose) (cap and gasket) (antifreeze, record) (overflow tank) (steam relief tube and valve)	CLA		57	Steering (arms) (tie rods) (drag link) (seals and boots) (Pitman arm) (gear) (column) (wheel)				
CT		26	Water Pump, Fan, and Shroud	T	T	58	Front Shock Absorbers and Links				
CLA	CL	27	Generator, Starter, and Switch	T		59	Knee Action Suspension				
A	A	28	Air Compressor (unloader valve) (governor) (lines)			60	*Front Wheels (bearings) (seals) (flange) (axle end play) (nuts)		L		
		29	Drive Belts and Pulleys	S		61	Front Axle (pinion end play) (seal) (vent) (alignment)				
LA	L	30	Tachometer Drive and Adapter			62	Front Propeller Shaft (joints and alignment) (seals) (flanges)				
		31	Distributor (cap) (rotor) (points) (shaft) (advance units)	C	C	63	Engine (mountings and braces) (ground strap) (side pans)				
		32	Coil and Wiring (high and low voltage) (supports)	T		64	Hand brake (ratchet and pawl) (linkage) (drum or disk) (lining)				
						65	Clutch Pedal (free travel) (linkage) (return spring)				
						66	Brake Pedal (free travel) (linkage) (return spring)				
						67	Brake Master Cylinder (vent) (fluid level) (leaks) (switch)				
						68	Brake Vacuum Booster (linkage) (air cleaner and hose) (cylinder)				

***TRAILER ITEMS ALSO COMMON TO OTHER WHEELED VEHICLES**

FOLD TO -

(build-up) (governor pressure indicator)
 Instruments and Gages; (viscometer) (ammeter) (speedometer) (tachometer) (temperature) (air pressure)
 Doors, and Windshield
 Hand and trailer (pull) (feel) (side pull) (pedal travel) (air or electric) (travel) (drag) (noise) (slip)
 and Transfer; (lever clutching) (vibration)
 (play) (bind) (wander) (side pull) (column)
 (acceleration) (power-governed speed)
 (attachments) (wheels or tracks)
 Operation
 System Leaks (brake drums) (transmission)
 (oil) (water) (fuel) (final road test)
 Level and Leaks (axles) (transfer)
Block Safety
 (engine) (belts) (transmission) (trans-axles and joints) (axles) (gears)
Accessories
 and Gasket
 Mechanism (clearances) (cover gaskets) (gaps) (deposits)
 Test (record)
 (hold-downs) (car-gravity and voltage)
 Leaks (oil level)
 Coolers, and Lines (shell) (shutters) (hose) (cap and gasket) (record) (overflow relief tube and valve)
 Fan, and Shroud
 Starter, and Switch (unloader valve) (leak)
 and Pulleys
 Drive and Adapter (rotor) (points) (units)
 (high and low gears)

CS	CS	35	Breather Caps and Ventilators
		36	Carburetor (choke) (throttle) (linkage) (governor)
C	C	37	Fuel Filters, Screen, and Lines
		38	Fuel Pump (vacuum and pressure)
		39	Starter (action) (noise) (speed)
		40	Leaks (engine oil) (fuel) (water)
A	A	41	Ignition Timing (advance)
A	A	42	Engine Idle and Vacuum Test
		43	Regulator Unit (connections) (voltage) (current) (cut-out)
S	L	44	Power Tire Pump (drive) (lines)
TAB		45	Diesel Fuel Injector Pump
S		46	Diesel Fuel Nozzles and Lines
S	T	CHASSIS, BODY, & ATTACHMENTS	
		47	*Tires and Rims (valve stems and caps) (condition) (direction) (matching) (spare carriers)
CT		ON HALF-TRACKS DO 106 TO 115 NOW	
CA	A	48	*Rear Brakes (drums) (supports) (cylinders) (cams and shafts) (magnets and armatures)
LA		49	*Rear Brake Shoes (linings) (links) (guides) (anchors)
CLA	T	50	*Torque Rods (bushings) (brackets)
CT		51	*Rear Spring Seats and Bearings
CA	A	52	*Rear Wheels (bearings) (seals) (drive flanges) (nuts)
CLA		53	*Front Brakes (drums) (supports) (cylinders) (cams and shafts) (hose) (air chambers) (push rods and seals) (adjusters)
T	T	54	*Front Brake Shoes (linings) (links) (guides) (anchors)
T		55	*Steering Knuckles (joints) (bearings) (seals) (boots)
B		56	*Front Springs (clips) (leaves) (U-bolts) (hangers) (shackles)
CLA		57	Steering (arms) (tie rods) (drag link) (seals and boots) (Pitman arm) (gear) (column) (wheel)
C	C	58	Front Shock Absorbers and Links
T		59	Knee Action Suspension
		60	*Front Wheels (bearings) (seals) (flange) (axle end play) (nuts)
		61	Front Axle (pinion end play) (seal) (vent) (alignment)
		62	Front Propeller Shaft (joints and alignment) (seals) (flanges)
		63	Engine (mountings and braces) (ground strap) (side pans)
A		64	Hand brake (ratchet and pawl) (linkage) (drum or disk) (lining)
A		65	Clutch Pedal (free travel) (linkage) (return spring)
		66	Brake Pedal (free travel) (linkage) (return spring)
S	S	67	Brake Master Cylinder (vent) (fluid level) (leaks) (switch)
CSL	CS	68	Brake Vacuum Booster (linkage) (air cleaner and hose) (cylinder)

TC	TC	72	Transfer (mountings) (linkage) (seals) (vent) (power take-off)
T		73	Rear Propeller Shafts (see 62)
CT	CT	74	Center Bearing (seals) (vent) (oil level) (mountings)
C	C	75	Rear Axles (pinion end play) (seals) (vents) (alignment)
		76	*Rear Air Brake (chambers) (rods and seals) (slack adjusters)
T	T	77	*Rear Springs (clips) (leaves) (U-bolts) (hangers) (shackles)
S		78	Rear Shock Absorbers and Links
T	T	79	*Cab and Body Mountings
		80	*Frame (rails and cross members)
		81	*Wiring, Conduits, and Grommets
		82	Fuel Tanks, Fittings, and Lines
		83	*Brake Lines (fittings) (hose)
		84	Exhaust Pipes and Muffler
L	L	85	*Vehicle Lubrication
		LOWER VEHICLE TO GROUND	
CSL	L	86	Toe-In and Turning Stops
LT	LT	87	Winch (clutch) (brake) (drive) (shear pin) (cable) (guides)
ST	S	88	Fifth Wheel (bed plate and bolts)
A		89	Tractor-to-Trailer Brake Hose, Wiring and Connections
		90	Holst (mounting) (drive) (controls) (pump) (lines) (cylinder)
		91	*Lamps (head, tail, body, running, directional, stop, and blackout)
		92	*Safety reflectors
		93	Front (bumpers) (roller) (tow hooks) (brush guards) (grills)
		94	Hood (hinges) (fasteners)
		95	Front Fenders and Running Boards
		96	Cab or Pass. Body (doors) (hardware) (glass) (top and frame) (curtains and fasteners) (seats) (upholstery and trim) (safety straps and grab rails) (floor boards and mats) (ventilators) (map compartment and tables)
L		97	Heater, Fan, and Defroster
		98	Circuit Breaker and Fuse Block
		99	*Rear Fenders and Splash Guards
		100	*Body (panels) (rear doors) (tailgate and chains) (floor) (skidstrips) (stakes) (sockets) (bows) (tops) (tarpaulins) (end curtains) (troop seats) (stowage compartments)
		101	*Rear Bumper and Pintle Hook (latch and lock pin) (draw-bar)
		102	Armor Plate (body) (cowl) (doors) (windshield) (port covers)
		103	*Paint and markings
		104	Radio Bonding (suppressors) (filters) (condensers) (shielding)
		105	Armament (guns) (mounts) (rails) (spare parts) (covers)

OTHER WHEELED VEHICLES

FOLD TO ← VEHICLE NOMENCLATURE LINE → AND FILE

EXHIBIT "H"

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

RECORD: Compression pressure: Cylinder No. 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ 7 _____ 8 _____ 9 _____

BATTERY: SPECIFIC GRAVITY—Cell No. 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____ Antifreeze protection to _____

VOLTAGE— Cell No. 1 _____ 2 _____ 3 _____ 4 _____ 5 _____ 6 _____

Man hours required for this 1,000 mile maintenance _____ 6,000 mile maintenance _____ or tech.

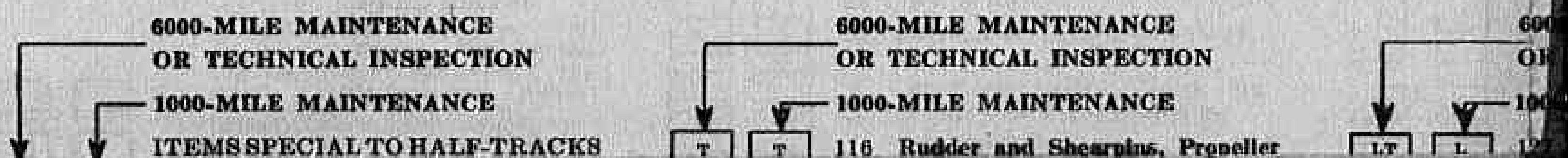
Driver _____ Mechanic or inspector _____
(Grade or title) (Grade or title)

Repairs by higher echelon entered on Job Order Request No. _____ Supervising officer _____

Repairs requested _____ (Date) _____ (Initials) _____ Vehicle forwarded _____ (Date) _____ (Initials) _____ Vehicle returned _____

Disposition of work sheets: 1000 Mile—May be retained until completion of next 6000 mile, then destroy	} EARLIER DESTRUCTION MAY BE ORDERED BY LOCAL COMMAND
6000 Mile—May be retained until completion of next 6000 mile, then destroy	
Technical inspection—May be retained until completion of next 6000 mile, then destroy	

REMARKS OR RECOMMENDATIONS: _____



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

2 3 4 5 6 7 8 9 10 11 12

3 4 5 6 Antifreeze protection to °F.

3 4 5 6

6,000 mile maintenance or tech. inspection

Mechanic or Inspector (Grade or title)

No. Supervising officer (Grade or title)

Vehicle forwarded (Date) (Initials) Vehicle returned (Date) (Initials)

d until completion of next 6000 mile, then destroy
d until completion of next 6000 mile, then destroy
d until completion of next 6000 mile, then destroy

EARLIER DESTRUCTION
MAY BE ORDERED BY
LOCAL COMMAND

5086

6000-MILE MAINTENANCE
OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

T T 116 Rudder and Shearings. Propeller

6000-MILE MAINTENANCE
OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

LT L 127 Landing gear (shafts) (wheels)

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

Technical inspection—May be retained until completion of next 6000 mile, then destroy

REMARKS OR RECOMMENDATIONS:

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

ITEMS SPECIAL TO HALF-TRACKS

T		106	Tracks (guides) (tread wear)
CLAT		107	Sprockets (flanges) (bearings) (seals)
CT		108	Brake (drums) (supports) (cylinders)
CA	A	109	Brakes Shoes (linings) (links) (guides) (anchors)
OLAT		110	Idlers (flanges) (bearings)
		111	Idler (posts) (shackles) (shafts) (adjusting rods) (brackets)
T		112	Frame Brackets and Cross Tube
		113	Bogie (crab assemblies) (springs and blocks) (guides and slides) (arms and bolts)
CL		114	Bogie Rollers: Upper and Lower (tires) (bearings) (seals) (bolts)
A	A	115	Track Tension (on ground)

ITEMS SPECIAL TO AMPHIBIANS

NOTE: The following items 116 to 123 are the required minimum maintenance for amphibian vehicles in land operations. For maintenance requirements for water operations, consult the vehicle maintenance manual.

6000-MILE MAINTENANCE OR TECHNICAL INSPECTION

1000-MILE MAINTENANCE

T	T	116	Rudder and Shearpins, Propeller Strut and Bearing
		117	Propeller Shaft Housings (seals) (boots) (plugs)
		118	Hull (plugs) (rub strakes) (decks) (hatches) (ventilators) (compartments) (bulkheads) (plates) (frame)
TA	TA	119	Bilge Pumps (drives) (valves) (controls) (lines) (strainers)
T	T	120	Water Propeller (shafts) (joints) (bearings) (stuffing box)
		121	Hand Crank Ratchet and Cover
T		122	Rudder (shafts) (arms) (cables) (rod) (brackets) (stuffing-box)
		123	Anchor, Hand Bilge Pump and Boat Hook

ITEMS SPECIAL TO TRAILERS

		124 Tow Hitch (king pin) (5th wheel plates) (lunette) (tongue)
		125 Air and Electric Connections
		126 Safety Devices (chains) (switch and battery)

Not
find res

6769

ALLIED CONTROL COMMISSION
INCOMING MESSAGE

MSG CENTER NO	62/6	DATE/TIME REC'D	APRIL 06/2310
CLASSIFICATION	SECRET	DATE/TIME SENT	APRIL 06, 1627B
PRECEDENCE	PRIORITY	REFERENCE NR	F28367
FROM	FREEDOM SGD FHCIC	CITE	FHGDS FHGGN FHSUP
TO	AAI FOR ACTION FLAMBO, FATIMA FOR INFO		

AGENCY TO BE RESPONSIBLE FOR HANDLING PROBLEM OF REQUIREMENTS, ISSUES AND RECORD KEEPING OF SUPPLIES TO BE FURNISHED TO EFFECTIVE ITALIAN TROOPS IN ACCORDANCE WITH FAN 338. DURING CONFERENCE AT FLAMBO ON 31 MARCH IT WAS CONCEDED THAT MMIA SHOULD ASSUME THIS ADDITIONAL RESPONSIBILITY AND SHOULD OPERATE DIRECTLY UNDER AAI ON SUPPLY MATTERS.

REQUEST YOUR RECOMMENDATIONS AS TO WAR ESTABLISHMENT OF BRITISH OFFICERS AND OTHER RANKS AND TABLE OF ORGANIZATION OF AMERICAN OFFICERS AND ENLISTED MEN REQUIRED BY MMIA IN ORDER TO PERFORM EXISTING AND PROPOSED DUTIES. IN PREPARING AND RECOMMENDING THE WAR ESTABLISHMENT AND TABLE OF ORGANIZATION IT SHOULD BE BORNE IN MIND THAT REPRESENTATIVES OF THE COUNTRY OF OWNERSHIP MUST CONCUR IN ESTABLISHMENT OF REQUIREMENTS AND DISPOSITION OF SUPPLIES AND EQUIPMENT TO ITALIAN TROOPS.

ACC DIST

INFO: SECY GEN ²³⁵³
DEP CC
ARMY SC (LECCE)
ARMY SC (SALERNO)
ARMY SC (LO)
ECON SEC
FILE
FLOAT
ESTORR

- SECRET -

COPY

COPY

COPY

C O P Y

6416

MSG CENTER NO	: N15/02	DATE/TIME REC'D	: APR 2
CLASSIFICATION	: CLEAR	DATE/TIME SENT	: APR 01/2115A
PRECEDENCE	: NONE	REFERENCE NR	: SD 482
FROM	: MMIA	CITE	: NONE
TO	: FLAMBO RPTD DISTWO FATIMA FATIMA FOR OFFENHAUER FATIMA REAR FOR QUINSMITH		

REF OUR SD 474 AND DISTWO ST 253 OF 31. ITALIAN GEN STAFF ARE PRODUCING
50 TRAINED DRIVERS FROM CALABRIA SHORTLY. THESE WILL BE PUT AT DISPOSAL OF
ST DISTWO FOR COMPLETION OF 1001 GT COYB AND HQ ACC ALLOTMENT

ACC DIST

INFO ESTAB OFF (WITH COPY
SD474)

DEP CC
MMIA LO
FILE FLOAT

2332

C O P Y

MSG CENTER NO : N3/1 DATE/TIME REC'D: APRIL 01/0225A
CLASSIFICATION : NONE DATE/TIME SENT : 01/0225A
PRECEDENCE : PRIORITY REFERENCE NR : O/N SD 474
FROM : MMIA CITE : NONE
TO : ST DISTWO RPTD FLAMBO FATIMA FATIMA FOR OFFENHAUER
FATIMA REAR FOR QUINSMITH

REF FLAMBO SD523/26785 OF 30 AND OUR SD451 OF 28. FATIMA 2750 OF 29
REQUESTS 25 DRIVERS BE SENT TO HQ 2675 REGT ACC. REQUEST YOU ARRANGE RELEASE
FROM 1001 GT COY SINCE COY RECEIVED 55 DRIVERS YESTERDAY FROM POLIGNANO. PLEASE
SIGNAL ETA FOR TO FATIMA RPTD MMIA. AM INSTRUCTING SMRE ALSO TO POST 2 OFFRS
3 SGTS AND 114 MEN 1001 GT COY TO COMPLETE WE. AND TO POST FURTHER 100 PUPILS
TO POLIGNANO.

311900

A.C.C. DISTRIBUTION

INFO MMIA L O
 G-1 A
 G-4 A
 FILE
 FLOAT

2351

C O P Y

5973

FATIMA FATIMA REAR FOR QUINSMITH
FROM MMIA

SD 441 25

ATTENTION IS DRAWN TO ST DISTWO SIGNAL

ST4410/2/ST OF 24 MAR TO MMIA INFO ST FLAMBO

251815 251935A

TOB 0740

SENT SRL 145 26/1900 a AJJ K

RED B SRL 26/0900A RWC AR

2350

INCOMING MESSAGE

E 140

N43/19

TO: FATIMA FOR ALBRIGHT FOR FITCH, MMIA

FROM: FATIMA REAR FROM QUINSMITH SIGNED MACFARLANE

NUMBER: 2497

DATE 24TH MARCH. NIL

CLASS: SECRET

SUBJECT PROVISION 50 DRIVERS FOR ACC. MMIA NOW STATE THAT FLAMBO SIGNAL SD439/21846 OF 9TH MARCH DOES NOT REPEAT NOT REFER HQ ACC BUT DEALS WITH REINFORCEMENTS TO 1001 GT GOY. MMIA EMPHASIZE THAT ONLY METHOD TO OBTAIN ITALIAN ARMY PERSONNEL IS THROUGH NORMAL CHANNELS TO AAAI WHO HAVE LAID DOWN EXPLICIT THAT THEY CONTROL COMPLETE PRIORITY LISTS IN THIS MATTER. INCIDENTALLY ITALIAN ARMY HAVE OUTSTANDING DEMAND FOR 6000 TRANSPORT PERSONNEL AT PRESENT. NO PERSONNEL OF 1001 GT COY CAN BE MADE AVAILABLE FOR ACC AS CONSIDERABLE DIFFICULTY IS BEING EXPERIENCED IN GETTING THEM FIT FOR SERVICE

THIS 191720A

ACC DISTRIBUTION:

ACTION - ECON SEC (3)
INFO - DCC
- EST OFF
- G-4 (B)
- FILE
- FLOAT

SECRET

2349

MESSAGE FORM

FROM FLAMBO

MAR 22 1630 A

TO MMIA Rpt HQ ACC, DISTWO

ORIGINATORS NO: SD 452/24780

ONE LT. FOUR NCOs AND 46 ORs REFERRED TO IN OUR SD 439/21846 ARE ASSIGNED TO
ACC IN ACCORDANCE WITH HQ ACC LETTER 23 FEB SUBJECT ITALIAN UNIT FOR DRIVERS (.)
INSTRUCTIONS TO REPORT TO 10001 MT COY PURELY FOR SIMPLICITY OF ADMINISTRATION
AND ASSEMBLY (.) ALL ARRANGEMENTS FOR DESTINATION AND USE TO BE MADE THROUGH
LAND FORCES SUB COMMISSION OF ACC

Copy to:

IN CIPHER if liable to
interception etc.....

THI OR TOR

TIME CLEARED

MMIA LC

Q

G-4

S & T

A

ACC LO (2)

sgd SM INGLEDEW Lt Col

SECRET

TELEPRINTER MESSAGE
IN

FOLIO NO. 09615

17 MAR 44

FROM:

FATIMA REAR FROM QUINSMITH
SIGNED MACFARLANE

TOO 1745 A/ 17

TOR 0322 A/ 18

TO :

ACTION FILPOT

INFO: MMIA FATIMA FOR ALBRIGHT

ORIG NO:

2483

HAVE REPLIED ** TO MMIA GABLE Q 644 OF 25 FEB QUERY IF SO PLEASE QUOTE REFERENCE AS NO COPY YET RECEIVED THIS OFFICE.

** TYPED AS RECEIVED

SMC DISTRIBUTION

SD	5	ACTION
PA TO CGS	1	
BGS	1	
G (OPS)	4	
A/Q G4	2	
AG(US)	2	
ACC	4	

SMC NOTE: HELD UP PENDING RECEIPT OF Q 644
(FOLIO NO 01241) WHICH ARRIVED BY
ALS 22/1110A. MAR.

SMC 1110 A/ 22
TT 1200 A/ 22 JH

MOST SECRET

ASL MESSAGE
IN

FOLIO NO 01241

25 FEB. 44

TOO 1115A/ 25 FEB

TOR 1110 A/ 22 MAR

FROM:

M.M.I.A.

TO :

ACMF RPTD FLAMBO FATIMA

ORIG NO:

Q 644

MOST SECRET: REF FREEDOME LETTER HSD/424 OF 15 FEB.

1. Comments set forth in my Q 445 OF 26 JAN APPLY EXCEPT WHERE THEY HAVE BEEN INCORPORATED IN PARAS 4 11 AND 13 OF NEW DRAFT DIRECTIVE.
2. STRONGLY RECOMMEND THAT WHOLE INSTRUCTION BE FRAMED TO COVER EMPLOYMENT OF ITALIAN TROOPS BY ALL REPEAT ALL ALLIED NATIONS AND THAT EXISTING ITALIAN ARMY DOCUMENTATION, ORGANIZATION AND CHAIN OF RESPONSIBILITY BE MAINTAINED TO FULLEST EXTENT.
3. THEREFORE CONSIDER THAT FOLLOWING AMENDMENTS SHOULD STILL BE MADE. SUBSTITUTE ALLIED FOR BRITISH THROUGHOUT. PARA 5 C. INCLUSION OF UNIVERSAL SECTION IN ITALIAN MILITARY LAW TO AVOID SUBMISSION OF COBELLIGERENTS TO PENAL CODES FOREIGN TO THEM. PARA 10 A. DELETE LAST SENTENCE AND SUBSTITUTE (QUOTE) AN ORDER OF BATTLE SHOWING STRENGTHS OF ITALIAN UNITS AND FORMATIONS SERVING UNDER ALLIED COMMAND WILL BE FURNISHED MONTHLY TO THIS HQ BY ARMY SUB COMMISSION ACC (UNQUOTE). PARA TEN C 1. REINFORCEMENT DEPOTS TO HAVE ITALIAN COMMANDER AND STAFF AND BE POSITIONED BY ARRANGEMENTS MADE THROUGH ARMY SUB COMMISSION ACC. ITALIAN DOCUMENTATION AND CHANNELS OF DEMANDING REINFORCEMENTS TO CONTINUE. PARA 17. DELETE LAST SENTENCE AND SUBSTITUTE (QUOTE) MAIL FOR ITALIAN PERSONNEL OF DILUTED UNITS WILL BE DESPATCHED THROUGH NEAREST ALLIED ARMY POST OFFICE AND CENSORED BY NEAREST ALLIED CENSORSHIP CONTROL PRIOR TO DISPOSAL THROUGH NORMAL ITALIAN MILITARY POSTAL CHANNELS (UNQUOTE)

SD	5	ACTION	PA TO CGS	1	BGS	1	SMC	1115	A/22
G(OPS)	4	A/Q G4	2	AG(US)	2	TT	1200	A/22	JH
ACC	4	* CONNECTION WITH FATIMA 2183 (SMC FOL. 09615)							

SMC NOTE: RECEIVED BY ALS AS RESULT OF REQUEST BY SMC IN

COPY

2347

FROM : FLAMBO

MAR 9 1100 A

TO : MMIA Rpt SD, AOMF - DISTWO

ORIGINATORS No: SD 439/21846

IN REPLY YOUR SD 292 (.) CHANGE INSTRUCTIONS IN MY SD 427/19043 AS FOLLOWS
(.) FIRST (.) ORGANIZE ONE LT. FOUR NCOs AND 46 ORs TO MOVE TO BARI, REP
AHEAD TO 1001 MT COY AND ASSIGN ACC/ON ARRIVAL (.) SECOND (.) BAL OF ONE
CAPT FOUR LIEUTS SIX NCOs 194 ORs ASSIGNED TWO DIST AND COMPLETE SERIAL
1011 (.) TWO DIST WILL ARRANGE TO DIVIDE UNIT TEMPORARILY FOR TRG BETWEEN
1000 MT COY AT TARANTO AND 1002 MT COY AT BRINDISI WHEN TRAINED UNIT WILL
BE ALLOTTED TASK (.) PROGRESS REPORT ON TRG WILL BE SUBMITTED THIS HQ AT
END OF FOUR WEEKS (.) THIRD (.) 300 ALLOTTED FOR SERIAL 1012 HAVE BEEN
ORGANIZED INTO THE 21ST AND 22ND Q' TRUCK COY (ITALIAN) AND TRANSFERRED TO
AMG REGION III.

Copy to:

IN CIPHER if liable to
interception etc.....

THI OR TOR

G 4
Q
ST
MMIA 2
A

TIME CLEARED

sgt SM INGLEDEN Lt Col

2316

C-O-P-Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

23 February 1944

SUBJECT: Italian Unit for Drivers

TO : AFHQ Adv. Admin. Echelon, APO 400.

1. Request that a unit of Italian soldier drivers and mechanics be authorized for assignment to and duty with Headquarters ACC. It is desired to use these drivers for military vehicles issued to this Headquarters for which there are insufficient drivers since the reduction of American enlisted personnel to be completed by 1 March 1944.
2. The unit should consist initially of approximately 50 men, including four trained automotive mechanics and five non-commissioned officers and one officer. The unit should be under command of an Italian officer with automotive experience.
3. If this request is approved, all arrangements will be made through the Land Forces Sub-Commission of this Headquarters.

For the Commanding General:

JOHN J. ALBRIGHT
Colonel, Inf.,
Establishment Officer

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

17 February 1944

SUBJECT: Italian Drivers

TO : Headquarters Commandant - Naples.

1. It will be necessary in the near future to use Italian Drivers for our Headquarters motor transport. It is preferable that these drivers be Italian soldiers with an officer and an NCO to handle them. Their availability will be taken up by this Section with the Army Sub-Commission (formerly MMIA).

2. Prior to their acceptance we must have a place to house and feed them. Their billets should be in the vicinity of the Motor Park, if possible. An immediate effort to locate such a place will be made and report of progress made to the Executive Officers at frequent intervals.

3. Prior to their use as drivers, they must be given the course of instruction as given in FM 25-10 and upon successful completion issued a driver's permit. This will protect the officer responsible for the vehicles in case of accident or negligence on the part of the driver.

JOHN J. ALBRIGHT,
Colonel, Inf.,
Executive Officer.

G-O-P-Y

MOST SECRET

ALLIED FORCE HEADQUARTERS

G-3 SECTION

FILE NO : HSD/424

15 February 1944

SUBJECT Employment of ITALIAN Army Units
and Personnel with BRITISH Forces

MEMO TO : H.Q. A.C.M.F.

Further to our HSD/424 of 19 Jan 44.

1. A meeting was held at A.F.H.Q. on Monday 14 Feb to discuss the final form which a directive on this subject should take.
2. Attached as Appendix 'A' is a copy of this directive which it was agreed should be published on this subject to your approval.
3. You are requested to forward your comments on this directive together with any proposed additions and deletions to this H.Q. as soon as possible.

DANIEL NOCE
Brigadier General, G.S.C.
Assistant Chief of Staff, G-3

DISTRIBUTION

HQ A.C.M.F.

C O P Y

2343

MESSAGE IN

SIGS NO 3666
IMPORTANT

TO MMIA INFO ST FLAMBO FATIMA FATIMA HEAR (FOR QUINSMITH) MMIA 10
1001 IT. GT COY

FROM ST DISTWO

ST4410/2/ST

24

REF YOUR SD 419 DATED 23. PERSONNEL DEFICIENCIES 1001 (1) GT COY 1800 HRS
24. 55 TRAINED DRIVERS THESE BEING TRAINED AT POLIGNANO UNDER SUPERVISION
562 ARTY COY WILL BE READY 30. 3 L/SGTS 7 VEHs MECHANICS 13 MOTOR CYCLES
11 CLERKS 7 COOKS 1 (ONE) COACH TRIMMER 50 GENERAL DUTY MEN. THIS AFTER
ABSORBING 50 ORS ALREADY POSTED FROM POLIGNANO. IF THESE 50 ARE POSTED AWAY
TO HQ ACC UNIT WILL NOT BE ABLE TO MAN ITS VEHs

SMC DISTRIBUTION

ACTION
INFM

ST
MMIA 10

WJD
SMCTOR242150

2342

MJDT V MJCS V LRHY NR 7 P

FOR MMIA (LO)

FROM MMIA

TO ST DISTWO

RPTD FLAMBO FATIMA FATIMA REAR FOR QUINSMITH

GR 59 BT

SD 419 23

REF YOUR 4410/2 ST OF 20 MAR AND FLAMBO SIGNAL SD 452/24780 OF " MAR.

SITUATION STRENGTH 1001 GT COY NOW OBSCURE. REQUEST CONFIRMATION OR OTHER-

WISE YOUR FIGURES 8 OFFRS 231 ORS EXCL 1 OFFR 4 NCOS 46 OR FROM POLIGNANO NOW

ASSIGNED // HQ ACC. NOW NOT CERTAIN STILL 50 LY TRAINED DRIVERS POLIGNANO...

VE// INVESTIGATING AND WILL INFORM YOU

BT

SENT NR 7 24/0940A JFG AR

REC NR 7 24/0940 A FY AT AR

MESSAGE FORM

5872

From MMIA from DUCHESNE T O O
To FATIMA REAR for QUINSMITH
rptd FATIMA for FITCH T H I

SD369 (.) FIRST (.) QS89 of 12 March crossed my SD/6/11 of 9 March informing you that demands for Italian Army Personnel are controlled by AAI to whom application should be made for inclusion in their priority list (.) Demands on Italian authorities direct are unprofitable (.) In fact that have have outstanding demands for six thousand transport personnel so that drivers are very unlikely to be available for ACC (.) SECOND (.) NO rpt NO detachment of fifty drivers has been promised to HQ ACC (.) You have misunderstood a signal ordering fifty driver reinforcements to 1001 GT Coy as is explicitly stated in FLAMBO SD439/21846 of 9 March quoted in your letter (.) THIRD (.) Advise FITCH strongly that he should not intervene in build up of 1001 GT Coy or he will weaken ACC case set forth in my AQ/5 of 9 March copy to him (.) Extra transport personnel for the build-up can only be obtained at the expense of priority serials in the AAI programme

May be sent as written
except () wireless

To be sent in Cipher if
liable to interception.

2238

ACC DISTRIBUTION

INFO - Econ Sec	3
- Sec Gen	1
- G4 B	1
- CA BR	1
- FILE	1
- FLOAT	1

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

WPS/wrp

GA/1/

25 April 1944

MEMORANDUM TO: Headquarters Commandant.

1. It is requested that the following vehicles, with British soldier drivers, be permanently assigned to the Italian Refugee Branch:

7 Trucks, 1/4-Ton, 4x4

7 Trucks, 3/4-Ton, weapons carriers

2. The Regimental Supply Officer, 2675 Regiment, will transfer the above vehicles to Headquarters Company on 26 April 1944.

WALTER P. SCOGGINS,
Major, G-4,
G-4.

2337

cc to Establishment Officer, Hq ACC

N26/23
CONFIDENTIAL
NONE
MMIA FROM KERR
FATIMA FOR ALBRIGHT INFO FATIMA FOR OFFENHAUER

7849

APRIL
23/1610
23/1610
AQ1008
NONE

FOR ADDITIONAL VEHICLES SECURED BY AAI REQUEST 6 U S DRIVERS BE
DETACHED FROM 2675 REGT. MUST BE U S SOLDIERS. PLEASE ADVISE WHERE
AND WHEN DRIVERS WILL BE AVAILABLE. THIS OFFICE WILL HANDLE ALL DETAILS
OF DRAWING VEHICLES ALLOTTED BY AAI

ACC DISTN:

Action2675th Regt....2
Info.....Estab. Cffr.
G-1 (A)
Dept C C
MMIA LO
File
Float

See incoming cable file

2336

Copy for Vehicle File

HEADQUARTERS ALLIED CONTROL COMMISSION

APO 394

(Establishment Branch)

21 April 1944

ESTABLISHMENT MEMORANDUM)

NUMBER

12)

REGISTRATION AND USE OF CIVILIAN TYPE
MOTOR VEHICLES FOR ACC PURPOSES

1. Every civilian type motor vehicle used for official purposes by ACC will as from 1 May 1944:

- (a) Be properly requisitioned or rented;
- (b) be registered with this Headquarters and by the Region in which it operates;
- (c) display on the windshield an approved certificate of registration (paragraph 3);
- (d) bear the authorized marking of ACC and an identification number (paragraph 4).

2. Particulars of all civilian-type vehicles in use on 1 May 1944 in respect of which certificates of registration have been issued will be forwarded (as in proforma attached) to reach RC and MG Section by 10 May 1944. As additional vehicles are authorized, details (as pro forma) will also be forwarded to RC and MG Section.

It is anticipated that much of this information will be necessary at a later date when the payment of compensation is being considered.

3. RC & MG Section will furnish Regional Commissioners and SCAO's with the approved Certificates of Registration which will be serially numbered, and will be affixed to the windshield of the vehicle in such a way as to be plainly visible to a person standing in front of the vehicle. All certificated will be accounted for.

4. The identification marks referred to in Paragraph 1(c) will consist of the green and white rectangle of ACC on both sides and on the rear of each vehicle, with the Registration number immediately below it. The registration number will be that shown on the Certificate of Registration. Size of rectangle to be 6" x 9", with letters and numerals within the rectangle to be 2" high. Numerals of registration number to be 3" high. All redundant marks will be obliterated, except official W.D. numbers. All markings will be so placed as to be plainly visible.

5. It will be the responsibility of Regional Commissioners and SCAO's to

- 2 -

Estab. Memo. #12, 21 April 1944

ensure that Certificates of Registration are issued only in respect of vehicles which they are satisfied have been properly acquired and for use which is officially justified. Such vehicles will be assigned by the Regional Commissioner either for general purposes; to a transport pool; or a sub-commission; or staff section.

6. ACC identification marks and certificates of registration will NOT be assigned to any civilian type vehicle to which ACC has no proper title or which is not required for official use.

7. Petroleum products, tires, services of any kind, will not be furnished in respect of a civilian type vehicle which does not bear ACC identification marks and a current certificate of registration.

8. ACC civilian type vehicles will not be licensed in accordance with Italian law, nor carry the motor vehicle circulating permits issued by the civil authorities.

9. Civilian type vehicles to which ACC has no proper title or right of use, will not be used for official purposes or provided with petroleum products, tires, or service, under any circumstances.

10. The provisions of this memorandum will not apply to British and American military vehicles.

11. No markings other than these described above and official W.D. numbers, will appear on the vehicle. Under no circumstances will the letters ACC or AMG appear, other than the ACC within the green and white rectangle.

12. Forms of Registration Certificate and Motor Vehicle Registration File Card, and ACC Distinguishing Mark, are attached as appendixes "A", "B", and "C".

For the Executive Commissioner:

JOHN J. ALBRIGHT,
Colonel, Inf.,
Establishments Officer.

See Estab Memo #12

6-4 0

APPENDIX "E" to
Estab. Memo. #12 21 Apr 44

SUBJECT: Civilian Motor Vehicle
TO: ACC Establishments Branch
FROM: Labor Sub-Commission

ACC MOTOR VEHICLE

NOTE: This form will be accomplished in duplicate. The original will be forwarded to Hq. ACC, Establishment Branch, and the copy retained in the office of origin.

MAKE None YEAR OF MANUFACTURE None HORSE POWER None

TYPE None CHASSIS NUMBER None ENGINE NUMBER None

TYPE OF ENGINE None SEATING AND/OR LOAD CARRYING CAPACITY None

HOW ACQUIRED (REQUISITIONED, FOUND ABANDONED, ETC.) None

REQUISITION NUMBER None PREVIOUS ITALIAN REGISTRATION NUMBER None

ANY OTHER REGISTRATION NUMBER AND BY WHOM ASSIGNED None

PURPOSE FOR WHICH USED, i.e., POOL, BRANCH, INDIVIDUAL, ETC., None

NAME AND ADDRESS OF FORMER OWNER None

REMARKS: This Sub-Commission has not in its possession, for official use or other purposes, a civilian type vehicle.

J. T. R. Bain

J. T. R. BAIN,
Colonel,
Director, Labor Sub-Commission.

23 April 1944

2334

8

Vehicle Drivers file

ESTABLISHMENT BRANCH

EstO/22

JJA/jmv

22 April 1944

Subject: Italian State Railway Motor Vehicles.

To : Regional Commissioner, Region III.

1. Under date of 14 April the Allied Force Military Railway Service requested the Provincial Commissioner, Salerno Province to return for essential use of the 2nd Italian Railway Engineer Group, assigned for duty to the Military Railway ~~Service~~ Service the following listed vehicles:

- a. Bianchi Miles - Lic. RE 117153
- b. Bianchi Miles - Without license plate
- c. Motocarrello - Lic. RE 48894

The Provincial Commissioner on the 17 of April replied to the above request that the three vehicles were urgently required for the distribution of supplies and that he was asking for authority to retain the vehicles for this purpose under authority of Executive Memorandum No. 32, Headquarters Allied Control Commission, dated 24 February.

2. Since the publication of the Executive Memorandum No. 32 sufficient vehicles have been turned over to Region III for the hauling of civilian supplies to accommodate the needs of Salerno Province as well as other provinces in the Region. The application to retain the Italian Military trucks listed above is disapproved.

3. You will inform the Provincial Commissioner, Salerno Province of this disapproval and direct that the vehicles be turned over as requested by the Allied Force Military Railway Service without further delay.

For the Executive Commissioner:

2332

JOHN J. ALBRIGHT,
Col., Infantry,
Establishment Officer.

cc: Provincial Commissioner, Salerno Province
Allied Force Military Railway Service

See letter file

8 COPY

HEADQUARTERS ALLIED CONTROL COMMISSION

APO 394

AMG/S/9

Subject: - Return of Italian Vehicles

To : - Allied Force Military Railway Service
Office of Director General, A.P.O. 400

From : - P.C., Salerno Province

1. Reference your letter dated 14 April 44, please be informed that the three vehicles described therein are urgently required for the distribution of supplies in this Province and are working under the supervision of the Provincial Supply Officer.

2. Under authority of H.Q., A.C.C. R.C. & M.G., Section letter (Italian Military Equipment) ref. 161/12/C, d/24 Feb. 44, Para 2, application for their retention will be forwarded through the appropriate channels.

/s/ L. P. Barre, Major (???????)
Lieut-Colonel

P.C., Salerno Province

Salerno: - 17 April 44

Copy to: - H.Q., Region 3.

2330

FILE

8

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

451
D & R vehicles

APC 400
14 April 1944

Subject: Italian State Railway Motor Vehicles

To: Commanding Officer, Headquarters, Allied Control Commission,
Salerno Province, APO 394, USArmy.

1. Request that the following described motor vehicles charged to ACC of Salerno Province be returned for the essential use of the 2nd Italian Railway Engineer Group, assigned for duty to the Military Railway Service under the provisions of General Orders No. 60, AFHQ, 22 October 1943:

- a. Bianchi Miles - Lic. RE 117153, used by Annunziata-Vietri sul Mare.
- b. Bianchi Miles - Without license plate, used by "Comune of Sarno".
- c. Motocarrello - Lic. RE 48894, used by Boccia Alfonso at Pagani.

For the Commanding General:

S. R. BEGGS
Major, TC
Adjutant

Dict. JF
Typed SWT
Chkd. *[Signature]*
Sgd. *[Signature]*

2329

8

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.O. & M.G. Section
APO 394

Ref/92/75/CA.

13 April 1944.

SUBJECT: Transportation.

TO : Regional Commissioner, Region II.

Reference your Tpta/43/62 of 29 Mar 44.

1. (a) The 1001 C.T. Coy (Italian) has now been re-equipped with 120 new British trucks and has been undergoing a short course of training. The training should be complete by now and the Coy in operation.

(b) A British Cadre has been posted and a new Commanding Officer (Italian) appointed to the Coy.

2. Under the A.C.C. Road Haulage Scheme 150 new British trucks will be issued shortly to Italian civilian contractors and will operate in your Region.

3. Under these circumstances there will be no need for a loan of a R.A.S.C. Coy.

W. Shipp
NORMAN E. FIERCE,
Colonel,
Deputy Executive
Commissioner.

Copy to: Economic Section.
Establishments Branch.
File 161/CA.

Ex Off (Colonel Clough)
B-4

1 } To note
2 }

2328

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

WTS/LTH/cap

04/54/1

25 March 1944

Subject: Motor Vehicle

To : Lieutenant Colonel G.W.I. Shipp
Civil Affairs Branch, Headquarters, ACC

1. The records of this office indicate that you have one (1) Truck, 3/4 ton, Command and one (1) Trailer, 1 ton in your possession.

2. Due to the fact that you are now assigned to this Headquarters, it is requested that the above two vehicles be turned in to the Headquarters, ACC Motor Pool at 61 Via Medina, Naples.

By Command of Lieutenant General MACFARLANE:

hwy
L. T. HOFFMAN JR.
2nd Lt., ACC
Adjutant

cc to: Establishment Officer

2327

St. Col. C. C. G. H. -
for your info

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

[Signature]
WFE/LTH/wrp

GH/54/1

12 March 1944

SUBJECT: Motor Vehicles.

TO: Regional Commissioner,
Allied Military Government,
Region IV.

1. Reference is made to 1st Indorsement this office, file GH/54/1, dated 9 March 1944, to letter your office, Reference RH/400.345, dated 2 March 1944, directing that two (2) 3-Ton Trucks be transferred from Region IV to the Headquarters, ACC, Motor Pool, Naples, at the earliest practicable date.

2. It is requested that the 1st Indorsement referred to above be corrected to read:

"1. Four (4) 3-Ton Trucks will be transferred from Region IV to the Headquarters, ACC, Motor Pool, Naples, in the near future.

"2. Your Headquarters will be advised later of the exact time transfer is to be accomplished."

By command of Lieutenant General MACFARLANE,

L. T. MONTANT, JR.,
2nd Lt, M.D.,
Adjutant.

cc to Establishment Officer

6

2325

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

JJA/LTM/wrp

04/54

1 March 1944

SUBJECT: Motor Vehicles.

TO: Regional Commissioner,
Allied Military Government,
Region IV.

1. Refugees and Internees and Displaced Persons Sub-Commissions are urgently in need of four (4) more large trucks than are now available to Allied Control Commission. It is intended to withdraw four (4) 3-ton Trucks from your Region for transfer to the above Sub-Commissions.

2. The above withdrawal will leave sixteen (16) Trucks, 2 1/2-ton, 6x6, and one (1) 3-ton Truck remaining in your Region. Since these trucks are on the T/E or O-1098 for administrative (housekeeping) use only, it is believed that this withdrawal will not seriously handicap your operations. The transport of civilian supplies with these vehicles was not contemplated and should not now be required.

3. Will you please indicate acquiescence, or state your objections, to reach this Headquarters not later than 7 March 1944. If objections are made, details of the activity handicapped or prevented from operating by such withdrawal will be stated.

By command of Lieutenant General MACFARLANE;

L. T. MONTANT, Jr.,
2nd Lt. ASD,
Adjutant.

2324

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

JJA/LRM/wrp

GH/54/

1 March 1944

SUBJECT: Motor Vehicles.

TO: Regional Commissioner,
Allied Military Government,
Region III.

1. Refugees and Internees and Displaced Persons Sub-Commissions are urgently in need of four (4) more large trucks than are now available to Allied Control Commission. It is intended to withdraw four (4) Trucks, 2 1/2-ton, 6x6, from your Region for transfer to the above Sub-Commissions.

2. The above withdrawal will leave seven (7) Trucks, 2 1/2-ton, 6x6, and seven (7) 3-ton Trucks remaining in your Region. Since these trucks are on the T/E or G-1098 for administrative (housekeeping) use only, it is believed that this withdrawal will not seriously handicap your operations. The transport of civilian supplies with these vehicles was not contemplated and should not now be required.

3. Will you please indicate acquiescence, or state your objections, to reach this Headquarters not later than 7 March 1944. If objections are made, details of the activity handicapped or prevented from operating by such withdrawal will be stated.

By command of Lieutenant General MACFARLANE,

L. T. MONTANT, Jr.,
2d Lt, AGD,
Adjutant.

2323

Request for
Vehicle

3 Feb.

Col Jenny needs

2 CSRs and

5 Jeeps -

Can we supply

or do we ask

Flambo ?

7

28 Feb 44
2 Branches of ACC (M. P. Laker
Eck) advised me that a
unit of 50 800 hour devices
would be available for
ACC as soon as possible
or they could be given
a little more training
and that your commu-
nication would be answered
direct.

My Best
acc. 20

Ex Offs -
6-4's -
H&C Com, -
G-1 -

X 23
HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Mines Sub-Commission

Status of request for automobiles for Pub. Works & Mines
Sub-Com. in connection with Military Highway Reconstruction
Program.

Following conferences held at the request of Advance A.F.H.Q. for the purpose of organizing a Central Authority in charge of the direction of military highway reconstruction work to be done by Italian civil personnel, instructions were issued by the Quartermaster General of Adv. A.F.H.Q., at the request of the Deputy Director of Works, A.F.H.Q; under date of 20 Jan 44 (Adv Adm. Echelon A.F.H.Q., CMF; 78/Q) and a further order 27 Jan 44 Ad.AFHQ 78/Q2.

Under this program the Italian Government was requested to establish centralized control with one officer in charge of all work south of the former 15th Army boundary and one man in charge north of that line with one man under these heads in each Compartment. We, on the other hand, were to appoint one officer opposite each Italian engineer and whose duty it will be to supervise the work and be the liaison officer between the Army and the civilians. This has been accomplished.

We have appointed the following:-

- A. 1 Senior Officer to take charge of works within the Army Zones (H.Q. in field not yet established, but making highway surveys)

- 1 Officer for Campagna, H.Q. Caserta.
1 Officer for Foggia & Campabasso H.Q. Foggia.

- B. 1 Senior Officer to take charge of work within Region II (as it will be established in the future) H.Q. in field not yet established but making highway surveys.

- 1 Officer for Puglie, H.Q. Bari.
1 Officer for Calabria, H.Q. Catanzaro.
1 Officer for Lucannia & Salerno, H.Q. Potenza.

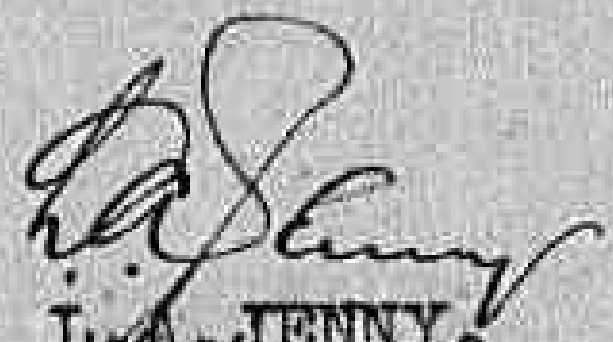
The officers in charge require a command or staff car capable of carrying 5 persons, incl. drivers as Army and civilian engineers and interpreters must work jointly on surveys.

2 Command or
staff cars
5 Jeeps

2322

The other officers require a Jeep or similar car capable of going through very difficult and muddy terrain.

We had been advised A.C.C. did not have the cars to be thus permanently assigned, hence our request to Adv. A.F.H.Q. as we must have these cars.


L.A. JENNY.
Lt. Col. C.E.
Director.

2321

2 FEB 1944

NOTES ON TRIP TO A.F.H.Q. (Adv Echelon).

Concerning (2) Staff Cars & (5) Jeeps.

First contacted Lt Col. Glendenning (B) in office of D.D.W. at Adv A.F.H.Q. He suggested that the highest ranking officer available at A.C.C. see General Robertson of Adv. A.F.H.Q. and bring all pressure possible to bear with the General for release of vehicles to P.W. & Mines for important work; he (Col. Glendenning) then directed me to go to the (DAQMG) Deputy Ass't Quartermaster General branch and see Major Fields (B) in charge of DAQMG (similar to our G-4).

I submitted Mr Grady's letter and two copies to Major Fields and he states a reply would be made, but he did not know what it would be. He also indicated that our transportation T.O. in 2675 Reg't should be increased to allow for this additional transportation for P.W. & Mines, and that this revised requirement be taken up by one of our highest officials so as to get action.

T.R. Brownlee.
1st Lt.

2820

HEADQUARTERS
ALLIED CONTROL COMMISSION
Public Works and Mines Sub-Commission

Status of request for automobiles for Pub. Works & Mines
Sub-Com. in connection with Military Highway Reconstruction
Program.

Following conferences held at the request of Advance A.F.H.Q. for the purpose of organizing a Central Authority in charge of the direction of military highway reconstruction work to be done by Italian civil personnel, instructions were issued by the Quarter-master General of Adv. A.F.H.Q., at the request of the Deputy Director of Works, A.F.H.Q; under date of 20 Jan 44 (Adv Adm. Echelon A.F.H.Q., GMP; 78/Q) and a further order 27 Jan 44 Ad.AFMQ 78/22.

Under this program the Italian Government was requested to establish centralized control with one officer in charge of all work south of the former 15th Army boundary and one man in charge north of that line with one man under these heads in each compartment. We, on the other hand, were to appoint one officer opposite each Italian engineer and whose duty it will be to supervise the work and be the liaison officer between the Army and the civilians. This has been accomplished.

We have appointed the following:-

- A. 1 Senior Officer to take charge of works within the Army Zones (H.Q. in field not yet established, but making highway surveys)
 - 1 Officer for Campagna, H.Q. Caserta.
 - 1 Officer for Foggia & Campobasso H.Q. Foggia.
- B. 1 Senior Officer to take charge of work within Region II (as it will be established in the future) H.Q. in field not yet established but making highway surveys.
 - 1 Officer for Puglia, H.Q. Bari.
 - 1 Officer for Calabria, H.Q. Catanzaro.
 - 1 Officer for Lucania & Salerno, H.Q. Potenza.

2319

The officers in charge require a command or staff car capable of carrying 5 persons, incl. drivers as Army and civilian engineers and interpreters must work jointly on surveys.

The other officers require a Jeep or similar car capable of going through very difficult and muddy terrain.

We had been advised A.C.C. did not have the cars to be thus permanently assigned, hence our request to Adv. A.F.H.Q. as we must have these cars.

L.A. JENNY.
Lt. Col. C.F.
Director.

2318

5 Feb 1944

NOTES ON TRIP TO A.F.H.Q. (Adv Echelon).

Concerning (4) Staff Cars & (5) Jeeps.

First contacted Lt Col. Glendenning (B) in office of D.D.W. at Adv A.F.H.Q. He suggested that the highest ranking officer available at A.C.C. see General Robertson of Adv. A.F.H.Q. and bring all pressure possible to bear with the General for release of vehicles to P.W. & Mines for important work; he (Col. Glendenning) then directed me to go to the (DAQMG) Deputy Ass't Quartermaster General branch and see Major Fields (B) in charge of DAQMG (similar to our G-4).

I submitted Mr Grady's letter and two copies to Major Fields and he states a reply would be made, but he did not know what it would be. He also indicated that our transportation T.O. in 2675 Reg't should be increased to allow for this additional transportation for P.W. & Mines, and that this revised requirement be taken up by one of our highest officials so as to get action.

T.R. Brownlee.
1st Lt.

.. 2317

HEADQUARTERS
ITALIAN REFUGEE BRANCH
ALLIED CONTROL COMMISSION

14 Feb. 1944

In reply refer to: IRB-3

SUBJECT: Transport

TO: Headquarters, Allied Control Commission (Att: Col Allbright)

1. Further to my IRB-3, 6th Feb., and your pencil memorandum thereon, attached is a schedule giving the immediate transport requirements of this Branch.

2. O.C. camps report that until transport is provided they are not in a position to handle the refugees expected. I have repeatedly pointed out the urgent necessity for transport and can no longer accept responsibility should a breakdown in the reception of refugees occur.

3. Could urgent attention be given to our requirements, please?

IMMEDIATE TRANSPORT REQUIREMENTS OF
THE ITALIAN REFUGEE BRANCH

Type	Hq's	West		East	Total
		Forward	Naples		
Command Car	1				
Jeeps	1	2	1	1	3
Jeep trailers		1	1	2	6
15 Cwts		4	-2	1	3
-Heavy 3 ton		3	2	3	9
M/Cycles	1	2	1	2	7
Utility				1	4
					1
	2	12	9	10	33

Summary:

Command Cars-----3

2316

a position to handle the refugees expected. I have repeatedly pointed out the urgent necessity for transport and can no longer accept responsibility should a breakdown in the reception of refugees occur.

3. Could urgent attention be given to our requirements, please?

IMMEDIATE TRANSPORT REQUIREMENTS OF
THE ITALIAN REFUGEE BRANCH

Type	Hq's	West		East	Total
		Forward	Naples		
Pool Car					
Command Car	1		1	1	3
Jeeps		2	2	2	6
Jeep trailers		1	1	1	3
15 Cwts		4	2	3	9
Heavy 3 ton		3	2	2	7
M/Cycles		2	1	1	4
Utility	1				1
	2	12	9	10	33

Summary:

Command Cars-----3
Jeeps-----6
Jeep trailers-----3
15 Cwt trucks-----9
3 ton heavy Trucks-----7
Utility Trucks-----1
Motor-Cycles-----4

33

2316

L. R. Halls
L. R. Halls,
Lt. Col.
Director

ALLIED MILITARY GOVERNMENT
SICILY REGION HEADQUARTERS
APO 394

File
C.B/el

File : RRG 537

15 January 1944

SUBJECT : Italian Motor Vehicles.

TO : D.C.S.A.O., A.M.G. H.Q.
(Attention : Maj. White).

1 . Reference AMG/325 7 January 1944 on above subject.

2 . The information available, although incomplete, is fairly accurate. The vehicles referred to have been controlled by nine SOAOs with the exception of some twenty-five in this division, and it has been very difficult to secure accurate information. We are initiating a personal survey which should be completed in about two weeks.

3 . With reference to paragraph 3:

a . Our records indicate that there are 681 captured enemy vehicles in AMG possession in Sicily. (In addition to the above number the Ispettore Compartimentale Della Motorizzazione Civile e dei Trasporti in Concessione reports that there are about 2200 privately owned motor vehicles in Sicily, making a total of 3581 motor vehicles).

b . It is estimated that of the total indicated in par. 3 a. 2200 are roadworthy. However, this number is on the decline due to not being able to secure tires.

c . It is estimated that of the total about 1850 are essential for civilian supply services.

d . Number of civilian vehicles, including passenger cars, requisitioned by AMG (not included in 3 b.), 400.

e . Number likely to be available for Italian Government, 400. 2315

4 . With reference to paragraph 4, we are at present

ent in the process of turning over the operation of all
AGC vehicles to Istituto Nazionale Trasporti (INT).
This should be completed in about two weeks. This is in
accord with Memorandum No. 56 attached hereto.

CHARLES MORRIS

Jt. Colonel

U.S.A.O. Rome

INCL. (1):
1. MEM. No. 56.

2314

[illegible]

When turned over, ^{OR} ~~the~~ ^{the} turnover present #

Can keep
Superintendent OK

Check Arthur

+ 3
 + Sunday
 Rogers

to Col. Rogers
been

for + 3
+ 2
Col. Rogers.
had been turned over

Agreement
to keep
under
hand
written

TRANSPORT REQUIREMENTSNAPLES AND SALERNOAdmin
NAPLES

Rations	1)	Heavies
G.D.	2)	
Hq Comdt	1	
Hq C office	2	
Supply	1	
M.O.	<u>1</u>	
	8	

Admin
SALERNO

Rations	1)	Heavies
G.D.	4)	
Hq Comdt	1	
Hq C office	2	
Supply	1	
M.O.	<u>1</u>	
	10	

POOLNAPLES

20

SALERNO

20

AWAY ON TOURNAPLES

18

SALERNO

17

VERY SENIOR OFFICERSNAPLES

8

SALERNO

8

EMERGENCYNAPLES SALERNO

7

8

WORK SHOPSNAPLES

6

SALERNO

7

TOTAL REQUIREMENTSNAPLES

15 Cwts. or 2½ Tons, or 3 Tons
Jeeps, or PU's or C & R's
Staff Cars closed
Work shops

3	
44	
8	
<u>6</u>	
61	- 61

SALERNO

15 Cwts. or 2½ Tons or 3 Tons
Jeeps, or PU's or C & R's
Staff Cars closed
Work shops

7	
48	
8	
<u>7</u>	
68	- 68
	129

Recommended:

1 Ambulance
2 Recovery Vehicles
1 Mobile W/S.
12 MC's

2313

TRANSPORTATION SECTION
2675 REGIMENT FORWARD ECHELON ACC
APO 394

2 January 1944

SUBJECT: Vehicles assigned to HQ.

TO : File for reference.

TYPE	LOCATION NAPLES - SALERNO		Brindisi	TOTAL	Available for use	REMARKS
GMC 2½-Ton CARGO	5	3	2	10	1	
DODGE 3/4-Ton C&R	6+12=18		7	25	10	DS - 1 at Palermo, 1 at Salerno, 1 on tour Col Spofford (4 Brindisi permanently)
DODGE 3/4-Ton (WC) 16			2	18 16	14	4 W-C to Brindisi permanently - 1 Col
DODGE 3/4-Ton AMB 1				1		Reg'l Medics
DODGE 1/2-Ton (WC) 1				1		
JEEPS 1/4-Ton	20-16	7	9	37 2	30	7 on DS of 3 of these are on DS with 15th 2 Jeeps AC (B) Lt GUARINO 4 Jeeps to
TRAILERS 2 WHEEL CARGO	5	2		7		
Sedans			6	6		

TRANSPORTATION SECTION
2675 REGIMENT FORWARD ECHELON ACC
APO 394

2 January 1944.

assigned to HQ.

reference.

LOCATION	Brindisi	TOTAL	Available for use	REMARKS
NAPLES - SALERNO				
5	3	2	10	
6+18=18	7	250	10	DS - 1 at Palermo, 1 at Salerno, 1 on tour at Brindisi, 1 - Col Spofford (4 Brindisi permanently)
16	2	18	14	4 w-c to Brindisi permanently - 1 Col Pollacke 5th AC
1		1		Reg'l Medics
1		1		
20-16	7	9	39	7 on DS of 3 of these are on DS with 15th Army Group.
	2	2	30	2 Jeeps AC (B) Lt GUARINO 4 Jeeps to Brindisi permanently
5	2	7		
	6	6		

TYPE	LOCATION NAPLES - SALERNO		TOTAL	REMARKS
TRAILER 1/4-Ton 2 WHEEL CARGO	36		36	
MOTORCYCLES	10 7		10 7	1 temporarily used by AFHQ
ITALIAN CARRIER	1	1	1	
FORD TRUCK 2-TON	1		1	Captured German Vehicle
FORD STAFF SEDAN	1		1	Brig Gen GUETERBOCK
DODGE 3/4-Ton C&R			4	Assigned
GRAND TOTAL			127 141	

ROBERT L. ZIMMERMAN
1st Lt Infantry
Transportation Officer.

2311

LOCATION
- SALERNO

TOTAL

REMARKS

36

40 7

1 temporarily used by AFHQ

3 M/o to Reg III Co C

1

1

1

Captured German Vehicle

1

Brig Gen GUETERBOCK

4

Assigned

127

141

ROBERT L. ZIMMERMAN
1st Lt Infantry
Transportation Officer.

TRANSPORTATION SECTION
2675 REGIMENT ACC FORWARD ECHELON
APO 394

3 January 1944.

SUBJECT: Vehicles assigned to HQ.

TO : Files for reference.

TYPE	TOTAL	USA NO.	USA NO.
GMC 2½-Ton CARGO	8	42055761 435700 4174915 4186250	4168124 4176781 489679
DODGE 3/4-Ton C&R	6	20175280 20183228 20170231	20171051 20191914
DODGE 3/4-Ton (WC)	16	264081 278765 282663 289978 263492 246108 289379 264056	266374 261899 272304 264553 285749 2161393 2161211 290084
DODGE 3/4-Ton AMB	1	711223	
DODGE 1/2-Ton (WC)	1	W-003916	
JEEPS 1/4-Ton	36	20157484 20303325 20154762 20103771 20103833 20219726 2068754 20104090 20140394 20154794 20218751 20220155	20222217 20132901 20213618 2082027 2062776 20309441 20118719 20116026 20221817 20318741 20319265 20147566 20318235 20154781 20186742 20217557 20134886 20211762 20129429 20311158 20319245 20213678
TRAILERS 2 WHEEL CARGO	7	No USA No.	

2310

TYPE	TOTAL	USA NO.	USA NO.
TRAILER 1/4-Ton			
2 WHEEL CARGO	36	0162279	0162303
		0160681	0159849
		0159136	0222534
		0172347	0162375
		0170382	0162385
		0160705	0159147
		0257356	0172329
		0267010	0162358
		0162407	0160617
		0162404	0159448
		0226548	0170407
		0160613	0162253
		0160065	0159270
		0162392	0222343
		0222322	0167860
		0162672	0159808

ROBERT L. ZIMMERMAN
1st Lt Infantry
Transportation Officer.

APPLICATION FOR TRANSPORT

(Transport for ALL passenger journeys and ALL load carrying transport will be applied for on this form which should be submitted to H.Q. Commandant Room 02, Ground Floor Via Bari, giving 24 hrs. notice) for journeys over two hours.

1. Transport is required at Transport Dispatch Office, Via Bari, on (date.....) 43
at.....hrs., to move the following personnel and stores:

Rank.....	Name.....	Room No.....	Tel No.....
Rank.....	Name.....	Room No.....	Tel No.....
Rank.....	Name.....	Room No.....	Tel No.....
Baggage and/or Stores.....			
Type of vehicle:		Passenger or Load Carrying	

2. Destination.....
3. This transport will return to AMG HQ on (date)..... 43
4. Have necessary complete travel orders, or other orders, been issued to cover proposed move?..... By whom?..... Date..... 43
5. Reason for journey and degree of urgency.....

43
Date of application

Signature of Chief of Staff
Branch or Sub-Commission

43
Date of approval

APPROVED:

Acting HQ. Commandant

28.3

1702