

Declassified E.O. 12356 Section 3.3/NND No. 785015

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Declassified E.O. 12356 Section 3.3/NND No. 785015

10000/110/223

11X0A - PASSENGER VEHICLES FOR
2675TH REGIMENT
DEC. 44 - JAN. 44

File: 11/XOA - PASSENGER VEHICLES FOR 2675TH REGIMENT. - LIST OF PAPERS.

NUMBER	DATE	FROM	TO	SUBJECT
1	2 Dec 44	CO, 2675 Regt	CG, MTOUSA	Prop Amendmt to SLOB
2	13 Dec 44	APHQ	All Concerned	Req & Dereq Civ Mot Trpt.
3	17 Dec 44	MTOUSA	All Concerned	Req, Dereq & Rental of Civ Mot Veh by US Forces. Civ Req Veh's. Reved T/E Req Veh's.
4	3 Jan 45	CO, 2675 Regt	CO, AFHQ	AC Personnel Vehicles.
5	6 Jan 45	MTOUSA	CG, RAAC	Passgr Veh's 2675 Regt.
6	8 Jan 45	G-4 (A)	Col Parkin	
7	8 Jan 45	Chief Commer.	AFHQ	
8	9 Jan 45	G-5, AFHQ	Hq, AC	
9	11 Jan 45	G-5, AFHQ	Hq, AC	
10	31 Jan 45	AFHQ	All Concerned	Req & Dereq of Civ Trnspt

RESTRICTED

DCR/or

ALLIED FORCE HEADQUARTERS
APO 512

ADMINISTRATIVE MEMORANDUM)

NUMBER 5)

31 January 1945

Requisitioning and Derequisitioning of Civilian Motor Transport I
 Payment of Contractors' Employees II

I - REQUISITIONING AND DEREQUISITIONING OF CIVILIAN MOTOR TRANSPORT

Section II, AFHQ Administrative Memorandum Number 59, 1944, is amended by the deletion of the words "15th Army Group" where they appear therein, and substituting the words "Fifth or Eighth Army as appropriate".

II - PAYMENT OF CONTRACTORS' EMPLOYEES

1. Effective 1 January 1945, contractors will pay their employees the following, only:

a. BASE PAY (RETRIBUZIONE ORDINARIA). To be declared by the contractor as the portion of his payroll subject to social insurance contributions, or similar recognized charges arising from Italian Law. The Base Pay so declared, when added to the Presence Indemnity, the Cost of Living Indemnity, and the employer's cost for Family Allowances (i.e., 20% of Base Pay) may not exceed the Allied Force daily maximum compensation for the particular occupation or occupations concerned.

b. PRESENCE INDEMNITY (INDENNITA' DI PRESENZA). Legal rate for private industry.

c. COST OF LIVING INDEMNITY (INDENNITA' DI CAROVITA). Legal rate for private industry.

d. FAMILY ALLOWANCE (ASSEGNO FAMILIARE). Legal rate for private industry.

2. Base Pay will be considered as including all regular, recurring compensation with respect to standard work period as defined in collective labor contracts or established, recognized practice, excluding only Presence Indemnity, Cost of Living Indemnity and Family Allowance.

3. Overtime and similar extraordinary pay rates (night, Sunday, etc.,) will be calculated on the declared Base Pay.

4. a. The contractor will pay the social insurance contributions and similar charges required by Italian Law, calculated on the declared Base Pay, and on overtime where applicable.

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AFHQ Ldm Memo # 5 (cont'd)

b. With respect to social insurance, the contractor will pay the employer's contributions for:

Sickness Assistance	(Assistenza Malattia)
Social Insurance	(Assicurazione Sociale)
Accident Insurance	(Assicurazione Infortuni)
Salary Integration Fund	(Cassa Integrazione)
Fund for workers called to arms	(Cassa Richiamati alle armi)

and the employee's contribution for:

Sickness Assistance	(Assistenza Malattia)
Social Insurance	(Assicurazione Sociale)

which contributions will not be deducted from the employee's pay.

c. The contractor's estimate or bid will consider payment for Family Allowances of only 20 per cent of the Base Pay. Note to Contracting Officers: Necessary exceptions to the limitations set forth in the above clause may be made in the following circumstances:

- (1) In cases of employees regularly employed by a firm on a piece-work basis, established piece-work rates may be paid. Such rates will be declared by the contractor and any reasonable necessary excess over the compensation provided for in paragraph 1 of above clause may be approved.
- (2) In cases of employees entitled by a legal collective labor contract to some compensation (premium, indemnity or similar special payment) by reason of particular conditions of employment, in addition to compensation specified in paragraph 1 of the above clause, such compensation may be paid. If payment of such compensation, added to legal Base Pay, Presence Indemnity, Cost of Living Indemnity and employer's cost of Family Allowances, results in total exceeding Allied Forces maximum compensation, any reasonable necessary excess may be approved.

By command of Field Marshal ALEXANDER:

C. W. Christenberry
C. W. CHRISTENBERRY,
Colonel, AGO,
Adjutant General.

DISTRIBUTION:

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SECRET

COPY

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

(9)

Ref. T-13

11 January 1944

SUBJECT: Passenger Vehicles for 2675 Regt. A.C. (Ovhd)

TO : Headquarters, Allied Commission, APO 394
(Attn: Chief Commissioner)

1. Your letter reference 92/EST of 8 January, Subject: Allied Commission Personnel Vehicles (Other than War Department) was received today.

See #4

2. Prior to its arrival you were forwarded, by letter reference T-13 of 9 January, a request to comply with MTOUSA letter AG 451/764 D-0 of 17 December and to arrange with the Italian Government for the loan of requisitioned vehicles for the use of personnel connected with the A.C. but not on T/O. This communication embodies the view point of interested staff sections of this headquarters, and it is requested that you endeavour to carry out its terms.

See #7

3. In the meanwhile the comments and recommendations contained in your letter of 8 January will be given careful study and you will be advised further as a result of such reconsideration.

For the Acting Assistant Chief of Staff, G-5:

J.E. BUTTERWORTH
Colonel, G.S.C.
Chief, Economics & Supply Division

Copy to: Q(AE)
G-4

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CONFIDENTIAL

G-4(A) 7653

HEADQUARTERS
11 JAN 1945
A. C.ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

(8)

Ref. T-13

9 January 1945

SUBJECT: Passenger Vehicles for 2675th Regt. A.C. (Ovhd.)

TO : Headquarters, Allied Commission, APO 394

Reference MTOUSA letter AG 451/764 D-O of 17 December, copies to you.

1. A revised T/E covering motor vehicles for A.C. T/O personnel has been received and forwarded to the W.D. for final approval.

2. It has been proposed to A.C. that their passenger vehicle requirements for personnel not on T/O be covered by means of requisitioned civilian vehicles requisitioned by the Italian Government and loaned to A.C. for the purpose. It is believed that this can best be handled by A.C. de-requisitioning vehicles presently on hand, and not required to fill proposed T/E, and the Italian Government picking up the same vehicles by requisition.

3. Since MTOUSA letter AG 451/764 D-O of 17 December 1944, requires that no vehicle be held in excess of T/E, it is necessary that prompt action be taken by A.C. to comply both with the terms of the memorandum relative to reports and in arranging with the Italian Government for providing loaned requisitioned vehicles for use of personnel connected with A.C. of other than T/O category. The list of requirements from this source should be submitted promptly so that a ceiling on this special list of loaned vehicles may be approved by AFHQ.

4. Any requisitioned vehicles in possession of A.C. and not required to fill proposed T/E or the special government list, should be disposed of, if held on U.S. requisition, in accordance with MTOUSA letter AG 451/764 D-O of 17 December 1944, copy to you, Subject: Requisitioning, De-requisitioning, or Rental of Civilian Vehicles by U.S. Military Forces.

5. It is desired that action on this matter be completed by 1 February 1945. This will necessitate immediate submission of proposed listing as in para 3 above.

For the Acting Assistant Chief of Staff, G-5:

J. E. BUTTERWORTH,
Colonel, G. S. C.,
Chief, Economics & Supply.

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Copies to:
Q(AE); G-4; ORD(A)

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Declassified E.O. 12356 Section 3.3/NND No. 785015

S E C R E T

C O P Y

Ref/92/Est

SUBJECT: Allied Commission Personnel Vehicles
(Other than War Department)

TO : Commanding General, Allied Force Headquarters
(Attention: G-5 Section)

1. Reference is made to Administrative Memorandum No. 59, MTOUSA letter AG 451/764 D-O of 17 December 1944 and G-5 letter of 15 December 1944.

2. The TE/WE of the Allied Commission was initially established as a minimum requirement of War Department transport for the Military Government of Italy up to the Pisa-Rimini line. It was the intention that this minimum requirement should be supplemented by civilian requisitioned transport in the field and authority was given to the Commission to effect such requisitioning. The minimum TE/WE has in fact not been filled. Supplemental TE/WE, to include the whole of Italy, have been forwarded for approval but have not yet been established.

3. It is, therefore, impracticable for the Commission to perform its military government functions without recourse to requisitioning. The fluidity of operations and the uncertainties as to civilian transport that may be found in the presently German occupied Italy, make it, in my judgement, imperative that requisitioning authority heretofore granted to the Allied Commission be continued. This was in fact, I understand, agreed to in a conference at AFHQ prior to the issuance of Administrative Memorandum No. 59.

4. The statement made in G-5 letter of 15 December that "Under the present methods A.C. has a number of requisitioned civilian vehicles which it uses to transport some of its own personnel but mostly Italian civilians employed in various capacities whose duties require motor transportation." is not an accurate statement. The civilian vehicles requisitioned by the Commission are utilized essentially for the transport of its own personnel and

S E C R E T

Jan 8/45
(7)
See #8

S E C R E T

Occasionally for the transport of Italian civilians actually employed by and working for the Commission. The Commission has been called upon from time to time to supply transport for personnel of the Advisory Council, the Diplomatic Missions who are members of the Advisory Council, the Foreign Missions who are attached to the Displaced Persons Sub-Commission and American Relief in Italy. These are Allied commitments which the Allied Commission has endeavored to meet insofar as practicable.

5. Many of the vehicles now held by the Commission are a legacy from the early days of military occupation. Since the reorganization, the Commission has made strenuous efforts to complete the records on these vehicles and the mechanical condition of the majority of them and the critical situation with respect to spare parts and tires had kept and is keeping many of them off the road. It would be most unrealistic to attempt to set up a ceiling on this type of vehicle, as it is entirely a question of what can be found and what can be made to run.

6. As to the suggestion that arrangements be made with the Italian Government to furnish vehicles to the Commission, the Italian Government is now in no position to furnish vehicles for us. The initial requisitioning is done in Allied Military Government territory where the Italian Government has no jurisdiction. By the time the territory is handed back to the Italian Government, there is usually little if anything left to requisition. While it would perhaps be possible in Italian Government territory to derequisition the vehicles now held by the Commission and to have them rerequisitioned by the Italian Government and then to enter into the contract with the Italian Government for their use by the Commission, such procedure would place the Commission in the awkward situation of being in a measure dependent on the Italian Government for its transportation needs. There would be also many legal points to be settled and it is doubtful whether a contract suitable to the needs of the Commission would be agreed to by the Italian Government.

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7. In view of the foregoing, I urge requisitioning authority continue to be vested in the Commission and that civilian vehicles continue to be utilized to supplement the admittedly inadequate TE/WE. When the whole of Italy is liberated and conditions are known, ceilings can then be established which will be progressively reduced as the Military Government commitment in Italy is liquidated.

t/ ELLERY W. STONE
Rear Admiral, USNR
Chief Commissioner.

S E C R E T

Ext. 477

HEADQUARTERS
ALLIED COMMISSION
APO 394
OFFICE OF G-4

CCC/YJA/wrp

(6)

G4/41/A

8 January 1945

SUBJECT: Requisitioned Vehicles.

TO : Colonel Parkin.

1. In order that the Allied Commission be allowed to retain the total of requisitioned vehicles presently on hand in the Commission, the civilian vehicle situation has been carefully examined and the following facts brought forth:

a. Allied Force Headquarters has directed that authority must be obtained for all vehicles excess to approved TE/WE.

b. Requisitioning and derequisitioning authority previously delegated to A.C. has been rescinded.

c. Records of the Commission indicate that it has on hand at present 1107 vehicles for which justification must be furnished.

d. Authority to retain civilian vehicles for use of Table of Organization personnel of A. C. will not be granted, reference MTOUSA signal FX80232, 6 January 1945 (copy attached).

e. For the past three (3) months correspondence between Allied Forces and this Headquarters has failed to result in any favorable decisions concerning requisitioned vehicle problems of the Commission. Frequent visits by personnel of this Headquarters to Allied Forces have also been made without any favorable results.

f. MTOUSA signal states that A. C. should, in order to retain requisitioned civilian motor vehicles, derequisition these vehicles and have them requisitioned by Italian government authorities and loaned to A. C.

2. It is strongly recommended that in order to arrive at a feasible solution to the requisitioned vehicle problem, the following be effected:

a. Authority be requested from AFHQ to derequisition all civilian motor vehicles held in excess to TE/WE for re-requisition by Italian government.

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Ltr, Hq AC, Office of G-4, dtd 8 Jan 45, file G4/41/A, sub: Requisitioned Vehicles.

b. Arrangements be made with Italian government authorities to requisition same vehicles for reissue to A. C. on a loan basis.

3. Since terms of the Armistice state that all requisitioned property will be paid for by Italian government, the transfer of requisitions (U. S. Army to Italian government) would enable this Headquarters at this time to transfer all of its files to the Italian government and allow it to begin their administrative function to deal in the matter and actually they will be assuming possession of the vehicles (on paper).

4. If this plan could be effected, this Headquarters would no longer be accountable to Allied Force or MTOUSA for any of these vehicles and in addition to solving the immediate problem for the Commission we would also be transferring an accurate set of records to the Italian government to work with.

5. Legal matters concerning responsibility and accountability, issued to A. C. from Italian government could be arranged to the satisfaction of both the Commission and the Italian government with little difficulty.

for vehicles

CLAYTON C. CRAIG
Major, Infantry
G-4 (A)

Incl.

Signal FX80232,
dtd 6 Jan 45.

0528

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INCOMING MESSAGE

HEADQUARTERS ALLIED COMMISSION

2675 Regt
⑤

Originator's Reference: FX80232 Message Centre No: 0/6793
Date/Time of Origin: JAN 061916A Date/Time Recd: JAN 062123A
Precedence: ROUTINE

FROM: SIGNED CG MTOUSA CITE MAGDS
TO: CG RAAC, INFO ALCON

ACTION ⑤

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Revised table of equipment for 2675 Regiment has been submitted by AC
AGC56 RAAC of 5 January refers. Requisitioned vehicles on hand will be
utilized to fill this table of equipment pending ED approval. AC has
requirement for vehicles above table of equipment for personnel not on table
of organization. It has been proposed by AFHQ to AC that all such vehicles
within limits approved by AFHQ be supplied by Italian Government on loan to
AC. No report of request for approval of ceiling has been received from AC.
Meeting the requirements of this civilian pool by the Italian Government will
initially be derequisition by us, and re-requisition of such by the Italian
Government from vehicles now in possession of AC. Until such procedure has
been agreed and put into operation, no vehicles should be requisitioned or
derequisitioned for AC account. In the meantime reports required by
reference letter are desired.

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HEADQUARTERS
7 JAN 1945
A. C.

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DIST
INFO-ACTION: 2675 Regt 2
INFO: A/President
Chief Commiss
C-4(A)
File 2
Floor

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HEADQUARTERS
2875TH REGIMENT
ALLIED COMMISSION
(OVERHEAD)
APO 394

CMP/CCC/3p
3 January 1945.

84/451.

SUBJECT: Civilian Requisitioned Vehicles.

TO : Commanding Officer, Headquarters Command, Allied
Force Headquarters, APO 512, US Army.

1. Reference is made to WFOUSA letter, 17 December 1944, subj: "Requisitioning, Derequisitioning, or Rental of Civilian Motor Vehicles by the United States Military Forces", and 1st Ind., Hq Command, A.P., dtd 24 December 1944, directing compliance with par 3, basic communication, requiring a list of requisitioned civilian motor vehicles by 7 January 1945.

2. Written instructions addressed to Headquarters, Allied Commission, from Headquarters, Ecow Area, WFOUSA, dtd, 21 December 1944, states:

"A list of all civilian requisitioned vehicles in possession of your headquarters will be submitted immediately to this headquarters".

3. All requisitioned vehicles of the Allied Commission have been requisitioned on US Army Requisition forms, for and by the Allied Commission for performance of AMO/AC functions, which are joint American and British operations. No requisitions were authorized by the Commanding Officer, 2875th Regiment, Allied Commission. The vehicles on hand in the Commission were not requisitioned by or for 2875th Regiment, but by the AMO/AC, for American and British use, and are accounted on the records of 3-4 (A), Allied Commission. This requisitioning started in Sicily by AMO authorities, under Brig Gen McSherry in July 1943, before the 2875th Regiment was activated. Upon the reorganization of AMO into AC (then ACC), requisitioning of motor vehicles was affected solely under the authority of ACC. This all occurred before Hq 2875th Regiment left North Africa in March 1944.

4. No instructions have ever been issued by higher authority to the 2875th Regiment, that it assume accountability for the requisitioned civilian vehicles of the Allied Commission.

-2-

5. It is believed that higher headquarters desire that all US requisitioned vehicles in the Allied Commission be carried on the records of the 2675th Regiment. Therefore, it is requested that the necessary orders be issued to bring about this change in accountability.

C.M. PARKIN,
Colonel, Infantry,
Commanding.

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~~ESTAB SEC~~

HEADQUARTERS

23 DEC 1944

HEADQUARTERS
MEDITERRANEAN THEATER OF OPERATIONS
UNITED STATES ARMY
APO 512

(3)

AG 651/764 D-O

17 December 1944

SUBJECT: Requisitioning, Derequisitioning, or Rental of Civilian Motor Vehicles by United States Military Forces.

TO : All Concerned.

1. Reference is made to:

- a. Section II, Allied Force Headquarters Administrative Memorandum Number 59, dated 13 December 1944, subject: "Requisitioning and Derequisitioning of Civilian Motor Transport".
- b. Allied Force Headquarters Administrative Memorandum Number 95, dated 27 December 1943, subject: "Payments in Italian Territory".
- c. Allied Force Headquarters Memorandum Number 31, dated 1 August 1944, subject: "Payments in Italian Territory".
- d. Allied Force Headquarters Administrative Memorandum Number 57, dated 11 December 1944, subject: "Powers and Rights of Allied Forces in Italian Government Territory".

2. In accordance with above cited, the following organizations are authorized to requisition and derequisition civilian motor vehicles in the areas of their respective responsibility under United States Army jurisdiction, south of the rear boundary of the 15th Army Group:

- a. Peninsular Base Section
- b. Headquarters Command, Allied Force ✓
- c. Rome Area HTOUSA ✓
- d. Adriatic Depot

3. A list of all requisitioned civilian motor vehicles presently on hand will be submitted immediately to this headquarters by the above for each unit under their command. A similar list will be submitted by Army Air Forces Service Command, ETO for all United States Air Force Units. Lists will include the following information, and will be kept up to date by all subsequent changes:

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Ltr Hq MTOUSA, AG 451/764 D-O,
 dtd 17 December 1944 (Cont'd.)

- a. Using unit.
- b. Model and type of vehicles.
- c. Make or manufacturer of vehicle.
- d. Army Registration Number assigned to vehicle.
- e. Condition as to serviceable, unserviceable, or salvaged.
- f. AUTHORIZATION: (is) Applies to an approved T/O & Z, is authorized by an excess authorization (state authorization), or is an unauthorized excess.

g. Vehicle substituted in lieu of War Department vehicle, type
 4. All civilian vehicles required by the United States Air Corps will be requisitioned by PEBASE or ADRIATIC DEPOT in their respective areas of responsibility.

5. It will be the responsibility of the requisitioning headquarters to maintain and control requisitioned civilian motor vehicles within its area of responsibility in accordance with existing United States Army regulations.

6. Inasmuch as civilian motor vehicles requisitioned through United States military channels are considered to be the property of the United States Government, non-United States military personnel authorized by commanding officers to operate this transportation will be held individually responsible in case of loss or damage to this property through neglect.

7. Prior to derequisitioning of a serviceable vehicle to its owner or the Italian Government, approval of this headquarters will be secured.

8. No vehicles will be rented from owners without prior approval of this headquarters.

By command of Lieutenant General McNARNEY:

DISTRIBUTION

2 - CG, 15th Army Group
 2 - CG, AAF/ATO
 5 - AAFSC/ATO
 5 - PEBASE
 3 - PFM SOUTH
 5 - Hq Command, AF
 5 - Rome Area MTOUSA
 5 - Adriatic Depot
 5 - G-4 (A)
 5 - ORD (US)
 1 - JA
 1 - IG
 2 - AD Records

R. H. Fuese
 R. H. FUESE,
 Captain, AGD,
 Asst Adjutant General.

AC-DIST
G-4 (A)
2675 Regt
ADJ.

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ALLIED FORCE HEADQUARTERS
APO 512

CP
Enc. O. (AT)
(2)

ADMINISTRATIVE MEMORANDUM)

HUGHES

59)

13 December 1944

Captured Enemy Equipment and Other Items Confiscated by Base CensorsI
Requisitioning and Derequisitioning of Civilian Motor TransportII

I --- CAPTURED ENEMY EQUIPMENT AND OTHER ITEMS CONFISCATED BY BASE CENSORS

1. a. Captured enemy material, allied clothing, equipment and stores are constantly being confiscated by Base Censors, Transit Camps, Training Depots, Port Battalions and other Port Installations.

b. In the past, difficulty has been experienced by Base Censors and others in having such items accepted by depots and installations, and obtaining receipts. The consequent delay has meant that the items have not been utilized and has created storage problems for the recovering units, especially in the case of valuable technical stores.

2. a. Services will, in future, insure that their officers, installations and depots accept such stores from Base Censors and others immediately when offered, and give receipts for them.

b. Captured enemy material will be reported through proper channels to QM(CMS) AFHQ who will issue disposal instructions. Items of Allied equipment will be disposed of according to normal procedure.

II -- REQUISITIONING AND DEREQUISITIONING OF CIVILIAN MOTOR TRANSPORT

1. All requisitioning of civilian vehicles for both United States and British Forces will be under the control of Allied Force Headquarters through normal channels. Authority to requisition lies with the 15th Army Group in the forward areas, and AFHQ for British Army and MTOUSA for United States Army in the rear areas, giving regard to their respective areas of responsibility, but may be delegated by these headquarters to certain specified subordinate headquarters.

2. All requisitioned vehicles will be held against deficiencies in TE/VE of Allied military units, including Allied Commission. No requisitioned vehicles will be held surplus to TE/VE unless written authority of 15th Army Group or AFHQ/MTOUSA is obtained.

3. In an emergency, vehicles may be requisitioned in excess of TE/E without prior written authority of 15th Army Group or AFHQ/MTOUSA, but such authority must be obtained promptly thereafter.

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AFHQ Adm Memo #59 (cont'd)

4. All requisitioned vehicles held surplus to TE/TE for which authority is not granted by 15th Army Group or AFHQ/STOUA will be disposed of by one of the following methods:

- a. To the respective Ordnances.
- b. Derquisitioning and handing over to the original owner, or if not practicable, to the Italian Government.
- c. Using in work shops for dismantling and removal of essential spares for repair of other requisitioned vehicles.

5. In territories under the jurisdiction of the Italian Government, vehicles requisitioned by the Allied Forces will not be used by Italian Government officials or Italian civilians not employed by Allied Forces. Any such vehicles which are now being used in this manner will be disposed of as in paragraph 4 above.

6. All requisitioned vehicles will be registered with a military registration number by Ordnance British for British vehicles and by the subordinate commands delegated responsibility of requisitioning for United States Army vehicles.

7. Load carrying vehicles will not be requisitioned for military use except in cases of emergency.

8. Requisitioned vehicles will not be moved from the country in which they were requisitioned except with the approval of AFHQ/STOUA.

By command of Field Marshal ALEXANDER:

C. W. Christberry
C. W. CHRISTBERRY,
Colonel, AGD,
Acting Adjutant General.

DISTRIBUTION:

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SECRETHEADQUARTERS
2675TH REGIMENT
ALLIED COMMISSION
(OVERHEAD)
APO 512

CHP/CGO/esp

①

File: 400.32

2 December 1944

SUBJECT: Proposed Amendment to RLOH, of the 2675th Regiment, Allied Commission, (Overhead).

TO : Commanding General, MTOUSA, APO 512, US Army

FROM : Commanding Officer, Headquarters Command, APO 512, US Army

1. Reference is made to Special List of Equipment for the 2675th Regiment, Allied Commission, (US Contingent) (Provisional), attached to letter, Headquarters, A.S.F., Office of The Adjutant General, SPI 400 (14 Feb 44) OB-S-SPHCO-M, subject: "Special List of Equipment for the 2675th Regiment, Allied Commission, (US Contingent) (Provisional)", dated 23 February 1944, as amended by letter, Headquarters, A.S.F., Office of The Adjutant General, SPI 400 (23 Feb 44) OB-S-SPHCO-M, subject as above, dated 23 February 1944.

2. It is requested that the above list of equipment be further amended to include the following Ordnance equipment:

Car, 5 passenger, light sedan	3
Truck, 1/4 ton, 4x4, C&R	90
Truck, 3/4 ton, 4x4, C&R	10
Truck, 3/4 ton, 4x4, E.C.	18
Ambulance, 3/4 ton, complete	11
Truck, 2 1/2 ton, 6x6, Cargo, w/o winch	28
Truck, 2 1/2 ton, 6x6, Cargo, w/winch	14

3. This increase is based on minimum requirements of organic vehicles for the operation of Allied Commission in Italy, Sicily, and Sardinia, and represents 50% of the total requirements of organic transportation for Allied Commission.

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Ltr. Hq. 2675th Reg't., A.C., Subj: Proposed Amendment to SLOB for 2675th Reg't., A.C. (Overhead), File: 400.34, dtd: 2 Dec 44, continued.

4. Justification for the increase of motor vehicles in SLOB, 2675th Regiment, Allied Commission is outlined in Appendix "A". Appendix "B" shows the breakdown by Regions of all American Transportation affected by this amendment.

5. The organic vehicles referred to in this communication cannot be replaced with civilian requisitioned vehicles and is a minimum request.

C. M. PARKIN
Colonel, Infantry
Commanding

Incl: 2
Appendix "A"
Appendix "B"

COPT TO:
O-5, AFHQ.

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APPENDIX "A"

EXPLANATION OF URGENT REQUIREMENTS FOR INCREASE OF MOTOR VEHICLES AND AMENDMENT
TO SIDE 2675TH REGIMENT, ALLIED COMMISSION.

1. The original requirements for passenger carrying vehicles for Allied Commission were based on a theoretical estimate, and not on actual experience. Furthermore, the whole SIDE was based on operation in Italy as far north as inclusive of the Rimini-Pisa line. In the early days the transport was adequate, but since the advance of the Armies has greatly increased AC communications, the allotment of transport has been strained to exhaustion. Should further advances by the Armies take place into the Po Valley and Northern Italy, the present allotment of transportation will become inadequate to enable the increased task that will inevitably be thrown upon the Allied Commission to be performed.

2. The present RE for the British contingent has also been found inadequate and is now being amended. The table below shows the presently authorized 2675th Regiment, Allied Commission, TS and the proposed amendments:

Table of Equipment

<u>Type of Vehicle</u>	<u>Present T/S</u>	<u>Proposed Amendment</u>	<u>Total</u>
Truck, 1/4 ton, 4x4, CAP	240	90	330
Truck, 3/4 ton, 4x4, CAP	46	10	56
Truck, 3/4 ton, 4x4, w/C	116	18	136
*Truck, 2 1/2 ton, 6x6, w/winch	1	13	14
*Truck, 2 1/2 ton, 6x6, w/o winch	41	-13	28
Ambulance	2	11	13
Trailer, 1/2 ton, 2 whl, cargo	124	0	124
Trailer, 1 ton, 2 whl, cargo	40	0	40
Motorcycle, Solo, chain driven	42	0	42
Total	654	129	783

*Delete Truck, 1 1/2 ton 6x6, cargo, w/and w/o winch and add 2 1/2 ton 6x6, cargo, w/and w/o winch.

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3. As Italy is gradually liberated, each officer is required to cover greater distances. For this reason the reduction in the number of officers and enlisted men in Southern Italy, Sicily, and Sardinia does not result in a proportionate reduction in transportation. There is, therefore, no transportation available for the civil affairs teams being formed for the regions in Northern Italy, other than for the AMG Spearheads with the 5th and 8th Armies. These provincial teams in forward regions will be operating in unfavorable terrain and military transportation is essential for their operation.

4. This amendment is based primarily on the Provincial Team. A typical provincial team is listed below with vehicle requirements:

		<u>Vehicle Requirements</u>
Provincial Commissioner	1)	
Executive Officer	1)	(1 Jeep
C.A.O.'s	4)	(4 Jeeps
Public Safety	2)	
Economics and Supply (Food)	1)	
Legal	1)	(5 Jeeps
Finance	1)	(2 Truck, 3/4
Public Works	1)	(ton W/C
Agriculture	1)	(1 Truck, 15 CWT
Transportation	1)	

a. The Provincial Commissioner is generally the rank of Lt. Colonel and must be mobile.

b. The executive officer can use a pool vehicle for his inspections.

c. Civil Affairs Officers total from two to seven officers and each officer should have a vehicle to carry out his duties in the communes.

d. The specialists of the Sub Commissions work out of the Provincial Headquarters and can use the Headquarters Pool.

e. Supply of the Provinces and districts over greater distances because of consolidation and the organization of the 1st Truck Battalion with American personnel as a nucleus of each company necessitates an increase in Truck, 3/4 ton, Lxh, W/C.

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f. These requirements are filled from the American T/E and the British WE on a 50-50 basis.

5. The American strength of 2675th Regiment, Allied Commission, and attached personnel is as follows:

	Civilians	Officers	N.O.	E.M.
T/O, 2675th Regiment, AC		705	18	1,179
Attached: US Army		67	1	109
US Navy		30		
American Civilians:				
Foreign Economic Administration	47			
O.N.R.R.A.	15			
U.S.P.H.S.	5			
American Friends Service Committee	2			
American Joint Distribution Committee	3			
State Department	2			
Rockefeller Foundation	3			
War Department	1			
Total	78	802	19	1,288

6. It should be stated for the purpose of clarification that the vehicles under control of Allied Commission utilized to maintain Italian essential requirements are not to be considered organic transport. These vehicles are required for such purposes as assessing of crops, distribution of imports and food, repairs of roads, and maintenance of communication, and are not available as carriers to the officers and enlisted men of Allied Commission. Therefore, the problem of requisitioned vehicles, which is being considered by AFHQ at the present time, must be considered as a supplement to the T/E and W/E and cannot be treated with this T/E of essential organic transportation. It is readily seen that the dependable organic transportation listed in the amendment is insufficient to handle all of the requirements of the military personnel of Allied Commission, and Civilian requisitioned vehicles are essential and can be utilized in the Headquarters and Regional Headquarters to supplement the War Department vehicles but must be treated under separate cover based on the action of AFHQ.

7. In view of the above, and after actually operating under the SLOC mentioned in paragraph 1 for a period of over six (6) months in Italy, it is requested

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that the present Table of Equipment be amended to include provision for the vehicles in paragraph 2 of the covering letter.

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APPENDIX "B"

Page 1

CONSOLIDATION SHEET

of

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Distribution by Region of vehicles affected by Amendment
to MLOH, 2675th Reg't, AG

UNIT	Car, 5 passenger, light sedan	Truck, 1 1/2 ton, 12 ft, GAB	Truck, 3/4 ton, 12 ft, GAB	Ambulance, 3/4 ton, 12 ft	Truck, 2 1/2 ton, 12 ft, GAB	Truck, 2 1/2 ton, 12 ft, GAB, Cargo	Truck, 2 1/2 ton, 12 ft, GAB, Cargo	Truck, 3/4 ton, 12 ft, 12 ft, Response
Headquarters, AG	2	30	15					12
Hq, 2675th Regiment, AG	1	4	1	1	2		1	7
1st Truck Bn		10	1	1				9
Sicilia		9	1	1	2		1	6
Southern		27	4	1	2		1	10
Lazio-Umbria		24	5	1	2		1	9
Abruzzi-Marche		24	4	1	2		1	9
Sardinia		6	1	1	2		1	5
Toscana		36	4	1	2		1	13
Emilia		33	4	1	2		1	12
Venezia		12	5	1	2		1	16
Liguria		15	3	1	2		1	

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UNIT	Cav. 5 passenger	Truck, 1 1/2 ton, 6x6	Truck, 3/4 ton, 6x6	Ambulance, 3/4 ton	Truck, 2 1/2 ton, without winch	Truck, 2 1/2 ton, with winch	Truck, 3/4 ton, 6x6
Headquarters, AC	2	30	15		4	3	12
Hq. 2673 Regiment, AC	1	4	1	1	2	3	3
1st Truck Bn		10	1	1			9
Sicilia		9	1	1	2	1	6
Southern		27	4	1	2	1	10
Lazio-Umbria		24	5	1	2	1	9
Abruzzi-Marche		24	4	1	2	1	9
Bardonia		6	1	1	2	1	5
Toscana		36	4	1	2	1	13
Emilia		33	4	1	2	1	12
Venezia		42	5	2	2	1	16
Liguria		18	3	1	2	1	8
Piemonte		38	4	1	2	1	11
Lombardia		35	4	1	2	1	13
TOTAL	3	330	56	13	28	14	136
PASSENGER T/M	0	200	46	2	0	0	115
INCREASE	3	90	10	11	28	14	15

* Delete Trucks, 1 1/2 ton, 6x6. Cargo with and without winch and add Trucks, 2 1/2 ton, 6x6, Cargo, with and without winch.

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SOUTHERN 6 Districts	Lazio-UMBRIA 5 Provinces	ABRUZZO-MARCHE 5 Provinces	SARDEGNA 1 Province	TOSCANA 9 Provinces	EMILIA 8 Provinces	VENETIA 15 Provinces	LIGURIA 4 Provinces	PIEMONTE 7 Provinces	LOMBARDIA 9 Provinces	1st Tk. Bn. Company 7	TOTAL	TOTAL
												2900
CAR. 5 PASSENGER, LIGHT SEDAN												
											1	
											1	
											1	
											3	
TRUCK, 1 1/2 ton, 4x4, cab												
1	1	1	1	1	1	1	1	1	1	9		36
7	7	7	2	8	8	10	4	8	8	1		72
3	3	3		4	4	5	2	4	4			33
17	10	10	9	15	16	20	3	14	18			136
4	3	3	1	5	4	6		5	4			56
27	24	24	6	36	33	42	18	32	35	10		330

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Appendix "B"

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	HEADQUARTERS	SICILIA 2 Districts	SOUTH 6 Districts	LADINIA 5 Provinces	ADRIATICO 5 Provinces	SARDEGNA 1 Province	TOSCANA 9 Provinces	EMILIA 6 Provinces	VENETIA 15 Provinces	LIGURIA 4 Provinces	PIEMONTE 7 Provinces	LOMBARDIA
TRUCK, 3/4 top, h/h, G&G												
Regional Commissioner		1	1	1	1	1	1	1	1	1	1	
Regional Pool			3	4	3		3	3	4	2	3	
Hq., AC	15											
Hq., 2675 Reg't.	1											
1st Truck Bn.												
TOTAL	16	1	4	5	4	1	4	4	5	3	4	
TRUCK, 3/4 top, h/h, W/O												
Regional Headquarters		4	4	4	4	4	4	4	4	4	4	
Provincial Headquarters		2	6	5	5	1	9	8	12	4	7	
1st Truck Bn.												
Hq., 2675 Reg't. AC	3											
Headquarters Pool	12											
TOTAL	15	6	10	9	9	5	13	12	16	8	11	

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HEADQUARTERS	SICILIA 2 Districts	SOUTHERN 6 Districts	LADIA-INDIA 5 Provinces	ARMED-MARCH 5 Provinces	SARINIA 1 Province	TOSCANA 9 Provinces	ROMA 8 Provinces	VENETIA 15 Provinces	LIGURIA 4 Provinces	PIEMONTE 7 Provinces	LOMBARDIA 9 Provinces	1st Tr. Bn. Company 2	TOTAL
TRUCK, 3/4 ton, 4x4, 250													
15	1	1	1	1	1	1	1	1	1	1	1		11
1		3	4	3		3	3	4	2	3	3		28
													15
													1
												1	1
16	1	4	5	4	1	4	4	5	3	4	4	1	56
TRUCK, 3/4 ton, 4x4, w/c													
	4	4	4	4	4	4	4	4	4	4	4		44
	2	6	5	5	1	9	8	12	4	7	9		68
3												9	9
12													3
													12
15	6	10	9	9	5	13	12	16	8	11	13	9	136

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Appendix "B"
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	HEADQUARTERS	SICILIA 2 Districts	SARDINIA 6 Districts	LASIO-UMBRIA 5 Provinces	ABRUZZO-MARCHE 5 Provinces	ROMANIA 1 Province	BOLOGNA 9 Provinces	EMILIA 5 Provinces	VENETIA 15 Provinces	LAZIO 4 Provinces	PIEMONTE 7 Provinces	LOMBARDIA 9 Provinces	1st Truck Co. Company 2
	AMPHIBIOUS, 3 1/2 ton, LCB												
Per Company	1	1	1	1	1	1	1	1	1	1	1	1	1
	* TRUCK, 2 1/2 ton, 6x6, CARGO WITH WINCH												
Regional Headquarters Headquarters Pool	3	1	1	1	1	1	1	1	1	1	1	1	
TOTAL	3	1	1	1	1	1	1	1	1	1	1	1	
	* TRUCK, 2 1/2 ton, 6x6, CARGO WITHOUT WINCH												
Regional Headquarters Headquarters Pool Hq., 2675 Reg't, AG	4 2	2	2	2	2	2	2	2	2	2	2	2	
TOTAL	6	2	2	2	2	2	2	2	2	2	2	2	

* Delete Trucks, 1 1/2 ton, 6x6, Cargo with and without Winch and add
Trucks, 2 1/2 ton, 6x6, Cargo, with and without Winch

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6 Districts	5 Provinces	5 Provinces	1 Province	9 Provinces	8 Provinces	15 Provinces	4 Provinces	7 Provinces	9 Provinces	1st Truck Co. Company 2	TOTAL
1	1	1	1	1	1	1	1	1	1	1	13
1	1	1	1	1	1	1	1	1	1		11
1	1	1	1	1	1	1	1	1	1		11
2	2	2	2	2	2	2	2	2	2		22
2	2	2	2	2	2	2	2	2	2		22

* TRUCK, 3 1/2 ton, 6x6

* TRUCK, 2 1/2 ton, 6x6, CARGO WITH WINCH

* TRUCK, 2 1/2 ton, 6x6, CARGO WITHOUT WINCH

Cargo with and without Winch and add
with and without Winch

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