

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

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

10000/110/251 21/XOA - POOLING OF VEHICLES
DEC. 44 - MAY 45

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

File: 21/XCA - POOLING OF VEHICLES (LIST OF PAPERS).

NUMBER	DATE	FROM	TO	SUBJECT
1		NOTES ON POOLING OF CARS BY COL JAMES J. CARNES.		
2	26 Nov 44	Estab Sec	All Concerned	Turn-in of vehicles.
2a	8 Dec 44	Estab Sec	All Concerned	HQ Storage Pools.
3	1 Dec 44	Air Forces S/C	Estab Sec	AFSC vehicles.
4	2 Dec 44	Exec O US	AFSC	Reply re above.
5	29 Mar 45	Emilia Region	Col Miske	Pooling of Transport.
6	22 May 45	G-4(A)	Exec O (US)	G-4 (A) Pool

1-708

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

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HEADQUARTERS
ALLIED COMMISSION
APO 394
OFFICE OF G-4

CCG/jan

22 May 1945

SUBJECT: G-4 (A) Pool

TO : Executive Officer (US), Allied Commission, APO 394, US Army

1. A meeting was held this date with Headquarters Commandant representatives -- Captain Mc Phail and Lt Gruppiso and G-4 (A) staff.

2. Points covered were as follows:

a. Spare parts for civilian cars.

(1) Captain McPhail to contact Colonel Robertson on purchasing parts in the North at Torino through Captain Zerra.

(2) Lt. Kopp to make the trip, if approved.

b. Of 234 cars in G-4 (A) Pool, disposition as follows:

(1) 125 plus 20 from Hq. Pool, to be disposed of by derequisitioning or scrapping.

(2) Balance (79) to be transferred to 9th floor of Supergarage with exception of two weeks work, earmarked for Headquarters, which are being left at Public Safety.

(a) Thrity-three (33) of this figure to go to Headquarters Pool, to be put in shape by Public Safety and Lancia garages.

(b) Headquarters Pool to return twenty (20) cars to Public Safety for derequisitioning.

(c) This will leave some forty-five (45) vehicles earmarked for repair if necessary on the 9th floor of the Supergarage.

c. All vehicles (145) in Public Safety to be disposed of and Public Safety Garage to be turned back no later than 30 June 1945. This can be done if the Italian Government will accept the vehicles in Public Safety in the near future.

Clayton E. Craig
CLAYTON E. CRAIG
Major, Infantry
G-4 (A)

copy to: Captain A. M. Mc Phail

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HEADQUARTERS EMILIA REGION
ALLIED MILITARY GOVERNMENT
APO 394

ACB/eah
29 March 1946

RIX/HQ/T/2/4/1

Col. Norman E. Fiske
Acting Executive Commissioner
HQ Allied Commission

My dear Colonel,

I have your letter of 14 March addressed to the several Regional Commissioners, on the question of pooling of motor transport.

The question of whether or not motor pools are workable and efficient cannot be answered flatly "yes" or "no" for all situations. A great deal depends on the number of vehicles involved, in relation to the number of officers served, the nature of the duties of these officers, their geographical locations, etc.

In this region we have, up to this time, found more satisfactory for our purposes a system which combines (1) permanent assignment of a few motor vehicles, not to individual officers but to functional divisions (which may consist of several officers), and (2) a pool for the use of officers requiring transport less frequently, including special types of vehicles required for certain missions. unusually rough trips, etc.

A vehicle not needed for a particular day or half-day by the group to which it is assigned, is turned in to the pool for use as a pool car, or for maintenance either by the driver or by pool personnel.

For the present I propose to continue this system because it works, for our purposes.

I feel that, on the basis of numbers alone, the situation in a regional headquarters is not comparable to that at Headquarters AC and that a straight pool system could

not, in a region, be expected to result in comparable economies. It is quite certain that no comparison whatever can be made with the situation in a province. To illustrate; it is obviously not practicable for civil affairs officers stationed in the same province, but thirty to forty kilometers apart, to operate from a transport pool.

Many of the frequently-cited advantages of the pool system actually are not realized in practice. While the system may result in more complete use of individual vehicles, it has definite disadvantages when it comes to encouraging officers to take an interest in the care and maintenance of their cars, and in controlling the driving and maintenance habits of their drivers.

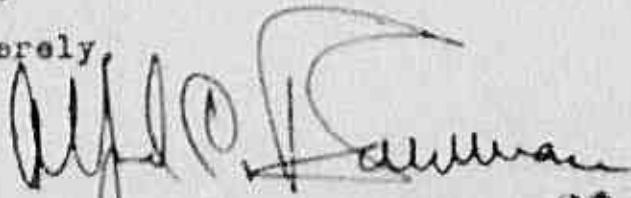
The day-to-day allotment of vehicles to officers is, in a small unit, also one of the most fertile sources of dissension, recrimination and accusations of partiality. From the standpoint of personnel administration it is much better to handle "gripes" once, at the time the vehicle is assigned (after which the complaining officer usually resigns himself to his fate and goes about his business) than to have to listen every day to complaints about the relative merits of the vehicles assigned to officers for that day and the impropriety of such assignments in view of rank, seniority, need, and every other possible basis for disagreement.

While I fully appreciate that changing circumstances may in future require changed methods and shall be prepared to modify my policy whenever such developments require, I think that for the present I shall continue along the lines established, endeavoring at the same time, wherever possible, to "spot" situations where cars assigned to divisions or individuals are not being efficiently used and in such cases getting them into the pool.

I believe that I am as allergic to waste and inefficiency as anyone, and conscientiously feel that there is very little of either in the use of our cars.

Thank you for your letter.

Sincerely,



Colonel, JAGD
Regional Commissioner

3712

HEADQUARTERS ALLIED COMMISSION
APO 394
EXECUTIVE OFFICE (US)

CMP/jp
2 December 1944

Ref. AFSC/R/827/ENG., dated 1 Dec 44.

SUBJECT: Establishment Memorandum No. 31.

TO : Air-Forces Sub-Commission, Allied Commission.

1. In telephone conversation between Squadron Leader Walton and Colonel Parkin, it was agreed that one week delay be given for turning over the requisitioned cars (the property of the US Army).
2. Inasmuch as requisitioning has been stopped by the Allied Commission, and every car is needed to make pooling a success, it is not favorably considered to de-requisition these vehicles.
3. Relative to paragraph 5 of the above-mentioned letter a loaned-receipt could be obtained from the Headquarters Transportation Officer, as many of the requisitioned cars are shod with British Army and US Army tires.

For the Deputy-Chief of Staff:

C.M. PARKIN
Colonel, Infantry,
Executive Officer (US).

Copy to: Colonel Fiske
Lt Col Robertson.

FROM : AIR FORCES SUB-COMMISSION,
ALLIED COMMISSION, ROME.

TO : ESTABLISHMENT'S SECTION,
HEAD-QUARTERS, ALLIED COMMISSION, ROME

DATE : 1ST DECEMBER 1944

REF : AFSC/R/827/ENC.

ESTABLISHMENT MEMORANDUM NO. 31

Reverting to telephone conversation this afternoon between Colonel Parkin and Squadron Leader Walton, it is confirmed the below enumerated vehicles are held against this Sub-Commission's R.A.F. establishment LTR/MAP/2162/B.

CHEVROLET	R.Q. 282	R. 6551
LANCIA	R.Q. 260	R. 5775
FIAT	R.Q. 309	R. 6346
FIAT	R.Q. 225	R. 6875
FIAT	R.Q. 261	R. 4844
LANCIA	R.Q. 15	RM. 2322

2. This Sub-Commission, upon arrival in Rome, commenced to requisition its own vehicles through British channels, but was advised, being a Unit within the Allied Commission, all cars, in order to obtain service from Allied Commission garages, should be requisitioned through G-4 American.

3. It is now understood all the above vehicles have to be handed over immediately. Such a course would result in the Sub-Commission's activity being brought practically to a standstill, and as a vast amount of the work involves the operation of the Italian Air Force, now flying in combat with Balkan Air Force, it is requested the above referred to order be suspended in respect of this Sub-Commission, pending arrangements being made to replace the vehicles against the establishment.

4. It is suggested the most expeditious way of dealing with the matter would be to instruct G-4 American to prepare de-requisitioning papers for the cars, which this Sub-Commission would undertake to serve and obtain receipts for, and at the same time requisition the vehicles through normal channels against the establishment.

5. It is desired to state all the vehicles are shod with tyres from R.A.F. sources and many of the batteries and other parts have been supplied from

LAURIA
FIAT
FIAT
FIAT
LAURIA

H.Q. 260
H.Q. 309
H.Q. 285
H.Q. 261
H.Q. 15

H.Q. 261
H.Q. 2775
H.Q. 285
H.Q. 2875
H.Q. 2844
H.Q. 2322

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5. It is desired to state all the vehicles are shot with tyres from R.A.F. sources and many of the batteries and other parts have been supplied from R.A.F. or Italian Air Force sources.

W. W. W. S. R.

W. W. W. S. R.
J. WALTON, SQUADRON LEADER, 3711
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING

Col Fisher

12/1/44

Relative Cars
Air Force Sub Com

1. These Cars are U S property and the ones needed for the pool will be kept & others derequisitioned
2. If Pool is to work we must have good Cars.
3. Robertson agrees with me on this.
4. I'll agree to derequisition 6 Cars but not the present 6 they have

Parker

3709

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

~~INFORMATION~~

HQ STORAGE POOLS FOR VEHICLES.

For this information see Establishment Memo #32 dtd 8 Dec 44
in File: 67/XOA

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(X)

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

TURN-IN OF VEHICLES.

For this information see Establishment Memo #31 dtd 28 Nov 44
in File: 87/XOA.

3707

(2)

To: Col. Parkin

POOLING OF ALL CARS

1. Without a complete plan as to the method to be accepted in the pooling of all cars, it is somewhat difficult to express a full opinion and one can only point out what difficulties are bound to arise.

2. It is understood that all cars will be pooled with the exception of one car, allocated to the Director of each Sub-Commission.

3. This means that there will be a very large pool of cars and the objections to this are:

a. A large and efficient staff will be required to operate the pool.

b. A "watertight" system regarding the method to be employed when requesting a car will have to be designed and this system will not have to introduce a burdensome time lag.

c. A pool system means that an officer will seldom have the same car twice and therefore he will not be concerned as to its mechanical and general condition. If it breaks down, he merely informs the Pool control and demands another car. Whereas if a car is assigned to an officer, in the majority of the cases, he takes a personal interest in the condition of the car and keeps a check on the Italian driver, because he realizes that if the car is off the road, he is grounded.

4. Pooling of cars, WITH ITALIAN CIVILIAN DRIVERS, is fraught with all kinds of pitfalls and calls for a tremendous supervising staff, when hundreds of cars are involved. The checking of work tickets alone will be a full time occupation for a number of people, and such checking cannot be done by Italians if it is going to be of any use. Whereas when a car is assigned to an individual officer it is always possible to hold him responsible for any miss-use of same, this goes completely by the board under the pool system. Is the officer in charge of the Pool to be held personally responsible for all the cars in the Pool?

5. As destructive criticism is always to be abhorred I would suggest that the allocation of cars be carefully reviewed and the following steps taken:

a. A certain number to be determined by those in authority to be allocated to all Sub-Commissions. These to be re-allocated by the Director of the Sub-Commission as he deems necessary.

b. A number of cars to be kept in a Hq. Pool for uses that cannot be pre-determined.

6. It must always be borne in mind that TE/WE of the ³⁷⁰⁶ Control Commission was arrived at on the basis that it was impossible to fix a TE/WE and that ACC would have to rely on civilian vehicles to meet their requirements when they took over their respective duties in Italy.

James J. James, Col., Inf.