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TRANSPORT

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July 16, 1945

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SUBJECT :- Operation of Transport, REC IOP.

'P' British Liaison and Training Unit,
R.T.C., I.C.P.

Ref ST/5/1/70.

16 July '45.

Commander,
'P' British Liaison & Training Unit.

The vehicle Work Tickets of No. 3 C.T. Company over a period of 7 days, from 1 to 7 July, have been examined in detail and the following report is submitted.

1. When the Work Tickets were first seen at the Company HQ no mileage were entered thereon, but only the daily consumption of petrol for each vehicle. Because this consumption appeared at first sight to be excessive I requested the Unit to forward me a complete set of Work Tickets covering a period of one week.

2. When the Work Tickets were received all the mileages had been entered. The figures shown were obviously worked out with a view to justifying the petrol consumed, as evinced by the extraordinary consistency of miles-per-gallon by each individual vehicle, irrespective of its mechanical condition or the nature of the journeys made.

3. The domestic 3-ton and 15-ton vehicles of Coy B alone made during the period 32 journeys "Casino - Base and area" involving a total of 2,244 miles during which over 300 gallons were consumed. These journeys were made purely for the domestic needs of the Unit and, as such, the number of trips cannot be justified unless transport was grossly wasted. The mileages involved by 3-ton vehicles on the "collection of ration" for the Company from sources other than the distribution Depot were :-

1 July	400 miles	"Base and area".
2 July	113 "	" "
3 July	232 "	" "
4 July	248 "	" "
5 July	296 "	" "
6 July	342 "	" "
7 July	466 "	" "

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the vehicle work tickets of No. 3 G.T. Company over a period of 7 days, from 1 to 7 July, have been examined in detail and the following report is submitted.

1. When the work tickets were first seen at the Company HQ no milages were entered thereon, but only the daily consumption of petrol for each vehicle. Because this consumption appeared at first sight to be excessive I requested the unit to forward me a complete set of work tickets covering a period of one week.

2. When the work tickets were received all the milages had been entered. The figures shown were obviously entered out with a view to justifying the petrol consumed, as evidenced by the extraordinary consistency of miles-per-gallon by each individual vehicle, irrespective of its mechanical condition or the nature of the journeys made.

3. The domestic 3-ton and 15-ton vehicles of Coy HQ alone made during the period 32 journeys "Casano - Ram and area" involving a total of 2,244 miles during which over 500 gallons were consumed. These journeys were made purely for the domestic needs of the unit and, as such, the number of trips cannot be justified unless transport was grossly wasted. The milages involved by 3-ton vehicles on the "collection of ration" for the Company from sources other than the distribution Depot were :-

1 July	400 miles	"Ram and area".
2 July	113 "	" "
3 July	232 "	" "
4 July	248 "	" "
5 July	206 "	" "
6 July	342 "	" "
7 July	466 "	" "

4. The following details of journeys have been taken at ramia from the work tickets of 3-ton Dodge vehicles of one Platoon only - No. 2 Platoon.

July	Vehicle No.	Unit	Unit	Milage	Galls	Notes
2.	5174577	15-ton Bn.	15-ton Bn.	108	35	Casano-Ram-Frevigiano.
3	5690868	3 G.T. Coy	3 G.T. Coy	205	29	Casano-Frevigiano & return.
4.	5322361	15-ton Bn	15-ton Bn	203	29	Casano-Ram Area.
	5689344	15-ton Bn	15-ton Bn	116	22	Casano-Ram & Return.
	5690818	3 G.T. Coy	3 G.T. Coy	182	26	Casano-Ram Area.
	5689281	15-ton of War	15-ton of War	182	26	(This journey was made between 1300 & 1500 hrs!) Two return journeys to Ram.

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4. (Continued).

July	Vehicle No.	Unit / Mileage	Mileage	Cells Retrol	Journey.
5.	5680364	Specialist School	203	29	Cesano-Viterbo & Return.
6.	5691025	Inf School	154	22	Cesano-Viterbo & Return.
7.	5675602	235 Inf Regt	175	25	Cesano-Rome-Bracellano.
	5317167	Misto Bn	140	20	Cesano-Rome & Return.
	5680364	235 Inf Regt	266	38	Cesano-Rome Area.
	5265723	Corpo Santo	Net shown 41		Cesano-Trevignano-Rome- Cesano-Bracellano.

(Presumably the petrol consumption of this vehicle is as reasonably constant as the others and would have thus covered 287 miles).

5. The following details are from the War: Tickets of Delegs vehicles detailed for the use of the Infantry School :-

Vehicle No.	Miles.	Journey.
2 July 5671025	143	Cesano - Rome.
5391332	259	" "
3 July 5671025	77	Cesano Area.
5691332	105	" "
4 July 4727953	84	Cesano - Rome Area.
5680364	188	" "
5 July 5689293	161	" "
6 July 5689293	154	Cesano - Bracciano Area.
7 July 5671025	154	Cesano - Rome Area.

The statement of the Infantry School states that the above mileages are gross exaggerations of those actually covered during the use of the vehicles at the School.

6. The total number of journeys from Cesano to Rome made by 3-ton and 15-cwt vehicles during the seven days amounts to 367 journeys, - an average of 52 trips a day. These were made in the course of normal details by transport allotted by HQ RMC ICF to the various units within the Centre.

7. From the above it would appear that either :

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5. The following details are from the Work Tickets of Dodge vehicles detailed for the use of the Infantry School :-

Vehicle No.	Miles.	Journey.
2 July 5671025	149	Casano - Rome.
5391332	259	" "
3 July 5671025	77	Casano Area.
5691332	105	" "
4 July 4727953	24	Casano - Rome Area.
5680864	183	" "
5 July 5689293	161	" "
6 July 5689293	154	Casano - Bracciano Area.
7 July 5671025	154	Casano - Rome Area.

The adjustment of the Infantry School states that the above milages are gross exaggerations of those actually covered during the use of the vehicles at the School.

6. The total number of journeys from Casano to Rome made by 3-ton and 15-cwt vehicles during the seven days amounts to 567 journeys, - an average of 52 trips a day. These were made in the course of normal details by transport allotted by HQ MAC ICF to the various units within the Centre. 3707

7. From the above it would appear that either :

- Drivers are "milking" the petrol tanks of their vehicles and the milages are subsequently entered to cover the losses.
- If the milages are correct, that there is a complete lack of transport organisation and control by HQ MAC ICF resulting in a gross misuse and wastage of vehicles.

the actual circumstances are, in all probability, the effect of a combination of both causes.

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8.

The only practicable remedy would seem to be :

- (a) Practically to ration the weekly allotment of bulk petrol to RVC IIF. At present there is no restriction on the amount supplied.
- (b) The formation of an adequate transport at H. RVC IIF, not to supply vehicles on demand to Units, but to co-ordinate the transport needs and to meet the many different details on a pool basis.

9. It is quite obvious that, due to the absence of any co-ordination of requirements, 3-400 vehicles are running to and from Rome either empty or carrying only a fraction of their capacity. By far the greater proportion of details are not of an urgent nature and could be held back pending the arrangement of a full load each way and thus covering the requirements of several Units. If a check were made on the road between Rome and Cassino the number of vehicles travelling empty or with unreasonable loads would be apparent.

10. A considerable saving could be effected by the provision of a small office hut and Control Point at the junction of the Cassino and the Rome - Anagnino Roads. Every vehicle travelling to Rome would be stopped. If empty, it would be diverted to collect a load, a list of such details being maintained at the Control Point. If full, but not assigned a return load, details of a suitable return load would be given the vehicle before allowing it to proceed.

11. Of all the various measures which could be applied I consider the rationing of bulk petrol would be the most effectual. The limited gallonage available weekly would have to be used by RVC IIF in the most economical way, this would ensure energetic measures being taken to conserve the use of vehicles and to investigate and minimise the pilfering and sale of petrol by drivers.

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Major, RASC,
D.A.D.S.T.,
British Liaison & Training Unit, RVC IIF.

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