ACC

10000/125/23 ACC/5201

10000/125/23 ACC/520/PAT — TRANSPORT
SEPT. 44 - OCT. 44

I

ALLIED CONTROL COMMISSION
PATRIOT BRANCH
(ADVANCE DETACHMENT)
APO. 394.

File

DATE 28 Ottobre 1944

Ref: 21/II

SUBJECT: AUTOMEZZI

To : Egregio. DRAGE

Alla data odierna sono presenti in Firenze in servizio presso questo Patriot Branch, i seguenti automezzi:

1) - FIAT 1100 L. FI. 30001
2) - FIAT 1100 L. FI. 4952
3) - FIAT 1100 FI. 23497
4) - BIANCHI 55 FI. 30435

UFFICIALE DI COLLEGAMENTO
Patriot Branch
Capitano [illegible]

At the present time the following cars are in service with this branch.

1025

11 Dec. 44.

SC/520/Int.

Registered.

Col. [illegible] Officer,
Intrigue Branch.
[illegible].

Receipt is acknowledged of your letter under reference IC/Int dated 9 Dec. 44.

Your instructions have been noted and the car in question, number [illegible] 336, will be handed over to the Interior Defence Commandant as directed.

[illegible].
Helper,
Adv.Detachment.

1024

HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION
PATRIOTS BRANCH

Tel. 439081
Ext.620

Ref: 10/PAT

9 December 1944.

Subject: Vehicle HQ 336.

To: Major B.L. DRAGE,
c/o Patriots Officer,
FLORENCE.

Copy to: Patriots Officer, V Army.
Capt. HAMMOND.

Certain alterations have been made in regard to the car which you are at present using.

You will please leave this car at FLORENCE, as it has been assigned by me to the Patriot Centre Commandant, and you will please hand it over to him on arrival. There is no question of your being allowed to retain this car should you bring it back to ROME, as, except in the case of Directors only, every car without exception has had to be handed in to the pool. I have, however, obtained permission under para.3 of Establishment Memorandum No.31 to leave this car in FLORENCE for use as I have stated above.

R.G.B. Spicer Colonel

R.G.B. SPICER,
Colonel,
Director,
Patriots Branch.

RGBS/EJL.

1023

68

AC/AC/P.T.

4 December 1944.

Vehicles

Major Magnus
HQ.Patriot Br.

Ref. your AC/P.T. of 28 November 1944.

It is regretted that no further information can be obtained regarding the vehicles in question.

It is pointed out that the allocation of these vehicles were made on the formation of the Patriot Branch before I had been assigned to the branch.

D.L. DRAGE
MAJOR
Patriot Branch

1022

1 - DEC 1944

HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION
PARTIONS BRANCH

28 November 1944.

Ref : 10/EAP.

Subject : Vehicles.

To : Major Dengo,
AAA.Det.F British French, Florence.

Copy : Major Sir F.E. Maitre, Bt.
British French H.Q., A.C.

Ref. the attached letter to G-4 (A).

G-4 (A) have replied that they have not been able to locate taxi No. 14/76 and motor cycle No. 293 A on the Superpotenza.

Can you give them any further information on these two vehicles please?

P.N. Lyons

Major.

1021

COPY

HEADQUARTERS
ALLIED CONTROL COMMISSION
CIVIL AFFAIRS SECTION
PATRIOTIS BRANCH
APO 394

Ref : 102/2/PAT.
16th Oct.'44.

To : D.4 (a)

In reply to your minute of 14 Oct. 34/41/7

1. I have now had an opportunity of discussing with Major Dunne the question of vehicles returned to this Branch.

2. Major Dunne informs me that Taxi No. 42/76 went to the Front, returned to Rome and was returned to the Supergroups. Major Dunne states that he wrote a note to your Branch to this effect but no copy remains upon our files.

3. Car No. 42/202 LANCIA AR ESTA also went up to the Front and was returned similarly to the Supergroups. I will be grateful if you will remove these vehicles from the list of cars reserved to this Branch.

4. Taxi No. 42/79 went up to the Front and was totally destroyed by an enemy shell.

5. Motor cycle No. 42 293 A has never been used by this Branch. I understand it is at present in the Supergroups. I shall be glad if it can be taken off our strength as we have no use for it.

Sgd F.M. Mathews,
Major,
for Col. C.D.McCarthy,
Patriots Branch.

1020

ALLIED MILITARY GOVERNMENT
FLORENCE PROVINCE

30 NOV 1944

Ref. N.° ES-FT/2A/1194

OFFICE OF PROVINCIAL SUPPLY OFFICER

Subject

Firenze, 29 nov. 1944

To MAJOR B.L. DRAGE
Patriot Branch

Copy To (Advance Detachment)
FLORENCE

Capt Rees

1. Re yours n° 51/I of Nov. 20th 1944

2. You must better contact Major Sawers - Regional Transportation Officer, Toscana Region, Piazza dei Giudici.

No action file

R.W. Saunders

R.W. SAUNDERS
Capt. Inf.
Transport Officer

RWS-lf

AC/520/MAT 23 Nov 44

Hiring of Motor Vehicles.

Mr A.G. Autolini,
Economic Section,
U.S. Allied Commission.

As requested herewith please find a copy of the type of contract used by P.W.B. for the hire of Motor Vehicles. It is confirmed that P.W.B. do not admit responsibility for servicing vehicles hired and what is more the owners of the vehicles are not paid for days off the road.

Any other information which I can help you with please do not hesitate to ask.

R.L. BRIGG
Major.
Patriot Branch.

1019

221

16 Nov.44.

Mr.Kozman and Missing Car:

Major Sir Philip Magnus:
Patriot Branch:

2 1 A

I am in receipt of your communication,ref 10/Mat: on the above subject,I regret however that I am unable to help you in the matter,as after investigation I find that the car in question was not one of those hired by this office,and must have been obtained through other channels.

MajorR.A.S.C.

15 NOV 1944

21 A

HEADQUARTERS ALLIED COMMISSION
APO 394
CIVIL AFFAIRS SECTION
PATRIOTS BRANCH

Ext. 374

Ref: 10/PAT

11 November 1944.

Subject: Mr. REZZARA and Missing Car.

To: Major DRAGE,
Adv. Det.

From: Major Sir Philip MAGNUS,
Patriots Branch.

2 A

I enclose copy of a note which I have received from Col. FAVA which requires instant investigation.

Will you kindly state the make and markings of the car which has disappeared with Mr. REZZARA. The car was, I understand, one of those which you supplied under the hiring arrangement.

P. M. Magnus
Major.

21B

COPY

For the attention of Major Sir P. MAGNUS.

As known, Mr. REZZARA was civil Patriot Representative to 8th Army.

He came to Rome for some repairs to his car and afterwards he went back to 8th Army to take some belongings, having finished his work.

After that he was supposed to come back to Rome and give the car to Capt. SCOTO appointed to Ancona in replacement of the Military Patriot Representative sent there by Major DRAGE.

On the contrary, he never came back, and it seems that he is working with F.S.S.

Nobody knows anything more neither about him nor about his car.

It would be advisable, if possible, to investigate the matter.

(Signed) G. FAVA.

6th November 1944.

P. M. Magnus

20 A

AC/520/PAT.

13th.November 1944

TO.VAL

All concerned

CAPT. T O N I - Italian partisan
BORGHONI DONATELLO
GIAMPAOLO LORENZINI

The above named are proceeding to PORRETTA. Any assistance which can be given them to reach their destination would be appreciated.

B.L. D R A G E
MAJOR
Patriot Branch

19A

ALLIED CONTROL COMMISSION
PATRIOT BRANCH
(ADVANCE DETACHMENT)
APO. 394.

DATE 5.November 1944.

Ref: 37/I

SUBJECT: Payment of car;

To : Major B.L. DRAGE.

The proprietor of the car FIAT 508 TARGA I5753 FI. which was employed by the Patriot Branch from the 2nd; of October to the IIth. then handed over to the A.M.G. and by them assigned to the Ministry of Agriculture and Forest, (ex Milizia Forestale_ Salvietino) informs me that the Ministry will only pay the days he has worked for them, that is from October the IIth;

He was hired at 300 Lire per day , and should now be payed 3000 Lire by us.

Kindly give me instuctions.

Capt. Marino ROCCO
Liaison Officer
Patriot Branch.

O.K. for Payment by Col Dale

OK 2700 lire only

1014

File 18A

ACC/525/PAT

31 October 1944

Transport-Issue of Petrol and Oils.

Transport Sect.
P.W.E. Garage

Attached herewith list of cars used by the Branch.

The issue of Petrol and Oil should be confined to these cars only.

Any addition or deletions will be notified as they occur.

B.L. D R A G E
MAJOR
Patriot Branch

ACC/525/PAT 31 October 1944

Transport-Issue of Petrol and Oils.

Transport Sect.
P.W.B. Garage

Attached herewith list of cars used by the Branch.

The issue of Petrol and Oil should be confined to these cars only.

Any addition or deletions will be notified as they occur.

B.L. D R A G E
MAJOR
Patriot Branch

1913

10 OCT 1944
520
A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

DCM/ab

ACC/TN/M/16
SUBJECT : Vehicle Maintenance
TO : Distribution A.

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

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

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

9 Oct. 1944

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

1312

APPENDIX "A"

PATRIC BRANCH - Adv. Det.

REGION Allied Control Commission

1	2	3	4	5	6	7	8	9	10
Province	No of Vehicles held	Allied Soldier Personnel	Additional Personnel Required	Surplus Personnel	Equipment Held	Additional Equipment Required	Surplus Equipment	Garage Facilities Available for Higher Echelon Repairs or 1st & 2nd Echelon Repairs only	Location of Nearest A or B Ordnance
Florence.	110/336.	No.	—	—				P.W.B. 1st & 2nd Ech.	Not Known

APPENDIX "A"

PATROL BRANCH - Adv. Det.

REGION Allied Com

4	5	6	7	8	9	10	11	12
Additional Personnel Required	Surplus Personnel	Equipment Held	Additional Equipment Required	Surplus Equipment	Garage Facilities Available for Higher Echelon Repairs or 1st & 2nd Echelon Repairs only	Location of Nearest A or B Ordnance	Whether Affiliated to Local R.E.M.E. or Ordnance Unit for Higher Echelon Repairs	Remarks
—	—				P.W.B. 1st & 2nd Ech.	Not Known	No.	This vehicle is on detachment from HQ. Rome.

TIGHT

16A

ACC/520/Pat

21 Oct 44.

Fiat Balilla N° 23698 Fl.

Captain J.C. Porter, R.A.,
Patriot Branch,
La Spezia Province,
Liguria?
(Location Lucca)

Reference your LIC/322/PB subject as above. I think the point has been raised, inasmuch as it was carefully pointed out to Lt.Col. Robertson that this department was prepared to supply the car in question provided higher payment were made from your own Finance Section, i.e. Major M.H. Haigh-Wood.

It is confirmed however, that under the terms of the contract with the owner-driver he is liable to meet the cost of any necessary repairs and therefore when payment is made to him the sum of 550 Lire, the cost of the repairs in question, should be deducted.

B.L. DRAGE
Major, R.A.S.C.

1010

HEADQUARTERS
LA SPEZIA PROVINCE
LIGURIA REGION
A.M.G.

15A

16 Oct. 44

Ref: LIG/Spz/PB/

Subject : Fiat Balilla N° 23898 Fl.

To : Major B.L.DRAGE, Adv. Det., Patriot Br., APO 394.

Reference your ACC/520/Pat of 9 Oct. 44.

1. We have had to have a new front spring fitted to the a/m car, the existing spring being found to be broken and a new one being necessary to put the car into running order.

2. A copy of the receipted invoice for L 500 is attached.

3. It is assumed that under the terms of hire the owner of the car bears the cost of maintaining it in running order, and that you will be able to arrange for the CIF to deduct the L 500 from the amount due to the owner at the end of the month for hire.

4. We shall accordingly be grateful if you will kindly refund the L 500 to this H.Q. by means of a Bank draft made payable to Major M.H.Haigh-Wood F.O., A.M.G., or by any other means that may be more convenient.

5. If you are unable to make the remittance by return would you kindly send us confirmation that you will do so in due course.

J.C.Porter Capt RA

for J.C.PORTER
Captain RA
Patriot Branch
La Spezia Province
LIGURIA

Reference your ACC/520/Pat of 9 Oct. 44.

1. We have had to have a new front spring fitted to the a/m car, the existing spring being found to be broken and a new one being necessary to put the car into running order.

2. A copy of the receipted invoice for L 500 is attached.

3. It is assumed that under the terms of hire the owner of the car bears the cost of maintaining it in running order, and that you will be able to arrange for the CIF to deduct the L 500 from the amount due to the owner at the end of the month for hire.

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5. If you are unable to make the remittance by return would you kindly send us confirmation that you will do so in due course.

J.C.Porter Capt RA

for J.C.PORTER
Captain RA
Patriot Branch
La Spezia Province
LIGURIA

1009

Major R. Magnus

16 OCT Rec'd

14A

File

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

19 OCT 1944

SUBJECT : Publications - GOPs & AAI GOPs

TO : Distribution "A"

The attached GOPs & AAI GOPs appertaining to Motor Transport are republished for the information of, and compliance by all concerned.

6 Oct. 44

1008

J. J. JONES
Colonel, G.S.C.,
Director, Tra. S/C.

19 OCT 1944

A.A.I.R.O.
Nº 211
Serial Nº
22

26 July 44

CARRIAGE OF CIVILIANS IN MD VEHICLES

1. It has been noted that considerable numbers of unauthorised civilian passengers are still being given lifts in MD transport.

2. This practice constitutes a grave menace to our security in that it seriously impairs the effectiveness of security controls designed to restrict the movement of undesirable elements.

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

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

(1401/1085\(b).

A.A.I.R.O.
Nº 249
Serial Nº
27

1 Sept 44

DISCIPLINE - DRIVING OF MD TRANSPORT

1. The effective life of many vehicles, their engines and tyres, is being reduced by driving at excessive speed and failing to ensure that tyres are correctly inflated. It is essential that this cause of waste should be eliminated.

2. The maximum permitted speed of individual vehicles is laid down in AAI RO 122 of 1944.

3. The speed and density of movement of convoys as laid down in the movement order for the convoy must be adhered to.

4. Details about the correct inflation of tyres are given in AFHQ CMO 548 of 1944.

5. It will be made known to all ranks that driving at excessive speeds will be regarded as a serious offence.

(5014/2/4(PS))

A.A.I.R.O.
Nº 250
Serial Nº
27

LOSS OF VEHICLES

1. Loss of vehicles, both MD and those requisitioned, due to theft or suspected theft, will be reported immediately to APM/DAPM of the Formation/Area/Sub Area concerned, and confirmed in writing giving particulars as in the proforma at appendix "A" to this order.

2. The report of the loss of the vehicle, together with the [illegible] immediately by

Of the agents so far captured no fewer than fifteen have stated that they were given lifts in MT transport either on the way to their target area, or on their return toward enemy territory.

4. All concerned are reminded that no civilian passengers may be carried in MT vehicles unless in possession of an official pass authorizing such travel, as laid down in 4Al MO 20 of 1944. Units and MT (AT) Inspors as all drivers under their command the seriousness of this matter and ensure that they are conversant with the current instructions on this subject.

(1401/10051(b).

A.A.I.R.O. No 249 Serial No 27

1 Sept 44

DISCIPLINE - DRIVING OF MT TRANSPORT

1. The effective life of army vehicles, their engines and tyres, is being reduced by driving at excessive speed and failing to ensure that tyres are correctly inflated. It is essential that this cause of wear should be eliminated.
2. The maximum permitted speed of individual vehicles is laid down in 4Al MO 102 of 1944.
3. The speed and density of movement of convoys as laid down in the movement order for the convoy must be adhered to.
4. Details about the correct inflation of tyres are given in AEAO SMO 546 of 1944.
5. It will be made known to all ranks that driving at excessive speeds will be regarded as a serious offence.

(5014/2/A(PS))

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

LOSS OF VEHICLES

1. Loss of vehicles, both MO and those requisitioned, due to theft or suspected theft, will be reported immediately to APM/DAPM of the Formation/Area/Sub Area concerned, and confirmed in writing giving particulars as in the proforma at appendix "A" to this order.
2. The report of the loss of the vehicle, together with the revelant details shown on proforma, will be notified immediately by APM/DAPM to all concerned, including Provost, SIB and TC.
3. All cases of vehicles recovered, found abandoned, etc. will be reported in writing to the APM/DAPM concerned, using proforma as at Appendix "A" to this order.
4. Vehicles recovered, found abandoned, etc. by Provost or handed over to Provost will be disposed of as directed by the "Q" branch of the Formation/Area/Sub Area concerned. They should not be taken on charge of the finding unit or the CWP unit concerned or used or disposed of without proper authority.

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

(To be repeated in unit orders.)

(5908/A(PS)).

A.A.I.R.O.
No 122
Serial No
11
10 MAY 44

SPEED LIMITS

(a) The maximum speed in all towns, villages and built-up areas will be 25 mph for 4-wheeled vehicles, 20 mph for vehicles with over 4 wheels.

(b) Local speed limits as laid down by areas/sub areas will be observed.

(c) The maximum speed limits in de-restricted areas are set out below.

	mph
Staff cars	55
Motor Cycles	40
Cars 2 str (utility) except Austins	40
Trucks (up to and incl 1 ton)	35
Cars 2 str (utility) Austins	30
Trucks (over 1 ton and up to and incl 3 ton)	30
Tractors (wheeled)	25
Trucks (over 3 ton)	20
Trucks, with trailers	20
Full tracked vehicles (except tractors)	20
Full tracked vehicles (tractors)	15

(5014/A(PS)

A.A.I.R.O.
No 540
Serial No
24
18 Jun. 44

TYRES - CONVERSATION - MAINTENANCE AND PRESSURES

1. Economy.

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

2. Speeds and Driving

Speeds in accordance with Standing Orders will be strictly enforced.

Unnecessary braking, fast cornering, rapid acceleration, kerbing and careless driving damage tyres and accelerate tyre wear.

3. Overloading

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

4. Tyre issues

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

(c) The maximum speed limits in de-restricted areas are set out below.

	mph
Staff cars	55
Motor Cycles	40
Cars 2 str (utility) except Austins	40
Trucks (up to and incl 1 ton)	35
Cars 2 str (utility) Austins	30
Trucks (over 1 ton and up to and incl 3 ton)	30
Tractors (wheeled)	25
Trucks (over 3 ton)	20
Trucks, with trailers	20
Full tracked vehicles (except tractors)	20
Full tracked vehicles (tractors)	15

(SGD) A/-(RS)

A.A.M.R.O.
NP 548
Serial NP
24
16 June 44

TYRES - CONVERSATION - MAINTENANCE AND PRESSURES

1. Economy.

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

2. Speeds and Driving.

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

3. Overloading.

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

4. Tyre Issues.

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

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

5. Tyre Pressure.

(a) Pressures will be checked with pressure gauges when tyres are cold. Working vehicles will be checked daily and stationary vehicles weekly. Tyres will be maintained at the pressure shown in appendix "A", which will be adopted immediately. All previous instructions whether in manufacturers handbooks or from any other source are not imperative in this theatre.

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

(c) Spare wheels will be inflated to the rear wheel pressure. At no time will pressures be allowed to fall more than 10 per cent below pressures shown in (Appendix "A"). The pressures listed allow for the normal increase due to tyre heat. Pressures will not be reduced on journeys.

(d) Tyre pressures will be painted on the wings or corresponding pain above each wheel and entered in AB 412 and AB 406 or AB 413. The correct entry will be checked by O. i/c Transport, who will examine the type of tyre on each vehicle to confirm that the pressure is appropriate

5. Valve Caps

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

Future replacement of valve caps for "RF" and "Track Type Inner Tubes" fitted to wheeled "A" vehicles, trucks, lorries and trailers will be Nº 7006 Doublecheck Part Nº.LVG/MT14/7270. These valve caps will be tightened sufficiently with pliers to prevent loss and will not be removed for pressure testing, inflation, or deflation. To inflate or test the pressure, the air chuck or gauge head should be pressed firmly over the top of the valve cap. To deflate exert slight pressure on the spring loaded plunger in the centre of the valve cap.

Cars trailers and motor cycles fitted with valve cap Nº 880 Part Nº.LVG/MT14/27006 when the replacement of the original caps is required. As it is necessary to remove this type of valve for pressure testing, inflation and deflation, they will be hand tightened only.

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

7. Mechanical Defects

Drivers will report any signs of irregular wear to the platoon or unit transport officer, who will take immediate steps to correct any mechanical faults. SMEs and Workshop Officers will check the alignment of front wheels at the periodical inspections, and whenever vehicles pass through workshops for 3rd Echelon repairs.

8. Cuts and Flints

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

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

9. Tyre Fitting

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

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

(c) Whenever tyres are removed rims will be cleaned and painted with rust preservative, Ident Nº 40820 W/CS Section LVG-MT4.

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

6. Valve Caps

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

Future replacement of valve caps for "DUF" and "Track Type Inner Tubes" fitted to wheeled "A" vehicles, trucks, lorries and trailers will be Nº 7005 Doublecheck Part Nº.LVS/MT14/2320. These valve caps will be tightened sufficiently with pliers to prevent leaks and will not be removed for pressure testing, inflation, or deflation. To inflate or test the pressure, the air check or gauge head should be pressed firmly over the top of the valve cap. To deflate exert slight pressure on the spring loaded plunger in the centre of the valve cap.

Some trailers and motor cycles fitted with valve cap Nº 880 Part Nº.LVS/MT14/23686 when the replacement of the original caps is required. As it is necessary to remove this type of valve for pressure testing, inflation and deflation, they will be hand tightened only.

This type cap will be issued only when the original caps have become damaged or lost.

7. Mechanical Defects

Drivers will report any signs of irregular wear to the platoon or unit transport officer, who will take immediate steps to correct any mechanical faults. SMEs and Workshop Officers will check the alignment of front wheels at the periodical inspections, and whenever vehicles pass through workshops for 3rd Echelon repairs.

8. Cuts and Flints

(a) Removal of flints, nails, etc., embedded in tyres, and stones between twins, will be carried out fully.

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

9. Tyre Fitting

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

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

(c) Whenever tyres are removed rims will be cleaned and painted with rust preservative, Part Nº 45820 VADS Section LVO-MT1.

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

10. Sun Protection

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

11. Stationary Vehicles

Unit vehicles whose normal function is performed when stationary, e.g. Machinery Searchlight Lorries, will be raised on blocks to lift the tyres clear the ground.

12. Spare Wheel on Vehicle in Use

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

13. Grease and Oil

Tyres will be kept free from greases, oil and petrol, in order to ensure that only dry clean air is passed into the tyres it is essential that all vehicle mechanical tyre pumps be run for five minutes before connecting the air line to the tyre valve. This may be tested by holding a piece of white paper in front of the outlet to show when oil or moisture ceases to be expelled.

14. Tyre Numbers

Serial No. of each tyre and the time of fitting will be entered in Vehicles AB 412 or AB 413 under "Record of Repairs and Replacement".

15. Synthetic Tyres

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

16. 10.50 - 18 Tyres

(a) Both standard and cross-country tread 10.50 - 18 tyres are available and of these the standard tread may be the weaker as it can have an 8,00 or 10-ply carcass. All vehicles using the size of tyre will, therefore, be fitted as under:-

Front wheels : Standard tread 8,00 or 10-ply.

Rear wheels : Cross-country tread or Standard tread 10-ply.

(b) 10.50 - 18 tyres which are not clearly marked "10-ply" will be considered to be of less than 10-ply construction.

(c) Re-treaded and re-capped 10.50-18 tyres will not be fitted to rear wheels of load carriers.

17. Previous Orders and Instructions

GHQ MF 128 of 1947 which was republished in GHQ MF 307 of 1944 is hereby cancelled. (Applicable to British Contingent (Militia) and British troops BAAF and CMF.)

(SGW/S/Q(E)).

TYRE PRESSURES

Type of vehicle	Tyre Size	Pressure in lbs per sq inch Front	Rear
MOTOR CYCLES :	All sizes	16	20
CARS & UTILITIES :			
2 seaters	All sizes	20	22
4/5 seaters	6.00-16	25	30
Light utilities and vans	7.00-16	24	28
	9.00-17	20	22
Heavy utility and station wagon	8.00-18	20	26
	6.25-15 RF	16	24
6 seaters	7.00/7.50-16	20	30
Cars 5-cwt 4x4 (Jeep)	6.00-16	22	22
	5.50-16	22	22
TRUCKS 4 WHEELED :			
5-cwt forward control	6.00-16	20	25
8-cwt	6.25-16	20	20
15 cwt	9.00-16	20	28
	9.00-18	22	28
	9.00-16	27	42
	10.50-15	22	36
LORRIES 4 - WHEELED:			
1-ton	7.00-17	45	45
	7.50-17	45	45
	7.00-15	45	45
	32 - 6	52	60 twins
30-cwt	32 - 6	64	64 twins
	34 - 7	50	75
	10.50-16	35	35
	10.50-16 RF	20	25
30-cwt 4-wheeled drive	7.50-20	45	45
30/50-cwt	7.50-20	40	50 twins
2-ton	10.50-16	25	45
3-ton bonnet and semi-forward control (rear axle drive only)	32 - 6	60	75 twins
	34 - 7	85	85
	7.00-20	50	50 twins
	7.50-20	45	45 twins
	9.25-20	50	50
	9.00-16	70	70
	9.00-20	50	50 twins
	9.75-18	70	75

2 seaters	All sizes	20	32
4/5 seaters	6.00-16	25	30
Light utilities and vans	7.00-16	35	30
	5.00-15	30	27
Heavy utility and station wagons	6.00-13	20	26
	6.25-16 SF	15	24
6 seaters	7.00/7.50-16	25	30
Cars 5-cwt 4x4 (Jeep)	6.00-16	20	22
	5.50-16	22	22
TRUCKS 4 WHEELED :			
8-cwt forward control	6.00-13	20	25
8-cwt	6.25-16	20	25
15 cwt	6.00-16	20	28
	7.00-15	22	28
	9.00-16	27	42
	10.50-16	20	30
LORRIES 4 - WHEELED:			
3-ton	7.00-17	45	45
	7.50-17	45	45
	7.00-15	45	45
	32 - 6	60	80 twins
30-cwt	32 - 6	64	64 twins
	34 - 7	50	75
	10.50-16	35	35
	10.50-16 SF	20	25
30-cwt 4-wheeled drive	7.50-20	45	45
30/50-cwt	7.50-20	40	50 twins
2-ton	10.50-16	25	45
3-ton bonnet and semi-forward control (rear axle drive only)	32 - 6	60	75 twins
	34 - 7	85	85
	7.00-20	50	50 twins
	7.50-20	45	45 twins
	8.25-20	50	50
	8.00-18	70	70
	9.00-20	50	50 twins
	9.75-18	70	70
	10.50-16	70	70
	10.00-20	[illegible]	40
	10.50-16	65	70
	10.50-16SF	70	30
	10.50-18	25	80
Forward control, including FWD	10.50-16	40	60
	10.50-20	35	55
	10.50-20 SF	25	35
	12.00-20	45	65

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CONFIDENTIAL APPENDIX A TO DAO 456

TYPE PRESSURES

Type of vehicle	Type size	Pressure in lbs per sq. inch
4-ton	14-7	60 lbs
5/6-ton	9.00-20	60 lbs
	14-20	60 lbs
7-to 10-ton	9.00-20	60 lbs
	9.00-20	70 lbs
	11.00-20	70 lbs
	14-20	70 lbs
LOADED / FULL :		
20-ton	9.00-20	80 lbs
3-ton	9.00-20	80 lbs
10-ton	11.00-20	80 lbs
	14-20	80 lbs
10-ton	9.00-20	90 lbs
UNLOADED :		
Light	9.00-20	40 lbs
	9.00-20	45 lbs
Heavy	9.00-20	45 lbs
	9.00-20	50 lbs
	9.00-20	55 lbs
	9.00-20	60 lbs
8-wheel	7.50-20	40 lbs
EXCEPTIONS :		
Heavy Breakdown Ex.	14-20	40 lbs

7.5 to 10-Ton	[illegible]	[illegible]	90
	[illegible]	[illegible]	70 tons
	[illegible]	[illegible]	70 tons
	[illegible]	[illegible]	75 tons
	[illegible]	[illegible]	80 tons
	[illegible]	[illegible]	70 tons
	[illegible]		
UNIMOGS & [illegible] :	[illegible]	[illegible]	45
30-ton.....	[illegible]	[illegible]	90
3-ton.....	[illegible]	[illegible]	50
	[illegible]	[illegible]	50
	[illegible]	[illegible]	50
6-ton.....	[illegible]	[illegible]	30 tons
	[illegible]	[illegible]	70 tons
	[illegible]	[illegible]	70 tons
	[illegible]	[illegible]	
	[illegible]	[illegible]	85
	[illegible]	[illegible]	70
	[illegible]		
15-ton.....	[illegible]		
AMBULANCE :			
Light.....	[illegible]	[illegible]	35
	[illegible]	[illegible]	30
	[illegible]	[illegible]	30
	[illegible]	[illegible]	35
	[illegible]	[illegible]	30
	[illegible]	[illegible]	30
	[illegible]	[illegible]	45 tons
Heavy.....	[illegible]	[illegible]	50 tons
	[illegible]	[illegible]	35
	[illegible]	[illegible]	30
	[illegible]	[illegible]	35
Scheeles.....	[illegible]		
TRACTORS :			
Heavy Breakdown 5ton.....	[illegible]	[illegible]	40
	[illegible]	[illegible]	50
	[illegible]	[illegible]	35
	[illegible]	[illegible]	40
	[illegible]	[illegible]	30
	[illegible]	[illegible]	20
	[illegible]	[illegible]	35
	[illegible]	[illegible]	38
	[illegible]		
TANK TRANSPORTERS :	[illegible]	[illegible]	90 tons
[illegible]	[illegible]	[illegible]	90
[illegible] Buxton.....	[illegible]	[illegible]	80
	[illegible]		

TYRE PRESSURES

Type of vehicle	Tyre size	Pressure in lbs per sq inch Front	Rear
Trailer 16-wheeled 70-ton	16.5-[illegible]	100	100
Diamond T 7T Tractor	10.[illegible]	70	60
Rogers Trailer 60-ton	8.[illegible]	70	100
Scammell 30-ton	13.[illegible]	40	
	13.[illegible]	70	
	15.[illegible]	70	(2nd & 3rd axles)
	15.5[illegible]	100	(4th & 5th axles)

Note: NF tyres must not be fitted to axles 4 and 5 Scammell 30-ton Transporter.

MISCELLANEOUS:			
Bedford-Scammell 10.0-ton	32-[illegible]	50	70
6 wheeled Trailer	11.50-[illegible]	30	60
Bedford 1½ water tanker	11.50-[illegible]	75	40
Water Tanker 350-gall	9.00-[illegible] front	80	60
	9.75-[illegible] rear	80	60
Bedford 400 gallon Tanker	9.[illegible]	32	50
	9.[illegible] AR	20	30
Water Trailer 45-gal	8.[illegible]	30	-
Fire Pump	6.[illegible]	40	-
Trailer 1-ton GS	[illegible]	28	-
Trailer Generator 2 wheeled	16.50-[illegible]	40	-
Trailer 4 wheeled 5-ton	7.5[illegible]	55 twins	55 twins
(excluding AA Radar Trailer)	11.25-[illegible]	[illegible]	50
Trailer 7-ton Recovery	1[illegible]	60	60
	Detaching and Trailer axle twins		
"A" Vehicles (Wheeled):			
Canadian Scout Car MK III	9.[illegible] AT	35	35
Cars Light Reconnaissance	9.00-[illegible] AT	12	20
Armored Cars and Scout Cars	7.[illegible] AT	36	24
	9.[illegible] Combat	60	60
	9.[illegible] AT	30	35
	10.50-[illegible] AT	30	34
	11.25-[illegible] AT	35	32
	11.50-[illegible]	52	52
	14.00-[illegible] Combat	70	80

Notes: (a) Certain types of vehicles are not covered by above. Pressures for such types will be published by Heads of Services concerned.

(b) AT tyres 9.00 and 9.[illegible] x 40 and [illegible] T interchangeable on the axles but the tyre pressures are the same.

(c) Tyre section of 10.[illegible] and 10.50 are identical with sections of 11.[illegible] and 14.[illegible] respectively. The

Scammell Twins	[illegible]	[illegible]	
	[illegible]	[illegible]	
	[illegible]	75	(2nd & 3rd axles)
	[illegible]	100	(4th & 5th axles)

Note: NF tyres must not be fitted to axles 4 and 5 Scammell 10-ton Transporter.

MISCELLANEOUS :

Bedford-Scammell 11.6-ton	37-[illegible]	50	70
6 wheeled Trailer	[illegible]	55	60
Bedford 1½C Water Tanker	[illegible]	35	45
Water Tanker 350-gall	31-6 front	60	60
	9.75-[illegible] rear	60	50
Bedford [illegible]-ton Tanker	[illegible]	35	50
	[illegible] NF	20	30
Water Trailer 4½-gal	[illegible]	50	–
Fire Pump	[illegible]	40	–
Trailer 4-in DS	[illegible]	40	–
Trailer Generator 2 wheeled	[illegible]	40	–
Trailer 4 wheeled 5-ton	[illegible]	55 twins	55 twins
(excluding Water Trailer)	[illegible]	50	50
Trailer 7-ton Scammy	[illegible]	60	60
	Driving and in first axle twins		

Wgn vehicles (Wheeled) :

Canadian Scout Car Mk III	[illegible] NF	[illegible]	40
Cars Light Reconnaissance	[illegible] NF	[illegible]	35
Armored Cars and Scout Cars	[illegible] NF	24	24
	[illegible] Carbat	50	60
	[illegible] NF	30	30
	[illegible] NF	30	34
	[illegible] NF	25	32
	[illegible]	60	32
	[illegible] Combat	75	80

Notes: (1) Certain types of vehicles are not entered in above. Pressures for such types will be published by heads of Services concerned.

(2) NF tyres [illegible] and [illegible] are NOT interchangeable on the rims: but the tyre pressures are the same.

(3) Tyre section of [illegible] and 13.50 are identical with sections of 11.75 and 14.00 respectively. The slight difference in size are due to different makers' moulds. These tyres are interchangeable.

19 OCT 1944 13A

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

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

FROST PRECAUTIONS

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

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

9th October, 1944

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

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

ACC/Tn/R/16

6 October 1944

VEHICLE MAINTENANCE INSTRUCTION No. 1

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

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

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

1. Responsibility for Maintenance

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

2. System of Preventative Maintenance

In order to carry out the schedule of maintenance as laid down in the Pamphlet Inspection, Maintenance and Care of Army Vehicles (Wheeled) based on the Task System for British vehicles and the daily and weekly check prescribed by American W.D. Regulations for American vehicles, a combined programme of maintenance will be put into effect as follows, and will be applicable to all vehicles.

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

1) Checking water, oil and petrol levels.

2) For normal daily duties in connection with the conservation and care of tyres, batteries, etc.

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

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

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

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

1) Checking water, oil and petrol levels.

2) For normal daily duties in connection with the conservation and care of tyres, batteries, etc.

3) Cleanliness of his vehicle at all times.

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

C) All defects found during this inspection will be recorded by the individual i/c Maintenance Crew on Maintenance Form 1 (see Appendix "B" attached).

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

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

3. Higher Echelon Maintenance

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

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

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

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

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

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

4. Spare Parts.

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

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

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

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

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

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

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

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

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

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

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

2. Domestic (American and British)-as far Spare Parts.

6. Vehicle Records. Casualties and returns will be submitted in accordance with Establishment Memorandum 22 dated 27 September 44.

Distribution A

for D.S. ADAMS
Colonel, C.E.,
Director, Tn.S/C.

APPENDIX "A"

Formation Maintenance Crews

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

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

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

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

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

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

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

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

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

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

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

under which every component part of a vehicle is inspected over a period of 14 days.

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

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

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

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

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

ATTENDE"B" NAUT. FORM No. I.

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

Nome del conducente.....

ASSE ANTERIORE	1. Cappa Miglia Dat. Lettura del conta Km..... Prossimo cambio olio..... Il prossimo cambio sarà fatto a	ASSE POSTERIORE	13. Scatola del cambio
	2. Motore		14. Treno di forza
	3. Carburatore, sistema di raffreddamento		15. Freno a pedale
	4. Sistema di accensione Fodi		16. Freno a mano
	5. Regolatore di velocità		17. Alberi, giunti, barra di trazione ecc. Gdo
	6. Sistema di raffreddamento		18. Assi e cuscini
	7. Assi, bracci ecc. e cuscini.		19. Ruote
	8. Balestre		20. Gomme sin. Dest. condizioni ..... pressione .....
	9. Sterzo		21. Telaio
	10. Ruota		22. Cassone
	11. Gomme condizioni pressione Sin. Dest. Scorta		23. Cabina e centina
	12. Frizione e controllo (pedale)		24. Condizioni degli attrezzi e dell'equipaggiamento

25. Dispositivo per la guida e tubo di gonfiaggio.

26. Equipaggiamento elettrico

27. Lubrificazione

28. Pulizia

29. Osservazioni sulla prova su strada

30. Condizioni Generali

Data.....
Ispezionato da.....
Firma.....

ALLEGATO "B" MAINT. FORM No. I.

RAPPORTO SULL'ISPEZIONE DELL'AUTOVEICOLO

.....

Miglia Data	13. Scatole del cambio	25. Impianto per la [illegible] e tubature combustibile.
Lunghezza Km.	14. Freni di forza	26. Equipaggiamento elettrico
Cambio elio	15. Freno a piedi	27. Luci di [illegible]
Cambio	16. Freno a mano	28. Pulizia
Sistemi di intercomunicazione	17. Albero, giunti, barra di trazione ecc.	29. Osservazioni sulla prova su strada
Carrozzeria	666	30. Condizioni Generali
Portiere	18. Assi e mozzi	.....
Meccanica	19. Ruote	Equipaggiato da .....
Ed. e mozzi.	20. Gomme sin. dest. condizioni ..... pressione	a parte .....
	21. Telaio	
Sin. Dest. Scorta	22. Cassone	
	23. Celine o centine	
Controllo (penale)	24. Condizioni degli attrezzi e dell'equipaggiamento	

RAPPORTO (da eseguire)

Avaria (Rif. al No.)	Lavoro eseguito o in corso presso l'Officina (Isp. di Officina	Data	Avaria (Rif. al No.)	Lavoro eseguito o in corso presso la Sezione (Isp. di Sez.)	data
	Data..... .....Il Comdt. dell'Officina			Data..... .....Il Comdt. della Sez.	
Avaria No. Data	Osservazioni del Comdt. di Reparto Com.te del Reparto		Avaria No. Data.....	Risposta del Comdt. dell'Officina o del Com.te della Sezione Com.te della Sezione	

RAPPORTO (da eseguire)

Avaria (Rif. al No.)	Lavoro eseguito o in corso presso l'officina (Isp. di Offficina	Data	Avaria (Rif. al No.)	Lavoro eseguito o in corso presso la Sezione (Isp. di Sez.)	data
	Data..... .....Il Comdt. dell'Officina			Data..... .....Il Comdt. della Sez.	
Avaria No.	Osservazioni del Comdt. di Reparto		Avaria No.	Risposta del Comdt. dell'Officina o del Comdt. della Sezione	
Data	Com.te del Reparto		Data.....	Com.te della Sezione	

APPENDIX "B"

FOUR OPERATORS : 1 GREASER 1 ELECTRICIAN 2 MECHANICS

1st OPERATOR GREASER

LUBRICATION

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

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

2nd OPERATOR 1st MECHANIC

ENGINE

1. A. Inspect and adjust or tighten if necessary

1) Cylinder head studs.

2) Exhaust and inlet manifold joints

3) All brackets mounted on engine

B. Inspect oil tight joints.

1) Valve gear cover plate.

2. Check levels in steering box, gear box, transfer case and differentials ~~and~~, ~~where necessary, check joints~~

3. Check levels in shock absorbers

4. Lubricate with oil can, all linkages such as hand brake, clutch shaft, throttle controls etc.

5. Change oils when necessary.

6. Clean and refill, oil air filter.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

2nd OPERATOR

1st MECHANIC

ENGINE

1. A. Inspect and a ~~[illegible] tighten if necessary~~

1) Cylinder head studs.

2) Exhaust and inlet manifold joints

3) All brackets mounted on engine

B. Inspect oil tight joints.

1) Valve gear cover plate.

2) Timing case joints.

3) Oil pipe unions, flange joints, external oil tank [illegible] and [illegible]

C. Inspect all external oil pipes.

1) Rubbing.

2) Kinking.

2. A. Inspect radiator for leaks.

B. Check and tighten where necessary

1.) Radiator and the rod fittings.

2) Bonnet fittings.

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

1.) Flange water joints.

2.) Hose joints and clips.

3) Water pump.

4) Drain cocks.

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

E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

1.) Flooding carburetter

2) Taps, drain cocks, union and fibre washers.

3) Petrol pump and filters

C. Check and tighten if necessary carburetter mounting bolts.

4. THEN WITHOUT AN [illegible]

1.) Radiator and the rod fittings.

2.) Bonnet fittings.

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

1.) Flange water joints.

2.) Hose joints and clips.

3.) Water pump.

4.) Drain cocks.

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

E. Check filter and cleanliness of water

3. A. Clean all fuel filters.

B. Check fuel system for leaks.

1.) Flooding carburetter

2.) Taps, drain cocks, union and fibre washers.

3.) Petrol pump and filters

C. Check and tighten if necessary carburetter mounting bolts.

4. WHEN VEHICLE IS DRIVEN OFF RAMP

A. Listen for engine knocks.

B. Listen for uneven firings.

C. Examine exhaust system for leakages.

D. Check compression.

5. A. Check and where necessary tighten:

1) Sump studs.

2) Engine mounting or bearer bolts

3) Radiator mounting bolts or trunions.

B. Examine underside of vehicle for oil leaks.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

3rd OPERATOR 2nd MECHANIC

UNDERSIDE OF VEHICLE

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

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

2. Check and tighten where necessary:

A. Front wing balance bolts.

B. Door locks and hinges.

C. Body side and tail bolts.

D. Spare wheel mounting.

3. Check tools and fire extinguisher.

4. WHEN VEHICLE IS DRIVEN OFF RAMP:

A. Check brakes for operation.

STEERING. 1. A. Inspect and tighten all bolts where necessary (Extreme care to ensure steering box securing

B. Examine underside of vehicle for oil leaks.

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

3rd OPERATOR 2nd MECHANIC

UNDERSIDE OF VEHICLE

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

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

2. Check and tighten where necessary:

A. Front wing balance bolts.

B. Door locks and hinges.

C. Body side and tail bolts.

D. Spare wheel mounting.

3. Check tools and fire extinguisher.

4. WHEN VEHICLE IS DRIVEN OFF RAMP:

A. Check brakes for operation.

STEERING. 1. A. Inspect and tighten all bolts where necessary (Extreme care to ensure steering box securing studs are tight).

B. Inspect all working joints for wear.

C. Check for bent and damaged rods.

999

2. Front [illegible]

A. Inspect and tighten [illegible] necessary:

1) All air tight joints.

2) Hub shaft flange bolts.

3) Wheel nuts.

B. Check and tighten where necessary:

1) Spring "U" bolts.

2) Spring clips.

3) Shackle nuts.

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

D. Examine springs for broken leaves or centre bolts.

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

B. Check for oil leaks.

C. Inspect and where necessary tighten:

1) Bonta cross shaft bearing brackets.

2) All belted brackets and levers.

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

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

4. Frame and Body

Check and if necessary tighten:

1) Body floor bolts.

3) Wheel nuts.

B. Check and tighten where necessary:

1) Spring "U" bolts.

2) Spring clips.

3) Shackle nuts.

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

D. Examine springs for broken leaves or centre bolts.

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

B. Check for oil leaks.

C. Inspect and where necessary tighten:

1) Bumper cross shaft bearing brackets.

2) All belted brackets and levers.

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

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

4. <u>Frame and Body</u>

Check and if necessary tighten:

1) Body floor bolts.

2) Body holding down bolts.

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

4) Fuel tank mounting bolts.

5) Silencer and exhaust bracket bolts

8) Towing appliances.

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

6. Transmission and transfer.

Inspect and tighten where necessary:

1) Nuts and bolts of universal joint couplings.

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

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

4th OPERATOR ELECTRICIAN

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

2. Generator

1) Inspect generator terminals and tighten if necessary.

2) Inspect mounting bolts of regulator and cut out.

3) Inspect terminals and regulator unit

4) Lubricate with oil can if necessary

5) Inspect for correct fitting of accumulator cover

3. Starter

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

Inspect and tighten where necessary:

1) Nuts and bolts of universal joint couplings.

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

REPORT ALL DEFECTS BEYOND THE SCOPE OF OPERATOR

Remarks:-

Initials of Operator

4th OPERATOR ELECTRICIAN

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

2. Generator.

1) Inspect generator terminals and tighten if necessary.

2) Inspect mounting bolts of regulator and cut out.

3) Inspect terminals and regulator unit

4) Lubricate with oil can if necessary

5) Inspect for correct fitting of accumulator cover

3. Starter

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

2) Inspect all cables for rubbing and shorts.

3) Lubricate starter when necessary.

995

4. Battery

1) Inspect battery for cell cracks and leaks.

2) Remove battery and inspect battery carrier and if dirty or corroded clean and repair it.

3) Clean battery case.

4) Inspect terminals for corrosion and clean if necessary. Grease terminals with vaseline or lanoline, do not use grease.

5) Examine vent plugs and ensure holes are clean

6) Check levels of electrolyte and top up, if necessary.

7) Inspect and tighten mounting belts where necessary.

5. Ignition

1) Inspect all terminals and tighten where necessary.

2) Clean all H.T. leads and plugs. Adjust points if necessary charge plugs with broken porcelain.

3) Clean all earth connections.

4) Inspect coil assembly and tighten if necessary.

5) Check automatic advance and retard for free movement.

6) Clean distributor cap.

7) Check operation of contact breaker and setting of points.

Carrier [illegible] if dirty or corroded clean and repaint.

3) Clean battery case.

4) Inspect terminals for corrosion and clean if necessary. Grease terminals with vaseline or lanoline, do not use grease.

5) Examine vent plugs and ensure holes are clean

6) Check levels of electrolyte and top up, if necessary.

7) Inspect and tighten mounting belts where necessary.

5. Ignition

1) Inspect all terminals and tighten where necessary.

2) Clean all H.T. leads and plugs. Adjust points if necessary charge plugs with broken porcelain.

3) Clean all earth connections.

4) Inspect coil assembly and tighten if necessary.

5) Check automatic advance and retard for free movement.

6) Clean distributor cap.

7) Check operation of contact breaker and setting of points.

8) Lubricate distributer spindle when necessary.

6. [illegible]hing

1) Inspect [illegible] leads and masks when fitted.

2) Inspect mounting bolts and brackets of all lamps, switches and instrument board and all electrical accessories.

3) Inspect all screw terminals and tighten when necessary.

4) Ensure all lamps light and no leads shorting.

5) Check horn for operation.

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

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR

Remarks:-

Initials of Operator

4) Ensure all lamps light and no leads shorting.

5) Check horn for operation.

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

REPORT ALL DEFECTS BEYOND SCOPE OF OPERATOR

Remarks:-

Initials of Operator

997

APPENDIX "C"

INFORMAZIONI

Autovetture e autocarri

1. Comune..... Provincia..... Regione.....
2. Tipo (autovettura o autocarro)..... Capacità.....
3. Condizione del veicolo..... del motore.....della batteria.....
4. Fabbrica.....Modello..... Numero del motore.....
5. Targa No..... Marca.....
6. Attuale proprietario effettivo (AMG, ACC o civile).....
7. Nome e indirizzo.....
8. No. del permesso..... Rilasciato da.....
9. Adoperato da.....
   b) Scopo.....
   c) Uso autorizzato.....
10. Numero di gomme attualmente con il veicolo..... condizione.....
11. Numero di copertoni e camere d'aria richieste.....
12. Misura di copertoni e camere d'aria richieste.....
13. Misura e voltaggio della batteria (se assolutamente necessario).....
    .....
14. Giustificazione (in dettaglio).....
    .....
    .....
    .....
    .....
    ..... li..... 1944 Il Dichiarante
    .....

File 11A

9 Oct 44

ADC/5.0/185

SUBJECT CARS

Lt. Col. Nicholl
Provincial Commissioner
ANCONA PROVINCE

1. I am sending back to you today with your two patriot representatives, a motor car which is the hired property of 2nd FIGHTER and loaned to the Patriot Branch.

2. The driver of the car is also the owner, and it is hired at the rate of 400 lire a day. If you are prepared to pay the hiring rate for this car you may retain it until the 1st November, by which time the patriot problem in the province of ANCONA should be pretty well liquidated.

3. If you cannot see your way clear to paying this hire rate, then I am afraid the car must be returned immediately to FIGHTER.

R.L.BRANE Major Adv.Det
Patriots Branch.

995

10

11 OCT 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
CIVIL AFFAIRS SECTION
PATRIOTS BRANCH
APO 394

Ref. 10/PAT.

5th October 1944.

Subject : Hiring of Motor Vehicles and Payment of Patriot Representatives.

TO : Finance Sub-Commission.
(Attn. Col.Greffoty - Smith.)

1. Hiring of Motor Vehicles. It is agreed that the Finance Sub-Commission should pay once every fortnight to Major D.L. Drage, P.W.B. building Florence, the monies necessary to pay the cost of hiring motor vehicles on behalf of the Italian National Patriot Committee with the authorization of that Committee, for the use of the Italian Screening Agents.

2. Payment of Salaries. The Finance Sub-Commission will make fortnightly payments through Regional Commissioners on account of salaries due to Patriot Representatives and Italian Liaison Officers. These payments will be made strictly in accordance with instructions issued by the Finance Sub-Commission on the basis of nominal rolls supplied by the Patriot Branch.

Should any Patriot Representative or Liaison Officer relinquish his appointment at any time, the Patriot Branch will notify the Finance Sub-Commission [redacted] so that his name can be removed from the nominal roll. The consequent financial adjustment will be handled by the I.N.P.C.

The INPC will remit to the Finance Sub-Commission the monies necessary to cover the payments enumerated above.

994

P.T. Magnus

Sir P. MAGNUS
Major.
For Col.C.D.McCarthy
Patriots Branch

10 OCT 1944

9A
520

HEADQUARTERS
ALLIED CONTROL COMMISSION
CIVIL AFFAIRS SECTION
PATRIOTS BRANCH
APO 394

To : Major B.L. Drage
Adv. Detachment
Patriots Branch

Subject : Repairs to hired car.

The Patriots Branch H.Q.s A.C.C. has guaranteed payment for repairs to car Lancia no. 29414 BO, hired for service with Patriots Branch and used by maggiore CASALE who will be returning to FLORENCE to-morrow.

I shall be grateful if you will kindly settle this matter.

P.E. Magnus

6th October 44

Ref. 10/PAT.

Sir P.E. MAGNUS,
Major,
for C.D. Mc Carthy, O.B.E.,
Colonel ,
Patriots Branch ,
Civil Affairs Section .

[illegible]
[illegible]

8A

File

3rd October, 1944.

ACC/520/PAT.

Transport.

The Provincial Commissioner,
Province of Florence, Region VIII.

1. Further to our conversation on Saturday, 30th ultimo, herewith please find a list of vehicles marked "A" which have been taken on under contract and which this Department is prepared to hand over to you for immediate use : Also a further list of vehicles marked "B" which is turned over to you on paper but which, by arrangement with you, will be loaned to this Department for the time being.

2. All the administration work in connection with the latter list will be maintained by this office.

3. If your Officer i/c Transport would care to arrange an appointment with me I would be pleased to fix up the physical transfer of the vehicles shown on list "A".

4. Attached please find the existing contracts with the owners of the vehicles.

Thanking you for your co-operation in this matter.

B.L. D R A G E
MAJOR
Patriot Branch

File 7A

ACC/520/PAT.

3rd.October 1944.

Transport

The Finance Officer,
A.M.G., Fifth Army.

1. The enclosed have been sent to me by the SCAO,AMG, 2 Corps, Fifth Army. I have discussed the matter with the Provincial Commissioner, Province of Florence,Region VIII, and he has advised me to send the documents to you for disposal.

2. No instructions for repairs to vehicles have been issued by A.C.C.

B.L. D R A G E
MAJOR
Patriot Branch

992

6A

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
PATRIOTS BRANCH
APO 394

3 - OCT 194

Ref: 36/PAT.

29 Sept 44.

Subject: Patriot Reps.

To: Major DRAGE
Copy to: Major MACNUS
" HODGARTH
" GILLETT
Col. FAVA

5A

I spoke to Brig. RITCHIE yesterday, who agreed verbally that all proper patriot reps+ should get rations, quarters and petrol on exactly the same lines as in the original order for the first batch of patriot reps for V and VIII Armies.

991

CDMcCarthy Col

C.D. McCARTHY,
Colonel,
Patriots Branch,
R.C. & M.G. Section.

+ This does not apply to liaison officers like Col Fava & Capt Rocco.
CDM

since amended to include liaison offr

File 5H

SUBJECT:- Patriot representatives

HEADQUARTERS
ALLIED ARMIES IN ITALY
1027/01/A

Headuarters,
FIFTH ARMY
EIGHTH ARMY Rear

29 SEP 1944
520.

1. Authority is given for the Patriot Representatives who will be attached to AMG at Corps HQs of FIFTH and EIGHT Armies, to draw petrol and be issued with Allied rations. The numbers involved are TWENTY, of whom TEN are drivers/batmen.

2. The use of these Patriot Representatives has been sanctioned by BGS (Ops) AAI.

3. GG., FIFTH ARMY will be guided by the provisions of paragraph 11(d), Circular N°14 NATOUSA dated 4 Feb. 44. His decision as to operational necessity will be final.

Major General.
Chief Administrative Officer.

Copy to:-Main EIGHT ARMY
G-4
Adv HQ ASC (Ref. Adv/31/A of July refers)
G(Ops)

PATRIOT BRANCH

CIRCULATION SLIP

Date 28 SEP 1944

FOLIO...14A....) For information
Attachment....) ~~For action~~

Major Drage	
Capt. Knell	
Capt. Glasspool	
Capt. Harris	
Capt. Rocco	

Remarks

989

26 SEP 1944
520

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.C. & M.G. SECTION
PATRIOTS BRANCH
APO 394.

Subject : Hiring of motorcars.

Ref. 10/PAT

To : Capt. A. Robillant

24 Sep. 44.

Copy to : Col. Crafty Smith,
Finance Sub Section.

Major B.L. Drage,
Adv. Det. Patriots Sec.

From : Col. C.D. Mc Carthy

This is just a short note to remind you to ask the Italian War Ministry to tie up finally the hiring of motorcars in Florence.

What is needed, I think, is a letter from them to Capt. Ross empowering him to sign on behalf of the Italian War Ministry. The A.C.C. should also have a letter from the Italian War Ministry to say that if we pay for the hire of the cars in Florence, the money will be refunded to A.C.C. H.Q. in Rome.

C D Mc Carthy Col

C. D. Mc Carthy.
Colonel.
Patriots Branch.
R.C. & M.G. Section.

988

File 3A

22 September 1944

ACO/520/ PAT.

Transport

whom it may concern

This is to certify that I am sending a car to Rome on Saturday 23.September 1944 and there is room in this vehicle to take Madame la Marchesa Pucci, Mademoiselle Niccolatta Pucci and one nurse.

D.L. D R A G E
MAJOR
Patriot Branch

987

Italian Patriot Committee

file 520

Commissione Italiana dei Patrioti

Il rappresentante militare .....

986

PA LIA

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

19 SEP 1944 S.A.

G4/41/A

14 September 1944

SUBJECT: Requisitioned Civilian Vehicles.

TO : All Sub-Commissions, Sections, Divisions, Branches, this Headquarters.

1. Reference paragraph 12, Establishment Memorandum Number 21, this headquarters, dated 3 September 1944.

2. All Sub-Commissions, Sections, Divisions, Branches, etc., this headquarters, having civilian requisitioned vehicles assigned shall submit "Monthly Returns."

for
WALTER P. SCOGGINS
Lt. Colonel, QMC
G-4

Frank Hemmerso
1st Lt. Inf.
Asst G-4

985

DISTRIBUTION:

Group I - List. "C"
G-4 (A) - 15

No well-
Return submitted
by LIA.