

Losses in Transit.

1000

3 8 1 2
Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/872

from: Mar '45

GP/aa

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ext : 566

Ref : AC/27/15/Tn.5

21 March 1945

SUBJECT : Losses in Transit - Livorno Warehouses.

TO : Regional Commissioner, Toscana Region.

(3A) 1. Reference this Sub-Commission's letter
AC/27/10/Tn.5 dated 16 Mar 45.

2. Will you please forward details of losses
notified in fortnight ending 25 Mar, showing tonnage
of losses as a percentage of total goods hauled from
the warehouses.

By Command of Rear Admiral STONE :


for: MERRITT H. TAYLOR
Director

Copy to : Evts Division
(Roads)

2242

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 334

GE/hgd

17 March 1945

AO/27/11/IN.5

SUBJECT: Losses in Transit - Livorno Warehouses.

TO : L. F. Group Allied Commission.

1. Reference your AO/10/124/1 dated 13 March 1945.
2. Attached hereto is a copy of this Sub-Commission's letter AO/27/10/T5.5 dated 16 March 1945, addressed to R.O. Toscana Region, together with original letter AO/11/15/70/67 dated 2 March 1945, from the Chief Transportation Officer.
3. Referring to para 2 of the C.I.O.'s letter will you please arrange that the second copy of the transfer sheet, signed by the foreman of the receiving warehouse, is returned to the Truck Coy H.Q. by the driver without fail. In this way losses can be noted immediately and drivers can be questioned by the O.S. Coy without delay.
4. It is appreciated that 1 Truck Co. personnel are not available for use as guards.

By Command of Rear Admiral STONE:

[Signature]
JAMES H. TAYLOR
Director

Copy to:
Food S/O
Movts. Div. (Roads).

AC/27/11/TH.5

SUBJECT: Losses in Transit - Illyrian Warehouses.

TO : Mr. T. Group Allied Commission.

1. Reference your AC/20/124/1 dated 13 March 1945.
2. Attached hereto is a copy of this sub-Commission's letter AC/27/10/TH.5 dated 16 March 1945, addressed to R.C. Toscana Region, together with original letter AVIII/35/70/67 dated 2 March 1945, from the Chief Transportation Officer.
3. Referring to para 2 of the C.F.C.'s letter will you please arrange that the second copy of the transfer sheet, signed by the foreman of the receiving warehouse, is returned to the Truck Coy H.Q. by the driver without fail. In this way losses can be noted immediately and drivers can be questioned by the C.C. Coy without delay.
4. It is appreciated that 1 Truck Bn. personnel are not available for use as guards.

By Command of Rear Admiral STONE:


Jas. MERRITT H. TAYLOR
Director

Copy to:

Food 3/C

Levts. Div. (Roads).

2241

0816

GT/ae 31
3529

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ext : 566

Ref : AC/27/10/Tn.5

17 March 1945

SUBJECT : Losses in Transit - Livorno Warehouses.

TO : Regional Commissioner, Toscana Region
(Att: Chief Transportation Officer)

1. Reference your RVIII/35/70/67 dated 2 Mar 45.

2. Motor Transport Group A.G. are unable to provide guards for food trucks from within 1 Truck Bn due to shortage of personnel. It is considered unlikely that Carabinieri or Finance Guards would be available for this work, but you should investigate the possibility locally in conjunction with C.O. LIVORNO Warehouses.

3. Referring to para 2 of your letter M.T. Group have been requested to arrange that the second copy of the transfer sheet, signed by the foremen of the receiving warehouse, is returned to the Truck Coy. H.A. by the driver without fail for transmission to the warehouse at LIVORNO. If this is done any losses in transit can be noted immediately and the driver of the truck questioned without delay.

4. You should also arrange that the C.O. Warehouse notifies the C.O. Coy concerned of all losses immediately in order that the latter may investigate each loss at the earliest possible moment after its occurrence.

5. It is felt that these steps will reduce the extent of losses which at 1% of the total food hauled are not of serious proportions.

By Command of Rear Admiral STONE:

[Signature]
For: VERNITT H. THAYER
Director
2240

Copies to: Food S/C
M.T. Group A.C.
Ports Div. Tn. S/C.

(Att: Chief Transportation Officer)

1. Reference your RVIII/35/70/67 dated 2 Mar 45.
2. Motor Transport Group A.C. are unable to provide guards for food trucks from within 1 Truck Bn due to shortage of personnel. It is considered unlikely that Carabinieri or Finance Guards would be available for this work, but you should investigate the possibility locally in conjunction with C.O. LIVORNO Warehouses.
3. Referring to para 2 of your letter M.T. Group have been requested to arrange that the second copy of the transfer sheet, signed by the foreman of the receiving warehouse, is returned to the Truck Coy. B.N. by the driver without fail for transmission to the warehouse at LIVORNO. If this is done any losses in transit can be noted immediately and the driver of the truck questioned without delay.
4. You should also arrange that the C.O. Warehouse notifies the O.C. Coy concerned of all losses immediately in order that the latter way investigate each loss at the earliest possible moment after its occurrence.
5. It is felt that these steps will reduce the extent of losses which at 1% of the total food hauled are not of serious proportions.

By Command of Rear Admiral STONE:

[Signature]
 J. MERRITT H. TAYLOR
 Director

Copies to: Food S/C
 A.T. Group A.C.
 Movts Div. Tptn. S/C.

2440

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

SUBJECT: Leaves in Transit
R 111/35/70/67
TO: Col Staff

FILE No.

16 Nov 1945

TN 5 have received reply from MTGP who admit leave
at approx 1%. They recommend escorts.
Report 2. It is believed that a careful check and
disciplinary action in "Talley Shute" being
handled in by drivers will reduce leave.
Instruction being issued by TN 5, accordingly.
Tank BN to be instructed to submit report
after 14 days experience.
Report 5 No of escorts necessary matter at
impossible.

2239

llh

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
TOSCANA REGION

RVIII/35/70/67

2 March 1945

SUBJECT : Losses in transit

TO : Transportation Sub-Commission, HQ., Allied Commission.

1. Will Food Sub-Commission please be advised that losses of food by pilfering are continually taking place from the W.D. trucks hauling food from the Livorno warehouses to Army and Regional Area warehouses, after the trucks have left the warehouses. Such losses as are reported in detail to the warehouse staff are made the subject of reports but many losses come to the attention of the office indirectly and long after they take place. The warehouse C.O. does not believe that such losses, in total exceed 1% of the total food hauled. This date, a telephone call advised that a truck had been located which with its load of barley, had been "hi-jacked" about 2 weeks ago. Recently large, sealed, steel drums of lard were shipped by trucks of the 1st Truck Bn. to Florence. It is now reported that several of the drums arrived at destination with the head removed and up to half of the lard content removed. Barrels of powdered milk have been reported opened in transit and apart of the contents removed. Shortages occur in the number of packages and boxes received.

2. Before leaving the Livorno warehouse, the driver of each truck signs a "Tally Out" as having received the goods. Two transfer sheets are furnished the driver of each truck, showing the goods moved and the destination. One sheet is to be left at the receiving warehouse and the other signed by the warehouse foreman and returned to the truck HQ for transmission to the warehouse at Livorno. Only about half of these forms are returned to the warehouse.

3. The Warehousing Section of this Division, can assume no responsibility for safeguarding commodities once they are checked out of the warehouse on to the trucks as it has no guards to accompany the trucks.

4. The Region has no control of the trucking units generally used to haul from the warehouses; they are usually P.D.S., 5 Army QM Units or trucks of the A.C. 1st Truck Bn.

5. Since the greater portion of the hauling is performed by A.C. 1st Truck Bn., it is suggested that a Carabinieri, Finance Guard or Italian soldier guard accompany each truck hauling food and that this guard be under command of the Truck Bn. C.O. and stationed with the several companies of the Truck Bn. If the guards were stationed at any point other than at or near the truck companies, it would not be possible to return the guard to his quarters at the end of a day's trip.

warehouses, after the trucks have left the warehouses. Such losses as are reported in detail to the warehouse staff are made the subject of reports but many losses come to the attention of the office indirectly and long after they take place. The warehouse C.O. does not believe that such losses, in total exceed 1% of the total food hauled. This date, a telephone call advised that a truck had been located which with its load of barley, had been "hi-jacked" about 2 weeks ago. Recently large, sealed, steel drums of lard were shipped by trucks of the 1st Truck Bn. to Florence. It is now reported that several of the drums arrived at destination with the head removed and up to half of the lard content removed. Barrels of powdered milk have been reported opened in transit and apart of the contents removed. Shortages occur in the number of packages and boxes received.

2. Before leaving the Livorno warehouse, the driver of each truck signs a "Tally Out" as having received the goods. Two transfer sheets are furnished the driver of each truck, showing the goods moved and the destination. One sheet is to be left at the receiving warehouse and the other signed by the warehouse foreman and returned to the truck HQ for transmission to the warehouse at Livorno. Only about half of these forms are returned to the warehouse.

3. The Warehousing Section of this Division, can assume no responsibility for safeguarding commodities once they are checked out of the warehouse on to the trucks as it has no guards to accompany the trucks.

4. The Region has no control of the trucking units generally used to haul from the warehouses; they are usually P.B.S., 5 Army QM Units or trucks of the A.C. 1st Truck Bn.

5. Since the greater portion of the hauling is performed by A.C. 1st Truck Bn., it is suggested that a Carabinieri, Finance Guard or Italian soldier guard accompany each truck hauling food and that this guard be under command of the Truck Bn. C.O. and stationed with the several companies of the Truck Bn. If the guards were stationed at any point other than at or near the truck companies, it would not be possible to return the guard to his quarters at the end of a day's trip.

6. The warehouse at Livorno will continue to issue food for transportation on ungarded trucks until orders are received from Food-Sub-Commission, AC, to the contrary.

GES/LO

Distribution - See overleaf

GEORGE E. SOWERS, Major AUS.

Chief, Transportation Officer.

Copies to : Regional Commissioner

C.O. Livorno Whses.

Food S/C HQ. AC

0 8 2 1