

M.T. Groups. A.C. FIAP

1800
Declassified E.O. 12356 Section 3.3/NND No. 785021

10000/148/893
Feb '45

CSG/tp

Tel. 478303

Transportation Sub-Commission

INTER OFFICE MEMO

Ref. AC/79/31/TN3

2 June 1945

SUBJECT, - Employment of A.T.

TO, - Roads Division.

Attached copy of letter from Port & Warehouse
Division under ref. W/3/983/Tn6 dated 30 May 1945 is
passed to you for information and action as you may think
necessary.

For the Chief.

C. Stait-Gardner
C. STAIT-GARDNER,
Major,
Roads Branch,
Mov. Div.

ENCL. - Port & Whse Div. letter
W/3/983/Tn6.

2751

INTER OFFICE MEMO

RHK/rf

Tel. 478700

30 May 1945

Ref. W/S/983/TMG

SUBJECT : Motor Transport

TO : Movements Division, Road Branch

1. Pursuant to letter of 24 May 1945, ref. W/S/983/TMG, this office, and instructions by Col. Sieff to further investigate, a meeting was held at Depot 12L50, Leghorn, on 25 May 1945, at which were present the following:

Maj. Pepper	ALCOM Tr. Gp.
Maj. Hitchens	221 S.T. Co.
Capt. Ramsey	Officer in Charge Depot 12L50
Maj. Klein	Warehouse Branch

2. It was agreed by all that the difficulty in securing adequate and sufficient transportation is due to the poor discipline of the Italian drivers. It was pointed out that improvement in discipline is difficult because of the lack of motorcycles and jeeps, as well as personnel, to control truck movements.

3. It was also pointed out that such disciplinary action as is taken is usually insufficient or of such inconsequential nature as to deter further misconduct, either by the recipient of the disciplinary action or by other Italian soldiers.

4. It is recommended that this entire matter be investigated by proper authority. Maj. Hitchens is most desirous of cooperating in any way possible.

5. It was agreed that certain checks would be instituted, both by the warehouses and by the truck unit, and that specific reports would be made regularly to the truck unit, who agree to attempt severe disciplinary action in hopes of bettering the situation.

Copy to:-

ALCOM Leghorn Depots
(Attn. Capt. A.C. Ramsey)

Robert H. Klein
Major Mod. Adm. C.
Port & Whse. Div.

2753

Ext. 318

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

29
MIS/ah

79/29/Tn 3

28 May 1945

SUBJECT: Employment of MT

TO : Road Division, Transportation S/C

1. Reference this Division's letter AG/79/26/Tn 3 dated 24 May 1945.
2. The movement of stores in the Ancona area and the loading and unloading of railway wagons are unsatisfactory.
3. Programs which it was anticipated would be accomplished for the available have fallen behind. Captain Bent, Transportation S/C representative at Ancona, informed this Division that part of the reason for the non-carrying out of programs is due to the lack of discipline of the new units in this area and the general inefficient working of the GI companies. For example, Captain Bent states that drivers frequently disappear for hours on journeys which previous experience has shown can be accomplished in two hours. This bears out the information passed through the Port and Warehouse Division regarding the operation of the AC MT in Leghorn. This is again borne out by the report of the Chief Transportation Officer, Toscana Region, who states that, whereas the 17 GI Company in Florence carries out its work excellently, the 19 GI Company in Leghorn is extremely inefficient.
4. In addition, the Commanding Officer of the Motor Transport Group, at recent discussions, stated that large numbers of personnel from the units attached to 15th Army Group are deserting.
5. It is quite obvious that we shall not be able to carry out our road commitments if we cannot rely on these units, composed of supposedly disciplined officers and other ranks. May this Division be informed of what action it is proposed to take to insure that the programs accepted by the Road Division will be met.

~~By the Director~~

M. J. SIEFF

M. J. SIEFF, Colonel

cc: Hqs. Motor Transport Group, AC (IAP)

2752

Ref : 478303

HEADQUARTERS ALLIED COMMISSION

APC 394

Transportation Sub-Commission

CONFIDENTIAL

CSB/CS

Our Ref : AC/79/28/En.3.

28 May 1945

SUBJECT : Employment of M.F.

TO : Chief Movements Div.

1. Capt. Bent recently wrote to Roads Div. outlining some of the difficulties with which he is contending. Lt. Col. Purnyough told me he intended making an investigation during his tour. He appears to have taken the letter with him.

2. The difficulties may be summarised as follows :-

- (I) Drivers are very undisciplined and it is not practicable to keep them under constant supervision.
- (II) Drivers frequently disappear for hours on journeys which previous experience has shown can be accomplished in 1 hour or so.
- (III) Cases have occurred of pilferage and "logging" of goods carried.

(IV) The establishment of MCOs does not permit of MCOs being sent out with individual loads, therefore constant supervision is not possible.

(V) Because of general slackness Capt Bent estimated that Coys are working to no more than 50% of their potential efficiency.

3. Capt. Bent pointed out in his letter that he fully realises that the discipline, administration and operating details of Coys are the responsibility of Os. C, but it is impossible for him to plan programmes when he has every reason to believe that they will not be carried out for the reasons given in para 2 above.

DL

1. Capt. Bent recently wrote to Roads Div. outlining some of the difficulties with which he is contending. Lt. Col. Kornyhough told me he intended making an investigation during his tour. He appears to have taken the letter with him.

2. The difficulties may be summarized as follows:-

- (I) Drivers are very undisciplined and it is not practicable to keep them under constant supervision.
- (II) Drivers frequently disappear for hours on journeys which previous experience has shown can be accomplished in 1 hour or so.
- (III) Cases have occurred of pilferage and "flogging" of goods carried.
- (IV) The establishment of NCOs does not permit of NCOs being sent out with individual loads, therefore constant supervision is not possible.
- (V) Because of general slackness Capt Bent estimated that Coys are working to no more than 50% of their potential efficiency.

3. Capt. Bent pointed out in his letter that he fully realises that the discipline, administration and operating details of Coys are the responsibility of Os. O, but it is impossible for him to plan programmes when he has every reason to believe that they will not be carried out for the reasons given in para 2 above.

[Signature]
C. SMITH-GARDNER, Major

79/25

INTER OFFICE MEMO

RHK/rf

Tel. 478700

24 May 1945

Ref. W/3/955/TW6

SUBJECT : Motor Transport

TO : Movements Division, Road Branch

1. It was reported today by phone from Capt. A. C. Ramsey, Officer in Charge, ALCOM Leghorn Depots, that there is great difficulty in maintaining the outloading program from the warehouses to railhead and to shipside because of the lack of discipline of the Italian drivers assigned to 221 G.T. Co. and 19 Q.M. Co.

2. Capt. Ramsey reports it is impossible to schedule outloadings as there is no assurance that the number of vehicles requested will report at the proper times and places.

3. He further states that although he knows from previous experience that vehicles should make a turn around in a certain specified time, it is impossible to anticipate the turn around on the vehicles of these two companies because the drivers apparently go about their own business rather than return promptly for additional loads.

4. Inasmuch as the outloading program at this time is heavy and is likely to so continue, it is requested that necessary remedial action be taken.

Copy to:-
ALCOM Leghorn Depots
(Attn. Capt. A.C. Ramsey)

Robert H. Klein
ROBERT H. KLEIN
Major Med. Adm. C.
Port & Whse. Div.

467

2750

Tel: 478303

HEADQUARTERS ARMED COMMISSION.
APO 394
Transportation Sub-Commission.

G 33/gah.

Our Ref : AC/79/26/Tn3.

24 May 49

SUBJECT : Employment of M.F.

TO : H.Q. Motor Transport Group A.C.(IAP)

1. Further to telephone conversation Col Staff/Col Barnes this afternoon attached is copy of letter received from Ports and Warehouse Division.

2. The difficulties under which you are operating are fully appreciated but in view of heavy commitments which have to be met it is requested that the necessary action be taken to rectify conditions reported.

For the Director.

MJS

M.J. SIFF.
Colonel.

Encl: Ports & Warehouse ltr 8/3/955/Tn6
dated 24 May 49.

Copy to:- Regional Commissioner. FOSCARA Region.
ALCON LEONOR Depots (Capt A.C. Ramsey.)
Roads Division.
Ports & Warehouse Division.

GF/gb

79/23

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

INTER -OFFICE-MEMO

REF : AC/27/24/Tn5

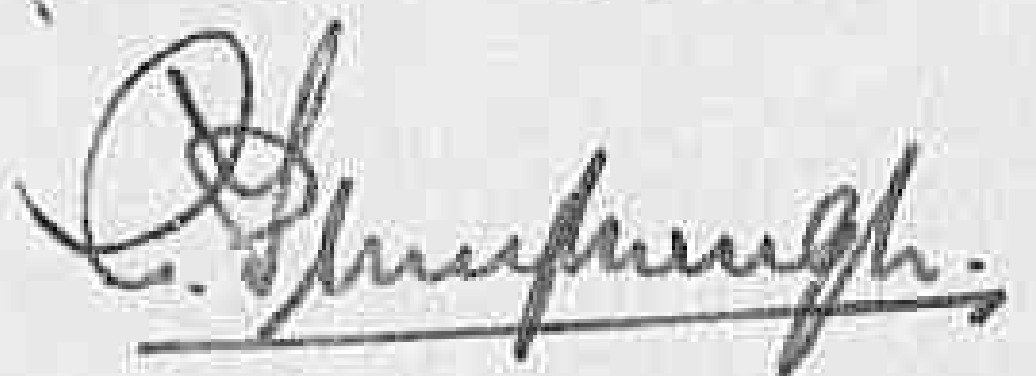
EXT : 566

16 May 1945

SUBJECT : Feeding of Italian Drivers-G.T. &
Q.M. Coys

TO : Movements Division (Roads)

1. Reference your AC/79/21/Tn3 dated 16 May 45.
2. Herewith copy of M.T. Group letter AC/TB/134/1 dated 30 April for your information. This "hare" seems to have "died a natural death" since many trips exceeding 24 hrs have recently been performed by the M.T.Group without the "hare raising its ugly head".



G.FERNYHOUGH

Lt. Col.R.A.

2718

397

COPY

HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION (I.A.P.)

TEL: 886324
Ext. 8

JHB/eg/gb

30 April 1945

REF: AC/TB/134/1

SUBJECT : Feeding of Italian Drivers- G.T. & Q.M.Coys.

TO : Transportation Sub-Commission .

1. Reference your AC/27/A/11/Tn 5 dated 25th April with enclosure.
2. It is possible for drivers to be issued with rations, but as mentioned in our letter of the 17th April, where only a few drivers are concerned it is somewhat difficult to produce a substantial meal out of those rations .
3. There is only one Standard Ration Scale for Italian military Drivers no matter whether they are " U.S.Ities ", " Br. Ities " or " I. Ities " . The only difference is that " U.S. Ities " draw from American Sources , " Br.Ities " from British Sources and " I. Ities " from Italian Sources .
4. When a whole Coy moves there is no difficulty as regards cooking but individual drivers have no means of cooking their rations .

JAMES J. CARNES
Colonel, Infantry,
Commanding
MOTOR TRANSPORT GROUP.

TRANSPORTATION SUB-COMMISSION.

CNC/gmh.

Tel: 47B303.

INTER OFFICE MEMO.

Ref : AC/79/21/Tn3.

16 May 45.

SUBJECT: Feeding of Italian Drivers -
G.T. and Q.M.Coys.

TO : Road Division. (2)

Please may this Branch have a reply to AC/79/9/Tn3
of 23 April 45. Your AC/27/A/11/Tn5 of 25 April addressed
to H.Q. M.T.Group A.C.(I.A.P.) refers.

For Chief, Movements Division:

6/16
C.N. CHRISTENSEN.
Lt.Col.

2746

Ext. 566

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Our Ref :- AC/27/Tn.5.

7 May 1

SUBJECT :- Activation of M.T.

TO :- Movements Division
Transportation Sub-Commission

1. Reference your AC/79/15/Tn.3. dated 4 May '45.
2. Following particulars are submitted for your information:-

<u>Units being formed</u>	<u>Training at</u>	<u>Total number of vehicles</u>	<u>Estimated number of vehicles excluding Vs. O.R.</u>	<u>Type</u>	<u>Date of ac</u>
<u>3 Q.M. Truck Bn</u>	<u>Civitavecchia</u>	400	320	1.1/2 Tonnars	31 May 4
222 I.T. Truck Coy	Trani	196	120	"	15 Apr.4
223 " " Coy	"	196	120	"	15 Apr.4
224 " " "	"	196	120	"	15 May.4
225 " " <u>Civitavecchia</u>		196	120	"	15 May.4
226 " " "	"	196	120	"	15 June4

✗ Including Motor cycles

3. It is suggested that six weeks be added to the dates of activation of the five no definite information can be given on this point as yet.

For the Chief.

G. FERNYHOUGH
Lt. Col. R.A.

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

/gs

7 May 1945

of M.T.

Division
tion Sub-Commission

your AC/79/15/Tn.3. dated 4 May '45.

particulars are submitted for your information:-

<u>ng</u>	<u>Total number of vehicles</u>	<u>Estimated number of vehicles excluding Vs. O.R.</u>	<u>Type</u>	<u>Date of activation</u>	<u>Remarks</u>
vecchia	400	320	1.1/2 Tonnars	31 May 45	17th & 19th Coys already formed and working at Florence & Leghorn respectively
ni	* 196	120	"	15 Apr.45	Not yet activated
	* 196	120	"	15 Apr.45	" " "
	* 196	120	"	15 May.45	
vecchia	* 196	120	"	15 May.45	
	* 196	120	"	15 June45	

otor cycles
sted that six weeks be added to the dates of activation of the five I.T. Truck Coys but
n can be given on this point as yet.

For the Chief.

W. G. FERNYHOUGH
Lt. Col. R.A.

TRANSPORTATION Sub-COMMISSION

AAG/fd

INTER OFFICE MEMO

4 May 1945

Our ref.: AC/79/15/Tn 3

SUBJECT : Activation of M.T.

TO : Road Division

1. For the purpose of providing information to the Priority Board it would be appreciated if you will let this Branch have particulars of all M.T. Coy's now being formed, with proposed dates of activation, together with any relevant data that would assist in the compilation of Plans to cover the next 3 months.

For the Chief, Movement Division:


C.N. CHRISTENSEN
Lt. Colonel

2744

INTER OFFICE MEMO

CNC/SA

Ref:- 478303

Our Ref :- AC/79/5/Tn.3.

23 April 1945

SUBJECT :- Feeding of Italian Drivers. OM Cops.

TO :- Road Division

1. It is understood from your AC/27A/7/Tn.5. of 20 April 1945, there is now no question of drawing rations in advance and that when Italian Drivers are sent away for several days it is possible to draw and issue rations for the number of days they will be away. Please confirm.

2. It is appreciated that feeding of drivers is normally not a Gov responsibility but if there is any question of arranging for bidders to provide rations then we must know the actual situation. With this in mind please will you supply details of the ration scales for each of the different types of Italian Drivers showing how they are related to the various OM and C.M. Cops. Also please indicate which items included in the rations are the ones which give rise to the difficulties now experienced. Most of the items shown in para 3 of OM. Sp. letter appear to offer no difficulties and therefore we hesitate to accept the principal of calling upon bidders to provide full rations when possibly, only one or two small items are required.

3. Ref. your para 3.

This seems a good opportunity for investigating and adjusting difficulties which if real now, may become aggravated in future.

For the Chief.

G.H. CHRISTENSEN
Lt. Col

27:3

18151

Declassified E.O. 12356 Section 3.3/NND No. 785021

1. It is understood from your AC/27A/7/In.5. of 20 April 1945, ^{that} there is now no question of drawing rations in advance and that when Italian Drivers are sent away for several days it is possible to draw and issue rations for the number of days they will be away.
Please confirm.

2. It is appreciated that feeding of drivers is normally not a Mov responsibility but if there is any question of arranging for bidders to provide rations then we must know the actual situation. With this in mind please will you supply details of the ration scales for each of the different types of Italian Drivers showing how they are related to the various QM and G.I. Coys. Also please indicate which items included in the rations are the ones which give rise to the difficulties now experienced. Most of the items shown in para 3 of MT. Op. letter appear to offer no difficulties and therefore we hesitate to accept the principal of calling upon bidders to provide full rations when possibly, only one or two small items are required.

3. Ref. your para 3.

This seems a good opportunity for investigating and adjusting difficulties which if real now, may become aggravated in future.

For the Chief.

W. S.
C.R. CHRISTENSEN
Lt. Col.
Movements Division

2743

8
HEADQUARTERS ALLIED COMMISSION

79/7
GE/ep

APC 394

TRANSPORTATION SUB-COMMISSION Phone: 489081

Ref: AC/27A/7/Tn5

20 April 1945.

SUBJECT: Feeding of Italian Drivers - Q.M. Coys.

TO : Movements Division (Roads).
(Att: Lt. Col. Christenson)

1. Reference discussion (Lt. Col. Pernyough--Lt. Col. Christenson) on the above subject.

2. Attached hereto is copy of M.T. Group letter AC/TB/134/1 of 17 April 1945, for your information. It would be impracticable for 2 or 3 drivers, sent out on a job for several days, to cook the food should ounces of macaroni, rice, etc. be provided. Where, however, a large number of trucks are working together there seems to be no reason why the "communal stock pot" cannot be employed.

3. The problem is unlikely to arise, however, for some time to come since 1 Truck Battalion will shortly be coming under Army control and the newly activated coys are formed with U.S.-ITI personnel who are fed on the American ration scale.

G. Pernyough

G. PERNYOUGH
Lt. Colonel, RA,
Roads Division.

Encl.-

Ltr of 17 Apr 1945

cc: M.T. Group - AC

176

2712

HEADQUARTERS
MOTOR TRANSPORT GROUP
ARMED COMMISSION (I.A.P.)
APO 394

Tel. 806324
Ext. 8

JHB/eg

Ref. AC/T B/134/1

17 April 1945

SUBJECT: Feeding of Italian Drivers - C.M. Companies.

TO : Transportation Sub-Commission
(Attn: Roads Division).

1. Reference your letter AC/27 dated 14th April 1945.
2. The problem of providing rations for individual Italian Military Drivers is not solved by the provisions of cooking arrangements.
3. The ration is such that only by means of a communal stock pot can a reasonable meal be provided. For instance a driver going away for three days would be entitled to take:

45	ozs Bread
9	ozs Meat canned or fish preserved
9	" Macaroni
3	" Cheese
3	" Rice
3	" Sugar
3	" Dehydrated vegetables
1 2	ozs Coffee.

In addition to the above he should have 24 ozs Fresh vegetables the last portion of which would obviously not be fresh on the third day.

4. The Rations detailed in para 3) are not the complete ration issue, but the remaining items are not relative to this problem.

5. Until such time as a solution can be found to this problem, it is suggested that the bidders should make arrangements to feed the drivers. Although this is strictly not ethical in most cases it should present little difficulty, but it does call for some effort on the part of the bidders.

J.H. BORDASS,
Lt.Col. R.A.F.C.,
Executive and Operations Officer,
MOTOR TRANSPORT GROUP

2711

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission
(Movements Division)

MJS/vb

Tel: Ext. 318

8th March, 1945.

AC/79/5/Tn.3.

SUBJECT: Headquarters L. of C. Transport Column.

TO : Motor Transport Group A.C.
(Italian Army Personnel)

1. Reference conversation Col. Carnes/Lt. Col. Bordass/
Col. Sieff.

2. Col. Baines DD(T) at AFHQ states that the D.S.T. is
prepared to consider the provision of a British cadre for a
Headquarters L. of C. Transport Column.

3. He states that the way to obtain this is to arrange
for the balance of the personnel to be provided through M.M.I.A.,
or such other Italian military sources as you have at your
disposal.

4. Will you please take the necessary action. He is of
the opinion that providing the Italian military personnel can be
made available it should then be possible to provide the necessary
British personnel.

M. J. Sieff

M.J. SIEFF, Colonel,
Chief, Movements Division.

Copy to: Roads Division.

✓ Road Section, Movements Division.

1819
G/aa

INTER OFFICE MEMO

17 February 1945

Ref : AC/I44/I/Tn.3

SUBJECT : Move of No I Coy. ROME to LEGHORN.

TO : Col. M.J. Sieff.

1. This above Truck Coy has been operating from Rome since the city was occupied. It has been used continually to meet regular haulage requirements and also emergency needs for transport.

2. Half the company was ordered to Leghorn and dep. Rome on 11 Feb. The balance of the company is due to close in Leghorn on or about 25 Feb. 45. The intention is, I understand, to replace the company with either No 7 or No 8 Truck Coy now in process of activation.

3. It is submitted for consideration that it would be preferable to retain No I Coy in Rome and send Nos 7 & 8 Coys to new location for the following reasons.

(a) Drivers of No I Coy are trained and have proved themselves trustworthy and keen. They now work with the minimum of supervision.

(b) These drivers know ROME and environs, they are familiar with locations of warehouses etc. This represents a great saving of time and mileage.

(c) A new Company will require maximum supervision at first - chaos and delays are almost certain to result for a while.

(d) Since the new Companies have to learn whatever area they are assigned to, they might as well learn the LEGHORN area without disturbing arrangements in ROME.

(e) There is, as far as I know, no fixed date on which we may count on the service of either of the two new Coys. The move of No. I Truck Coy. before the arrival of a replacement will result in there being no transport in ROME on which we may call for the many demands which are received.

Rome since the city was occupied. It has been used continually to meet regular haulage requirements and also emergency needs for transport.

2. Half the company was ordered to Leghorn and dep. Rome on 11 Feb. The balance of the company is due to close in Leghorn on or about 25 Feb. 45. The intention is, I understand, to replace the company with either No 7 or No 8 Truck Coy now in process of activation.

3. It is submitted for consideration that it would be preferable to retain No 1 Coy in Rome and send Nos 7 & 8 Coys to new location for the following reasons.

(a) Drivers of No 1 Coy are trained and have proved themselves trustworthy and keen. They now work with the minimum of supervision:

(b) These drivers know ROME and environs, they are familiar with locations of warehouses etc. This represents a great saving of time and mileage.

(c) A new Company will require maximum supervision at first - chaos and delays are almost certain to result for a while.

(d) Since the new Companies have to learn whatever area they are assigned to, they might as well learn the LEGHORN area without disturbing arrangements in ROME.

(e) There is, as far as I know, no fixed date on which we may count on the service of either of the two new Coys. The move of No. 1 Truck Coy. before the arrival of a replacement will result in there being no transport in ROME on which we may call for the many demands which are received.

2738

C. STAIT-GARDNER,
Major.
Roads Branch,
Movements Division.

19 Feb 45.
Major Pepper states No 7
Coy will be ready to
operate in Rome - the month.
No 8 Coy will be in Florence
by 25 Feb. *StC*

