

ACC AC251/TN4

10000/142/2346

REPORTS ON
JAN-JUL 1944

0000/142/2346 REPORTS ON CIVIL TRANSPORT -
JAN-JUL 1944

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

125/28

9 July 1944

TO: Transportation Sub-Commission.

Herewith extract of Regional Commissioner's report, Region V for
month of June 1944 to 5 July 1944.

Transport - The truck company at Foggia now has 100 vehicles. While this number is less than one-half of the number requested, by working the transport on a 24-hour basis and using grain ships for export, the harvest can be collected. The farmers feel that AMG transportation costs are excessive, especially the charge for return of empties, and are reluctant to call for this transport. The cost of threshing grain is about 50 lire a quintale, while transport costs per quintale are reported to amount to 40 lire. Adjustment of the charges by reduction of the rate or having the consorzio bear a portion of the cost as an amassing charge is under consideration and is so recommended to higher authority.

J. Bruce Thompson
J. BRUCE THOMPSON, Major R.A.
S.O. 2, (CA), Economic Section.

1717

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HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION II

Sam Sec (Tn SC) 3
114644 2663

125/27

4 July 44

Ref : Tptn/11/16

Subject : Transportation (Roads) Monthly Report Region II

To : Director. Transportation Sub-Commission (Roads). IN

1. Road Haulage - Matera Province. 25 vehicles.
This shows an increase of 5 vehicles on last month report as 5 vehicles were transferred from Potenza to Matera on 1 Jun 44. Total kilometres covered during month of May 59,566. Total weight carried 18,328 Quintals.
Vehicle maintenance has been carried out in accordance with suggested Maintenance Squad of Italian Civilian Mechanics, and appears to have attained a higher standard than previously. The Branch Manager has during the month, under review, considerably assisted in organising the garage and obtained further equipment for maintenance and local repair, reports have been received of blown tyres, these have been checked and indents submitted. Indents have also been submitted for parts required, but as yet these have not been satisfied, this matter has been taken up with U.M.I. Bari and Major Mitchell is giving every assistance to expedite collection of these spares.

2. Potenza Province - 30 vehicles.
1. of these vehicles reported stolen May 31st. reference this Headquarters Tptn/17/3. dated 4 June 44 refers and every effort to trace this vehicle has been negative.
Maintenance of these vehicles has improved considerably and also the co-operation of S.I.T.A. There are reports of blown tyres which are being investigated, indents being submitted to obviate vehicles being off road.

3. Bari Province - 40 vehicles.
5. of these have been transferred to Lecce on 26 Jun 44. for assistance in Grain carrying, no report as yet has been received as to the operation of these from Lecce.
Maintenance has been well maintained and the Equipment and Squads are efficiently operating. Reports of accident subject special report - and one violation of Traffic Regulations have occurred during the month, in the former case the driver concerned was dismissed.

4. Taranto Province - 15 vehicles.
These vehicles were 'Spot Checked' on 8th. June 44 by Capt. Halstead. R.A.S.C., who reported satisfactory conditions and that vehicles were being correctly maintained.

5. General.
The system of release of P.O.L. to C.I.P. is proving satisfactory, with one exception of release to S.I.T.A. - Matera of oil

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5. General.
The system of release of P.O.L. to C.I.P. is proving satisfactory, with one exception of release to S.I.T.A. - Matera on oil of incorrect grade, this was rectified on representations to C.I.P. One vehicle No. I.5604039. on loan to Ferrovie Sud-Est - Bari has been evacuated Beyond Local Repair owing to being involved in an accident which is the subject of a special report.

Written about 1400 hrs No.
See letter in B.R. file



JPW/WBC.

J.P. WATKINS.
Major, R.A.S.C.,
Regional Transportation Officer.

26/12/5

HEADQUARTERS REGION VII

ALLIED CONTROL COMMISSION

C. J. Lee (T.M.S.C.)

U 4459

125/26

File Ref: RVII/Tn/353/386

Date: 1 July 44

SUBJECT: Monthly Report - June 44.TO: Director, Transportation Sub-Commission,
Allied Control Commission.

1. Twenty, of the twenty-nine, W.D. 5 ton lorries allocated to this Region, for road haulage, left Catanzaro for Naples on 20 June 44, and nineteen of these were handed over to Region VIII on 22 June 44. The remaining vehicle burnt its brakes and clutch out on the road and had to be left at the Refugee Camp, near Cosenza. Later this was recovered by R.E.M.E., Salerno, where it will be repaired. Arrangements have been made with R.E.M.E. to advise Region VIII, when repairs are completed.

and
delivered to
Reg VIII.

2. By the withdrawal of these twenty vehicles, the transport problem has become acute. All possible use is being made of civilian transport, but the lack of these vehicles is being felt and as the harvest proceeds, is likely to be felt still more.

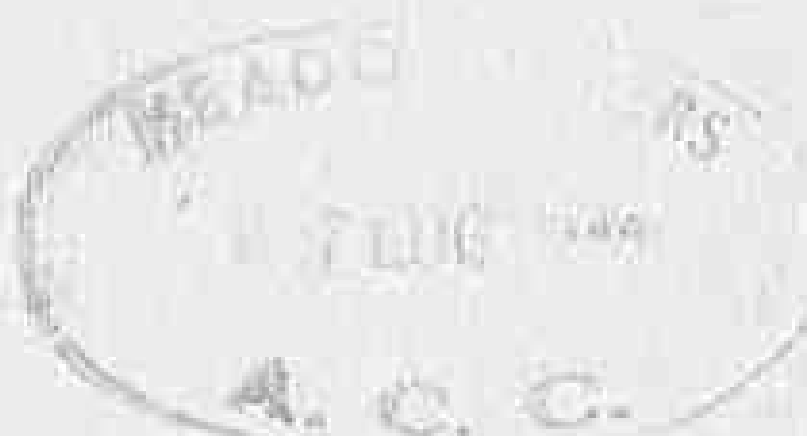
3. The remaining nine vehicles are all being employed at Reggio Calabria, and it has been found necessary to withdraw the six vehicles lent to the A.C.C. Timber Section in Reggio. Of these nine vehicles, three are at present undergoing repairs in R.E.M.E. Workshops. It is hoped that two will be returned, in a day or two.

10 x 1 1/2 ton
vehicles to this
Region are ME
collected at
Frankville.
(See Signal)
Re 193.

4. These vehicles continue to be operated by this Region and have not been handed over to a civilian firm. They are employed entirely on the clearance of A.C.C. goods from dock and railhead to warehouse.

5. It is thought that the need for using these road haulage vehicles for the work of hauling A.C.C. goods from dock and railhead is peculiar to this Region, as it is believed that Army transport is available in other Regions for this work. Under the circumstances, it is not seen how a charge can be made for the work of these lorries.

O.K.V



J.P.S. Murphy Capt 715

D.P.S. Murphy,
Capt., R.A.S.C.,
Regional Transport Officer.

IN

Copy to: Regional Commissioner,
Region VIII

File 125

7 July
1944

pd

MAIN HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
REGION VIII. June Report

R8/T/5.

SUBJECT :- Transportation Report - June, 1944.

TO :- The Director, Transportation Sub Commission,
Headquarters, Allied Control Commission.

1. VEHICLES.

(a) 20 x 3 ton vehicles have been transferred to this Region from Region VII. As reported to Capt. Morretti, Transportation Sub Commission, only 19 have been received, owing to one vehicle being detained in R.E.M.E. Workshops at Salerno.

(b) Two vehicles are at Naples - one in R.E.M.E. Workshops (this H.Q. letter R8/T/4 dated 29th. June refers) and one with the Rear Party.

(c) Ten vehicles have been assigned to Grosseto. Lieut. Oerter, Transportation Section, is at Grosseto assisting the Supply Officer with the organization necessary for vehicle maintenance, compilation of records etc.

(d) The location of R.E.M.E. Workshops and Military Petrol Points are being ascertained in preparation for the operation of vehicles in territory not yet available to this Region.

(e) Strict supervision will be given to vehicle maintenance. Copies of Maintenance instructions (as issued by Transportation Sub Commission) have been translated into Italian and have been issued to all civilian drivers and mechanics now employed and the 10 day Vehicle Maintenance Inspection initiated.

2. ORGANIZATION.

(a) A directive is being prepared covering the policy of Road Haulage. This will cover the census and subsequent Provincial grouping of civilian load carrying vehicles.

(b) Provincial Prefects, civilian transport and omnibus companies and R.A.C.I. will be contacted in each Province with a view to increasing the number of vehicles available for the distribution of civilian supplies.

(c) Assistance will be given to C.I.P. where necessary, in order that supplies of P.O.L. for civil requirements can be made available.

(d) The priority of goods to be carried will, of course, be laid down by the Regional Supply Officer.

(e) Road Haulage Freight Returns will be rendered by the Provinces each month, to this Headquarters and a copy forwarded to Transportation Sub Commission.

(f) Civilian Road Haulage Work Tickets are not yet available, and, pending receipt of supplies from Internal Transportation Sub Commission, British Military Work Tickets (AFG.3518) are being used.

30th. June, 1944.

4 JUL 1944
72/171/211

From Sec (mlse)
4-3913

0138

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6 books sent 11/7/44

LC.

Copy to:- Regional Commissioner.

J. F. D. Halstead
J. F. D. HALSTEAD,
Capt. R.A.S.C.,
Regional Transportation Officer.

IN



File 125

351

134

CIVILIAN ROAD HAULAGE VEHICLE STATE.

W.D. NUMBER	LOCATION.
5313059	Grosseto Province - 30th. June, 1944.
5606874	Grosseto Province - 30th. June, 1944.
5605596	Grosseto Province - 30th. June, 1944.
5605890	Grosseto Province - 30th. June, 1944.
5606913	Grosseto Province - 30th. June, 1944.
5605878	Grosseto Province - 30th. June, 1944.
5606904	Grosseto Province - 30th. June, 1944.
5607774	Grosseto Province - 30th. June, 1944.
5603452	Grosseto Province - 30th. June, 1944.
5605761	Grosseto Province - 30th. June, 1944.
5313029	Main Headquarters, Region VIII.
5606895	Main Headquarters, Region VIII.
5607332	Main Headquarters, Region VIII.
5607758	Main Headquarters, Region VIII.
5313649	Main Headquarters, Region VIII.
4877050	Main Headquarters, Region VIII.
5605930	Main Headquarters, Region VIII.
5605533	645 L. of C. Workshops, R.E.M.E.
5313032	Rear Party, Naples.
5313032	
4847050	Bentford

Dodge

1713

20 vehicles

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CWAF/re

Tn/125/23

4 July 1944.

SUBJECT: Recent Convoy of Ten Lorries Rome - Naples

TO : O.C. 1024 Drivers Company C.M.F.

1. It is understood that ten lorries from your Company reported to the Piazza Ragusa on Sunday, July 2nd 1944, at the request of Lt. Col. J.J. Carnes, of Allied Control Commission Advance H.Q.

2. These lorries subsequently left for this H.Q. but only six arrived, the remaining four having never been heard of since.

3. It would be appreciated if this H.Q. could be informed whether all ten lorries have returned to you. The six which arrived here left again for Rome yesterday.

Chap

L.B. VINING
Lieut. Colonel,
Director,
Transportation Sub-Commission.

COPY TO: Lt. Col. J.J. CARNES HQ. ACC. ADV ROME

1712

CEM/re

4 July 1944.

ROADS SECTION

Tn/125/22

SUBJECT: Monthly Report from Roads Section.

TO : Transportation Sub-Commission.

ALLOCATION OF W.D. VEHICLES.

1. Since the last monthly report the allocation of vehicles has changed considerably, and set out below are the figures of vehicles allocated to Regions: -

REGION	Nº OF VEH	TYPE	REMARKS
II	120	3 ton	
III	57	3 ton	
	61	2½ ton	
	100	3 ton	
IV	73	2½ ton	
V	120	3 ton	
	137/107	1½ ton	
	98	10 ton	
	100	1 ton	on loan from AAI.
VII	9	3 ton	
	10	1½ ton	
VIII	20	3 ton	
AMG 5 Army	90	3 ton	
	120	3 ton	3 platoons of 548 G.T. Coy. 1001st G.T. Coy. (Italian)
CAS Rome Region	166	2½ ton	
	30	3 ton	1 platoon of 548 G.T. Coy. one G.T. Coy. from 1 Br. Inf. Div.
Capt. Miller (Food Sub-Comm.)	120	3 ton	
Displaced Persons (Sub-Commission)	16	3 ton	
ACC.HQ. (Food S/O)	5	3 ton	

1711

From the above figures it is hoped to take the 166 vehicles (2½ ton G.M.C.) from Rome Sub Region and divide between Regions VIII and IX.

ARRIVAL OF NEW VEHICLES.

2. There now remain only 59 x 1½ ton Chevrolets to ar-

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REGION	N° OF VEHs	TYPE	REMARKS
II	120	3 ton	
III	57	3 ton	
	61	2 1/2 ton	on loan from AAI.
	100	3 ton	
	73	2 1/2 ton	
IV	120	3 ton	
V	124/107	1 1/2 ton	
	98	10 ton	Fiats
	100	1 ton	trailers on loan from PBS.
VII	9	3 ton	
	10	1 1/2 ton	
VIII	20	3 ton	
AMG 5 Army	90	3 ton	3 platoons of 548 G.T. Coy.
			1001st G.T. Coy. (Italian)
AMG 8 Army	120	3 ton	
CAS Rome Region	166	2 1/2 ton	1 platoon of 548 G.T. Coy.
	30	3 ton	one G.T. Coy. from 1 Br. Inf. Div.
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1741

From the above figures it is hoped to take the 166 vehicles (2 1/2 ton G.M.C.) from Rome Sub Region and divide between Regions VIII and IX.

ARRIVAL OF NEW VEHICLES.

2. There now remain only 59 x 1 1/2 ton Chevrolets to arrive ex ME, and these have all be promised to Region V to assist their harvest, and the new Provinces now under their control. Ten x 1 1/2 ton Chevrolets have just been given from this latest shipment to Region II to assist them in fulfilling a timber detail for Capt. Jarman. (These ten x 1 1/2 ton trucks should have gone to Region V). A further consignment of 10 ton Fiats are expected, but no information of shipment is to hand as yet.

JANIRI TYRE PLANT.

3. This is progressing satisfactorily. R.E.M.E. inform us that the work now being done by R E may completed in 10 days from date of this report. R.E.M.E. are supervising, and providing raw materials for approx 2 to 3 months from date plant commences to operate. On receipt of data concerning raw materials the Requisitioning Division will requisition raw materials for 12 months for the Janiri Plant, & machines (repair) in Naples area and small retreading plant in Sicily.

It is anticipated that demands for retreading will be small as Italians now run their tyres till the canvas shows, and to counter act this P.B.S. are releasing C-1 tyres (tyres no longer good for army use) which will be sent to tyre plant for retreading thus forming a stock pile of tyres in readiness for Regional demands.

SERVICE STATIONS.

4. HQ. AAI. have authorized the issue of 1 set of spares per 100 vehicles, and authority is now awaited for the collection of these spares and tools. The principle is that extracts have been made from "A" type I.A.D. (Light Aid Detachment) giving a good scale of tools, equipment and spares, and on receipt it is anticipated these will be distributed to Regional garages to assist in obtaining letter maintenance and repairs.

GENERAL.

5. Census returns for month of June were submitted on time to Lt. Col. Miller so that W/E and Road Haulage Vehicle census were submitted together.

All B.L.R. certificates (Beyond Local Repair) submitted to Q(AE) AAI. have been exchanged for release notes to collect new vehicles.

All tyres (new) collected from 557 AOD. have been sent to Rome on instructions from Lt. Col. J.J. Carnes.

CLM

C.E. MORETTI
Capt., RASC
Roads Section

1710

2210
17h
28 JUN 1944

Econ Sec (Tn 5 c)

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/mm

Tn/125/20
24 Jun 1944

In reply
refer to: RTC 386.3 (V).

Subject: Ex - military Equipment Transport Facilities.

To : Transportation Sub - Commission
attention: Lt. Col. J.H. Bordass.

1. Reference our conversation on my recent visit, it would be highly advantageous to A.C.C. Transport Sicily Region, if the Sub - Commission Chiefs at Headquarters were made to understand that due to the fact that no Allied transport facilities have been furnished this Region, all the captured enemy material (ex-military equipment) is needed by A.C.C., so as to not encourage any Italian authorities to request for same, repeatedly.

2. No spare parts or tyres have or are coming in to this Region; it has been through maximum use of what we now have that we've managed without Allied vehicles, I don't believe we are prepared to resort to that solution at this time, therefore we must utilize all that we are able to locate in the way of ex-military equipment.

For the Regional Commissioner:

1709

C.P. Bolick.

C.P. BOLICK
Lt. Col., F.A.
Regional Engineer

IN
File 125

24 June 44

HEADQUARTERS
ALLIED CONTROL COMMISSION
Food Sub-Commission
ATO 394

ACC/90-5/FOOD

SUBJECT : Plans for Feeding AMG 5 and 8 Army Areas

TO : Economic Section

15 June 1944

1. Further to this office letter ACC/90-5/FOOD of 13 June 1944, revised plans to implement the supply program contained in Memorandum of 8 June are submitted. These have been jointly agreed with C.A.S. AMG 5 Army, AMG 8 Army.

2. PHASE I - No. 1 ARSD (Adv Base Supply Depot) will be established NE of Rome.

(a) Date for issuing supplies : 18 June 1944.

(b) Personnel - Capt. Bowes)
1 N.C.O.) Food Sub-Com. personnel Naples Whse
11 2/M ORs)

(c) Transport required :

(i) Lift for 175 tons per day from Anzio to Rome Warehouse
(ii) Transport for Depot personnel to be supplied from Rome pool (ACC)

(d) Method - Bulk supplies will be drawn from CAS Dept at Anzio

3. Accounting - will be handled through CAS Food S/C will otherwise run warehouse completely

(a) 5 Army Field Depot will be established at MONTEFIORE.
(Sheet 15- CD 5005) Supplies will be drawn from CAS dump at Anzio and carried by AMG 5 Army transport.

(b) AMG 8 Army will establish forward depot at MAGLIANO 0725180 Sheet 16). supplies by own transport from Rome Warehouse.

4. PHASE II - ACC port warehouse will be established at Civitavecchia and No. 2 ARSD at ORVIETO.

(a) Amount to be handled 160 t.D.d. increasing if port acceptance permit to 210 tpd.

ORVIETO will be opened as a depot for supplying jointly AMG 5 & 8 Armies, N.E. and N.W. of Lake Bracciano Area.

(b) Will be supplied by ACC transport from Civitavecchia Base Supply Depot or Fiumicino.

(c) Personnel required : 1 Officer
4 ORs

(d) Transportation required - (i) lift for 160 tons per day
(ii) One jeep for O.i/c. Depot

(e) Accounting : Will be handled by ACC both at Civitavecchia and Orvieto

1798

These have been jointly agreed with C.A.S. AMG 5 ARMY, AMG 8 ARMY.

2. PHASE I - No. 1 ASD (Adv Base Supply Depot) will be established in

- (a) Date for issuing supplies : 16 June 1944.
- (b) Personnel - Capt. Bowes
1 N.C.O.
11 2/M GRS
Wood Sub-Com. personnel Nayles Whse

- (c) transport required :
 (i) lift for 175 tons per day from Anzio to Rome Warehouse
 (ii) Transport for Depot personnel to be supplied from Rome pool (ACC)

- (d) Method - Bulk supplies will be drawn from GAS Dept at Anzio Pool (AGC)

3. Accounting - will be handled through CAS Food Service Warehouse completely

- (a) 5 Army Field Depot will be established at MONTECASSI.
(Sheet 15- GJ 5005) Supplies will be drawn from GJ5 dump at Anzio
and carried by AMG 5 Army transport.

- (b) AMG 8 Army will establish forward depot at MAGLIANO 0745180 Sheet

4. PHASE II- ACC Port warehouse will be established at ORVINTO .
NO. 2 ARSD at ORVINTO .

- (a) Amount to be handled 160 t.p.d., increasing if port acceptance permit to 210 tpd.

ORVIETO will be opened as a depot for supplying jointly the 3rd and 4th Armies, N.E. and N.W. of Lake Bolsheha Area.

- (b) Will be supplied by AGC transport from Civitavecchia Base Supply Depot or Fiumicino.

8071

- (c) personnel required : 1 Officer
4 ORS
1 NCO (Corp. or Sgt)
(i) lift for 150 tons per day
(ii) One jeep for 0.1/c. Depot
- (d) Transportation required -
- (e) Accounting : Will be handled by ACC both at Civitavecchia and Orvieto
- Capt. LUKAS, Food Sub-Commission will be responsible for procedure, accounting
stationary and overall supervision.
- COPIES

5. PHASE III - SIENA

- (a) Will be opened as a common depot for supplying jointly AMG 5 & 8

- (b) Method - Intention is to supply from ACC port Warehouse at FIOMBINO.

101. 9 and 10 - Will be returned to the
belonging to the Girl

NAME FOR BIDDING: W.D. & H. VAUGHAN - OFFICE

Plans for Feeding AMG 5 & 8 Army Areas- Cont'd

- (c) Quantities : - For 5 Army AMG - 130 tons per day
For 8 Army AMG - will be signalled
 - (d) Personnel required - as in Para 4(c)
 - (e) Transportation : (i) lift for probably 280 tpd. from PIOMBINO
(ii) One jeep for 0.1/c Depot
- W.J. L EGG
Colonel
Chief, Food Sub-Commission
- (a) Requirements : Will be handled by AMG 2001 at GIAPPALONE and GIAPPALONE
 - (b) Distribution : (i) Will be handled by AMG 2001 at GIAPPALONE
(ii) Will be handled by AMG 2001 at GIAPPALONE
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- (w) Distribution : (i) Will be handled by AMG 2001 at GIAPPALONE
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(ii) Will be handled by AMG 2001 at GIAPPALONE
- (z) Distribution : (i) Will be handled by AMG 2001 at GIAPPALONE
(ii) Will be handled by AMG 2001 at GIAPPALONE

NOTES ON MEETING HELD AT HQ REGION V.

Thursday 7th June 44.

FOGGIA HARVEST.

Chairman:- Lt. Col. C.H.A. FRENCH.

Members present:-

Col. TEMPLEY (reporting)
 Lt. Col. MIDDLEWOOD.
 Lt. Col. LAFIER.
 Major. HARRIS.
 Major. WRIGHT.
 Capt. BUMP.
 Major. FISHER

(B) & Capt. Sinclair. (B).

(B)

(A)

(A)

(B)

(A)

(A)

Main points of discussion:- Labour and Transport.

(1) LABOUR.

Col. Templey anticipated that, of the 25,000 Italian soldiers (incl. 1 Col, 2 Majors and several Captains) allotted for agricultural work over the whole network of the FOGGIA Province, some 10-20% may be absentees or deserters. This figure has, however, been taken into consideration. They might accept outside offers for work from farmers, who it is understood are paying up to 600 Lire per day (especially in the MATERA district).

The soldier labour will be taken on their arrival at Foggia Station straight to the farms, and Carabinieri will be responsible to keep check on their movements. They will be housed and fed by their employers, as they have neither tents or utensils of their own.

Lt. Col. MIDDLEWOOD queried the order that farmers must employ such soldier labour in preference to civilian labour. This might cause ill-feeling among both civilian labourers and their employers of previous years. It was pointed out, however, that the percentage of soldiers employed would be only 10% against 90% civilians, for whom there will be sufficient work. The object of soldier labour is that farmers, who urgently require labour, shall use soldiers who are homeless and in most cases have agricultural experience from their former civilian life. It will also provide farmers with cheap labour and prevent them from ceiling on civilian labour at present engaged on vital wartime work in the FOGGIA Airfields. Payment is 65 Lire per day; but only for the time the soldier is actually engaged on farmwork. In cases where soldiers arrive prior to the actual commencement of their work (a fact which will be unavoidable in view of the transport difficulties), they will receive food and accommodation only.

Trouble on this score is not expected.

Major FISHER ¹⁷⁰⁷ brought up the question of employment of Fascists. This matter is to be talked over with A.C.C. bearing in mind the lack of good will among civilians.

(2) TRANSPORT.

Lt. Col. LATTER.
 Major. HARRIS.
 Major. WRIGHT.
 Capt. BUIP.
 Major. FISHER

Main points of discussion: - Labour and Transport.

(1) LABOUR.

Col. Hammerley anticipated that, of the 25,000 Italian soldiers (incl. 1 Col, 2 Majors and several Captains) allotted for agricultural work over the whole network of the FOGGIA Province, some 10-20% may be absentees or deserters. This figure has, however, been taken into consideration. They might accept outside offers for work from farmers, who it is understood are paying up to 600 Lire per day (especially in the MATERA district).

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1727

Trouble on this score is not expected.

Major FISHER brought up the question of employment of Tacchini. This matter is to be talked over with A.C.C. bearing in mind the lack of good will among civilians.

(2) TRANSPORT.

The main point is to get the trucks which have been promised, of which only 69 so far have been received.

Major HARRIS suggested that it is impracticable to place the trucks in the manner laid down (43 points).

Lt. Col. LATTER suggested the trucks to be placed in a strategic centre, so as to be available when needed. In this connection it was proposed to establish a Report Centre in FOGGIA, combined with a Runner System, in order to set up a satisfactory communications system. (Major CLIMING).

16 JUN
112

It was pointed out by Col. Temperley that cases of trucks being urgently required at one place while others were lying idle at another place, would hardly occur. It should also be borne in mind that animals transport will substantially assist. It was suggested that once the trucks were received, movements of same would be carried out in a proper manner. Apart from the 69 already received, another 100 were due immediately. It was decided that Foggia Province should ask for trucks as required. It was the function of the truckpool to provide the trucks, and it is up to Lt. Col. MATTHEW to ensure sufficient are available.

(3) THRASHING MACHINES.

Although in previous years 1200 machines were used in the Province it is thought that the 400, which are available for this year's harvest, will prove sufficient, seeing that they will be moved from place to place and not remain idle. The machines are calculated to thresh 2000 tons per day as the peak period.

(4) BINDING TWINE.

Capt. RUMF assured the conference that the situation is well in hand. A trainload containing D.T. and other commodities is arriving in NAPLES presently.

Notice of arrival of D.T. on the quays should be given in good time to the railway authorities, so that clearance can be effected before other goods are unloaded which may choke up the warehousing space.

(5) REPAIRS.

These can be done locally.

(6) MATERIALS.

Sacks. There are a great number of sacks warehoused at CASERTA which will be moved to FOGGIA on request.

Beltting. It was suggested to use Fire hose as a substitute in case of emergency.

Fuel. Supply of coal again depends on satisfactory transport conditions. A bid for 8000 quintals has been made. Last month 150 tons were transported by road; for this month 350 tons are required, of which 180 tons by rail. There are not sufficient trucks, of which 40 are short at present. Lt. Col. MATTHEW promised to look into this matter and get the fuel up as soon as possible.

(7) BLACK MARKET.

It was pointed out that the crassing of the wool alip might encourage the black market and lead to illegal sales; difficult to check up if goods pass through various hands.

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These can be done locally.

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(7) BLACK MARKET.

It was pointed out that the passing of the wool clip might encourage the black market and lead to illegal sales; difficult to check up if goods pass through various hands.

Illegal thrashing would hardly represent a problem. One Carabinieri each has been allotted to the supervision of 4 machines. It was thought that Italian Officers and NCOs might perhaps assist in this job of supervising, but it did not seem advisable.

14 June 1944

Ref. : 85/503/2

SUBJECT: Personnel of Region V

TO : The Executive Commissioner, Regional Control and Military Government Section, ACC, A39 394.

My dear Brigadier:

1. In view of the precipitate retreat of the enemy and the hurried entry of army AMG, followed by Regional teams with calls for increased number of officers for Aquila Province, I report the following status of personnel of the Region by provinces, the largest being Aquila. That province has no officers, as follows:

1 - SCAG
1 - Legal
1 - Medical
1 - Finance
1 - Supply
11 - CAPOs
5 - CAPOs
21 - TOTAL

As this number is in excess of the authorized allowance for the Aquila Team, which increase caused a shortage in the CAPOs allocated for Teramo, Pescara and Ascoli provinces, I shall need an additional commitment of 20 CAPOs at the earliest date to complete our teams. Old provinces have been reduced to the following totals and new provinces with provincial teams either operating in new territory or assembled in forward areas awaiting army call to take over are as follows:

Number of Region V Officers:

Old	New	Not formed (SCAGs only)
Foggia Prov - 13	Aquila - 21	Macerata - 1
Campobasso Prov - 11	Pescara - 11	Ancora - 1
Chieti Prov - 13	Teramo - 8 + 1 att.	Pesaro - 1
In 3 Provinces, total 39	Ascoli - 11	3

51 - 1 att.

Resume
Old Provinces
New

- 39 + 7 att.
- 51 + 1 att.

1708

My dear Brigadier:

1. In view of the precipitate retreat of the enemy and the hurried entry of ARMY HQ, followed by Regional teams with calls for more and more of officers for Aquila Province, I report the following status of personnel at this station by provinces, the largest being Aquila. This province has 10 officers, as follows:

1 - GAO
1 - Legal
1 - Medical
1 - Finance
1 - Supply
11 - GAO
3 - GAO
21 - TOTAL

As this number is in excess of the authorized allowance for the Aquila team, which increase caused a shortage in the GAOs allocated for Teramo, Pescara and Ascoli. In addition, I shall need an additional complement of 23 GAOs at the earliest date to complete our teams. Old provinces have been reduced to the following totals and new provinces with provincial teams either operating in new territory or assembled in forward areas awaiting army call to take over are as follows:

Number of Region V Officers:

	Old	New	Not formed (GAOs only)
Toggia Prov	- 16	Aquila - 21	Macerata - 1
Campobasso Prov	- 11	Pescara - 11	Aquila - 1
Chieti Prov	- 12	Teramo - 8 + 1 att.	Pescara - 1
In 3 Provinces, total 39	Ascoli - 11	3	

51 - 1 att.

1708

Reserve
Old Provinces
New
Unformed Teams (GAOs)
Total
Regional Headquarters
Special Staff
Present strength

- 30 + 7 att.
- 51 + 1 att.
- 3
33 + 8 att.
3
85
124 + 9 att.

equale 138 total

needed to build up their own capital.

F. L. Whitley

$$\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$$
[illegible]

2 copies to Transportation Section

2 copies file

1207

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission (Roads)
APO 394
(Internal.)

CEM/re

Tn/125/17

16 June 1944.

SUBJECT: Report from Region IV.

TO : Transportation Sub-Commission - Lt. Col. L.E. VINING.

1. Please find attached report handed to me by Lieut. Gillespie on today's date.

2. My comments are as follows: -

(1) As at ^{the} moment Region IV have only 73 trucks apart from their WE/TO trucks, they would appear to be well placed as regards officer personnel as they ^{have} 3 Tptn officers, Capt McCarthy, Lts. Scott, McCullough and Gillespie.

(2) The truck position is far from satisfactory. I understand from Lt. Col. Carnes that Region IV had been allocated 40 trucks from those with A.M.G. 5th Army making the total 73 as above. No mention is made of these 40 trucks in the attached report, but it would appear that all 3 Tptn officers are at Gaeta. I am in complete agreement with Lt. Col. Finlay's last sentence in para 2, but would point out that this Regional responsibility.

(3) The Italian Military Drivers who were obtained for these trucks were supplied by the Executive Officer Colonel Farren through the medium of Military Mission to the Italian Army (Post Office Building). On receipt of this report I immediately contacted Col. Farren and he told me that there were no more drivers available. Col. Farren promised to make enquiries but held little hope of obtaining any more, he also stated that any further requests for drivers must be submitted in writing. This request is being attended to by me and I am forwarding him a copy of Col. Finlay's report.

(4) Where as it is appreciated that Region IV have difficulties to face, I am of the opinion that this report calls for a reply in which ^{it} is clearly shown that this Sub-Commission is not in a position to "wet nurse" them.

*I agree with your remarks
Please reply to this letter (attached)
and explain position to them
They must stand on their own legs.*

J.H. BORDERS
J.H. BORDERS
Lt. Col.

21/6

From D/Regional Engineer ACC IV (Rear)
to Regional Engineer IV (Main)

6th June 44

Subject Transport.

1. The taking over of transport and drivers has been in my opinion most unsatisfactory, far too many tag ends have had to be picked up and straightened out, which should have never occurred.
2. Transport Officers. 2 Lt Gillespie reported this morning about 9.30 hrs. He has been with Region III for a few weeks and has just been summoned back from a distant job, and his bedding roll was on a truck that had broken down and another truck sent out to tow it in.

I have placed him under Capt. Spriggs and arranged that meanwhile he should concentrate on the vehicle side as that requires the full attention of an officer to get it in order.

He has been told that as soon as things are organised and in a state to be handled by one officer Capt. Spriggs is required for another job. He has been doing the mechanical side before.

3. Vehicles.

We have taken over following vehicles;

25 GMC 2 1/2 ton; A. --- 5 Dodges B. 3 Bedford B.

Two of the British are reported as unlikely to reach Gaeta without towing.

I have received instructions from ACC En. to return the 8 Brit. and drew 8 GMC in lieu, these I understand will be 5 tonners.

This from a mechanical side is correct as it will greatly facilitate servicing & maintenance as I am told by ACC that the servicing equipment is common to all these. But not to Brit.

Lt. Col. Carnes said that this is what should have been handed over in the first place, but Col. Gevers was told that there would be a proportion of British as it was all they had.

No written instructions were issued however by ACC either on vehicles or tools, had they been so both sides would have known where they stood, and I do not think Acc III was acting other than they believed correctly. the two

Lt. Gillespie who had been working on Bedfords was of the same opinion as had been formed by the transport Sergeant who had inspected them.

The other vehicles were reported in serviceable condition except two leaking radiators which were taken to Ordnance shop and were promised late tonight or early tomorrow depending on repairs necessary.

AB 406 for Brit. and American form for A vehicles has been made out for each vehicle. Only one AB 406 available, and none handed over with vehicles. In O. ACC III said that they had recently taken over many and no time to prepare.

4. Tools and Equipment.

Jacks 10 received. Wheel wrenches 6 recd.

Spare Wheels, Tyres and tubes 17 recd. 16 short & one tyre showing canvas.

A small number of patches & solution but not nearly enough.

(Over)

No tools for garage. No tyre changing tools.
 No Grease Gun. No spare oil and grease.
 No water cans. No Petrol cans.
 No tow ropes or chains. No Tyre Chains Wheel(not being issued)
 No tyre pump. No receptacle for refilling radiator.
 Many vehicles short of lamps, others short of bulbs. Some without
 tail and side lights.
 Drivers seat missing in some, which makes driving for a small
 Italian driver dangerous as they could not reach the pedals.

and that
 they knew
 he could
 issue no
 more without
 authority.

I saw Lt. Col. ^{Bordess} Carnes about these ~~and was~~ at 12.15 and arranged to
 return at 2.30pm and was told by Lt Col Carnes that he had rung up
 Col. of PBS Ordnance and if I went round there, they could probably
 fix up most of them. Col. Aldrup took the trouble to look up and
 shew me the PBS letter sent to ACC about this which distinctly said
 that ACC must submit a consolidated indent and that they had done
 so and got the proportion of tools etc they were entitled to and
 that they had been told they must apportion them evenly among
 vehicles. By now it was about 4.30 and I returned to ACC and told
 Lt Col Carnes that he had sent me on a wild goose chase and what
 Col Aldrup had said, he then gave instructions to ACC III to hand
 over the set proportion of tools etc. I asked for a written note
 of this so that there will be no more doubt and Lt Col Bordess has
 promised me this Tues. morning when we will I hope draw them.

All this a needless waste of time that could have been avoided
 by a clear order in the first instance.

3. Drivers. One Sergt. and one Cpl and 31 soldiers Italian reported
 on Friday morning, and were handed over by an officer without
 any list of kit etc. No unexpended portion of ration.

The Carabinieri kindly arranged to provide a midday meal, but
 there was no food, when they got there. I went and saw HQ Italian
 who were very helpful and arranged to accomodate them and feed them
 that night and also look into possibility of completing kits of
 No Water Bot. No Mess Tins which I gave them an approx. list of shortages. I told Capt Spriggs
 No Ed Dressing to go round to Italian barracks and see that the men would get a
 Few boots meal. Again no food, so he got C Rations which they have had since
 or blankets on Col Gevers authority. Col Gevers arranged on Sat. for Capt Aulissi
 No change to follow up administrative side and he spent most of Sat. on this
 of clothes on Sunday in absence of transport I took him down to Italian HQ and
 No soap or he obtained authority to draw missing kits. The Italian Col. was most
 Towels. helpful but it took long. Capt. Spriggs spent most of afternoon
 Few hats. going round town to their depots and got some and arranged to get
 others today which he did, but there are still some articles missing
 particularly boots;

Three were reported unable to drive. All were being put through
 a driving test today, and vehicles tried on road. I have not recd.
 report of results yet.

4. Arrangements were made to move Tues. less if necessary some vehicle
 but technically it was inadvisable and rather fortunately technical
 PBS require 24 hours notice to pass convoy into army area, so move is
 postponed till Wed. provided Movement order can be obtained, if not
 8 or 9 vehicles can be moved, up; but with unknown drivers it is most
 undesirable to split as there are only two officers and two NCO's.
 5. Take over of vehicles was considerably delayed on Sat. as Sergt
 Blackburn & L/Cpl Carter were given other work on equipment vehicles

When I returned to LtCol Carnes after seeing PBS and press, ^{ed} for his clearance of deficiencies at once he remarked that he could not understand why Region IV who had been doing nothing for months should bring these things up at the last moment. I told him that was incorrect and that 200 trucks had been demanded some months ago followed by a request for 100 on a/c followed by a letter signed by Col Coverney very clearly stating that the vehicles needed to be repaired and pressed. I think and hope that we will now get sufficient tools and servicing equipment to maintain the vehicles. Without a grease gun alone the vehicles might have been off the road in a month.

The drivers seem quite a good lot and the Sergt a nice young fellow although there varied hays and kits made them look rather like a carnival party, before putting on kit got today.

Something is moving on Transport officers. LtCol Carnes told me of one coming not quite sure which and Col. Parren also mentioned that one would probably come in about a week the first a Capt or Major the other a Lieut. so perhaps it is both, perhaps neither.

Lieut. Scott is on LtCol Carnes list as a Transport Officer assigned to regio IV.

I think with LtCol Lappers help I have secured a PU from ACC for Breth for a week. I will leave tomorrow morning and if so Breth will leave tomorrow.

Region IV could not provide. Failing that he will probably go up on Transport to Geta but without transport reconnaissance will be slow and intermittent, and unsatisfactory.

My tyre burst about five miles down the road, could you get Scott to send down the other one as they have not go one down at Province. The car seems quite a good one but lights very dim and I crawled in about 2300hrs.

Chubb

Lt. Col RE

*The presence of H. L. L. in
Transport arrangements at Geta are
all clear.*

These things are important. I have been told that the presence of H. L. L. in Transport arrangements at Geta are all clear.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission (Roads)
APO 394
(Internal.)

CEM/re

Tn/125/17

16 June 1944.

SUBJECT: Report from Region IV.

TO : Transportation Sub-Commission - Lt. Col. L.E. VINING.

1. Please find attached report handed to me by Lieut. Gillespie on today's date.

2. My comments are as follows: -

(1) As at ^{the} moment Region IV have only 73 trucks apart from their WE/TO trucks, they would appear to be well placed as regards officer personnel as they ^{now} have 3 Tptn officers, Capt McCarthy, Lts. Scott, McCullough and Gillespie.

(2) The truck position is far from satisfactory. I understand from Lt. Col. Carnes that Region IV had been allocated 40 trucks from those with A.M.G. 5th Army making the total 73 as above. No mention is made of these 40 trucks in the attached report, but it would appear that all 3 Tptn officers are at Gaeta. I am in complete agreement with Lt. Col. Finlay's last sentence in para 2, but would point out that this ^{is} Regional responsibility.

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(4) Where as it is appreciated that Region IV have difficulties to face; I am of the opinion that this report calls for a reply in which is clearly shown that this Sub-Commission is not in a position to "wet nurse" them.

J.H. BORDASS
Lt. Col.

VERY URGENT.

HEADQUARTERS
ALLIED CONTROL COMMISSION
REGION IV

14 June '44.

TO : Director, Transportation Sub-Commission,
H.Q., ACC.
(For attention of Lt. Col. L.V. Vining.)

1. ACC Region IV Truck Detachment is located at GATA under Command of Capt. McCarty who reported to ACC Region IV at Naples having been allocated as Transportation Officer by ACC, H.Q., other officers are 2/Lt. McCullough and 2/Lt. Gillespie.

They are over 100 miles from ACC Region IV H.Q., which is on move and I therefore ask especially that the following may have immediate attention.

2. TRUCK POSITION on 14th June.

(a) On 7th June, 33 trucks GAC just taken over with practically no tools, left Naples parking place.

(i) One crashed in Naples and was left with Ordnance and on 11th June a replacement driven out.

(ii) Before arrival at GATA another truck had run into the motor cycle and both are under replacement.

Three others under Ordnance (38 Ord) repairs (one new main bearing due to being previously worn and one bad clutch; one broken sump; these may or may not have been aggravated by inexperienced driving) one at least was so.

(b) On 8th June the trucks were serviced and the detachment settled in

(c) 9th June to evening 13th June, 5 days, 6 others off road and in Ordnance or on way to Ordnance. Of these 6, all were accidents.

To summarize above 10 trucks out of 33 have had to be sent to Ordnance, 7 being due to accident, and one at least made serious major repair through ignorance.

Such a situation and the prospect ahead is a UNCOIN waste of valuable Government Equipment, and MOST STOP.

3. DRIVERS.

ACC, H.Q., The Honda Branch in conjunction with personnel section had delivered to us 23 Italian Army drivers - one was returned and exchanged before leaving Naples as completely incompetent. They arrived unequipped and the promised transport officers did not arrive for some days after them. The only best possible before leaving (with staff available) was a short drive round the parking place.

Prior to Capt. McCarty's arrival 8 drivers were "grounded" after observation of their driving, he has grounded a further 9 and one has gone to hospital with V.D. Further, the 2 drivers

They are over 100 miles from ACC Region IV H.Q., which is on move and I therefore ask especially that the following may have immediate attention.

2. TRUCK POSITION ON 14th June.

(a) On 7th June, 23 trucks GMC just taken over with practically no tools, left Naples parking place.

(1) One crashed in Naples and was left with Ordnance and on 11th June a replacement drawn out.

(ii) Before arrival at GASTA another truck had run into the motor cycle and both are under replacement.

Three others under Ordnance (28 Ord) repairs (one new main bearing due to being previously worn and one bad clutch; one broken sump; these may or may not have been aggravated by inexperienced driving; one at least was so.

(b) On 8th June the trucks were serviced and the detachment settled in

(c) 9th June to evening 13th June, 5 days, 6 others off road and in Ordnance or on way to Ordnance. Of these 6, all were accidents.

To summarize above 10 trucks out of 23 have had to be sent to Ordnance, 7 being due to accident, and one at least made serious major repair through ignorance.

Such a situation and the prospect ahead is a gross waste of valuable Government Equipment, and MUST STOP.

3. DRIVERS.

ACC., H.Q., Th. Ponda Branch in conjunction with Personnel Section had delivered to us 33 Italian Army drivers - one was returned and exchanged before leaving Naples as completely incompetent. They arrived unskipped and the promised Transport officers did not arrive for some days after them. The only last possible before leaving (with staff available) was a short drive round the parking place.

Prior to Capt. McCarty's arrival 2 drivers were "grounded" after observation of their driving, he has grounded a further 9 and one has gone to hospital with V.D. contracts, and treated before arrival but not reported to us. Further, the 2 lgtts were on trucks and also 2 Allied MCO's as no spares had been allowed.

Result. 9 trucks in Ordnance; 3 local repair and 1 fit to run but no competent drivers - total 20 trucks off road. Of 10 other trucks and 1 wrecker driven by Allied drivers all are still on road and no accidents.

An Allied driver with truck is placed in charge of 5 Italian trucks and the incompetence was such that at crossings, they parked their truck and took each truck separately over the crossing and naturally M.P.'s objected to other traffic being held up.

Required at once 23 competent Italian Army drivers or better Allied drivers. Capt. McCarty will detail Lt. Gillespie and a qualified MCO to test them out before taking them over in Naples.

Meanwhile the 16 grounded drivers are being retained, 3 for garage work, 3 for Guards, and 5 for general duties (Water, Supplies, and Sanitation) and they must remain until replaced by Carabinieri or general duty men (3 permanently for repair services).

Equipment. The last lot was grossly deficient in blankets, clothes and equipment on arrival, since remedied, the new lot should be specified completely equipped.

4. Maintenance and Servicing.

Sufficient tools etc., were drawn from Ordnance the day after the trucks left for this when taken over they were grossly underequipped not even one greasegun or one set of tools to change a wheel or one pump. The staff now available for ^{any servicing} supervision is adequate and I believe competent and qualified to do so as the 3 officers were assigned by AGO as Transportation officers.

The matter is urgent as large quantities of supplies await transport and I fully endorse the action of C.C. in grounding drivers.

G.H.A. F. Galloway. R.E.

CABIN 14 June '44 on way to forward H.Q.

1699

Very URGENT.

From D/Reg Eny Acc IV.

14th June (6)Dir. Tin Acc HQ (for attention of L/Cdr Vining)
if at HQ.

1. Acc IV Truck Detachment is located at GAETA under Command of Capt McCarty who reported to Acc IV at NAPLES having been allocated as In Officer by Acc HQ. Other officers are 2nd Lt McCulloch & 2nd Lt Gillespie —

They are over 100 miles from Acc ^{IV} HQ which is on move and I therefore ask especially that the following may have immediate attention.

2. Truck Position on 14th June.

(a) On 7th June 33 Trucks G.M.C. just taken over with practically no Tools left Naples Parking Place.

(i) one crashed in Naples & was left with OVD & on 11th June a replacement drawn out.

(ii) Before arrival of GAETA another Truck has run into the Motor Cycle and both are under replacement.

Three ~~two~~ others under ^{ordnance (38 OVD)} repairs (one new main bearing due to being previously worn & one bad clutch; these may or one broke pump may not have been approached by inexperienced driving ¹⁶⁹³ one at least was so).

(b) on 8th Trucks were serviced & the detachment settled in.

(c) 9th to every 13th June 5 days, 6 others off road & in ordnance or on way to Ordnance.

of these 6 all were accidents.

To summarise above 10 Trucks out of 33 have had to be sent to Ordnance 7 being due to accident, & one at least made serious major repair through ignorance.

Such a situation & the prospect ahead is a
GROSS waste of valuable Government Equipment.
 and MUST STOP. —

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 parking place —

Prior to Capt CARTWRIGHT's arrival 8 Drivers were
 "grounded" after observation of their driving, he has
 grounded a further 9 and one has gone to Hospital with V.D.
 contracted & treated before arrival but not reported to
 us — Further the 2 Sigs were on trucks and also 2 Allied
 VCO's as no spaces had been allowed — 1697

Result 9 Trucks in ORINACE; 3 local repair &
 8 ~~could~~ fit to Run but no competent drivers = Total 20 Trucks
 off road — Of 10 ^{other} Trucks & 1 Breaker driven by Allied Drivers
 All are still on road & NO accidents —

An Allied Driver ^{with Trucks} is placed in charge of 5 Italian Trucks
 and the incompetence was such that at crossings, they parked
 their trucks & took each truck separately over the crossing

and naturally RTF's objected to other traffic being held up —

Required at once 21 Competent Italian Army Drivers or better Allied Drivers. Capt McLaughlin will detain L'Gillispie & a qualified NCO to test them out before taking them over in Naples.

Meanwhile the 16 grounded drivers are being retained 3 for Garage Work, 8 for Guards & 5 for General Duties (Driver, Supplies & Sanitation) and they must remain until replaced by Carabinieri or Gen. Duty Men. (3 permanently for Repair Services)

Equipment — the last lot was grossly deficient in blankets clothes & equipment on arrival since remained the new lot should be specified completely equipped.

4. Maintenance & Servicing Sufficient Tools etc were drawn from Ordnance the day after the trucks left for this when taken over they were grossly under equipped ¹⁶⁹⁶ not even one grease gun or one set of Tools to change a wheel or one pump — The staff now available for supervision ^{& Servicing} is adequate & I believe competent & qualified to do so as the 3 officers were assigned by ACE as Tn officers

The matter is urgent as large quantities of supplies await transport — and I fully endorse the action of O.C. in grounding Drivers

GARET 14 June only to forward H.R. D/R, E, Goldthorpe L. RE.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission(Roads)
APO 394

CEN/re

16 June 1944.

Tn/125/16

SUBJECT: Italian Military Drivers.

TO : Executive Officer - Colonel R. Farren.

1. Reference conversation of todays date (Col. R. Farren - Lt. Col. J.H. Bordass) attached please find copy of report which has been received from Region IV.

2. Could you please let this Sub-Commission know what the possibilities are of obtaining the 21 drivers referred to in para 3 of the attached report.

3. Any comments regarding para 3 will be appreciated for inclusion in the reply to Region IV.

L.E. Vining
L.E. VINING
Lieut. Colonel
Director,
Transportation Sub-Commission.

1695

ALLIED CONTROL COMMISSION
SICILY REGION HQ.
APO 394

IMC/MM

1 June 1944

In reply
refer to: RTC 319.1

Subject: Report of Motor Highway Transportation Region I.

To : Transportation Sub - Commission, Hq. A.C.C. ✓

1. Istituto Nazionale Trasporti continues to operate over six hundred (600) roadworthy trucks in Sicily for the month of May; however, two major difficulties have materially affected the overall operations and is expected to grow worse as months roll by.

2. The first difficulty, the wearing out of present trucks, indicates that (40) forty percent or better, were not able to operate due to lack of replacement parts, tyres, batteries, etc. with little prospect of having previous requisitions filled by higher Headquarters. I.N.T. has been instructed to make every effort to purchase same on Sicilian market; exorbitant prices have limited both our possibilities and willingness to purchase any large quantities, however they may be located.

3. Efforts of Italian authorities assisting A.J.C. in any practical solution of this phase of problems remain weak and ineffectual as in all other.

4. The second difficulty, the reduction of fuel to Region I and assignment of fuel and lubricants for use by I.N.T. this month, has resulted in curtailment of many services, however essential.

169

5. In a discussion with the A.F.H.Q. Colonel in charge, of fuels the important fuel allocations, as far as A.F.H.Q. was concerned, was fuel for movement of alimentation products and A.C.C. goods; any other important service such as public utilities (assigned 50 to 75 trucks) and public works (total more than utilities) and the like, would only be considered from the military point of view in which case allocation would come from the military.

6. Captain Hayward, Economic and Supply Division, brought out the fact that A.C.C. apparently having been given the super-

To : Transportation Sub - Commission, Hq. A.C.C.

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6. Captain Hayward, Economic and Supply Division, brought out the fact that A.C.C. apparently having been given the supervision over public works, roads etc., A.C.C., namely I.N.T., would be called upon to furnish the transport; results were in May, that at least 15 fifteen trucks were left standing in Enna - Caltanissetta provinces which were to move sulphur for export, and many public works contractors were denied I.N.T. transport for the same reason.

7. The province of Palermo I.N.T. has all the earmarks of being the best operated in May.

Sub com 125



Here is a typical day's operation (30 May 1944) Palermo province:

A.C.C.	Econ. & Supply Division	34	Trucks
Alimentazione		15	"
Communes		61	"
Contracts (Enti)		75	"
Other Services		5	"
Conto Terzi		10	"
Available		13	"

Inefficient:

Need parts and tyres	99
Small repairs	66
Large repairs	15

8. Due to the fact that all Headquarters are located in Palermo, many regional agreements are worked out here, and Palermo trucks reach beyond its provincial border in operations.

9. At the High Commissioner's invitation, and with the Regional Commissioner's consent, this officer held the third of a series of conferences with the Italian Government, namely the High Commissioner.

10. The understanding reached verbally, in the presence of the Commissione Mototrasporti Stradale, was that I.N.T., as an Island - wide organization, now functioning, was to become the responsibility of the Italian Government; that a juridical status (parastatale) was to be given it under an Ufficio Mototrasporti Siciliani (to be created), to regulate I.N.T. similar to the Interstate Commerce Commission (Motor Carrier Section) in U.S.A.

11. It was understood that this conference was only an opening-up of the whole of the matter, in which case any such agreement would necessitate the approval of higher echelon, before it actually would become effective.

12. There are other proposals, which may be nearer to an effective solution, made directly and indirectly to this office. Dr. Tuccio, Il Capo Compartimento, Ferrovie Dello Stato, believes that it should become part of the railroad system. Major Roesti, Finance Division conveyed the thought that private capital, of an estimated 500.000.000 liras, may be interested in purchasing the whole of I.N.T. operate it as a privately owned public utility under an Italian regulatory body. May has been a month in which this office has studied the elements involved for the

1693

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Need parts and tyres 99
Small repairs 66
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13. A.C.C. financing of I.N.T. for the fourth consecutive months, has not been necessary; as a whole I.N.T. is showing profits which high cost replacement parts are fast eating up.

M. Calvanese

I.M. CALVANESE
1st. Lt., Q.M.C.
Regional Road Haulage
Transport Control Officer.

HEADQUARTERS

ALLIED CONTROL COMMISSION

REGION II

Ref. Eptn/43/51

13 May 1944

SUBJECT: - Maintenance and operation Road Haulage vehicles

TO : - All Provincial Commissioners.

1. The supervision of the maintenance and operation of motor vehicles now assigned to provinces or to be assigned in the future is of such great importance that I feel it necessary that you designate an officer of your staff to (immediately) supervise the operation and the maintenance of the vehicles mentioned herein.

2. You have received or will receive, complete instructions concerning the maintenance and operation of these vehicles. It is absolutely vital that these instructions be adhered to in spirit and in fact. The memorandum I refer to is dated 11 May 1944, Ref. Eptn/43/50, Subj.- Maintenance and Operation of Road Haulage Vehicles.

3. You will please note in para 1 (b) of the above mentioned directive that services of a Motor Officer from ACC Headquarters will be made available to you in the near future in order to help institute the procedure outlined in the Memorandum.

4. Finally, should we fail to properly operate and maintain these vehicles, it would not only mean the loss of a precious item of equipment, but will result in all such vehicles being withdrawn from civilian uses in this connection. It is vital that all civilian truck transport that can possibly be used will be used in preference to this War Department Transport.

JOHN T. ZELLARS

Col. Inf.

Regional Commissioner

JTL/pjh

Copies: R.C. and M.C. Section, A.C.C. Headquarters
 Transportation Sub-Commission, A.C.C. Headquarters

Economic Section.

Rep II

T N/125/14

1. The supervision of the maintenance and operation of motor vehicles now assigned to provinces or to be assigned in the future is of such great importance that I feel it necessary that you designate an officer of your staff to (immediately) supervise the operation and the maintenance of the vehicles mentioned herein.

2. You have received or will receive, complete instructions concerning the maintenance and operation of these vehicles. It is absolutely vital that these instructions be adhered to in spirit and in fact. The memorandum I refer to is dated 11 May 1944, Ref. Tptn/43/90, Subj.- Maintenance and Operation of Road Navigation Vehicles.

3. You will please note in para 1 (b) of the above mentioned directive that services of a Motor Officer from ACC Headquarters will be made available to you in the near future in order to help institute the procedure outlined in the memorandum.

4. Finally, should we fail to properly operate and maintain these vehicles, it would not only mean the loss of a precious item of equipment, but will result in all such vehicles being withdrawn from civilian uses in this connection. It is vital that all civilian truck transport that can possibly be used will be used in preference to this War Department transport.

JOHN T. ZELLARS

Col. Inf.

Regional Commissioner

JTZ/pjh

Copies: R.C. and M.G. Section, A.C.C. Headquarters
Transportation Sub-Commission, A.C.C. Headquarters ✓

26 125
Venn

10/2/31

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

125/12
BH/ml

26 May 44.

RS/49

SUBJECT : Rations for Civilian Drivers.

TO : Hq. Region V (ATTN: Transportation Officer)

Reference R5/517/12 of 19 MAY 44.

1. G-4, this Hq. state that no authority exists for the issue of rations to civilians other than the midday soup meal. This question has been gone into thoroughly and at present no exception can be made.
2. G-4, also state that a complete memorandum is now being prepared showing who is entitled to draw rations and will be issued shortly.
3. This question is being brought up for discussion at the Regional Commissioners' Conference next week and Col. WHITLEY can bring forward any recommendations then.

[Signature]
for D. E. ADAMS
Colonel, C.E.
Executive Officer,
Economic Section.

Copy to:
Transportation Sub-Commission —
G-4

[Handwritten]
File
✓
cm
See 143.

Regional Civil Transportation Officer
May 1944

During this month fifty new 3-ton trucks were added to ^{each} Truck Pool No. 1 and 2 taking twenty five. It was awarded fifty 3-tonners from Eighth Army upon arrival of 1001st Transportation C.T. Company in this territory, but actually 33 were turned over to us. Of these fifty were sent to headquarters in upon demand by transportation sub-committee 13 were assigned to Pool No. 1 and 15 to Pool No. 2. These vehicles were mostly in poor shape, but stalls have been taken to put them thru the shops of 1st or our own depending on the amount of repair.

With the near approach of harvest time, the demand for trucks has become a joint where more vehicles must be put into the pools or the marketing of grain will suffer. Anticipating this contingency, every effort has been made to acquire all concerned of our needs. To date we have been promised 100 cars and one-half tonners, and 30 ten-tonners from the British East and 100 one-ton trailers. Daily contact is maintained with headquarters at Bari in order to be apprised of their arrival.

Uniform national tariff rates have been set up throughout the region and in the case of U.S. vehicles carrying civilian supplies arrangements have been completed whereby they are attached to the nearest pool for dispatching and accounting. In this way, there will be no free transportation furnished for the movement of civilian goods, but each shipper will pay on a uniform basis.

Arrangements have been made to set up small truck groups at strategic points under local dispatchers, in order to render more efficient service and cut the time of running empty to the central pool. Weekly maintenance is done at the central shops by sending relief trucks to the groups. The local dispatchers are trained by the chief dispatcher/commutant before being sent out.

Additional officer personnel has been obtained and assigned. The policy of using an experienced officer from our own organization to form and operate new pools is being followed in transferring the transfer of Pool No. 1 at Foggia to form Pool No. 3 at Mott Prov.

A system of written instructions to pool commanders has been introduced which will provide for uniform operation of all pools. An experienced maintenance officer has been assigned who will devote his time to maintenance problems at each pool, to driver training and to supply problems. This officer works out of Regional Headquarters but does not interfere with command functions of truck pool commanders. Request has been made for additional officer personnel to be placed in training at present pools so as to provide for expansion.

Final arrangements have been made thru the Finance Sub-Committee to place third-party insurance with an Italian firm. Applications have been received and are now being completed. A system of accident reporting and investigation has been put into effect, which combined with driver training should show marked effect on property damage and personnel injury. A system of fines for drivers is in vogue as the only means available to insure compliance with orders. Discipline of employees is reserved for severe infractions inasmuch as the pool of experienced truck drivers is very limited. Shorter train between Bari, Manfredonia and Termoli is in operation. The port of Termoli was closed for a short period, but due to slowdown of schooner it did not affect this traffic to an appreciable degree.

This document will be forwarded on as per

With the near approach of harvest time, the management of grain will suffer. More vehicles must be put into the pools or the management of grain will suffer. In order to be prepared for this emergency, every effort has been made to conserve all conserved of our used. To date we have been granted 100 one and one-half tonners, and 50 tonners from the Public Pass and 100 one-tonners. Daily contact is maintained with representatives of the In order to be prepared for their arrival.

Uniform National Traffic Rates have been set up throughout the region and in the case of trucks carrying civilian supplies arrangements have been completed whereby they are attached to the nearest pool for dispatching and accounting. In this way, there will be no time transportation furnished for the movement of civilian goods, but each shipper will pay on a uniform scale.

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Monthly operating reports from truck pools now in operation will be forwarded on or before June 15th.

MEV/11

M. H. Davis

M. H. DAVIS

Major G. W.

Reg. Civil Group, Officer

1630

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

125/9
LEV/ev.

Our reference : ACC. Tn/A 1

Date : 23 May 44.

TO : Roads Section
Room 56
Provincia Bldg.

SUBJECT : Road Haulage Scheme - Region II.

1. Attached hereto copy of report forwarded by Major G.H. Bordass.
2. Papers should be placed before Chief of Economic Section for information.
3. The Provincial Transport Officers will be considered as personnel of the Transportation Sub-Commission.

L.E. Vining

L.E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, ACC.

Seen by Col Caruso
✓ C. E. Marshall, Spt

✓ File 1689

HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION-SUB-COMMISSION

Subject : Road Haulage Scheme - Region II J.H.B./1.
To : The Director, Transportation Sub-Commission, A.C.C.
From : Major J.H. Bordass.

1. A conference was held with the Regional Commissioner and he has issued orders that Provincial Commissioners will appoint Provincial Transport Officers.

2. These Provincial Transport Officers will work in close contact with the Motor Transport Officers supplied by the Transportation Sub-Commission.

3. Personnel.

Having regard to paras. (1) and (2) above, the set up in Region II is as follows.

<u>PROVINCE.</u>	<u>MOTOR TRANSPORT OFFICERS.</u>	<u>PROVINCIAL TRANSPORT OFFICER.</u>
------------------	----------------------------------	--------------------------------------

Bari	Lt. Clark	Lt. O'Leary.
Brindisi	Lt. Clark	Lt. Zimmerman.
Matera	Capt. Roberts	Lt. Verdirame.
Potenza	Capt. Roberts	Lt. Sacken.
Iecce	Mr. Demman (W.O.)	Capt. Dawson.
Taranto	Mr. Demman (W.O.)	Lt. Molfetto.

4. P.O.L.

Contact was made with Major Williams (A.D.S.T. (Pet) District two) and on my first visit it was ascertained that the P.O.L. arrangements were far from satisfactory. HQ. No. 2 District C.M.F. letter ST/4261/2. dated 15 May (Appendix "A" to this report) does not cover the vehicles hired to S.I.T.A. and FERROVIE SUD-EST. I explained to Major Williams that these firms should draw through C.I.P. and he was in entire agreement, but the difficulty was that at the moment C.I.P. have not stocks of British oils. He stated that he would make arrangements to cover this matter and on my second visit this had been done.

The procedure for obtaining P.O.L. for these vehicles is as follows and comes into force as for the month of June. The Provincial Supply Officer will forward his monthly application to the Pet. Section A.A.I. for petrol and oil (by types) and it will be the responsibility of the Pet. Section to see that C.I.P. have the necessary supplies at the correct places.

Major Williams pointed out that it was essential that C.I.P. should be made to organise their business so that they had the correct

Transport Officers.

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PROVINCE.MOTOR TRANSPORT OFFICERS.PROVINCIAL TRANSPORT OFFICER.

Bari
Brindisi
Matera
Potenza
Lecce
Taranto

Lt. Clark
Lt. Clark
Capt. Roberts
Capt. Roberts
Mr. Dennen (W.O.)
Mr. Dennen (W.O.)

Lt. O'Leary.
Lt. Zimmerman.
Lt. Verdine.
Lt. Sacken.
Capt. Dawson.
Lt. Molfetto.

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Major Williams pointed out that it was essential that C.I.P. should be made to organise their business so that they had the correct quantities at the required points. A point in question is that my second visit to Major Williams was on Thursday, 18th May and he wished to contact C.I.P. in connection with my visit. It was, however, a holiday and there was nobody available at C.I.P.

5. Maintenance.

Contact was made with Major Donald (D.D.M.E. Dist-two) and arrangements have been made to supply him with the W.D. numbers of the vehicles operated by S.I.T.A. and Ferrovie Sud-Est and where they are stationed. He will notify the various R.E.M.E. depots that they are to accept these vehicles for heavy maintenance. The set up is as

./.

follows.

Bari will use 607 L of C Workshops.
 Taranto " 315 Port Workshops.
 Brindisi " 15 Port Workshops.
 Potenza " 652 Service Station.
 Lecce will use 315 Port Workshops or 15 Port Workshops, whichever proves to be the most convenient.
 It is of interest to note that the 652 Service Station R.E.M.E. at Potenza use S.I.T.A. equipment and personnel for their heavy repairs.

6. Present Situation.

(a) POTENZA. Capt. Roberts has got matters well in hand and the situation has improved considerably. Maintenance is being carried out in a satisfactory manner, but it has not been practicable to garage all the vehicles in Potenza at the moment. This, however, will be accomplished in the coming of the next few weeks.

The Regional Commissioner has ordered that 10 trucks will be transferred from Potenza to Matera, which will make the allocation as follows:

Potenza 30 x 3 Tonners.

Matera 25 x 3 Tonners.

(b) MATERA. Situation satisfactory and is very much easier to control owing to it being Regional Headquarters.

(c) BARİ. 40 trucks located here. Lt. Clark has got the maintenance well in hand and has expressed his satisfaction as to the way Terravie Sud-Est are working.

(d) BRINDISI. There are no vehicles here at the moment, but I visited the Provincial Commissioner with Dr. Zoldester, the Sud-Est District Manager. A good site has been chosen for workshop and parking of vehicles, but this site is already occupied. Lt. Zimmerman, however, was confident that he could get it released and he is keeping close contact with Dr. Zoldester. Brindisi will be the last Province to draw vehicles and they will draw 15.

(e) LECCE. 15 vehicles have been allocated and they will be drawn after Taranto. Dr. Zoldester is the Sud-Est Manager for this Province as well as Brindisi, but here Sud-Est have an excellent workshop and garage. The only difficulty is that the Italian Air Force use the garage for the parking only of approximately 38 vehicles. It is only used as an overnight park and the Provincial Commissioner is taking the matter up with the Italian General, and it is hoped that it can be cleared amicably.

(f) TARANTO. This is the next Province to draw vehicles. They are allotted 25 and the first 12 will be drawn on Monday 22 May. The site is not yet decided at the moment, but it has considerable possibilities.

0182
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(f) TARANTO. This is the next Province to draw vehicles. They are allotted 25 and the first 12 will be drawn on Monday 22 May. The site here is not ~~not~~ too good at the moment, but it has considerable possibilities and Mr. Denman is working on it with all possible speed.

7.

General.

The whole organisation is beginning to take shape and the maintenance situation is well in hand. I propose to visit all the Provinces again, before I leave the Region, but I am sure that a few weeks will see the organisation working well. As regards pulling all civilian heavy vehicles into the pools, this will be done at the earliest possible moment and in fact it has been done to a great extent in Matera and Bari. In my opinion, however, this cannot be done with 100 percent efficiency until we have our own organisation functioning correctly.

J.H. BORDASS,

Major R.A.S.C.

JHB/WEC.

Transportation Sub-Commission.

SUBJECT : -P.O.L. Issue to Civilian and Allied Military
Vehicles used for A.C.C. purposes.

S.T. 5 AREA
S.T. 6 Base Sub Area
S.T. 60 Sub Area
S.T. 7 Sub Area

HQ. N) 2 District
C.M.F.
ST/ 4261/2
15th May 44.

A. A.C.C. Establishments Memorandum No 12 dated 21 April 1944 has been issued to ACC officials and should simplify the question of issues of POL to A.C.C. civilian type vehicles.

Relevant extracts of memo No 12 are given below:-

" (1) Every civilian type motor vehicle used for official purposes by A.C.C. will as from 1st May 1944.

- (a) be properly requisitioned;
- (b) be registered with HQ. ACC and by the Region in which it operates;
- (c) display on the windshield an approved certificate of registration (para.2);
- (d) bear the authorised marking of ACC and an identification number.

(2) The identification marks referred to in para 1 (c) above will consist of the green and white rectangle of ACC on both sides and on the rear of each vehicle, with the registration number immediately below it. The registration number will be that shown on the Certificate of Registration. Size of rectangle to be 6" x 9" with letters and numerals within the rectangle to be 2" high. Numerals of registration number to be 3" high. All redundant marks will be obliterated, except official WD numbers. All markings will be so placed as to be plainly visible.

(3) ACC identification marks and certificates of registration will NOT be assigned to any civilian type vehicle to which ACC no proper title or which is not required for official use.

(4) ACC civilian type vehicles will not be licensed in accordance with Italian law, nor carry the motor vehicle circulating permits issued by the civil authorities.

(5) Civilian type vehicles to which ACC has no proper title or right of use will not be used for official purposes or provided with petroleum products, tires, or service under any circumstances.

(6) No markings other than those described above and official WD numbers will appear on the vehicle. Under no circumstances will the letters ACC or AMG appear, other than the ACC within the green and white rectangle.

(7) No petroleum products of any kind will be provided from military

A. A.C.C. Establishments Memorandum No 12 dated 21 April 1944. has been issued to ACC officials and should simplify the question of issues of POL to A.C.C. civilian type vehicles.

Relevant extracts of memo No 12 are given below:-

" (1) Every civilian type motor vehicle used for official purposes by A.C.C. will as from 1st May 1944.

- (a) be properly requisitioned;
- (b) be registered with HQ. ACC and by the Region in which it operates;
- (c) display on the windshield an approved certificate of registration (para.2);
- (d) bear the authorised marking of ACC and an identification number

(2) The identification marks referred to in para 1 (c) above will consist of the green and white rectangle of ACC on both sides and on the rear of each vehicle, with the registration number immediately below it. The registration number will be that shown on the Certificate of Registration. Size of rectangle to be 6" x 9" with letters and numerals within the rectangle to be 2" high. Numerals of registration number to be 3" high. All redundant marks will be obliterated, except official WD numbers. All markings will be so placed as to be plainly visible.

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(4) ACC civilian type vehicles will not be licensed in accordance with Italian law, nor carry the motor vehicle circulating permits issued by the civil authorities.

(5) Civilian type vehicles to which ACC has no proper title or right of use will not be used for official purposes or provided with petroleum products, tires, or service under any circumstances.

(6) No markings other than those described above and official WD numbers will appear on the vehicle. Under no circumstances will the letters ACC or AMG appear, other than the ACC within the green and white rectangle.

(7) No petroleum products of any kind will be provided from military sources to a civilian type vehicle, which does not bear ACC identification marks and a current certificate of registration". ^{16,88} and the

B. Other types of vehicles have also caused difficulties :-
following definitions should assist :-

(1) Italian Military Vehicles. Vehicles owned by the Italian Navy, Army or Air Force, and driven either by Italian military personnel or drivers paid by the Italian Armed Forces. Vehicles to be regarded as military whether employed on Italian Military or Allied Military or Italian Civil Tasks. POL to be obtained through CIP on Italian Military

- 2 -

a lotment unless forming permanent part of Allied Order of Battle, when POL is obtained from W.D. Sources.

(2) Allied Military Vehicles. Vehicles owned and operated by Allied Forces including civilian vehicles requisitioned and operated by the Allied Forces and driven by Allied Military drivers of drivers employed directly by Allied Forces, POL to be obtained from ordinary WD sources. This covers inter alia Italianised G.T. Coys, requisitioned vehicles of ACC (see (A) above), US and WD vehicles driven by civilians.

(3) Civil Vehicles. Vehicles for whose employment a payment is made to civilian operator. In certain instances this description covers Italian Army vehicles, sublet to civilian operators. POL to be obtained through CIP against coupons.

C. No issues from WD sources paras (A) and (B) above will be made except on production of work ticket or equivalent document.

/PAL

Colonel

D.D.S.T.

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4287
4251

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C. No issues from WD sources paras (A) and (B) above will be made except on production of work ticket or equivalent document.

/PAL

Colonel

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4287

4251

1683

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
APO 394, U.S. Army

T 37-6

5 May 44

SUBJECT: Tptn. Division Region 3 Monthly Rept.
Ending 30 Apr. 44

TO : Regional Commissioner

Administration. The acute shortage of Allied personnel aggravated by the departure of Lt. Col. Huttenbach was remedied towards the end of the month, and the addition of two Officers and six E.M. now satisfies the requirements of the Division. In spite of considerable pressure of work, all members of the staff have worked hard and cheerfully and in complete accord.

Road Section.

I) Goods Haulage. The Ufficio Trasporti della Campania was floated on 17th April and has so far been successful, now controlling 97 vehicles completely. Arrangements have been made for depots in Benevento, Avellino and Salerno, the two firms having been started with 20 vehicles each. The administration of 21/22 QM Truck Coys (Italian) has been handed over to Fifth Army A.M.G. who are also maintaining a further 50 vehicles due for transfer to the Ufficio Trasporti. At long last tools for maintenance have been obtained, and the programme for servicing is now working smoothly. Owing to the loss of a garage, recently roofed by us, no further progress has been made as regards 3rd and 4th echelon repairs, which continue to be done by Ordnance.

A new manager for the Consorzio Autotrasporti has been temporarily installed and has proved energetic. Combined with the issuance of the Maximum Freight Rates Order a marked improvement in availability of civilian transport to A.C.C. has already been noticed, and for the first time road transportation may be said to be in a satisfactory condition.

Arrangements were made for a check of all civilian permits for a four-monthly period. These arrangements, together with the issue of fuel ration cards, have worked smoothly, and have been carried out entirely by Italian administration with ACC supervision. In collaboration with Public Safety Division plans have been made for road checks in May, to stop any unauthorised road

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The tyre situation continues to deteriorate, but ~~16/8~~ vulcanising and retreading plant has been resuscitated, and requisition for materials been made. When these latter are available the plant will be capable of handling 50 tyres daily, without a night-shift.

All/.....

All requests for transportation of food stuffs, hemp, tobacco, cement, refugees and industrial work were met, the only outstanding item at the end of the month being a bid for 500 tons of fertilisers, of which 1500 tons had been carried, the balance not being urgent.

2. Personnel vehicles. A garage has now been requisitioned and control of all regional vehicles contralised. The situation is at present very bad, but plans have been made for a complete census of all vehicles, re allocation, and maintenance service. A great deal of detail work is required in this field, and this is being carried out as quickly as possible, though it is unfortunately complicated by a serious lack of records.

Rail. A fair share of rail cars has been obtained during the month, but no allotments have been given for traffic towards the forward areas. Traffic originated in this Region includes.

Flour	2827	tons
Olive Oil	144	"
Sugar	377	"
Soup	661	"
Tinned rations	1668	"
Phosphate	840	"
Hemp	470	"
Sulphur	240	"
Olive Husks	370	"
Civilian Bids	202	"
Total	7799	"

A regular movement of charcoal from Sapri and Lagonegro is now coming in, exact figures are not yet available, but approx 35 tons are arriving daily.

Sea. Small shipments of vegetable seed, paper, hemp, matches and olive oil have been made to Sardinia, Corsica, Algiers and Palermo, and approx 400 tons of hemp was shipped to U.K.

Air. The first bid for transportation by air has been filed by carrying 150 lbs. of special seed to Tunis.

J.A.N. GILES,

Major.

Regional Tptn. Officer

JG/td.

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J. A. N. GILES
J. A. N. GILES,
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Regional Tptn. Officer

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Adjutant's File.

1683

HEADQUARTERS
REGION 3, ALLIED CONTROL COMMISSION
PO 394, U.S. Army

5 May 44

2 37-5

SUBJ: Tptn. Division Region 3 Monthly Rpt.
Ending 30 Apr. 44

TO : Regional Commissioner

Administration. The acute shortage of Allied personnel aggravated by the departure of Lt. Col. Hattenbach was remedied towards the end of the month, and the addition of two Officers and six S.M. now satisfies the requirements of the Division. In spite of considerable pressure of war, all members of the staff have worked hard and cheerfully and in complete accord.

Road Section.

I) Goods Haulage. The Ufficio Trasporti Coll. Campania was alerted on 17th April and has so far been successful, now controlling 97 vehicles completely. Arrangements have been made for depots in Benevento, Avellino and Salerno, the two firms having been alerted with 20 vehicles each. The administration of 21/42 (M. Truck Coys (Italian) has been handed over to Fifth Army A.C.C. who are also maintaining a further 50 vehicles due for transfer to the Ufficio Trasporti. At long last tools for maintenance have been obtained, and the programme for servicing is now working smoothly. Owing to the loss of a garage, recently roofed by us, no further progress has been made as regards 3rd and 4th sections repairs, which continue to be done by Ordnance.

A new manager for the Consorzio Auto Trasporti has been temporarily installed and has proved energetic. Combined with the assistance of the Maxima Freight Notes Order a marked improvement in availability of civilian transport to A.C.C. has already been noticed, and for the first time road transportation may be said to be in a satisfactory condition.

Arrangements were made for a check of all civilian permits for a four-monthly period. These arrangements, together with the issue of fuel ration cards, have worked smoothly, and have been carried out entirely by Italian administration with ACC supervision. In collaboration with Public Safety Division plans have been made for road checks in May, to stop any unauthorized road

1682

Ending 10 Apr. 44

TO : Regional Commissioner

0192

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

785021

Administration. The acute shortage of Allied personnel aggravated by the departure of Lt. Col. Hattenbach was remedied towards the end of the month, and the addition of two Officers and six N.C. now satisfies the requirements of the Division. In spite of considerable pressure of war, all members of the staff have worked hard and cheerfully and in complete accord.

Land Section.

I) Goods Haulage. The Ufficio Trasporti dell' Armata was located on 17th April and has so far been unsuccessful, now controlling 97 vehicles completely. Arrangements have been made for goods in Benevento, Avellino and Salerno, the two firms having been started with 20 vehicles each. The administration of 21/42 on Truck Coys (Italian) has been handed over to Fifth Army A.C.O. who are also maintaining a further 90 vehicles due for transfer to the Ufficio Trasporti. A long list of tools for maintenance have been obtained, and the programme for servicing is now working smoothly. Owing to the loss of a garage, recently roofed by us, no further progress has been made as regards 3rd and 4th columns repairs, which continue to be done by Ordnance.

A new manager for the Consorzio autotrasporti has been temporarily installed and has proved energetic. Combined with the issuance of the Maximum Freight Motor Order a marked improvement in availability of civilian transport to A.C.O. has already been noticed, and for the first time road transportation may be said to be in a satisfactory condition.

Arrangements were made for a check of all civilian permits for a four-monthly period. These arrangements, together with the issue of fuel ration cards, have worked smoothly, and have been carried out entirely by Italian administration with ACC supervision. In collaboration with Public Safety Division plans have been made for road checks in May, to stop any unauthorized road users. It is regretted that the supply of petrol on 1682 Black market continues to be plentiful and is now quoted at 23/5 lire per litre, against the official price of 16 lire p.l.

The tyre situation continues to deteriorate, but a vulcanising and retreading plant has been recommended, and requisition for materials been made. When these latter are available the plant will be capable of handling 50 tyres daily, without a night-shift.

21/.....

All requests for transportation of food stuffs, hemp, tobacco, cement, refugees and industrial work are met, the only outstanding item at the end of the month being a bid for 500 tons of fertilizers, of which 1500 tons had been carried, the balance not being urgent.

2. Personnel vehicles. A garage has now been requisitioned and control of all regional vehicles centralized. The situation is at present very bad, but plans have been made for a complete census of all vehicles, re allocation, and maintenance service. A great deal of detail work is required in this field, and this is being carried out as quickly as possible, though it is unfortunately complicated by a serious lack of records.

Rail. A fair share of rail cars has been obtained during the month, but no allotments have been given for traffic towards the forward areas. Traffic originated in this Region includes.

Flour	2827	tons
Olive Oil	144	"
Sugar	37	"
Soup	661	"
Tinned rations	1668	"
Phosphate	240	"
Heap	470	"
Sulphur	240	"
Olive Husks	370	"
Civilian Hides	202	"
Total	7759	"

A regular movement of charcoal from Saprà and Lagonegro is now coming in, exact figures are not yet available, but approx 35 tons are arriving daily.

Sea. Small shipments of vegetable seed, paper, hemp, matches and olive oil have been made to Sardinia, Corsica, Algiers and Palermo, and approx 400 tons of hemp was shipped to U.K.

Air. The first bid for transportation by air has been filed by carrying 150 lbs. of special seed to Tunis.

Quoted

J. A. M. GIBBS,

Major.

Regional Tptn. Officer

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Canned rations	1668	"
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Civilian Rids	202	"
Total	7799	"

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J. A. M. JAMES,
Major,
Regional Tptn. Officer

JG/ttd.

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Adjutant's File.

REPORT ON TRANSPORTATION

Month of April - 1944.

HIGHWAY TRANSPORT

During the month, Truck Pool No. 1 located at Foggia has been busy getting located and organized. They have obtained a walled enclosure, complete shop and equipment and an office in adjoining apartment building, thus centralizing all activities. Telephones have been installed, an Italian clerical staff installed and the owner of the shop hired as shop superintendent. His mechanics were also hired by the Truck Pool.

The vehicles were placed in an embarrassing position upon their arrival due to the urgent necessity of transporting potatoes from Lucera to Campobasso. This necessitated putting the vehicles on the road without proper servicing immediately upon their arrival in Foggia. However, this emergency was overcome and the damage done has been gradually repaired. At present 20 out of 28 vehicles are on the road.

On April 7, eleven trucks were transferred to Vasto on orders of the Provincial Commissioner. Arrangements were made there to service the trucks at R.E.M.E. and Italian drivers were hired. The operation of the trucks were placed temporarily in the hands of the Provincial Supply Officer. (It is intended to activate a truck pool there and take over the operation under direct command of Region V.).

A transportation survey was made on Campobasso Province and report rendered to the Provincial Commissioner. On the basis of this report, it is expected that A.C.C. will issue additional trucks to fulfill these requirements.

Instructions, orders, blank contracts and other pertinent data have been devised by this office for the organization, operation and general conduct of Truck Pools during the month. Direct help has been rendered Truck Pool No. 1 in setting up their organization and complete plans are now developed for the Regional Transportation set-up as well as the individual pools.

Contacts have been made with British Ordnance so that parts and supplies may be issued to the AD vehicles in the pools.

Additional trucks have been furnished by A.C.C. and Truck Pools Nos. 2 and 3, located at Campobasso and Chieti, are contemplated in the near future. Considerable work must be done to correlate the inter-provincial movements but through good cooperation with Supply Officers, this feature is being made workable. Additional transportation officers should be obtained and trained in our methods.

AIR TRANSPORT

The three schooners at Manfredonia are now set up so that they may be at the service of Regional Supply Officer for transport of goods between Bari and Termoli. An agreement was reached with 8th Army A.M.C. for the use of these crafts.

0196

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On April 7, eleven trucks were transferred to Vasto on orders of the Provincial Commissioner. Arrangements were made there to service the trucks at F.E.M.E. and Italian drivers were hired. The operation of the trucks were placed temporarily in the hands of the Provincial Supply Officer. (It is intended to activate a truck pool there and take over the operation under direct command of Region V.).

A transportation survey was made on Campobasso Province and report rendered to the Provincial Commissioner. On the basis of this report, it is expected that A.C.C. will issue additional trucks to fulfill these requirements.

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Contacts have been made with British Ordnance so that parts and supplies may be issued to the WP vehicles in the pools.

Additional trucks have been furnished by A.C.C. and Truck Pools Nos. 2 and 3, located at Campobasso and Chieti, are contemplated in the near future. Considerable work must be done to correlate the inter-provincial movements but through good cooperation with Supply Officers, this feature is being made workable. Additional transportation officers should be obtained and trained in our methods.

WATER TRANSPORT

The three schooners at Manfredonia are now set up so that they may be at the service of Regional Supply Officer for transport of goods between Bari and Termoli. An agreement was reached with 6th Army A.M.C. for the use of these crafts.

RAIL TRANSPORT

Contact has been established with rail representative of A.C.C. at Foggia in order to correlate track-rail movements. Due to lack of personnel, this feature cannot be further developed.

By The Harris.

1st Ind.

C.G. Galimieri Regional Eng - To Transport Sec. A.C.C.

V.V. 44.

Forwarded

*A. Galimieri
Regional Engineer*

5. CIVIL TRANSPORT.

a. General.

b. Vehicles.

Page 5 *30/125/4*
Mant

c. General. Civil transportation continued to be the greatest single item requiring immediate remedy. Large quantities of products are held up due to lack of civilian transport. Several hundred tons of potatoes for seed in Campobasso Province will be delayed at Foggia for lack of trucks. It is planned to feed part of them to the people in the event some cannot be moved by April 15.

d. Vehicles. Vehicles for civilian supply movements. On March 24, Region V was allocated 70 3-ton British trucks for the movement of civilian supplies. Of this number, 37 were able to leave Naples under their own power. Some had defective batteries and could not start without being towed. Of the 37, all but one arrived at Foggia, although about one-third had to be towed in. Of the 34 remaining in running condition, 18 were sent to Grotto. Ten of them arrived. The remaining 16 - only 12 of them running - remained in Foggia.

ENGINEERING

59. TRANSPORT

The report made on the regional requirements for civil transport was approved and a civil transport company authorized; this is now functioning after considerable labour pains. It was confidently expected that 70 trucks were to be made available; but disillusionment came swiftly, and out of the 58 produced only 38 - manned by Italian drivers and mechanics - were able to make the journey to Region V. 21 had to be left at the starting point and one fell by the wayside.

60. A great deal of spade work preceded the formation of this company. The Regional Civil Transport Officer (Major Harris) held discussions with AGC Internal Transportation Sub-Commission, Economic Section and Joint Finance Sub-Commission with the object of changing the original plan submitted by this Region, which was for two parallel companies, one to operate private Italian vehicles, and the other, AMG vehicles. The new plan combined the two into one company to be run on strictly commercial lines.

61. This was approved with the provision that the company should be in a position to be handed over entirely to Italian management to operate in due course when King's Italy took over, and that a national tariff be used that would provide for amortization of the sale price of the trucks. Both provisions can be met.

62. An Italian military truck company has been promised in the near future. This will operate immediately behind the Army rear boundaries, is self-contained and mobile.

CONFIDENTIAL*Region V
March**Lu*

c. Civilian Transport. The civil transport of Region V, consisting of one truck company unit at Foggia, is operated under the Engineering Section. One transport section of 12 trucks has been sent to Chieti Province to haul the civilian supplies there. (See Item 5 - Civilian Transport)

In order that civil transport units be available to the Region in running order, it is recommended that before delivery the 1st to 3rd echelon of motor maintenance work be done and a check be completed of battery serviceability, engine and brake operation and of greasing and oiling, and that vehicles be repaired and made serviceable before turning over to the Region. It is almost impossible to get work done on AMG trucks in army repair shops on account of the lack of spare parts and facilities. Trucks with worthless batteries cannot be operated. The region's repair section can make repairs if spare parts are made available.

Therefore it is strongly recommended that ACC set up in Naples or other reception point for civil transport, a check-up pool where trucks will be received and checked for service, defective batteries replaced and 1st to 3rd echelon work be done on trucks before they are turned over to the regions, thus avoiding their breaking down on the road from Naples to the province.

1677

HEADQUARTERS
REGION III, ALLIED CONTROL COMMISSION
Italian Refugee Branch

10 April 1944

A slight decrease in numbers of refugees from the 5th Army front was perceptible in the month of March. Reception and dispersal was accomplished more readily because of increased facilities, more experienced staffs and additional co-operation from other units, particularly the transportation on road and rail.

On March 12, 1944, 247 refugees were received from forward areas, 5,518 coming from the Anzio front and 6,709 from the Cassino front. 11,717 were shipped out leaving a balance in transit camps of 903. On February the incoming total was 15,273 and the outgoing 13,198. The heavier part of the March movement took place during the first half of the month and was a continuation of the February activity. In the latter half of the month movement was sporadic and light in keeping with the action on the two fronts.

HOUSING: Refugees were accommodated in transit at the transit camps in Aversa and Naples. A new camp opened on 20 March in Naples at the Reale Collegium Cariniello located at 25 Via Antonietta de Pace. With the opening of this camp, the transit camp at the Basilio Rusti was closed temporarily for renovating and repairs.

DISPERSAL: All shipments of refugees during the month was made by rail to the Provinces in Region II.

TRANSPORT: This still continues to be the number one problem in the handling of refugees. The experience of this month emphasizes the need for transport to be assigned to or definitely earmarked for this work. The fact of refugees coming in from the Anzio front to Naples and thereby creating a dual transportation problem at this end, 1. movement from transit camps to rail heads, has increased the need for transport in this region for this work, 2. movement from docks to transit camps. Transportation section has co-operated well under the circumstances.

MEDICAL: The Typhus Commission has added an anti-typhus vaccination to the preventative treatment given to refugees while at transit camps. The work is done by Italian doctors.

SECURITY: CIC screens all incoming refugees at the transit camps. Notice is given by this office to CIC immediately upon refugee arrival at camps.

Bernard A. Culotta
Refugee Officer
Region III

Report of Economics & Supply Division
Region 4, for April 1944.

1. Personnel. In response to a request to ACC for 4 provincial supply officers, one fire officer, two police officers, and a Pioneer officer were assigned to this Division. Since in several cases these officers were not fitted for and did not desire civilian supply work, re-adjustments are being made within the region. Each of the three provincial teams established this month has secured an excellent supply officer - none from the A.C.C. assignments.

2. Handling of Civilian Supplies. Eighth Army AMG's new scheme, which places responsibility for handling of civilian supplies in the Bank of Italy and selected Italian provincial agencies was the principal development of the month. The method economizes the use of AMG manpower and fulfills the purpose of ACC/AMG - i.e. the development and reinvigoration of Italian Governmental Institutions.

In accordance with instructions from the Regional Commissioner this Division has indicated the intentions of the Region to adopt this method upon taking over of Region 4 territory.

3. Accounting. The Division has aided in the development of accounting systems and administrative checks to help the new 8th Army system of handling food stuffs work out most usefully. The division has continued to consolidate supply accounts for 5th Army.

4. Price Control and Rationing. The Division has undertaken extensive studies of price control and systems of rationing in preparation for operation in Region 4 area. A draft of a directive to provincial supply officers on foodstuff rationing is being prepared for 8th Army AMG. It is assumed that the same directive can be used for Region 4 Provincial Supply Officers. A memorandum on a suggested price restraint system is being prepared for the Regional Commissioner and for 5th Army AMG.

Prices of salt and matches have been examined for stockpile purchases. 1870

5. Transportation. In January, as a result of agreement with Col. Edwards, Dir. T.C.U. Region 4, Capt. A.C. Pang, Tn. Sub-Commission attached as Liaison Officer to Region 4, began office of Economics & Supply. Capt.

A.C.C. assignments.

2. Handling of Civilian Supplies. Eighth Army AMG's new scheme, which places responsibility for handling of civilian supplies in the Bank of Italy and selected Italian provincial agencies was the principal development of the month. The method economizes the use of AMG manpower and fulfills the purpose of ACC/AMG - i.e. the development and reinvigoration of Italian Governmental Institutions.

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4. Price Control and Rationing. The Division has undertaken extensive studies of price control and systems of rationing in preparation for operation in Region 4 area. A draft of a directive to provincial supply officers on foodstuff rationing is being prepared for 8th Army AMG. It is assumed that the same directive can be used for Region 4 Provincial Supply Officers. A memorandum on a suggested price restraint system is being prepared for the Regional Commissioner and for 5th Army AMG.

Prices of salt and m tches have been examined for stockpile purchases.

5. Transportation. In January, as a result of agreement with Col. Edwards, Dir. T.C.U. Region 4, Capt. A.C. Ping, Tn. Sub-Commission attached as Liaison Officer to Region 4, began working in and from the office of Economics & Supply. Capt. Ping has supplemented his liaison work by doing the work of a Tn. Officer of H.Q. Economics & Supply Division. A major result of this effort was the ability of the Division to give an undertaking to screen orders and tie up any loose ends of procurement at Naples Base with regard to the procurement and forwarding of all supplies from Naples and vicinity to AMG of 5th and 8th Armies. To date this has provided a very useful aid.

Copies to:
Regional Commissioner, Reg. 4
Industry & Commerce Sub-Com.
Food Sub-Commission

S. W. ARCHIBALD
Lt. Col. R.C.E.
Regional Supply Officer
Region 4 A.M.G.

125/1

AFHQ ADVANCED ADMINISTRATIVE ECHelon
Military Government Section, Advance
APO 400

2 February 1944

SUBJECT: Highway Transportation

TO: Chief Commissioner, Allied Control Commission
Attn.: Deputy Vice-President
Economic & Administrative Section

The attached is forwarded for information and appropriate action.

A. I. HENDERSON,
Lt. Col., A. U. S.,
Chief, MGS Advance

3 Incls.

- 1 - Ltr. Rear AMG 8th Army, OA/129, 25 Jan 44, to OSC
- 2 - Ltr. SCAO Chieti Province, 22 Jan 44, Control of Civil Transport.
- 3-- Table, Report on Civil Transport - Chieti Province

1674

SUBJECT: Highway Transportation

Rear A.G. Eighth Army

OA/129

Civil Supply Committee, Naples.

25 January 1944.

1. The enclosed report on vehicles in Chieti Province is in compliance with your CSC/230, 27 Dec.43.
2. A signal has been sent to A.G. Campobasso Province requesting their immediate compliance.

for *EW Jandry Jr. A.*
Group Captain,
Officer Commanding,
A.G. Eighth Army.

1673

Ref. E.H. 713

Subject: Control of civil transport.

To: A.M.G. H.Q. Eighth Army

From: S.C.A.O. Chieti Province.

Ref. your OA/4 Jan. I enclose herewith particulars of transportation services, for transmission to Civil Supply Committee Naples, as far as it is possible to obtain this information in so forward an area.

None of these are allowed to operate although one or two vehicles are on the road and are being used as communal trucks (seats taken out of passenger vehicles) to carry essential foodstuffs where permitted.

A survey of the district will reveal many "non runners" lying in the fields in an absolutely useless condition.

signed J.W.Holmes

Lt. Colonel

S.C.A.O.

Vasto

22 Jan. 44

1672

COPY TO OA/129

REPORT ON CIVIL TRANSPORT - CANTAL PROVINCE

FIRM	PLACE	VEHICLE	CAPACITY	CONDITION	TOWLER RUN
1. Di Fonzo Donato & Bros.	Coerni	I-3 - D 70	38	Ready	Vasto-Lanciano
2. "	"	Fiat 507	16	Needs repairs	Vasto Casalbordino
3. "	"	Fiat 506	16	"	Torino - Scalo- Baglietta
4. "	"	O.M. C.R.D.	26	"	Casalbordino-Scalo- Citta
5. "	"	Bianchi	18	"	Pollutri - Scerni Fossacesia S - Casalbordino Citta- Rocca S. Giovanni - Lanciano
6. "	"	O.M. 137	?	much damaged no tyres	
(Note: All can be ready in few days)					
7. Corredini Aldo	Alessa	Fiat 26	26	?	Torino di Sangro Scalo-Alessa-Agnone
8. "	"	Fiat 507	(don't know if available)		
9. Cliri Nicola	Gissi	S.P.A.	25	-	Vasto - Agnone
10. "	"	O.M. C.R.D.	18	-	
(Note: 9 and 10 taken by Germans)					
11. Tessitore Nicola	Vasto	Bianchi altered	22	-	Vasto Citta- Vasto Scalo
12. "	"	Bianchi	26	-	Vasto Scalo - Trivento
13. "	"	Bianchi	26	-	Vasto-Montinero
14. "	"	Bianchi	18	-	Gissi - Atesa
(Note: 2 vehicles are ready)					
15. Ditta Moliseri	Montediorisio	Fiat 25	16	-	Vasto Scalo - Montediorisio
16. "	"	Fiat 501 (escort machine)	7	-	
(Note: 1 of these almost ready)					
17. Poce Antonio	Torino di Sangro	Fiat 501	12	-	Torino Sangro Scalo Casalbordino Citta

16710 Sengro Scalo
16711 Sengro Città

0 2 0 8