

ACC

ACTN/227/

10000/148/2572
(POL. IS)

ROAD
FEB. - A
FEB. - A

10000/148/2572
(POL. B)

ROADS - H.T. GROUP AC GENERAL
(FEB. - APR. 1945)
FEB. - AUG. 1944

1932

130/jr

RECEIVED
ALLIED COMBAT COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

Our Ref: 300/WH/1/3.

Date : 24 August 1944

File
213

Telet 378

SUBJECT: Truck Replacement for ACC.

TO : GAO, ACC, HATSHA.
Copies to CP 378 and CC 3784 Army.
Reference 451 (SUSP) 15 July 1944
Letter CC, GAO HATSHA.

1. ACC received 200 trucks (25 ton 6x6 GMC) from 488 authorized in let-
ter H. April 22 Feb. 44 (Copy attached). This letter outlined a plan for
maintenance (Para 2(d) and 3(a) and (b)).

2. As long as the trucks remained in the Regia area no serious dif-
ficulties were encountered with the truck maintenance either on the part of 488
or ACC. However when the trucks were moved forward into 5th Army area, and
sent to Army Ordnance for repair, not all trucks were returned. Twenty nine of
these vehicles were salvaged by 5th Army Ordnance. The 5th Army Ordnance Officer
stated that he was not in a position at this time to replace these vehicles. In
addition nine trucks were lost or taken from Italian drivers by American or
British soldiers. Efforts have been made to recover stolen vehicles and many of
trucks have been recovered, but it is believed that the nine vehicles in question
will not be recovered as our search to date has not located these vehicles. At
the present time we are short a total of thirty eight (38) trucks. (29 salvaged
and 9 lost). (See attached salvage certificate and statement of loss.)

3. If P.S.3. or 5th Army are permitted to salvage ACC vehicles for parts
request they be instructed to make replacement vehicles available to ACC as soon
as possible. If it cannot be done, request ACC be permitted to salvage its own
vehicles as many ACC vehicles are inoperative at the present time because Ordnance
is unable to supply sufficient spare parts. Your attention is invited to the
certification of Lt. Verburg, Maintenance Officer, which is attached.

4. Request the nine lost vehicles and the 29 salvaged be replaced immedi-
ately on ACC has insufficient vehicles at this time to meet motor transport re-
quirements.

5874

A.C. MITHANI
Executive Director
Economic Section

1. Certificate Lt. Verburg.
2. of salvaged vehicles
3. of lost vehicles

1. ACC advised 300 trucks (24 van type GMC) from JMS authorized in lot for E. area of 1 Feb. 44 (copy attached). This letter outlined a plan for maintenance (para 2(d) and 3(c) and (t)).

2. As long as the trucks remained in the Naples area no serious difficulties were encountered with the truck maintenance either on the part of JMS or ACC. However when the trucks were moved forward into 5th Army area, and sent to Army Ordnance for repair, not all trucks were returned. Twenty nine of these vehicles were salvaged by 5th Army Ordnance. The 5th Army Ordnance officer stated that he was not in a position at this time to replace these vehicles. In addition nine trucks were lost or taken from Italian drivers by American or British soldiers. Efforts have been made to recover stolen vehicles and many ACC trucks have been recovered, but it is believed that the nine vehicles in question will not be recovered as our search to date has not located these vehicles. At the present time we are short a total of thirty eight (38) trucks. (29 salvaged and 9 lost). (See attached salvage certificate and statement of loss.)

3. If 2.3.3. or 5th Army are permitted to salvage ACC vehicles for parts request they be instructed to make replacement vehicles available to ACC as soon as feasible. If it cannot be done, request ACC be permitted to salvage its own vehicles in many ACC vehicles are inoperative at the present time because Ordnance is unable to supply sufficient spare parts. Your attention is invited to the certificate of Lt. Verburg, Maintenance Officer, which is attached.

4. Request the nine lost vehicles and the 29 salvaged be replaced immediately as ACC has insufficient vehicles at this time to meet motor transport requirements.

Enclosure

1. Certificate Lt. Verburg.
2. " of salvaged vehicles
3. " of lost vehicles
4. Copy letter ADHQ of 6 Feb. 1944.
5. Letter COM HQMUSMA dated 15 July 44.

A.G. WICKLIFF
Executive Director
Economic Section

3874

1934

INTER OFFICE MEMO

AC/S/3/TH/5

28 Feb. 1945

Subject:- Quantities and allocations of AC TE, ME and MD vehicles

TO : Major Pepper

1. Following is list requested for completion of your vehicle maintenance letter, AC/E/16/TH.5, to AFHQ, G-5 section.

Region	British	
	T/E	Civil Supply
Southern	50	255
Stilly	6	
Lazio - Umbria	7	
Abbruzzi - Marche	42	21
Sardinia	7	
Toscana	38	35
Emilia	40	
Piemonte	1	
Lombardia	5	
Venezia	31	
5 Army (AMG)	1	
8 Army (AMG)	97	
DRASC	59	15
In S/C	2	
Sub-Coms. (other)	3	
AC Bn.	99	25
G-4 Pool & Refit	30	

{20 MTCHS
5-3 tons.

527 (106 MC's.

352

Region	American	
	T/E	Civil Supply
Southern	34	143
Stilly	10	
Lazio - Umbria	45	
Abbruzzi - Marche	42	196
Sardinia	3	
Toscana	62	
Emilia	47	
Liguria	34	
Piemonte	47	
Sardinia	55	

(Of this group all
are used in the area)

Region	British	Civil Supply
Southern	W/E	255
Stilly	50	
Lazio - Umbria	6	
Abbruzzi - Marche	7	
Sardinia	42	21
Toscana	7	
Emilia	38	35
Piemonte	49	
Lombardia	1	
Venezia	5	
5 Army (AVG)	31	
8 Army (AVG)	1	
DIRSC	97	15
Tn S/C	59	
Sub-Coss. (other)	2	
AC Bq.	3	
6-4 Pool & Refit	99	25
	30	
	527 (incl. M.C.'s)	
	<u>352</u>	

{ 20 MTCLs
5-3 lms. }

Region	American	Civil Supply
Southern	T/E	1873
Stilly	34	143
Lazio - Umbria	10	
Abbruzzi - Marche	15	
Sardinia	42	196
Toscana	3	
Emilia	52	
Liguria	47	
Piemonte	24	
Lombardia	47	
Venezia	55	
5 Army (AVG)	3	
DIRSC	116	
Tn S/C	20	
AC Hq.	1	
RSO in stock	122	
Capt. Smith (Liason)	8	
ACC REP AAI	4	
Typbus Control	4	
Malaria Control	10	
	6	
	673	
	46 (incl.)	
	<u>691</u>	

{ of this group all
are load carrying ex-
cept the 20 mtcls be-
used as control and
messing camers }

CE/gb

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

W.H.H.

REF : File 27

SUBJECT / Division of responsibility- Roads Division and
L.T. Group

TO : H.Q.L.T. GROUP A.O. (I.A.F.)

1. Referring to meeting held to-day in Col. Sieff's Office, at which Lt. Col. Bordess was present, and conference dated 12 April 1945.

2. It is desired to confirm decisions taken on the above subject. Reference Etac. Memo No 2 dated 3 March 1945 responsibilities will now be as follows:

- a) Transportation Sub-Commission (Roads Division)
- (i) Designation of beds to be carried and locations of lift required from M.L. Group.
 - (ii) Channelling of requisitions for spares, tools and tyres to proper source and notification of release.
 - (iii) Notification of forward shipment of vehicles and shipment arrivals. Disposition of vehicles and assignment up to the terminal point.
 - (iv) Liaison with A.F.H.C. re supply of trucks, tools, spares and workshop equipment.
 - (v) Technical advice to effect operation and maintenance of vehicles efficient.

b) H.Q.L.T. Group

- (i) Preparation of requisition for spares, tools and tyres and submission to Transportation Sub-Commission.
- (ii) Stockage, accounting and records for all spares tools and tyres assigned.
- (iii) Accountability, repairs and maintenance of all vehicles assigned.
- (iv) All matters relating to the activation of new

5871

1937

1. Referring to meeting held to-day in Col. Sieff's Office, at which Lt. Col. Borlase was present, and conference dated 12 April 1945.

2. It is desired to confirm decisions taken on the above subject. Reference Estab. Memo No 2 dated 3 March 1945 responsibilities will now be as follows:

- a) Transportation Sub-Commission (Revised)
- (i) Designation of loads to be carried and locations of lift required from M.I. Group.
 - (ii) Channelling of requisitions for spares, tools and tyres to proper source and notification of release.
 - (iii) Notification of forward shipment of vehicles and shipment arrivals. Disposition of vehicles and assignment up to the terminal point.
 - (iv) Liaison with A.F.H.Q. re supply of trucks, tools, spares and workshop equipment.
 - (v) Technical advice to effect operation and maintenance of vehicles efficient.
- b) H.Q.M.T. Group
- 5871
- (i) Preparation of requisition for spares, tools and tyres and submission to Transportation Sub-Commission.
 - (ii) Stockage, accounting and records for all spares tools and tyres assigned.
 - (iii) Accountability, repairs and maintenance of all vehicles assigned.
 - (iv) All matters relating to the activation of new Q.M. Coys and liaison with A.F.H.Q. on formation of G.T. Coys.

W. Col. Walter

(v) Organisation and administration of Truck
Bns and G.I. Coys.

3. Please notify your agreement of the above or alter-
natively any alterations considered in order that Estab. Memo
No 2 may be suitably amended.

By Command of Rear Admiral STONE



G. FERNYHOUGH
Lt. Col. R.A.

Honourable Section

Copy to Movts Div. (Roads)

1939

S. Date 18 Apr

INTER-OFFICE MEMORANDUM

ECONOMIC SECTION

LMD/sz

15.01/28

2 April 1945

SUBJECT: Motor Transport Group, A.C.

TO : Colonel G. D. Murphy, Asst't to VP, Moon Sec.

1. Reference is made to attached

a. Incl #1. Ltr Ref 5821/28, Office of the Executive Commissioner to Economic Section, dtd, 7 April 45, subject: "Assembly of A.C. Vehicles."

b. Incl #2, Ltr Ref. AC/TB/105/2 HQ, Motor Transport Group AC to Chief of Staff, HQ, AC, dtd 6 April 45, same subject as Ref 1 a above.

c. Incl #3, copy Ltr, Ref T-11, 3-5 Section AFHQ to HQ, AC, dtd 31 Feb 45, same subject as Ref 1 a above.

d. Incl #4, Ltr Ref 544/2/Tm 1, Transportation S/C to Economic Section, dtd 3 April 45, subject "Channel of Communication - Motor Transport Group, Allied Commission (Italian Army Personnel)."

e. Incl #5, copy Ltr Ref 15.01/23, VP, Economic Section to Executive Commissioner, dtd 9 Apr 45, same being a reply to Ref 1 a above.

f. Attention is directed to the following with respect to Incls. 1 and 2.

a. Para 2 of Ref 1 a above. Please prepare a report for the Executive Commissioner when you have established the facts.

b. Para 2 a of Ref 1 b which indicates that there is a discrepancy of 60 vehicles.

c. Para 2 f of Ref 1 b wherein a request is made that 176 bodies be immediately shipped to Rome.

d. Para 2 g of Ref 1 b wherein it is recommended that "all future assemblies shall take place in Rome."

e. Para 3 of Ref 1 b. It does not appear that the O. O. of the Motor Transport Group, AC is being informed as provided for in Ref 1 e (Incl #5). It may be that this information has been given by AFHQ to Transportation S/C.

f. With respect to Ref 1 d (Incl #4) copy of Ref T.10 of

5809

1. Incl #1. Ltr #1 of 5821/25, Office of the Executive Commissioner to Economic Section, dtd, 7 April 45, subject: "Assembly of A.C. Vehicles."

2. Incl #2. Ltr Ref. AC/EB/103/2 HQ, Motor Transport Group AC to Chief of Staff, HQ, AC, dtd 6 April 45, same subject as Ref 1 above.

3. Incl #3, copy ltr, Ref T-11, G-3 Section AFHQ to HQ, AC, dtd 21 Feb 45, same subject as Ref 1 above.

4. Incl #4, Ltr Ref #44/2/Tn 1, Transportation S/C to Economic Section, dtd 6 April 45, subject "Channel of Communication - Motor Transport Group, Allied Commission (Italian Army Personnel)."

5. Incl #5, copy ltr Ref 15.01/ES, VP, Economic Section to Executive Commissioner, dtd 9 Apr 45, same being a reply to Ref 1 above.

6. Attention is directed to the following with respect to Incls. 1 and 2.

7. Para 2 of Ref 1 above. Please prepare a report for the Executive Commissioner when you have established the facts.

8. Para 2 of Ref 1 b which indicates that there is a discrepancy of 60 vehicles.

9. Para 2 f of Ref 1 b wherein a request is made that 136 bodies be immediately shipped to Rome.

10. Para 2 k of Ref 1 b wherein it is recommended that "all future assemblies shall take place in Rome."

11. Para 2 of Ref 1 b. It does not appear that the C. O. of the Motor Transport Group, AC is being informed as provided for in Ref 1 a (Incl #3). It may be that this information has been given by AFHQ to Transportation S/C.

12. With respect to Ref 1 a (Incl #4) copy of Ref T.10 of 1 March 45 mentioned in para 3 is not at hand. You can obtain a copy from the Transportation S/C. It is not known what action was taken with respect to AFHQ ltr, ref T.10. No reply has been made to Transportation S/C with reference to Incl. #4.

13. In connection with the work you are now doing relative to clearing up the entire matter of the Motor Transport Group, will you please provide the necessary action with respect to Inclosures 1, 2, 3 and 4 hereof.

5809

5. The C. O. of the Motor Transport Group has reported that the situation with respect to the authorization and supplying of maintenance tools, equipment and personnel for the new truck companies, is now critical. Request therefor is now pending at AFHQ.

6. The plan for use of "organized transport" in the Northwest and AC's commitment for providing same is most important and should be checked with the Transportation S/C, the C. O. of the Motor Transport Group and the Military authority responsible for such planning.

7. May the entire matter of the "1700" trucks and the Motor Transport Group have your immediate and careful attention, please.

(Sig) A. G. Antolini

A. G. ANTOLINI
Acting Vice President
Economic Section

5 Incls.

Incl. #1 per para 1 a.
Incl. #2 per para 1 b.
Incl. #3 per para 1 c.
Incl. #4 per para 1 d.
Incl. #5 per para 1 e.

cc: Motor Transport Group, A.C.
Transportation S/C ✓

5808

Tel. 379

HEADQUARTERS ALLIED COMMISSION

GCG/ep

APO 394
TRANSPORTATION SUB-COMMISSION

REF: AC/27/In5

16 April 1945.

SUBJECT: 221st Company.

TO : Motor Transport Group.

1. This Division has been advised that the 221st Company will be available on 23 April 1945, completely equipped with work shops necessary for maintenance. Attached to this Company will be three (3) Officers (3) and eighteen (18) OR/S who will act in a supervisory capacity.

2. It will be necessary for the M.T. Group to furnish mechanics for the work shop operations. Please advise this Division that these mechanics can be furnished from the Motor Mechanics School.

By Command of Rear Admiral STONE:


G. G. GROSS Jr.
Chief,
Roads Division.

5867

CRW/elc

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

Tel : 478704

260/24/Tn 3

9 April 1945

HC/27

SUBJECT : Cased M.T. Naples and/or Leghorn
to Rome for assembly.

TO : M.T. Transport Group (I.A.P.) AC (for Col. Carnes)

1. In order that flats may have a speedy turn-round and to avoid confusion that has existed so far, it is requested that the following instructions be issued to all concerned regarding future consignments :

- (a) All flats to be consigned to Prenestina for regulation to whichever siding can accept.
 - (b) Major Bruce to arrange for a representative to be at Prenestina Station to re-label flats to correct siding and to inform Station Master of the movements required to those sidings.
- As much notice as possible should be given for the movement from Prenestina to sidings.

2. Arrangements are in hand for details of wagons despatched to be telephoned to Major Bruce.

3. D.M.R.S. (Major London) and HQ Movements Sub-Area, Rome have been informed of the drill to be laid down and D.M.R.S. have instructed Station Master at Prenestina accordingly.

4. In view of the awkward position of the sidings at Portonaccio and to avoid too many of one section of each vehicle being put in at one time thus retarding assembly, it is suggested that a representative from Major Bruce is also sent to Tiburtina to liaise with British RTO and ISR.

5. D.M.R.S. have given assurance that every co-ordination will be given to facilitate smooth working.

For the Chief Commissioner

by letter

for M.B. THOMAS, Colonel
Deputy Director

to avoid confusion that has existed so far, it is requested that the following instructions be issued to all concerned regarding future consignments:

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5. D.M.R.S. have given assurance that every co-ordination will be given to facilitate smooth working.

For the Chief Commissioner

W. J. Thomas

for M.B. THOMAS, Colonel
Deputy Director
Transportation Sub-Commission

Copies to : Roads Division ✓
Ports & Warehouse Division
AC Tptn. Officer, Rome
Movements Division, Shipping Branch
HQ Movements Sub-Area, Rome
D.M.R.S. (Major London)

AC/27

A.F.H.Q.

5181

11 April 1945

PRIORITY

CONFIDENTIAL PD

PARA ONE PD REFERENCE IS FORMATION TRANSPORT COMPANIES ALCOM UNDER JURISDICTION DISTHREE PD

PAREN TO AFHQ ATTENTION GEORGE FIVE FROM MOTOR TRANSPORT GROUP ALCOM PAREN

PARA TWO PD POSITION REGARDING THE FIRST TWO FOUR ZERO TRUCKS TO BE ISSUED TO DISTHREE IS AS FOLLOWS ONE TWO ZERO COLLECTED BY DISTHREE PD ONE ZERO SIX AWAITING COLLECTION IN NINE VEHICLE PARK BY DISTHREE PD NINE IN REME FOR REMEDY OF ASSEMBLING DEFECTS PD FIVE WITH MECHANICAL DEFECTS UNDERGOING REPAIRS IN VEHICLE PARK PD

PARA THREE PD PLEASE INFORM US EARLIEST POSSIBLE DATE TWO ONE TRANSPORT COMPANY WILL BE READY TO OPERATE PD PARA FOUR PD MAY THIS HOW QUEEN BE INFORMED AS TO THE CORRECT AUTHORITY IN DISTHREE WITH WHOM LIAISON CAN BE MADE IN RESPECT OF FORMATION TRANSPORT COMPANIES ALCOM

COPIES TO TRANSPORTATION SUB-COMMISSION
LAND FORCES SUB-COMMISSION.

H.Q. Motor Transport Group

890849 Ext. 139

5865

NICHOLAS PIOMBINO
CWO USA
Asst. Adj.

[Handwritten signature]
48.13

7c/27
Tel: 300

11 April 1945.

Ref: 5821/41/20.

SUBJECT: Motor Transport Group.

TO : Vp, Economic Section.

1. Reference your 15.01/43 dated 9 April 1945 and letter from C.C., Motor Transport Group 40/TE/100/1 dated 10 April 1945, copy to you.
2. The functions and responsibilities of the Motor Transport Group are adequately defined in para 2 of Establishment Memorandum No.2, this Headquarters, dated 3 March 1945, and when read in conjunction with Office Memorandum No.17 dated 13 October 1944, establishing the channels of communication for the Motor Transport Group without ambiguity.
3. The position summarised is:
 - (1) The Commanding Officer of the Motor Transport Group is in status comparable to a Regional Commissioner (Establishment Memorandum No.2, para 2 a.).
 - (11) In this status he, like a Regional Commissioner or SOAO, is not permitted to communicate direct with higher authority. He must address all correspondence on subjects requiring reference to higher authority to the appropriate office at this Hq in accordance with the procedure established in Office Memorandum No.17, copy of which is attached. Matters in Group 'A' will be dealt with by the Executive Commissioner, in Group 'B' by the Economic Section, and in Group 'C' (the routine technical or administrative material) by the Transportation Sub-Commission or appropriate branch in the Establishment Section.
4. I shall be obliged if you will confirm that the above procedure is clearly understood by yourself, the Director of the Transportation Sub-Commission and the C.C. Motor Transport Group, and that in future it will be followed.

Robert M. Jones
ROBERT M. JONES
Colonel 5864
Acting Executive Commissioner

Copy to: Estab. Section
Director, Transportation S/C.
C.C. Motor Transport Group.

HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION (I.A.P.)
APO 294

CVAP/eg.

Tel. 890122
Ext. 139

10 April 1945

Ref. AG/TB/100/1

SUBJECT : Channels of communication - Motor Transport Group
(Italian Army Personnel).

TO : Chief of Staff,
Headquarters, Allied Commission.

1. Reference is made to letter 844/2/Tn 1, dated the 6th April, 1945, from the Deputy Director, Transportation Sub-Commission, to the Economic Section (copy attached, marked 1).

2. This Headquarters is at a total loss to understand the Deputy Director's letter, which would appear to be indicative of the general attitude adopted towards the Motor Transport Group by the Transportation Sub-Commission.

3. In the present instance, the original of the letter T 10, dated the 1st March, 1945, and referred to by the Deputy Director, was passed to this Headquarters by that Sub-Commission on the 4th of March, and received here on the 5th of March, 1945.

4. From the fact that no indication was given by the Transportation Sub-Commission that this Headquarters was expected to supply such information as might be necessary to enable that Sub-Commission to reply to the letter in question, it was assumed that this Headquarters was expected to take the necessary action, which it did on March the 7th. It is regretted that a copy of our reply was not sent to the Transportation Sub-Commission. This omission was due to the fact that this Headquarters was at that time in a state of inauguration.

5. It is desired, however, to emphasize the fact that it is not to this omission that the Deputy Director is taking exception.

6. On Thursday, April the 5th, precisely one calendar month after the receipt by this Headquarters of the letter under reference, Roads Division, Transportation Sub-Commission, telephoned this Headquarters, requesting a copy of A.P.H.Q.'s letter T-10, dated 1st March, 1945. This would apparently indicate that the original assumption reached by this Headquarters was correct.

5863

Its validity, in fact, has now been established by the receipt, by this Headquarters, through the Transportation Sub-Commission, of a further letter from G-5, A.F.H.Q., dealing with the same subject. (Copy attached, marked 3.) This letter is accompanied by an official request from the Transportation Sub-Commission (copy attached, marked 2) that this Headquarters should reply direct to A.F.H.Q., G-5.

7. Again, the relevance of the reference made by the Deputy Director to para 2 a (1) (a) of Establishment Memorandum Number 2 is not understood in view of the fact that no mention whatever is made therein of the actual assembly of vehicles, which was undertaken by Col. Carnes as an additional commitment with the full accord of all concerned.

8. Having regard to the above facts, it is considered that the Deputy Director's complaint is not justified and, with your approval, it is suggested that a meeting be held, as soon as possible, in order finally to clarify relations between the Transportation Sub-Commission and the Motor Transport Group.

3 Incls.:-

- No. 1 as p/ para 1) above.
- No. 2 as p/ para 6) above.
- No. 3 as p/ para 6) above.

Copy to:-

- Economic Section, H.Q., A.C.
- Transportation Sub-Commission, H.Q., A.C. ✓

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

ENCLOSURE No. 1
to ltr. AQ/TB/100/1 d 10.4.45 add. Chief
of Staff, H.Q., A.C.
C O P Y

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION SUB-COMMISSION

MBT/vb

Tel. Ext. 376

6th April 1945.

544/2/Tn 1.

SUBJECT: Channel of Communication - Motor Transport
Group Allied Commission (Italian Army Personnel)

TO : Economic Section.

1. Reference is made to Establishment Memorandum No. 2. of the 3rd March, 1945.

2. Para 2(a) states clearly that the Motor Transport Group is a field activity of the Allied Commission and that its Commanding Officer is in a status comparable to a Regional Commissioner; as such we take it that he should not communicate direct with AFHQ. Will you please confirm this understanding.

3. A typical case in point is AFHQ letter, Ref. T.10 of the 1st March, 1945, which deals with the assembly of vehicles for the C.T. Company of the M.T. Group at Naples, and asks for certain information about the new C.T. Companies. Our understanding is that such a letter should be handled by this Sub-Commission in accordance with para 2.a. (1) (c) of the Memorandum referred to above.

4. If you are in agreement with our views as above will you please arrange for the position to be clarified to the Commanding Officer of the M.T. Group.

M.B. THOMAS, Colonel,
Deputy Director.

Copy to:

Col. J. J. Carnes, MT Group AC (It. Army Personnel).
Roads Division.

ENCLOSURE F-3
to ltr. AC/TB/100/1 dt. 3.4.45 addrs. Chief
of Staff, H.Q., A.C.
C O P Y

C O N F I D E N T I A L

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-10

2 April 1945

SUBJECT: Assembly of AC Vehicles

TO : Headquarters, Allied Commission, APO 394
(Attn: Transportation Sub-Commission)

Reference this HQ T-10 dated 1 March 1945.

1. New vehicles being imported on AC account are now being assembled by REME Vehicle Assembly Units; and it is understood that HQ Motor Transport Gp AC are despatching some of them to the Drivers Training School, TRANI. Will you please state how many of these vehicles are being sent to TRANI.

- (a) for formation into a Transport Coy AC, as indicated in para 4 (a) of our letter under reference.
- (b) for use in the training of drivers, as indicated in para 4 (c) of our letter under reference.

2. If these vehicles are being sent to TRANI for use in the training of drivers it is pointed out that in default of any special circumstances it is not desirable to use these new vehicles for training purposes. It is suggested that to meet the request at para 4 (c) of our letter under reference it would be advisable for older vehicles (e.g. Class 3, 4 or 5) at present being employed by AC to be used for training new drivers and for the new vehicles to be reserved for the Transport of civil supplies. Will you please let this HQ have your comments.

For the Assistant Chief of Staff, G-5:

H.P. CROOM-JOHNSTON 5861
Lt. Colonel
Economics & Supply Division

SHIPPING DATA FROM ALCON DEPOTS LEGHORN
PERIOD 11-25 MARCH 45 INCL.

Date	Truck No	Destination	ITEM	Size	Bag Short
3/11	4191040	Florence	Flour	147 ¹ / ₂ lb.	1
3/11	4125743	"	"	" "	1
3/11	4138481	"	"	" "	1/2
3/11	4134225	"	"	" "	1/2
3/11	4174929	"	"	" "	1/2
3/11	4123644	"	"	" "	1
3/11	4228780	"	"	" "	1/2
3/11	4101233	"	"	" "	2
3/11	4188143	"	"	" "	1/2
3/13	4277511	"	Sugar	100 Kg.	1/2
3/13	418813	"	"	" "	1/2
3/13	488065	"	"	" "	2
3/13	4125903	"	"	" "	1
3/13	420442	"	"	" "	1 1/2
3/13	439947	"	"	" "	1/2
3/13	4198231	"	"	" "	1/2
3/13	4126578	"	"	" "	2
3/16	4157792	Navacchio	M. & V. Hash	40 ¹ / ₂ Lb.	3
3/16	467548	"	"	" "	1
3/16	4183965	"	"	" "	1 1/2
3/23	467747	Florence	Salt	47.9 Kg.	1
3/23	4140093	"	"	" "	1 1/2
3/23	4274269	"	"	" "	1
3/19	41733911	Lucca	Flour	147 ¹ / ₂ lb.	2

The Following Are Weight Shortages Claimed By Consignee. Total Pieces Received.

Date	Truck No	Destination	Item	Size	Total Amount	Kg. Short
3/21	4104426	Lucca	Flour	147 ¹ / ₂ lb.	54	67
3/21	4250618	"	"	" "	60	5800
3/21	4119326	"	"	" "	60	77
3/21	45252	"	"	" "	60	9
3/21	490081	"	"	" "	60	52
3/21	4174137	"	"	" "	60	22
3/21	4125903	"	"	" "	60	33
3/17	4131745	"	"	" "	60	79
3/17	4165097	"	"	" "	60	25

Date	Truck No	Destination	Item	Size	Total Amount	Kg. Short
3/17	4390489	Lucca	Flour	147 $\frac{1}{2}$ Lb.	60	30
3/17	4277511	"	"	" "	60	62
3/23	4116778	"	"	" "	60	8
3/23	434955	"	"	" "	60	16
3/23	4124697	"	"	" "	60	88
3/23	416026	"	"	" "	60	2
3/23	4167310	"	"	" "	60	33
3/22	4174137	"	"	" "	60	34
3/22	4276823	"	"	" "	60	35
3/22	490631	"	"	" "	60	93
3/22	489072	"	"	" "	60	56
3/22	4148964	"	"	" "	60	11
3/22	4390638	"	"	" "	60	46
3/22	4116778	"	"	" "	60	9
3/22	4212489	"	"	" "	60	37
3/22	464249	"	"	" "	60	41
3/22	4129810	"	"	" "	60	5
3/22	4198231	"	"	" "	60	80
3/22	4167310	"	"	" "	60	80
3/22	4119326	"	"	" "	60	114
3/22	426968	"	"	" "	60	16
3/22	420442	"	"	" "	60	73
3/22	45252	"	"	" "	60	41
3/22	416026	"	"	" "	60	17
3/20	4167310	"	"	" "	60	23
3/20	420442	"	"	" "	60	14
3/20	490631	"	"	" "	60	14
3/20	4104426	"	"	" "	60	10
3/20	4276823	"	"	" "	60	24
3/20	4390638	"	"	" "	60	48
3/20	435955	"	"	" "	60	23
3/20	469427	"	"	" "	60	25
3/20	449308	"	"	" "	60	27
3/20	426968	"	"	" "	60	32
3/20	4166843	"	"	" "	60	32
3/20	4173394	"	"	" "	60	47
3/20	4129810	"	"	" "	60	5859
3/19	4179359	"	"	" "	60	26
3/19	469427	"	"	" "	54	59
3/19	426968	"	"	" "	60	11
3/19	4148766	"	"	" "	60	37
3/19	4276823	"	"	" "	60	23
3/19	4224711	"	"	" "	60	7
3/19	489332	"	"	" "	60	21
3/19	4116778	"	"	" "	60	8

Date	Truck n°	Destination	Item	Size	Total Amount	Kg. Short
3/19	4228610	Lucca	Flour	147 ¹ / ₂ Ib.	60	10
3/19	4104426	"	"	" "	60	37
3/18	4206551	"	"	" "	60	14
3/18	4131745	"	"	" "	60	73
3/18	4390638	"	"	" "	60	14
3/18	435955	"	"	" "	60	19
3/18	420442	"	"	" "	60	23
3/18	464249	"	"	" "	60	47
3/18	4277511	"	"	" "	60	47
3/18	426968	"	"	" "	60	22
3/18	4187518	"	"	" "	54	38
3/18	489072	"	"	" "	60	33
3/18	439947	"	"	" "	60	38
3/18	4198231	"	"	" "	60	34
3/18	4119326	"	"	" "	60	17
3/18	4225622	"	"	" "	60	28
3/18	4132210	"	"	" "	60	16
Total					2459	

PERCENTAGE LOSSES

Flour	.00417
Sugar	.02500
M. & V. Hash	.00740
Salt	.01192

Total .00527

4866.229 Tons Mdse. shipped on which no Receiving Reports have been received.

This tonnage not included in above percentage figures.

ALLEN C. RAMSEY
Capt., F.A.
i/c AC Whses, Leghorn

Tel. 566

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

CV/ed

Ref: AC/27/18/Tn5

5 April 1945.

SUBJECT: Losses in Transit - Livorno Warehouses.

TO : Regional Commissioner - Toscana Region.

1. Reference this Sub-Commission's letter AC/27/18/Tn5 dated 17 March 1945, and reply thereto from office 1/c AC Warehouses, Leghorn, showing detailed losses for period 11 to 25 March 1945.

2. It is noted that the percentage of losses in total is only .00527 which cannot be considered serious. In order to determine, however, whether arrangements made with M.T. Group, vide par. 2 of the above mentioned letter, have reduced losses would you please forward further details for the first 14 days of April?

By Command of Rear Admiral STONE:

[Signature]
Lt. G. FERNYMOUGH
Colonel R.A.,
Roads Division.

cc: M.T. Group

5856

GF/aa

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Ext : 566

Ref : AC/27/15/Tn.5

21 March 1945

SUBJECT : Losses in Transit - Livorno Warehouses.

TO : Regional Commissioner, Toscana Region.

1. Reference this Sub-Commission's letter AC/27/10/Tn.5 dated 17 March 45.

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

By Command of Rear Admiral STONE :

MERRITT H. TAYLOR
Director

Copy to : Movts Division
(Roads)

1st Ind.

28 Mar. '45.

RVIII/35/70/43

TO : O.C., 12 L 50 Warehouse, Leghorn.

1. Forwarded for submission of the information requested, please.

GEORGE B. SOWERS, Major 5855 AUS.,
Chief Transportation Officer.

GBS/LC.

AC/27/5
HEADQUARTERS
2675TH REGIMENT
ALLIED COMMISSION (OVERHEAD)
APO 394

12 March 1945 8

MEMORANDUM:

1. During February 1944, Transportation Sub-Commission began receiving a commitment of three hundred (300) trucks allocated to them.

2. In October of the same year this Regiment was designated as the accountable organization for this commitment, which had been consummated on the 11th April 1944.

3. After repeated searches for vehicles and numbers which did not result physically, a thorough search was made showing the location or disposition of the missing vehicles. Although not all of 112 missing vehicles have been located at least fifty-percent (50%) have been accounted for and dropped into a dead file. The vehicles which were physically accounted for were then shipped to Company "T" of this Regiment.

4. On the twenty-first (21) of December a commitment of two hundred and fifty (250) additional vehicles was granted the Regiment for Transportation Sub-Commission. Of these two hundred and fifty vehicles, fifty had already been drawn by 1st Truck Battalion and were included in a Report made by them, of vehicles physically present within the Battalion. The remaining two hundred (200) were drawn in three separate lots, from the Ordnance Tank And Vehicle Park. The first issue was of one hundred trucks, picked up on regimental records on 13 December 1944; the second and third groups were received on 21 December 1944, and 14 January 1945 in batches of fifty (50) each.

5. These vehicles are all charged to the Commanding Officer, Company "T". Responsibility for above mentioned vehicles rests within the Company.

6. Following is consolidated list of all vehicle records received to date on Trucks, 2 1/2-ton, 6x6, Cargo, issued to 2675th Regiment.

417	Physically present in Company "T"
60	In Southern Region (Not picked up on records)
12	Salvaged and Replaced (Replacements are included in 417 total)
87	Dropped from Records as Stolen, Lost, or Wrecked (Not replaced)
10	Accounted for as Stolen (Neither picked up or dropped from Files)

	586
	12-
Total -----	574

CLAYTON C. CRAIG
Major, Infantry
G-4, S-4 (A)

HEADQUARTERS,
ALLIED MILITARY GOVERNMENT,
TOSCANA REGION.

RVIII/35/70/337.

2 Mar. '45.

SUBJECT: Losses in transit.

TO : Transportation Sub-Commission, H.Q., Allied Commission. ✓

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

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

3. The Warehousing Section of this Division, can assume no responsibility for safeguarding commodities once they are checked out of the warehouse on to the trucks as it has no guards to accompany the trucks. 5853

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

5. Since the greater portion of the hauling is performed by A.C. 1st. Truck Bn., it is suggested that a Carabinieri Finance Guard or

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

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3. The Warehousing Section of this Division, can assume no responsibility for safeguarding commodities once they are checked out of the warehouse on to the trucks as it has no guards to accompany the trucks. 3853

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

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

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

GBS/LC.

Distribution - see overleaf.

George B. Sowers
GEORGE B. SOWERS, Major, AUS.,
Chief Transportation Officer.

HAITI 1972-1973

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SOL TO HW
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barrel and boxes received. Shortages occur in the number of removed. barrels of powdered milk have been reported opened in transit at destination with the bung removed and in to half of the drum arrived in to absence. It is now reported that several of the lat. truck sealed steel drums of milk were about 2 weeks ago. Recently letter of parties, had been and "jackpot" had been received which with its loss of telephone call advised that a truck had been loaded. Shipments, a losses, in total exceed 12 of the total 1000 cases. Does not believe that much after they take place. The warehouse C.O. does not believe that much many losses come to the attention of the office indirectly and long in detail to the warehouse and men who subject of reporting put after the trucks have left the warehouse. Such losses as are reported loss from the various warehouses to Iowa and regional area warehouses, or differing the continuing taking place from the W.D. trucks handling. Will look C.O. Communication please be advised that losses of food

3. The Administration Section of this Division can continue to

4. The Section has no control of the property with generally need to build from the various sources; they was generally E.D.S. + 2 Area on units or articles of the A.O. 1st. March 1910.

It is a pleasure to welcome you to the 1964-65 season. The weather is just what you need. The food is excellent. The service is first class. The prices are reasonable. The location is perfect. The atmosphere is just what you need. The weather is just what you need. The food is excellent. The service is first class. The prices are reasonable. The location is perfect. The atmosphere is just what you need.

1024/25 file
R/27

MEMORANDUM RECEIPT
TALLY-OUT

Date 26 September 1944 Number 1
Consignee Capt. Jessup AEG 53d Army
Destination AGS. Depot 12B50 Iqbaln

No. of Pages	UNIT	CONTENTS		
20- GMB 2 1/2 Ton 6x6		W.D. No.	Engine No.	Chassis No.
	x	4890720 X	270182071	155030A1
		4126105 X	270206633	153004A2
	x	434685 X	270102602	17845A1
		4124031 X	27099367	105201A2
		489202 X	270266343	66172A1
	x	4125339 X	270172035	150717A2
	x	4220900 X	27011791	106719A2
		4167703 X	270284512	120448A2
	x	4220163 X	270104544	111380A2
		4137340 X	27025058	170350A2
		4228083 X	270105012	111310A2
		4118813 X	270105667	99669A2
		4157792 X	270354697	221641A1
	x	4137966 X	270234717	171404A1
		4166056 X	270227913	119535A2
		4127042 X	270124588	89659A2
	x z	4102313 X	270343144	74550A2
	z	4270536 X	270241797	203535A1
		4167500 X	27067400	119974A2
	x	41259440 ✓	270311497	151085A2

x-Spare Tire
z-With Winch

Received the above articles
in good condition this date

D.C. Jessup Capt 5852
Signature

C O P Y

HEADQUARTERS FIFTH ARMY
A.P.O. #164, U. S. ARMY

AG 000.96-T

25 June 1944

Subject: Convoy Regulations

To : Convoy Commanders

1. A convoy is defined as the movement of 10 or more vehicles, in a group, or infiltration at a rate of more than 4 per hour.
2. No convoy will operate on roads in Fifth Army area without a movement authority from Movement Control Division, Transportation Section, Fifth Army.
3. Routing, rate of march, initial points, check points, size of march units and serials, distances between vehicles, march units and serials, and other convoy regulations will be prescribed in each case by Movement Control. They will be strictly observed unless altered by or with concurrence of Movement Control.
4. The lead vehicle of each march unit will display a blue flag and the last vehicle a green flag. These will be removed promptly upon completion of the movement.
5. Each vehicle will be distinctly marked, front and rear, with the convoy number assigned by Movement Control. This will be removed promptly upon completion of the movement.
6. The convoy commander's vehicle will be marked as such.
7. Convoys will not be halted upon the traveled portion of the roadway except in emergencies or when directed by Military Police or Movement Control personnel.
8. Convoy personnel will not enter upon the roadway at halts, except as necessary in emergencies or when posted as guards.
9. Prescribed distances between vehicles will be maintained when convoy is halted, and vehicles will keep as far to the right as possible.
10. A guard will be posted approximately 50 yards to the rear of any convoy halted on the road at night or at any location where a hillcrest or curve blocks the view of approaching traffic (except for momentary stops required by traffic conditions.)

11. Convoys will not double bank or pass other convoys unless so directed by Military Police or Movement Control personnel.

12. Convoy personnel will not throw cigarettes, candy, etc. from moving vehicles.

13. Operation in convoy does not relieve drivers from the responsibility for caution and compliance with all applicable traffic regulations.

14. Vehicles which break down will be taken in tow or abandoned for subsequent recovery. However, no vehicle will be abandoned where it will interfere with normal traffic flow.

15. During air attack, vehicles will be dispersed off the roadway, whenever practicable, lights will be extinguished at night, and personnel, except gunners, will take cover.

16. Convoy commanders will report ahead (approximately 10 minutes) at Traffic Control Posts (TCP's) on their route to report their convoys, secure information and determine any changes in march plan.

17. Unscheduled or off-schedule convoys will be removed from the road by Military Police or Movement Control personnel.

By Command of Lieutenant General CLARK:

/s/ B.W. SARRIL
/t/ B.W. SARRIL
Major, A. C. D.,
Asst. Adjutant General

5850

RESTRICTED

HEADQUARTERS FIFTH ARMY
A.P.O. #464, U. S. Army

CFW/RHT/whp
1 August 1944

ADMINISTRATIVE INSTRUCTIONS NO. 54

ROAD TRAFFIC CONTROL

1. Authority and Responsibility.

a. The Transportation Officer, Fifth Army, is responsible for efficient movement of traffic on the roadnet within the Fifth Army area. He will:

(1) Make road reconnaissance necessary to the planning of traffic circulation and control.

(2) Recommend jointly with Army Engineer, to A. C. of S., G-4, for publication, a plan of circulation on the roadnet, including the designation of Main Supply Routes and circulation restrictions.

(3) Indicate to the Provost Marshal, Fifth Army, necessary types and degrees of traffic regulation.

(4) Recommend road and bridge improvement to the Engineer, Fifth Army, indicating priority of importance.

(5) Make or procure, install, and maintain traffic signs - guide, warning and regulatory to supplement route markers and other signs installed by the Engineer, Fifth Army.

(6) Recommend changes in traffic regulations.

(7) Regulate the movement of convoys on the roads.

(8) Regulate the movement of vehicles of unusual size or weight.

(9) Prescribe movement schedules for groups of vehicles moving by infiltration, when the volume warrants.

(10) Maintain and operate Traffic Control Posts.

(11) Coordinate traffic control measures in Fifth Army area with those of adjacent areas.

b. The Engineer, Fifth Army, is responsible for maintaining roads and bridges, assigning identification numbers to roads, preparing, installing, and maintaining route number signs as required to supplement the action of Corps Engineers, preparing other road signs and unit name signs, and preparing and distributing road maps. He will coordinate with the Transportation Officer to determine priority of roadnet maintenance and improvements. He will keep the Transportation Officer advised concerning road and bridge conditions. When feasible, reconnaissance of new routes will be made jointly with the Transportation Officer.

5879

1964

ulation and control.

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5879

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c. The Provost Marshal, Fifth Army, is responsible for the enforcement of traffic regulations and circulation plans. In accordance with needs observed by him and those indicated by the Transportation Officer, he will develop and direct necessary traffic control systems, employing the military police of units under his control as pointmen, patrols, and escorts to perform the following functions:

(1) Enforce general traffic regulations.

(2) Enforce routing, schedule, and type of traffic restrictions.

(3) Regulate traffic flow at road junctions and defiles.

- 1 -

RESTRICTED

RESTRICTED

- (4) Expedite traffic flow along routes, taking corrective action when tie-ups are observed.
- (5) Expedite urgent priority movements or movements, vehicles or loads of unusual size, by providing escorts.
- (6) Furnish information and directions.
- (7) Report road and traffic blocks, and effect emergency diversions of traffic when necessary.
- (8) Recommend improvements in road conditions and circulation and control measures.

d. The Army Services are responsible for:

- (1) Control and guidance of traffic on roads within dump areas, and provision of suitable and well-marked entrances and exits.
- (2) Advising the Transportation Officer of the location, type, name or number, and opening and closing dates of dumps.
- (3) Arranging, when feasible, with the Transportation Officer for joint reconnaissance of proposed dump locations.

2. Organization Commanders are responsible for taking necessary measures to assure compliance by their personnel with traffic regulations, and directions of traffic control personnel. They will comply strictly with regulations governing convoy movements. They will eliminate unnecessary trips and keep their vehicles off Main Supply Routes insofar as possible.

3. Scheduled Movements.

a. The following procedure will govern all convoy movements. A convoy is defined as any movement of a group of 10 or more vehicles together.

(1) All Headquarters issuing movement orders to organizations will state the following in the body of each order: "Movement through the Army area will be regulated by the Movement Control Division, Transportation Section, Fifth Army. This agency will be contacted for instructions".

(2) Organization or convoy commanders will secure road clearance and instructions from Movement Control Division, Transportation Section, Fifth Army, for all convoy movements on roads in Fifth Army Area. Traffic control authorities of adjacent areas will coordinate with Movement Control on movements entering or passing through Fifth Army Area from other areas.

(3) Movement Control will prescribe route, rate of march, size of march units and serials, intervals between vehicles and march units, initial points and check points, authorized halts, and any other necessary instructions, and will assign a convoy number.

(4) The convoy number will be conspicuously shown on the front and rear of each vehicle. A blue flag will be carried on the lead vehicle and a green flag

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(3) Movement Control will prescribe route, rate of march, size of march units and serials, intervals between vehicles and march units, initial points and check points, authorized halts, and any other necessary instructions, and will assign a convoy number.

(4) The convoy number will be conspicuously shown on the front and rear of each vehicle. A blue flag will be carried on the lead vehicle and a green flag on the last vehicle of each march unit. Convoy commanders' vehicles will be marked as such.

(5) Convoy commanders will report ahead (approximately 10 minutes) to Traffic Control Posts on the route.

(6) Convoy commanders are responsible for compliance with traffic regulations, convoy regulations, instructions contained in movement authority, and directions of military police and movement control personnel. Changes in the movement plan will be made only at the direction or with the concurrence of Movement Control.

RESTRICTED

b. Organization or installation commanders intending to dispatch vehicles by infiltration to a total of 10 or more at a rate of 5 or more per hour will secure movement authority for such from Movement Control, which will prescribe routing, periods during which movements are authorized and maximum density per hour.

c. Vehicles of the following types will not be moved on Main Supply Roads, singly or in convoy, without authority from Movement Control, which will prescribe route, time, density, and precautions to be taken.

(1) Vehicles, or vehicles with loads or trail loads, over 40 feet long.

(2) Vehicles, or vehicles with loads, over 8 feet wide.

(3) Vehicles mechanically incapable of maintaining a speed of at least 15 miles an hour on the intended route.

4. Casual Vehicles. - Casual vehicles will be subject to diversion from certain routes when necessary to the proper execution of troop or supply convoy movements.

5. Civilian Traffic. - Civilian traffic will be barred from, restricted to, or regulated upon various routes as directed by the Transportation Officer. The Provost Marshal will take necessary measures to enforce restrictions prescribed.

6. Rescissions. - Administrative Instructions No. 21, this Headquarters, dated 24 December 1943, is rescinded.

CLARK
Cmdg

OFFICIAL:

Tate

TATE
G-4

DISTRIBUTION:

Plus
3 - XII AFSC
10- G-4, AFHQ
5 - Adm. Ech., AAI
3 - CG, MAAF
1 - CG, XII ASC
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2 - GOC, 8th Army
1 - Dir. Gen., Mil. Ry. Serv.
1 - Engr. V Avn Engr Area
1 - J.R.C., MATOUSA
1 - FOWIT
2 - Rome Area Command
12- AMG, Fifth Army
1 - 3 District
50- G-4, Fifth Army

5847

- (2) Vehicles, incapable of maintaining a speed of 15 miles an hour on the intended route.
- (3) Vehicles mechanically incapable of diversion from certain routes when necessary to the proper execution of troop or supply movements.
4. Casual Vehicles. - Casual vehicles will be subject to diversion from certain routes when necessary to the proper execution of troop or supply movements. The Transportation Officer. The Provost Marshal will take necessary measures to enforce restrictions proscribed.
5. Civilian Traffic. - Civilian traffic will be barred from, restricted to, or regulated upon various routes as directed by the Transportation Officer. The Provost Marshal will take necessary measures to enforce restrictions proscribed.
6. Rescissions. - Administrative Instructions No. 21, this Headquarters, dated 24 December 1943, is rescinded.

CLARK
Cmdg

OFFICIAL:

Tate

TATE
G-4

DISTRIBUTION:

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5847

- 3 -
RESTRICTED

HEADQUARTERS
FIFTH ARMY
APO 464 U.S. ARMY

*File
R/27.
Chap.*

MEMORANDUM re: Civilian Supply Transport.

3th August 1944.

TO: Brig. Genl. E.E. RUMBLE

1. During the month of July, A.G.C. Fifth Army, using the 543 G.T. (HACB) Company of 120 trucks, did the following work.

a. Total no. of miles traveled	242,461
b. Total no. of journeys	2,528
c. Estimated tonnage moved	7,167
d. Average daily no. of vehicles	109
e. Average tons per vehicle per day	3.07
f. Average miles per vehicle per day	103.33

2. The proposal now is to substitute 120 Class "B" Dodge and Bedford trucks with 120 civilian drivers to do the above work.

3. The following are the difficulties envisioned if this proposal is carried out.

a. An administrative staff will have to be set up to administer, feed, billet, etc. these civilians.

b. They will have no self-maintenance whatsoever, and it is doubted if they will have tools with which to do 1st Echelon work.

c. At least 75 additional Finance Guards will have to be used, to guard the foodstuffs being carried because of the ease with which the civilian drivers may otherwise dispose of them illegally. This will mean feeding, billeting and administering these guards.

d. Many deliveries are made in divisional areas. Language difficulties, coupled with the fact that these drivers cannot read American road signs, will lead to endless confusion, needlessly tying up traffic.

e. At the present time there are 12 officers, 42 noncoms with the British company who make arrangements with Transportation Section of Fifth Army for convoy times, etc. With civilian drivers, we will have no officers to do this work. It is inconceivable that A.G.C. will be able to assign officers and noncoms to do the above tasks.

f. Maintenance will have to be done by a British A.E.F. unit, of which the nearest now is Piccadilly. When we move northwards, it is possible we may be many miles from the nearest such unit.

8/2/44

*15 Aug
39*

g. The present trucks are Class "A". The trucks proposed are the identical ones turned in by the present G.T. Company. With civilian drivers the rate of break-downs and deadlines will sharply increase due to shortage of parts plus inexperienced drivers.

h. From a security standpoint, using civilian drivers in the forward divisional and corps areas is inadvisable.

Frank E. Toscani
FRANK E. TOSCANI,
Lt. Col., FA.
Chief of Economics & Supply,
A.M.G. Fifth Army.

HEADQUARTERS
AMG FIFTH ARMY
APO 464 U.S.ARMV

*File
R/27:
chp
218*

5th August 1944.
223/6

SUBJECT : Supplement to monthly Report - July 1944.
TO : S.C.A.O. FIFTH ARMY.

TRANSPORTATION

Following are statistics of the 584 G.T. Co. R.A.S.C.
for the month of July:

- | | |
|---|-----------|
| 1. Total number of miles | 242,461 |
| 2. Total number of journeys | 2528 |
| 3. Estimated tonnage moved | 7167 tons |
| 4. Average number of vehicles
per day for A.M.G. | 109 |
| 5. Average tons per vehicle
per day | 3,07 |
| 6. Average miles per vehicle
per day. | 103,88 |

FRANK E. TOSCANI
Lt. Col., F.A.,
Chief, Economics & Supply,
A.M.G. FIFTH ARMY.

Copy to :

HQ. ACC - Transportation Sub-Committee.

/hdp

5844

HEADQUARTERS
AMG FIFTH ARMY
APO 464 U.S. ARMY.

3 August 1944.

SUBJECT : Accident to Lancia No. 5A-5.

TO : Administrative Staff Officer, AMG 5 ARMY.

1. On Monday 31st July 1944 about 1500 hrs. the above car was proceeding along Highway 1 in the direction of Rome on official business. The car was driven by Lari Carlo, and carried myself and Cpl. Robinson as passengers.

2. At a point approximately 15 Km. beyond Civitavecchia, we met an Italian vehicle conveying a number of civilians, and close behind it a truck. The truck drew out to pass the civilian vehicle, which was moving very slowly, but though the driver of the truck had a clear view and could easily have seen that he would not be able to pass with safety, he made no attempt to slow down but attempted to pass between the civilian vehicle and the Lancia, with the result that the truck hit the car damaging the rear off-wheel and mudguard.

3. The driver of the truck stopped at once and accepted full blame for the accident. He explained that his brakes did not work properly, and in fact his trip ticket showed that he had been sent to have them repaired; he also said that he had been driving all night and was tired. On the second point, he admitted he had another driver with him: on the first, he knew the condition of his brakes and should have been using extra care on the road, instead of driving in a thoroughly reckless manner.

4. The driver, whose name is GHICARDI, is a member of 1025 Compagnia Antieri, now trucking supplies to the A.C.C. dump at Siena where he is stationed. His trip ticket was signed by an Italian officer, Ten. NAPPO, and authorized a journey with Truck No. 4178955 from Siena to Civitavecchia and Rome and return.

5. Though the damage suffered by the Lancia was slight, I recommend that the accident be reported to the officer in charge of transport at the Siena dump for disciplinary action against the driver for a piece of dangerous driving which might very easily have had serious results.

6. I certify that the driver of the Lancia, Lari Carlo, who was driving on his own side of the road, carefully and at a proper speed, was in no degree to blame for the accident.

5842

HQ. REC Ypln Section ✓

H.M. DICKIE., W/Cdr., R.A.F.,
S.D.O., AMG Fifth Army.

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to 1024-1025 Italian Truck Co. S.A.C.C.

W.D. NUMBER	CHASSIS No.	MAKE	TYPE	CONTRACT No.	LOCATION	CAS
✓4I58548 (10)✓		G.M.C. 2½ Ton 6X6	CC KW 353		Civitavec	
✓433570 (5)✓		" "	" "		"	
✓4226639 (10)✓		" "	" "		"	
✓4I26756 (8)✓		" "	" "		"	
✓46767I (12)✓		" "	" "		"	
✓488955 (8)✓		" "	" "		"	
✓4I58391 (9)✓		" "	" "		"	
✓45195 (1)✓		" "	" "		"	
✓4I74632 (15)✓		" "	" "		"	
✓4I89119 (11)✓		" "	" "		"	
✓4222219 (13)✓		" "	" "		"	
✓419707 (2)✓		" "	" "		"	
✓4I78724 (13)✓		" "	" "		"	
✓4I32644 (1)✓		" "	" "		"	
✓4I77958 (12)✓		" "	" "		"	
✓4I78014 (14)✓		" "	" "		"	
✓4I60894 (1)✓		" "	" "		"	
✓4I86488 (19)✓		" "	" "		"	
✓4205234 (18)✓		" "	" "		"	
✓4I31293 (7)✓		" "	" "		"	

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Signed... P.C.G.
Date 1. Feb. Aug.

File
R/27

Allocated to 1024 - 1025, Italian Truck Co. S.A.CC.

58

Signed P. C. Jessup, Capt.
Date 1. ~~Feb~~ August 1944

2
PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to IO24.-IO25.-Italian Truck Co.S.ACC

Y.F. NUMBER	CHASSIS N°.	MAKE	TYPE	CONTRACT N°.	LOCATION	CAS
✓4136289 (1)✓		G.M.C. 2½ Ton 6x6	CC KW 353		Civita	
✓42II238 (1)✓		" "	" "		"	
✓4II8670 (1)✓		" "	" "		"	
✓489345 (1)✓		" "	" "		"	
✓45I587 (1)✓		" "	" "		"	
✓4880II (1)✓		" "	" "		"	
✓422385 (1)✓		" "	" "		"	
✓4134225 (1)✓		" "	" "		"	
✓435409 (1)✓		" "	" "		"	
✓4131355 (1)✓		" "	" "		"	
✓42056I3 (1)✓		" "	" "		"	
✓4228884 (1)✓		" "	" "		"	
✓4I75042 (1)✓		" "	" "		"	
✓4I74I93 (1)✓		" "	" "		"	
✓42II489 (1)✓		" "	" "		"	
✓4129913 (1)✓		" "	" "		"	
✓489862 (1)✓		" "	" "		"	
✓489367 (1)✓		" "	" "		"	
✓4I2746I (1)✓		" "	" "		"	
✓4I53527 (1)✓		" "	" "		"	

Signed... D.C. J.
Date ... 1 Aug.

No. 785021

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)

Allocated to 1024.-.1025.-.Italian Truck Co.S.ACC

[illegible]

Signed.....D. C. Jessup, Capt.....

Date ... 1 August 1948 ...

3

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to I024- I025 Italian Truck Co S.ACC.

W.B. NUMBER	CHASSIS N°.	MAKE	TYPE	CONTRACT N°.	LOCATION	CA
✓4278651 (1)✓		G.M.C. 2½ Ton 6x6	CC KW 353		Civitavec	
✓451904 (1)✓		" "	" "		"	
✓4287122 (1)✓		" "	" "		"	
✓4133499 (1)✓		" "	" "		"	
✓4486716 (2)✓		" "	" "		"	
✓450224 (3)✓		" "	" "		"	
✓467617 (3)✓		" "	" "		"	
✓4170258 (13)✓		" "	" "		"	
✓4126289 (12)✓		" "	" "		"	
✓4174348 (14)✓		" "	" "		"	
✓4187318 (15)✓		" "	" "		"	
✓435143 (1)✓		" "	" "		"	
✓4222246 (1)✓		" "	" "		"	
✓4205146 (16)✓		" "	" "		"	
✓4158166 (17)✓		" "	" "		"	
✓4117146 (8)✓		" "	" "		"	
✓487978 (1)✓		" "	" "		"	
✓446886 (2)✓		" "	" "		"	
✓4120851 (9)✓		" "	" "		"	
✓487947 (6)✓		" "	" "		"	

5887

Signed... *P.C. Jr.*
Date ... *1. Aug.*

No. 785021

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)

Allocated to I024- I025 Italian Truck Co S.ACC.

[illegible]

Signed... *O. C. Jessup, Capt* ...
Date ... *1 Aug 1944* ...

Date ... 1 Aug 1944

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PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
 Allocated to **IO24 - IO25 Italian Truck Co. S. ACC.**

W.B. NUMBER	CHASSIS No.	MAKE	TYPE	CONTRACT No.	LOCATION	CAS
✓ 485450 (2) ✓		G.M.C. 2½ Ton 6x6	CC KW 353		Siena	
✓ 4178955 (3) ✓		" "	" "		"	
✓ 4189795 (1) ✓		" "	" "		"	
✓ 4178653 (1) ✓		" "	" "		"	
✓ 4125253 (6) ✓		" "	" "		"	
✓ 4227928 (2) ✓		" "	" "		"	
✓ 4287120 (2) ✓		" "	" "		"	
✓ 4189874 (15) ✓		" "	" "		"	
✓ 4131475 (5) ✓		" "	" "		"	
✓ 4160739 (10) ✓		" "	" "		"	
✓ 4158455 (3) ✓		" "	" "		"	
✓ 4121058 (2) ✓		" "	" "		"	
✓ 487886 (3) ✓		" "	" "		"	
✓ 4229495 (17) ✓		" "	" "		"	
✓ 416477 (1) ✓		" "	" "		"	
✓ 4226471 (1) ✓		" "	" "		"	
✓ 4131001 (2) ✓		" "	" "		"	
✓ 4175031 (1) ✓		" "	" "		"	
✓ 4196105 (16) ✓		" "	" "		"	
✓ 4123210 (2) ✓		" "	" "		"	

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Signed... *[Signature]*
 Date ... *[Date]*

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Allocated to IO24 - IO25 Italian Truck Co. S. ACC.

Allocated to IO24 - IO25 Italian Truck Co. S. ACC.

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Signed... *O. C. Jessup, Capt* ...
Date ... *1 August 1944* ...

5

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to IO24-IO25. Italian Truck Co. S. ACC.

V.P. NUMBER	CHASSIS N°.	MAKE	TYPE	CONTRACT N°.	LOCATION	CASU
✓45I64 (1)✓		G.M.C. 2½ Ton 6x6	CC KW 353		Siena	
✓4274367 (17)✓		" "	" "		"	
✓4168166 (14)✓		" "	" "		"	
✓41I9786 (9)✓		" "	" "		"	
✓469384 (2)✓		" "	" "		"	
✓41I8858 (8)✓		" "	" "		"	
✓4128036 (1)✓		" "	" "		"	
✓4126896 (11)✓		" "	" "		"	
✓4123071 (10)✓		" "	" "		"	
✓419950 (2)✓		" "	" "		"	
✓451520 (4)✓		" "	" "		"	
✓467548 (5)✓		" "	" "		"	
✓4177123 (6)✓		" "	" "		"	
✓450300 (3)✓		" "	" "		"	
✓4134I45 (13)✓		" "	" "		"	
✓428I552 (17) (20)✓		" "	" "		"	
✓4181450 (7)✓		" "	" "		"	
✓4169868 (15)✓		" "	" "		"	
✓4278625 (19)✓		" "	" "		"	
✓497400 (1)✓		" "	" "		"	

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Signed... P. C. J. ...
Date ... 1 Aug. ...

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)

Allocated to IO24-IO25. Italian Truck Co. S. ACC.

[illegible]

Signed... *O. C. Jessep, Capt*

Date 1 Aug 1944

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6

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to I024 - I025 Italian Truck Co. S. AGC.

W.D. NUMBER	CHASSIS N°.	MAKE	TYPE	CONTRACT N°.	LOCATION	CAS
✓487883 (7)✓		G.M.C. 2½ Ton 6x6	CC KW 353		Sienna	
✓467553 (5)✓		" "	" "		Roma ord.	
✓4131234 (10)✓		" "	" "		" "	
✓4122244 (8)✓		" "	" "		" "	
✓4175801 (19)✓		" "	" "		" "	
✓4127420 (11)✓		" "	" "		" "	
✓4159940 (17)✓		" "	" "		" "	
✓4212331 (20)✓		" "	" "		" "	
✓4131486 (15)✓		" "	" "		" "	
✓430025 (14)✓		" "	" "		" "	
✓4118845 (13)✓		" "	" "		" "	
✓4126413 (12)✓		" "	" "		" "	
✓4129756 (11)✓		" "	" "		" "	
✓4174002 (10)✓		" "	" "		" "	
✓435401 (9)✓		" "	" "		" "	
✓4127737 (8)✓		" "	" "		" "	
✓4134792 (7)✓		" "	" "		" "	
✓438612 (6)✓		" "	" "		" "	
✓467784 (5)✓		" "	" "		" "	
✓466598 (4)✓		" "	" "		" "	

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Signed... *P.C.S.*
Date ... *1 Aug.*

6

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)

Allocated to IO24 - IO25 Italian Truck Co. S. AGC.

IS No.	MAKE	TYPE	CONTRACT No.	LOCATION	CASUALTIES & REMARKS
	G.M.C. 2½ Ton 6x6	CC KW 353		Sienna	
	"	"		Rena ord.	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	
	"	"		"	

Signed... D. C. Jessup, Capt.
 Date ... 1 Aug 1949

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PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to IO24 - IO25 Italian Truck Co S. ACC.

V. N. NUMBER	CHASSIS N°.	MAKE	TYPE	CONTRACT N°.	LOCATION	CAS
✓470649 (11) ✓		G.M.C. 2½ Ton 6x6	CC KW 353		Roma Ord.	
✓451838 (7) ✓		" "	" "		" "	
✓467747 (9) (10) ✓		" "	" "		" "	
✓423307 (5) (7) ✓		" "	" "		" "	
✓4212693 (18) ✓		" "	" "		Civat. Ord.	
✓4166807 (14) ✓		" "	" "		" "	
✓4500192 (10) ✓		" "	" "		" "	
✓420012 (3) ✓		" "	" "		" "	
✓450226 (3) (8) ✓		" "	" "		" "	
✓41940 (2) X		" "	" "		" "	
✓4174137 (16) ✓		" "	" "		Piemonte.	
✓420265 (6) X		" "	" "		Transferred to R	
✓415865 (3) ✓		" "	" "		"	
✓4188045 (17) ✓		" "	" "		"	
✓489911 (12) X		" "	" "		"	
✓4213009 (19) ✓		" "	" "		Evacuated	
✓4127934 (13) ✓		" "	" "		"	
✓41881 (1) X		" "	" "		"	
✓4173902 (15) ✓		" "	" "		"	
✓416505 (14) ✓		" "	" "		"	

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Signed... *P.C. J.*
 Date ... *1 Aug.*

1986

3

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to 1024 - 1025 Italian Truck Co S. ACC.

SIS No.	MAKE	TYPE	CONTRACT No.	LOCATION	CASUALTIES & REMARKS
	G.M.C. 2½ Ton 6x6	CC KW 353		Roma Ord.	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		Civilt.Ord.	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		Pienbino.	
	" "	" "		Transferred to Reg. 8, Albax	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		Evacuated	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	
	" "	" "		" "	

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Signed... P.C. J. J. J....
Date ... 1 Aug 1944 ...

8

PARTICULARS OF 2½ TON G.M.C. TRUCKS (AMERICAN COMMITMENT)
Allocated to IQ24 - IQ25 Italian Truck Co. S. A.C.C.

V. N. NUMBER	CHASSIS N°.	MAKE	TYPE	CONTRACT N°.	LOCATION	CASUAL
✓427533I (19) ✓		G.M.C. 2½ Ton 6x6	CC KW 353		Evacuated	
✓4339I0 (2) ✓		" "	" "		"	
✓4129I58 (10) ✓		" "	" "		"	
✓4205362 (16) ✓		" "	" "		"	
✓423277 (12) ✓		" "	" "		"	
✓4174693 (13) ✓		" "	" "		"	
✓428488I (30) ✓		" "	" "		"	
✓4176639 (14) ✓		" "	" "		Civitavecchia	
✓4176693 (15) ✓		" "	" "		Evacuated	
✓41239I2 (9) ✓		" "	" "		Dest	
✓4118592 (8) ✓		" "	" "		"	
✓410448I (1) ✓		" "	" "		"	
✓421255I (17) ✓		" "	" "		"	
✓4224796 (18) ✓		" "	" "		"	
✓490I22 (5) ✓		" "	" "		"	
✓4174II7 (12) ✓		" "	" "		"	
✓4100576 (6) ✓		" "	" "		wysocki	
✓489056 (4) ✓		" "	" "		"	
✓4129706 (11) ✓		" "	" "		Evacuated	
✓449052 (3) ✓		" "	" "		Frecker	Civita

Signed... *A.C. J...*
Date ... *1 Aug 1945*

No. 78502

Allocated to IQ24 - IQ25 Italian Truck Co. S. . 400.

Allocated to IQ24 - IQ25 Italian Truck Co. S. . 400.

Wrecker Civitavecchia
Signed... *D. C. Jessup, Capt* ...
Date *1 Aug 1944*

1989

9.

Allocated to

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Date

9.

Allocated to

Date

1991