

ACC

AC/TN/R/43

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(VOL. I)

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INTERNAL MONTHLY
AUG.-DEC. 1944 REPORTS

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

Dec. 11, 1944

Monthly Report for Nov. 1944.

1. General

Three G.T. Coys are now operating namely the 1,000, 1001 and 1004. The 4th G.T. Coy is being made available to us by AFHQ and is reporting on or about the 8th Dec. This is the 1002 G.T. Coy (Italian).

2. Operations

(a) G.M. Truck Bn.

Arrangements are being made for an Advance H.Q. of the 1st G.M. Truck Bn. to be stationed in Florence. This is subject to billets being obtainable in Florence, which presents a certain amount of difficulty, owing to the fact that 5th Army will not allow any personnel North of the Arno. If satisfactory accommodation cannot be obtained the Advance H.Q. will be situated at Leghorn. Immediately this H.Q. has taken up its location on request for Transport, both for the G.M. Truck Coy. operating with AMG 5th Army and the 1000 G.T. Coy, will be passed to the Truck Bn. Commander who will be responsible for allocating the necessary vehicles.

(b) G.T. Coys.

The three G.T. Coys are operating as follows:

1000 G.T. Coy. at Leghorn working with AMG 5th Army, and the Officer i/c warehousing.
1001 G.T. Coy. with AMG 8th Army.
1004 G.T. Coy. at Ancona working with the officer i/c warehousing and the Officer dealing with the grain haul in Macerata.

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It is proposed to use the 4th G.T. Coy, which has been made available in the following matter.

It will proceed to Aquila where it will be responsible for dealing with the wheat haul in Ascoli and Teramo Provinces.

While its main function will be getting wheat to outlying communes before the winter weather condition make this impossible, it will also be responsible for bringing grain to to the railroad for shipment elsewhere. On the way up to its location it will be loaded up with supplies of clothing of the devastated areas.

(c) Civilian Transport in ENAC

The progress in regard to ENAC is very much retarded at the moment owing to the fact that the Italian Government no longer exists. As a result of this the revised haulage rate have not yet being published at the formation of ENAC cannot be completed.

(d) Truck Pool Abruzzi-Marche Region.

From a report received from the Transportation Officer, Abruzzi-Marche Region it appears that the Truck Pools are working very satisfactorily. In addition to Truck Pool Nos. 3, 4, 5 and 6 already in operation, Truck Pool No. 7 for Ancona - Visso Provinces was officially activated on 25 Nov. 44. 10 three ton trucks have being assigned to Fano in Pesaro to form the nucleus of Truck Pool No. 8. A uniform system of accounting for all the Truck Pools has been adopted throughout this Region and this has being found invaluable in correcting deficiencies among individual pools and in given a comparative analysis of the finances of the various Pools. These figures show a profit of 9,777,285, 35 lire for the month of Oct. and a total profit of 28,446,332,50 lire to date. It is reported that this does not represent a true profit as an estimated 7,000,000 lire of gasoline and 2,000,000 lire of spare parts have been obtained from AMG/AC

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and armies and these figures have not been taken in consideration in the Profit and Loss account.

Difficulty has also been accounting in collecting amounts due from the Consorcio Agrario.

3. Maintenance

During the month, returns have been received from Regions with information concerning location of Vehicles, present Holdings, and additional requirements of Maintenance Personnel, Equipment, Garages etc. These returns are now being consolidated and every endeavour will be made to meet the request still outstanding.

The tyres and tubes position is still critical and some vehicles in almost every Region are off the road for want of only tyres and tubes. It is at this time more than every important that those in charge of transport exercise a careful supervision of those responsible for complying with the regulation published to preserve the life of tyres.

The Spare Parts Section for W.D. Vehicles under the respective Gs4 have now commenced to function and though the position of spares is still not satisfactory, an increasing number is coming to hand and a useful store has already been built up. This has been largely due to the efforts of a British and American Ordnance Officer who have been attached to this Sub-Commission from AFHQ who are working in an advisory capacity, and who have made effective liaisons with Ordnance Services.

4. Tyres

The following deliveries of tyres and tubes were made to the various Regions during the month.

Tyres	2505
Tubes	1029

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No C1 tyres have been procured from the Pontese or any other stocks since October 20th 1944. This was enable this section to clean up existing stock and clarifying the accounting records of previous directors. The rejected stock, classified as un-repairable by "2" Sub Akap No 1 Adv. Base Akap R.5.M.M. is now

600 x 16	1355
750 x 20	817

which are being held for the production of boots for repairable tires.

6. It is believed not advisable to transport scrap tires from distant points in Italy to Rome for repair. This is because the present raw material stock is nil and the warehousing facilities limited.

A complete reactivation report was made on the Pirelli Tire Production Plant at Livoli and presented in a joint conference with Transportation Sub-Commission, Industry Sub-Commission and Col. Butterworth of AFHQ. Re-construction of this plant is now under way and it is hoped that the raw materials were requisitioned by higher authority. The maximum output of this plant if reconstructed as scheduled will be 200 tires and tubes per day.

Three additional tire repair plants in Rome have been requisitioned and reestablished by this section. These will resume operations as soon as requisition raw material arrive. The collective output of these will be 110 average per day of various sizes.

It is the plan of this section to establish a tire repair plant in each province in liberated Italy. It is hoped that full cooperation can be obtained from all concerned in this effort. Requisitions will be submitted for raw materials for each new plant proposed. This will aid in clearing the demands for new tires.

A request was made asking that the Pirelli Plant at 41 Via Assisi now requisitioned and operated by AFHQ be turned over to this section for operation by civilian personnel. The former staff, technicians and laborers of this plant are available and anxious to resume full operations.

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5. Garage Activities Super Garage(a) British Motor Pool

During the past month there has been little of any outstanding nature. Work has proceeded with about the average difficulties in regard the spare parts.

The latter part of the month has been the transition period due to the formation of a C-4 Spare Parts Section (previously this Motor Pool indented direct). With allowance being made for the short time in operation, results have been fairly good and there is every reason to believe that in a short time when this section is established, the problem of spare parts for WD vehicles will be greatly solved.

A further valuable authority for the release of spare parts from salvage Depots has recently been obtained from A.F.H.Q. by Transportation sub-Commission. This will open up fields which have hitherto been difficult and often closed to the Br. Motor Pool.

(b) Vehicle Issues and Transfer

Though in smaller numbers than in the previous month vehicles have been received (in some instances reconditioned from class 1d to class 1a) and reissued.

Present strength of Pool vehicles	102
C-4 (not in the strength of BMD)	6
Admin. and Inspection Staff	31
Italian Personnel	38
British drivers (essential for security reason)	29
this figure also includes drivers of Colonels and Executive Officers)	

(c) E.O.I.

During the month the following issues have been

made:

Petrol	58269 Galls
Oil and Lubricants	1942 Galls

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(d) W/Shops

During the month of November 76 vehicles were repaired in W/Shops. (This is the same figures as for October).

Almost all of those were major repairs (including a number of re-boreds). This increase in major repairs work has been made possible by the setting up of a section W/Shop which now deals with all lower echelon repairs.

(e) American Motor Pool.

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of November were 1,973. This includes both War Department and Civilian vehicles. Out of this number 131 jobs were performed in the Paint Shop, 150 in the Battery Shop, 218 in the Welding and Body Repair Shop, 404 in the Tire Shop, 560 on the Lubrication Racks, and 652 jobs were performed by the Mechanics in their various shops.

Besides the above mentioned facts, 21 vehicles were sent to the F.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

(f) Civilian transportation.

Vehicles dispatched for the month of Nov. 44,

3,646.

W.D. vehicles dispatched during the month of Nov. 709.

Taxis dispatched for the month of Nov. 1,650.

6. 1st Truck Co.

During the month of November, the First Company operated in the Rome Area directly under Transportation Sub-Commission, the Second Company moved from Livorno to Florence and is working with AMG 5th Army; The Third Company moved to Navacchio and handled the forward distribution from there. The Fourth and Fifth Companies completed their operational training school in Rome and

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are now moving forward. The Fourth will reinforce the second at Florence. The fifth moves to Livorno to aid in clearance of Port warehouses to forward dumps.

The Sixth Company in Rome should complete its training in another week and be available for duty.

It is contemplated that the Seventh and Eighth Companies will be activated and training will commence in the near future.

The salient problems encountered and still unsolved are:

- a. Control vehicles - The civilian cars assigned are, at best, substitutes; they are inadequate in number, not road worthy for major operations in Fifth Army Forward Areas and difficult to maintain. The need for the I/1 of 3 Command Cars and 40 Jeeps increases daily with the increasing number of companies forward and the degree of control necessary.
- b. Maintenance parts. - The ENL parts scheduled to arrive with the issues of trucks have never materialized. This means that Ordnance shops are daily contacted and becoming exasperated with minor requirements in a continual stream.
- c. Replacement of tires and tubes turned in for salvage, unsatisfactory, causing deadline of trucks for that reason alone.
- d. Replacement of salvage trucks. - Under current rules no replacements can be made. Study is being conducted to systematize salvage operations to attain maximum benefits for unit.

The accomplishments that have been achieved during this month which are gratifying are:

- Completion of equipping Italian troops.
- Establishment of visual education features in training, thru courtesy of GHO representative with AFHQ and Special Service Zone.

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Establishment of Operational and Training School
at Via Vesce Navele.

Establishment of Forward Battalion of Battalion Headquarters actively controlling operations forward. Development of Operational SOP's in Italian and English.

7. Spare Parts. (a) Manufacture:

During the month the following spare parts have been either manufactured or arrangements made for manufacture.

- (1) Copper head gaskets.
- (2) Miscellaneous Gaskets.
- (3) Batteries.
- (4) Tortion rods Lancia Aprilia
- (5) Iron Springs for Lancia Aprilia
- (6) Friction disks for Lancia Aprilia
- (7) Silent block
- (8) Rubber washers for hydraulic
- (9) 16 inch wheels to take 600 x 16 (deep) tyres.
- (10) Fan belts
- (11) Differentials housing for Fiat 1300.

Following are details of the above items.

1. Head Gaskets.

I visited Naples as the supply of copper and asbestos sheet ran out. I was hoping to obtain 600 kilos of suitable copper and arrange with Carrodini Naples to roll it to 2/10 mm thick and supply in lead 12 Dec. 44 to Santa Rita and Saluzzo Torre del Greco the firm who are making the gaskets for us. No asbestos sheet could be found either from private sources or from Ordnance. After trying out for three weeks the cardboard gaskets referred to in my Oct. report, (included a trip to Naples), it was taken out but as it showed no sign whatever of any failure, it was not dismantled but replaced in the engine where it is now. I therefore, arranged the purchase of a quantity of very good quality cardboard and told the firm to continue manufacturing all gaskets of cardboard excepting when specially indicated by us.

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The use of cardboard is made possible by the fact that these gaskets are hand made and completely covered with copper and the cylinder edges reinforced. The firm agreed to purchase a machine to reinforce the small water holes; this will greatly assist in preserving the cardboard. During the month the firm had satisfactorily manufactured a number of special gaskets, hitherto unobtainable in Italy.

Miscellaneous Gaskets.

The same firm had manufactured all types of gaskets for exhaust manifolds, water joints etc. They have been instructed to keep some quantity of gaskets in stock for gaskets subject to extreme heat e.g. exhaust.

Batteries. I again visited Hensemberger at Casanova near Naples. I found no progress whatever had been made with the manufacture of the 6000 plates required for the repair of batteries. This appears to be due entirely to AFHQ. As stated in my Oct. report Capt. Morgan was i/c Hensemberger told me he had the lead and could make the plates in one day and deliver after treatment in three weeks. This was on 10 Oct. 44. On 10 Oct. 44 AFHQ wrote asking for various particulars although the original description was ample. (This was confirmed on my recent visit to Hensemberger). They also asked if we wanted any separators. No separators were in fact required as Hensemberger's had sufficient for their purpose. However, on 21 Nov. 44 a letter was forwarded to AFHQ giving all required details. As result of the delay, the factory at Naples are short of lead and can not now supply the plates. Capt. Morgan stated the lead was being flown from mid-East, but demands for the Army here were so heavy that he doubted if any would be allocated to Allied Commission. I asked if I obtained 1 1/2 tons of lead (99.97% pure) would they manufacture for us. He said yes, but added that the lead might be commandeered for Army needs. Efforts are now being made to find this lead. I called at AFHQ on my way back from Naples and saw Lt. Col. Franklin G-3 he stated the supply of these plates had been approved by AFHQ and were to be flown in from mid-East, there was therefore, nothing else to be done. The whole position is unsatisfactory and new batteries are entirely unobtainable except at fabulous prices (\$130) for a 12 v battery.

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and we cannot get any further batteries repaired or replaced for lack of plates which could have been delivered 3 weeks ago. I asked Capt. Morgan whether lead from old batteries would do but he said it contained antimony and iron and is therefore useless. Enquiries have been made in Rome and a firm found who is willing to refine the lead and fire it from antimony and iron, but requires minimum quantity of 70 tons for the process. Enquiries are proceeding as to whether it is possible to refine a smaller quantity provided fuel and current is made available. Meanwhile search is being carried on in salvage dumps where batteries and broken cases may be found and which do not meet new plates.

Tortion Rods Lanceia Aprilis.

A visited Terni Iron Works and they have agreed to supply steel rods with the necessary characteristics and manufacture the torsion rods themselves. This will save us a lot of trouble as all the work will be of course under one roof. I obtained release for 15 cwt. of the steel involved from engineering services RASC and placed an order with Terni for 200 torsion rods; 2 to be manufactured first as samples and forwarded to us for trial on a car, the balance to follow after approval.

Front Springs.

Up to the present I have been unable to trace any suitable steel for spiral springs either from Elva or Terni but enquiries are proceeding.

Friction Disks.

We have met all demands by supply of new forgings.

Silent Bloos.

Some 200 have re-supplied by Pirelli during the month.

Rubber Washes.

The first die was completed and delivered to Pirelli during November but so far no report has been received from them. As soon as this is received and the die reported satisfactory the manufacture of further dies will be started.

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16" wheels

For the present, the manufacture of 16" pressed steel wheels has been put aside in favour of altering the bosses of jeep wheels.

Some 50 have been collected from old salvage dumps run straight, new steel bosses welded and resorted to suit the studs as various types of cars are off the road as 16 x 600 jeep tyres can not be fitted to them.

16" belt.

They are now listed for \$12.00 in the open market in Rome. I took one new one and one which had been left for salvage to the Pirelli. They stated they thought they could manufacture some kind of substitute belt but so far their report has not been received. The importation of suitable cheap 16" belts from U.S. should be considered.

Differential housing for Fiat 1200.

Considerable number of these have broken due to wheels of original design and metal. No replacement are available from Fiat sources and Pirelli have made cast brass or alleged bronze housing as substitutes. These however, are completely unreliable in actual use. A firm has been found in Rome who will turn out these housing in mild steel at a reasonable price which will serve until we find good steel.

While at Terni I found they could supply the mild steel required at billets roughly pressed to the final housing required thereby helping to reduce the amount of machinery required. The most satisfactory method of course would be to have these housing casts, and enquiries are now proceeding in Rome as to whether this is possible.

Lancia Garage

(a) Repairs.

The following number of cars were belt with.

Brought for repair

150

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Repaired awaiting repairs in parts	140
Requisitioned cars awaiting turning-up spare parts and tyres	10
Cars ready for registration	5
Numbers	4
Plates 500 awaiting wheels and tyres, cars	3
Some trucks	7
Cars sent to the super-charge for allocation during the month	5.

General

(10' wheels)

During the month the following numbers of old jeep wheels were collected:

For conversion to fit Fiat 1100 and 1900, for Lancia Aprils	43
From Anzio Bumps	12
From local Bumps	22
Actually converted and fitted	

Power

During November some five working days were lost due to lack of electrical power. Lack of light facilities is a severe handicap. Electric sockets are on a high priority circuit (hospitals and telephone exchanges) and it is more often the power is lacking here when central home has current.

JAMES J. GARNES,
Colonel, Inf.
Director Roads Section.

Appendix "C"

HEADQUARTERS
ALLIED COMMISSION
(SUPER GARAGE)
A.P.O. 394

9th. December, 1944

Activities: AMERICAN MOTOR MAINTENANCE, for the month of November 1st, 1944 to December 1st, 1944.

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of November were 1,973. This includes both War Department and Civilian vehicles. Out of this number 131 jobs were performed in the Paint Shop, 160 in the Battery Shop, 218 in the Welding and Body Repair Shop, 404 in the Tire Shop, 560 on the Lubrication Racks, and 652 jobs were performed by the Mechanics in their various shops. Besides the above mentioned facts, 21 vehicles were sent to the P.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

Arthur M. McPhail
ARTHUR M. MC PHAIL
CAPTAIN, C.M.P.
MOTOR MAINT. OFFICER

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Appendix "A"

BRITISH MOTOR POOLMonthly report for November 44

During the past month there has been little of any outstanding nature. Work has proceeded with about the average difficulties in regard the spare parts.

The latter part of the month has been the transition period due to the formation of a G-4 Spare Parts Section (previously this Motor Pool indented direct). With allowance being made for the short time in operation, results have been fairly good and there is every reason to believe that in a short time when this section is established, the problem of spare parts for WD vehicles will be greatly solved.

A further valuable authority for the release of spare parts from salvage Depots has recently been obtained from A.F.H.Q. by Trans Sub Com. This will open up fields which have hitherto been difficult and often closed to the Br. Motor Pool.

Preventive Maintenance

The standard of maintenance has been with the exception of one or two isolated cases, very good. I can only repeat what was stated in the October report and say that the civilian drivers have responded exceedingly well to the WD instructions of maintenance. A spot inspection was made by Trans. Sub-Com Maint. Section on the Nov. 44 and a good report was given.

Vehicle Issues and Transfer

Though in smaller numbers than in the previous month vehicles have been received serviced (in some instances reconditioned from class 1d to class 1a) and reissued.

Present strength of Pool vehicles	102
G-4 (not in the strength of BMP)	6
Admin and Inspection Staff	31
Italian Personnel	86
British drivers (essential for security reason, 22 this figures also includes drivers of Colonels and executive Officer)	

P.O.L.

During the month the following issued have been made

Petrol
Oil and Lubricants

58269 Calls
1942 Calls

W/Shops

During the month of November 76 vehicles were repaired in W/Shops. (This is the same figures as for October)

Almost all of those were major repairs (including a number of reborees). This increase in major repairs work has been made possible by the setting up of a section W/shop which now deals with all lower echelon repairs.

A part from repairs the HQ vehicles W/shops have reconditioned and repaired many regional vehicles which have from time to time arrived in this area in bad conditions.

E. HOYLE, CAPT.
M.T.O. (B) Hq. A.C.C.

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4th Floor Monthly report November 44

Vehicle has been maintained as near as possible to the 10-day system, a record of the details performed by each vehicle is kept at the Section Office.

A section W/shop has been established, and many minor repairs have been carried out, thus easing the work on Unit W/Shops. Repairs are carried out by the supervisory personnel.

Various tools have been obtained from the Unit W/shops, and the use of others can be had on application to Workshops stores.

The paint shop has been kept busy, and a good number of staff cars and P.U.s have been hand painted.

Spare wheels of all P.U.s have been handed in to Section stores and are only issued to vehicles leaving on long journeys. These are signed for by the drive i/c vehicle. The shortage of spare wheels has made this necessary.

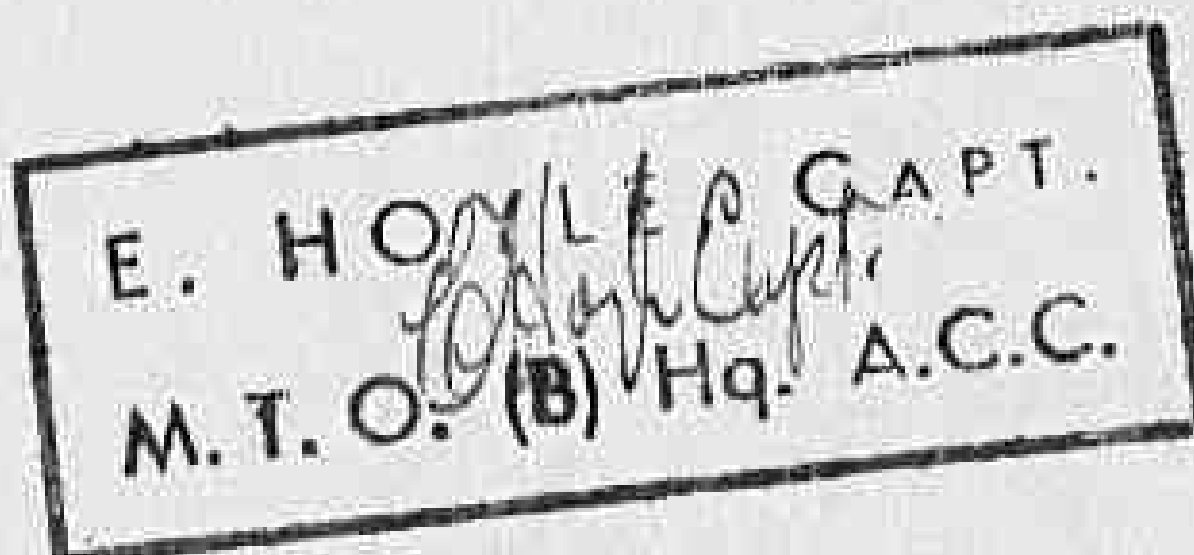
A system of battery charging is in operation; and drivers with batteries that require changing report to the Section M.T. office and are supplied with a fully charged battery; thus keeping the vehicle in service.

All repairs to vehicles, and stores used are entered in A.B. 412.

A complete record of all work done in Section Workshops is kept in the Section M.T. office. A record is also kept of all vehicles going through the Service Station, and of all oil changes.

5 Dec. 44

J. Tomlin Cpl.



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Appendix "B"

Eq. A.C. - SUPERGARAGE (Civilian Payroll section)

Monthly Report Nov. 1 to 30, 1944

C L A S S

	No of Employee	LABOUR Hrs TOTAL	AM.T PAID
Office	24	6304	174. 332
Chauffeurs mech.	156	47175	1087. 413
Drivers truck	3	504	12. 192
Drivers	71	18676	370. 083
Mechanic	72	17446	388. 477
Mech. asst.	15	3636	64. 144
Welders	4	1075	25. 196
Blak smith	2	311	7. 225
Mech. electr.	13	3157	68. 798
Artigian mate helper	3	630	10. 474
Washers machine	12	2601	47. 280
Greasers	17	3668	71. 069
Vulcanizers	3	870	18. 947
Tire treadder	5	1320	27. 781
Unskilled labour	25	58347	1433. 074
Cooks	3	720	13. 889
Briclayer	1	272	5. 605
Superintendents shop	2	532	16. 661
Store Keeper	3	786	17. 388
Time Keeper	3	872	19. 244
Painter	1	91	2. 106
	139	110072	2531. 378

Office

Chauffeurs mech.

Drivers truck

Drivers

Mechanic

Mech. asst.

Welders

Blak smith

Mech. electr.

Artisian mate helper

Washers machine

Greasers

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Tire treadder

Unskilled labour

Cooks

Briclayer

Superintendents shop

Store Keeper

Time Keeper

Painter

Totals

Labour Hrs. : Reg. 83.620
Overtime 36.352

No of Employee	LABOUR Hrs TOTAL	AM.T PAID
24	6304	174. 332
156	47175	1087. 413
3	504	12. 192
71	18676	370. 083
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438	119972	2.531. 378

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

Dec. 5, 1944

MONTHLY REPORT FOR NOVEMBER 1944

1. General

- (a) Q.M. Truck Battalion. See separate report by Lt.Col. Oliszewski.
- (b) G.T. Companies. Three G.T.Coys. are operating, namely 1000, 1001 and 1004. The fourth G.T.Coy is being made available to us by AFHQ and is reporting on or about 5th Dec. This is the 1002 G.T. Coy (Italian).

2. Operations.

(a) Q.M. Truck Battalion.

Arrangements are being made for an Advance H.Q. of the 1st Q.M. Truck Battalion to be stationed in Florence. This is subject to billets being obtainable in Florence, which presents a certain amount of difficulty, owing to the fact that 5th Army will not allow any personnel north of the Arno. If satisfactory accommodation cannot be obtained the Advance H.Q. will be situated at Leghorn. Immediately this H.Q. has taken up its location all requests for transport, both for the Q.M. Truck Coy operating with AMG, 5th Army and the 1000 G.T. Coy, will be passed to the Truck Battalion Commander who will be responsible for allocating the necessary vehicles.

(b) G.T. Companies.

The three G.T.Coys are operating as follows:

- 1000 G.T.Coy at Leghorn working with AMG, 5th Army and the Officer i/c Warehousing.
1001 G.T. Coy with AMG, 8th Army.

1004 G.T. Coy at Ancona working with the Officer
i/c Warehousing and the Officer dealing
with the grain haul in Macerata Province.

It is proposed to use fourth G.T. Coy, which has been
made available, in the following manner. It will proceed
to Aquila where it will be responsible for dealing with
the wheat hauls in ~~Aquila~~ ^{Arcoli} and Teramo provinces.

While its main function will be getting wheat to out-
lying communes before the winter weather conditions make
this impossible, it will also be responsible for bringing
grain to the railhead for shipment elsewhere. On the way
up to its location it will be loaded up with supplies of
clothing for the devastated areas.

(c) Civilian Transport and ENAC.

The progress in regard to ENAC is very much retarded
at the moment owing to the fact that the Italian Govern-
ment no longer exists. As a result of this the revised
haulage rates have not yet been published and the formation
of ENAC cannot be completed.

(d) Truck Pool - Abruzzi Marche Region.

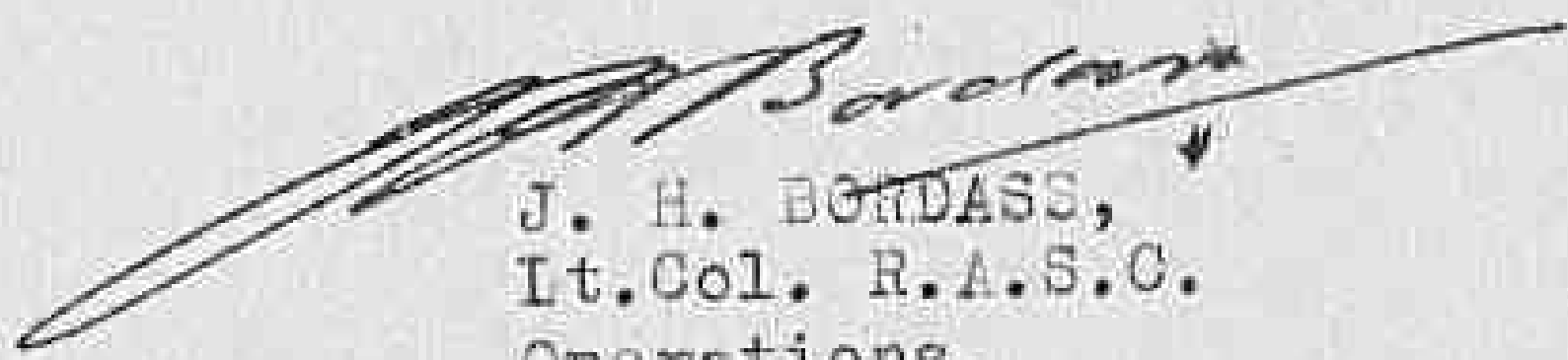
From a report received from the Transportation Officer,
Abruzzi-Marche Region it appears that the Truck Pools are
working very satisfactorily. In addition to Truck Pools
Nos. 3, 4, 5 and 6 already in operation, Truck Pool No. 7
for Ancona - Pesaro Provinces was officially activated
on 25 Nov. Ten 3 ton trucks have been assigned to Fano
in Pesaro to form the nucleus of Truck Pool No. 8.
A uniform system of accounting for all the Truck Pools
has been adopted throughout this Region and this has
been found invaluable in correcting deficiencies among
individual Pools and in giving a comparative analysis of
the finances of the various pools.

These figures show a profit of 9,777,285,35 lire
for the month of Oct. and a total profit of 22,446,232,50 lire
to date. It is reported that this does not represent a
true profit as an estimated 7,000,000 lire of gasoline and
2,000,000 lire of spare parts have been obtained from AMG/AC

and Armies and these figures have not been taken into consideration in the Profit and Loss account.

Difficulty is also being encountered in collecting amounts due from the Consorzio Agrario.

Maintenance is reported as showing a steady improvement but unfortunately a number of trucks are off the road owing to lack of spare parts and tyres.


J. H. BORDASS,
Lt.Col. R.A.S.C.
Operations.

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CM R 45
6-12

HEADQUARTERS
ALLIED COMMISSION
APO 394
1ST TRUCK BATTALION

5 December 1944.

SUBJECT: Internal Monthly Report.
TO : Commanding Officer, Transportation Sub Commission,
Allied Commission.

1. Deployment of Companies:

- First: - Rome, Allied Commission Control.
- Second: - Florence, 5th Army AMG.
- Third: - Navacchio, 5th Army AMG.
- Fourth: - Florence, 5th Army AMG.
- Fifth: - Livorno, Region, 5th Army, Food S/C.
- Sixth: - Rome, Training.
- Seventh: - To be activated.
- Eighth: - To be activated.

2. Operational needs forward being met. Control problems accentuated by lack of control vehicles. Maintenance and Ordnance work handicaped by difficulty of procurment of parts.

Casimir Oliszewski
CASIMIR OLISZEWSKI
Lt. Col., CE
Commanding

CO/ml1.

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HEADQUARTERS
ALLIED COMMISSION
APO 394
1ST TRUCK BATTALION

5 December 1944.

SUBJECT: Internal Monthly Report.
TO : Commanding Officer, Transportation Sub Commission,
Allied Commission.

1. During the month of November, the First Company operated in the Rome Area directly under Trans/SC; the Second Company moved from Livorno to Florence and is working with AMG 5th Army; The Third Company moved to Navacchio and handled the forward distribution from there. The Fourth and Fifth Companies completed their operational training school in Rome and are now moving forward. The Fourth will reinforce the Second at Florence. The Fifth moves to Livorno to aid in clearance of Port Warehouses to Forward dumps.

2. The Sixth Company in Rome should complete its training in another week and be available for duty.

3. It is contemplated that the Seventh and Eighth Companies will be activated and training will commence in the near future.

4. The salient problems encountered and still unsolved are:

a. Control vehicles.-The civilian cars assigned are, at best, substitutes; they are inadequate in number, not road worthy for major operations in Fifth Army Forward Areas and difficult to maintain. The need for the T/E of 9 Command Cars and 40 jeeps increases daily with the increasing number of companies forward and the degree of control necessary.

b. Maintenance parts.- The SNL parts scheduled to arrive with the issues of Trucks have never materialized. This means that Ordnance shops are daily contacted and becoming exasperated with minor requirements in a continual stream.

c. Replacement of tires and tubes turned in for salvage, unsatisfactory, causing deadline of trucks for that reason alone.

d. Replacement of salvage trucks.- Under current rules no replacements can be made. Study is being conducted to systematize salvage operations to attain maximum benefits for unit.

5. The accomplishments that have been achieved during this month which are gratifying are:

- a. Completion of equipping Italian troops.
- b. Establishment of visual education features in training, thru courtesy of GAG Representative with AFHQ and Special Service Rome.
- c. Establishment of Operational and Training School at Via Vesca Navale.
- d. Establishment of Forward Echelon of Battalion Headquarters actively controlling operations forward.

and English.

e. Developement of Operational SOP's in Italian

Casimir Oliszewski

CASIMIR OLISZEWSKI

Lt. Col., CE

Commanding

CO/ml1.

7135

(2)
HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

REFERENCE : AC/TN/25/MAINT.

SUBJECT : INTERNAL MONTHLY REPORT (MAINT.SEC)

TO : CAPT PEPPER.

MAINTENANCE.

Some confusion appears to have occurred over the interpretation of Establishment Memo No 22 with the result that it is now in process of being republished.

During the month, returns have been received from Regions with information concerning location of Vehicles, Present Holdings, and Additional requirements of Maintenance Personnel, Equipment, Garages etc. These returns are now being consolidated and every endeavour will be made to meet the requests still outstanding.

The tyre and tube position is still critical and some vehicles in almost every Region are off the road for want of only tyres and tubes. It is at this time more than ever important that those in charge of transport, exercise a careful supervision of those responsible for complying with the regulations published to preserve the life of tyres.

The Spare Parts Sections for W.D. Vehicles under the respective G's 4 have now commenced to function and though the position of spares is still not satisfactory, an increasing number is coming to hand and a useful store has already been built up. This has been largely due to the efforts of a British and American Ordnance Officer who have been attached to this Sub-Commission from A.F.H.Q. who are working in an advisory capacity, and who have made effective liaisons with Ordnance Services.

A directive setting out the methods of indenting for, and obtaining these parts is now in course of preparation and will shortly be published.

30 November 1944

D. C. Doyle 7134 Ra
Captain D.C. NOYLE R.A.
Maintenance Officer
Roads Division

HEADQUARTERS ALLIED COMMISSION

APO 394

TIRE SECTION TRANSPORTATION SUB-COMMISSION

RB/em

R/43

Tele: 774031

29 November 1944

ACC Tn/451.9215

SUBJECT : Monthly Report for November 1944.

TO : Director, Roads Division - Transportation
Sub-Commission.

1. Upon being assigned as director of this section it was directed that I form an operating organization. This has been accomplished and is as follows:

Director	Capt. Richard B. Bullock
Executive	Capt. Warner G. Peterson
Accountant	(Distribution and Accounting)
Production and Plant Engr.	Mr. Carlo Sanchini
Ass't	Mr. Giorgio Manni
Ass't	Capt. Jack Bender
Warehousing	Lt. A. R. Pengilly
Personnel	Lt. George F. Divis
	S/Sgt. John Flores.

2. The audit as requested on October 26, 1944 has not been completed. To date I have not been able to obtain a balance of stock or cash as of the date I was appointed director. A complete accounting record cannot be kept until this audit is completed and a balance established. To my knowledge no accounts payable have been settled as was requested.

3. The following deliveries were made to the various regions:

Tires	2505
Tubes	1029

4. The status of our supply of tires and tubes against the demands to this section are listed by size on Appendix A attached. In order to supply these demands the following is recommended:

SUBJECT : Monthly Report for November 1944.

TO : Director, Roads Division - Transportation
Sub-Commission.

1. Upon being assigned as director of this section it was directed that I form an operating organization. This has been accomplished and is as follows:

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Ass't	Capt. Jack Bender
Ass't	Lt. A. R. Pengilly
Warehousing	Lt. George F. Davis
Personnel	S/Sgt. John Flores.

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3. The following deliveries were made to the various regions:

Tires	2505
Tubes	1029

4. The status of our supply of tires and tubes against the demands to this section are listed by size on Appendix A attached. In order to supply these demands the following is recommended:

- a. That tires C-1 of sizes other than 600 x 16 and 750 x 20 also be obtained from Penbase stocks.
- b. That the situation be made known to AFHQ in order that the balance due from Airgram 40 be expedited.

c. That further requisitions be made to army for sizes required.

d. That all possible efforts be expended to expedite the reactivation of the Pirelli Tire Production Plant at Tivoli as started by this office.

5. No C-1 tires have been procured from the Penbase or any other stock since October 20, 1944. This was to enable this section to clean up existing stocks and clarify the accounting records of previous directors. The rejected stock, classified as unrepairable by "B" Sub Wksp No 1 Adv. Base Wksps R.I.M.E. is now

600 x 16	1355
750 x 20	817

which are being held for the production of boots for repairable tires.

6. It is believed not advisable to transport scrap tires from distant points in Italy to Rome for repair. This is because the present raw material stock is nil and the warehousing facilities limited.

7. By verbal directive from the Director, Roads Division; Transportation Sub-Commission, tire request and distribution are to be made only through the following agencies:

H.Q. A.C.	Super Garage
All Regions	Regional Transportation Officer.

8. A complete reactivation report was made on the Pirelli Tire Production Plant at Tivoli and presented in a joint conference with Transportation Sub-Commission, Industry Sub-Commission and Col. Butterworth of AFHQ. Reconstruction of this plant is now under way and it is hoped that the raw materials were requisitioned by higher authority. The maximum output of this plant if reconstructed as scheduled will be 200 tires and tubes per day.

9. Three additional tire repair plants in Rome have been requisitioned and reestablished by this section. These will assume operations as soon as requisition raw material arrive. The collective output of these will be 110 average

7122

5. No C-1 tires have been procured from the Penbase or any other stock since October 20, 1944. This was to enable this section to clean up existing stocks and clarify the accounting records of previous directors. The rejected stock, classified as unrepairable by "E" Sub Wksp No1 Adv. Base Wksp R.E.M.I. is now

600 x 16
750 x 20

1355
817

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7122

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9. Three additional tire repair plants in Rome have been requisitioned and reestablished by this section. These will assume operations as soon as requisition raw material arrive. The collective output of these will be 110 average per day of various sizes.

10. It is the plan of this section to establish a tire repair plant in each province in liberated Italy. It is hoped that full cooperation can be obtained from all concerned in this effort. Requisitions will be submitted for raw materials for each new plant proposed. This will aid in cleaning the demands for new tires.

11. As previously stated, raw materials are urgently needed. It seems advisable to requisition a quantity of repair material to be held as a reserve for establishing of other plants. This would eliminate one bottle neck in the plans mentioned in Para 10.

12. A request was made asking that the Pirelli Plant at 41 Via Assisi now requisitioned and operated by R.E.M.E. be turned over to this section for operation by civilian personnel. The forewar staff, technicians and laborers of this plant are available and anxious to assume full operations.

13. It is understood that regions are drawing tires from army salvage and ordnance depots direct and not through this office. These have been procured for sale to civilians. This office has not given authority to any individuals or other A.C. agencies to draw from its supply sources direct. This is brought to your attention in view of the fact that this office in the future may be billed or asked to account for such tires. This it will not be able to do nor can it accept responsibility for such transactions.

14. All directives toward policy, operating procedure, and scope of operations have heretofore been past down verbally. This has caused confusion and errors brought about by misunderstandings and quick changes in agreements. It is respectfully requested that all such be past down in writing or if urgent, verbal, then immediately confirmed in writing.

Richard B. Bullock
RICHARD B. BULLOCK
Captain Infantry
Director Tire Section
Transportation Sub-Commission

Appendix A. to
Monthly Report Nov. 44

STATUS TIRES AND TUBES NOV. 25, 1944

SIZE	APPLICATIONS		IN STOCK		BALANCE DUE AIRGRAM		BALANCE REQUIRED	
	Tires	Tubes	Tires	Tubes	Tires	Tubes	Tires	Tubes
12 x 45	275	276	-	-	-	-	275	276
13 x 45	26	26	-	-	-	-	26	26
14 x 40	8	8	-	-	-	-	8	8
14 x 45	227	227	-	-	-	-	227	227
14 x 50	13	13	-	-	-	-	13	13
15 x 45	93	88	-	-	-	-	93	88
15 x 50	19	19	-	-	-	-	19	19
16 x 45	49	49	-	-	-	-	49	49
16 x 50	42	43	-	-	-	-	42	43
16 x 120	6	6	-	-	-	-	6	6
17 x 50	6	6	-	-	-	-	6	6
18 x 525	2	2	-	-	-	-	2	2
20 x 9	2	2	-	-	-	-	2	2
25 x 6	16	16	-	-	-	-	16	16
25 x 300	-	-	2	-	-	-	-	-
26 x 500	9	10	-	-	-	-	9	10
30 x 5	408	397	-	-	34	107	374	290
30 x 6	3	3	-	-	-	-	3	3
32 x 5	5	5	-	-	-	-	5	5
32 x 6	1383	1328	-	-	134	-	1249	1328

7850

12 x 45	275	276	-	-	-	-	275	276
13 x 45	26	26	-	-	-	-	26	26
14 x 40	8	8	-	-	-	-	8	8
14 x 45	227	227	-	-	-	-	227	227
14 x 50	13	13	-	-	-	-	13	13
15 x 45	93	88	-	-	-	-	93	88
15 x 50	19	19	-	-	-	-	19	19
16 x 45	49	49	-	-	-	-	49	49
16 x 50	42	43	-	-	-	-	42	43
16 x 120	6	6	-	-	-	-	6	6
17 x 50	6	6	-	-	-	-	6	6
18 x 525	2	2	-	-	-	-	2	2
20 x 9	2	2	-	-	-	-	2	2
25 x 6	16	16	-	-	-	-	16	16
25 x 300	-	-	-	-	-	-	-	-
26 x 500	9	10	-	-	-	-	9	10
30 x 5	408	397	-	-	-	-	34	107
30 x 6	3	3	-	-	-	-	3	3
32 x 5	5	5	-	-	-	-	5	5
32 x 6	1383	1328	-	-	-	-	134	1249
32 x 7	8	8	-	-	-	-	8	8
32 x 8	10	10	-	-	-	-	10	10
32 x 9	8	8	-	-	-	-	8	8
34 x 5	8	8	-	-	-	-	8	8
34 x 6	13	13	-	-	-	-	13	13
34 x 7	623	615	-	-	-	-	779	938

SIZE	APPLICATIONS		IN STOCK		BALANCE DUE AIRGRAM		BALANCE REQUIRED	
	Tires	Tubes	Tires	Tubes	Tires	Tubes	Tires	Tubes
34 x 19	2	2	-	-	-	-	2	2
35 x 7	38	38	-	-	-	-	38	38
36 x 7	3	3	-	-	-	-	3	3
36 x 8	199	212	-	-	-	-	199	212
36 x 9	36	36	-	-	-	-	36	36
38 x 6	2	2	-	-	-	-	2	2
38 x 8	16	17	-	-	-	-	16	17
38 x 9	256	239	-	-	-	-	256	239
40 x 8	20	20	-	-	-	-	20	20
42 x 9	853	837	-	-	501	535	352	302
44 x 10	28	28	-	-	-	-	28	28
45 x 12	5	5	-	-	-	-	5	5
45 x 14	26	24	-	-	-	-	26	24
45 x 15	4	2	-	-	-	-	4	2
45 x 16	3	3	-	-	-	-	3	3
50 x 9	-	-	4	-	-	-	-	-
50 x 16	4	4	-	-	-	-	4	4
60 x 16	4	4	-	-	-	-	4	4
130 x 40	106	106	-	-	-	-	106	106
140 x 40	118	116	-	-	-	-	118	116
140 x 45	15	15	-	-	-	-	15	15

7129

36 x 8	199	212	-	-	-	-	199	212
36 x 9	36	36	-	-	-	-	36	36
38 x 6	2	2	-	-	-	-	2	2
38 x 8	16	17	-	-	-	-	16	17
38 x 9	256	239	-	-	-	-	256	239
40 x 8	20	20	-	-	-	-	20	20
42 x 9	853	837	-	-	501	535	352	302
44 x 10	28	28	-	-	-	-	28	28
45 x 12	5	5	-	-	-	-	5	5
45 x 14	26	24	-	-	-	-	26	24
45 x 15	4	2	-	-	-	-	4	2
45 x 16	3	3	-	-	-	-	3	3
50 x 9	-	-	4	-	-	-	-	-
50 x 16	4	4	-	-	-	-	4	4
60 x 16	4	4	-	-	-	-	4	4
130 x 40	106	106	-	-	-	-	106	106
140 x 40	118	116	-	-	-	-	118	116
140 x 45	15	15	-	-	-	-	15	15
145 x 40	5	5	-	-	-	-	5	5
145 x 45	10	10	-	-	-	-	10	10
145 x 400	4	4	-	-	-	-	4	4
150 x 16	5	5	-	-	-	-	5	5
150 x 40	15	15	-	-	-	-	15	15
155 x 400	3	3	-	-	-	-	3	3

SIZE	APPLICATIONS		IN STOCK		BALANCE DUE AIRGRAM		BALANCE REQUIRED	
	Tires	Tubes	Tires	Tubes	Tires	Tubes	Tires	Tubes
160 x 16	8	8	-	-	-	-	8	8
160 x 20	9	9	-	-	-	-	9	9
165 x 40	4	4	-	-	-	-	4	4
165 x 400	18	18	-	-	-	-	18	18
170 x 16	17	17	-	-	-	-	17	17
170 x 20	28	29	-	-	-	-	28	29
190 x 20	1	21	-	-	-	-	1	21
200 x 20	7	11	-	-	-	-	7	11
210 x 20	247	250	-	-	-	-	247	250
230 x 130	47	47	-	-	-	-	47	47
230 x 20	3	3	-	-	127	127	-	-
270 x 20	109	99	-	-	-	-	109	99
300 x 19	13	17	-	-	-	-	13	17
300 x 21	-	-	1	-	-	-	-	-
325 x 19	11	45	-	-	-	48	11	-
325 x 20	-	-	1	-	-	-	-	-
350 x 19	100	100	-	-	-	-	100	100
350 x 20	2	2	-	-	-	-	2	2
400 x 15	646	646	-	-	406	442	240	204
400 x 16	12	12	-	-	-	-	12	12
400 x 17	220	193	-	-	118	118	102	75
400 x 18	14	14	-	-	-	-	14	14
400 x 19	4	4	-	-	-	-	4	4

165 x 40	4	4	-	-	-	-	4	4	4
165 x 400	18	18	-	-	-	-	18	18	18
170 x 16	17	17	-	-	-	-	17	17	17
170 x 20	28	29	-	-	-	-	28	29	29
190 x 20	1	21	-	-	-	-	1	21	21
200 x 20	7	11	-	-	-	-	7	11	11
210 x 20	247	250	-	-	-	-	247	250	250
230 x 130	47	47	-	-	-	-	47	47	47
230 x 20	3	3	-	127	127	-	-	-	-
270 x 20	109	99	-	-	-	-	109	99	99
300 x 19	13	17	-	-	-	-	13	17	17
300 x 21	-	-	1	-	-	-	-	-	-
325 x 19	11	45	-	-	48	-	11	-	-
325 x 20	-	-	1	-	-	-	-	-	-
350 x 19	100	100	-	-	-	-	100	100	100
350 x 20	2	2	-	-	-	-	2	2	2
400 x 15	646	646	-	406	442	-	240	204	204
400 x 16	12	12	-	-	-	-	12	12	12
400 x 17	220	193	-	118	118	-	102	75	75
400 x 18	14	14	-	-	-	-	14	14	14
400 x 19	4	4	-	-	-	-	4	4	4
400 x 130	3	1	-	-	-	-	3	1	1
400 x 155	5	5	-	-	-	-	5	5	5
400 x 165	35	35	-	-	-	-	35	35	35
400 x 175	5	5	-	-	-	-	5	5	5

SIZE	APPLICATIONS		IN STOCK		BALANCE DUE AIRGRAM		BALANCE REQUIRED	
	Tires	Tubes	Tires	Tubes	Tires	Tubes	Tires	Tubes
425 x 17	277	244	-	-	-	-	277	244
440 x 17	7	7	-	-	-	-	7	7
450 x 15	5	5	-	-	-	-	5	5
450 x 17	46	46	-	-	-	-	46	46
450 x 18	23	23	-	-	-	-	23	23
450 x 19	3	3	-	-	-	-	3	3
450 x 20	8	8	-	-	-	-	8	8
450 x 21	5	6	-	-	-	-	5	6
475 x 17	7	7	-	-	-	-	7	7
475 x 18	59	56	-	-	-	-	59	56
500 x 15	259	239	-	-	121	127	138	101
500 x 16	41	41	-	-	-	-	41	41
500 x 17	38	37	-	-	-	-	38	37
500 x 18	43	43	-	-	-	-	43	43
500 x 19	4	5	-	-	-	-	4	5
500 x 20	3	-	-	-	-	-	3	-
525 x 15	2	2	-	-	-	-	2	2
525 x 16	5	6	-	-	-	-	5	6
525 x 17	25	25	-	-	-	-	25	25
525 x 18	172	162	-	-	44	44	128	118
525 x 19	12	10	-	-	-	-	12	10
							27	30

7407

450 x 16	23	23	-	-	-	-	40	45
450 x 19	3	3	-	-	-	-	3	3
450 x 20	8	8	-	-	-	-	6	8
450 x 21	5	6	-	-	-	-	5	6
475 x 17	7	7	-	-	-	-	7	7
475 x 18	59	56	-	-	-	-	59	56
500 x 15	259	239	-	-	121	127	138	101
500 x 16	41	41	-	-	-	-	41	41
500 x 17	38	37	-	-	-	-	38	37
500 x 18	43	43	-	-	-	-	43	43
500 x 19	4	5	-	-	-	-	4	5
500 x 20	3	-	-	-	-	-	3	-
525 x 15	2	2	-	-	-	-	2	2
525 x 16	5	6	-	-	-	-	5	6
525 x 17	25	25	-	-	-	-	25	25
525 x 18	172	162	-	-	44	44	128	118
525 x 19	12	10	-	-	-	-	12	10
525 x 20	27	30	-	-	-	-	27	30
550 x 15	397	390	-	-	103	102	294	288
550 x 16	18	18	-	-	-	-	18	18
550 x 17	8	8	-	-	-	-	8	8
550 x 18	116	116	-	-	-	-	116	116
550 x 19	6	6	-	-	-	-	6	6

SIZE	APPLICATIONS		IN STOCK		BALANCE DUE AIRGRAM		BALANCE REQUIRED	
	Tires	Tubes	Tires	Tubes	Tires	Tubes	Tires	Tubes
550 x 20	9	6	-	-	-	-	9	6
600 x 16	1491	1578	17	-	3244	3519	-	-
600 x 17	33	32	-	-	-	-	33	32
600 x 18	665	660	-	-	-	-	665	660
600 x 20	81	147	-	-	-	-	81	147
640 x 20	6	6	-	-	-	-	6	6
650 x 15	2	2	-	-	-	-	2	2
650 x 16	10	12	-	-	-	-	10	12
650 x 17	10	5	-	-	-	-	10	5
650 x 18	8	6	-	-	-	-	8	6
650 x 20	25	24	-	-	-	-	25	24
700 x 16	7	7	-	-	-	-	7	7
700 x 17	11	11	-	-	-	-	11	11
700 x 18	140	144	-	-	-	-	140	144
700 x 20	-	46	17	-	-	-	-	46
700 x 21	2	1	-	-	-	-	2	1
720 x 120	57	59	-	-	-	-	57	59
725 x 20	9	9	-	-	-	-	9	9
730 x 130	4	4	-	-	-	-	4	4
740 x 140	278	265	-	-	-	-	278	265
750 x 16	4	3	-	-	-	-	4	3
750 x 17	11	11	-	-	-	-	11	11

7126

82

600 x 18	665	660	-	-	-	-	665	660
600 x 20	81	147	-	-	-	-	81	147
640 x 20	6	6	-	-	-	-	6	6
650 x 15	2	2	-	-	-	-	2	2
650 x 16	10	12	-	-	-	-	10	12
650 x 17	10	5	-	-	-	-	10	5
650 x 18	8	6	-	-	-	-	8	6
650 x 20	25	24	-	-	-	-	25	24
700 x 16	7	7	-	-	-	-	7	7
700 x 17	11	11	-	-	-	-	11	11
700 x 18	140	144	-	-	-	-	140	144
700 x 20	-	45	17	-	-	-	-	45
700 x 21	2	1	-	-	-	-	2	1
720 x 120	57	59	-	-	-	-	57	59
725 x 20	9	9	-	-	-	-	9	9
730 x 130	4	4	-	-	-	-	4	4
740 x 140	278	265	-	-	-	-	278	265
750 x 16	4	3	-	-	-	-	4	3
750 x 17	11	11	-	-	-	-	11	11
750 x 18	2	2	-	-	-	-	2	2
750 x 20	960	942	-	-	2942	3162	-	-
765 x 105	2	1	-	-	-	-	2	1
850 x 20	5	5	-	-	-	-	5	5
900 x 16	3	-	-	-	-	-	3	-

SIZE	APPLICATIONS		IN STOCK		BALANCE DUE AIRGRAM		BALANCE REQUIRED	
	Tires	Tubes	Tires	Tubes	Tires	Tubes	Tires	Tubes
825 x 10	-	-	2	-	-	-	-	-
825 x 20	-	-	2	-	-	-	-	-
900 x 20	521	860	9	-	-	1126	521	-
975 x 20	17	-	-	3	-	-	17	-
975 x 24	9	11	-	-	-	-	9	11
1050 x 16	28	14	-	-	-	-	28	14
1050 x 20	97	86	-	-	175	183	-	-
1050 x 24	1	1	-	-	-	-	1	1
1100 x 20	-	-	4	-	-	-	-	-
1125 x 4	5	5	-	-	-	-	5	5
1125 x 20	8	-	-	64	129	142	-	-
1200 x 20	-	-	24	-	175	225	-	-
1275 x 20	248	247	-	-	-	-	243	-
1350 x 20	3	3	-	-	-	-	3	3
1550 x 15	2	2	-	-	-	-	2	2
1900 x 300	3	3	-	-	-	-	3	3
1900 x 350	1	1	-	-	-	-	1	1
(720x20) (34x7)	-	-	3	-	-	-	-	-
Total					8361		7679	

Naples storage awaiting transport

300 Tires (truck) 16 Tubes (truck)

HEADQUARTERS ALLIED COMMISSION

CWAP/bm

APO 394

Transportation Sub-Commission

SUMMARY OF MONTHLY REPORT - NOVEMBER 1944R O A D S

1. Three G.T. Coys are now operating namely the 1000, 1001 and 1004. The 4th G.T. Coy is being made available to us by AFHQ and is reporting on or about the 8th Dec. This is the 1002 G.T. Coy (Italian).
2. The progress in regard to ENAC is very much retarded at the moment owing to the fact that the Italian Government no longer exists. As a result of this the revised haulage rates have not yet been published and the formation of ENAC cannot be completed.
3. During the month returns have been received from Regions with information concerning location of vehicles, present holdings, and additional requirements of Maintenance, Personnel, Equipment, Garages etc. These returns are now being consolidated and every endeavour will be made to meet the requests still outstanding.
4. Three additional tyre repair plants in Rome have been requisitioned and re-established by this section. These will assume operations as soon as requisition raw material arrives. The collective output of these will be 110 average per day of various sizes.
5. One of the salient problems encountered by the 1st Truck Bn. is the lack of Control Vehicles. The civilian cars assigned are, at best substitutes, they are inadequate in number, not road worthy for major operations in Fifth Army Forward Areas and difficult to maintain. The need for the T/E of 9 Command Cars and 40 Jeeps increases daily, with the increasing number of Companies forward, and the degree of control necessary.

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JAMES J. CARNES,
Colonel, C.E.,
Director Road-Section.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION Sub-Commission

CUL CRANES

TR/SP/21

MONTHLY REPORT

NOVEMBER 1944.

LANCIA GARAGE

1) Repairs.

During November 1944, the following numbers of cars were dealt with:

Brought in for repairs	150
Repaired	148
Awaiting repairs or parts at end November	18

2) Requisitioned Cars.

30 NOV. 44	a) Awaiting turning up, spare parts or tires	9
	Cars ready but awaiting M.Q. Registration numbers	4
	500 FIATS awaiting wheels and tires,	cars 3
		small trucks 7
	b) Cars sent to Super Garage for allocation during the month	703 5

3) General activities.

a) 15" wheels.
During the month, the following numbers of old jeep wheels were collected for conversion to fit FIAT 1100 and 1500, and LANCIA Aprilias.

From ANZIC dump	43
" LOCAL dumps	12
Actually converted and fitted	55

b) batteries.
24 car batteries were sent for rebuilding to battery repairs shops in ROUE, but work is

1) Repairs.

During November 1944, the following numbers of cars were dealt with:

Brought in for repairs	150
Repaired	145
Awaiting repairs or parts at end November	18

2) Requisitioned Cars.

30 NOV. 44	a) Awaiting turning up, spare parts or tires	9
	Cars ready but awaiting H.Q. Registration numbers	4
	500 FIATS awaiting wheels and tires,	cars 3
	small trucks	7
	b) Cars sent to Super Garage for allocation during the month	71335

3) General activities.

- a) 15" wheels.
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- | | |
|-------------------------------|----|
| From ANZIO dump | 43 |
| " LOCAL dumps | 12 |
| Actually converted and fitted | 55 |
- b) batteries.

24 car batteries were sent for rebuilding to battery repairs shops in ROME, but work is being held up pending release of plates etc. by A.F. H.Q., asked for 8 weeks ago.

4) Staff.

1 NOV. 44	Officers.	2
	EM/CRS.	2
30 NOV. 44	Officers.	2
	EM/CRS.	2

(2)

5) Employees.

1 NOV. 44	N° of Italian employees	LANCIA	88	
		A.C.	<u>20</u>	108
30 NOV 44	" "	LANCIA	88	
		A.C.	<u>14</u>	102

6) Power.

a) During Nov. some 5 working days were lost due to lack of electric power. Lack of current, apart from stopping all machines, slows down considerably all the work as much of it is underneath the cars and the lack of lightning facilities is a severe handicap. Lancia works is on a high priority circuit (hospital and telephone exchange) and it is not often that power is lacking here when Central Rome has current.

b) It cannot be said that the position has shown any improvement, rather the reverse but this is not peculiar to our particular circuit. From enquiries made, the current simply is not available and until fundamental improvement is made in supplies of electric current for the whole of ROME we shall continue to suffer repeated interruptions.

M. HAY

R.A.

Transportation Sub Comm.

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HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tn/SP/21

MONTHLY REPORT

NOVEMBER 1944.

S P A R E P A R T S

1) Orders for release.

During NOV. some 300 requests for the release of spare parts were received. 140 orders for release were issued involving a total of approx. 1000 items.

2) Manufacture.

(A) During the month, the following spare parts have been either manufactured or arrangement made for manufacture.

- a) Copper head gaskets.
- b) Miscellaneous gaskets.
- c) Batteries.
- d) Torsion rods for Lancia Aprilia rear springs.
- e) Front springs " " "
- f) Friction discs " " " clutches.
- g) Silentblocks.
- h) Rubber washers for hydraulic brakes.
- i) 16" wheels, to take 600 x 16 (Jeep) tires.
- j) Fan belts.
- k) Differential housings for FIAT 1500.

(B) Details are as follows: -

a) Head Gaskets.

1) I visited NAPLES as the supply of copper and asbestos had run out. I was able to obtain 600 kilos. of suitable copper and arranged with CORRADINI, NAPLES to roll it to 2/10 m/m thick and supply not later than 12 DEC. 44 to SANTAGATA & SOLLAZZO, TORRE DEL GRECO, the firm who are making these gaskets for us.

2) No asbestos sheet could be found either from

0 5 2 3

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2) No asbestos sheet could be found either from private sources or from Ordnance. After trying out for three weeks the cardboard gasket referred to in my OCT. report, (including a trip to NAPLES), it was taken but as it showed no sign whatever of any failure. I was not dismounted but replaced in the engine where it still is. I therefore arranged to purchase a quantity of very good quality cardboard and told the firm to continue manufacturing all gaskets of cardboard except those specially indicated by us. The use of cardboard is made possible by the fact that these gaskets are hand made and completely covered with copper and the

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cylinder edges reinforced. The firm agreed to purchase a machine to reinforce the small water holes: this will greatly assist in preserving the cardboard. During the month, the firm have satisfactorily manufactured a number of special gaskets, hitherto unobtainable in ITALY.

b) Miscellaneous Gaskets.

The same firm have manufactured all types of gaskets for exhaust manifolds, water joints etc. They have been instructed to keep the small quantity of asbestos in stock for gaskets subject to extreme heat e.g. exhaust.

c) Batteries.

1) I again visited HEMSENBERGER at CASAINUOVO, N^o NAPLES. I found no progress whatever had been made with the manufacture of the 6000 plates required for the repairs of batteries. This appears to be due entirely to A.F. H.Q.

2) As stated in my OCT. report, Capt. MORGAN, REME, i/c HEMSENBERGER WORKS told me he had the lead and could make the plates in one day and deliver, after treatment, in 3 weeks. This was on 18 OCT. 44. On 30 OCT 44, G-5 A.F. H.Q. wrote asking for further particulars although the original description sent by us was ample. (This was confirmed on my recent visit to HEMSENBERGER). They also asked if we didn't want any separators. No separators were, in fact, required as HEMSENBERGER, ROME had sufficient for their purpose. However, on 8 NOV. 44 a letter was forwarded to A.F. H.Q. giving all required details. As the result of the delay, the factory at NAPLES is short of lead and cannot now supply the plates. Capt. MORGAN stated the lead was being flown from WIDEAST but the demands for the Army were so heavy that he doubted if any would be allocated to A.C. I asked if I obtained 1½ tons of lead (99.97% pure) would they manufacture for us. He said yes but added that the lead might be commandeered for Army needs. Efforts are now being made to find this lead.

3) I called at A.F. H.Q. on my way back from NAPLES and saw Lt.Col. FRANKLIN, G-5. He stated the supply of these plates had been approved by A.F. H.Q. and were to be flown in from WIDEAST. There was therefore nothing else to be done.

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4) The whole position is most unsatisfactory and new batteries are entirely unobtainable except at fabulous prices (\$ 130 for a 12 v. battery), and we cannot get any further batteries repaired or replated for lack of plates which could have been delivered 3 weeks ago.

5) I asked Capt. MORGAN whether lead from old batteries would do but he said it contains antimony and iron and is therefore useless. Enquiries have been made in ROME and a firm found who are willing to replace the lead and free it from antimony and iron but require a minimum quantity of 70 tons to carry out the process. Enquiries are proceeding as to whether it is not possible

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to refine a smaller quantity provided fuel or current is made available.

6) Meanwhile search is being carried on in salvage dumps where batteries with broken cases may be found and which do not need new plates.

d) Torsion rods for Lancia Aprilias.

1) I visited TERNI IRON WORKS and they have agreed to supply steel rod with the necessary characteristics and manufacture the torsion rods complete themselves. This will save us a lot of trouble as all the work will be carried out under one roof.

2) I obtained a release for the 15 cwt of steel involved from Eng. Services, RAAC and placed an order with TERNI for 200 torsion rods; two to be manufactured first as samples and forwarded to us for trial in a car, the balance to follow after approval.

e) Front springs.

Up to the present, I have been unable to trace any suitable steel for spiral springs either from ILVA or TERNI but enquiries are proceeding.

f) Friction discs.

We have met all demands by supplying new facings.

g) Silentblocks.

Some 200 have been re-rubbered by PIRELLI during the month.

h) Rubber washers.

The first die was completed and delivered to PIRELLI during NOV. but, so far, no report has been received from them. As soon as this is received and the die is reported satisfactory, the manufacture of further dies will be put in hand.

i) 16" wheels.

For the present, the manufacture of 16" pressed steel wheels has been put aside in favour of altering the bosses of standard jeep wheels. Some 50 have been collected from old Salvage Dumps etc, the rims straightened, new steel bosses welded on them and re-bored to suit the studs of various types of cars which

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j) Fan belts.

1) These are now costing \$ 12 in the open market. ROME! I took one new one and one which had been run to destruction (to show the construction) to PIRELLI. They stated they thought they could manufacture some kind of

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substitute belt but, so far, their report has not been received.

2) Personally, I find the engines of all Italian cars are overcooled and would be quite willing to leave off all fan belts during winter. Unfortunately, the fan belts also drive the generators (dynamos) and therefore a supply is absolutely essential, particularly as it is an expendable item. The importation of suitable cheap fan belts from U.S.A. should be considered.

k) Differential housing. 1500 FIAT.

1) Considerable nos. of those have broken due to weakness of original design and metal. No replacements are available from FIAT sources and private manufacturers have made cast brass or alleged bronze housings as substitutes. These, however, are completely unreliable in actual use. A firm has been found in ROME who will turn up these housings in mild steel at a reasonable price if we can find the steel. While at TERNI, I found they could supply the mild steel required in billets, roughly corresponding to the final housing required thereby helping to reduce the amount of machinery required.

2) The most satisfactory method, of course, would be to have these housings cast and enquiries are now proceeding in ROME as to whether this is possible. The position appears hopeful.

3) General.

I consider that the prospect of MILAN and TURIN being taken in the near future is remote and that therefore we must face a considerable manufacturing programme of spare parts. I have found that A.F.H.Q., R.A.A.C., P.B.S. are all proceeding on separate lines and that while I may be arranging to manufacture, say, LANCIA torsion rods at TERNI, P.B.S. are doing the same thing at NAPLES. I consider that some central coordination is necessary, not only between Sections or Sub-Commissions, of A.C. but as between A.F.H.Q., A.A.I., P.B.S., R.A.A.C. Ordnance and other interested bodies. This might be handled by a special branch of either Commerce Sub-Commission or Local Resources Board, preferably the latter. I do not think a broad enough view is being taken at present and if Italian cars, and more important still, Italian trucks, are to be kept on the road during the next six months, much greater manufacturing facilities will have to be sought out or brought into being and this requires co-ordination from a superior

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M. HAY

Capt. R.A.

Supply Officer (Roads)

TRANSPORTATION SUB-COMMISSION A/C

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
APO 394

JJC/cm

Summary of Monthly Report - October 1944.

R=O A D S

1. Of the two G.T. Coys (Italian) promised by APHQ, the 1004 G.T. Coy, has been assigned and is operating out in the Ancona area. ~~The~~ American personnel required to operate the Truck Battalion - 9 officers and 20 enlisted men - have been received, but we have no assurance as to a definite date when the remaining necessary personnel will be made available. Three ~~P.M.~~ Truck Coys have been formed and the training of the two ~~trucks~~ is proceeding. Of the 250 vehicles promised by APHQ, 100 have been drawn and it has not been considered advisable to draw any more until the necessary supervisory personnel have been obtained.

2. A standard work ticket has been agreed with ENAC and it is hoped that in the course of the next few weeks this standard work ticket will be in operation throughout the whole of occupied Italy.

3. Maintenance instructions have been published setting out a complete system of maintenance to be applied to all vehicles. These instructions have been forwarded to all Regions and the system has now been put into effect. At the present moment a combined maintenance team consisting of two British and two American officers from APHQ are in the process of making a study of all existing garages and garage facilities.

4. Steps have been taken for the manufacture of a number of spare parts and the outlook is somewhat promising.

5. The tire position, although still acute, has improved slightly as a shipment of tires and tubes has been received from Army sources. Tubes, however, are rapidly becoming a more serious problem than tires.

JAMES J. CARNES
Colonel, Inf.,
Director, Roads-Sections.

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Colonel, Inf.,
Director, Roads-Sections.
Tptn. Sub-Comm.

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION SUB-COMMISSION

ROADSMONTHLY REPORT - OCTOBER 1944.I GENERAL

One of the G.I. Coys promised by A.R.H.Q. 1004 G.I. Coy, (Italian) is now in operation at Ancona. There has been no further news as to when the second G.I. Coy will be made available. The Q.M. Truck Battalion is in the course of formation - see separate report at II A. below.

II - OPERATIONSA. Formation of 1st Q.M. Truck Battalion.

The first Truck Battalion (Italian), AC was activated on 6 Oct. 1944, per Ltr Order Hq 2675th Regiment, ACC, dated Oct 6 1944, at this time Company 1024 and 1025th (Italian) were transferred to the Battalion in compliance with this order. Personnel originally allotted for organization consisted of the following.

Co 1024	5 Officers	131 Enlisted Men
Co 1025	4 Officers	172 Enlisted Men
Rome Detachment	2 Officers	90 Enlisted Men

Each of the above subdivision had 1 American Officer supervising the company. 22 Enlisted Men (American) were on the supervisory staffs.

Plans for this Battalion as outlined by higher headquarters call for the organization of eight companies consisting of the following equipment and personnel.

American	Italian	Transport
2 Officers	5 Officers	50-2 1/2 T 6x6
10 E M	105 E M	1-CAR
		4-1/4 T 4x4.

In addition an Italian and American Battalion Hq are to be set up as follows:

American	Italian
En Commanding Officer	En Commanding Officer
Adjutant	Adjutant
Supply Officer	Supply Officer
5 Enlisted Men	14 Enlisted Men

The transport inherited on the date of activation consisted of 188 vehicles of Trans/S/C AC. Of which 29 had been evacuated

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On 6 Oct 3 Officers and 20 Enlisted Men arrived from 2698th Tech Sup Regt. and were placed on TD with the Battalion.

Since 6 Oct, 1944, date of activation, the following results have been attained:

American Personnel:	
T/O	Enlisted Men
Officers	85
19	20
2698th TS Regt.,	65
Balance to Rec'd 10	

6 Officers and 24 Enlisted Men from AG, 6750th Hq & Hq Co, and 2675th Regt, are loaned to Battalion, to carry on present tasks, until T/O authorization is met.

Italian Personnel:

	Officers	Enlisted	Men	90
First Company	3	"	"	105
2nd Company	5	"	"	103
3rd Company	4	"	"	103
4th Company	5	"	"	96
5th Company	5	"	"	96
6th Company	3	"	"	
Battalion Hq	3			
Surplus of 1024 & 1025		Enlisted	Men	93
Personnel Rec'd, 28 Officers				688 Enlisted Men
T/O Strength	43 Officers			854 Enlisted Men
Personnel Rec'd	15 Officers			166 Enlisted Men

The incoming troops were strictly untrained and had never driven vehicles. Companies 4, 5 and 6 are now being trained at a Battalion Hq Operational Training Center. The surplus personnel are physically moving back from Forward Area and will be utilized to complete units here. The 2nd and 3rd Companies are on duty with 5th Army AMG. The First Company is hauling for food Sub Commission in Rome.

VEHICLES STATUS

TYPE	T/E	ON HAND	IN ORD	SAL-VAGE	DUE	SOURCE FROM PBE ACC
Truck, 2 T, 6x6 cargo 401	268	28	1	142	100	188
Truck, 3/4 T, 4x4 CAR	9	0	0	0	0	0
Truck, 1/4 T, 4x4	34	0	0	0	34	0
Motorcycles	30	20	0	0	30	0

The above trucks have not been shipped to this organization (188). The (20) twenty motorcycles now on hand are of British make and are not suitable for convoy duty.

The 142 trucks listed as due include the (28) in Ord and (1) salvaged.

B. General Transport Companies.

Surplus of 1024 2 1025

Personnel Rec'd, 28 Officers	688 Enlisted Men
T/O Streight 43 Officers	854 Enlisted Men
Personnel Read 15 Officers	166 Enlisted Men

The incoming troops were strictly untrained and had never driven vehicles. Companies 4, 5 and 6 are now being trained at a Battalion Hq Operational Training Center. The surplus personnel are physically moving back from Forward Area and will be utilized to complete units here. The 2nd and 3rd Companies are on duty with 5th Army AMG. The First Company is hauling for food Sub Commission in Rome.

VEHICLES STATUS

TYPE	T/E	ON HAND	IN ORD	CAL- YAGE	DUE	SOURCE FROM	
						PBS	ACC
Truck, 2 T, 6x6 cargo	401	288	28	1	142	100	188
Truck, 3/4 T, 4x4 C&R	9	0	0	0	9	0	0
Truck, 1/4 T, 4x4	34	0	0	0	34	0	0
Motorcycles	30	20	0	0	30	0	0

The above trucks have not been shipped to this organization (188). The (20) twenty motorcycles now on hand are of British make and are not suitable for convoy duty.

The 142 trucks listed as due include the (28) in Ord and (1) salvaged.

B. General Transport Companies.

Three General Companies of Transport (Italian) are now attached to A.C. and until recently they were organized as follows:

1001 G.T. Co AMG 8th Army.
 1000 G.T. Co. (Italian) AMG 5th Army.
 1004 G.T. Co. attached to the officers i/c Warehousing at Ancona and the wheat haul at Macerata.

The following alterations have now been made with regard to the 1000 G.T. Company. This Company has been withdrawn from AMG 5th Army and has been replaced with the 2nd and 3rd Quarter

aster Truck Companies. However, as long as the AMG 5th Army are responsible for Florence they will have the right to use 2 platoons of this G.T. Company whilst the remaining 2 platoons and the headquarters are stationed at Leghorn and work under direction of the Warehousing Officer at that port.

C. Civilian Transport and EMAC.

A standard work ticket has been agreed between ourselves and the Italian Government (Ministry of Communications) and this ticket is in the process of being printed. The Italian Government are responsible for the printing of the tickets, which will be used by the EMAC organization in that part of the country handed back to the Italian Government and the Transportation Sub-Commission is responsible for the ticket which will be issued to the AMG regions. In the course of the next few weeks this standard work ticket should be in operation through-out the whole of Italy.

The revised haulage rates have been agreed and they should be operated by the Italian Government in the very near future. As soon as this has been done they will be put into force in all AMG territory.

Despite repeated requests to the various regions, we are not yet receiving details of the tonnage carried by road in the various provinces and a final request has been sent out pointing out that such a return is essential and every effort must be made to see that it is received by this Headquarters. We have asked for a monthly return to be submitted by the 15th of the succeeding month.

The control of Civilian Transport in Rome itself still leaves a great deal to be desired but it is improving.

The potatoes haul from Avezzano has been the source of continual pickering. The right type of trucks have not been sent to cope with this haul and it is only after very very strong representation has been made to Regional Headquarters, that an improvement would appear to be taking place. At the present moment approximately 120 tons of potatoes are coming into Rome from Avezzano daily, but the figure aimed at is 250 tons.

III. MAINTENANCE.

A. Maintenance instructions have been published setting out a combined system of maintenance to be applied to all vehicles. These instructions have been distributed to all Regions and the system is now being put into effect.

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B. A combined Maintenance team consisting of two British and American Officers from A.P. HQ. are now in the process of making a study of all existing garages and garages facilities.

Upon completion of this study garages will be set up and the necessary equipment requisitioned to maintain all vehicles in the Allied Command in all echelons of Maintenance.

C. The respective G-4's have taken over the responsibility of supplying spares for all W.D. vehicles. A warehouse is now being set up to receive and distribute spares. Civilian spares are still under Capt. May's control and all requests for same will be made on Capt. May.

Master Truck Companies. However, as long as the AMG 5th Army are responsible for Florence they will have the right to use 2 platoons of this G.T. Company whilst the remaining 2 platoons and the headquarters are stationed at Leghorn and work under direction of the Warehousing Officer at that port.

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IV. GARAGE ACTIVITIES - SUPER-GARAGE.

The following activities were carried out by the staff of Super-Garage during October 1944.

A. American Motor Maintenance.

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of October were 1,539. This includes both War Department and Civilian vehicles. Out of this number 130 jobs were performed in the Paint Shop, 173 in the Battery Shop, 234 in the Welding and Body Repair Shop, 548 in the Tire Shop, 500 in the Lubrication Section, and 729 jobs were performed by the Mechanics in their various shops. Besides the above mentioned facts 14 vehicles were sent to the P.B.S. Ordnance for repairs which were beyond the capabilities of this garage.

B. Motor Maintenance Records for Civilian Vehicles.

A new system of maintenance records for civilian type of vehicles has been established. This system will facilitate recording all maintenance work performed on this type of vehicle, and will also provide a closer check on the 1000 mile inspection prescribed for these vehicles.

C. Civilian Transportation.

Civilian vehicles dispatched from 1st of Oct. ~~1944~~ 1st of Nov., No 1903 dispatches.

W D vehicles dispatched for month of October 6 ~~1944~~ dispatched for Rome area and 37 vehicles dispatched out of town from 3 to 10 days.

Taxis dispatched for month of October N9 1571.

D. British Motor Pool.

Spares.

October has proved a more satisfactory month for the Br. Motor Pool in so far as its main problem, that of spares, has been less acute. The chief reasons being, more spares available from salvage and in some cases the satisfactory manufacture by local factories. At the present time plans for further improvement are being made by G-4(B) who, with direct co-operation from "Ordnance Supplies" are setting up, what perhaps may be called, an Ordnance Sub-depot.

Work - shops.

During the past month a total of 76 w/stop repairs were carried out, the majority of which were major jobs. This work is almost all effected by Italian Mechanics under British supervision.

Personnel.

More British personnel have been posted and have been replaced by Italian civilians. (Drivers and mechanics). It is

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Personnel.

More British personnel have been posted and have been replaced by Italian civilians. (Drivers and mechanics). It is gratifying here, to record, that the civilian drivers have responded exceedingly well to the instructions in the British system of maintenance and their 406 inspection reports are showing good, and, in a number of instances, excellent maintenance. Vehicle Issues and Transfers.

40 to 50 vehicles have been drawn from Vehicle Parks, serviced and issued to Regions and Sub-Commissions.

Present strength of Pool Vehicles,	104.
G-4(not on strength of Br. Motor Pool)	21
Admin and inspection staff	31

66

Italian drivers and mechanics
Br. drivers(essentials for security
reasons this also includes drivers of Cols
and executive Officers.)

22

E. Civilian Personnel.

A total of 403 civilian workers were employed by the SUPERGARAGE in various capacities during the first 15 days of Oct. and 392 during the last half of the 1 month.(average 397). Payroll for the month of October amounted to L. 2.025.907.

V. SPARE PARTS.

A. During October, steps have been taken for the manufacture of the following spare parts owing to the drying up of "local resources".

- (1) Copper and asbestos gaskets.
- (2) Batteries.
- (3) Torsion rods for LANCIA-APRILIA rear springing.
- (4) Front springs.
- (5) Friction discs for LANCIA-APRILIA clutches.
- (6) Silentbloccs and rubber washers.
- (7) Wheels, '16'.

B. Following are details of the above items:-

(1)- Gaskets.

I visited NAPLES on 17th and 18th Oct. I contacted a firm who made gaskets by hand. LANCIA & C. NAPLES gave me the address in TORRE DEL GRECO, where I found 6 men working in two small rooms. All gaskets are made by hand of asbestos sheeting and copper 2/10 m/m thick. They stated they could make gaskets for any car or any joint provided a sample was provided. They already had patterns for most LANCIA and PIAT cars but were short of copper and asbestos.

The firm told me they got their copper sheet from a rolling mill in NAPLES which I visited. I found they had a plant capable of rolling copper and other non-ferrous metals down to 1/10 m/m thick and arranged with them to roll copper sheet 2:10 m/m for us.

I then contacted the Supply officer, A.C.C. HQ. NAPLES and finally thru Eng. Services P.B.S. got a release for one ingot of electrolytic copper in possession of ILVA, the large steelworks at BAGNOLI.

I went out and brought back an ingot of 87 K. to the rolling mills and arranged for the rolling and delivery to the gaskets firm in few days.

Prices were arranged for standard gaskets subject to 50% discount if use provided the copper and asbestos.

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Prices were arranged for standard gaskets subject to 50% discount if use provided the copper and asbestos. This is of considerable advantage to us the price for a 1100 FIAT gaskets is 800 L. and I estimate we can provide the copper and asbestos for not more than 50 L. 800 L. less 50% is 400 L. plus 50 L. = 450 L. as against 800 L. A FIAT 1100 gaskets costs 1000 L. in the open market in ROME.

I anticipated no difficulty in providing the copper but asbestos sheets have proved impossible to find from civilian sources of supply. Ordnance is now being tried but meanwhile I ordered a gasket for a LANCIA-ARDEA to be made of copper and cardboard as an experiment. This has proved very successful and has now completed over 800 Km. including one long

run of 100 Km. to TERNI and 100 Km. back. After completing 1000 Km. I propose dismantling the cardboard gaskets and taking it to pieces for examination. If, as I expect, all is well, I propose making cardboard gaskets for all types of cars except those with high compression engines.

The same firm can provide copper gaskets for all water joint, etc. and asbestos will be kept for exhaust gaskets and other joints subject to high temperatures.

(2) Batteries.

When in NAPLES I visited the factory of HENSEMBERGER at CASALNOVA, near NAPLES. I found it in possession of REME who were manufacturing complete batteries. I had already arranged for the reconstruction of old batteries by HENSEMBERGER, ROME but they are only repair works and do not manufacture parts. They asked for 6000 positive and negative plates for repair work and the REME Captain i/c Hensemberger NAPLES told me they had the necessary material and could supply in three weeks time provided A.F.H.Q. released.

I called at A.F.H.Q. on my way back to ROME and saw Lt. Col. FRANKLIN, G-5 who is arranging for the necessary release by R.E.M.E.

If supplies are made available by REME, I am satisfied I can provide all the batteries required as most batteries can be rebuilt if plates are available.

(3) Torsion rods and front springs.

The greater number of LANCIA on the road are APRILIAS. This has independent front springs and a system of torsion rods for rear springing. Both are special to LANCIA APRILIAS. Owing to LANCIA keeping all spare parts in their own depots (contrary to FIAT who allowed every garage to stock FIAT spares thereby facilitating the provision of FIAT spares today) it has been necessary to make arrangements for the manufacture of these parts as LANCIA themselves have not been successful in doing so.

The main difficulty was the quality of steel as it has special qualities of elasticity to enable it to act as a spring without breakage. I have found a supply of this steel at the TERNI IRONWORKS, some 60 miles from ROME and hope within a week to have samples bars in ROME in order to get the first torsion rod manufactured. The difficulty is a spline at each end but I am assured that these splines can be cut satisfactorily in ROME.

LANCIA front springs are of the spring balance type and there again it is the steel rather than manufacture that has been the trouble. Broken springs have been welded but do not last for long. However TERNI WORKS state they have some steel suitable but as the Government

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LANCIA front springs are of the spring balance type and where again it is the steel rather than manufacture that has been the trouble. Broken springs have been welded but do not last for long. However TERNI WORKS state they have some steel suitable but as the Germans had complete control of their works during the occupation, they have not yet completed their inventory. They are however hopeful of finding steel suitable for these springs very shortly. If so, they can be manufactured in ROME.

(4) Friction discs for LANCIA clutches.

These are complicated to manufacture as they consist of two plates with spring or cushioning action and two rings of asbestos on opposite faces. I have been unable to

find steel of a suitable quality for the discs but have purchased some 130 suitable asbestos rings which will enable us to reface 55 friction discs. This will keep the cars on the road which is, after all, our present aim.

(5). Silentblobs and rubber washers.

A considerable number of Italian cars use silentblobs (two collars separated by rubber) to help to eliminate shocks from the road wheels reaching the steering wheel.

Owing to the bad quality of the artificial rubber used and the Italian summer heat, large number of these SILENTBLOBS have been giving way, causing loose steering and wheel wobbles. No new ones are available but I asked PIRELLI to take up the problem of re-rubbing them and this they have successfully accomplished over 300 SILENTBLOBS having been treated.

I now find however that the original

silentblobs were made by manufacturing as a separate washer and inserting them under compression. The question of doing this is at present being studied and should be possible of early solution. Meanwhile the re-rubbed silentblobs keep the vehicles on the road but not absorb road shocks to the same extent.

Rubber washers and cups are required for

master-wheel cylinders of hydraulic brake systems. PIRELLI agreed to make these and to have the dies made. However, on enquiring regarding delivery, I was informed that if we made the dies, they would make the washers. I am therefore having suitable dies made in LANCIA WORKS-SHOP.

(6) Wheels.

There is general demand for wheels of all models of FIAT and LANCIA. The shortage of wheels is somewhat difficult to understand as they are not normally a consumable store. I understand however that in a large number of cases, the Germans did not bother to dismount tyres when requisitioning them but took wheels and all. The main demand for wheels however, is due to the fact that civilian tyres are unobtainable (except in the BLACK MARKET where a 15 x 400 tire sells for £. 300 and a 16 x 6 for £ 500), and the only suitable military tyre is the jeep tyre 600 x 16. As all FIATS are fitted with 15" wheels, the problem has been to fit wheels to take 16" jeep tires. This has been done up to the present by welding an additional 1" to the rim of FIAT 15" wheels thereby enabling 16" jeep tires to be fitted. This system is, however, to my mind unsatisfactory as the shoulder on which the tire rests is still only 15" and I am certain that when the wheel turns, and the weight of the vehicle comes on the tire destroying it in a short time, because that part of the tire will be pushed back on to the shoulder

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To get over this, I have been arranging for the manufacture in ROME of pressed steel wheels, with bosses to fit FIAT or any other hub and with 16" jeep wheel sections. Owing to limitations of the size of hydraulic presses suitable, I am getting out a design for a wheel in three parts out of which only two dies are required. One part is the central steel disc and boss, the other part is a complete half section to take a jeep tire. Two of these rivetted to the central disc will give

a wheel of the requisite diameter and tire section, the holes for the holding on bolts and the central hub being either stamped out after manufacture or drilled by means of a jig on whether there is sufficient demand for the type of hub to justify the construction of a special die.

The present position is that I have found a press in ROME capable of making these wheels; the TERMI Co. can make the necessary dies also supply steel plates of the required thickness and quality.

I am at present getting full size drawings made of wheel sections based on FIAT and LANCIA outlines but with a jeep wheel tire section. As soon as this is approved, estimates for dies will be called for and it is hoped that, in 4 to 6 weeks time, these wheels will be available for all cars so that jeep tires can be fitted to practically any Italian car.

An alternative suggestion, to alter jeep wheels by cutting out the bosses and welding in bosses of FIAT, LANCIA, etc. wheels is also being investigated. From preliminary drawings, this appears quite feasible but depends entirely upon 500 to 1000 jeep wheels being obtained from Ordnance, which at present seems doubtful.

In smaller cars, such as FIAT 1100 and 500 (Topolino) experiments with British and American motor tires are being carried out. Two FIAT 500 trucks have already been fitted with British 3.25 x 19 m. cycle tires and have been ~~running~~ running successfully for over a month. These tires are fitted on 19" Italian Balilla wheels (only used by It. Army) which take a 3.25 x 19 m. cycle tire. The centres were cut out and Topolino centres electrically welded in instead. This has been found to be perfectly satisfactory and has stood better than a pair of wheels with centres brazed in. The Italian Army, thru Army Sub-Commission, has been asked for 100 Balilla wheels.

Besides this, experiments with 400 x 18" m. cycle rims and tyres are being carried out with a view to using them on FIAT 1100. The 18" m. cycle rim is to be welded to the 15" rim as, owing to the shape of each, not more than 5/8" separates the rims when in place. So far, no wheel of this construction have been tried owing to the difficulty of getting rims. These, however, will be obtained shortly and the result given in the next monthly report.

VI. TIRES.

1. The office and warehouse of the Tire Section moved to the Pirallia Tire Repair Plant at 41 Via Assisi on

made of wheel sections based on FIAT and LANCIA outlinings but with a jeep wheel tire section. As soon as this is approved, estimates for dies will be called for and it is hoped that, in 4 to 6 weeks time, these wheels will be available for all cars so that jeep tires can be fitted to practically any Italian car.

An alternative suggestion, to alter jeep wheels by cutting out the bosses and welding in bosses of FIAT, LANCIA, etc. wheels is also being investigated. From preliminary drawings, this appears quite feasible but depends entirely upon 500 to 1000 jeep wheels being obtained from Ordnance, which at present seems doubtful.

In smaller cars, such as FIAT 1100 and 500 (Topolino) experiments with British and American motor tires are being carried out. Two FIAT 500 trucks have already been fitted with British 3.25 x 19 m. cycle tires and have been fitted with running successfully for over a month. These tires are fitted on 19" Italian Balilla wheels (only used by It. Army) which take a 3.25 x 19 m. cycle tire. The centres were cut out and Topolino centres electrically welded in instead. This has been found to be perfectly satisfactory and has stood better than a pair of wheels with centres brazed in. The Italian Army, thru Army Sub-Commission, has been asked for 100 Balilla wheels.

Besides this, experiments with 400 x 18" m. cycle rims and tyres are being carried out with a view to using them on FIAT 1100. The 18" m. cycle rim is to be welded to the 15" rim as, owing to the shape of each, not more than 5/8" separates the rims when in place. So far, no wheel of this construction have been tried owing to the difficulty of getting rims. These, however, will be obtained shortly and the result given in the next monthly report.

VI. T I R E S.

1. The office and warehouse of the Tire Section moved to the Pirelli Tire Repair Plant at 41 Via Assisi on October 2 '44.

2. By verbal order Col. Carnes, Mr. Charlie Ryan was relieved as Director Tire Section on October 20, 1944 and Capt. Richard B. Bullock placed in charge.

3. Additional personnel were added and reorganization is in progress. The organization is based on the plan of greatly enlarging our present production and scope of operations.

4. In view of change in section directorship and expansion, a request was made for an audit of all past

accounts. This has not been accomplished to date. This is extremely necessary and should be brought about immediately.

5. With our increase in personnel and distant office location, transportation problem have become acute. An additional vehicle is needed.

6. Conferences have been held and plans are being made toward reconstructing one repair plant at Florence and one manufacturing plant at Tivoli. These efforts are being done in conjunction with Industry.

7. A shipment of tires and tubes was received from Army sources. These are now being partially distributed to Southern Region and Sicily. Tires and tubes were also sent from our present stocks for distribution in these Regions. Remainder of shipment from Army will be brought to Rome for distribution in other Regions.

8. An inspection and investigation was made by certain officers of A.P./H.Q. in an attempt to expedite the tire production. It is hoped that from this we will be able to get the cooperation necessary to accomplish our mission.

9. Tubes are rapidly becoming a more critical item than tires.

10. Patterns have already been constructed and materials requisitioned for the making of addition cavity moulds needed by the plant at Via Assisi, Rome. Increased power requirements have been made known and requisitions submitted.

11. Arrangements have been made for use of a small repair plant at 186 Via Cavour, Rome.

12. Requisitioned repair materilas have not been received and are urgently needed. It is expected that our production will stop unless material stock is replenished within one week.

13. A system is being devised where by this section will not handle individual applications but will receive bulk weekly requisitions from Regional Transportation Officers. Shipment will then be made to them for further distribution within the Region through ENAC where ENAC is in charge of operations. In other areas the Regional Commissioner will establish priority and make the distribution.

JAMES J. CARNES,

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JAMES J. CARNES,

Colonel, Inf.,

Director, Roads-Section,

Tptn. Sub - Commission.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

JHB/hgg

Nov. 10, 1944

AC/R/

Monthly Report Transportation Sub-Commission,
Road Operation Section.1. Formation of Quarter Master Truck Bn.

See separate report by O.C. No. 1 Truck Bn.

2. General Transport Companies.

Three General Transport Companies (Italian) are now attached to A.C. and until recently they were organized as follows:

- 1001 G.T. Co. AMG 5th Army.
- 1000 G.T. Co; (Italian) AMG 5th Army.
- 1004 G.T.Co. attached to the officers i/c Warehousing at Ancona and the wheat haul at Macerata.

The following alteration have now been made with regard to the 1000 G.T. Company. This Company has been withdrawn from AMG 5th Army and has been replaced with the 2nd and 3rd Quarter Master Truck Company. However, as long as the AMG 5th Army are responsible for Florence they will have the right to use 2 platoons of this G.T. Company whilst the remaining 2 platoons and the headquarters are stationed at Leghorn and work under direction of the Warehousing Office at the port.

3. Civilian Transport and ERAC.

A standard work ticket has been agreed between ourselves and the Italian Government (Ministry of Communications) and this ticket is in the process of being printed. The Italian Government are responsible for the printing

of the tickets, which will be used by the ENAC organization in that part of the country handed back to the Italian Government and the Transportation Sub-Commission is responsible for the ticket which will be issued to the AMG regions. In the course of the next few weeks this standard work ticket should be in operation through-out the whole of Italy.

The revized haulage rates have been agreed and they should be operated by the Italian Government in the very near future. As soon as this has been done they will be put in force in all AMG territory.

Despite repeated requests to the various regions we are not yet receiving details of the tonnage carried by road in the various provinces and a final request has been sent out pointing out that such a return is essential and every effort must be made to see that it is received by this Headquarters.

We have asked for a monthly return to be submitted by the 15 of the succeeding month.

The control of Civilian Transport in Rome itself still leaves a great deal to be desired but it is improving.

The potatoe haul from Avezzano has been the source of continual pickering. The right type of trucks have not been sent to cope with this haul and it is only after very very strong representation has been made to Regional Headquarters that an improvement would appear to be taking place. At the present moment approximately 120 tons of potatoes are coming into Rome from Avezzano daily, but the figure aimed at is 250 tons.

D. S. ADAMS,
Colonel, CE
Director, Tn. Sub-Comm.

HEADQUARTERS ALLIED COMMISSION

APO 394
 COMPANY "T"
 2675TH REGIMENT
 (OVHD)

13 November 1944

II A
 Subject: Formation 9-17.
Report of 1st Truck Battalion.

The 1st Truck Battalion (Italian), AC was activated on 6 Oct 1944, per Ltr Order Hq 2675th Regiment, ACC, dated Oct 6 1944, at this time Company 1024 and 1025th (Italian) were transferred to the Battalion in compliance with this order. Personnel originally allotted for organization consisted of the following.

Co 1024	5 Officers	131 Enlisted Men
Co 1025	4 Officers	172 Enlisted Men
Rome Detachment	2 Officers	90 Enlisted Men

Each of the above subdivision had 1 American Officer supervising the company. 22 Enlisted Men (American) were on the supervisory staffs.

Plans for this Battalion as outlined by higher headquarters call for the organization of eight companies consisting of the following equipment and personnel.

American	Italian	Transport
2 Officers	5 Officers	50-2½T 6x6
10 E M	105 E M	1-C&R
		4-½T 4x4

In addition an Italian and American Battalion Hq are to be set up as follows:

American	Italian
Bn Commanding Officer	Bn Commanding Officer
Adjutant	Adjutant
Supply Officer	Supply Officer
5 Enlisted Men	14 Enlisted Men

The transport inherited on the date of activation consisted of 188 vehicles of Trans/S/C AC. Of which 29 had been evacuated, but not cleared from records.

On 6 Oct 9 Officers and 20 Enlisted Men arrived from 2698th Tech Sup Regt. and were placed on TD with the Battalion.

Since 6 Oct, 1944, date of activation, the following results have been attained:

American Personnel:

T/O	Officers	Enlisted Men
	19	85
2698th TS Regt.,	9	20
Balance to Rec'd 10		65

8 Officers and 24 Enlisted Men from AC, 6750th Hq & Hq Co, and 2675th Regt, are loaned to Battalion, to carry on present tasks, until T/O authorization is met.

Italian Personnel:

First Company	Officers	3	Enlisted Men	90
2nd Company	Officers	5	"	105
3rd Company	Officers	4	"	105
4th Company	Officers	5	"	103
5th Company	Officers	5	"	96
6th Company	Officers	3	"	96
Battalion Hq	Officers	3		
Surplus of 1024 & 1025			Enlisted Men	93
Personnel Rec'd	28 Officers		688 Enlisted Men	
T/O Strenght	43 Officers		854 Enlisted Men	
Personnel Req'd	15 Officers		166 Enlisted Men	

The incoming troops were strictly untrained and had never driven vehicles. Companies 4,5 and 6 are now being trained at a Battalion Hq Operational Training Center. The surplus personnel are physically moving back from Forward Area and will be utilized to complete units here. The 2nd and 3rd Companies are on duty with 5th Army AMG. The First Company is hauling for food Sub Commission in Rome.

VEHICLE STATUS

TYPE	T/E	on HAND	IN ORD	SAL-VAGE	DUE	SOURCE	
						FROM PBS	FROM A C C
Truck, 2½ ton, 6x6 cargo	401	288	28	1	142	100	188
Truck, 3/4 ton, 4x4 C&R.	9	0	0	0	9	0	7
Truck, 1/4 ton, 4x4	34	0	0	0	34	0	0
Motorcycles	30	20	0	0	30	0	0

1 The above trucks have not been shipped to this organization (188).
 2 The (20) twenty Motorcycles now on hand are of British make and are not suitable for convoy duty.

1 The 142 trucks listed as due include the (28) in Ord and (1) salvaged.

For the Commanding Officer:

Thomas R Swisher
 THOMAS R SWISHER
 Capt, CE.
 Adjutant

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission

JHB/hgd

Nov. 10, 1944

AC/R/

II B.

Monthly Report Transportation Sub-Commission,
Road Operation Section.

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of the tickets, which will be used by the ENAC organization in that part of the country handed back to the Italian Government, and the Transportation Sub-Commission is responsible for the tickets which will be issued to the AMG regions. In the course of the next few weeks this standard work ticket should be in operation through-out the whole of Italy.

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[Signature]
D. S. Jones,
Colonel,
Director, M. Sub-Comm.

HEADQUARTERS ALLIED COMMISSION

AF0394

SUPERCARAGE

7 NOVEMBER 1944

SG-705-1

SUBJECT: Monthly Report.

TO : Transportation Sub-Commission.
Headquarters Allied Commission.

1. The following activities were carried out by the staff of SUPERCARAGE during October 1944. //

A. a. American Motor Maintenance. See attached report as appendix "A".

B. b. Motor Maintenance Records for Civilian Vehicles.

A new system of maintenance records for civilian type of vehicles has been established. This system will facilitate recording all maintenance work performed on this type of vehicles, and will also provide a closer check on the 1000 mile inspection prescribed for these vehicles.

C. c. Civilian Transportation. See attached report as appendix "B".

D. d. British Motor Pool. See attached report as appendix "C".

E. e. Civilian Personnel. A total of 403 civilian workers were employed by the SUPERCARAGE in various capacities during the first 15 days of Oct. and 392 during the last half of the month. (average 397). Payroll for the month of October amounted to £. 2.025.907. //

R. F. WILEY
CAPT. CAV.

C.O. SUPERCARAGE

APPENDIX 'A'

IV A

HEADQUARTERS A.C.
SUPER GARAGE

4th. November, 1944

Activities: AMERICAN MOTOR MAINTENANCE, for the month of
October 1st, 1944 to November 1st, 1944.

The total number of vehicles that passed through
the American Motor Maintenance Office for repairs during the
month of October were 1,539. This includes both War Department
and Civilian vehicles. Out of this number 130 jobs were
performed in the Paint Shop, 178 in the Battery Shop, 234 in
the Welding and Body Repair Shop, 548 in the Tire Shop, 580 in
the Lubrication Section, and 729 jobs were performed by the
Mechanics in their various shops. Besides the above mentioned
facts 14 vehicles were sent to the P.B.S. Ordnance for repairs
which were beyond the capabilities of this garage. //

Arthur M. McPhail
ARTHUR M. MC PHAIL
CAPTAIN, C.M.P.
MOTOR MAINT. OFFICER

7120

ALLIED COMMISSION
SUPERGARAGE
APO 394

APPENDIX 'B'

Nov., 4, 1944

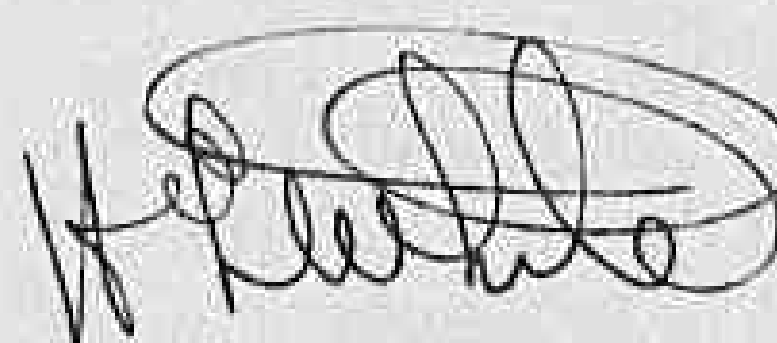
SUBJECT: Civilian Transportation
TO : C.O. SUPERGARAGE

IV C

// Civilian vehicles dispatched from 1st of Oct.
to 31st of Nov., N° 1903 dispatches.

WD vehicles dispatched for month of October
657 dispatched for Rome area and 37 vehicles dispatched
out of town from 3 to 10 days.

Taxies dispatched for month of October N° 1571. //



H. L. WHITE
Lt. Inf. M. T. O.

7093

APPENDIX "C"

BRITISH MOTOR POOL.MONTHLY REPORT FOR OCTOBER 44.

IV D.

1. Spares.

October has proved a more satisfactory month for the Br. Motor Pool in so far as its main problem, that of spares, has been less acute. The chief reasons being, more spares available from salvage and in some cases the satisfactory manufacture by local factories. At the present time plans for further improvement are being made by G-4(B) who, with direct co-operation from "Ordnance Supplies" are setting up, what perhaps may be called, an Ordnance Sub-depot.

2. Work - shops.

During the past month a total of 76 W/shop repairs were carried out, the majority of which were major jobs. This work is almost all effected by Italian Mechanics under British supervision.

3. Personnel.

More British personnel have been posted and have been replaced by Italian civilians. (Drivers and mechanics). It is gratifying here, to record, that the civilian drivers have responded exceedingly well to the instructions in the British system of maintenance and their 406 inspection reports are showing good, and, in a number of instances, excellent maintenance.

4. Vehicle Issues and Transfers.

40 to 50 vehicles have been drawn from Vehicle Parks, serviced and issued to Regions and Sub - Commissions.

Present strength of Pool Vehicles.	104.
G-4 (not on strength of Br. Motor Pool)	21.
Admin and inspection staff	31.
Italian drivers and mechanics.	66.
Br. drivers (essentials for security reasons this also includes drivers of Cols and executive Officers.)	22.

7393

- 2 -

5. P.O.L.

During the month the following issues have been made:-

Petrol	61096. Galls.
Oil and Lubricants.	1448. "

5 Nov 44*

E. Hoyle Capt. MTO.
E. Hoyle Capt D.W.R.
MTO. Br. Motor Pool.
HQ Allied Commission.

7096

HEADQUARTERS ALLIED COMMISSION
APO 394.
TRANSPORTATION SUB-COMMISSION

HMD/ab:

REFERENCE : AC/TH/R/43

SUBJECT : INTERNAL MONTHLY REPORT (Maint. Sect.)

TO : CAPT. PEPPER

- TH*
- A. 1.) Maintenance instructions have been published setting out a combined system of Maintenance to be applied to all vehicles. These instructions have been distributed to all Regions and the system is now being put into effect.
 - B. 2.) A combined Maintenance team consisting of two British and American Officers from A.F.HQ. are now in the process of making a study of all existing garages and garage facilities.
Upon completion of this study garages will be set up and the necessary equipment requisitioned to maintain all vehicles in the Allied Commission in all Echelons of Maintenance.
 - C. 3.) The respective G-4's have taken over the responsibilities of supplying spares for all M.D. vehicles. A warehouse is now being set up to receive and distribute spares. Civilian spares are still under Capt. Hay's control and all requests for same will be made on Capt. Hay.

4/Nov/1944

H.M. Downer
H.M. DOWNER
Capt. Ord. Dept.
Maintenance Officer.

7090

R/25

HEADQUARTERS
ALLIED COMMISSION
Transportation Sub-Commission
APO 394

RB/em

Tele: 774031

1 November 1944

ACC Tm/451/92

SUBJECT : Monthly Report.

TO : Director Roads Division - Transportation Sub-Commission - Headquarters, Allied Commission.

1. The office and warehouse of the Tire Section moved to the Pirelli Tire Repair Plant at 41 Via Assisi on October 2, 1944.

2. By verbal order Col. Carnes Mr. Charlie Ryan was relieved as Director Tire Section on October 20, 1944 and Capt. Richard B. Bullock placed in charge.

3. Additional personnel were added and reorganization is in progress. The organization is based on the plan of greatly enlarging our present production and scope of operations.

4. In view of change in section directorship and expansion, a request was made for an audit of all past accounts. This has not been accomplished to date. This is extremely necessary and should be brought about immediately.

7094

5. With our increase in personnel and distant office location, transportation problems have become acute. An addition vehicle is needed.

6. Conferences have been held and plans are being made toward reconstructing one repair plant at Florence and one manufacturing plant at Tivoli. These efforts are being done in conjunction with Industry.

7. A shipment of tires and tubes was received from Army sources. These are now being partially distributed to Southern Region and Sicily. Tires and tubes were also sent

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5. With our increase in personnel and distant office location, transportation problems have become acute. An additional vehicle is needed.
6. Conferences have been held and plans are being made toward reconstructing one repair plant at Florence and one manufacturing plant at Livorno. These efforts are being done in conjunction with Industry.
7. A shipment of tires and tubes was received from Army sources. These are now being partially distributed to Southern Region and Sicily. Tires and tubes were also sent from our present stock for distribution in these Regions. Remainder of shipment from Army will be brought to Rome for distribution in other Regions.
8. In accordance with verbal instructions, Col. Carnes, an attempt is being made to sell at cost plus freight tires C-1 received from I.B.S. which are damaged beyond repair by us.

9. An inspection and investigation was made by certain officers of A.F/M.Q. in an attempt to expedite the tire production. It is hoped that from this we will be able to get the cooperation necessary to accomplish our mission.

10. Tubes are rapidly becoming a more critical item than tires.

11. Patrons have already been constructed and materials requisitioned for the making of addition cavity moulds needed by the plant at Via Assisi, Rome. Increased power requirements have been made known and requisitions submitted.

12. Arrangements have been made for use of a small repair plant at 188 Via Cavour, Rome.

13. Requisitioned repair materials have not been received and are urgently needed. It is expected that our production will cease unless material stock is replenished within one week.

14. A system is being devised where by this section will not handle individual applications but will receive bulk weekly requisitions from Regional Transportation Officers. Shipments will then be made to them for further distribution within the Regions. The Regional Commissioner can therefore establish priority of issue. A draft of this directive will be forwarded to Director Roads Division for approval.

RICHARD D. BULLOCK
Captain Infantry
Director Tire Section
Transportation Sub-Commission

799

MONTHLY REPORT

OCTOBER 1944

SPARE PARTS

A) During October, steps have been taken for the manufacture of the following spare parts owing to the drying up of "local resources."

- (1) a) Copper and asbestos gaskets.
- (2) b) Batteries.
- (3) c) Torsion rods for LANCIA-APRILIA rear springing.
- (4) d) Front springs.
- (5) e) Friction discs for LANCIA-APRILIA clutches.
- (6) f) Silentblobs and rubber washers.
- (7) g) Wheels, 16".

B 2) Following are details of the above items:-

(1a) Gaskets.

I visited NAPLES on 17th and 18th Oct. to contact a firm who made gaskets by hand. LANCIA & C. NAPLES gave me the address, in TORRE DEL GRECO, where I found 6 men working in two small rooms. All gaskets ~~were~~ made by hand, of asbestos sheeting and copper ~~2/10~~ m/m thick. They stated they could make gaskets for any car or any joint provided ~~a~~ sample was provided. They already had patterns for most LANCIA and FIAT cars but were short of copper and asbestos.

The firm told me they got their copper sheet from a rolling mill in NAPLES which I visited. I found they had a plant capable of rolling copper and other non-ferrous metals down to 1/10 m/m thick and arranged with them to roll copper sheet 2/10 m/m for us.

I then contacted the Supply officer, A.C.C. H.Q., NAPLES and finally thru Eng. Services P.R.S. got a release for one ingot of electrolytic copper in possession of ILVA, the large steelworks at BAGNOLI.

I went out and brought back an ingot of 87 K. to the rolling mills and arranged for the rolling and delivery to the gasket firm in few days.

Prices were arranged for standard gaskets subject to 50% discount if we provided the copper and asbestos. This is of considerable advantage to us as the price for a 1100 FIAT gasket is 800 L. and I estimate we can provide the copper and asbestos for not more than 50 L. 800 L less 50% is 400 L plus 50 L = 450 L. as against 800 L. A FIAT 1100 gasket costs 1000 L in the open market in ROME.

I anticipate no difficulty in providing the copper but asbestos sheets have proved impossible to find from civilian sources of supply. Ordnance is now being tried but

File
R/43
Cwd.
9/11

- (3) d) Torsion rods for LANCIA-APRILIA 1000 cc.
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I anticipate no difficulty in providing the copper but asbestos sheets have proved impossible to find from civilian sources of supply. Ordnance is now being tried but meanwhile I ordered a gasket for a LANCIA-ARDEA to be made of copper and cardboard as an experiment. This has proved very successful and has now completed over 800 Km. including one long run of 100 Km. to TERNI and 100 Km. back. After completing 1000 Km. I propose dismounting the cardboard gasket and taking it to pieces for examination. If, as I expect, all is well, I propose making cardboard gaskets for all types of cars except those with high compression engines.

The same firm can provide copper gaskets for all water joints, etc. and asbestos will be kept for exhaust gaskets and other joints subject to high temperatures.

./.

(2)(B) Batteries.

When in NAPLES, I visited the factory of HENSEMBERGER at CASALNUOVA, near NAPLES. I found it in possession of ROME who were manufacturing complete batteries. I had already arranged for the reconstruction of old batteries by HENSEMBERGER, ROME but they are only repair works and do not manufacture parts. They asked for 6000 positive and negative plates for repair work and the ROME Captain i/c Hensemberger NAPLES told me they had the necessary material and could supply in three weeks time provided A.F.H.Q. released.

I called at A.F.H.Q. on my way back to ROME and saw Lt. Col. FRANKLIN, G.5 who is arranging for the necessary release by R.E.M.E.

If supplies are made available by ROME, I am satisfied I can provide all the batteries required as most batteries can be rebuilt if plates are available.

(2)(C) Torsion rods and front springs.

The greater number of LANCIA on the road are APRILIAS. This has independent front springing and a system of torsion rods for rear springing. Both are special to LANCIA APRILIAS. Owing to LANCIA keeping all spare parts in their own depots (contrary to FIAT who allowed every garage to stock FIAT spares thereby facilitating the provision of FIAT spares today) it has been necessary to make arrangements for the manufacture of these parts as LANCIA themselves have not been successful in doing so.

The main difficulty was the quality of steel as it is has special qualities of elasticity to enable it to act as a spring without breakage. I have found a supply of this steel at the TERNI IRONWORKS, some 60 miles from ROME and hope within a week to have sample bars in ROME in order to get the first torsion rod manufactured. The difficulty is a spline at each end but I am assured that these splines can be cut satisfactorily in ROME.

LANCIA front springs are of the spring balance type and here again it is the steel rather than manufacture that has been the trouble. Broken springs have been welded but do not last for long. However TERNI WORKS state they have some steel suitable but as the Germans had complete control of their works during the occupation, they have not yet completed their inventory. They are however hopeful of finding steel suitable for these springs very shortly. If so, they can be manufactured in ROME.

(4)(a) Friction discs for LANCIA clutches.

These are complicated to manufacture as they consist of two plates with spring or cushioning action and two rings of asbestos on opposite faces. I have been un-

ply in three weeks time provided A.F.H.O. released.

I called at A.F.H.O. on my way back to Rome and saw Lt. Col. FRANKLIN, G.5 who is arranging for the necessary release by R.E.M.E.

If supplies are made available by ROME, I am satisfied I can provide all the batteries required as most batteries can be rebuilt if plates are available.

(2) Torsion rods and front springs.

The greater number of LANCIA on the road are APRILIAS. This has independent front springing and a system of torsion rods for rear springing. Both are special to LANCIA APRILIAS. Owing to LANCIA keeping all spare parts in their own depots (contrary to FIAT who allowed every garage to stock FIAT spares thereby facilitating the provision of FIAT spares today) it has been necessary to make arrangements for the manufacture of these parts as LANCIA themselves have not been successful in doing so.

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(4) Friction discs for LANCIA clutches.

These are complicated to manufacture as they consist of two plates with spring or cushioning action and two rings of asbestos on opposite faces. I have been unable to find steel of a suitable quality for the discs but have purchased some 130 suitable asbestos rings which will enable us to reface 65 friction discs. This will keep the cars on the road which is, after all, our present aim.

(5) Silentblobs and rubber washers.

A considerable number of Italian cars use Silentblobs (two collars separated by rubber) to help to eliminate shocks from the road wheels reaching the steering wheel. Owing to the bad quality of the artificial rubber used and the

Italian summer heat, large numbers of these SILENTBLOCS have been giving way, causing loose steering and wheel wobble. No new ones are available but I asked PIRELLI to take up the problem of re-rubbing them and this they have successfully accomplished, over 300 SILENTBLOCS having been treated.

I now find however that the original SILENTBLOCS were made by manufacturing the rubber as a separate washer and inserting them under compression. The question of doing this is at present being studied and should be possible of early solution. Meanwhile the re-rubbed SILENTBLOCS keep the vehicles on the road but do not absorb road shocks to the same extent.

^{4 wheel} Rubber washers ^{4 cups} (in sets of 8) are required for master cylinders of hydraulic brake systems, ~~the washers being the same in all cases.~~ PIRELLI agreed to make these washers and to have the dies made. However, on enquiring regarding delivery, I was informed that if we made the dies, they would make the washers. I am therefore having suitable dies made in LANCIA WORKSHOP.

(6) ~~at~~ Wheels.

There is general demand for wheels of all models of FIAT and LANCIA. The shortage of wheels is somewhat difficult to understand as they are not normally a consumable store. I understand however that in a large numbers of cases, the Germans did not bother to dismount tyres when requisitioning them but took wheels and all. The main demand for wheels, however, is due to the fact that civilian tyres are unprocureable (except in the BLACK MARKET where a 15 x 400 tire sells for \$ 300 and a 16 x 6 for \$ 500), and the only suitable military tyre is the jeep tyre 600 x 16. As all FIATS are fitted with 15" wheels, the problem has been to fit wheels to take 16" jeep tires. This has been done up to the present by welding an additional $\frac{1}{2}$ " to the rim of FIAT 15" wheels thereby enabling 16" jeep tires to be fitted. This system is, however, to my mind, unsatisfactory as the shoulder on which the tire rests is still only 15" and I am certain that when the wheel ~~turns~~, and the weight of the vehicle comes on the tire, that part of the tire will be pushed back on to the shoulder and so cause continual rubbing of the edge of the tire destroying it in a short time. This can only be remedied by welding a half inch filler to the shoulder, ~~a~~ laborious and difficult process.

To get over this, I have been arranging for the manufacture in ROME of pressed steel wheels, with bosses to fit FIAT or any other hub and with 16" jeep wheel sections. Owing to limitations of the size of hydraulic presses suitable, I am getting out a design for a wheel in three parts but for which only two dies are required. One part is the central steel disc

same extent.

^{4 wheel} Rubber washers ^{4 cu ps} (in sets of 4) are required for master cylinders of hydraulic brake systems, the washers being the same in all cases. PIRELLI agreed to make these washers and to have the dies made. However, on enquiring regarding delivery, I was informed that if we made the dies, they would make the washers. I am therefore having suitable dies made in LANCIA WORKSHOP.

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To get over this, I have been arranging for the manufacture in ROME of pressed steel wheels, with bosses to fit FIAT or any other hub and with 16" jeep wheel sections. Owing to limitations of the size of hydraulic presses suitable, I am getting out a design for a wheel in three parts but for which only two dies are required. One part is the central steel disc and boss, the other part is a complete half section to take a jeep tire. Two of these rivetted to the central disc will give a wheel of the requisite diameter and tire section, the holes for the holding on bolts and the central hub being either stamped out after manufacture or drilled by means of a jig depending on whether there is sufficient demand for the type of hub to justify the construction of a special die.

The present position is that I have found a press in ROME capable of making these wheels; the TERMI Co. can make the necessary dies also supply steel plates of the required thickness and quality.

I am at present getting full size drawings made of wheel sections based on FIAT and LANCIA outlines but with a jeep wheel tire section. As soon as this is approved, estimates

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for dies will be called for and it is hoped that, in 4 to 6 weeks time, these wheels will be available for all cars so that jeep tires can be fitted to practically any Italian car.

An alternative suggestion, to alter jeep wheels by cutting out the bosses and welding in bosses of FIAT, LANCIA etc. wheels is also being investigated. From preliminary drawings, this appears quite feasible but depends entirely upon 500 to 1000 jeep wheels being obtained from Ordnance, which at present seems doubtful.

In smaller cars, such as FIAT 1100 and 500 (Topolino) experiments with British and American motor tires are being carried out. Two FIAT 500 trucks have already been fitted with British 3.25 x 19 m. cycle tires and have been running successfully for over a month. These tires are fitted on 19" Italian Balilla wheels (only used by It. Army) which take a 3.25 x 19 m. cycle tire. The centres were cut out and Topolino centres electrically welded in instead. This has been found to be perfectly satisfactory and has stood up better than a pair of wheels with centres brazed in. The Italian Army, thru Army Sub-Commission, has been asked for 100 Balilla wheels.

Besides this, experiments with American 400x18" m. cycle rims and tyres are being carried out with a view to using them on FIAT 1100. The 16" m. cycle rim is to be welded to the 15" rim as, owing to the shape of each, not more than 5/8" separates the rims when in place. So far, no wheels of this construction have been tried owing to the difficulty of getting rims. These, however, will be obtained shortly and the results given in the next monthly report.

M. HAY

Capt. R.A.

Supply Officer (Roads)

TRANSPORTATION SUB-COMMISSION ACC

9 NOV 1944

ABBREVIATED REPORT OF ROADS
SECTION.

(Transportation Sub-Commission for month of Sept. 44)

*File
R/43*

1. Two complete G.T. Companies (Italian) and 250 American vehicles have been promised by AFHQ in order to alleviate the present critical shortage of transport. It has been decided to organize these companies and vehicles into a QM Truck Battalion.

2. Five additional officers have been assigned to this Sub-Commission.

3. E.N.A.C. is not yet in operation, and its policy is meeting with stiff opposition from interested parties. It is hoped, nevertheless, that it will be given a fair trial. In AMG territory the Florence Plan of organizing civilian transport is proving very satisfactory.

4. This Sub-Commission has now accepted responsibility for maintenance of all ACC vehicles, both military and civilian. A complete plan is being put into operation.

5. Both the Super and Lancia Garages have been fully booked for work on repairing cars, etc., during the current month.

6. Tires, as ever, are a sore problem. Bitter disappointment was experienced when it was found that a large quantity had been erroneously consigned to us. There is reason to believe, however, that atonement for this will be made in the near future.

C. J. C.

JAMES J. CARRIS,
Colonel, Inf.
Director Roads Section

HEADQUARTERS
ALLIED CONTROL COMMISSION
TRANSPORTATION SUB-COMMISSION
ROAD SECTION
APO 394

R/43

Ref: .ACC/TN/R/43

14 October 1944

SUBJECT: MONTHLY REPORT OF ACTIVITIES ROAD SECTION OF THE
TRANSPORTATION S/C FOR MONTH OF SEPTEMBER 1944.

TO : DIRECTOR, TRANSPORTATION SUB-COMMISSION

I. GENERAL.

Good progress has been made during the month of September toward solving the difficult question of adequate transportation to meet essential civilian needs. This Sub-Commission has been allotted two G.T. Italian Companies by AFHQ and, in addition, has been promised a further 250 trucks and the necessary Italian personnel to operate them. One of the G.T. Cos. is expected to start work in a few days. Five new officers have been assigned, three of whom have been appointed to executive positions with the QM truck Battalion composed of 2 G.T. Cos. mentioned above and the QM Cos. formed by the additional trucks and personnel.

II. OPERATIONS.

A. Considerable amount of difficulty is being experienced in endeavoring to meet the haulage requirements in the north. The two ports being used are Ancona and Leghorn. These will remain supply ports for a very long time. This means we are faced with long hauls and our transport is insufficient to meet the requirements.

Further, 250 British vehicles and 250 American vehicles have been promised and, in order to be in a better position to cope with forward hauls, it has been decided to organize them on the basis of 2 G.T. Cos. and 5 Q.M. Cos.

AFHQ have agreed to furnish the 2 G.T. Cos. (Italian) complete, but the first one will not be available before the 15th of October.

As regards the Q.M. Cos., it is intended to form a Q.M. Truck Battalion of eight companies, these eight companies being formed from the 1024-1025 companies (already working) and the 250 vehicles being made available by AFHQ. American officers and ORs are being made available for the formation of this battalion as well as Italian military personnel.

B. Present employment of G.T. Cos. and Q.M. Truck Cos.:

1001 G.T. Co. with AMG 8th Army.
1000 G.T. Co. with AMG 5th Army.
1024/1025 Q.M. Truck Cos. working in rear of 5th Army and working
in conjunction with AMG 5th Army and representatives of the Food S/C.

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Their main duties at present are clearing Cecina Railhead to Leghorn and moving flour and food stuffs from Leghorn to Florence.

C. Civilian Transport:

1. Italian Government:

E.N.A.C. is not yet in full operation, some of the delay being in getting out various forms required for all the provinces. New tariff rates are under discussion and should be agreed within the next week. A standard work ticket or delivery note is being drawn by ourselves and the Italian Government. This should be ready very soon.

2. AMG Territory:

The method of organizing civil transport as adopted in Florence is proving very satisfactory and in some cases the provinces have sufficient transport to look after their own needs, but what they cannot do is to provide trucks for special hauls, such as wheat hauls to Railheads, etc.

All regional transportation officers have been supplied with complete details of the Florence plan and they have also been furnished with the haulage rates, lists of names and addresses of personnel who were previously connected with the Inspectorate of Motorization and locations of Fiat and Lancia Depots and agents. In addition, there is a Transportation Sub-Commission officer now attached to 5th Army AMG whose task is to start the organization going as soon as a town is liberated and hand over to the Regional Transport. By such methods it is hoped to make the best of the civilian transport available.

III. MAINTENANCE:

Establishment Memorandum No. 22 placing the responsibility for Maintenance of all A.C.C. vehicles with this division was published towards the end of the month and coincident with its publication, a visit was paid to this HQ by two Senior Officers of AFHQ charged with the task of investigating the existing maintenance facilities.

The present inadequacy of both personnel and equipment is fully appreciated by these officers and it is hoped that the position in this respect will be improved as a result of their visit.

Steps have already been taken to distribute the available personnel and equipment equitably thruout the Theater and a Maintenance Instruction setting out a combined system of maintenance to be applied to all vehicles now in course of preparation will be published shortly.

This provides for the pooling of all the resources in the form of personnel, equipment, and garages within the Regions.

The problem of spare parts, tires, etc. is still acute, but bulk supplies in the form of First Aid Kits are in process of being collected from the various Ordnance Dumps thruout the Theater, sorted and prepared for issue to regions.

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IV. GARAGE ACTIVITIES:

A. Lancia Works:

1. During the month 9 cars and 5 trucks were repaired or reconditioned and put on the road. 17 cars were requisitioned from various Italian sources.
2. The number of employees was increased from 76 to 83. Difficulty is found in procuring good mechanics and the proportion of learners to qualified mechanics is already too high. Steps to recruit further mechanics have been taken.
3. The supply of current for power during the month has been satisfactory but failure of the light on numerous occasions has made work difficult. In view of the winter months ahead, it has been decided to recondition a German 6 Kw. portable plant and transformer so that light can be kept going, even if the main supply is cut off. This should assist the output.
4. At the end of the month the director, Ing. Greco, of Lancia Company was called up and informed that the output was unsatisfactory. He was given one week to show an improvement; that he would be replaced if he failed to do so. It is recognized that due to lack of skilled labor, he has been working under difficulties, but, even so, there is lack of organization in the shop. Two British ORs have been transferred from Super Garage to assist Capt. Hawksworth in supervision.
5. A squad of 6 men is being started to deal with reconditioning of requisitioned cars. This will obviate the necessity of taking men off work going thru the shop normally and should materially assist the output.
6. Due mainly to work on requisitioned cars, the bodywork shop has been increased from 6 to 10 men.
7. With an increased staff of mechanics, closer supervision and more system, more work can be undertaken in the near future.
8. The Italians have been given every opportunity to show initiative but have not taken advantage of them. The present system of working, however, is still preferable, as it provides for the handing over of the works to the Italians later on as a growing concern. Provided the Italians are told what to do and made to do it, the results are as good as, if not better than, direct control.

B. Super Garage:

1. 14 Civilian vehicles have been delivered during the month of September to various Sub-Commissions.
2. New dispatching procedure for taxis and civilian cars has been adopted.
3. Liaison has been established with the Lancia Garage and third and fourth echelon work diverted to it so that it is now possible to accept and clear thru Super Garage, cars that require miscellaneous repairs. Deadline on vehicles that are urgently required for transportation is therefore out.

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IV. GARAGE ACTIVITIES (Cont'd).C. American Motor Maintenance:

The total number of vehicles that passed thru the AMMO for repairs during the month of September were 541, this includes only W.D. vehicles. Out of this number 59 jobs were performed in the Paint Shop, 59 in the Battery Shop, 103 in the Welding Shop, 134 in the Tire Shop, 166 on the Lubrication Packs, and 203 jobs were performed by the mechanics in their various shops. Besides the above mentioned facts, 11 vehicles were sent to PEG Ordnance for repairs which were beyond the capabilities of this garage.

In addition, the following statistics are available:

Work orders issued last month	1270
Civilian vehicles in for monthly or 1000 mile check	54
W.D. vehicles in for monthly or 1000 mile check	841
Taxis now in daily service	62

D. British Motor Pool:1. General:

BMP due to:

September has been rather trying but an important month for the

- a) Nonavailability of many M.T. parts.
- b) Change over from British to Italian drivers.
- c) The receiving of the vehicles from Southern regions to be reconditioned for transfer to Northern regions.

2. Spares:

This problem has been partly solved in three ways:

- a) Authorization to draw spares from salvage (when available)
(This method is difficult and humilisting).
- b) Cooperation of Tn. S/C by authorizing use of Lancia
(civilian) Garage. A certain amount of machine work has
facilitated quicker vehicle repair. 7084
- c) The placing of orders with a civilian factory, under contract,
for the manufacture of precision work M.T. parts. (This is
still new and has not been full exploited.

3. Remarks:

During the month a total of 93 workshops repairs were carried out, the majority of these being the equivalent to R.E.M.E. or Medium Maintenance Unit Repairs.

The majority of the workshop staff now being Italian working under British Supervision and guidance.

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IV. GARAGE ACTIVITIES (Cont'd).D. British Motor Pool (Cont'd).4. Change of Personnel:

During this month there has taken place a complete change over from British drivers to Italian with the exception, for security reasons, courier drivers and senior officer drivers.

This system is now working well thru the cooperation of an English-speaking Italian driver mechanic with whose cooperation we have completely Italianized the British Maintenance System (translation of vehicle documents, etc.).

5. Reconditioning of vehicles:

A number of vehicles returned to HQ for onward transfer have been reconditioned in our workshops and subsequently transferred.

In many cases they have been taken in as Class V and turned out as Class II vehicles.

Present strength of Pool vehicles.	69
R.S.O.	25
Present strength of Admin. and Supervisory staff	46
Italian Drivers and Mechanics (This includes drivers of Cols. and executive officers, rescue drivers for forward area trips).	67

6. P.O.L.

Under the British Administration is the control, distribution, and accounting of petrol, oil, and lubricants.

During the month, the following issues were made:

Petrol	55,460 Gallons
Oil	812½ Gallons
Lubricants	320 Gallons

V. SPARE PARTS:

1. During September, 208 orders for release of spare parts have been issued.

2. All spares for 1½ ton. Chevrolets have been unpacked, sorted, and binned. The spares were disgracefully packed. As an instance, 3 new engines were put loose in a case with the result that all three were damaged and will require repair. Such carelessness is criminal in view of difficulties of shipping re placements.

- 6 -

V. SPARE PARTS (Cont'd)

3. 2300 Fiat truck pistons and 2 tons of Fiat and Lancia spares were received from Ordnance but most were in bad condition and will not be of much assistance as replacements.

4. 22 tons of spares for 634 Fiat 10-ton trucks were received from Midwest. These consisted almost entirely of complete engines and front axle and rear axle assemblies. No other spares for these trucks have so far been received. Inquiries are being made. Meanwhile, any engines which are being replaced by new ones will be dismantled to provide spares required.

5. During the month Spl. Trillo and Ing. Dini were sent off by car to Naples (557 A.O.D.), Ponte Cagnano (No. 1 Sub Depot), and Bari (500 A.O.D.) to find out the exact position regarding spare parts. As a result 8 tons of Chevrolet spares were found in Bari and have been dispatched by rail to Rome. It was arranged that, in the future, all stores arriving at Bari will be forwarded to ADCS Dump, Rome, by rail.

6. No. 1 Sub Depot are re-indenting for Austin, Bedford, Dodge and Ford spares and will send notifications as to when to collect them.

7. Arrangements for the rebuilding of batteries, especially 12 v., have been made and old batteries are being collected for rebuilding.

8. Firelli have re-bushed with rubber some 300 SILENTBLOCS and no difficulty is anticipated in filling all demands.

9. Firelli have also been asked to start the manufacture of 8 rubber washers required for master cylinders of brake system. This has been put in hand.

10. All requests for spare parts for requisitioned cars have been met during the month, but obviously stocks will not last forever and unless stocks are uncovered thru progress of the armies in the north, steps for the manufacture of the most urgent spares should be taken at once.

VI. TIRES:

1. 235 tires have been received repaired from R.E.M.E.

2. 781 of the C 1 tires being brought up from PBS stocks have been rejected by R.E.M.E. as impossible to repair. These are being held for the time being at Firelli Plant pending outcome of our letter to AFHQ requesting allocation to A.C.C. of operation of the plant. The tires are now being inspected by Firelli inspectors.

3. Costs have been established on tires and bills are being sent to those who have already drawn from A.C.C. stocks. In addition, records are being established for applications, stocks, records, receipting, and complete paper accountability.

4. Firelli organization has been instructed to hold itself in readiness for mobilization on 24 hours notice.

- 7 -

VI. TIRES: (Cont'd)

5. A ship due at Naples August 31 arrived at Castellamare and all tires taken to 557 B.O.D. No paper protected this shipment and consignment was not to A.C.C. but to G-4 British and 557 B.O.D. A phone call to AFHQ obtained no satisfactory results.

6. Tires released to us by AFHQ 30 August 1944 and stated to be in 557 B.O.D. awaiting collection by us are not known to the C.O. of 557 B.O.D.

7. All tubes of cubic capacity equal to 600 x 16 are being cut down to this size regardless of rim diameter size. STOCKS ON THIS ARE VERY LIMITED.

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HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APC 394

REPORT FOR SEPTEMBER 1944

LANCIA WORKS

- 1)- During the month 96 cars and 5 trucks were repaired or re-conditioned and put on the road. 17 cars were requisitioned from various Italian sources.
- 2)- The number of employees was increased from 76 to 83. Difficulty is found in procuring good mechanics and the proportion of learners to qualified mechanics is already too high. Steps to recruit further mechanics have been taken.
- 3)- The supply of current for power during the month has been satisfactory but failure of the light on numerous occasions has made work difficult. In view of the winter months ahead it has been decided to re-condition a German 6 Kw portable plant and transformer so that light can be kept going, even if the main supply is cut off. This should assist the output.
- 4)- At the end of the month the director, Ing. GILCO, of LANCIA Co. was called up and informed that the output was unsatisfactory. He was given one week to show an improvement failing which he would be replaced. It is recognized that, due to lack of skilled labour, he was been working under difficulties but, even so, there is lack of organization in the shop. Two British Ors. have been transferred from SUPERMAG to assist Capt. HAWKSWORTH in supervision.
- 5)- A squad of 6 men is being started to deal with reconditioning of requisitioned cars. This will obviate the necessity of taking men off work going thru the shop normally and should materially assist the output.
- 6)- Due mainly to work on requisitioned cars, the bodywork shop has been increased from 6 to 10 men.
- 7)- With an increased staff of mechanics, closer supervision and more system, more work can be undertaken in the near future.

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13 OCT 1944

M. MAY

Capt. R. H.

Roads

TRANSPORTATION

HEADQUARTERS

ALLIED CONTROL COMMISSION
Transportation Sub-Commission

AFC 394

Tn/SP/21

Report for September 1944

S P A R E P A R T S

- 1) During September 208 orders for release of spare parts have been issued.
- 2) All spares for 14 ton CHEVROLETS have been unpacked sorted and binned. The spares were disgracefully packed. As an instance: 3 new engines were put loose in a case with the result that all three were damaged and will require to be repaired. Such carelessness is criminal in view of difficulties of shipping replacements.
- 3) 2300 FIAT truck pistons and 2 tons of FIAT and LANCIA spares were received from ORDANCE but most were in bad condition and will not be of much assistance as replacements.
- 4) 22 tons of spares for 634 FIAT 10 ton trucks were received from WIDEAST. These consisted almost entirely of complete engines and front axle and rear axle assemblies. No other spares for these trucks have so far been received. Inquiries are being made. Meanwhile, any engines which are being replaced by new ones, will be dismantled to provide spares required.
- 5) During the month Cpl. TRILLO and Ing. DINI were sent off by car to NAPLES, (557 A O D), PONTE CAGNANO, (No 1 SUB DEPOT), and BARI, (500 A O D), to find out the exact position regarding spare parts. As a result 8 tons of CHEVROLET spares were found in BARI and have been despatched by rail to ROME. It was arranged that, in future, all stores arriving at BARI will be forwarded to ADDS DUMP, ROME, by rail.
- 6) No 1 SUB DEPOT are re-indenting for AUSTIN, HENDON, DODGE and FORD spares and will send notifications as to when to collect them.
- 7) Arrangements for the re-building of batteries, especially 12 v., have been made and old batteries are being collected for re-building.
- 8) PIRELLI have re-bushed with rubber some 300 BILLYBLOCS and no difficulty is anticipated in filling all demands.
- 9) PIRELLI have also been asked to start the manufacture of 8 rubber washers required for master cylinders of brake system. This has been put in hand.
- 10) All requests for spare parts for requisitioned cars have been made but obviously stocks will not

7080

have been issued.

- 2) All spares for 11 ton CHEVROLETS have been unpacked sorted and binned. The spares were disgracefully packed. As an instance: 1 new engine was put loose in a case with the result that all three were damaged and will require to be repaired. Such carelessness is criminal in view of difficulties of shipping replacements.
- 3) 2300 FIAT truck pistons and 2 tons of FIAT and LANCIA spares were received from ORDINANCE but most were in bad condition and will not be of much assistance as replacements.
- 4) 22 tons of spares for 634 FIAT 10 ton trucks were received from WIDEAST. These consisted almost entirely of complete engines and front axle and rear axle assemblies. No other spares for these trucks have so far been received. Inquiries are being made. Meanwhile, any engines which are being replaced by new ones, will be dismantled to provide spares required.
- 5) During the month Cpl. TURLO and Ing. IUNI were sent off by car to NAPLES, (557 A C D), PONTE CAGNANO, (N°1 SUB DEPOT), and BARI, (500 A C D), to find out the exact position regarding spare parts. As a result 8 tons of CHEVROLET spares were found in BARI and have been despatched by rail to ROME. It was arranged that, in future, all stores arriving at BARI will be forwarded to ADOS DUFF, ROME, by rail.
- 6) N°1 SUB DEPOT are re-indenting for AUSTIN, BEDFORD, DODGE and FORD spares and will send notifications as to when to collect them.
- 7) Arrangements for the re-building of batteries, especially 12 v., have been made and old batteries are being collected for re-building.
- 8) PIRELLI have re-bushed with rubber some 300 BENTONCOSS and no difficulty is anticipated in filling all demands.
- 9) PIRELLI have also been asked to start the manufacture of 8 rubber washers required for master cylinders of brakes system. This has been put in hand.
- 10) All requests for spare parts for requisitioned cars have been met during the month but obviously stocks will not last for ever and unless further stocks are uncovered through progress of the armies in the North. Steps for the manufacture of the most urgent spares should be taken at once.

M. HAY

Capt. R.A.

Supply Officer (Roads)

TRANSPORTATION SUP. COMMISSION

7380

Monthly Report. (Operations Section)

I. General Situation.

Considerable amount of difficulty is being experienced in endeavouring to meet the baggage requirements in the North.

The two ports being used are Ancona and Lghorn and ~~only~~ ^{then} will remain the two supply ports for a very long time. This means that ~~the~~ ^{we} are faced with long hauls ~~and our transport is~~ ^{insufficient to meet the requirements.}

A further 250 British vehicles and 250 American vehicles have been promised and in order to be in a better position to cope with the forward hauls, it has been decided to organise them on the basis of two G. T. Corps and 5 P. M. Truck Corps.

A F H Q has agreed to furnish the G. T. Corps (Italian) complete, but the first one will not be available before the 15th Oct.

As regards the P. M. Truck Corps, it is the intention to form a P. M. Truck Bn of 8 Corps. These 8 Corps being formed from the 1024 & 1025 Corps (already working) and

the 250 vehicles being made available by AFHQ. American Officers and ORs are being made available for the formation of ~~the~~ ^{this} Bn and the Corps as well as Italian Military personnel.

2/ Present Employment of G.T. Corps and Q.M. Truck Corps.

1001 G.T. Coy with AMG 8th Army.

1000 G.T. Coy with AMG 5th Army.

1024 & 1025 Q.M. Truck Corps working in rear of 5th Army and working in conjunction with the AMG 5th Army and representatives of the Food Sub-Commission. Their main duties at present are clearing Italian Railhead to Lisbon and moving flour and foodstuffs from Lisbon to Florence.

3/ Civil Transport.

(a) Italian Government Italy.

E.N.A.C. is not yet in full operation. Some of the delay being in getting out the various forms required to use the Prorams.

7078

New tariff rates are under discussion and should be agreed within the next week.

0-3

a standard Work Ticket or Delivery note is being drawn up by ourselves and the Italian Government. This should be ready for very soon.

(c) AMG Territory

The method of organising civil transport as adopted in Florence is ^{proving} ~~proving~~ very satisfactory and in ~~some~~ ^{some} cases the Provicias have supplied transport to look after their own needs, but what they cannot do is to provide trucks for special hauls - such as wheat hauls to Railheads etc.

All Regional Transportation Officers have been supplied with complete details as to ~~how~~ the Florence plan and they have also been furnished with the haulage rates, lists of names and addresses of personnel who were previously connected with the Inspectorate of Motorisation and location of Fuel and Petrol Depots and agents. In addition there is a ~~Transportation~~ ^{Transportation} Sub-Commissioner ^{officer} now attached to 5 Army AMG, whose task is to start the organisation going as soon as a town is ~~liberated~~ liberated and then

Hand over to the Regional Transport. By such
methods it is hoped to make the civil air
transport available.

7070

SUPERGARAGE
HQ. ACC.

5 October 1944

SUBJECT : Garage Activities
TO : Trans Sub Commission

1. Attached are reports of the three offices under control of this office in the Super Garage.

2. For the month of September, this office has:

a) Delivered 14 civilian vehicles to Sub Commissions.

b) Adopted new dispatching procedure of taxi and civilian cars.

c) Established liaison with Lancia Garage and diverted third and fourth echelon work to them, so that it would be possible to accept and clear through Super Garage, cars that require miscellenous repairs and thus cut deadline on vehicles that are urgently required for Transportation.

R.F. Wiley
R.F. WILEY
CAPT. CAV.
C.O. SUPERGARAGE

7.50

HEADQUARTERS A. C. C.
SUPER GARAGE

2nd. October, 1944

Activities: AMERICAN MOTOR MAINTENANCE for the Month of
1/9/44 to 1/10/44

The total number of vehicles that passed through the American Motor Maintenance Office for repairs during the month of September were 541, this includes only W.D. vehicles. Out of this number 59 jobs were performed in the Paint Shop, 59 in the Battery Shop, 103 in the Welding Shop, 134 in the Tire Shop, 166 on the Lubrication Racks and 203 jobs were performed by the Mechanics in their various shops. Besides the above mentioned facts 11 vehicles were sent to the P.D.S. Ordnance for repairs which were beyond the capabilities of this garage.

Arthur M. McFadden
ARTHUR M. MCFADDEN
CAPTAIN, C.M.P.
MOTOR MAINT. OFFICER

AMERICAN MOTOR POOL

4 October 1944

Activities: American MTO for the month of September 1944.

Work orders issued last month	1270
Civilian vehicles in for monthly or 1000 mi check	54
W/D vehicles in for monthly or 1000 mi check	841
No of vehicles being parked here at night approx	150
Taxis now in daily service	62
Vehicles dispatched last month	2788

H.L. WHITE
1st Lt, Inf.M.TO.

BRITISH MOTOR POOLMonthly Report, September

September has been rather a trying but an important month for the British Motor Pool due to :

- a) Non availability of many M.T. parts.
- b) Change over from British to Italian drivers.
- c) The receiving of the vehicles from Southern regions to be reconditioned for transfer to Northern regions.

a) SPARES

This problem has been partly solved in three ways.

- 1. Authorization to draw spares from salvage (when available).
(This method difficult and humiliating).
- 2. Cooperation of Transportation Sub-Commission by authorizing use of Lancia (civilian) Garage. A certain amount of machine work has facilitated quicker vehicle repair.
- 3. The placing of orders with a civilian factory, under contract, for the manufacture of precision work M.T. parts. (This is still new and has not been fully exploited).

Remarks

During the month a total of 93 workshops repairs were carried out, the majority of these being the equivalent of R.E.M.E. or Medium Maintenance Unit Repairs.

The majority of the workshops staff now being Italian working under British Supervision and guidance.

b) CHANGE OF PERSONNEL

During this month there has taken place a complete change over from British drivers to Italian with the exception for security reason courier drivers and senior officer drivers.

The system is now working well through the cooperation of an English speaking Italian driver mechanic, with whose cooperation we have completely Italianised the British Maintenance system. (translation of vehicle documents etc.)

c) RECONDITIONING OF VEHICLES

A number of vehicles returned to HQ for onward transfer have been reconditioned in our workshops and subsequently transferred.
In many cases there have been taken in as class V and turned out class II vehicles.

Present strength of Pool vehicles	69
R.S.O.	25
Present strength of Admin and Supervisory staff	46
Ital. Drivers and Mechanics	67
(This includes drivers of Cols and executive Officers.	
Rescue drivers for forward area trips)	

P.O.L.

Under the British Administration is the control, distribution and accounting of Petrol, oil and Lubricants.

During the month the following issues were made

Petrol	55.460	galls
Oil	812½	galls
Lubricants	320	galls

4 Oct. 44

E. Hoyle Capt MTO
E. HOYLE CAPT. D.W.R.
MTO Br. Mtoro Pool
HQ A.C.C.

7069

Maintenance.

Establishment Memorandum No 22 placing the responsibility for maintenance of all A.C.G. vehicles with this Division was published towards the end of the month and coincident with its publication a visit was paid to this H.Q. by two Senior Officers of A.F.H.Q. charged with the task of investigating the existing maintenance facilities.

The present inadequacy of both personnel and equipment is fully appreciated by these Officers and it is hoped that the position in this respect will be improved as a result of their visit.

Steps have already been taken to distribute the available personnel and equipment equitably throughout the Theatre and a Maintenance Instruction setting out a combined system of maintenance to be applied to all vehicles now in course of preparation will be published shortly.

This provides for the pooling of all the resources in the form of personnel, equipment and garages within the Regions.

The problem of spare parts, tyres etc. is still acute, but bulk supplies in the form of First Aid Kits are in process of being collected from the various Ordnance Dumps throughout the Theatre, sorted and prepared for issue to Regions.

3 Oct 44

Blumley Cape Rd.
Maintenance Section.

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
APO 394

CR/em

Tele: 478305

25 September 1944

ACC Tn/S25/451.925

SUBJECT : Monthly Report.

TO : Transportation Sub-Commission (Attn. Col. J. J. CARNES)

1. 235 tires have been received repaired from REME.
2. 781 of the C 1 tires being brought up from F.B.S. stocks have been rejected by REME as impossible to repair. These are being held for the time at Firelli plant pending outcome of our letter to AFHQ requesting allocation to ACC of operation of the plant. *Inspection now under way by Firelli inspector.*
3. Costs have been established on tires and bills are being sent to those who have already drawn from ACC stocks. In addition records are being established for applications, stocks, records, receipting and complete paper accountability. *Inspection now under way by Firelli inspector.*
4. Firelli organization has been instructed to hold itself in readiness for mobilization on 24 hours notice.
5. Ship due at Naples August 31 arrived at Castellamare and all tires taken to 557 B.O.D. No paper protected this shipment and consignment was not to ACC but to G-4 British and 557 B.O.D. Phone call to AFHQ no result and Capt. Bullock has gone to Naples to unravel this one.
6. Tires released to us by AFHQ 30 August 1944 and stated to be in 557 B.O.D. awaiting collection by us are not known to C.O. 557 B.O.D. *AFHQ (Capt G. B. D.) investigation.*
7. Capt. Richard D. Bullock, Inf. 024198 joined this section September 16, 1944.

- 2 -

8. Dr. Manni on leave 19 September 1944.
9. All tubes of cubic capacity equal to 600 x 16 are being cut down to this size regardless of rim diameter size. Stocks on this very limited.
10. Office space extremely limited this section.

Charlie Ryan

CHARLIE RYAN
HQ. ACC; Transportation S.C.

7030

ROADS SECTION

15 September 1944

MONTHLY REPORT OF ACTIVITIES OF ROADS SECTION OF THE TRANSPORTATION SUB-COMMISSION.

TO: Director, Transportation Sub-Commission.

1. The Monthly Report of the Roads Section of the Transportation Sub-Commission will in the future, be divided into six Section as follows:

1. General
2. Operations
3. Maintenance
4. Garage Activities
5. Spare Parts
6. Tires.

I. GENERAL

Increased in the strength of officers has continued to take place. During the month of August 16 new officers were attached for duties, either with this Reg. Lancia Garage, or in the Regions. With the taking over by this Sub-Commission of the Super Garage, four additional officers became available to this Sub-Commission, but will continue in their present positions.

II OPERATIONS.

Italian Government Decrees.

a. Food Haulage Rates.

The Italian Government Decree standardizing Road Haulage Rates has become law throughout that part of the country handed back to the Italian Government and it is also being employed and enforced in AMG territory.

b. Formation of R.N.A.C.

Although the Decree has been approved it has not yet been published and therefore as yet it is not law. Nevertheless in AMG territory, where Inspectorato Compartimentali Motorizzazioni Civili personnel are available, and have no bad record, their services are used in organizing Civilian Road Transport. In Florence, the Director of the I.C. is the Vice-Chairman of the Truck Co. formed.

2. Operations:

a. 1024 and 1025 Q.M. Truck Co's. are employed on the haul from Prato to Florence on behalf of the Food Sub-Commission with a return load of salt from Saline to Talamone (Railroad). This railroad is being moved forward to Bibbona on Monday 11 Sept., which will cut out previous dead miles.

b. 70 2½ GMC's driven by Italian Military personnel, but assigned to Regions have been received and permission has been sought from AFHQ to form a QM En. (Truck consisting of at least 3 Co's.

c. This problem of supplying new Regions (Regions VIII, IX, X, XI and XII) with a number of military vehicles is a difficult one and at the moment the only solution would appear to be that of withdrawing vehicles from Southern Region. This

1. General
2. Operations
3. Maintenance
4. Garage Activities
5. Spare Parts
6. Tires.

I. GENERAL

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b. 70 24 GMC's driven by Italian Military personnel, but assigned to Regions have been received and permission has been sought from AFHQ to form a QM Bn. (Trucks consisting of at least 3 Co's.

2. This problem of supplying new Regions (Regions VIII, IX, X, XI and XII) with a number of military vehicles is a difficult one and at the moment the only solution would appear to be that of withdrawing vehicles from Southern Region. This has been done by ordering Southern Region to call into their Naples Pool 9x3 tonners 6 x 10 tonners and 10 x 12 tonners at present in the old Region VII area. Southern Region will be in a position to operate these vehicles in their Naples Pool until such time as they or their equivalent ^{light} have to be called forward.

a. Feeding of Rome.

The availability of trucks in Rome is capable of dealing with this problem, having regard to the rail tonnage available. The control of trucks in Rome is not yet satisfactory, but every effort is being made to tie this up.

The haulage of potatoes from Avezzano has presented numerous difficulties, not all connected with Road Transport. The main problem has been to supervise the loading at Avezzano and it has been found necessary to send an officer (from the Food Sub-Commission) for this purpose. There has not been time to judge the result for this.

III. MAINTENANCE:

During the month of August efforts have been made to bring the responsibilities of maintenance of all vehicles held within ACC under one central department, having control of all maintenance personnel, tools and equipment and garages.

Towards the end of the month it was tentatively agreed at a conference attended by representatives of the three departments of ACC Hq. interested in vehicle maintenance that the supervision of maintenance should be the responsibility of this Sub-Commission, and pending the publication of a new Establishment Memorandum on the subject, a Vehicle Maintenance Section has been formed within this department to take care of the problems which until now have remained outstanding.

One of the most difficult problems in all areas has been that of spare parts, tires etc. In this connection First Aid Kits of spares have been drawn in respect of the British vehicles and a distribution on the basis of the number of vehicles of each type held will shortly be made to Regions.

Although the immediate outlook in the matter of tires supplies is not entirely favorable supplies are coming to hand and with the advancement which has been made in the tire repair plants situation fair supplies should be available in the very near future.

IV. GARAGE ACTIVITIES.

Lancia Works:

1. The complete works, including garage, workshop, showroom and spare parts department was requisitioned and taken over by the Transportation Sub-Commission on 18 August 1944. The electric current was turned on, on 23 Aug. 44.

2. All the Lancia staff and workers were retained and all work is carried out by Lancia. All orders go to Eng. Cresco, Direttore of Lancia works. All workers are paid by Lancia as before but they now get a midday meal as laid down for manual workers.

All the employees numbered 54 on taking over but they are being increased to 120, the maximum number that can be employed according to Eng. Cresco. At 31 Aug. there were 76 employees.

3. All ACC/AMG work done is paid for weekly to Lancia through the Hq. Commandant accounts. A fixed rate has been agreed on for parts, materials and time. Finance Sub-Commission has agreed that payment may be made for repairs to any AMG/ACC vehicle, whatever Region or other formation it may belong to. This Hq. car's staff are arranging to debit such payments to the Regions etc. concerned.

All other work such as repairs to the Rome Consorzio trucks is paid direct to Lancia before the vehicle leaves the works.

All bookkeeping is done by Lancia Staff, a no books except a petty cash book are necessary.

4. No supervision by Allied M.C.O. personnel has been found necessary and one officer in charge of workshops, (Capt. Heksworth (A)) has been found sufficient with a second officer (Lt. Kopp (A)) in charge of spare parts.

5. Civilian tires (not under our control) and W.D. spare parts are stored in

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IV. CARAGE ACTIVITIES.

Lancia Works:

1. The complete works, including garage, workshop, showroom and spare parts department was requisitioned and taken over by the Transportation Sub-Commission on 16 August 1944. The electric current was turned on, on 23 Aug. 44.

2. All the Lancia staff and workers were retained and all work is carried out by Lancia. All orders go to Eng. Greco, Direttore of Lancia works. All workers are paid by Lancia as before but they now get a midday meal as laid down for manual workers.

All the employees numbered 54 on taking over but they are being increased to 120, the maximum number that can be employed according to Eng. Greco. At 31 Aug. there were 76 employees.

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All bookkeeping is done by Lancia Staff, a no books except a petty cash book are necessary.

4. No supervision by Allied M.C.O. personnel has been found necessary and one officer in charge of workshops, (Capt. Harkworth (A)) has been found sufficient with a second officer (Lt. Koop (A)) in charge of spare parts.

5. Civilian tires (not under our control) and W.D. spare parts are stored in the showroom.

6. The Lancia Spare Parts Depot is also in operation but no parts are issued without a release order. Spare parts are also being manufactured in the workshop when required.

7. As from 23 Aug. 44 no vehicles, whether Lancia's or not, are allowed in for repairs, except ACC/AMC vehicles. The only exceptions are trucks belonging to the Rome Conserzio or one or two Lancias belonging to ALI or ASHQ. No further Lancias from the Italian Army are being accepted.

8. 80 vehicles from the British Motor Pool which were deadlined are going through the shops. At 31 Aug. 22 had been taken in of which 5 had been finished and returned.

9. On 31 Aug. 44 there were 31 cars and 7 trucks in the workshop for repairs

V. SPARE PARTS

1. During the month of August, 79 orders for the release of spare parts for Italian cars were issued. This represents less than 10% of the applications.
2. On 15 August, Lancia works were taken over and the large showroom set apart for W.D. Spare parts. Lt. Kopp (A) has been put in charge.
3. 18 tons of British spare parts have arrived from Naples. They are being unpacked, binned and tabulated.
4. Italian vehicle spares.
 - a. All spares frozen in Rome Area and issues carefully screened
 - b. Steps have been taken to start the manufacture of the most essential spares.
 - c. Pirelli were asked to re-rubber some silentbloes and made an excellent job of it. Old silentbloes are now being collected and sent to Pirelli for remaking.
 - d. Bills of lading for 40 tons of spares for Fiat 634 10 ton trucks from Midcast have been received but no notification of their arrival has come.
 - e. 4 tons of Fiat pistons and spares are being collected from Naples ordinance.

5. British and U.S. WD Vehicle spares.

- a. 18 tons of spares have arrived from Naples and are being unpacked, binned and classified.
- b. 3 tons are lying at BARI and will be collected as soon as possible.
- c. 8 British MT fitters kits have been received.
- d. 50 tires and tubes (9 - 1050 x 16) have been received for British WD vehicles.

6. There has been no difficulty to date in meeting legitimate demands for essential spares.

VI. TIRES:

1. Bari Plant was inspected and report submitted. It is still our considered judgement that operation of this plant would not materially decrease the tire shortage.
2. Shuttle supply run was instituted Naples to Rome bringing up C-1 tires for repair (at present 4 trucks 3 trips weekly) bringing some 1400 tires. It is interesting to note here that 781 have been condemned by RENE as beyond repair.
3. Raw materials have been requisitioned for Pirelli Plant at Via Assisi and materials for reconstruction of Tivoli Plant has been released.
4. Our stocks of tires and tubes were moved from Super Garage to "anda Garage and this section now has direct control of issue.
5. Accountancy system is now being set up and coestablished in anticipation

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VI TIRES:

1. Bari Plant was inspected and report submitted. It is still our considered judgement that operation of this plant would not materially decrease the tire shortage.
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4. Our stocks of tires and tubes were moved from Super Garage to "and a Garage and this section now has direct control of issue.
5. Accountancy system is now being set up and coestablished in anticipation of billing for tires already issued and those to be issued.
6. Application to ARHQ for derequisition by RME of ASSISI Plant has been forwarded as first step toward control and operation by ACC.
7. Applications on hand for tires/tubes amount to 2468. Tires issued 241. Tires on hand 526.
8. Consignment of 37 tons of tires and tubes announced arrival Aug. 31 are still enroute. Identified ship carrying them is still unreported at destination port.
9. Warehouses are being located at Bari, Naples and have to be established as destination centers for tires. This is being done in connection with EMAC.

CW

ABBREVIATED REPORT OF ROADS SECTION FOR MONTH
OF AUGUST, 1944.

File

TO: Director, Transportation Sub-Commission.

1. Sixteen new officers have been added to the strength of the Roads Section during the month of August.

2. The Italian Government Decree standardizing Road Haulage Rates has become law in all territory handed back, and is also in operation in AMG territory.

3. E.N.A.C. is being formed and will shortly be in operation.

4. 1024/1025 Italian Truck Co. is hauling from Piombino to Florence. Permission has been sought to form a Truck Bn. of at least three companies.

5. New Regional demands for transport are presenting difficulties partially solved by withdrawing vehicles from Southern Region.

6. Rome is being fed by use of civilian trucks only, in conjunction with rail transport.

7. A maintenance Section is being formed, which will be responsible for maintenance of all ACC load carrying vehicles. Spare parts are coming to hand. The Lancia and Super Garages are now both controlled by this Sub-Commission.

8. Tires are still a problem, though some grounds for hope have been received by information that a consignment is on the way. Repair plants are operating on C-1 tires, drawn from PBS.

Chd.

JAMES J. CAINES,
Colonel, Inf.
Director, Roads Section

7062

HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

Tele: 478305

15 September 1944

1. Bari Plant was inspected and report submitted. It is still our considered judgment that operation of this plant would not materially decrease the tire shortage.
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9. Warehouses are being located at Bari, Naples and Rome to be established as distribution centers for tires. This is being done in connection with EVAC.

7061
Chas. R. Ly

MONTHLY REPORT.

AUGUST. 1944.

LANCIA WORKS.

1) The complete works including garage, workshops, showroom and spare parts Dept has requisitioned and taken over by Transportation sub Commission on 18. AUG. 44. The Electric Circuit was turned on on 23 AUG 44.

2) All the Lancia staff & workers have been retained & work is carried out by Lancia. All orders go through Eng. Greco, Direttore of Lancia works. All workers are paid by Lancia as before but they now get midday meal as laid down for manual workers.

There were 54 employees on taking over but they are being increased to 120. The wage. no. has can be employed according to Eng Greco. At 31 AUG. There were 76 employees.

3) The ^{Aug/44} work done is paid for weekly to Lancia through the ^{Aug/44} Commandant's account. A fixed rate has been agreed on for parts, materials & time. Finance and arm. has agreed that ~~expenditure~~ ^{expenditure} may be made in up to any Aug/44 vehicle, whatever Region is then forming it may belong to. The Hqs. Cdt's staff are arranging to debit such payments to the Region etc concerned.

All other work, such as repairs to the Rome Consorzio trucks, is paid direct to Lancia before the vehicle leaves the works.

All bookkeeping is done by Lancia staff & no books except a petty cash book ^{are} ~~is~~ kept.

4) No supervision by Allied n.c.o. personnel has been found necessary and one Officer's workshops (Capt HAWKS WORTH (A)) has been found sufficient with a

and spare parts Dept has requisitioned and manufactured in 18 AUG. 44. The Electric

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There were 54 employees on taking over but they are being increased to 120, the way, no. that can be employed according to Eng Greco. At 31 AUG. There were 76 employees.

3) The work done is paid for weekly to Lancia through the Hq. Commandant's account. A fixed rate has been agreed on for parts, materials & time. Finance has agreed that ~~agreement may be made~~ for repairs to any trucks/ACC vehicle, whatever region or other formation it may belong to. The Hq. Cdt's staff are arranging to debit such payments to the Regions etc concerned.

All other work, such as repairs to the Rome Consorzio trucks, is paid direct to Lancia before the vehicle leaves the works.

The bookkeeping is done by Lancia staff & no books except a petty cash book ~~are~~ ^{one} ~~to~~ ^{by} ~~going~~ ^{going} are kept. No supervision by Allied a.c.o. personnel has been found necessary and one Officer's workshops (Capt HAWKS WORTH (A)) has been found sufficient with a second Officer (Lt. Kopp (A)) i/c spare parts.

5) Civilian types (not under our control) and W.D. spare parts are stored in the Showroom.

6) The Lancia Spareparts Depot is also in operation but no parts are issued without a Release Order. Some parts are also being manufactured in the workshops when required.

- 7) As from 25 AUG 44, no vehicles, whether Lancias or not, are allowed in for repairs except those / AMG vehicles. The only exceptions are trucks belonging to the Rome Consorzio and not a few Lancias from AA1 & AFH8. No further Lancias from the Italian Army are being accepted.
- 8) 80 vehicles from the British Motor Pool which were deadlined are going through the shops. At 31 AUG. 22 had been taken in. 4 which had been finished returned.
- 9) On 31 AUG 44, there were 31 cars & 7 trucks in the workshop for repair.

13 SEP 1944

M. May
 M. MAY
 Capt. R.A.
 Supply Officer (Roads)
 TRANSPORTATION SUB-COMMISSION AOC

7079

MONTHLY REPORT.AUGUST. 1944SPARE PARTS.

- 1) During August, 79 orders for the release of spare parts for Italian cars were issued. This represents less than 100% of the applications.
- 2) On 18 AUG 44, Lancia books were taken over and the large showroom set apart for W.D. Spare parts. Lieut KoPP(a) has been put in charge.
- 3) 18 tons of Brit. Spare parts have arrived from NAPLES. They are being unpacked, binned and tabulated.
- 4) Italian vehicle spares.

As the spares frozen in Rome AREA issues carefully screened.

(b) Steps have been taken to start the manufacture of the most-essential spares.

(c) PIRELLI were asked to re-rubber some SILENTBLOCS & make an excellent job of it. Old SILENTBLOCS are now being collected and sent to PIRELLI for remaking.

(d) Bills of lading for 40 tons of spares for FIAT 634 10 ton truck from MIDEAST have been received but

no notification of their arrival has come.

(e) 4 tons of FIAT pistons spares are being collected from NAPLES order.

5 British & U.S. WD vehicle spares.

(a) 18 tons of spares have arrived from NAPLES & are being unpacked, binned & classified.

(b) 3 tons are lying at BARI will be collected as soon as possible.

(c) 8 British MT. filters kits have been received.

(d) 50 types of tubes (9 x 1050 x 16) have been received from British WD vehicle

for Italian cars were issued. This represents less than 10% of the applications.

- 2) In 18 AUG 44, Lancia trucks were taken over and the large showroom set apart for W.D. Spare parts. Lieut KoPP (a) has been put in charge.
- 3) 18 tons of Brit. Spare parts have arrived from NAPLES. They are being unpacked, binned and tabulated.
- 4) Italian vehicle spares.

a) The spares frozen in Rome area are being carefully screened.

(b) Stocks have been taken to start the manufacture of the most essential spares.

(c) PIRELLI were asked to re-utter some SILENTBLOCS & make an excellent job of it. Old SILENTBLOCS are now being collected and sent to PIRELLI for remaking.

(d) Bills of lading for 40 tons of spares for FIAT 634 10 ton truck from MIDEAST have been received but no notification of their arrival has come.

(e) 4 tons of FIAT pistons spares are being collected from NAPLES only.

5) British & U.S. WD vehicle spares.

(a) 18 tons of spares have arrived from NAPLES & are being unpacked, binned & classified.

(b) 3 tons are lying at BARI will be collected as soon as possible.

(c) 8 British MT. filters kits have been received.

(d) 50 tyres & tubes (9 x 1050 x 16) have been received for British WD vehicles.

6) There has been no difficulty to date in meeting legitimate demands for essential spares.

10 SEP 1944

M. HAY
Chief Clerk

SUPPLY OFFICER (RECEIVED)
TRANSPORTATION SUB-COMMISSION ACP

Transportation Sub-Commission
Roads (operations)

1. Subject: Internal Monthly Reports.

August
1944.

1. Italian Government Decrees.

(a) Road Transport Rates.

The Italian Governmental Decree standardizing Road Transport Rates has become law throughout that part of the country handed back to the Italian Government and it is also being employed and enforced in AMG territory.

(b) Formation of E.N.A.C.

Although this decree has been approved, it has not yet been published and therefore as yet, is not law. Nevertheless in AMG territory, where Ispettorato Compartimentale Motorizzazione Civile personnel are available and have no bad record, their services are used in organizing ^{Civilian} Road Transport. In Florence the Director of the I.C. is the Vice Chairman of the Truck Coy formed.

2. Operations.

(a) 1024 and 1025 G.M. Truck Coys are employed on the line from Pistoia to Florence on behalf of the Road Sub-Commission, with a return load of salt from Saline to Talamone (P.O.D.). This railhead is being moved ^{forward} to Bubbione on Monday 11th Sept, which will cut out previous dead miles.

(8) 70 x 2 1/2 M C's driven by Italian military personnel, and assigned to Regions have been received and permission has been sought from AFHQ to form a G. M. Truck Co., consisting of at least 3 Corps.

(9) The problem of supplying new Regions (Regions VIII, IX, X, XI & XII) with a nucleus of military vehicles is a difficult one and at the moment, the only solution would appear to be that of withdrawing vehicles from Southern Region. This has been done by ordering Southern Region to call into their Naples Port, 9 x 3 tonners, 6 x 10 tonners and 10 x 1 1/2 tonners at present in the old Region VII area. Southern Region will be in a position to operate these vehicles in their Naples Port until such time as they or their equivalent light, have to be called forward.

(10) Feeding of Rome

The availability of trucks in Rome is capable of dealing with this problem, having regard to the Rail tonnage available. The control of trucks in Rome is not yet satisfactory, but every effort is being made to tie this up.

The haulage of potatoes from Avezzano has presented numerous difficulties, not all connected with road transport. The main problem has been to supervise the loading at Avezzano and it has been found necessary to send an officer (from the Food Sub. Comm) for this purpose. There has not been time to judge the results of this.

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VEHICLE MAINTENANCE.

During the month under review efforts have been made to bring the responsibilities of maintenance of all vehicles held within A.C.C. under one central department, having control of all maintenance personnel, tools and equipment and garages.

Towards the end of the month it was tentatively agreed at a conference attended by representatives of the three departments of A.C.C. Headquarters interested in vehicle maintenance that the supervision of maintenance should be the responsibility of this Sub-Commission, and pending the publication of a new Establishment Memorandum on the subject, a Vehicle Maintenance Section has been formed within this department to take care of the problems which until now have remained outstanding.

One of the most difficult problems in all areas has been that of spare parts, tyres etc. In this connection First Aid Kits of spares have been drawn in respect of the British vehicles and a distribution on the basis of the number of vehicles of each type held will shortly be made to Regions.

Although the immediate outlook in the matter of tyre supplies is not entirely favourable supplies are coming to hand and with the advancement which has been made in the tyre repair plants situation fair supplies should be available in the very near future.

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