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AC/R/43/TNS

10000/148/2599

ITN.5 10000/148/2599 INTERNAL MONTHLY REPORT
JAN. 1945 - FEB. 1946

HEADQUARTERS ALLIED COMMISSION
AFC 294
TRANSPORTATION AND SHIPPING SUB-COMMISSION

J.C.D./501

REF :- AG/43/42/Inf
SUBJECT :- FINAL REPORT ROADS DIVISION
TO :- The DIRECTOR
Transportation Sub-Commission

28 FEBRUARY 1946

1.- The Roads Division was created in the autumn of 1944 to coordinate the movement and operation of civilian road traffic throughout Italy. The organization provided for a Director and three branches :- OPERATIONS, MAINTENANCE and SUPPLY.

2.- The OPERATIONS Branch had three main tasks :

- a) To meet the demands for large-scale movements of essential supplies with the unorganised civilian transport available
- b) To organise and place in the hands of the Italian Government a system of close control over civilian transport.
- c) To acquire from U.S. and Surplus Army stocks a number of vehicles to be organized in stationary or mobile units and to be eventually handed over to the Italian Government.

7282

The first task was always a current problem. The second task was met by the foundation of E.N.A.C. which commenced to operate in Southern Italy on 1st. 1945 and now controls civilian transport throughout the country. The third task involved the organization throughout A.M.C. territory of Truck Pools at all important centres and the establishment of a number of mobile companies which were available for service wherever needed.

In the summer 1945 the task of handing over all the vehicles previously operated by the Roads Division to the Italian Government was commenced and was concluded in November.

3.- The MAINTENANCE Branch was charged with the duty of supervision

REF : NC/43/42/723

23 FEBRUARY 1943

SUBJECT : FINAL ASPECT ROADS DIVISION

TO : The DIRECTOR
Transportation Sub-Commission

1.- The Roads Division was created in the autumn of 1942 to coordinate the movement and operation of civilian road traffic throughout Italy. The organization provided for a Director and three branches : -
OPERATIONS, MAINTENANCE and SUPPLY.

2.- The OPERATIONS branch had three main tasks :

- a) To meet the demands for large-scale movements of essential supplies with the unorganised civilian transport available
- b) To organise and place in the hands of the Italian Government a system of close control over civilian transport.
- c) To acquire from U.S. and Surplus Army stocks a number of vehicles to be organised in stationary or mobile units and to be eventually handed over to the Italian Government.

728a

The first task was always a current problem. The second task was met by the foundation of A.M.I.C. which commenced to operate in Southern Italy on 1st. 12. 1942 and now controls civilian transport throughout the country. The third task involved the organisation throughout A.M.I.C. territory of Truck Pools at all important centres and the establishment of a number of mobile companies which were available for service wherever needed.

In the summer 1942 the task of handing over all the vehicles previously operated by the Roads Division to the Italian Government was commenced and was concluded in November.

3.- The MAINTENANCE Branch was charged with the duty of supervision of the care and maintenance of the vehicles operated in Truck Pools and Companies and to this end set up a Maintenance Group with Headquarters in Rome which has now been handed over to the Italian Government.

4.- The Supply Branch was responsible for the provision of spare parts for the Maintenance Group, the control of spare parts on the civilian market and the provision of tyres and permits for essential civilian purposes. The final responsibilities of this Branch were handed over to the Italian Government in January 1946.

5.- The Roads Division throughout has assisted RESEC in arranging for the necessary supplies of I.O.L. for civilian requirements, screening requests and preventing waste.

Gordon S. Franklin
GORDON S. FRANKLIN
Chief
Roads Division

728*

JGR/gbl

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION AND SHIPPING SUB-COMMISSION

REF

AC/43/39/In5

11 JANUARY '46

SUBJECT :- Monthly Report-DECEMBER 1945

TO :- Director

Transportation & Shipping S/C

OPERATIONS

1.- Official Transport - With the hand-over of A.M.C. Regions in Northern Italy to the administration of the Italian Government all Official Transport were transferred to WHAG control w.e.f. 1st. January 1946.

2.- Wine Road Movement

a) The agreement to amend "Movements Division - Roads - Memorandum No 3. Movements of Wine" to allow trucks fueled by methanol and producer gasses to carry wine up to 200 Kms came into effect 15 December 1945.

b) On the 14th. December 1945 it was agreed between Movements Division and Roads Division that road trucks carrying grain from Naples to the Southern Provinces may carry wine on the return journey until 15 January 1946 when the matter will be reviewed.

SUPPLY

3.- Following are listed vehicles transferred to the Italian Government during December

a.) Imported vehicles

1. 1-2 ton cargo (ex U.S.)
2. 23 - 1/4 ton (Jeep) ex U.S.)

b.) Released from theatre stock.

1. 12 British 3 ton cargo

SUBJECT :- Monthly Report-DECEMBER 1945

TO :- Director
Transportation & Shipping S/O

OPERATIONS

1.- Official Transport - With the hand-over of A.A.O. Regions in Northern Italy to the administration of the Italian Government all Official Transport were transferred to EWAC control v.e.f. 1st. January 1946.

2.- Wine Road Movement

- a) The agreement to amend "Movements Division - Roads - Memorandum No 3. Movements of Wine" to allow trucks fueled by methans and producer gasses to carry wine up to 200 kms came into effect 15 December 1945.
- b) On the 18th. December 1945 it was agreed between Movements Division and Roads Division that road trucks carrying grain from Naples to the Southern Provinces may carry wine on the return journey until 15 January 1946 when the matter will be reviewed.

SUPPLY

3.- Following are listed vehicles transferred to the Italian Government during December

- a) Imported vehicles
1. 1 - 2 ton cargo (ex U.S.)
 2. 15 - 1 1/4 ton (Jeep) ex U.S.)
- b) Releases from theatre stock .
1. 11 British 3 ton cargo


GORDON S. FRANKLIN

Chief
Roads Division

HEADQUARTERS
AMC NAPLES COMME
APO 534

27 December, 1948

SUBJECT: Monthly Report of Senior Transportation Officer

TO: Commissioner, AMC Naples Commune

1. Road and rail divisions were consolidated with port liaison activities during the month, and staff was reduced to one officer, one enlisted man and three civilian clerks. For as long as the port and rail allocations remain under military control, it seems essential that liaison be maintained with these groups. Receptions and distribution of supplies at warehouses also requires continuing supervision. It is anticipated that activities of the road division will be greatly reduced when control of tire permits passes to the Italian Government around the first of the year.
2. Aside from grain shicants, which were on an increased scale, imported civil supplies were at the lowest level in many months and consisted largely of miscellaneous supplies imported from Britain. Though distribution of supplies from warehouses was handicapped by lack of rail wagons, warehouse stocks declined substantially during the month. Measures were adopted to insure protection of all supplies subject to spoilage.

For the Commissioner:

T. E. Ramsey

T. E. RAMSEY
Captain, Spec-Res
Senior Transportation Officer

Trans S/C-12 AC
Adjutant's file, AMC Naples
PLD file

HEADQUARTERS ALLIED COMMISSION
AFO 394
TRANSPORTATION AND SHIPPING SUB-COMMISSION
Roads Division

WGP/lms

Ref: AC/43/34/TN.5

11 Dec. 1945

SUBJECT: Monthly Report - November, 1945.

TO : Director,
Transportation and Shipping Sub-Commission.SUPPLY

Following is the consolidated report of vehicles received and transferred to the Italian Government to 30 November 1945.

A.- Imported vehicles.

1. 255 Trucks - 10 ton 6x4 cargo (civilian type) ex U.S.
2. 3290 " - 1½ " " (" " ") " "
3. 194 " - 1½ " " (" " ") ex
Mideast
4. 242 " - 1/4 " (Jeep) ex U.S.
5. 200 Motorcycles - ex U.S.

B.- U.S. and British military vehicles originally placed on loan for civil supply operations and subsequently transferred to the Italian Government.

1. 888 Trucks - British 3 ton cargo
2. 747 " - U.S. 2½ ton G.M.C. cargo.

C.- Surplus vehicle releases ex U.S. Ordnance and Salvage.

1. 84 Trucks - 6 to 10 ton cap. (incl.)
2. 6015 " 1½ to 5 " " (")
3. 5062 " 1/4 to 1 " " (")
4. 3285 Trailers - 1/4 to 4 ton cap. (incl.)
5. Miscellaneous
 - a. 1 - Prime Mover - 40 ton
 - b. 170 - Motorcycles
 - c. 15 - Side cars (Motorcycle)

Vehicles transferred under para C were approximately 60% operational as transferred. Balance are to be conditioned for operation or cannibalized for parts.

D.- 1600 (Approximate figure) captured enemy vehicles of all types.

E.- Spare Parts.

1. Truck - 1½ and 10 ton civilian type cargo - 300 tons - ex U.S.
2. 1/4 ton Truck - (Jeep) 9 tons ex U.S.
3. Motorcycle - 11 tons ex U.S.
4. Truck - 60 day scaling for 357 British cargo has been authorized and is in process of collection - ex British Army Ordnance.
5. Truck - 2½ ton C.M.C. - 60 days supply for 550 vehicles - ex U.S. Army Ordnance.

F.- Maintenance Equipment.

1. 292 tool sets, 1st 2nd and 3rd echelon - ex U.S. Army Ordnance.
2. The approximate equivalent of 6 L.A.D. sets (S.B.L. No 308/1) ex British Army Ordnance.
3. Miscellaneous items of equipment from both British and U.S. Ordnance have been released to supplement 1 and 2 and enable the Italian Government to operate the necessary maintenance and assembly shops.

OPERATIONS

A.M.G., 13 Corps.

Bids from A.M.G. 13 Corps for vehicles have been received and screened and requisitions have been passed to AFHQ.

Carriage of Wine by Road.

It has been agreed with Movements Division that, with effect from 15 Dec. 1945, Roads Memorandum No 3 shall be revised to allow wine to be hauled up to a distance of 200 kms

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by road in lorries operated on methane or producer gases.

GORDON S. FRANKLIN
Chief,
Roads Division.

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TRANSPORTATION SUB-COMMISSION
Roads Division

HMD/ep

Ref: AC/43/32/Tn5

11 October 1945.

SUBJECT: Monthly Report, September.

TO : Director, Transportation Sub-Commission.

GENERAL:

1. Fifty (50) 2 ton trucks have been allotted U.T.C. from Livorno for work on the Italian Port clearance. Forty-nine (49) arrived and were quickly put to work where they were badly required.
2. Effective 17 September 1945, as a result of dissolution of Civilian Truck Pool, military authorities withdrew their transport for dock clearance of civil supplies and arrangements were made for ENAC to undertake this task largely with U.T.C. trucks already at their disposal.

OPERATIONS:

1. The haulage of commodities necessitated by reduction of Military commitments for civilian movement continues.
2. BARI became a "C" Port on 1 October which necessitates an additional 8,000 tons per month being hauled by Truck Pool and civilian vehicles. There are sufficient vehicles in the area to accomplish this provided POL is made available. If necessary further vehicles can be transferred to BARI from POGGIA. The question of POL has been taken up by ENAC and this Division.
3. Thirty (30) trucks provided by 2 District for hemp movement BOLOGNA are being withdrawn on 15 October; arrangements have been made for this haulage to be effected by Truck Pool vehicles.
4. Forty-nine (49) vehicles were transferred from LIVORNO to NAPLES to assist in docks clearance at the latter Port.

MAINTENANCE:

1. The activities of the Maintenance Branch, Roads Division for the month of September were confined to the handing over to the Italian Government of 1474 trucks and 774 trailers thus making a total of 3473 trucks and trailers for rebuilding and salvaging operations. These are parts of the 20,000 ton lift authorized by AFHQ/CO3.

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SUPPLY:

1. VEHICLES RECEIVED IN SEPTEMBER, 1945 -- 30 trucks, 10 ton, 6x4.
2. SPARE PARTS RECEIVED IN SEPTEMBER, 1945 -- truck (all types cargo) 12 tons, (238 cases).
3. VEHICLES TRANSFERRED TO ITALIAN GOVERNMENT IN SEPTEMBER, 1945 --
 - a. 81 trucks, 10 ton, 6x4.
 - b. 722 trucks, 1 1/2 ton, 4x4 (imported commercial type vehicles for employment on Italian civil supply services).
 - c. 338 3 ton British cargo vehicles from theatre stocks.
 - d. 30 1/4 ton trucks. (jeeps).

GORDON S. FRANKLIN
Acting Chief, Roads Division.

7273

CWGT/gbl

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HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION
INTER OFFICE MEMO

EXT :- 566
REF :- AC/43/32/Tn5
SUBJECT :- Monthly Report
TO :- Chief, Roads Division

4 October 1945

1. The haulage of commodities necessitated by reduction of Military commitments for civilian movement continues.
2. BARI became a "C" Port on October 1 which necessitates an additional 8000 Tons per month being hauled by Truck Pool and civilian vehicles. There are sufficient vehicles in the area to accomplish this provided POL is made available. If necessary further vehicles can be transferred to BARI from FOGGIA. The question of POL has been taken up by ENAC and this Division.
3. 30 G T Trucks provided by 2 Dist for Hemp movement BOLOGNA are being withdrawn on 15 Oct, arrangements have been made for this haulage to be effected by Truck Pool vehicles.
4. 49 Vehicles were transferred from LIVORNO to NAILES to assist in Docks clearance at the latter Port.

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C.W.C. TAYLOR

Major R A

785021

IDENTIFICATION AND ANALYSIS OF DOCUMENTS

APO 394

TRANSPORTATION AND SHIPPING SUB-COMMISSION
Roads Division

Ref: ~~AC/43/54/Pn5~~

14 November 1945.

SUBJECT: Monthly Report -- October, 1945.

TO : Director, Transportation & Shipping Sub-Commission.

OPERATIONS

1. No difficulties with port clearance were reported during the month and ENAC state that in their area all commitments for essential haulage were met.

2. Some difficulty was encountered by the Government Truck Pools in keeping all their vehicles fully occupied, chiefly due to the shortage of POL. This matter is being investigated with a view to insuring that the best possible use is made of all available carrying capacity.

5. Further progress was made in the handing over to the Italian Government of war weary vehicles. Fifteen hundred (1500) vehicles having been handed over at Naples and Aversa as part of the 20 - 30,000 ton lift recently made available to the Italian Government.

SUPPLY

1. Receipts and transfers of other vehicles (direct imports) were as follows:

a. Vehicles received -- 70 trucks -- 10 ton, 6x4.

b. Spare parts -- truck (all type cargo) - 42 tons (855 cases).

c. Vehicles transferred to Italian Govt. - 74 trucks, 10 ton 6x4
41 " 1 1/2 " 4x4
49 jeeps 1/4 " 4x4

GORDON S. FRANKLIN
Acting Chief, Roads Division

TRANSPORTATION SUB-COMMISSION
Roads Division

CSZ/ep

11 September 1945.

Ref: AC/43/31/TMS

SUBJECT: Monthly Report, August.

TO : Director, Transportation Sub-Commission.

GENERAL:

1. All truck pools and trucks, ex-Motor Transport Group, operating in Northern Italy have now been turned over to the Italian Government.

a. These trucks are being placed in operation as quickly as drivers can be procured and basis of operations established.

b. Truck movement of refugees is being carried out in accordance with Verona conference.

2. The operation of truck pools although progressing satisfactorily is not 100% efficient. This is due, in part, to the inexperience of the Italian personnel provided by the Italian Minister of Transport. It is anticipated, however, that within a short period of time the operating efficiency of the truck pools will be materially increased.

3. Further to para. 2 above, considerable of the operating inefficiencies can be attributed to the lack of POL. This shortage has been brought about by manifold reasons, one was the failure of transportation officers in informing Italian Truck Pool managers of the procedure required in placing bids for petrol allocations at the time these trucks were turned over to the Italian Government. Consequently, POL needs for the month of August were never actively determined which necessitated several supplementary bids being placed. The placing of supplementary bids requires time which resulted in the non-operation of essential transport.

OPERATIONS:

Chief of the Operations Branch, Roads Division has been engaged in carrying out a detailed inspection of operating conditions in the North and upon return will make a complete report.

MAINTENANCE:

The activities of the Maintenance Branch, Roads Division for the month of August were confined to inspection of truck pools in the North and the handing over to the Italian Government of 1225 war weary vehicles to be released for rebuilding and salvaging operations. These are part of the 20,000 ton lift authorized by AFHQ/CCS.

-2-

SUPPLY:A. Vehicles received through Aug. 31, 1945.

1. 3272 trucks, $1\frac{1}{2}$ ton, 4x4 (This includes correction of error in monthly report for July wherein figure of total receipts for this type vehicle should have been 3195 instead of 3295).
2. 136 trucks, 10 ton 6x4.
3. 230 trucks, $\frac{1}{4}$ ton (jeeps).
4. 200 motorcycles.

B. Spare parts received through August 31, 1945.

1. Truck (all types cargo) 246 tons.
2. $1/4$ ton truck (jeep), 9 tons.
3. Motorcycle -- $1\frac{1}{2}$ tons.

C. ~~Vehicles transferred to the Italian Government through August 31, 1945.~~

- ~~1. 1500 captured enemy vehicles of all types.~~
- ~~2. 2500 $1\frac{1}{2}$ ton truck (jeep) - 9 tons.~~
- ~~3. Motorcycle - 11 tons.~~

D. Vehicles transferred to the Italian Government through August 31, 1945.

1. 1500 captured enemy vehicles of all types.
2. 2500 $1\frac{1}{2}$ ton, 4x4. The balance of 772 imported vehicles of this type are in the process of being transferred and will be entirely in Italian Governmental hands by October 1, 1945.
3. 700 $2\frac{1}{2}$ ton G.M.C. from theatre stocks.
4. 550 3 ton British cargo vehicles from theatre stocks.
5. 100 10 ton, 6x4. Shipments received against 250 total scheduled for import require maintenance and repair work and are being conditioned for operation prior to handover.
6. 125 $1/4$ ton trucks (jeep).

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GORDON S. FRANKLIN
Assistant to the Chief.

HEADQUARTERS
TRUCK OPERATING GROUP
ALLIED COMMISSION (I.A.P.)
APO 394

Tel. 886324
Ext. 8

Ref. AC/IG/205/11

13 August 1945

SUBJECT : Monthly Report - July 1945.

TO : DISTRIBUTION "A"

1. The disbandment of the Truck Operating Group commenced on the 1 July, and is still in progress, trucks being handed over to Italian operated Truck Pools.
2. During the month of July, the following Companies have been disbanded and the vehicles handed over to the various truck pools, as per instructions received from the Transportation sub-Commission: 221 Transport Company; 222 Transport Company; 225 Transport Company and 226 Transport Company.
Of the total 560 trucks to be handed over, we have failed to deliver two; one, due to the truck being smashed up in an accident and if having to be brought back to the main depot in Rome and the other which was stolen by the Italian driver and not yet traced.

3. AMERICAN TRUCK COMPANIES.

- a. 1st Trucking Battalion (1st - 8th Companies inclusive)
These companies operated under the control of the 5th Army, located in Northern Italy and Modena, Genoa, Milan and other intermediate points. Battalion Headquarters located at Modena.
Disbandment orders for this Battalion have been received over Personnel and trucks are in the process of being turned over during the period of 7 August 1945 to 15 August 1945 inclusive.
- b. 2nd Trucking Battalion (9th - 16th Companies inclusive):
This Battalion operated under the control of this Headquarters. The location of the Battalion Headquarters and the Companies were as follows:

Battalion Headquarters	Osimo
9th Company	Pollenza
10th Company	Osimo
11th Company	Osimo
	Chieravalle

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AC/43
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C7AP/mm.

TO : DISTRIBUTION "A"

1. The disbandment of the **Truck Operating Group** commenced on the 1 July, and is still in progress, trucks being handed over to Italian operated Truck Pools.

2. During the month of July, the following Companies have been disbanded and the vehicles handed over to the various truck pools, as per instructions received from the Transportation sub-Commission: 221 Transport Company; 222 Transport Company; 225 Transport Company and 226 Transport Company.

Of the total 560 trucks to be handed over, we have failed to deliver two; one, due to the truck being smashed up in an accident and ~~if~~ having to be brought back to the main depot in Rome and the other which was stolen by the Italian driver and not yet traced.

3. AMERICAN TRUCK COMPANIES.

a. 1st Trucking Battalion (1st - 8th Companies inclusive) ~~49~~ **66**

These companies operated under the control of the 5th Army, located in Northern Italy and Modena, Genoa, Milan and other intermediate points. Battalion Headquarters located at Modena.

Disbandment orders for this Battalion have been received. Personnel and trucks are in the process of being turned over during the period of 7 August 1945 to 15 August 1945 inclusive.

b. 2nd Trucking Battalion (9th - 16th Companies inclusive):

This Battalion operated under the control of this Headquarters. The location of the Battalion Headquarters and the Companies were as follows:

Battalion Headquarters	-----Osimo
9th Company	-----Pollenza
10th Company	-----Osimo
11th Company	-----Osimo
12th Company	-----Chiaravalle
13th Company	-----Porto Recanati
14th Company	-----Tolentino
15th Company	-----Macerata
16th Company	-----Pollenza

The Italian Battalion Headquarters was located at Porto Recanati.

This Battalion has been inactivated in compliance

with General Order #2, Truck Operating Group, dated 27 July 1945, effective as of 2400 hours. Disposition was made of Italian Personnel to various Combat Groups in Northern Italy, and trucks were turned over to Civilian Pools as directed.

c. 3rd Trucking Battalion (less 21st and 22nd Companies)

All Companies with the exception of the 21st and 22nd Companies, have been engaged in the relocation of refugees. The location of the Battalion Headquarters and the Companies are as follows:

Battalion Headquarters	-----	Modena
17th Company	-----	Torino
18th Company	-----	Anzola
19th Company	-----	Modena
20th Company	-----	Milano
22nd Company	-----	Bologna
23rd Company	-----	Genoa
24th Company (less one platoon)	-----	Verona (S. Pietro)

AMG Officers in the various cities have complete control of dispatching vehicles of the above listed Companies on cargo hauls.

The 22nd Company has been hauling rubble from the city of Bologna and vicinity.

The 21st Company is located at Civitavecchia, and has operated under the control of this headquarters, being a service Company for the movement of troops at Civitavecchia.

ACCIDENTS AND OPERATIONS (period of 13 July-49 July
incl.)

(1) Total cargo vehicles dispatched	-----	951
(2) Total mileage traveled	-----	120952
(3) Total tonnage hauled	-----	2382
(4) Average mileage per each veh. dispatched	-----	127
(5) Average tonnage per veh. dispatched	-----	2.5
(6) Accidents per mileage traveled; three (3) accidents,		
- 120952 miles, - one (1) per 40317 miles.		

This Battalion is now in the process of disbandment, trucks being turned over during the period 7th to 15th August. The delivery location for trucks are as follows; Torino, Bologna, Milano, Geneva and Laestre Venice. Italian personnel are being delivered to C.B. British Cadre, 802 B.R.D. during the same period.

follows:

Battalion Headquarters ----- Modena
17th Company ----- Torino
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AMG Officers in the various cities have complete control of dispatching vehicles of the above listed Companies on cargo hauls.

The 22nd Company has been hauling rubble from the city of Bologna and vicinity.

The 21st Company is located at Civitavecchia, and has operated under the control of this headquarters, being a service Company for the movement of troops at Civitavecchia.

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ACCIDENTS AND OPERATIONS (period of 13 July-49 July
incl.)

(1) Total cargo vehicles dispatched	-----951
(2) Total mileage traveled	-----120952
(3) Total tonnage hauled	-----2382
(4) Average mileage per each veh. dispatched	-----127
(5) Average tonnage per veh. dispatched	-----2.5
(6) Accidents per mileage traveled; three (3) accidents,	
- 120952 miles, - one (1) per 40317 miles.	

This Battalion is now in the process of disbandment, trucks being turned over during the period 7th to 15th August. The delivery location for trucks are as follows; Torino, Bologna, Milano, Geneva and Mestre Venice. Italian personnel are being delivered to C.B. British Cadre, 802 B.R.D. during the same period.

Necessary disposition has, and is being made of all American Property, being turned into Supply Officer, at Via

Sannio, Rome. All Italian Property is being turned over to the IMIA Depot, located at Florence.

Chapelle, May

Dr JAMES J. CARNES,
Colonel, Infantry,
Commanding,
TRUCK OPERATING GROUP.

728

TRANSPORTATION SUB-COMMISSION
Roads Division

Age/yr

8 August 1945

AC/AS/29/TM.5

SUBJECT: Monthly Report, July 1945.

TO : Director, Transportation Sub-Commission.

1. GENERAL.

(a) A total of 3113 trucks were handed over to the Italian Government in July. Details are as follows:

Category	No. of Trucks.
A.C. Truck Pools in Italian Govt. Territory.	676
Ex A.C. Military Tpt. Units to civilian Truck Pools in Italian Govt. Territory.	220
Ex. A.C. Military Tpt Units to civilian Truck Pools in A.M.C. Territory.	140
To Italian State Railways.	1330
To Ministry of Public Works.	153
Total	3113

(b) Approximately 2079 trucks will be handed over to the Italian Government in August as follows:-

Ex A.C. Military Units to civilian Truck Pools in A.M.C. Territory.	1342
To I.S.R.	330
Total	2079

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(c) In total some 5197 trucks will have been handed over by 31 Aug provided that the 260 x10 tons trucks arrive in Italy, according to forward shipment advices. These form part of the balance of 530 trucks to be transferred to I.S.R.

Command of 1 and 3 Truck Battalions and 227-230 Italian Transport Coys A.C., previously on loan to 15 Army Group, reverted to A.C. on 1 Aug.

(d) By 31 Aug all A.C. Military Transport Units will have been disbanded and A.C. will no longer control or operate any trucks employed on civilian supply. Disbanded units are:- 1,2, and 3 Truck Battalions (U.S.) and 221,222,223,224,225,226,227,228,229 and 230 Italian Transport Coys A.C.(Br.).

(e) All trucks transferred to the Italian Government have been handed over to the Minister of Transport and a charge will be drawn against the Italian Govt. by Finance 3/C.

1. General.

(a) A total of 3118 trucks were handed over to the Italian Government in July. Details are as follows:

Category	No. of Trucks.
A.C. Truck Pools in Italian Govt. Territory.	670
Ex A.C. Military Tpt. Units to civilian Truck Pools in Italian Govt. Territory.	220
Ex. A.C. Military Tpt Units to civilian Truck Pools in A.M.G. Territory.	140
To Italian State Railways.	1330
To Ministry of Public Works.	153
Total	3118

(b) Approximately 2079 trucks will be handed over to the Italian Government in August as follows:-

Ex A.C. Military Units to civilian Truck Pools in A.M.G. Territory.	1540
To I.S.R.	530
Total	2079

(c) In total some 5197 trucks will have been handed over by 31 Aug. provided that the 260 x10 tons trucks arrive in Italy, according to forward shipment advices. These form part of the balance of 330 trucks to be transferred to I.S.R.

Command of 1 and 3 Truck Battalions and 227-230 Italian Transport Coys A.C., previously on loan to 15 Army Group, reverted to A.C. on 1 Aug.

(d) By 31 Aug all A.C. Military Transport Units will have been disbanded and A.C. will no longer control or operate any trucks employed on civilian supply. Disbanded units are:- 1,2, and 3 Truck Battalions (U.S.) and 221, 222, 223, 224, 225, 226, 227, 228, 229 and 230 Italian Transport Coys A.C. (Br.).

(e) All trucks transferred to the Italian Government have been handed over to the Minister of Transport and a charge will be drawn against the Italian Govt. by Finance S/C.

(f) The Govt. will take over title to all trucks delivered to civilian Truck Pools in A.M.G. Territory immediately upon arrival. The Minister of Transport has agreed to activate and organize all such new civilian Truck Pools and has sent representatives of the General Inspectorate of Civil Motorization to the North for that purpose. A.M.G. Transport officers will not in a supervisory and advisory capacity only in the initial stages.

(g) The C.C.S. have approved the provision from Allied sources of an additional 20,000 tons road lift to meet in full the essential economic transport requirements of Italy. This lift is additional to 15,000 tons already made available to the Italian Govt in the transfer of 5197 trucks.

A.F.H.Q. will release to A.C. sufficient war weary 2½ and 3 ton trucks to produce 4000 runners after cannibalization and rebuild, in part satisfaction of the 50,000 lift. The Minister of Transport has agreed to accept these vehicles and to arrange for re-build by Italian motor engineering firms.

(h) Command of the Truck Operating and Maintenance Groups has now been assigned to Director, Transportation S/C. The former will virtually cease to function on completion of disbandment of its units. In accordance with AFHQ directives all Allied personnel will be withdrawn from the Truck Operating and Maintenance Groups by 1 Oct.

(j) 50 Jeeps and 150 Motorcycles were handed over to the Italian Govt. in July. A further 161 Jeeps and 70 Motorcycles will be turned over during Aug. and Sept.

(k) Pet.Sec. AFHQ, RACG., have increased the allotment of P.O.L. to the Italian Govt in Aug. to enter for trucks handed over to the I.S.R. and for those placed in new civilian pools in Italian Government. Petrol allotment shows an increase of 16% and diesel oil 9%. An additional supply will be released in AMG Territory for I.S.R. trucks in the North and for the 1639 trucks which will go into service in civilian Pools.

(L) A Commission, appointed by the Minister of Transport, was appointed to review the functions of RACG and to recommend what changes in organization and activities were necessary resulting from the changes in road transport conditions which have taken place since its inception. 7262

The Commission has made a report to the Minister, who intends to discuss his plans for the future of RACG with Transportation S/C.

2. OPERATIONS.

(a) The volume of goods moved on priority haulage programmes, initiated by A.C., has materially fallen during the month, particularly in the ANCONA and LEGHORN areas. Contributory causes were the completion of the grain export programme from MARCHE ABRUZZI, the opening of ANCONA, ANCONA and VENICE ports and the opening of the rail link BOLOGNA - VERONA - MILAN.

A temporary surplus of trucks exists in the ANCONA area; but this will be taken up when ANCONA becomes a "C" Port in 1 Sept. A surplus also now exists in LEGHORN and trucks will be withdrawn for use in areas where a deficiency is apparent.

(b) Total tonnage hauled on priority programmes for grain, AMG food, sulphur, flour, sugar and soap Italian Govt. Territory was 23,500, a drop of 36% on the June figure.

(c) Total tonnage moved in June by road in Italian Govt. Territory and

(h) Command of the Truck Operating and Maintenance Groups has now been assigned to Director, Transportation S/C. The former will virtually cease to function on completion of disbandment of its units. In accordance with AFHQ directives all Allied personnel will be withdrawn from the Truck Operating and Maintenance Groups by 1 Oct.

(j) 30 Jeeps and 130 Motorcycles were handed over to the Italian Govt. in July. A further 151 Jeeps and 70 Motorcycles will be turned over during Aug. and Sept.

(k) Pet. Sec. AFHQ, MAC., have increased the allotment of P.O.I. to the Italian Govt. in Aug. to cater for trucks handed over to the I.S.R. and for those placed in new civilian Pools in Italian Government. Petrol allotment shows an increase of 16% and diesel oil 9%. An additional supply will be released in AMG Territory for I.S.R. trucks in the North and for the 1689 trucks which will go into service in civilian Pools.

(L) A Commission, appointed by the Minister of Transport, was appointed to review the functions of MAC and to recommend what changes in organization and activities were necessary resulting from the changes in road transport conditions which have taken place since its inception. 7262

The Commission has made a report to the Minister, who intends to discuss his plans for the future of MAC with Transportation S/C.

2. OPERATIONS.

(a) The volume of goods moved on priority haulage programmes, initiated by A.C., has materially fallen during the month, particularly in the ANCONA and LECORNI areas. Contributory causes were the completion of the grain export programme from MARCHE ANCONA, the opening of ANCONA, MARCONA and VENICE ports and the opening of the rail link BOLOGNA - VERONA - MILAN.

A temporary surplus of trucks exists in the ANCONA area; but this will be taken up when ANCONA becomes a "C" Port in 1 Sept. A surplus also now exists in LECORNI and trucks will be withdrawn for use in areas where a deficiency is apparent.

(b) Total tonnage hauled on priority programmes for grain, AMG food, sulphur, flour, sauce and ham Italian Govt. Territory was 22,500, a drop of 35% on the June figure.

(c) Total tonnage moved in June by road in Italian Govt. Territory and Emilia Region was 343,000 an increase of 53,000 tons or 20% over May. It is estimated that at least a further 50,000 tons was moved in this area by Ufficio Autotrasporti in TOSCANA, MARCHE, and UMBRIA from whom no returns can be obtained.

Average tonnage moved by MAC in each 10 day period in June and July was 57,000 against the May average of 51,000.

(d) The distribution and locations of trucks ex A.C. Military Transport Units in Civilian Truck Pools in the North is based on lift commitments of Civil Supplies and refugees established by S Army in Phase I. Regional Transportation Officers X are responsible that existing commitments are met from within the resources of the new Pools.

(e) Due to shortage of rail wagons a large lift of road transport was called upon at short notice to clear the ports of FIORENTINO and CIVITAVECCHIA and to prevent delay in ship discharge. EMAC alone cleared some 6000 tons from CIVITAVECCHIA and the LEXCHON Truck Pool 500 tons from FIORENTINO.

3. SUPPLIES.

(a) Vehicles received to 30 July 1945:

3065 Truck, 1 1/2 ton, 4x4. -- 3075 of these were received ceased, have been assembled and are now in operation. The balance were imported on wheels and have been conditioned and placed in civil supply service.

47 Trucks, 10 ton 6x4 reconditioned. These are the first consignments of large capacity vehicles of which 260 are scheduled for import.

200 Motorcycles, new ceased. These have been transferred to the Italian Government as received.

(b) Spare Parts received to 30 July 1945. - Truck spares - 233 tons
Motorcycles Spares - 321 cases
1/4 ton truck spares - 9 tons.

4. MAINTENANCE.

The three maintenance Officers of the Division have been fully engaged throughout the month in the organization and supervision of 1/2 Sch. maintenance in new civilian Truck Pools both in Italian Govt. and A.M.G. Territories.

For the Chief:


G. FERNANDEZ,
Lt. Colonel, R. A.

HEADQUARTERS
TRUCK OPERATING GROUP
ALLIED COMMISSION (I.A.P.)
APO 394

Ref. 886324
Ext. 8

Ref. AC/MG/205/11

SUBJECT : Monthly Report - June 1945.

TO : DISTRIBUTION "A".

CTAP/eg.

10 July 1945

1. AMERICAN ITALIAN TRUCK COMPANIES.

a. 1st Trucking Bn. (1st-8th Coys incl.):

These Companies are operating under the control of the 15th Army Group, and are located in Northern Italy at Modena, Genoa, Milan, and other intermediate points. Battalion headquarters are located at Modena.

b. 2nd Trucking Bn. (9th-16th Coys incl.):

This Battalion is operating under the control of this Headquarters. The location of the Battalion Headquarters and Companies are as follows:

Bn Hqs	-	Osimo
9th Co	-	Pollenza
10th Co	-	Osimo
11th Co	-	Osimo
12th Co	-	Chiaravalle
13th Co	-	Porto Recanati
14th Co	-	Tolentino
15th Co	-	Macerata
16th Co	-	Pollenza.

The Italian Bn Hqs is located at Porto Recanati.

A recapitulation of the operational activities of this Battalion for the month of June is as follows:-

Type of work performed: General hauling from Ports to towns of the Ancona areas in the Marche Region.
Inter-city transfer of refugees. Trans-
port of grain from small town granaries to Ports.

Types of tonnage hauled: Grain, sulphur, coal, sacks, rations, flour, refugees, and miscellaneous equipment.

Total tonnage hauled : 22,168.34 truck tons.

7259

AC 43 Road Dist 26
note: retention

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SUBJECT : Monthly Report - June 1945.

TO : DISTRIBUTION "A".

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A recapitulation of the operational activities of this Battalion for the month of June is as follows:-

Type of work performed: General hauling from Ports to towns of the Ancona areas in the Marche Region.
Inter-city transfer of refugees. Transfer of grain from small town granaries to Ports.

Types of tonnage hauled: Grain, sulphur, coal, sacks, rations, flour, refugees, and miscellaneous equipment.

Total tonnage hauled : 22,169.34 truck tons.

Total mileage : 462,739 miles.

Total truck dispatches : 5022.

Total vehicles : 381.

Total vehicles deadlined
(as of 30 June) : 70.

Total accidents : 37.

Total injuries : 4 (2 Itl Mil - 2 US Mil)

Total accidental deaths : NONE.

Lt. Col. Downing, Lt. Col. Oliszewski, Major Chapman, Captain Jessup, and members of their office staffs visited this Battalion during the month of June on inspections, motor accident investigations, and other operational activities. Several officers from the Motor Maintenance Group also visited.

Instructions have been received for the disbandment of this Battalion to take place progressively during the month of July, 1945. Procedure has been set down for this and the 9th and 10th Companies were in process of turning in property and transferring personnel at the end of June. Operations will be terminated by each Company as specific orders are issued for its disbandment. Vehicles will be turned over to civilian pools and troops are being instructed Italian units. Disposition of American personnel will be made by instructions from this Headquarters.

c. 3rd Trucking Bn. (less 18th and 21st and 22nd Coys).
This Battalion is under the operational control of the 15th Army Group. The Battalion headquarters are located at Modena, Italy.

d. 3rd Trucking Bn. (18th and 21st and 22nd Coys ONLY):
The 18th Company is located in Anzola, Italy, and is working for the Transportation Officer, Emilia Region, ACC. The 22nd Co. is located in Bologna and is working for the same office.

The 21st Company is located at Civitavecchia and is attached to the Camp Headquarters there as a service company. Civitavecchia camp is breaking up its Transport Companies and this Company is heavily burdened in handling the camp service, pulling convoys for Rome, and furnishing drivers for long hauls to Southern Italy.

2. BRITISH-ITALIAN TRANSPORT COMPANIES.

a. 227, 228, 229 and 230 Transport Companies.
These Companies are still operating under the 15th Army Group, and we have no particulars regarding the work they have been doing.

b. 221 Transport Company.
This Company has been operating in Leghorn, but it has not yet had a great deal of work to do. Therefore, it has been assisting in the collection of wheeled vehicles which have been arriving in the Port of Leghorn.

c. 222 Transport Company.
This Company commenced operations on June 3rd in Florence, having one platoon (33 vehicles) detached to the refugee camp at Forlì. This platoon was moved from Forlì to Bologna without the knowledge of this Headquarters, and is apparently at Bologna at the present time. This Company has had a fair amount of work to do and has carried out its duties very efficiently.

d. 223 and 224 Transport Companies.
These Companies formed under the jurisdiction of District Three and they have been ordered to come forward to Civitavecchia where they are due to arrive during the first days of July.

coordinated by each Company as specific orders are issued for its disbandment. Vehicles will be turned over to civilian pools and troops. -- -- -- -- -- instructions Italian units. Disposition of American personnel will be made by instructions from this Headquarters.

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These Companies are still operating under the 15th Army Group, and we have no particulars regarding the work they have been doing.

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This Company has been operating in Leghorn, but it has not yet had a great deal of work to do. Therefore, it has been assisting in the collection of wheeled vehicles which have been arriving in the Port of Leghorn.

c. 222 Transport Company.
This Company commenced operations on June 3rd in Florence, having one platoon (33 vehicles) detached to the refugee Camp at Forli'. This platoon was moved from Forli' to Bologna without the knowledge of this Headquarters, and is apparently at Bologna at the present time. This Company has had a fair amount of work to do and has carried out its duties very efficiently.

d. 223 and 224 Transport Companies.
These Companies formed under the jurisdiction of District Three and they have been ordered to come forward to Civitavecchia where they are due to arrive during the first days of July.

e. 225 and 226 Transport Companies.
These Companies started training at Civitavecchia under the direction of the CRASC 75 Transport Column. Owing, however, to instruction received regarding the turn over of the vehicles to civilian pools, this training was stopped and the two Companies will be disbanded during the first week of July.

5. BRITISH-ITALIAN TRANSPORT COLUMNS (No. 75 and 76)

These Columns arrived at Civitavecchia during the early part of the month, but 76 Transport Column was ordered forward to report to Fifth Army.

Each Column should consist of a British Cadre of one Lieutenant Colonel, one Captain and four ORs. On arrival at Civitavecchia it was found that the 76 Transport Column only had a British Lt.Col. and his batman. Eventually the Captain arrived and the Lt.Col. and the Captain proceeded forward to Fifth Army. We understand that they have since received their full complement of ORs. The 75 Transport Column first of all supervised the training of the 225 and 226 Transport Companies, but now this training has ceased, it is taking over the duties of supervising the disbanding of the 225 and 226 Companies at the beginning of July, and it will also supervise the disbanding of the 221, 222, 223, and 224 Transport Companies, beginning the middle of July.

Chapman, May

JAMES J. CARNES,
Colonel, Infantry,
Commanding,
TRUCK OPERATING GROUP.

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HEADQUARTERS

AMG NAPLES COMMUNE

SENIOR TRANSPORTATION OFFICER

APO 394

June 29, 1945

SUBJECT : Monthly Report

TO : Senior Transportation Officer
AMG Naples Commune

1. Imports of civil supplies in Naples port was on unprecedented scale during June, as ships were diverted to this port both from Leghorn and Genoa and, since but a relatively small volume could be transhipped by rail, schooner or coaster traffic, a heavy strain was placed upon already congested warehouse facilities, thereby retarding somewhat the discharge of ships and causing extensive backpiling in such areas of the port as were available for this purpose. Owing to military deployment program, no backpiling was permitted in the military section of the port and amount of military transport available for port clearance was reduced during the month.

2. While no evidence is yet available that military authorities are unable to perform their commitments for civil supplies, it may be desirable to prepare now for the time when agencies of the Italian Government will have to supply their own transport to move supplies from the port as is now the case from warehouses. It is noted that trucks work more efficiently when a charge is made for their use.

3. Heavy backpiling in Italian port area caused some spoilage of perishable commodities, principally lard, as well as increased the amount of pilferage. Security of the area improved steadily, but organization of the Italian Mercantile Marine is in need of additional supervisory personnel and equipment in order to perform its functions efficiently.

4. System of tally and dispatch of supplies from shipside was perfected further during the month, and agents of the Italian Government now agree their tallies with those of the ships' agents wherever possible. Difficulty is still experienced in effecting delivery from ships carrying both military and civil supplies.

For the Commissioner:

T. E. RAUSKY

June 29, 1945

SUBJECT : Monthly Report

TO : Senior Transportation Officer
AMG Naples Command

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For the Commissioner:

T. E. RAMSEY
Captain, Spec-Res.
Port Liaison Officer

HEADQUARTERS ALLIED COMMISSION
APO 394
ECONOMIC SECTION

CE/CP

Ref: AE/43/24/TNS

July 1945.

SUBJECT: Monthly Report for May, 1945.

TO : Executive Commissioner.

1. Reference is made to your memorandum 8800/127/2C dated 10 July 1945.

2. The 1,000 trucks were loaned to 15th Army Group as a result of an agreement made between Economic Section and S.C.A.G., 15th Army Group to provide 500 trucks to 15th Army Group on the liberation of Northern Italy. At the end of April, 1 Truck Battalion and the 227 to 230 Italian Coys, with a total of 500 trucks were loaned to 15th Army Group. At the end of May, the 3rd Truck Battalion (3 Coys totaling 350 trucks) were also loaned to 15th Army Group, at the urgent request of 15th Army Group.

3. The basis of the original loan of 800 trucks was that Allies would be responsible for the haulage of all civilian supplies in Northern Italy in Phase 1. However, they did not have sufficient transport for the purpose in view of the unexpected delay in the opening of the Port of Genoa. An additional 200 trucks were therefore loaned by Allied Commission to augment transport engaged in this commitment.

4. All Units, except one Italian Transport Coy, are being operated by 5th Army Transportation for the forward movement of civilian supplies into Regions and upon the movement of refugees. One Italian Transport Coy is allotted to Venezia Region by 5th Army for haulage of civil supplies. In the inception of Phase 2, the control of these vehicles will revert to Allied Commission who will take over the commitment for movement of refugees and civil supplies.

5. In accordance with a directive from A.F.S.G. these two Truck Battalions and four Italian Transport Coys are to be disbanded, effective 1 August 1945. The trucks will be organized in 400 Truck Pools, civilian staffed and operated, at suitable locations to deal with the civil supply and refugee commitments.

E. D. MC KINLEY
Brigadier General, U.S.A.,
Acting Vice President.

cc: Economic Section
Transportation S/C (2)

TRANSPORTATION SUB-COMMISSION
Roads Division

CP/eg

AC/43/83/Tn5

9 July 1945.

SUBJECT: Monthly Report, June, 1945.

TO : Director, Transportation Sub-Commission.

1. GENERAL.

(a) During the month considerable progress has been made in the handover of trucks to the Italian Government. Some 930 x 1 1/2 ton vehicles have been collected by the Italian State Railways. A.C. Truck Pools at Foggia, Campobasso, Chieti, Aquila and Pescara have been taken over by the Ministry of Transport. The remaining A.C. Pools at Ascoli, Macerata, Ancona, Bari, Naples and Siena will be handed over before the end of July.

(b) The disbandment of one Truck Battalion and six recently formed Italian Transport Companies in the Truck Operating Group is planned to take place in July in accordance with an A.F.M.A. directive. Some 1150 trucks of these units will be formed into new civilian Truck Pools in the Leghorn, Florence, Ancona, Bologna, Genoa and Padova areas. A further 100 have been allotted, 50 each, to Bari and Foggia Truck Pools to replace B.L.R. vehicles and to increase lift available for the grain harvest.

The remaining two Truck Battalions and four Italian Transport Companies, now operating in Army areas in the North, ~~will~~ will be disbanded the beginning of August and their vehicles organized in A.C. Truck Pools.

(c) The Ministry of Transport will take over the new Truck Pools and vehicles in Italian Government Territory immediately upon formation. The Ministry will also assume title to the trucks in new pools in A.C. Territory, but responsibility for operation and maintenance will remain with A.C. The Ministry has appointed inspectors who will supervise operation and maintenance in all Truck Pools handed over. Inspectors will also be sent to A.C. Truck Pools in which title to trucks has passed to the Ministry.

(d) Transfer of I.N.T. (Sicily) from A.C. to the Italian Government was completed effective 13 June.

(e) Arising from a demand from M.N.A.C. for additional P.O.L., Commerce Sub-Commission and the Ministry of Commerce have been requested to review the existing allocation of P.O.L. by the Italian Government to the various classes of users. Complete information has been supplied to the Minister of Transport, calling his attention to the inequitable distribution of P.O.L. by the Ministry of Commerce and requesting him to take all possible action within the Italian Ministry to secure a reasonable allotment for commercial transport.

1. General.

(a) During the month considerable progress has been made in the handover of trucks to the Italian Government. Some 980 x 1 1/2 ton vehicles have been collected by the Italian State Railways. A.C. Truck Pools at Foggia, Campobasso, Chieti, Aquila and Pescara have been taken over by the Ministry of Transport. The remaining A.C. Pools at Ascoli, Macerata, Ancona, Bari, Naples and Siena will be handed over before the end of July.

(b) The disbandment of one Truck Battalion and six recently formed Italian Transport Companies in the Truck Operating Group is planned to take place in July in accordance with an A.F.H.Q. directive. Some 1250 trucks of these units will be formed into new civilian Truck Pools in the Leghorn, Florence, Ancona, Bologna, Genoa and Padova areas. A further 100 have been allotted, 50 each, to Bari and Foggia Truck Pools to replace B.L.R. vehicles and to increase lift available for the grain harvest.

The remaining two Truck Battalions and four Italian Transport Companies, now operating in Army areas in the North, ~~will~~ will be disbanded the beginning of August and their vehicles organized in AMG Truck Pools.

(c) The Ministry of Transport will take over the new Truck Pools and vehicles in Italian Government Territory immediately upon formation. The Ministry will also assume title to the trucks in new pools in AMG Territory, but responsibility for operation and maintenance will remain with AMG. The Ministry has appointed inspectors who will supervise operation and maintenance in all Truck Pools handed over. Inspectors will also be sent to AMG Truck Pools in which title to trucks has passed to the Ministry.

(d) Transfer of I.M.T. (sicily) from A.C. to the Italian Government was completed effective 13 June.

(e) Arising from a demand from E.N.A.C. for additional P.O.L., Commerce Sub-Commission and the Ministry of Commerce have been requested to review the existing allocation of P.O.L. by the Italian Government to the various classes of users. Complete information has been supplied to the Minister of Transport, calling his attention to the inequitable distribution of P.O.L. by the Ministry of Commerce and requesting him to take all possible action within the Italian Ministry to secure a reasonable allotment for commercial transport.

All interested parties have been advised of the present P.O.L. allotment by the Ministry of Commerce which is *grossly* unfair to commercial transport: 10% of all petrol allotted to the Italian Government is re-allocated for passenger transport in Rome and only 40% is re-allocated to E.N.A.C. to supply all commercial vehicles.

This situation, together with the flagrant wastage and misuse of petrol by civilians for pleasure driving is given as a reason why Pet. Sec., A.F.H.Q. will not increase the P.O.L. allotment to the Italian Government.

B. OPERATIONS.

(a) The blocked tunnel at Orino was opened to through rail traffic on 30 June. This has relieved 8 Truck Battalion of the commitment to cover the gap and released some 50 trucks which have been allotted to augment transport employed in the haulage of grain to railheads in the ANCONA-MACINATA area.

(b) A meeting is to be held at H.A. 5 Army Transportation Section on 11 July to determine road transport commitments in the North, resulting from the opening of the Ottiglia bridge over the FO and to plan the future employment of A.C. military transport now operating in army areas. A representative of Roads Division and Regional Transportation Officers will be present.

(c) It has been agreed with P.F.A.R. Sub-Commission that 480 trucks will be allotted at collection centers in the North for the movement of refugees. In Phase I the responsibility for provision lies with Armies but will pass to A.C. in Phase II. It is intended to employ trucks in A.C. military transport units now in the North.

(d) A total of 55,000 tons has been moved by road during the month, on priority haulage programmes, of grain, flour, AAG food, sulphur, soap and sauce - an increase of 25% over the May figure. In addition, 18,700 refugees were moved across the Ancona-Lereto rail gap.

(e) Total tonnage moved in May by P.H.A.C., AG/AG Truck Pools and A.C. Military Transport in Italian Government Territory was 288,000 tons. Totals for the last 2 months are as follows:

March	241,860 tons
April	195,700 "
May	288,000 "

The reduction in May was due to reduction in A.C. Military Transport operating in Italian Government Territory consequent upon the transfer to 15 Army Group of some 800 trucks in 1 Truck Battalion and 4 G.F. Coys at the end of April. Figures for June are not available due to incomplete returns.

Average tonnage moved by P.H.A.C. in each 10 day period increased from 40,000 tons in April to 51,000 tons in May.

C. SUPPLIES.

(a) Vehicles received to 30 June 1945.

(1) 2075 new $1\frac{1}{2}$ ton trucks, eased. Approximately 1800 of these have been assembled and are in operation for civil supply.

(2) 1158 - $1\frac{1}{2}$ ton trucks, recommissioned and new. These are being overhauled prior to transfer to the Italian Government. As was the case with early shipments, these are arriving with considerable initial shortages in batteries, bodies and minor parts.

11 July to determine what equipment is needed for the future employment of the Ostiglia bridge over the PO and to plan the future employment of A.C. military transport now operating in Army areas. A representative of Roads Division and Regional Transportation Officers will be present.

(c) It has been agreed with R.F.M. Sub-Commission that 420 trucks will be allotted at collection centers in the North for the movement of refugees. In Phase I this responsibility for provision lies with Armies but will pass to A.C. in Phase II. It is intended to employ trucks in A.C. military transport units now in the North.

(d) A total of 55,000 tons has been moved by road during the month, on priority haulage programmes, of grain, flour, AMO food, sulphur, heap and sewage - an increase of 85% over the May figure. In addition, 12,700 refugees were moved across the Ancona-Loreto rail gap.

(e) Total tonnage moved in May by E.M.A.C., AC/AMO Truck Pools and A.C. Military Transport in Italian Government Territory was 535,000 tons. Totals for the last 3 months are as follows:

March	241,500 tons
April	205,700 "
May	255,000 "

The reduction in May was due to reduction in A.C. Military Transport operating in Italian Government Territory consequent upon the transfer to 15 Army Group of some 800 trucks in 1 Truck Battalion and 4 G.P. Coys at the end of April. Figures for June are not available due to incomplete returns.

Average tonnage moved by E.M.A.C. in each 10 day period increased from 40,000 tons in April to 51,000 tons in May.

3. SUPPLIES.

(a) Vehicles received to 30 June 1945.

- (1) 2076 new 1½ ton trucks, ceased. Approximately 1800 of these have been assembled and are in operation for civil supply.
- (2) 1152 - 1½ ton trucks, reconditioned and new. These are being overhauled prior to transfer to the Italian Government. As was the case with early shipments, these are arriving with considerable initial shortages in batteries, bodies and minor parts.
- (3) 100 motorcycles, new, ceased. It is planned to allocate these to various departments of the Italian Government for inspection and control purposes. Since they have just arrived, no breakdown has yet been made.

(b) Spare parts received to 30 June 1945.

- (1) Truck spares - Dodge - 6 months stocking for 75 vehicles; Chevrolet and Ford - 125 tons. Some of the spares imported for the latter are not for use on the particular model vehicle received and must be modified or replaced. Complete report on this will be filed when parts survey is complete.

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(2) Motorcycle spares -- 11 tons.

(3) 1/4 ton truck spares -- 9 tons.

The Truck Maintenance Group has established central parts depots for receipt, stockage and controlled issue of these items.

(c) Tires.

(1) 1025 tires and tubes have been obtained specifically for equipping the vehicles being transferred to the Italian Government. The majority of imported vehicles arrived without spares and a proportionate release of tires is being made so the trucks may be immediately operational.

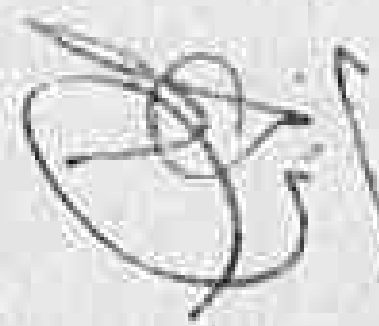
4. MAINTENANCE.

(a) A Maintenance Officer of Roads Division visited all Regions in the North to investigate the availability of civilian facilities for the repair of A.C. vehicles. It was found that in all main centres firms existed capable of performing higher echelon repairs on a contract basis.

(b) The transfer of I.M.T. to the Italian Government was conducted in behalf of A.C. by an officer of the Maintenance Branch.

(c) The Maintenance Branch have also arranged the recall of some 110 Italian Military trucks from civilian operators for handover to the Ministry of War.

For the Chief:



G. FARMIGNORI
Lt. Colonel, R.A.

7252

MEMO
ROADS DIVISION

7 July 1945

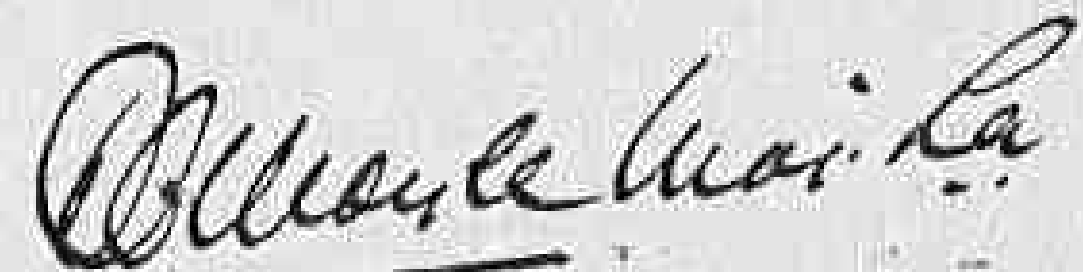
443. DCM/fm

REFERENCE : AC/425/TN 5
SUBJECT : Monthly report-maintenance
TO : Chief, Roads Division

Herewith June monthly report of activities of the maintenance Section.

MAINTENANCE

- a. The transfer of INT (Sicily) from AC to the Italian Government was made effective on 13 June 45.
- b. In addition, during the month Truck Pools in Foggia and Campobasso were transferred and arrangements are proceeding for the turn over of Pools in Aquila, Ascoli, Macerata, Ancona e Perugia.
- c. The recall of more than 100 Italian military vehicles from their civilian operators and their transfer to the Italian military authorities has been put in hand and is nearing completion.



D.C. MOYLE Major 7251
Maintenance Section

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

Tel. 886324
Ext. 8

Ref. AC/TB/122/3

SUBJECT : Monthly Report - May, 1945.

TO : DISTRIBUTION "A".

CWAP/eg.

2 June 1945.

1. General.

Effective 1st June, 1945, the Motor Transport Group has ceased to exist, and has been replaced by two distinct organizations:-

1. Truck Operating Group A.C.
2. Maintenance Group, A.C.

Units of the Truck Operating Group remain the same as those originally constituting the operational units of the Motor Transport Group, i.e. ten G.I. Companies and twenty-four Q.M. Truck Companies. These Companies are continuing to operate as before.

On the Maintenance side, however, a material change has been made. Whereas, before, the Motor Transport Group was responsible only for the maintenance of its own vehicles, the new Maintenance Group is responsible for the maintenance of all vehicles under control of AC/AMG, and all Allied relief agencies and missions.

To accomplish this programme, a Base Maintenance Shop and Base Supply Depot have been set up in Rome with Sub-Depots and Repair Shops at Reggio, Bari, Naples, Ancona and Florence. These installations will take care of vehicles operating south of a line drawn from Pisa to Rimini.

A Base Maintenance Shop and Base Supply Depot are also being set up in Milan with Sub-Depots and Repair Shops at Genoa, Turin, Pologna, Padua, and Udine. These installations will cater for vehicles operating north of the same line.

2. Operations.

A. Allocation of Activated Q.M. Truck Bns. and Transport Coys.

The following have been attached to 15th Army Group:-

1st Q.M. Truck Bn.	(Six Companies only)
3rd Q.M. Truck Bn.	(Formerly 1200 General Transport Coy (Italian))
227 Transport Coy A.C.	(Formerly 1001 General Transport Coy (Italian))
228 Transport Coy A.C.	(Formerly 1002 General Transport Coy (Italian))
229 Transport Coy A.C.	(Formerly 1003 General Transport Coy (Italian))
230 Transport Coy A.C.	(Formerly 1004 General Transport Coy (Italian))

The following are operating outside Army Areas:-

7250

1. General.

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2. Maintenance Group, A.C.

Units of the Truck Operating Group remain the same as those originally constituting the operational units of the Motor Transport Group, i.e. ten G.F. Companies and twenty-four Q.M. Truck Companies. These Companies are continuing to operate as before.

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2. Operations.

A. Allocation of Activated Q.M. Truck Bns. and Transport Coys.

The following have been attached to 15th Army Group:-

1st Q.M. Truck Bn.
 3rd Q.M. Truck Bn. (Six Companies only)
 227 Transport Coy A.C. (formerly 1000 General Transport Coy (Italian))
 228 Transport Coy A.C. (formerly 1001 General Transport Coy (Italian))
 229 Transport Coy A.C. (formerly 1002 General Transport Coy (Italian))
 230 Transport Coy A.C. (formerly 1004 General Transport Coy. (Italian)).

The following are operating outside Army Areas:-

2nd Q.M. Truck Bn.

In the Ancona - Macerata - Teramo area, on behalf of the Food Sub-Commission (Wheat haul, Port haul (Ancona), and sulphur haul.)

221 Transport Coy A.C.

At Leghorn, working under Regional Transportation Officer Toscana Region, but employed mostly on dock clearance forward from Leghorn.

222 Transport Coy A.C.

At Florence, working under Regional Transportation Office, Toscana Region. One Platoon (30 task vehicles) has been sent to Forlì to be attached to the Commandant Refugee Camp, Forlì, for movement of Refugees.

B. Position of Coys still in process of forming.

(a) Q.M. Truck Coys, A.C.

The remaining two Q.M. Companies of the 3rd Truck Bn. are still located at Civitavecchia. These Companies have been retained in that location because they are needed until such time as the two Transport Companies start forming at Civitavecchia. They will be released to join their Battalion in the early part of June.

(b) Transport Companies A.C.

(1) Companies forming at Trani under jurisdiction DISTREE:-

223 Transport Coy has drawn its vehicles and should be ready at an early date.
224 Transport Coy has not yet drawn its vehicles.

(2) Companies forming at Civitavecchia under jurisdiction R.A.A.C. and A.C. 225 and 226 Transport Coys.

The formation of these Coys has been delayed owing to the non-arrival of British Officers for the British Cadres. At the end of the month, however, the 211 Transport Column arrived at Civitavecchia, and the O.C. British Cadre 211 Transport Column is endeavouring to prepare the Camp for the arrival of the Italian Personnel, due between the 4th - 10th June. He is, however, considerably handicapped by the lack of British Officer personnel and the fact that a number of the N.C.Os and ORs of the British Cadres have no knowledge of M.T. and cannot drive.

C. 211 and 212 Transport Columns.

211 is complete both as regards British Cadre and Italian personnel, and it arrived at Civitavecchia on the 31st May. It will be engaged in supervising the formation of 225 and 226 Transport Coys.

212 was ordered to Florence by A.F.H.Q., but stopped at Civitavecchia in order to draw transport. It was then that it was ascertained that the Column was deficient in both British and Italian personnel. The British Cadre consisted of the C.O. (Lt.Col.) and his Batmen, leaving him deficient of one Captain, 1 Sgt. and 1 Pte. The Italian personnel were short of the C.O. (Lt.Col.) and one Major.

Immediate steps were taken to endeavour to obtain this personnel, and the British Captain and the two Italian Officers were promised by the 3rd June.

The W.E. of a Transport Column A.C. provides for the following vehicles:- 4 Motor cycles, 1 x 4 Seater Car, 2 x 2 Seater Cars, and one 3 ton lorry. No transport is allocated for the British Cadre of 2 Officers and 4 ORs and; as the Italian personnel consists of 4 Officers and 19 ORs, it will readily be seen that the transport allocated is not adequate. Furthermore, both 211 and 212 Transport Columns arrived at Civitavecchia without any transport whatsoever. The Truck Operating Group is not in a position to supply any of the vehicles enumerated in the W.E. of Transport Column, although Motor cycles are expected in the near future.

In order to meet the situation, however, the Group has supplied the

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C. 211 and 212 Transport Columns.

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In order to meet the situation, however, the Group has supplied the following to each of the Transport Columns:-

3 Jeeps to the Italian Section
1 x 1½ Tonner " " "
1 Jeep to the British Cadre
1 x 1½ Tonner " " "

D. Provision of L.A.D.s (Light Aid Detachments) for Transport Companies A.C.

L.A.D.s have been authorized for Transport Coys A.C. (A.F.H. letter ASD/922.8(B) 1 dated 23 April 1945) but at the present time the position is as follows:-

Of the two Companies activated, namely 221 and 222, neither have L.A.D.s with them. The L.A.D. for 221 has been promised by 5th Juno and the L.A.D. for 222 was to leave Trani and join 223 in Florence as soon as possible. 222 left Trani on 28 May 1945.

3. Supply.

Out of the original first shipment of 1700 load-carrying vehicles, approximately 1550 have been received. These have all been assembled at our Plant, and approximately 1500 have been issued to the various G.T. and Q.M. Truck Companies. These issues have provided a full complement of load-carrying vehicles for the following units:-

2nd Truck Battalion
3rd " "
221 G.T. Company
222 " "
223 " "
225 " "

Sufficient vehicles are assembled and on hand to equip the 226 G.T. Company. Spare Parts only for the Dodges 472 in number) have been received.

229 Jeeps have been received and made road-worthy, of which 190 have been issued. Spare parts for same, estimated to cover a period of six months, have also been received and warehoused. Arrangements for warehousing all spare parts are progressing satisfactorily.

4. Personnel.

All Supervisory Personnel for the 1st, 2nd, and 3rd Q.M. Truck Battalions have now been provided. Personnel for the British Cadres of the Transport Columns and Companies are dealt with under Paragraph 2 above.

Additional personnel necessary to operate the new set-up as described in Para 1 above have been requested from A.F.H.Q.

5. Conclusion.

The chief problem to be overcome, in so far as the future Truck Operating Group is concerned, is the lack of discipline amongst the Italian soldiers. Steps, however, are being taken, including the replacement of many Italian Reserve Officers by Regulars, and the setting up of a Detention Barracks at Civitavecchia, which, it is hoped, will prove effective counter measures.

Charles J. Carnes

JAMES J. CARNES,
Colonel, Infantry,
Commanding,
TRUCK OPERATING GROUP.

HEADQUARTERS ALLIED COMMISSION
JPO 394
Transportation Sub-Commission

8 June, 1945

AS/43/77/TM.5

Summary: Monthly Report, May 1945.

TO : Admin. Officer, Transportation Sub-Commission.

1. GENERAL.

(a) Arrangements have been made to complete the transfer of some 4500 trucks to the Italian Government. This transfer is to come under the heading of three groups, the first being that captured equipments now being operated in Sicily, the second being those war department trucks being operated in truck pools throughout liberated Italy numbering some 1100 and the third consisting of 2000 new trucks being shipped from U.S.

(b) The transfer of the first two groups should be completed within one month while the Italian Government will take delivery on the third group at the rate of 200 per week.

(c) Lt. Col. Fernyough, with Lt. Col. Christensen, Motors Div., carried out a 10 day tour of the North between 20 and 20 May to investigate the transport situation in general. The overall position is summarized as follows:-

(i) Passenger Transport.

Tren and trolley bus service are operating in GENOVA, TURIN, MILAN, PADOVA and BOLOGNA. Electricity supply is adequate in all main centres visited.

(ii) Civilian Truck Availability.

Ufficio Autotrasporti were being organized in all provinces, trucks registered, circulation permits issued and operation commenced under U.A. control with A.M.C. trip tickets. U.D.T. a large trucking organization functioning in LOMBARDIA and PIEMONTE prior to liberation, was taken and forms the basis of U.A. in these regions.

Civilian trucks are being employed in the internal distribution of civil supplies with the exception of a 400 ton lift provided from U.A. MILAN to augment military transport hauling from RONLI and GENOVA to CREMONA railroad for MILAN and TURIN.

A large number of civilian vehicles were found to be in the hands of the Patriots. Regional Commissioners were taking steps through C.L.S. for all such trucks to be handed over to A.M.C. Truck Pools. Regional Transportation Officers were of the opinion that, when those trucks are operating under U.A. control, sufficient civilian vehicles will be available for internal distribution of supplies, except in VERONA and MILAN, where either A.C. Military Transport or captured enemy vehicles are needed to meet essential commitments in full.

(iii) Employment of A.C. Military Transport.

1. General.

(a) Arrangements have been made to complete the transfer of some 4500 trucks to the Italian Government. This transfer is to come under the heading of three groups, the first being that captured equipment now being operated in Sicily, the second being those war department trucks being operated in truck pools throughout liberated Italy numbering some 1100 and the third consisting of 2000 new trucks being shipped from U.S.

(b) The transfer of the first two groups should be completed within one month while the Italian Government will take delivery on the third group at the rate of 200 per week.

(c) Lt. Col. Varnythough, with Lt. Col. Christensen, Motors Div., carried out a 10 day tour of the North between 26 and 30 May to investigate the transport situation in general. The overall position is summarized as follows:-

(i) Passenger Transport.

Tram and trolley bus services are operating in GENOVA, TURIN, MILAN, PADOVA and BOLZANO. Electricity supply is adequate in all main centres visited.

(ii) Civilian Truck Availability.

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Civilian trucks are being employed in the internal distribution of civil supplies with the exception of a 400 ton lift provided from U.S.A. MILAN to augment military transport hauling from FORLI and VERONA to BRESCIA railroad for MILAN and TURIN.

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(iii) Employment of A.C. Military Transport.

1 Truck Battalion and 1000, 1000 and 1004 C.N. Coys are operating under 5 Army Transportation on the haulage of civil supplies from FORLI and VERONA to BRESCIA railroad and stockpiling at MODENA.

3 Platoons of 1601 C.T. Coy are allotted to VENETIA Region, while the fourth remains with 8 Army. 3 Truck Battalion less 2 Coys was moved to MODENA on 1 June under control 15 Army Group. The remaining 2 Coys have been allotted to EMILIA Region.

(iv) Captured Enemy Transport.

Captured enemy transport is still being used by armies for the movement of P.O.'s, refugees and other commitments. 4000 unserviceable vehicles

-2-

are concentrated in parts in VENICE area.

No trucks or cars will be handed over to A.M.G. regions for at least 6 weeks from 4 June. 15 Army will then determine numbers required for Army usage and report the surplus to AFHQ for allotment to A.M.G. and operation in civilian truck pools.

(v) F.O.L.

At the outset, Army supplies and German stocks were issued to civilian trucks. Ret. Sec. representatives have visited Regions and made allocations covering the current period which are in general adequate to meet existing needs. C.I.R. is functioning and carrying out distribution.

A large number of trucks in LOMBARDIA, VENETIA and EMILIA run on methane. The methane wells in the LODI, PARMA and PIACENZA and NOVI regions are in production and supplies are being obtained for the three above regions. The pipe-lines from PARMA area to MILAN and from NOVI to PAVARA and PAVIA are open but the last named is carrying petrol for 8 Army. Collection for VENETIA and EMILIA is effected by trucks in cylinders.

(vi) Truck Manufacture.

Fiat, TURIN, are producing 3 cars and trucks per day but production is limited due to shortage of coal. Lancia, TURIN, can commence manufacture in July if coal is supplied. Lancia, Bianchi and Alfa-Romeo at MILAN are making cars in very small numbers.

(vii) Spare Parts and Tyres.

Fiat and Lancia at TURIN and Fiat, Lancia and Bianchi at MILAN are believed to possess good stocks of parts. All large holdings have been frozen by Commerce and Industry Division for listing and release to firms for manufacturing and to civilian trucks through U.A. in each Region. Reports covering the overall position will be made to Industry and Commerce Sub-Commissions.

Pirelli, MILAN, were producing 1000 truck and car tyres in May and possess materials for an additional unknown quantity. Michelin commenced manufacture of tyres for Fiat 626 trucks and cars on 22 May at the rate of 150 per day. Sufficient materials are held for about 5000 more and production can be stepped up to 750 per day if a further supply of materials is allotted.

Pirelli stocks amount to some 8000-9000 tyres of mixed sizes while 72.6 Michelin possess very limited numbers.

Industry and Commerce Divisions concerned are dealing with the overall problems of manufacture and distribution of stocks available.

(viii) Railways and Ports.

Main inter urban lines between GENOA-TURIN-MILAN-CREMONA and VENICE-UPPES are open to limited traffic. These links are materially relieving road transport in carrying civil supplies.

GENOA is not yet open due to delay in mine clearance, but VENICE is now open receiving a limited tonnage.

At the outset army supplies and German stocks were issued to civilian trucks. Post-sec. representatives have visited regions and made allocations covering the current period which are in general adequate to meet existing needs. C.I.P. is functioning and carrying out distribution.

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Fiat, TURIN, are producing 3 cars and trucks per day but production is limited due to shortage of coal. Lancia, TURIN, can commence manufacture in July if coal is supplied. Lancia, Bianchi and Alfa-Romeo at MILAN are making cars in very small numbers.

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Pirelli, MILAN, were producing 1000 truck and car tyres in May and possess materials for an additional unknown quantity. Michelin commenced manufacture of tyres for Fiat 525 trucks and cars on 22 May at the rate of 50 per day. Sufficient materials are held for about 3000 more and production can be stepped up to 750 per day if a further supply of materials is allotted. Pirelli stocks amount to some 8000-9000 tyres of mixed sizes while Michelin possesses very limited numbers.

Industry and Commerce Divisions concerned are dealing with the overall problems of manufacture and distribution of stocks available.

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GENOA is not yet open due to delay in mine clearance, but VENICE is now open receiving a limited tonnage.

(ix) Transportation Officers and Cars.

A shortage of T.O's and cars for their use is handicapping the organization of civilian Truck Pools and progress generally. An additional 17 officers are required for the 5 Regions. The imminent hand-over of AC/AGC Truck Pools in the South to the Italian Govt. will release further T.O's for the North.

-3-

Due to a deficiency of WE/TE vehicles generally an unreliability of requisitioned cars it would be of great assistance if at least 30 jeeps could be provided for T.C.'s use. Consideration is being given to the allotment of Jeeps from the consignment of 230 received from U.S. as control vehicles for the 2700 imported trucks.

2. OPERATIONS.

(a) Haulage Commitments.

Liberation of the North has materially increased A.C. road haulage commitments in the territory South of the Army area. Loading and unloading of A.M.C. supplies to and from shipside and warehouse - railroad lifts have increased at LECORON during the month. In the A.M.C. area the tonnage of A.M.C. food to move from warehouse to railroad for FORLI and GESSINA has risen to 2500 tons per week while grain stockpiling for the North has been stepped up.

The blocked tunnel on the line between GESSINA and A.M.C. resulted in demands for road transport to lift some 2000 tons per week of A.M.C. supplies and carriage of large numbers of refugees southbound across the gap.

Local movement of refugees in the FLORENCE and FORLI areas absorbed many trucks and it has been necessary to provide 33 trucks ex 222 G.T. Coy at FLORENCE for the FORLI refugee camp.

2 G.T. Coys or 3 Truck Bn. have been allotted to EMILIA Region for the movement of civil supplies and help due to inadequate civilian trucks available to complete.

Grain movements in the MARCHE-ABRUZZI areas have also been increased with the haulage of 3000 tons per week from warehouses to railroad for rail shipment to the Neel, and GESSINA for CHIETI and ABRUZZO provinces.

These increased demands have severely strained A.C. resources of G.T. Coys Italian Transport Coys and Truck Pools in the above areas due to the loan of 1000 trucks to 15 Army Group.

(b) Availability and Locations of A.C. Military Transport.

Loaned to 15 Army Group - 1 Truck Bn - 2202 1/2 ton trucks
3 " "(6) Coys - 2202 1/2 ton trucks
227-230 I.T. Coys - 4000 1/2 ton trucks

Total 1000 trucks. Lift 2075 tons.

TOCANA Region.

LIVORNO - 221 I.T. Coy --- 132 1/2 ton trucks
FLORENCE - 3 Pls 222 I.T. Coy --- 96 x 1 1/2 ton trucks

TOTAL - 220 trucks. Lift 456.

EMILIA REGION - 2 Coys 3 Truck Bn. --- 96 1/2 ton trucks
1 Pl. 222 I.T. Coy - 33 1/2 ton trucks.

TOTAL - 129 trucks. Lift 258 tons.

MARCHE-ABRUZZI - 2 Truck Bn. - 304 1/2 ton trucks.
Lift --- 768 tons.

72.5

commitments in the territory south of the Army area. Loading and unloading of A.M.G. supplies to and from shipside and warehouse - railroad lifts have increased at LECORON during the month. In the ANCONA area the tonnage of A.M.G. food to move from warehouse to railroad for FORLI and GEMONA has risen to 3500 tons per week while grain stockpiling for the North has been stepped up.

The blocked tunnel on the line between OSIMO and ANCONA resulted in demands for road transport to lift some 2000 tons per week of A.M.G. supplies and carriage of large numbers of refugees southward across the gap.

Local movement of refugees in the FLORENCE and FORLI areas absorbed many trucks and it has been necessary to provide 53 trucks ex 222 I.T. Coy at FLORENCE for the FORLI refugee camp.

2 Q.M. Coys ex 3 Truck Bn. have been allotted to EMILIA Region for the movement of civil supplies and help due to inadequate civilian trucks available to compete.

Grain movements in the MARCHE-ANCONA areas have also been increased with the haulage of 3600 tons per week from warehouses to railroad for rail shipment to the Heel, and ORTONA for CHIETI and ABRUZZO provinces.

These increased demands have severely strained A.G. resources of Q.M. Coys Italian Transport Coys and Truck Pools in the above areas due to the loan of 1088 trucks to 15 Army Group.

(b) Availability and Locations of A.G. Military Transport.

Loaned to 15 Army Group - 1 Truck Bn - 480x21 ton trucks
3 " "(6) Coys - 288x11 ton trucks
227-228 I.T. Coys - 400x23 ton trucks

72.5

Total 1088 trucks. Lift 2676 tons.

TOSCANA Region.

LECORON - 221 I.T. Coy -- 132x11 ton trucks
FLORENCE - 3 Pls 222 I.T. Coy -- 96 x 11 ton trucks

TOTAL - 228 trucks. Lift 456.

EMILIA REGION - 2 Coys 3 Truck Bn. -- 96x11 ton trucks
1 Pl. 222 I.T. Coy - 35x11 ton trucks.

TOTAL - 129 trucks. Lift 256 tons.

MARCHE-ANCONA - 2 Truck Bn. - 384x11 ton trucks.
Lift -- 768 tons.

With the loan of 1088 trucks to 15 Army Group, the lift of A.G. military transport available for A.C. use dropped from 2040 tons on 30 April to 1456 tons at end May, although 2 and 3 Truck Bns. and 221,222 I.T. Coys providing a total lift of 2074 tons, have come into service.

The overall picture is that all essential haulage programmes in A.C. territory are being executed, except in the ANCONA area where grain and sulphur movements cannot be met in full. The activation of the remaining four Italian Transport Coys successively starting about 20 June will materially ease the position.

(c) Tonnage Moved by Road Transport.

On priority haulage programmes of grain, AGO food, ammo, bomb and sulphur a total of 27,500 tons was hauled in the month, an increase of 900 tons over April.

Figures of total tonnage moved during the whole of May in A.C. Territory by A.C. Military Transport, AC/AGO Truck pools and E.M.A.C. are not yet available. Tonnages hauled in the 30 days ending 10 May are:-

11-20 April	- 109,000 tons.
21-30 "	- 99,000 "
1-10 May	- 91,000 "

Reduction after 20 April is due to the decrease, in I.T. and E.M. Coys under A.C. control.

A total of 255,700 tons was carried in April against 241,800 tons in

March.

E.M.A.C. continues to haul approximately 40,000 tons every 10 days. Total moved in April was 127,222 tons against 122,338 tons in March. EMAC continues to complain that P.O.L. allotment from the Ministry of Commerce falls far short of requirements and that a large number of civilian trucks are unable to operate due to lack of fuel. A meeting is being arranged with Commerce Sub-Commission and EMAC to clarify the situation generally and to determine whether EMAC have a sound case for increased allotments.

2. SUPPLIES.

(a) The control vehicle situation is progressively improving. 2001/4- ton trucks have been received and about 2/3 of these have been placed in operation, all on Public Works supervision and the remainder on trucks control and operation. These were all reconditioned vehicles and arrived in very bad condition, in many cases necessitating complete overhaul.

(b) 1620 new 11/2 ton trucks have been received and have been assembled and placed in operation on civil supply services.

(c) Shipments of reconditioned 11/2 ton trucks are arriving regularly. 214 have been tallied in and are being prepared for transfer to the Italian Government. As was the case with the control vehicles many of these were non-runners when landed, many being minus batteries, bodies and numerous minor parts in addition to having suffered considerable damage on 7224. They are being overhauled by the Truck Maintenance Group and will be reconditioned for operation prior to transfer.

(d) 27 tons of spare parts for imported vehicles have landed and are being stocked at the central warehouse of the Truck Maintenance Group for controlled issue to operating units. The first shipment of parts for Italian Civilian vehicles imported from Africa under the control of EMIA has been received and with proper distribution should enable many more commercial vehicles to return to the road. Over 1000 tons of spares are scheduled to arrive from this source.

(e) The tire problem is still critical. All of the control vehicles and many of the imported trucks have spare tires and this deficiency has not yet been made up by issues from theatre stocks. The supply of tires

11-20 April - 109,000 tons.
21-30 " - 99,000 "
1-10 May - 91,000 "

Reduction after 20 April is due to the decrease, in I.P. and A.M. Coys under A.C. control.

A total of 295,700 tons was carried in April against 241,800 tons in March.

S.N.A.C. continue to haul approximately 40,000 tons every 10 days. Total moved in April was 127,222 tons against 132,336 tons in March. ENAC continue to complain that F.O.I. allotment from the Ministry of Commerce falls far short of requirements and that a large number of civilian trucks are unable to operate due to lack of fuel. A meeting is being arranged with Commerce Sub-Commission and ENAC to clarify the situation generally and to determine whether ENAC have a sound case for increased allotments.

2. SUPPLIES.

(a) The control vehicle situation is progressively improving. 8801/4-ton trucks have been received and about 2/3 of these have been placed in operation, 20 on Public Works supervision and the remainder on trucks control and operation. These were all reconditioned vehicles and arrived in very bad condition, in many cases necessitating complete overhaul.

(b) 1620 new 11/2 ton trucks have been received and have been assembled and placed in operation on civil supply services.

(c) Shipments of reconditioned 11/2 ton trucks are arriving regularly. 214 have been tallied in and are being prepared for transfer to the Italian Government. As was the case with the control vehicles many of these were non-runners when landed, many being minus batteries, bodies and numerous minor parts in addition to having suffered considerable damage. They are being overhauled by the Truck Maintenance Group and will be reconditioned for operation prior to transfer.

(d) 27 tons of spare parts for imported vehicles have landed and are being stocked at the central warehouse of the Truck Maintenance Group for controlled issue to operating units. The first shipment of parts for Italian Civilian vehicles imported from Africa under the control of ENAC has been received and with proper distribution should enable many more commercial vehicles to return to the road. Over 1000 tons of spares are scheduled to arrive from this source.

(e) The tire problem is still critical. All of the control vehicles and many of the imported trucks came minus spare tires and this deficiency has not yet been made up by issues from theatre stocks. The supply of tires and tubes for indigenous Italian transport is still far below the minimum transport requirements.

4. MAINTENANCE.

The activities of this Section were confined chiefly to matters pertaining to the transfer of the vehicles of the AC operated IIR (Sicily) and Truck Pools to the Italian Government.

In connection with the former, one officer from this Section, together with a Finance Officer and members of the Italian Government, are proceeding to Sicily on the 11 June 45 to complete the transfer.

Every effort has been made to make serviceable all the Truck Pool V.D. vehicles preparatory to their transfer. Special releases of major assemblies, tyres, tubes and other parts of all kinds have been obtained, as a result of which many vehicles previously unserviceable are now road-worthy and fit for transfer.

A general improvement in the supply of tyres, tubes and vehicle accessories to AC has been noticed during the past month, due, no doubt, to the decrease in Army requirements.


U. G. GROSS JR.
Chief,
Roads Division.

7242

HEADQUARTERS ALLIED COMMISSION

AFC 394

Transportation Sub-Commission

10 May 1945

REFERENCE : AC/425/TW 5

SUBJECT : Internal Monthly Report (Main)

TO : Director, Roads Division

Herewith this Section Internal Monthly Report for month ending 30 April 45.

MAINTENANCE

- a) Practically all work performed by this Section during the past month was routine, due to one officer being hospitalized for a month, making it necessary for the other officer to remain at H.Q.
- b) On inspection of INI in Sicily was made during the month with intentions of turning all INI resources over to the Italian Government, but as yet the Italian Government has not signed the necessary documents as soon as the Italian Government acts all INI resources will be turned over.
- c) An inspection of transport in the Bari Zone has just been completed. Maintenance and organization of the Foggia Truck Pool was found to be satisfactory. Vehicles on loan to Ferrovie Sud-Est were satisfactorily maintained though short of spares, tyres, tubes and batteries. Vehicles on loan to SITA were found to be most unsatisfactory. Out of a total of 16 vehicles held at Matera only 4 were in running order and of the 30 vehicles at Potenza only 5 were running. It is evident that very little assistance has been given this firm by Southern Region Transport Officer in the past as some of the vehicles have been off the road for want of tyres, batteries or other components for the last 6 months. The lack of enthusiasm on the part of SITA towards the maintenance of these vehicles is considered largely due to the lack of interest taken in

TO : Director, Roads Division

Herewith this Section Internal Monthly Report
for month ending 30 April 45.

MAINTENANCE

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- b) On inspection of INI in Italy was made during the month with intentions of turning all INI resources over to the Italian Government, but as yet the Italian Government has not signed the necessary documents as soon as the Italian Government acts all INI resources will be turned over.
- c) An inspection of transport in the Bari Zone has just been completed. Maintenance and organization of the Foggia Truck Pool was found to be satisfactory. Vehicles on loan to Ferrovie Sud-Est were satisfactorily maintained though short of spares, tyres, tubes and batteries. Vehicles on loan to SITA were found to be most unsatisfactory. Out of a total of 16 vehicles held at Matera only 4 were in running order and of the 30 vehicles at Potenza only 5 were running. It is evident that very little assistance has been given this firm by Southern Region Transport Officer in the past as some of the vehicles have been off the road for want of tyres, batteries or other components for the last 6 months. The lack of enthusiasm on the part of SITA towards the maintenance of these vehicles is considered largely due to the lack of interest taken in them by former AC Transportation Officers. These vehicles have now been handed to REME Potenza who have undertaken to repair what they can and BLR the remainder. A special release of 150 tyres and tubes and 32 batteries has been obtained by this Section for Bari Zone as a result of this visit. These are sufficient to equip all the British 3 ton vehicles in the Zone off the road for the want of them at the time of the inspection.

H.M. DOWNER

Major Ord. Dept.

Tele : 478303 HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

ONC/fa

Our ref.: AG/100/11/Tn 3

7 May 1945

SUBJECT : Monthly Report - April

TO : Senior Transportation Officer
o/o AMG Naples

1. Ref para 3 (Road) of your April monthly report.
2. Long Distance trips, medium tonnage.
B) Mail Service, Rome, Naples Region, 2 trucks for
25 days, total trucks 50.
3. Long Distance trips, heavy tonnage.
D) Refugees, Rome and Naples Region, 2 trucks for
31 days, total trucks 62.
4. In respect of items quoted in paras 2 and 3 please give
full detailed report explaining
(a) Reason traffic cannot move by rail and
(b) Whether truck pool vehicles operate these services.

By Command of Rear Admiral STONE:


C.N. CHRISTENSEN
Lt. Colonel, 7240

Copy to : Road Division
Commissioner, AMG Naples Commune

HEADQUARTERS ALLIED COMMISSION
APC 394
TRANSPORTATION SUB-COMMISSION

02/3p

Ref. 378

Ref: AC/43/10/Tn2

11 May 1945

SUBJECT : Monthly Report, April, 1945.

TO : Administrative Officer, Transportation Sub-Commission.

1. GENERAL

(a) During the month of April representatives of Transportation Sub-Commission, Roads Division carried out an inspection of ENAC installations throughout Italian Government territory and it was found that:

- (i) Registration of civilian trucks in ENAC has reached a high percentage of total vehicles available throughout the territory.
 - (ii) The unsatisfactory conditions existing within the ENAC organization are undoubtedly due to lack of experienced personnel.
 - (iii) In most cases provincial branches of ENAC are materially and efficiently assisting in dock clearance of important ports such as Bari, Naples and Civitavecchia.
 - (iv) ENAC's lack of system and control in the distribution of P.O.L. has had an adverse effect on the movement of essential supplies, and has tended to encourage the black market purchases. Steps have recently been taken by ENAC to overcome these conditions and a standard system of patrol accounting is being inaugurated with the minimum of delay.
- (b) Allied Commission road check squads have been operating to investigate infringement of rules and the irregular haulage of merchandise by trucks. These investigations have brought to light several cases of forged or altered trip tickets and the misuse of permits issued by AMG for AMG territory. These instances have been advised to ENAC with the request that action be taken to rectify the condition.
- (c) ENAC personnel have partly taken over from the previous Consorzio Autotrasporti which had been set up on behalf of private truck owners in Abruzzi.
- (d) Discussions are now under way with Italian Government, Transportation Sub-Commission, Roads Division for the turnover of Truck Pools presently being operated by AG in Italian Government territory. It is expected that

TO : Administrative Officer, Transportation Sub-Commission.

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- (c) ENAC personnel have partly taken over from the previous Consorzio Autotrasporti which had been set up on behalf of private truck owners in Abruzzi.
- (d) Discussions are now under way with Italian Government, Transportation Sub-Commission, Roads Division for the turnover of Truck pools presently being operated by AC in Italian Government territory. It is expected that definite agreements will be reached approximately the middle of May.

2. SUPPLIES

- (a) 1544 1½ ton civilian load carrying vehicles have been received to date.

-2-

(Monthly Report Cont'd)

- (b) 149 control vehicles (1 ton trucks) have arrived and are being conditioned and dispatched for operation with the Motor Transport Group.
- (c) The spare parts problem as regards the above is critical since the 6 months sealing requested did not accompany the vehicle shipments.
- (d) Higher echelon maintenance equipment situation is extremely unsatisfactory. Practically nothing has been forthcoming against requisitions and both the Motor Transport Group and AC truck pools are forced to operate with inadequate and makeshift facilities for repair and maintenance operations.

3. MAINTENANCE

- (a) Practically all work performed by this Section during the past month was routine, due to one officer being hospitalized for a month, making it necessary for the other officer to remain at Headquarters.
- (b) On inspection of IMT in Sicily was made during the month of April with intentions of turning all IMT resources over to the Italian Government, but as yet the Italian Government has not signed the necessary documents as soon as the Italian Government acts all IMT resources will be turned over.
- (c) An inspection of transport in the Bari Zone has just been completed. Maintenance and organization of the Foggia Truck Pool was found to be satisfactory. Vehicles on loan to Ferrovie Sud-Est were satisfactorily maintained though short of spares, tires, tubes and batteries.

4. OPERATIONS

- (a) The 1st Truck Battalion with 1000, 1001, 1002 and 1004 O.T. Coys, comprising some 680 x 3 ton trucks, were loaned to 15 Army Group from 23 April for the movement of civil supplies in Northern Italy on the liberation of additional provinces. 221 Italian Transport Coy, A.C., the first of the new BRIT Coys to be found, took over the commitments of 1 Truck Battalion in the Florence-Leghorn area. The 2nd Truck Battalion of 8 O.T. Truck Coys in the Ancona-Macchata area.
- (b) It is intended that the 3rd Truck Battalion, when activated, and the remaining 5 Italian Transport Coys shall be used in the North in Phase 2 when the necessary maintenance equipment and spare parts are received.
- (c) The volume of goods hauled by road in April again showed an increase over March. On priority haulage programmes of grain, AMC food, hemp, sulphur and saws, 27000 tons were moved - an increase of 21% over March. Up to 25 April, 1 Truck Battalion and 3 O.T. Coys of the M.T. Group hauled 32,670 tons - a decrease of 3300 tons against March, due to the fact that truck days run were reduced by 5.

(d) Transport hauled by rail in April was 10,000 tons against 12,000 tons in March.

3. MAINTENANCE

- (a) Practically all work performed by this Section during the past month was routine, due to one officer being hospitalized for a month, making it necessary for the other officer to remain at Headquarters.
- (b) On inspection of INT in Sicily was made during the month of April with intentions of turning all INT resources over to the Italian Government, but as yet the Italian Government has not signed the necessary documents as soon as the Italian Government acts all INT resources will be turned over.
- (c) An inspection of transport in the Bari Zone has just been completed. Maintenance and organization of the Foggia Truck Pool was found to be satisfactory. Vehicles on loan to Ferrovio Sud-Est were satisfactorily maintained though short of spares, tires, tubes and batteries.

4. OPERATIONS

- (a) The 1st Truck Battalion with 1000, 1001, 1002 and 1004 G.T. Coys, comprising some 680 x 3 ton trucks, were loaned to 15 Army Group from 25 April for the movement of civil supplies in Northern Italy on the liberation of additional provinces. 321 Italian Transport Coy, A.C., the first of the new HMTI Coys to be found, took over the commitments of 1 Truck Battalion in the Florence-Leghorn area. The 2nd Truck Battalion of 8 G.M. Truck Coys in the Ancona-Macerata Area.
- (b) It is intended that the 3rd Truck Battalion, when activated, and the remaining 3 Italian Transport Coys shall be used in the North in Phase 2 when the necessary maintenance equipment and spare parts are received.
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- (d) Tonnage hauled by EMAC in 10 day periods from 11 March to 10 April is shown below:

1 - 10 Mar.	39500 tons
11 - 20 Mar.	42700 "
21 - 31 "	56539 "
1 - 10 Apr.	43157 "

The decrease in the period 1 - 10 April was due to the incidence of Easter when no haulage was performed for 3 days.

(Monthly Report Cont'd)

-3-

- (e) TNT in Sicily moved 19,700 tons of goods in the first 20 days of April against 26,235 tons in the last 21 days of March. The decrease is due to reduced truck availability arising from increasing numbers deadline for spare parts and tires.
- (f) The total tonnages hauled by ENAC, AC/AMG Truck Pools and units of the M.T. Group for the 3 periods of March and the first 10 days of April were:

1 - 10 March	67,352 tons
11 - 20 "	23,994 "
20 - 31 "	100,600 "
1 - 10 April	88,743 " (Easter period)

The above figures exclude Toscana Region and certain Truck Pools for which returns were not received.

G. G. Cross Jr.
G. G. CROSS JR.
Chief,
Roads Division.

7237

ALLIED COMMISSION
LANCIA GARAGE
APO 394

Tn/LG/21. Monthly Reports

MONTHLY REPORT

April 1945.

1) Repairs.

During April 1945, the following number of vehicles came into this shop for major repair :-

In workshop	30 March	30
Brought in for repair		128
Repaired and dispatched		99
In workshop	30 April	59

2) Requisitioned cars.

No vehicles were de-requisitioned during April.

3) Staff.

a) Allied :-	1	Apr.45	30	Apr.45
Officers	2			1
E/M	2			2
O/R	1			1
b) Italian AC. Employees:-	22			22
c) Lancia employees:-	97			97.

4) Spare parts.

Spare parts have not been too difficult to obtain, due to the close liason and cooperation between this shop and Super Garage.
Since most parts were obtained from Super Garage, very little was bought on the open market.

5) Regional Garage.

During the month of April 660 vehicles were received for parking. Due to the small capacity and vigilance of the guard, no losses have been incurred on property left in vehicles.

6) Maintenance Section A.C.

7236

1) Repairs.

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In workshop	30 March	30
Brought in for repair		128
Repaired and dispatched		99
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a) Allied :-	1 Apr.45	30 Apr.45
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b) Italian A.C. Employees:-	22	22
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7236

6) Maintenance Section A.C.

The A.C. Maintenance section has repaired 232 transient vehicles during April.

7) General.

- a) No failure of current has occurred during the month.
- b) Due to the amount of work that has to be supervised, it is requested that two additional E/M or O/Rs be assigned this shop, the present number of two E/M and

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one O/R being mad just to cope with the amount of work that has to be done.

V. Grubbs
N. GRUPPUSO
1st Lt Inf.
M.T.O.

7235

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

GE/ngd

AC/43/8/IN.5

8 April 1945

SUBJECT: Monthly Report, March 1945

TO: Administrative Officer, Transportation Sub-Commission.

1. GENERAL

(a) Procedure for the handling of road haulage programmes and transport bids received from Movements Division is now working smoothly and co-ordination between the two Divisions is satisfactory. A standard system of haulage returns embracing all AC/ASG Truck Pools, ENAC and the A.T. Group has been introduced.

(b) Upon the withdrawal of A.C. personnel in Southern Region ENAC have taken over operation of some 360 W.D. vehicles in A.C. Truck Pools. Truck Pool officers remain at each Truck Pool for the supervision of maintenance.

(c) Control and operation of civilian trucks by ENAC has shown a gradual improvement in efficiency since 1 February when the ENAC commenced to function throughout Italian Government Territory. Various difficulties, such as opposition from truck owners, have been encountered, but it is anticipated that the overall picture will show further gradual improvement as ENAC gets fully into its stride and truck owners gain confidence in the organization.

(d) ENAC, the National Agency for the Motor Transportation of Goods, was formed under Government Decree dated 17 Aug. 1944 and registration of trucks commenced. Prior to the inception of ENAC, control of civilian trucks in liberated Italy was virtually non-existent. This condition aggravated an already critical road transport problem, in which civilian truckers were reluctant to have essential civilian supplies at official tariff rates.

On 1 Feb. 1945 ENAC commenced to function under authority of a second Decree whereby private haulage became illegal. The ENAC is required to control all civilian trucks in Italian Govt. Territory to co-ordinate movements in the interests of economic operation and to ensure that all haulage is effected at standard tariff rates prescribed by the Ministry of Transport. It is also

2236

TO Administrative Officer, Transportation Sub-Commission.

1. GENERAL

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ENAC is a non-profit making para-statal organization, financially self supporting by the addition of a small administrative fee to all charges made. It is controlled by a Govt. Board of supervisors and managed by a General Directorate in Rome. Branches are established in the chief centre of each Comptamental and Provincial Directors in the provinces, managed by Comptamental and Provincial Directors.

All bidders for transport apply to branch officers where their bids are screened according to priority and allotted to truckers for execution. ENAC arranges collection of freight charges in advance and payment of truckers after deduction of the administrative fee.

A total of 26,000 trucks were registered with ENAC up to 1st March 1945, of which 21,000 are serviceable and 5000 are off the road due to lack of types and spare parts. The problems of tyre and spare parts supply is critical and, unless solved shortly, the number of deadline trucks will increase rapidly in the next 6 months. Steps have been taken to relieve the situation by the procurement from sources external to Italy but up to date supply has been very limited.

A close liaison is maintained between the Roads Division and the General Directorate. ^{current} problems are discussed and advice and assistance given to ENAC in their solution.

2. OPERATIONS

(a) An officer and an Italian civilian are now freely employed in the Field on liaison and investigation duties. Visits are made to areas where problems and difficulties have arisen. Advice and assistance is given and reports are made to the Operations Branch. ENAC operating conditions in several provinces have been covered.

(b) The opening of the Leghorn-Florence line on 1 April and the Ortona-Ancona line in 1 May will enable four Q.A. Coys and 2 G.T. Coys to be released for use in the North.

(c) Progress in priority programmes for the haulage of sense grain, hemp, sulphur and AMG supplies has been satisfactory. Targets have been set except on the grain programmes in Marche-Abruzzi, when steps have been taken to clear the deficiency by the movement of No. 7 Q.A. Coy to Ancona and the allotment of 52 additional 3 ton trucks to AMG Truck Pools in the Region, released in replacement of BLR vehicles.

Total tonnage hauled in the above programmes were 21,395 representing an 8% increase over Feb. figures.

(d) 8 Q.A. Coys and 3 G.T. Coys of the A.T. Group hauled a total of 36,000 tons - an increase of 20% over February.

(e) Total tonnage hauled by T.N.A.C. 1-10 March were 39000 TMT moved 24600 tons in Sicily from 1 to 20 March.

(f) The official A.O.T. Tariff Rates, used by ENAC have been applied throughout Toscana, Umbria-Marche and Emilia-Romagna.

3. MAINTENANCE

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A close liaison is maintained between the Roads Division and the General Directorate. ^{Current} problems are discussed and advice and assistance given to ENAC in their solution.

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(a) An officer and an Italian civilian are now freely employed in the Field on liaison and investigation duties. Visits are made to areas where problems and difficulties have arisen. Advice and assistance is given and reports are made to the Operations Branch. ENAC operating conditions in several provinces have been covered.

(b) The opening of the Leghorn-Florence line on 1 April and the Ortona-Ancona line in 1 May will enable four C.M. Coys and 2 C.T. Coys to be released for use in the North.

(c) Progress in priority programmes for the haulage of sown grain, hemp, sulphur and AMN supplies has been satisfactory. Targets have been set except on the grain programmes in Marche-Abruzzi, when steps have been taken to clear the deficiency by the movement of No. 7 Q.M. Coy to Ascoli and the allotment of 52 additional 3 ton trucks to AMG Truck Pools in the Region, released in replacement of BLR vehicles.

Total tonnage hauled in the above programmes were 21,395 representing an 8% increase over Feb. figures.

(d) 8 Q.M. Coys and 3 C.T. Coys of the A.T. Group hauled a total of 36,000 tons - an increase of 20% over February.

(e) Total tonnage hauled by S.N.A.C. 1-10 March were 39000 INT moved 24500 tons in Sicily from 1 to 20 March.

(f) The official A.O.T. Tariff Rates, used by ENAC have been applied throughout Toscana, Umbria-Marche and Emilia-Romagna.

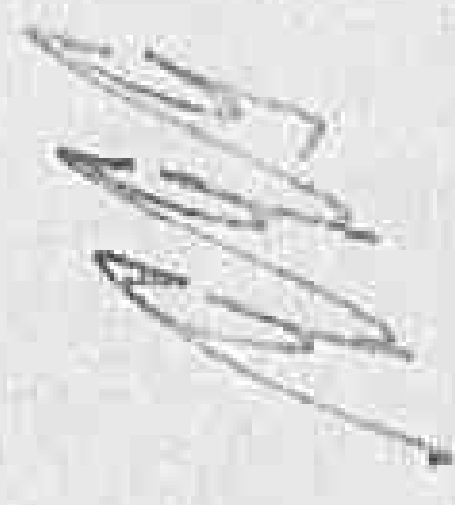
3. MAINTENANCE

(a) Fifty two (52) 3 ton British vehicles, which are fifty percent replacement for one hundred and four (104) BLR vehicles were inspected at the 408 VHR and accept for A.C. These vehicles were allocated to Abruzzi-Marche Region to assist in the critical civil supply situation existing in that area.

- (b) Eleven (11) 30 Cwt Chevrolets have also been allocated to the above mentioned Region. These vehicles are part of the original two hundred (200) 30 Cwt Chevrolets which were assigned to AC of which one hundred and eighty five (185) were drawn up. The remaining four (4) vehicles are being traced by AFHQ.
- (c) On request by AFHQ a report is being submitted regarding Allied Commission's overall plan for higher echelon maintenance and repair.

4. SUPPLIES

- (a) Standard form tire permits have been issued to all Regions. The replacement of varied types with the standard form is proceeding. All future issues of War Department tires from Region Transportation Officers to civilian car operators will be made via the new form.
- (b) A total of 1396 civilian load carrying vehicles 1 1/2 ton capacity have been received from U.S.
- (c) 416 of the above mentioned vehicles have been assembled and released to operating units of the Motor Transport Group.
- (d) 241 tires and 232 tubes were released to Regions.
- (e) 72 cases spare parts received and stocked in Central Parts Warehouse Via Fronting, Rome.


G. G. GROSS, JR.
Chief,
Roads Division,

7232

D R A F T

Until ENAC (National Agency for Motor Transportation of Goods) became a law there was no control over the operations of the civilian owned trucks in Liberated Italy. This condition added to an already critical transport problem. On February 1st the Italian Government put into effect the ENAC Law by decree. Its purpose is to control the movements of all load carrying vehicles and thereby make as efficient as possible their operation. This law requires that every person or persons owning trucks must register same with ENAC and operate under the direction of ENAC.

Any firm or persons wishing to have goods transported make their application to ENAC who in turn screens for its priority. Upon acceptance of the application, ENAC then dispatches a truck to complete the haul. Arranging for return loads is also one of ENAC's functions.

ENAC is a none profit state organization, financially self-contained in that a small percent is charged the consignor to take care of the cost of operations.

All fees for hauling are collected by ENAC, who in turn pay the truckers their schedule rates.

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There are approximately 26,000 trucks at present registered with ENAC, while this organization is at present suffering growing pains, each week sees its operations becoming more efficient.

- 2 -

Securing of spare parts and tires is becoming an urgent problem but steps are now being taken to relieve this situation.

7230

HEADQUARTERS ALLIED COMMISSION
APO 304
Transportation Sub-Commission

5 April 1945

REFERENCE : AC/425/ MAINT/ TN 5

SUBJECT : INTERNAL MONTHLY REPORT (Maint)

TO : DIRECTOR, ROADS DIVISION

Herewith this Section Internal Monthly Report for month ending 31 March 1945.

MAINTENANCE

a) Fifty two (52) 3 ton British vehicles, which are fifty percent replacement for one hundred and four (104) DLR vehicles were inspect at the 408 VRP and except for AC. These vehicles were allocated to Abruzzi-Marche Region to assist in the critical civil supply situation existing in that area.

b) Eleven (11) 30 Cwt Chevrolets have also been allocated to the above mentioned Region. These vehicles are part of the original two hundred (200) 30 Cwt Chevrolets which were assigned to AC of which one hundred and eighty five (185) were drawn up. The remaining four (4) vehicles are being traced by AFHQ.

c) A report is being submitted, which was requested by AFHQ in regards to Allied Commissions over all maintenance and repair plan for higher echelon maintenance.

Hmm
H. B. DOWDER
Major Ord. Dept. (A)
Vehicle Maintenance Branch

7229

HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION.

JHB/ga

SUBJECT: Monthly Report. February 1945

TO : Administrative Officer. Transportation Sub-Commission.

E N A C.

E N A C was activated in King's Italy on the 1st February '45 and it is too early to endeavour to determine the effectiveness of this organisation. In many cases however, it has shown signs of functioning and the co-operation of the E N A C officers has been good so far as this HQ has been concerned. Unfortunately this would not appear to be the experience of some of the Provinces, but the liason official.

Mr. Bompard is working extremely hard and an improvement should be made in March.

Q.M. Truck Coys and Gen. Tpt. Coys.

Gen. Tpt Coys (Italian).

These are now situated as follows:

1000 Gen. Tpt. Coy.

2 Platoons and Headquarters at San Giovanni, employed on forward haul Ancona-Ferri.

2 Platoons at Potenza, employed on wheat left in Macerata Province for rail southwards.

1001 Gen. Tpt. Coy.

Located at Cesena and employed solely by A M G 8th Army.

1000 Gen. Tpt. Coy.

Located at Gualianova and employed on the wheat haul out of Ascoli and Teramo Provinces and back haul of rationed goods from Ortona railhead.

1004 Gen. Tpt. Coy.

2 Platoons and Headquarters at Osimo, employed on warehousing and wheat haul.

2 Platoons at Chiaravalle employed on sulphur haul

7228

Q. M. Truck Coys.

Seven of the eight Companies of the first Q.M. Truck Bn. are now activated and are located as follows:

sheet 2.

3 Coys . Florence
2 Coys in Leghorn
1 Coy in Novacchia
1 Coy in Lucra

These seven Companies are employed on hauling for (I) A.M.G. 5th Army (II) Toscan Region.

The eighth Company will be available by the 14 March.

Exact figures are not available at the moment, but approximate figures show that the truck Coys hauled 2.494 tons per Coy during February and the Gen. Tpt. Coys 4.200 tons per Coy. These figures will be considerably improved upon as weather conditions get better.

With the formation of the Motor Transport Group, exact haulage figures will be available for the month of March, as far as the Gen. Tpt. Coys. and Headquarters Coys are concerned.

J. H. BORDASS
Lt. Colonel
Operations
Motor Tpt. Group

7227

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

hgd

9 March 1945

16/43/5/11.5

SUBJECT: Abridged Report for the Month of Feb.

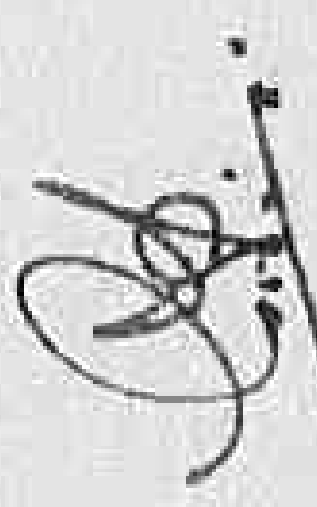
TO : Admin. Officer 11th. Sub-Commission

1. E.N.A.C. was activated in King's Italy on the 1st of Feb. '45. It has shown signs of functioning and the co-operation of the E.N.A.C. officers has been good as far as this Hq. has been concerned.

2. Exact figures of tonnage are not available at the moment, but approximate figures show that the Truck Coys hauled 2,494 tons per Coy during Feb., and the Gen. Tpt. Coys 4,200 tons per Coy. These figures will be considerably improved upon as weather conditions get better.

3. Inspection of vehicles, Truck Pool Organizations etc. were paid during the month. Some improvement is shown in the general standard of maintenance.

4. Plant for the assembly of imported civilian trucks has been placed in operation using shop facilities and personnel of ATAC Rome. Assembly capacity can be developed up to 50 per day.


C.C. GROSS JR.,
Director
Roads Division

7226

A443

4

HEADQUARTERS ALLIED COMMISSION
APO 394
Office of the Headquarters Commandant

5 March 1945

HQC/10/7

SUBJECT: Hq Motor Pool - Report for the
month of February, 1945.

TO : Vice President, Establishments Section.

DISPATCH OFFICE

1. Vehicles: - Cars operating in the pool for the month of February were:

Requisitioned	197	Permanently assigned	15
W.D.	160	Daily dispatched	78
		Others	264
	<u>357</u>		<u>357</u>

2. Deadlined Vehicles: -

WD, per day	49
Requisitioned, per day	47

3. Operations: -

a) Trips -

	No.	Average per day
Out of town	114	33
Outside Rome Area	530	19
Local	1848	66
Taxis	6524	233

The number of taxi trips is considerably less than for January due to the extension of the time that taxis are allowed away from Headquarters on any one trip.

b) Courier Service -

	143 passengers were taken to NAPLES
31	" " " " 8th Army Area
71	" " " " 6th Army Area
TOTAL	<u>245</u> passengers, plus baggage and mail.

7225

c) Recreational pool: -

1520 trips were completed, an average of 54 nightly.

4. Additional duties of Dispatch Office: -

a) Transport Dispatch Ration Store -

1479 British rations issued
539 civilian " "

b) Rail, Sea, and Air Transport -

52 rail passengers
88 air "
14 sea "

5. approximately 25,000 persons were carried by Headquarters transport during the month of February.

SUPER GARAGE

6. American Motor Maintenance: - 1712 vehicles passed through this office for repairs. Out of this number: -

94	jobs	were	performed	in	the	Paint	Shop
234	"	"	"	"	"	Battery	Shop
229	"	"	"	"	"	Welding & Body	Shop
536	"	"	"	"	"	Tire	Shop
346	"	"	"			on the	Lubrication racks
703	"	"	"			by the	mechanics in their various shops

7. Thirty-three vehicles, beyond the capabilities of the Super Garage, were sent to P.B.S. Ordnance for repairs.

8. Weekly meetings between the Maintenance Officer and the enlisted personnel of the Super Garage (drivers and maintenance supervisors) are being held for the purpose of discussing difficulties encountered and methods for improvement in maintenance efficiency.

9. Spot inspections of American W.D. vehicles have been, and will continue to be made.

10. One hundred sets of wrenches, consisting of seven pieces each, are being manufactured for British and American W.D. vehicles. These will prove a great help towards solving the driver maintenance problem.

11. February has shown an improvement in American vehicle maintenance and the expected arrival of further Italian military drivers, thus releasing more enlisted personnel for supervisory duties, will bring further improvement.

12. Attached at Appendix 'A' is a standing Operating Instruction issued by the Maintenance Officer.

13. The plan, coming into operation 11 March 1945, for transient Regional and AMG vehicles to be parked and emergency maintenance performed at the Lancia Garage, will assist the American Maintenance Section in carrying out its assigned responsibilities.

14. British Motor Maintenance: -

a) Main Workshops - 98 jobs were completed, thus bringing up-to-date almost all outstanding heavy repairs.

b) Section Workshops - This section is now undertaking repairs of a more serious nature owing to the pressure of work in the Main Workshops.

i) Equipment and Canvas Repairs - A number of vehicle canvas covers have been made from old tentage, and with the help of the civilian car workshops in supplying such material as old seat springs, etc., a number of damaged and worn seats have been repaired.

ii) Woodwork and Paint Shop - A large number of staff cars and Utilities have been given a complete repaint.

The Carpenter Shop is working under difficulties owing to the short supply of timber.

15. Inspection Section (British): - With few exceptions, all vehicles attached to this Headquarters have been inspected: the exceptions being cars undergoing repairs or out of station on duty.

16. Petrol, oil and lubricants: - The undermentioned amounts were issued during the month, and comparative petrol figures are shown for previous months:

<u>Petrol:</u>	<u>Total Issues</u>	<u>Gallons</u>	
		<u>HQ Issues</u>	
November	58,299½	28,836	
December	61,638	28,548	
January	54,221	28,352	
February	56,522½	34,438½	
<u>Lubricants, other oils:</u>		Oils, Engine	1,440, total iss.
SAE 10	30		
SAE 50	143		
SAE 90	91		
Nypoid 90	77		
C. 600	50		
			7221
Deriv Fuel	654		
Kerosene	220		

17. Administrative Section: -

- a) At Appendix 'B' is statistical report for the month.
- b) Italian Drivers - 21 have been added to the pool, releasing more civilian drivers.
- c) Rations - Allied ration cards and Italian ration stamps have been obtained and issued to an average of 445 employees. A midshift meal has been served throughout the month.
- d) Purchases - Purchases of spare parts and material amounted to L. 464209
- e) Tires and Tubes - See Appendix 'C' attached.

LANCIA WORKS

18. Repairs: -

- a) In Works 1 February 1945 69
 Brought in for repair 70
 Repaired and sent out 95
 In Works 28 February 1945 44
- b) Batteries - 500 grids from NAPLES were supplied to BORTOLANI, ~~ROME~~ for pasting with litharge. These have now been received and handed over to Super Garage for repair of batteries. A further 1000 are in course of pasting.
- c) Spare Parts - Supplies have been received mostly from local civilian resources. The Supply keeps up, but, naturally, prices are rising.

19. General: -

- a) Only one hour has been lost during the month due to lack of electric current.
- b) Exemption for 19 men has been granted by the Italian Military authorities, but LANCIA & CO. have been warned that steps must be taken to replace as many of these as possible with older men, or men not liable to be called up.

R. H. Robertson
 R. H. ROBERTSON Colonel
 Hq. Commandant/Transp. Officer

Copies to:

-Transportation Sub-Commission
 Dispatch Office
 Super Garage
 Lancia Works
 File

7219

APPENDIX "A"STANDING OPERATING PROCEDURE

The following procedure will govern the Maintenance of American Controlled Vehicles:

1. Responsibilities: -

a) The supervisors as listed below will be responsible for the supervision of the Driver Preventive Maintenance (1st Echelon).

b) The Maintenance personnel as listed below will be responsible for the supervision of all higher echelon maintenance than 1st.

2. Records: -

The operating units will keep the Preventive Maintenance Rosters and will be responsible that each vehicle is reported to the Maintenance Office (A) once per month or each 1000 miles for its periodic check. Vehicles to be divided equally throughout the month excluding Sundays.

3. Emergency Repairs: -

Emergency repairs to be referred to the Maintenance Office (A) at any time necessary between 0730 hrs and 1700 hrs.

4. Wrecker Service: -

The Maintenance Office (A), provides 24-hour wrecker service.

Telephone: 0800 hrs to 1700 hrs - 843177
1700 hrs to 0800 hrs - 843082

5. Supplies: -

Supplies and equipment necessary for the supervisors to efficiently carry out their assigned responsibilities will be requested from the Supply Room (A).

6. Control: -

All Supervisors and Maintenance personnel as listed come under the direct control of the Maintenance Officer (A) as far as proper maintenance is concerned.

Supervisory Personnel Driver Preventive Maintenance (1st Echelon)

Transportation Sgt.

T/4 Staff

7218

W.D. Vehicles

No.

56

Pfc Johnston

- 1/4 ton 4x4 C/Rs (Jeeps) and trailers

APPENDIX "A" (Cont'd).

W.D. Vehicles

	<u>No.</u>			
	33	Pfc Durante	-	3/4 ton 4x4 C/Rs & Motorcycles
	24	Pfc Payne	-	3/4 ton 4x4 W/Cs, Ambulances & S/Cs.
	13	Pfc Iattinzo	-	2 1/2 ton 6x6, Cargo
(variable)	9	Cpl Sheets	-	W/D G-4 Pool Vehicles
(variable)	52	Units Operating	-	Attached W/D Vehicles

Civilian Type Vehicles

	<u>No.</u>			
(variable)	32	Cpl. Young	-	Assigned & Attached Vehicles operating from Garage
	62	Pfc. Milstein	-	Taxis
(variable)	39	Pfc. DeFilippo	-	G-4 Pools
	17	Operating Unit	-	1st Truck Bn.
	27	Operating Unit	-	Displaced Pers. & Repat. S/C
	24	Operating Unit	-	Attached - not operating from Garage

(divided equally by transporta- tion Sgt.)	131	) Cpl. Yeodeke		
		) Pfc. Salazar	-	Hq. Commandant's Pool
		) Pfc. McPherrin		
	<u>322</u>			

509 TOTAL

Variable - Transient Vehicles (average per week - 70)

Maintenance SectionMaintenance Sgt.

M/Sgt. Chapman (D.S.)

Mechanic Supervisors

T/4 Davis (D.S.)

T/5 Duanno

T/6 Kemp

Pfc Globekar

Pfc Haberman

Pfc Zeh

Hamas

Castagnola

Ianno

Howard (D.S.)

Supplies, Painting & Servicing

Cpl Sheets

Cpl. Stallings

7215 7816

APPENDIX "A" (Cont'd)

Supplies, painting & Servicing (Cont'd)

Cpl. Sire	Cpl. Janicki
Cpl. Clark	Cpl. Farina

Cpl. Naples

Administrative and Maintenance Inspectors

T/5 Mahoney
Cpl Johnson
T/5 Thompson
Pfc Taylor
Pfc Carr
Pfc Dawling

Appendix "B"

HQ. A.C. SUPERGARAGE (Civilian Payroll section)

MONTHLY REPORT February 1945

CLASSIFICATION	Number of Em- ployees	LABOR HOURS		AMT. Paid
		Reg.	Overtime	
CLERICAL PERSONNEL	24	4,688	873	158.007
CHAUFFEURS MECH.	218	42,306	20,101	1,507.520
DRIVERS	30	5,544	2,311	170.982
MECHANICS	82	15,046	1,762	415.570
MECHANICS ASST.	13	1,316	272	52.614
WELDERS	4	372	127	23.040
BLAKSMITHS	2	344	60	9.240
MECHANICS (Electrician)	12	2,096	439	63.708
ARTISIAN MATE HELPERS	1	184	19	4.365
WASHERS MACHINE	13	2,240	210	52.345
GEASERS	12	2,168	473	57.244
VULCANIZERS				
TYRE TREADERS	8	1,488	298	44.231
UNSKILLED LABORERS	25	4,472	269	84.522
SUPERINTENDENTS SHOP	1	192	24	8.452
COOKS				
DRICHLAYERS	1	192	40	72.11
STORKEKEEPERS	4	768	93	19.471
TIMERS	3	592	100	16.955

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VULCANIZERS	---	---	---	---
TYRE TREADERS	8	1,488	298	44,231
UNSKILLED LABORERS	25	4,472	249	84,522
SUPERINTENDENTS SHOP	1	192	24	8,452
COOKS	---	---	---	---
BRICKLAYERS	1	192	40	7214
STOREKEEPERS	4	768	93	19,471
TIMEKEEPERS	3	592	100	16,955
PAINTERS	2	384	45	12,300
CARPENTERS	1	184	18	4,625
TOTALS	456	85,076	27,514	2,710,534
			85,076..	
TOTAL LABOR HOURS				113,590

CONTROL:

Payroll No. 3 to 15 February 1945
 from 1
 Regular 1.387.292
 Supplementary 77.223
 L. 1.464.515

Payroll No. 4 to 28 February 1945
 from 16
 Regular 1.191.800
 Supplementary 54.219
 L. 1.246.019

TOTAL PAID L. 2.710.534

Breakdown of amt. Paid:		Number of workers	amt.
Month of	February 1945	444	L. 2.663.280
"	November 1944	1	L. 1.539
"	December 1944	3	L. 9.933
"	January 1945	8	L. 35.782
"	" 194		L. _____
TOTALS	No. 456		L. 2.710.534

1. 188

APPENDIX "C"

Tires and Tubes - Super Garage (Administration Section)

1. Tires and tubes received for use of Headquarters Commandant's Pool, G-4, and Olive Oil Group:

Size	Quantities Received		Quantities Issued		Balance	
	Tires	Tubes	Tires	Tubes	Tires	Tubes
600 x 16	93	122	31	68	62	54
					) For use in Hq Comdt's Pool and G-4 Vehicles.	
600 x 16	100	100	92	96	8	4
					) Allocated to Olive Oil Collection, with understanding that they are to be returned to Commerce S/C at end of Campaign	

2. Tires and tubes received for issue to Headquarters and Regional vehicles:

750 x 20	215	232	7	--	208	232	) Due to the pressing need for these
34 x 7	13	--	13	--	13	--	) truck tires and tubes in the regions,
900 x 20	7	--	7	--	7	--	) these quantities, with the exception
1200 x 20	8	15	8	--	8	15	) of 25 tires and 32 tubes 750 x 20 are being relinquished to Commerce S/C.

3. A total of 28 used tires and 23 used tubes were issued to Headquarters Commandant's Pool during February 1945.

4. Thirty-seven unserviceable tires were sent to Pirelli for salvaging.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

3

GP/hgd

8 March 1945

AC/13/3/TR.5

SUBJECT: Monthly Report.

TO : Admin. Officer Transportation Officer.

1. Maintenance

A. Activities of this Section were largely confined to inspection of vehicles, Truck Pool Organization, etc. Visits were paid to the Supergarage at this Headquarters, Displaced Persons and Repatriation Sub-Commission's Garage at Cinecitta, Garages and Truck Pools in Toscana and Emilia Regions. Some improvement is shown in the general standard of maintenance and, so far as the British vehicles are concerned, the establishment of the central spare parts store under 64 (a) this Headquarters has been a contributory factor.

The 10-day system of maintenance as set out in this Headquarters Vehicles Maintenance Instruction No.1, is not however being strictly followed in all cases and here the standard of maintenance as a result was found to be unsatisfactory.

B. A decision is still awaited from AFHQ as to whether AC is to undertake the performance of its own higher echelon vehicle or whether the existing affiliation to the Army is to continue.

2. Supply.

A. Plant for the assembly of imported civilian trucks has been placed in operation using shop facilities and personnel of ATC, Rome. Assembly capacity can be developed up to 50 per day.

B. A central parts warehouse is being organized at 55 Via Brenestine, Rome to accommodate spares received from the operation of civilian supply vehicles now on hand and on requisition.

7242

C. Operation of both (a) and (b) is under the Truck Brigade.

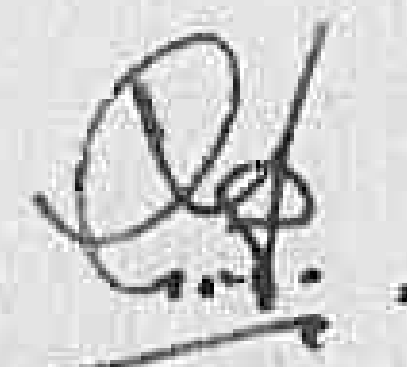
D. 360 civilian load carrying vehicles 1 1/2 ton capacity have been received. Assembly in proceeding at ATAC plant, Rome, and RUM shops, Naples. These are to be released to the Truck Brigade for operation.

E. The first consignment (8 tons) of spare parts for the above mentioned vehicles has arrived and will be stocked in central parts warehouse, via Prenezzina, Rome.

F. The control vehicle situation should improve in the near future. 235 1/4 tons jeeps and 200 motorcycles have been made available and shipping dates requested.

G. Plans are underway, in cooperation with Public Safety Sub-Commission, and RACI, to standardize permits for use of 42 tires on civilian vehicles. The miscellaneous issue of permits has seriously hindered the attempts to curb black market activities in tires. It is proposed to recall and check validity of old permits and issue standard forms.

H. 1056 tires and 2146 tubes were released through Regional Transport Officers and Hq. Main.

for 
G. GROSS
Director Roads Section.

7211

HEADQUARTERS ALLIED COMMISSION
SPARE PARTS SECTION
LANCIA WORKS

Tn/SF/21

MONTHLY REPORT

FEBRUARY 1945

SPARE PARTS

1) Orders for release.

During February 1945, 45 orders for release were issued.

2) Manufacture.

Progress in manufacturing spare parts during the month is as follows: -

a) Headgaskets.

Manufacture is continuing satisfactorily at NAPLES. We have corrected one or two minor faults in several patterns of gaskets which are now satisfactory.

The cardboard base is standing up well and no complaint of failure has been received.

b) Miscellaneous gaskets.

A small stock of asbestos sheeting at LIVORNO was purchased and is being used to make gaskets for exhaust manifolds etc. where high temperatures are met with.

c) Batteries.

i) BORTOLAMI, ROME, have pasted with litharge and delivered 500 grids. A further 1000 have now been sent to them for pasting.

ii) As the antimony content of the 2½ tons of lead purchased seems to vary from one ingot to another, I am having a sample from each ingot analysed. This should be finished in a day or two. Those with a low antimony content will be used to make litharge; those with a high content will be used to cast grids. Both

0 7 0 7

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a) Lancia Torsion Rods.

i) Some 30 of these have now been delivered.

ii) One of the first ones fitted fractured after a week's use. It was sent back to TERNI Coy who have altered the final heat treatment and there has been no further trouble.

- 2 -

e) Front springs (circular type).

i) TERNI Coy have now completed 2 pairs of springs for LANCIA AUGUSTA and LANCIA APRILIA respectively. These are experimental and will be tried out thoroughly on two cars running on rough roads. If, at the end of a week, they have stood up, orders will be placed for quantities as numbers of Lancia cars are now running with broken springs.

ii) The manufacture of further springs for FIAT and other Italian cars will be put in hand also.

f) Friction discs (clutch).

There is no sign of any further supplies of asbestos rings and I am therefore going to experiment with aluminium rings. I am not familiar with the properties of various alloys of aluminium and it may take some experimenting to find one with a suitable coefficient of friction and also soft enough to prevent wear of the opposing steel face but I hope to get the first experimental disc ready to try out in 10 days time.

g) SILENTBLOCS.

R.E.M.E., PIRELLI continue to re-rubber these and, as we insist on receiving back the old before new ones are issued, the stock is kept fairly level.

h) Rubber washers for hydraulic brakes.

Those made by R.E.M.E., PIRELLI have been found entirely satisfactory as they are made of natural rubber; 100 of each have now been manufactured. Further supplies can be obtained at any time as the dies were made by us and are, therefore, A.C. property. It has not, so far, been found necessary to make dies for the larger sizes ($1 \frac{1}{4}$ ", $1 \frac{1}{2}$ ", and $1 \frac{3}{8}$ ") as sets have been either bought or obtained from Ordnance. If demands increase, dies can be made within a week.

i) 16" wheels.

No further action has been found necessary, the demand for 16" wheels having been very small. As

11) The manufacture of further springs for PIAT and other Italian cars will be put in hand also.

f) Friction discs (clutch).

There is no sign of any further supplies of asbestos rings and I am therefore going to experiment with aluminium rings. I am not familiar with the properties of various alloys of aluminium and it may take some experimenting to find one with a suitable coefficient of friction and also soft enough to prevent wear of the opposing steel face but I hope to get the first experimental disc ready to try out in 10 days time.

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i) 16" wheels.

No further action has been found necessary, the demand for 16" wheels having been very small. As 15" tyres on FIATs wear out, demands for 16" wheels to take 600 x 16 tires may arise. If so, either old jeep wheels will be converted or new pressed steel wheels manufactured here in ROME. The designs are ready.

j) Fan belts.

I have had the utmost difficulty in getting hemp rope spliced in such a manner as to make as little increase in circumference as possible at the splice. I have, at last, succeeded in getting two experimental

./.

- 3 -

is spliced in such a manner as to hold out hope of staying on the fan pulleys at high speeds. These are now in process of being covered with rubber by R.E.M.E., PIRELLI for trial on one of the cars in LANCIA WORKS.

k) Differential housings, 1500 FIAT.

i) The first one has now been completed by a firm in ROME and, after one or two slight adjustments, has been fitted to a 1500 FIAT. There has been no trouble with it, nor did I expect any as it is actually stronger than the original FIAT housing.

ii) Steps have been taken to get the 100 sets of forgings machined and ready for use as soon as possible.

l) Helical gears (rear drive).

The ratio of gears suitable for 1500 FIAT has been agreed with TERNI. It is 5:1 as against 4 $\frac{1}{2}$:1 normal. As, however, most FIATs are fitted with jeep tires (600 x 16) instead of 140 x 40 or 45 (15"), the reduction in ratio will help to keep the transmission from overstrain. The first of these gears should be ready for trial in a week or so.

m) Water pumps.

The bodies of these are die-cast which we cannot do. Slight modifications have therefore been made in the design to enable them to be cast in the ordinary manner and I hope to get a sample in about two weeks time.

n) Spider gears.

TERNI Coy are experimenting with these at present. I anticipate no difficulties.

o) Clutch pressure plate springs.

TERNI Coy are also working on these. If the front springs are successful, these should be also.

p) Car jacks.

For some reason, there is a complete dearth of jacks. I look out to TERNI Coy a sample jack

been fitted to a 1500 FIAT. There has been no trouble with it, nor did I expect any as it is actually stronger than the original FIAT housing.

ii) Steps have been taken to get the 100 sets of forgings machined and ready for use as soon as possible.

1) Helical gears (rear drive).

The ratio of gears suitable for 1500 FIAT has been agreed with TERNI. It is 5:1 as against 4½:1 normal. As, however, most FIATs are fitted with jeep tires (600 x 16) instead of 140 x 40 or 45 (15"), the reduction in ratio will help to keep the transmission from overstrain. The first of these gears should be ready for trial in a week or so.

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o) Clutch pressure plate springs.

TERNI Coy are also working on these. If the front springs are successful, these should be also.

p) Car jacks.

For some reason, there is a complete dearth of light car jacks. I took out to TERNI Coy a sample jack of the screw cantilever type and they saw no difficulty in producing these. Naturally we have simplified the construction as much as possible and the handle is in one piece instead of collapsible. TERNI hope to produce the first sample about 10.MAR.

q) I am also getting TERNI Coy to produce a lug wrench (wheel brace). This will be a single forging with a bend in the handle. The wheel nuts of FIAT and LANCIA are not the same size but this difficulty is

bein overcome by making the lu reach to fit the larger size and fitting a 2 m/m sheet steel liner to reduce it to the smaller size.

3) General.

i) There has been little or no demand from other formations for any of the above spare parts which seems somewhat extraordinary in view of the large number of Italian civilian cars in use outside A.C.

ii) In view of the fact that these spares are practically unobtainable from civilian sources, I cannot help thinking that there must be many requisitioned cars off the road for lack of these spare parts. I would therefore ask that consideration be given to "advertising" the fact that these spares are, or, shortly will be, available on application to

Officer i/c Spare Parts Section
LANCIA WORKS
HQ. A.C.
C.M.F.

M. Hay
M. HAY
Capt. R.A.
Supply Officer (Roads)

TRANSPORTATION SUB-COMM.

Copy to : Industry Sub-Comm.
Transportation Sub-Comm.
Finance Sub-Comm.
H.Q. Commandant.
G-5 - A.F. H.Q.
D.O.S. A.T. H.Q.

in use outside A.C.

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Copy to : Industry Sub-Comm. —
Transportation Sub-Comm.
Finance Sub-Comm.
H.Q. Commandant.
G-5 - A.F. H.Q.
D.O.S. A.F. H.Q.
Ordnance Services (A) A.F. H.Q.
D.M.E. A.F. H.Q.
R.A.A.C. (attn Lt.Col. A. Reed).
P.B.S. (attn Ordnance Supplies).

7207

SUPPLY

(a) Plant for the assembly of imported civilian trucks has been placed in operation using shop facilities and personnel of ATAC, Rome. Assembly capacity can be developed up to 50 per day.

(b) A central parts warehouse is being organized at 45 Via Prenestina, Rome to accommodate spares received for the operation of civilian supply vehicles now on hand and on requisition.

(c) Operation of both (a) and (b) is under the Truck Brigade.

(d) 360 civilian load carrying vehicles 1 1/2 ton capacity have been received. Assembly is proceeding at ATAC plant, Rome, and REME shops, Naples. These are to be released to the Truck Brigade for operation.

(e) The first consignment (8 tons) of spare parts for the above mentioned vehicles has arrived and will be stocked in central parts warehouse, Via Prenestina, Rome.

(f) The control vehicle situation should improve in the near future. 235 1/4 tons jeeps and 200 motorcycles have been made available and shipping dates requested.

(g) Plans are underway, in co operation with Public-Safety Sub-Commission, and RACI, to standardize permits for use of WD tires on civilian vehicles. The miscellaneous issue of permits has seriously hindered the attempts to curb black market activities in tires. It is proposed to recall and check validity of old permits and issue standard forms.

(H) 1856 tires and 2146 tubes were released through Regional Transport officers and Hq. Main.

HEADQUARTERS ALLIED COMMISSION

DCM/fm /

APC 394

TRANSPORTATION SUB-COMMISSION

2 March 1945

REFERENCE : AC/ 25/ MAINT/ TR 5

SUBJECT : INTERNAL MONTHLY REPORT (MAINT)

TO : DIRECTOR, ROADS DIVISION

Herewith this Section Internal Report for month ending 28 Feb. 45 .

MAINTENANCE

- a) Activities of this Section were largely confined to inspection of vehicles, Truck Pool Organization, etc. Visits were paid to the Supergarage at this Headquarters, Displaced Persons and Repatriation Sub-Commission's Garage at Cinecittà, Garages and Truck Pools in Toscana and Emilia Regions. Some improvement is shown in the general standard of maintenance and, so far as the British vehicles are concerned, the establishment of the central spare parts Store under G4 (B) this Headquarters has been a contributory factor.

The 10-day system of maintenance as set out in this Headquarters Vehicles Maintenance Instruction No.1, is not however being strictly followed in all cases and here the standard of maintenance as a result was found to be unsatisfactory.

- b) A decision is still awaited from AFHQ as to whether AC is to undertake the performance of its own higher echelon vehicle repairs or whether the existing affiliation to the Armies is to continue.

D.C. MOYLE Major RA
7204
Vehicle Maintenance Section

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

R/43

CWAP/hgd

15 Feb. 1945

AC/R/43/TN.5

SUBJECT : Abridged Monthly Report for Jan. '45.

TO : Director Transportation Sub-Commission.

1. 5000 additional Italian Personnel are being made available in the near future to A.C.
2500 of these will be trained and equipped by AFHQ to form G.T.Coys. 2500 will be trained by A.C. to form Q.M. Truck Coys. The whole will be formed into an A.C. Motor Transport Brigade when final approval is given for this.

2. It has been decided that, for administrative purposes, it will be preferable to have all G.T.Coys operating in one area and all Q.M. Truck Coys in another Area. To this end G.T.Coys are being grouped on the East Coast and Q.M. Truck Coys on the West Coast.

3. All units of the 1st Truck Bn. working in Army areas have been assigned for all higher echelons of maintenance to the 5th Army.

4. Subject to the approval of higher authority it has been decided to establish a W.D. higher echelon maintenance shop, with its attendant W.D. spares departments, in Rome at the factory of A.T.A.C. These workshops will perform all echelons of maintenance for, and house spare parts for, the proposed A.C. Truck Brigade.

5. The first small batch of civilian load-carrying vehicles from overseas have arrived. Trucks arrived without bodies, but 2 1/2 ton GMC bodies have proved suitable. Arrangements are in hand for the fitting of these;

CWd
JAMES J. CARNES,
Colonel, Inf.
Director Roads Section.

7201

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

R/43
Copy 8/66
CWAP/hgd

AC/R/43/43.5

13 February 1945.

SUBJECT : Monthly Report.

TO : Admin. Officer Transportation Sub-Commission.

1. GENERAL

AFHQ G-5, before giving consideration to AC's request for Italian Personnel to form additional G.T. and Q.M. Coys, requested that full plans should be submitted to and agreed by 15th Army Group. This agreement was obtained, and the plans were forwarded to A.F.H.Q. G-5.

A. Subsequent discussions with AFHQ have now resulted in 5,000 additional Italian personnel being made available to A.C. in the near future, 2,500 to be trained and equipped by AFHQ to form G.T. Coys, and 2,500 to be trained by A.C. to form Q.M. Truck Coys.

B. A scheme has been evolved whereby these 5,000 Italians, plus those already employed in G.T. Coys and Q.M. Truck Coys working for A.C., shall be formed into a Motor Transport Brigade. This Brigade, if finally approved, will operate and be responsible for all AC Transport organized on military lines and distributing essential civilian supplies.

2. OPERATIONS.

On the 29th Jan., a meeting was held in the office of the Director, Roads Section, which was attended by all officers Commanding British Cadres of General Transport Coys.

It was decided to transfer the 1000 G.T. Coy from the West side of Italy to the East side as soon as possible. This decision was made in view of the fact that it was generally considered more advantageous to have all G.T. companies working on one side of Italy and all G.M. Trucks Coys working on the other side. In order that a central operational control could be maintained for the G.T. Coys on the East side, such as is already in existence for the G.M. Truck Coy in the West side, Lt. Col. Fletcher, CRASC, kindly offered to instruct a British officer in the necessary duties. Capt. Bent, an officer of the Abruzzi-Marche Region is now working with Lt. Col. Fletcher to this end.

3. MAINTENANCE.

All units of the 1st Truck Bn. working in Army areas have been assigned for all higher echelons of maintenance to the 5th Army. Such units have been assigned to specific Ordnance Coys.

Reports indicate that the 10 day system of preventive maintenance is proving successful. This is so particularly in the Truck Battalion.

A favourable report on the subject of Maintenance has been received this month from the A.F.H.Q. Inspection Team in respect of Abruzzi-Marche vehicles.

Efforts to make use of Civilian firms for higher echelons of Maintenance have not yet proved successful. The capabilities of one such firm in Naples were tested during the month, but many difficulties were found, such as non-availability of metals, inadequate equipment etc.

Subject to the approval of higher authority it has, however, been decided to establish a W.D. higher echelon maintenance shop, with its attendant W.D. spares departments, in Rome at the factory of A.F.A.C., (a former City omnibus and

Float

tramway repair factory) and it is hoped by this means, at least to some extent, to break away from the Army from the point of view of higher echelon repairs and thus avoid the B.L.R. of vehicles for which replacements are so difficult to obtain.

4. SUPPLIES.

The balance of V.D. trucks to complete the load carrying vehicles for the 1st Truck Bn. have been received. 72 civilian load carrying vehicles (1 1/2 ton Dodge without bodies) ultimately to form part of the above mentioned truck Brigade have been received.

7 have had 2 1/2 ton GMC bodies fitted. Arrangements have been made for handling the balance that is being received without bodies, and it has been decided to use 2 1/2 ton bodies in all cases.

Chubb
JAMES J. GARNER,
Colonel, Inf.
Director Roads Section.

Monthly Report

Supply Section

1. A.T.A.C. plant facilities and personnel, Rome contracted to assemble truck units received from United States and United Kingdom. The work is in operation and can expand to meet requirements.
2. Work has begun on approved plan for centralizing parts supply sections of G4-B^{and} and B4-A. Arrangements are being made to lease properties of A.T.A.C. for this purpose.
3. In connection with 2, Maj. D.T.D. Bruce (B) is organizing A.T.A.C. shop and personnel facilities for AC higher echelon maintenance.
4. In collaboration with a representative from the Industry Sub-Commission, ⁷¹⁹⁷ plants and machine shops in Rome, ~~Torino~~ ^{Terni}, Tolentino, Porto Cistanova, Castelli and

0722
Naples were contacted and/or inspected with regard to development of ~~the~~ manufacturing of spare parts for civilian transport. Possibilities for gasket, piston, ring, gears, et al production were surveyed and ^{and power} material requirements are being submitted to place the best adapted plants in operation. Some rough castings are in production and other plants of this type are being coordinated with shops capable of machining the castings to parts specifications.

Warner Pils

HEADQUARTERS
ALLIED COMMISSION
APO 394
1ST TRUCK BATTALION

5 February 1945

SUBJECT: Monthly Report.

TO : Director, Transportation Sub-Commission, Allied Commission, APO 394,
US Army.

1. Five Companies of the 1st Truck Battalion and the 1001 GT Coy (BRI) utilized on work for 5th Army AMG and forward regions all month. Operational details perfected and good results obtained.
2. The 1st Company, remained in Rome, and handled operations for AC Subcommissions in that area.
3. Personnel for 7th and 8th Companies arrived, units activated and training commenced.
4. All units in Army Area assigned for maintenance to 5th Army. Specific ordnance units assigned the mission.
5. Plans made for moving 1st Company forward releasing two platoons of GT Coy.
6. Remainder of allotted trucks for 1st Truck Battalion, received.
7. Seven civilian type trucks received at Leghorn bodies installed. Arrangements being worked out to handle future increments.

Casimir Oliszewski
CASIMIR OLISZEWSKI
Lt. Col., CE
Commanding

7193

HEADQUARTERS ALLIED COMMISSION
LANTIA WORKS

Transportation

75/32/27

R/43 File
CWB

MONTHLY REPORT

JANUARY 1945

SPARE PARTS

1) Orders for release.

During JANUARY, 80 orders for release were issued.

2) Manufacture.

Progress in manufacturing spare parts during the month is as follows: -

(a) Headgaskets.

Manufacture at NAPLES continues satisfactorily. I visited the works of SANTAGATA & BOLLANZO, TORRE DEL GRECO during the month and arranged for some special gaskets also minor alterations in one or two standard gaskets.

No complaints of the failure of any gaskets have been received.

(b) Miscellaneous gaskets.

These continue to be manufactured as required. A small stock of asbestos sheets has been found near LIVORNO and steps taken to purchase it for those gaskets which have to stand up to heat.

(c) Batteries.

I) I paid a visit to KEM, APHQ and FANTANOPE BATTERY WORKS (under KEM) CASALNUOVO, IRAPLES, during the month. KEM agreed that lead for battery plates can contain up to 10% of antimony and agreed to go ahead with the manufacture of 1500 plates for us but they could not supply

1) Orders for release.

During January, 30 orders for release were issued.

2) Manufacture.

Progress in manufacturing spare parts during the month is as follows: -

(a) Headgaskets.

Manufacture at NAPLES continues satisfactorily. I visited the works of SANTAGATA & COLLAZZO, TORRE DEL GRECO during the month and arranged for some special gaskets also minor alterations in one or two standard gaskets.

No complaints of the failure of any gaskets have been received.

(b) Miscellaneous gaskets.

These continue to be manufactured as required. A small stock of asbestos sheets has been found near LIVORNO and steps taken to purchase it for those gaskets which have to stand up to heat.

(c) Batteries.

I) I paid a visit to NEME, AFMO and PARTS-NOPS BATTERY WORKS (under ERRE) CASABUOVO, NY NAPLES, during the month. NEME agreed that lead for battery plates can contain up to 10% of antimony and agreed to go ahead with the manufacture of 1500 plates for us but they could not supply the litharge necessary for plating them.

II) These plates were collected on 23 JAN. and brought to MOSE, also the balance of the 1½ tons of lead.

III) Arrangements have been made with a local firm (BONTOLAMI) to supply 7194 lb. of litharge to plate 500 grids and this they are now doing. They should be ready about 7 FEB.

IV) BONTOLAMI are building a furnace for the conversion of lead into litharge which I have inspected. It should be ready to start work on

- 2 -

7 PEB. When I will supply them with lead from stock. I am having each individual pig of lead tested as the purity appears to vary and only the purest lead will be used for lithography. BOMBO-LAMI are also arranging to cast grids from our lead.

V) Unless some unforeseen hitch occurs, the repair and recharging of old batteries can be proceeded with steadily from 7 PEB onwards. I propose collecting old car batteries from small garages and provided the cases are sound, re-plate them. This will enable us to overcome the great shortage of car batteries, in particular 12 v. which is standard for all Fiat cars.

(a) Torsion rods for LAMBIA APHILIA.

I) Two of these were received on 12 JAN. and were tried in a LAMBIA APHILIA. Only very slight modifications were required and they have now been running satisfactorily for over a fortnight. A further 10 have since been received and the balance of 130 will be delivered over the next month.

II) These are being manufactured by the TERNI COY., TERNI and the cost is just under L. 1000. The present price in ROMA is L. 8000 to L. 10,000 but as soon as a sufficient stock is received, they will be supplied to the retailers at a fixed re-sale price to bring prices down to a reasonable level.

(e) Front springs (circular type)

I visited ALFA-ROMEO WORKS, ST NAPOLI and they stated they could make springs but they had no suitable steel. Accordingly TERNI COY. were asked if they could provide the steel. They not only agreed to do so but are experimenting with a view to producing the springs complete and it is hoped that they will be successful as so many Italian cars have independent front wheel springing, and the springs are constantly breaking. Up to the present, no replacement springs have been available and welding has not proved satisfactory.

propose collecting old car batteries from small garages and provided the cases are sound, re-plating them. This will enable us to overcome the great shortage of car batteries, in particular 12 v. which is standard for all Fiat cars.

(d) Torsion rods for LANCIA APOLLIA.

I) Two of these were received on 12 JAN. and were tried in a LANCIA APOLLIA. Only very slight modifications were required and they have now been running satisfactorily for over a fortnight. A further 10 have since been received and the balance of 190 will be delivered over the next month.

II) These are being manufactured by the TERNI Coy., TERNI and the cost is just under L. 1000. The present price in Rome is L. 8000 to L. 10,000 but as soon as a sufficient stock is received, they will be supplied to the retailers at a fixed re-sale price to bring prices down to a reasonable level.

(e) Front springs (circular type)

I visited ALFA-ROMEO WORKS, AT HAPERS and they stated they could make springs but they had no suitable steel. Accordingly TERNI Coy. were asked if they could provide the steel. They not only agreed to do so but are experimenting with a view to producing the springs complete and it is hoped that they will be successful as so many Italian cars have independent front wheel springing, and the springs are constantly breaking. Up to the present, no replacement springs have been available and welding has not proved satisfactory. If TERNI Coy. can produce suitable springs for us, it will help very greatly to reduce the numbers of cars now deadlined.

(f) Friction discs (clutch).

We further supplies of asbestos rings have been found nor any suitable material for the manufacture of substitutes. The quantity of importing such rings from U.S.A. should therefore be taken up.

- 3 -

(G) SILENTBLOCKS.

PINKALLI continue to re-rubber these and they have been found very satisfactory. A contract has now been arranged with PINKALLI through Commerce Sub Commission.

(h) Rubber washers for hydraulic brakes.

5 complete sets of these washers have been made by PINKALLI and are now being tried out on cars. As soon as we are satisfied that they will stand up to their work, PINKALLI will go ahead with their manufacture.

(i) 16" wheels.

During the month, the demand for wheels has fallen off and all those required have been met by altering old jeep wheels. I think the falling off in demand is due to the fact that no cars are now being requisitioned and naturally all cars running have wheels. Unless therefore, a general permit to put civilian cars back in the road is granted, it is not worth while proceeding with manufacture of 16" wheels. I have however the necessary designs and drawings ready, if required.

(j) Fan belts.

The price for an Aprilia fan belt has now reached the fantastic figure of \$ 18 (L.1800) and some form of substitute is urgently required.

I saw HAMP CONTROL, both in MOSS and KAPLAN, and have secured short lengths of superior hemp rope of varying diameters. I am trying to find someone who can splice these ropes, (not an easy job away from a port) and have arranged with PINKALLI to wrap them in rubber sheet and try them out on my own car. Even if they only last a month, they will be very cheap to make and there is plenty of rope available. I hope to have the first experimental belt ready by 7 FEB.

(k) Differential housings 1500 FIAT.

THOMI Coy has delivered 200 forgings and the first two are now on the lathes to be turned up. If satisfactory, I intend to place these also

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(j) Van belts.

The price for an Aprilia fan belt has now reached the fantastic figure of \$18 (L.1800) and some form of substitute is urgently required.

I saw HEMP CONTROL, both in ROME and NAPLES, and have secured short lengths of superior hemp rope of varying diameters. I am trying to find someone who can splice these ropes, (not an easy job away from a port) and have arranged with PI-KELLI to wrap them in rubber sheet and try them out on my own car. Even if they only last a month, they will be very cheap to make and there is plenty of rope available. I hope to have the first experimental belt ready by 7 FEB.

(k) Differential housings 1500 FIAT.

TERMI Coy has delivered 200 forgings and the first two are now on the lathe to be turned up. If satisfactory, I intend to place these also at the disposal of civilians as our cost of manufacture is 1/4 of the present price in ROM.

(l) Helical gears for rear drive.

A number of firms have been found who state they can cut helical gears but, here again, none had the necessary steel. While at TERMI, I raised the matter with them and they are now experimenting with helical gears for a 1500 FIAT. ^{TERMI Coy.}

7192

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- 4 -

give me a very good impression and are seriously interested in all these problems. I do not think they would undertake even to experiment unless they were satisfied they could actually manufacture. I am therefore hopeful that they will be able to cut helical gears for us, thereby relieving one of the many "headaches" in the supply of spare parts.

3) Preliminary steps have been taken to manufacture the following parts: -

- 1) water pumps.
- 2) spider gears: (straight teeth).
- 3) clutch pressure plate springs.

4) General.

(a) An important matter of policy will have to be decided in the near future. This is the question of supplying spare parts manufactured by us to civilian spare parts shops in Rome and elsewhere. Now that the manufacture has been started, there is no reason why supplies sufficient to supply ordinary civilian needs should not be produced. The supply of raw material is no difficulty as the weight of material in the ordinary motor vehicles spare parts is negligible compared with the workmanship. I have had no difficulty in procuring special steel, mild steel, lead, copper or other raw materials in quantities sufficient to meet demands. The only essential material of which I have failed to obtain supplies is asbestos. There is an asbestos mine at ALPIGNANO and a factory at TORINO but both are still in German hands.

(b) Prices in the open market are ridiculous, e.g. fan belts \$ 18 (L. 1800), batteries \$ 150 (L. 15000), head gaskets \$ 21 (L. 2100), Lancis torsion rods \$ 50 (L. 5000), with differential housings \$ 50.

3) preliminary steps have been taken to manufacture the following parts: -

- 1) water pumps.
- 2) spider gears: (straight teeth).
- 3) clutch pressure plate springs.

4) General.

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(b) prices in the open market are ridiculous, e.g. fan belts \$ 18 (L. 1800), batteries \$ 150 (L. 15000), head gaskets \$ 21 (L. 2100), Landia torsion rods \$ 80 (L. 8000), flat differential housings \$ 60 (L. 6000). Against these prices, we are paying for replated batteries \$ 30, headgaskets \$ 5, torsion rods \$ 10, diff. hsgs. \$ 22. The effect of putting supplies on the market will therefore be realised.

(c) The main difficulty I can see is to control re-sale prices. We can fix a re-sale price-but, until supplies are available in all markets, it will be difficult to ensure that those prices are adhered to. However, any

- 5 -

such move would undoubtedly help to counteract
inflation though, of course, only to a small
extent.

M. Hay
M. HAY
Capt. R.A.

Supply Officer (Roads)

TRANSPORTATION SUB COMMISSION ACC

7190

0733

M. HAY

Capt. R.A.

Supply Officer (Roads)

TRANSPORTATION SUB COMMISSION ACC

719

Copies to:

Industry Sub Comm.

Transportation Sub Comm.

H.Q. Transportation office.

G.S. A.P.H.Q. (attn Lt. Col. FRANKLIN).

P.A.S. (attn Ordnance supplies).

H.A.A.S.

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

R/43

DCM/fm

31 January 1945

REFERENCE : AC/ 25 / Maint/ IN-5

SUBJECT : INTERNAL MONTHLY REPORT (MAINT)

TO : MAJOR PEPPER

MAINTENANCE

1. Reports indicate that the 10 day system of preventive maintenance is proving successful. This is so particularly in the Truck Battalion. A favourable report on the subject of Maintenance has been received this month from the A.F.H.O. Inspection Team in respect of Abruzzi- Marche vehicles.
2. Efforts to make use of Civilian firms for higher echelons of Maintenance have not yet proved successful. The capabilities of one such firm in Naples were tested during the month, but many difficulties were found, such as non-availability of metals, inadequate equipment etc. Subject to the approval of higher authority it has, however, been decided to establish a W.D. higher echelon maintenance shop, with its attendant W.D. spares departments, in Rome at the factory of A.T.A.C., (a former City omnibus and tramway repair factory) and it is hoped by this means, at least to some extent, to break away from the Army from the point of view of higher echelon repairs and thus avoid the P.L.R. of vehicles for which replacements are so difficult to obtain.
3. Application has been made and received favourably by higher authority for the dispatch of officers and civilians to the middle east to investigate the possibility of obtaining tyres and tubes from that area.

D. C. Boyle

D.C. BOYLE Major R.A.
Vehicle Maintenance Section

7189

HEADARTEN ALLIED COMMISSION
H. Transportation Officer
LANCIA WORKS
Tn/SP/21
R/43
File
CWP.

MONTHLY REPORT

JANUARY 1945

LANCIA WORKS

1) Repairs.

During January 1945, the following numbers of cars have been dealt with: -

In works, 1st JAN. 45.	76
Brought in for repair	117
Repaired and sent out	124
In works 31st JAN. 45.	69

2) Requisitioned cars.

Awaiting spare parts or tires	3
To be de-requisitioned	1

3) General repairs.

a) 16" wheels.

4 old jeep wheels were converted for use on civilian cars.

b) batteries.

Work or rebuilding is still held up by lack of plates but a supply of grids was received from R.D.M.F. NAPLES on 25 JAN. and are in process of being pasted and formed when all old batteries now awaiting rebuilding can be dealt with.

4) Staff.

1st JAN 45 Officers. 3

7188

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4) Staff.

7188

1st JAN 45	Officers.	3
	EMs.	4
	CRs.	1
31st JAN 45	Officers.	3
	EMs.	4
	CRs.	2

During the month, an additional corporal (B) has been added to the staff for the better supervision of repairs to British Motor Pool vehicles. In addition,

- 2 -

all B.M.P. vehicles before being sent out are checked by an officer to see that all repairs specified have been properly carried out.

5) General.

- a) In spite of repeated requests to the Carabinieri for an armed guard at night, no such guard has materialised. In view of repeated armed robberies in the neighbourhood, I do not consider one night watchman sufficient.
- b) The supply of electric current has been much steadier this month partly due to a new arrangement for higher priority and partly to the fact that the supply of electricity for ROME seems to be improving. About 7 hours of working time were lost during the month due to the lack of current.
- c) The call-up for the Italian Army affects 23 skilled workmen out of a total of 84. Of these, 4 are being released and exemption asked for 19. Steps are being taken to train older men as replacements for a number of these latter.
- d) A demand for an increase in wages was made by some of workers. They were given the choice of continuing at work or being transferred to the Italian Army since when nothing further has been heard. There was no reason for their demand except the general rise in prices.
- e) During December, the works closed down for Christmas holidays on Mon. 25th and Tues. 26th.

A. King
M. HAY
Capt. R.A.
Officer in Charge Lancia Works

718.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CHAP/bm

AC/TN/R/43

8 Jan. 1945

SUBJECT: Abridged Monthly Report for Dec. 1944.

TO : Director Transportation Sub-Commission.

1. As a result of the publication of Establishment Memorandum No 34 and a general re-organization of the Transportation Sub-Commission, the Roads Division is now sub-divided into 4 sections as follows:

- | | |
|-------------------|------------------------|
| A. Administration | C. Operational Control |
| B. Maintenance | D. Supply. |

Functions A, B and C are self-explanatory. Function D consists of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority, and of following up such requisitions until satisfactory results are obtained.

2. No 1 Truck Bn.

The total of 5 Coys out of a complement of 8 are now fully employed on various hauls in the forward areas. Of the remainder, one is working in Rome under orders from the Transportation Sub-Commission and the other two are not yet fully formed owing to lack of Italian personnel.

The Advance Headquarters has been set up in Leghorn.

3. G.T. Coys.

Four G.T. Coys are in operation, 2 in Army areas and 2 further to the rear in AMG territory.

4. ENAC.

E.N.A.C. is not yet in operation and is not scheduled for the 1st of February 1945. An Italian civilian is now the direct liaison between this Sub-Commission and ENAC. New standard work tickets are ready and in some cases being used.

5. Maintenance.

Although a small consignment of tyres and tubes is

7186

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1. As a result of the publication of Establishment Memorandum No 34 and a general re-organization of the Transportation Sub-Commission, the Roads Division is now sub-divided into 4 sections as follows:

- | | |
|-------------------|------------------------|
| A. Administration | C. Operational Control |
| B. Maintenance | D. Supply. |

Functions A,B and C are self-explanatory. Function D consists of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority, and of following up such requisitions until satisfactory results are obtained.

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7186

5. Maintenance.

Although a small consignment of tyres and tubes is being received the general position is still most unsatisfactory. Preliminary work is being carried out in connection with higher echelon maintenance under civilian control.

6. Spare Parts.

941 items were supplied during the month of December. In addition, a number of spare parts were either manufactured

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or arrangements made for manufacture, these included: Batteries,
silent blocs, miscellaneous gaskets, 16' wheels, fan belts, etc., etc.

JAMES J. CARNES,
Colonel, Infantry,
Director Road Division.

0741

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

Director Road Division.

7182

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

AC/TW/E/43

CHAP/hgd

8 Jan. 1945

SUBJECT: Abridged Monthly Report for Dec. 1944.

TO: Director Transportation Sub-Commission.

1. As a result of the publication of Establishment Memorandum No. 34 and a general re-organization of the Transportation Sub-Commission, the Roads Division is now sub-divided into 4 sections as follows:

- | | |
|--------------------------|-------------------------------|
| <u>A.</u> Administration | <u>C.</u> Operational Control |
| <u>B.</u> Maintenance | <u>D.</u> Supply |

Functions A, B and C are self-explanatory. Function D consists of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority, and of following up such requisitions until satisfactory results are obtained.

2. No. 1 Truck Bn.

The total of 5 Coys out of a complement of 8 are now fully employed on various hauls in the forward areas. Of the remainder, one is working in Rome under orders from the Transportation Sub-Commission and the other two are not yet fully formed owing to lack of Italian Personnel.

The Advance Headquarters has been setup in Florence, but it is contemplated to transfer this to Leghorn in the near future.

3. G.I. Coys.

Four G.I. Coys are in operation, 2 in ~~7184~~ and 2 further to the rear in AMG territory.

4. EXAC

E.N.A.C. is not yet in operation and is now

R/47A

TO : Director Transportation Sub-Commission.

1. As a result of the publication of Establishment Memorandum No. 34 and a general re-organization of the Transportation Sub-Commission, the Roads Division is now sub-divided into 4 sections as follows:

A. Administration	C. Operational Control
B. Maintenance	D. Supply

Functions A, B and C are self-explanatory. Function D consists of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority, and of following up such requisitions until satisfactory results are obtained.

2. No. 1 Truck Bn.

The total of 5 Coys out of a complement of 8 are now fully employed on various hauls in the forward areas. Of the remainder, one is working in Rome under orders from the Transportation Sub-Commission and the other two are not yet fully formed owing to lack of Italian Personnel.

The Advance Headquarters has been setup in Florence, but it is contemplated to transfer this to Leghorn in the near future.

3. G.T. Coys.

Four G.T. Coys are in operation, 2 in **7184** and 2 further to the rear in AMG territory.

4. ENAC

E.N.A.C. is not yet in operation and is now scheduled for the 1st of February 1949. An Italian civilian is now the direct liaison between this Sub-Commission and ENAC. New standard work tickets are ready and in some cases being used.

0744

5. Maintenance.

Small

Although a/consignment of tyres and tubes is being received the general position is still most unsatisfactory. Preliminary work is being carried out in connection with higher echelon maintenance under civilian control.

6. Spare Parts.

941 items were supplied during the month of December. In addition, a number of spare parts were either manufactured or arrangements made for manufacture, these included: Batteries, silent clocks, miscellaneous gaskets, 15' wheels, fan belts, etc. etc.

Chd

JAMES V. CANNES,
Colonel, Infantry
Director Road Division.

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

CWAP/bm

AC/TW/R/43

7 Jan. 1945

SUBJECT : Monthly Report - December 1944.

TO : Director Transportation Sub-Commission.

1. General

The composition of the Roads Division has been considerably altered during the month of December by two factors:

- a. The publication of Establishment Memorandum No 34.
- b. The general re-organization of the Transportation Sub-Commission.

Both these factors are based upon the assumption that Transportation Sub-Commission should be a staff agency rather than an operating one in the practical sense of the word.

This has resulted in the removal from control by the Roads Division of the various Tyre Plants and of the manufacture and procurement of civilian spare parts. Similarly the operation of both the Super and Lancia Garage is no longer a function of the Roads Division.

The duties of the Roads Division may now be classified as follows:

- 1). The execution of such movements by road as are required by the Movement Division, having previously advised this Division as to what can be carried by road.
- 2). The supervision of all operations by road.
- 3). The provision, maintenance, and repair of road vehicles.
- 4). The raising of new road Transport units.
- 5). Liaison with EMAC.

To this end the Roads Division is now sub-divided into 4 sections as follows:

- | | |
|-------------------|------------------------|
| A. Administration | C. Operational Control |
| B. Maintenance | D. Supply |

Functions A, B and C are self-explanatory. Function D consists of ensuring that all requisitions necessary for the operation of the Roads Division are submitted to the appropriate authorities.

The composition of the Roads Division has been considerably altered during the month of December by two factors:

- a. The publication of Establishment Memorandum No 34.
- b. The general re-organization of the Transportation Sub-Commission.

Both these factors are based upon the assumption that Transportation Sub-Commission should be a staff agency rather than an operating one in the practical sense of the word.

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- 4). The raising of new road Transport units.
- 5). Liaison with ENAC.

To this end the Roads Division is now sub-divided into 4 sections as follows:

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| A. Administration | C. Operational Control |
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Functions A, B and C are self-explanatory. Function D consists of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority, and of following up such requisitions until satisfactory results are obtained.

2. Operations

No 1 Truck Bn.

Six Truck Coys have now been activated and are

operating as follows:-

No 1 Truck Coy in Rome directly under orders from the Transportation Sub-Commission.

Truck Coys Nos. 2 and 4 in Florence working with AMG,

5th Army.

No. 3 Truck Coy in Navacchio working with AMG 5th Army.
No. 6 Truck Coy in Lucca working with AMG; 5th Army and No. 5 Truck Coy in Leghorn working for AC Warehouses.

Although the Truck Coys are allocated as above the actual method of working is that we have now the Advance Hqs. of the Truck Bn. stationed in Leghorn and all requests for transport are forwarded to this H.Q. so that the maximum lift can be obtained and no trucks are left standing idle.

Thus the month of December has seen the consolidation of the operations of the six companies, and a tendency to solve the actual operating problems in the field.

Creation of the remaining two companies of the 1st Bn. has been held up first by non availability of training accommodations, and later by non availability of Italian Military personnel. In view of anticipated expansion to 24, instead of the original quota of 8 companies, plans and the organization of cadres to handle future requirements have been set-up as follows:

a. Driving School at 28 Via Vasca Navale, with sufficient personnel to handle the training of two new Coys every two weeks for basic training.

b. Driving School at Via Sannio on the same lines.

c. Battalion Operational Training School projected at Civitavecchia on site of old 154 Station Hospital. (This has not cleared PBS real estate). This will be used to stage 8 Companies for final training in convoy work, and the training of Coy and Bn. operational staff. It is contemplated that a complete Bn. can be dispatched from here for operational needs anywhere forward when operational necessity demands.

Studies are being made in conjunction with Transportation Sub-Commission (Rail) and Road S/C (Warehouses) so that utilization of companies can be made in dispatching future units. It is desired to space companies so that, insofar as possible battalions or detachments of battalions will be so located geographically as to facilitate battalion supervision and make possible group operations with maximum of control. Orders were issued during this month assigning the 1000 GT Company (British) to the Bn. for operations only. No experience can be quoted onsofar as the effective date was Jan. 1, 1945.

A complete report will be rendered the following month of January. Studies are being made to facilitate and expedite the proper utilization of the British unit on main arteries where it can operate to best advantage.

A few problems still encountered are as follows: **7181**
a. Still no control vehicles or immediate prospects for

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b. Driving School at Via Sannio on the same lines.

c. Battalion Operational Training School projected at Civitavecchia on site of old 154 Station Hospital. (This has not cleared PB3 real estate). This will be used to stage 8 Companies for final training in convoy work, and the training of Coy and Bn. operational staff. It is contemplated that a complete Bn. can be dispatched from here for operational needs anywhere forward when operational necessity demands.

Studies are being made in conjunction with Transportation Sub-Commission (Rail) and Food S/C (Warehouses) so that utilization of companies can be made in dispatching future units. It is desired to space companies so that, insofar as possible, battalions or detachments of battalions will be so located geographically as to facilitate battalion supervision and make possible group operations with maximum of control. Orders were issued during this month assigning the 1000 OT Company (British) to the Bn. for operations only. No experience can be quoted onsofar as the effective date was Jan. 1, 1945.

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A few problems still encountered are as follows: **7181**

- a. Still no control vehicles or immediate prospects for obtaining some.
- b. Necessity of drawing supplies for the rear since forward Q.M. Depots refuse to issue anything.
- c. Necessity for a universally recognised designation of this unit, for example:-
In requisitioning from PBS Naples, we can only get supplies as the 1st Truck Bn. A.Q. As Coy "T" of the 2675th Regt. we are refused. This necessitates the revision of the requisitions on M.T. needs and the duplication

of accounting with 2675th Regt. AFH specifically mentions 1st Truck Bn. does not know Co. "M" exists.

d. Supplementary travel ration for the Italian soldier denied.

This matter is being taken up.

e. Tyres, Tubes and Batteries still critical.

f. Pilferage and theft begin to make themselves evident.

3. G.T. Companies.

1000 G.T. Coy has two Platoons and its H.Q. situated in Leghorn and two Platoons in Florence. Requests for transport from this Company are now made through the Advance Hqs. of No 1 Truck Bn. Steps are being taken to withdraw the two Platoons from Florence in order that the whole Company will be located in Leghorn.

1001 G.T. is still attached to AMG, 8th Army and is stationed on the East coast in the vicinity of Fano.

1004 G.T. Coy has its Hqs. located at Ancona and its concentrated on the wheat haul from Macerata and Ancona Province to railheads under the supervision of an Officer lent by the Food Sub-Commission specially for this purpose.

1002 G.T. Coy has its Hqs. located at Aquila and this Company is making every effort to get food stuffs into communes which are liable to be isolated for considerable periods owing to weather conditions. The latest reports from the Abruzzi Marche Region stated that this work is proceeding as smoothly as could be anticipated.

E.N.A.C.

Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office, who is in constant touch with this Sub-Commission. The date on which ENAC is to start operating is 1 February 1945.

Truck Pools.

The Truck Pools in AMG territory are being supplied with a new standard work ticket so that they will be ready to come into line with ENAC as soon as that organization starts functioning. In fact the Truck Pools are already using this standard work tickets.

7180

3. MAINTENANCE.

Under Establishment Memorandum N°31 dated 11/28/44 responsibility for operation of Headquarter domestic vehicles and garages has been placed with the Headquarters Transportation Officer. As a result a new system of operation and dispatch involving a change away from the assignment system of vehicles to

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The tyre and tube position is still very critical. Practically, every region has vehicles off the road for want of tyres and tubes and although the immediate outlook is not favorable every effort is being made to improve the position.

This office is now studying all possibilities of setting up Higher Echelon workshop under civilian control in order that

the Higher Echelon Maintenance of A.C. Transport may be divorced from the Army.

JAMES J. CARNES,
Colonel, Inf.,
Director Road Section.

07521

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

7179

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
AFO 394

CHAP/hgd

7 Jan. 1945

AC/TN/R/43

SUBJECT: Monthly Report - December 1944

TO : Director Transportation Sub-Commission.

1. General

In view of that fact that this report covers a period prior to the re-organization of the Roads Division as set out below, it has been prepared on the basis of the old set-up, covering all previous ramifications of the Roads Division. In future, however, the report will conform to the require 3 pages.

The composition of the Roads Division has been considerably altered during the month of December by two factors:

- a. The publication of Establishment Memorandum No. 34.
- b. The general re-organization of the Transportation Sub-Commission.

Both these factors are based upon the assumption that Transportation Sub-Commission should be a staff agency rather than an operating one in the practical sense of the word.

This has resulted in the removal from control by the Roads Division of the various Tyre Plants and of the manufacture and procurement of civilian spare parts. Similarly the operation of both the Super and Lencia Garage is no longer a function of the Roads Division.

The duties of the Roads Division may now be classified as follows:

1. The execution of such movements by road as are required by the Movements Division, having previously advised this Division as to what can be carried by road.
2. The supervision of all operations by road.
3. The provision, maintenance, and repair of road vehicles.
4. The raising of new road Transport units.

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3. The provision, maintenance, and repair of road vehicles.
4. The raising of new road Transport units.
5. Liaison with UNAC.

To this end the Roads Division is now sub-divided into 4 sections as follows:

- A. Administration
- B. Maintenance

- C. Operational Control
- D. Supply

Functions A, B and C are self-explanatory. Function D consists of ensuring that all requisitions necessary for the procurement of items essential for the upkeep of road vehicles are properly placed with the correct requisitioning authority, and of following up such requisitions until satisfactory results are obtained.

7170

2. OperationsNo. 1 Truck Bn.

Six Truck Coys have now been activated and are operating as follows:-

No 1 Truck Coy in Rome directly under orders from the Transportation Sub-Commission.

Truck Coys Nos. 2 and 4 in Florence working with AMG, 5th Army.

No. 3 Truck Coy in Navacchio working with AMG 5th Army.

No. 6 Truck Coy in Lucca working with AMG, 5th Army and

No. 5 Truck Coy in Leghorn working for AC Warehouses.

Although the Truck Coys are allocated as above the actual method of working is that we have now the Advance H.Q. of the Truck Bn. stationed in Florence and all requests for transport are forwarded to this H.Q. so that the maximum lift can be obtained and no trucks are left standing idle.

Thus the month of December has seen the consolidation of the operations of the six companies, and a tendency to solve the actual operating problems in the field.

Creation of the remaining two companies of the 1st Bn. has been held up first by non availability of training accommodations, and later by non availability of Italian Military personnel. In view of anticipated expansion to 24, instead of the original quota of 8 companies, plans and the organization of cadres to handle future requirements has been set-up as follows:

a. Driving School at 28 Via Vasca Navale, with sufficient personnel to handle the training of two new Coys every two weeks for basic training.

b. Driving School at Via Sennio on the same lines.

c. Battalion Operational Training School projected at Civitatevecchia on site of old 154 Station Hospital. (This has not cleared P88 real estate). This will be used to stage 6 Companies for final training in convoy work, and the training of Coy and Bn. operational staff. It is contemplated that a complete Bn. can be dispatched from here for operational needs anywhere forward when operational necessity demands.

Studies are being made in conjunction with Transportation Sub-Commission (Rail) and Food S/C (Warehouses) so that utilization of companies can be made in dispatching future units. It is desired to space companies so that, insofar as possible battalions or detachments of battalions will be so located geographically as to facilitate battalion operations with maximum

- No. 3 Truck Coy in Navacchio working with AMG, 5th Army and
- No. 6 Truck Coy in Lucca working with AMG, 5th Army and
- No. 5 Truck Coy in Leghorn working for AC Warehouses.

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- a. Driving School at 28 Via Vesce Navale, with sufficient personnel to handle the training of two new Coys every two weeks for basic training.
- b. Driving School at Via Sennio on the same lines.
- c. Battalion Operational Training School projected at Civitavecchia on site of old 154 Station Hospital. (This has not cleared P33 real estate). This will be used to stage 3 Companies for final training in convoy work, and the training of Coy and Bn. operational staff. It is contemplated that a complete Bn. can be dispatched from here for operational needs anywhere forward when operational necessity demands.

Studies are being made in conjunction with Transportation Sub-Commission (Rail) and Food S/C (Warehouses) so that utilization of companies can be made in dispatching future units. It is desired to space companies so that, insofar as possible battalions or detachments of battalions will be so located geographically as to facilitate battalion supervision and make possible group operations with maximum of control. Orders were issued during this month assigning the 1000 GT Company (British) to the Bn for operations only. No experience can be quoted insofar as the effective date was Jan 1, 1945. A complete report will be rendered the following month of January. Studies are being made to facilitate and expedite the proper utilization of the British unit on main arteries where it can operate to best advantage.

A few problems still encountered are as follows:

- a. Still no control vehicles or immediate prospects for obtaining some.
- b. Necessity of drawing supplies for the rear since forward Q.M. Depots refuse to issue anything.
- c. Necessity for a universally recognised designation of this unit, for example:-
In requisitioning from PBS Naples, we can only get supplies as the 1st Truck Bn. A.C. As Coy. "I" of the 2675th Regt we are refused. This necessitates the revision of the requisitions on M.F. needs and the duplication of accounting with 2675th Regt. AFHQ specifically mentions 1st Truck Bn. does not know Co. "I" exists.
- d. Supplementary travel ration for the Italian soldier denied. This matter is being taken up.
- e. Tyres, Tubes and Batteries still critical.
- f. Pilferage and theft begins to make themselves evident.

3. G.T. Companies.

1000 G.T. Coy has two Platoons and its H.Q. situated in Leghorn and two Platoons in Florence. Requests for transport from this Company are now made through the Advance Hqs. of No 1 Truck Bn. Steps are being taken to withdraw the two Platoons from Florence in order that the whole Company will be located in Leghorn.

1001 G.T. is still attached to AMG, 8th Army and is stationed on the East coast in the vicinity of Feno. 1004 G.T. Coy has its Hqs. located at Ancona and is concentrated on the wheat haul from Macerata and Ancona Province to railheads under the supervision of an Officer lent by the Food Sub-Commission specially for this purpose.

1002 G.T. Coy has its Hqs. located at Aquila and this Company is making every effort to get food stuffs into communes which are liable to be isolated for considerable periods owing to weather conditions. The latest reports from the Abruzzi Marche Region stated that this work is proceeding as smoothly as could be anticipated.

E.N.A.C.

Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office, who is in constant touch with this Sub-Commission. The date on which ENAC is to start operating is 1 February 1945.

- the revision of the requisitions on M.I. needs and the duplication of accounting with 2675th Regt. AFHQ specifically mentions 1st Truck Bn. does not know Co. "T" exists.
- d. Supplementary travel ration for the Italian soldier denied. This matter is being taken up.
 - e. Tyres, Tubes and Batteries still critical.
 - f. Pilferage and theft begins to make themselves evident.

3. G.T. Companies.

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1001 G.T. is still attached to AMG, 8th Army and is stationed on the East coast in the vicinity of Reno.

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Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office, who is in constant touch with this Sub-Commission. The date on which ENAC is to start operating is 1 February 1945.

Truck Pools

The Truck Pools in AMG territory are being supplied with a new standard work ticket so that they will be ready to come into line with ENAC as soon as that organization starts functioning. In fact the Truck Pools are ~~already~~ using this standard work ticket.

3 Maintenance

Under Establishment Memorandum No. 31 dated 11/28/44 responsibility for operation of Headquarters domestic vehicles and garages has been placed with the Headquarters Transportation Officer. As a result a new system of operation and dispatch involving a change over from the assignment system of vehicles to the pooling system of all vehicles with a view to the conservation of use of transport has been put into effect. It is too early at this stage to determine the advantage or otherwise of this system over the old system.

The tyre and tube position is still very critical. Practically, every region has vehicles off the road for want of tyres and tubes and although the immediate outlook is not favorable every effort is being made to improve the position.

This office is now studying all possibilities of setting up higher Echelon workshops under civilian control in order that the higher Echelon maintenance of A.C. transport may be divorced from the Army.

4. Tyre Section.

Operations were slow during the month of December because of the shortage of tires, tubes, and repair material. All plants have suspended operations awaiting repair material requisitioned from Army sources.

Movement is in progress to divide the responsibilities and scope of operations of this section into Industry, Commerce, and Transportation Sub-Commission. It is believed that this will tend to cause unnecessary delay and induce more red tape in the operation of getting tires physically to the consumer. This action is expected to handle the complete operation if given the authority to do so.

Several reports and requests have been made to further the effort of derequisitioning the Pirelli tire plant at 41 Via Cavour. The results of this request have not been made known to this section.

Three additional repair plants have been reactivated within the city of Rome and will resume operations upon receipt of the required material. One small repair plant has been established in Sardegna. Two other plants, one in Florence and one in Sicily, have been located and are to be established in the near future.

The Pirelli Rubber Reclaiming Plant at Terracina and the tire production plant at Tivoli

transport has been put into effect. It is at this stage to determine the advantage or otherwise of this system over the old system.

The tyre and tube position is still very critical. Practically, every region has vehicles off the road for want of tyres and tubes and although the immediate outlook is not favorable every effort is being made to improve the position.

This office is now studying all possibilities of setting up higher echelon workshops under civilian control in order that the higher echelon maintenance of A.C. transport may be divorced from the Army.

4. Tyre Section.

Operations were slow during the month of December because of the shortage of tires, tubes, and repair material. All plants have suspended operations awaiting repair material requisitioned from Army sources.

Movement is in progress to divide the responsibilities and scope of operations of this section into Industry, Commerce, and Transportation Sub-Commission. It is believed that this will tend to cause unnecessary delay and induce more red tape in the operations of getting tires physically to the consumer. This section is prepared to handle the complete operation if given the authority to do so.

Several reports and requests have been made to further the effort of derequisitioning the Pirelli tire plant at 41 Via Azeisi. The results of this request have not been made known to this section.

Three additional repair plants have been reactivated within the city of Rome and will resume operations upon receipt of the required material. One small repair plant has been established in Bergamo. Two other plants, one in Florence and one in Sicily, have been located and are to be established in the near future.

The Pirelli Rubber Reclaiming Plant at Torrepescaata was open December 24. The tire production plant at Fivoli will be opened on January 15. Plants are under way to set up construction facilities for curing bags, tubes, dies and moulds for repairing, retreading and producing A.C. tires.

In inspection of the tires facilities of A.C. was made by Capt. Melvin L. Shreve of the 429 Ordnance Tire Repair Company (TRC) to determine our material requirements and offer assistance in completing requisitions.

One officer has been transferred from this section to Industry Sub-Commission. Replacement was promised but has not been received.

The financial report as requested has been completed and will be forwarded as soon as a final statement of accounts is received from R.E.M.E.

Several tires shipments have been received and are now being inventoried and stored by the A.C. Warehousing Division pending disposal instructions from Transportation Sub-Commission.

The December delivery of tires and tubes is as follows:

	<u>Tires</u>	<u>Tubes</u>
Civilian Sale	557	285
Military Issue	167	24

5. Lancia Garage, Spare Parts.

During Dec. 33 orders for release were issued, involving a total of some 941 items.

Manufacture

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

- a) Copper head gaskets.
- b) Miscellaneous Gaskets
- c) Batteries
- d) Torsion Rods
- e) Front Springs
- f) Trichon discs.
- g) Silent blocs
- h) Rubber washers for hydraulic brakes
- i) 16" wheels
- j) Fan belts
- k) Differential Housings for Fiat 1500
- l) Thermistats.

Cwd.
JAMES J. CARNES
Colonel, Inf.
Director Road Section

Sub-Commission.

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	<u>Tires</u>	<u>Tubes</u>
Civilian Sale	557	285
Military Issue	167	24

5. Leadin Garage. Spare Parts.

During Dec. 39 orders for release were issued, involving a total of some 340 items.

Manufacture

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

- a) Copper head gaskets.
- b) Miscellaneous Gaskets
- c) Batteries
- d) Torsion Rods
- e) Front Springs
- f) Trichon discs.
- g) Silent blocs
- h) Rubber washers for hydraulic brakes
- i) 16" wheels
- j) Pan belts
- k) Differential Housings for Fiat 1500
- l) Thermostats.

Clud.

JAMES J. CARNES
Colonel, Inf.
Director Road Section

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HEADQUARTERS ALLIED COMMISSION
H.Q. Transportation Officer
LANCIA WORKS

Tn/SP/21.

M o n t h l y R e p o r t

DECEMBER 1944.

S P A R E P A R T S.

1) Orders for release.

During DEC.n°99 orders for release were issued, involving a total of some 541 items.

2) Manufacture.

A) During DEC. the following spare parts have been either manufactured or arrangements made for manufacture: -

- | | |
|---|-------------------|
| a) Copper head gaskets. | |
| b) Miscellaneous gaskets. | |
| c) Batteries. | |
| d) Torsion rods | } LANCIA APRILIA. |
| e) Front springs | |
| f) Friction discs | |
| g) Silentblocks. | |
| h) Rubber washers for hydraulic brakes. | |
| i) 16" wheels. | |
| j) Fan belts. | |
| k) Differential housings for FIAT 1500. | |
| l) Thermostats. | |

B) Details are as follows: -

a) Headgaskets.

The manufacture is proceeding steadily at NAPLES. No complaints have been received regarding the behaviour of gaskets made with cardboard and it is therefore being used for all head gaskets. A number of special head gaskets have been manufactured and supplied.

b) Miscellaneous gaskets.

A stock of the commoner items is being built up gradually.

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b) Miscellaneous gaskets.

A stock of the commoner items is being built up gradually.

c) Batteries.

1) It is still impossible to make new batteries and therefore efforts have been concentrated on the rebuilding of old ones.

2) 1500 kilos (1½ tons) of lead was purchased in ROME after analysis by two authorities

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in ROME (ROME UNIVERSITY). These analyses shewed no iron and less than .1% of antimony. DITTA HEMSENBERGER, ROME, who are a branch of the PARTENOPE WORKS, CASALNUOVO, Nr NAPLES were consulted and stated that this lead was quite suitable for the manufacture of battery plates. The 1½ tons was accordingly despatched to PARTENOPE WORKS by truck.

3) On 22 DEC. 44, H.Q. 693 Base Mfg. Wkshp. REME wrote to say that owing to too high a content of antimony, the lead was considered useless for the manufacture of battery plates.

4) HEMSENBERGER again stated that .1% antimony has no effect and I consulted the library of the METALLURGICAL DEPT ROME UNIVERSITY. I found three books on LEAD, two published in U.S.A. and one in U.K. All three stated that lead for battery plates contains 6% to 7% of antimony and I have therefore asked G-5 (A.F. H.Q.) to reconcile this statement with that of O.C. 693 Base Mfg Wkshp. No answer has yet been received.

5) I have purchased a further 1000 kilos of the same lead and am holding it in reserve. There will be no difficulty in disposing of it at double the price I paid if, in actual fact, it is proved that .1% of antimony is excessive.

6) The lack of car batteries, particularly 12 v., is now serious and A.F. H.Q. must release plates for rebuilding batteries in the near future or many vehicles will be off the road.

d) Torsion rods for LANCIA APRILIA.

An order for 200 of these has been placed with S.A. TERNI and deliveries of the first lot are due on 15 JAN. 45. Two complete will be delivered first for trial and, if satisfactory, the balance will be completed in 50 days.

e) Front springs.

These can be manufactured by ALFA ROMEO WORKS NAPLES and search is now being made for suitable steel.

f) Friction discs.

A stock of asbestos facings is still in

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f) Friction discs.

A stock of asbestos facings is still in hand and experiments are being conducted with sections of facing instead of a complete circle to enable us to use parts of old facings to keep vehicles on the road.

g) Silentblocks.

PIRELLI are continuing to re-rubber old silentblocks successfully. This re-rubbing although harder than the original rubber, enables the silent-

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Checks to be used again and is difficult to distinguish in actual use any difference in the steering.

h) Rubber washers for hydraulic brakes.

Samples were made by PIRELLI from the first die and pronounced satisfactory by them. Accordingly, the set of 6 dies has now been completed and 5 samples of each washer made by PIRELLI. They are now in course of being fitted to a hydraulic brake system for trial on the road and it is hoped that they will be satisfactory. If so, it will put a considerable number of trucks on the road as naturally they cannot run without efficient brakes.

i) 16" wheels.

The policy of altering jeep wheels has been continued successfully and no further steps towards the manufacture of 16" wheels has been necessary.

j) Fan belts.

R.E.M.E. PIRELLI have been endeavouring to produce a fan belt but so far have not been successful in finding a suitable base. I have ordered some hemp rope, specially strong and am arranging to have a number of lengths spliced and used as a centre for a fan belt to be made by PIRELLI. If successful, we can get plenty of hemp rope made in NAPLES and it might be possible to get them specially woven. This will be enquired into.

k) Differential Housing - 1500 FIAT.

A contract has been placed with S.A. TERNI for 200 forgings to start delivery 20 JAN. 44. These will be finished in a workshop in ROME and will provide us with a steel housing stronger than the original one which is always breaking. The cost will be less than 1/5th the present cost of a brass replacement which is all that is available in ROME at present. It has not been found practicable to have these made in cast steel.

l) Thermostats.

A large number are out of order necessitating repairs being done all the time thereby

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system for trial on the road and it is hoped that they will be satisfactory. If so, it will put a considerable number of trucks on the road as naturally they cannot run without efficient brakes.

i) 15" wheels.

The policy of altering jeep wheels has been continued successfully and no further steps towards the manufacture of 16" wheels has been necessary.

j) Fan belts.

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l) Thermostats.

A large number are out of order necessitating the shutters being open all the time thereby overcooling the engines. I was informed they were filled with mercury but on taking one apart, I found it was filled with what appeared to be beeswax. A number have been refilled with beeswax bought in the market here and beyond a tendency to open at a rather lower temperature than before are functioning perfectly.

3) GENERAL.

I have made out a Memorandum on the Supply and Manufacture of Spare Parts of which you have received a copy. This

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(4)

outlines a scheme for the manufacture of spare parts which I understand is likely to be transferred shortly to Industry Sub-Commission. There is no objection to this provided the Spare Parts Section is in close touch both with sources of supply and users, particularly the latter as it is not our policy to supply spare parts generally for the motor trade but only those parts which are essential to keep the wheels turning of those vehicles already authorised to circulate.

M. Hay
M. HAY
Capt. R.A.

Supply Officer (Roads)

TRANSPORTATION SUB-COMMISSION

7170

HEADQUARTERS ALLIED COMMISSION
H.Q. Transportation Officer
LANCIA WORKS.

Tn/SP/21

MONTHLY REPORT

DECEMBER 1944

LANCIA GARAGE.

1) Repairs.

During DEC. 1944, the following numbers of cars were dealt with: -

Brought in for repair	134
Repaired and sent out	118
In works 31 DEC 44	76

2) Requisitioned cars.

Awaiting spare parts or tires	10
To be derequisitioned	6

3) General activities.

- a) 16" wheels.
23 old jeep wheels were converted for use on civilian cars.
- b) batteries.
12 batteries have been sent for rebuilding in ROWE but work is still held up by the non release of plates by A.T. H.Q.

4) Staff.

1 DEC. 44	Officers EM/ORS	2
31 DEC. 44	Officers EM/ORS	2
		7169

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b) batteries. 12 batteries have been sent for rebuilding in POWE but work is still held up by the non release of plates by A.F. H.Q.

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1 DEC. 44	Officers EM/ORS	2
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7169

M. HAY
Capt. R.A.
Officer 1/2 Lancia Works

INTER OFFICE MEMO

JHB/bm

Monthly Report + Road - Operations.
December 1944.No 1 Truck Battalion

Six Truck Coys have now been activated and are operating as follows:-

No 1 Truck Coy in Rome directly under orders from the Transportation Sub-Commission.

Truck Coys Nos. 2 and 4 in Florence working with AMG, 5TH Army.

No 3 Truck Coy in Navacchio working with AMG 5TH Army.

No 6 Truck Coy in Lucca working with AMG, 5TH Army and No 5

Truck Coy in Leghorn working for AC Warehouse

Although the Truck Coys are allocated as above the actual method of working is that we have now the Advance H.Q. of the Truck Bn. stationed in Florence and all requests for transport are forwarded to this H.Q. so that the maximum lift can be obtained and no trucks are left standing idle.

G.T. Companies.

1000 G.T. Coy has two Platoons and its H.Q. situated in Leghorn and two Platoons in Florence. Requests for transport from this Company are now made through the Advance Hqs. of No 1 Truck Bn. Steps are being taken to withdraw the two Platoons from Florence in order that the whole Company will be located in Leghorn.

1001 G.T. is still attached to AMG, 8TH Army and is stationed on the East coast in the vicinity of Fano.

1004 G.T. Coy is situated at Ancona and is concentrated on the wheat haul from Macerata and Ancona Province to railheads under the supervision of an Officer lent by the Food Sub-Commission specially for this purpose.

1002 G.T. Coy has its Hqs. located at Aquila and this Company is making every effort to get food stuffs into communes which are liable to be isolated for considerable periods owing to weather conditions. The latest reports from the Abruzzi-Marche Region stated that this work is proceeding as smoothly as could be anticipated.

7168

E.N.A.C.

Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office; who is in constant touch with this Sub-Commission.

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Truck Coys Nos. 2 and 4 in Florence working with AMG 5TH Army.
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7168

E.N.A.C.

Negotiations are proceeding with ENAC and we now have direct liaison with ENAC insofar as we have an Italian civilian in the ENAC office; who is in constant touch with this Sub-Commission. The date on which ENAC is to start operating is 1 February '45.

Truck Pools.

The Truck Pools in AMG territory are being supplied with a new standard work ticket so that they will be ready to come into line with ENAC as soon as that organization starts functioning. In fact the Truck Pools are already using this standard work ticket.

J.H. BORDASS,
 Lt.Col. R.A.S.C.,
 Road-Section; In. S/C.

RE/ea

HEADQUARTERS ALLIED COMMISSION

APO 394

TIRE SECTION TRANSPORTATION SUB-COMMISSION

3 January 1945

Tele: 774031

Th/T/451.9215

SUBJECT: Monthly Report, December 1944.

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

1. Operations were slow during the month of December because of the shortage of tires, tubes, and repair material. All plants have suspended operations awaiting repair material requisitioned from Army sources.

2. Movement is in progress to divide the responsibilities and scope of operations of this section into Industry, Commerce, and Transportation Sub-Commission. It is believed that this will tend to cause unnecessary delay and induce more red tap in the operations of getting tires physically to the consumer. This section is prepared to handle the complete operation if given the authority to do so.

3. Several reports and requests have been made to further the effort of derequisitioning the Pirelli Tire Plant at 41 Via Assisi. The results of this request have not been made known to this section.

4. Three additional repair plants have been reactivated within the city of Rome and will resume operations upon receipt of the required material. One small repair plant has been established in Sardegna. Two other plants, one in **7168** and one in Sicily, have been located and are to be established in the near future.

5. The Pirelli Rubber Reclaiming Plant at Torrespao-
cata was open December 24. The tires production plant at
Givelli will be opened on January 15.

6. Plans are under way to set up construction faci-
lities for the repair of tires and moulds for repairing.

SUBJECT : Monthly Report, December 1944.

TO : Director, Roads Division, Transportation
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3. Several reports and requests have been made to further the effort of derequisitioning the Firelli Tire Plant at 41 Via Assisi. The results of this request have not been made known to this section.
4. Three additional repair plants have been reactivated within the city of Rome and will assume operations upon receipt of the required material. One small repair plant has been established in Sardegna. Two other plants, one in Florence and one in Sicily, have been located and are to be established in the near future.
5. The Firelli Rubber Reclaiming Plant at Torrespao-
ceta was open December 24. The tire production plant at Tivoli will be opened on January 15.
6. Plans are under way to set up construction facilities for curing bags, tread dies and moulds for repairing, retreading and producing tires.
7. An inspection of the tires facilities of A.C. was made by Capt. Melvin L. Shreves of the 429 Ordnance Tire Repair Company AFHQ to determine our material requirements and offer assistants in completing requisitions.

8. One officer has been transferred from this section to Industry Sub-Commission. Replacement was promised but has not been received.

9. The financial report as requested has been completed and will be forwarded as soon as a final statement of accounts is received from R.M.M.I.

10. Several tires shipments have been received and are now being inventoried and stored by the A.C. Warehousing Division pending disposal instructions from Transportation Sub-Commission.

11. The December delivery of tires and tubes is as follows:

	<u>Tires</u>	<u>Tubes</u>
Civilian Sale	557	235
Military Issue	167	24

Richard D. Bullock
 RICHARD D. BULLOCK
 Captain Infantry
 Director

7160

HEADQUARTERS ALLIED COMMISSION
APO 394.
TRANSPORTATION SUB COMMISSION

HMD/ab:

REFERENCE : AC/TH/R/43

SUBJECT : INTERNAL MONTHLY REPORT (Maint. Section)

TO : MAJOR PEPPER

1.) Under Establishment Memorandum No. 31 dated 11/28/44, responsibility for operation of Headquarter domestic vehicles and garages has been placed with the Headquarters Transportation Officer. As a result a new system of operation and dispatch involving a change over from the assignment system of vehicles to the pooling system of all vehicles with a view to the conservation of use of transport has been put into effect.

It is too early at this stage to determine the advantage or otherwise of this system over the old system.

2.) The tyre and tube position is still very critical. Practically, every region has vehicles off the road for want of tyres and tubes and although the immediate outlook is not favorable every effort is being made to improve the position.

3.) This office is now studying all possibilities of setting up Higher Echelon workshops under civilian control in order that the Higher Echelon Maintenance of A.C. Transport may be divorced from the Army.

H.M. Downer
H.M. DOWNER Capt. Ord.
Maintenance Officer,
Roads Division.

3/1/45

7160

HEADQUARTERS
ALLIED COMMISSION
APO 394
1ST TRUCK BATTALION

4 January 1945.

SUBJECT: Monthly Report.

TO : Director Trans S/C (Roads), Allied Commission, APO 394, US Army.

1. The month of December saw the consolidation of the operations of the six companies, and a tendency to solve the actual operating problems in the field.

2. The creation of the remaining two companies of the 1st Bn was held up first by non availability of training accomodations, and later by non availability of Italian military personnel.

3. Arrangements were made with the Supply Officer, AMG, 5th Army, for assuming full responsibility for the movement of supplies, by the battalion companies. A Forward Echelon was created consisting of Major Marmon (Bn Exec Officer) C.O. Forward Echelon and Captain Erskine, E.O., Fwd Ech., with Captain Byres as Operations Officer. Headquarters were set up at Florence with an auxillary control Hq at Leghorn. This enabled immediate dispatch and control over units in Florence, Lucca, Navacchio and Leghorn in accordance with AMG requirements.

4. In view of anticipated expansion to 24, instead of the original quota of 8 companies, plans and the organization of cadres to handle future requirements were set up as follows:

a) Driving School at 28 Via Vasca Navale, alerted and ready with sufficient personnel to handle training of two new companies every two weeks for basic training.

b) Driving School at Via Sennio modeled on work done in the past at Via Vasca Navale for two new companies.

c) Battalion Operational Training School projected at Civitavecchia on site of old 154 Station Hospital. (This has not cleared PBS real estate as yet). This will be used to stage 8 Companies for final training in convoy work, and training of company and battalion operations staff. It is contemplated that a complete battalion can be dispatched from here for operational needs anywhere forward when operational necessity demands.

5. Studies are being made in conjunction with Trans Sub/Commission (Rail) and Food S/C (warehouses) so that proper utilization of companies can be made in dispatching of future units. It is desired to space companies so that insofar as possible battalions or detachments of battalions will be located geographically as to facilitate battalion supervision and make possible group operations with maximum of control.

6. Orders were issued during this month assigning the 1000 MT Company (British) to the Bn for operations only. No experience can be quoted insofar as the effective date was Jan 1, 1945. A complete report will be rendered the following month. Studies are being made to facilitate and expedite the proper utilization of the British unit on main arteries where it can operate to best advantage.

7. Problems encountered and not completely solved this month:

- a) Still no control vehicles or immediate prospects for obtaining some.
- b) Attention was called to the fact that orders were to organize under T/O 10-56, and 10-57 whereas all initial computations made on basis of 100 man companies and initial requisitions so based. Request for needs of 97 additional personnel overlooked in basic requisition has gone to MMIA, thru AFHQ returned to G-4, AC still pending.
- c) Difficulties in normal requisitioning of supplies encountered.
 - (1) Forward QM Depots refuse to issue anything, refer us to 2675th Regt. Must draw supplies from rear.
 - (2) In requisitioning from PBS Naples, find can get supplies as 1st Truck Battalion, AC, refused as Co "T", 2675th Regt., Must revamp requisitions on MT needs and duplicate accounting with 2675th. AFHQ specifically mentions 1st Truck Bn, does not know Co "T", exists.
 - (3) 19 EM with unit classified as GS and will be lost by unit to be replaced by LS personnel. Will require retraining, as many valuable men will be lost.
 - (4) Supplemental travel ration for Italian soldier denied. Problems inherent unsolved.
 - (5) Tires, tubes, batteries still critical.
 - (6) Problems of pilferage and theft beginning to be encountered. These problems are inherent in these operations from past experience it is my belief they will never be solved in toto, but must be controlled by rigid supervision. Guards impractical, if Italian collusion may be expected. American or French guards over Italians a solution but impracticable. Control vehicles unquestionably would aid control.

Casimir Oliszewski
CASIMIR OLISZEWSKI
Lt. Col., CE
Commanding 716

HEADQUARTERS
ALLIED COMMISSION
APO 394
1ST TRUCK BATTALION

3 January 1945.

SUBJECT: Abridged Monthly Report.

TO : Director, Transportation S/C.

1. Status of Vehicles.

UNIT	LOCATION	ON HAND	DEADLINE	FOR DUTY	LOST
1st Co	Rome	50	9	41	R/S
2nd Co	Florence	52	13	39	
3rd Co	Navacchio	52	9	43	
4th Co	Florence	51	2	49	
5th Co	Leghorn	51	6	45	
6th Co	Lucca	51	2	49	
Bn Hq	Rome	77	39	35	3
	totals	384	80	301	3

2. Status of Personnel.

UNIT	AMERICAN	ITALIAN
	0 - EM	0 - EM
Bn Hq	5 - 3	3 - 2
Co T	1 - 1	0 - 0
Fwd Ech	3 - 6	0 - 0
Training Sect	2 - 17	0 - 0
1st Co	1 - 11	6 - 117
2nd Co	2 - 8	5 - 105
3rd Co	2 - 9	5 - 96
4th Co	2 - 10	5 - 108
5th Co	2 - 10	5 - 101
6th Co	2 - 10	5 - 106
7th Co	2 - 10	0 - 0
8th Co	2 - 8	0 - 0
	26 - 103	34 - 635

3. Status of Supplies.Italian Army

T/E Bn (Italian Personnel)

Initial Allotment 800 Italians 100% filled.

T/E 10-56, & 10-57 under which we are to operate equipment for 97 It. EM short.

American for Italian use.

100% fullfilled

7162

Vehicles:

50 2 1/2 Ton Trucks
9 3/4 T C&R
34 4 T C&R
due and undelivered.

Company "T":

American Personnel
100% complete except for current replacements.

Motor Maintenance Supplies:-

Companies Forward:- 100%
Companies Rear :- None
piecemeal replacements.

Casimir Oliszewski
CASIMIR OLISZEWSKI
Lt. Col., CE
Commanding

716.

0782