

ACC

AC/115/A/TN.5

10000/148/2701

1
F

5 10000/140/2701

MONTHLY
FEB. - APR. 1945

TRANSPORTATION
REPORTS INTERNAL

INTER OFFICE MEMO.

CSG/gmh

OUR REF:- AC/100/3/Tn.3.

SUBJECT:- Monthly Report - FEBRUARY 1945.

TO :- Chief, Movements Division.

ITALYENAC.

ENAC officially began to operate on 1 Feb. Activities were confined to SOUTHERN REGION, results have been disappointing inasmuch as vehicles have frequently failed to appear, tonnage lifted has been far below tonnage planned. Truck owners have shown decided reticence to co-operate. Steps are being taken by ENAC in conjunction with the Ministry of Communications to pull offenders into line. An improvement is hoped for in March.

Total number of vehicles registered with ENAC is 17,000 runners of which approx 60 % are of under one ton capacity. This figure does not include vehicles in the area of Kings Italy north of the Northern boundaries of CAMPOBASSO, FROSINONE and LITORIA. Figures for this area should be available early in March.

TYRES.

Many more vehicles could be put into service if tyres were made available. Many vehicles will go off the road unless tyres are made available. Although the number of tyres issued has shown an increase in the past two months, the situation is critical.

POL.

Petrol allocation is not sufficient to meet requirements. Situation should be reviewed by Petrol Section with view to increasing supplies. That petrol is available is evidenced by the fact that it is easily obtainable on the black market. Black market price is steadily dropping as supply increases; It is represented that this petrol is stolen from or bartered with Troops. Suggested that checks be instituted by Allied M.P. working in conjunction with Civilian Police.

AVAILABILITY OF TRANSPORT.

Excluding vehicles controlled by ENAC there are in operation, under Allied Control approx 900 vehicles. Tonnage lifted in the first 15 days of Feb is 26,000. This is not considered satisfactory and steps are in hand to increase this figure in future, returns for the second fortnight of February are not yet in. A breakdown of commodities is shown at Appendix "A".

CSG/gmh

4 March 45.1

confined to SOUTHERN REGION, results have been disappointing inasmuch as vehicles have frequently failed to appear, tonnage lifted has been far below tonnage planned. Truck owners have shown decided reticence to co-operate. Steps are being taken by ENAC in conjunction with the Ministry of Communications to pull offenders into line. An improvement is hoped for in March.

Total number of vehicles registered with ENAC is 17,000 runners of which approx 60 % are of under one ton capacity. This figure does not include vehicles in the area of Kings Italy north of the Northern boundaries of CAMPOBASSO, FROSINONE and LITOMIA. Figures for this area should be available early in March.

TYRES.

Many more vehicles could be put into service if tyres were made available. Many vehicles will go off the road unless tyres are made available. Although the number of tyres issued has shown an increase in the past two months, the situation is critical.

POL.

Petrol allocation is not sufficient to meet requirements. Situation should be reviewed by Petrol Section with view to increasing supplies. That petrol is available is evidenced by the fact that it is easily obtainable on the black market. Black market price is steadily dropping as supply increases; It is represented that this petrol is stolen from or bartered with Troops. Suggested that checks be instituted by Allied M.P. working in conjunction with Civilian Police.

AVAILABILITY OF TRANSPORT.

Excluding vehicles controlled by ENAC there are in operation, under Allied Control approx 900 vehicles. Tonnage lifted in the first 15 days of Feb is 26,000. This is not considered satisfactory and steps are in hand to increase this figure in future, returns for the second fortnight of February are not yet in. A breakdown of commodities is shown at Appendix "A".

DEMANDS FOR TRANSPORT.

During the month many unexpected demands for transport have been received. In some instances these have been accepted by ENAC. In the ROME Area there have been many requests for transport of commodities for the payment of which there are no funds, e.g., Red Cross goods, Clothing for Displaced Persons and other important requirements of a charitable nature. Previously it was possible to meet these requests with trucks of the No 1 Truck Coy. This averaged 4-5,000 tons per month). Since the Coy was moved to LECHORN there has been no means of meeting requirements described. There is a definite need for at least 10 vehicles to be stationed in ROME. Application has been made to Motor Transport Pool, A.C.

Refer. Substantiated. Not Settled. Have 5000 tons per month. 2 weeks.

(2)

but it is stated in reply that administration is such a small number is difficult and that 25 vehicles is probably the minimum number which should be held in ROME.

STAFF.

The staff of this branch consists of AQMG, DAQMG(M), Staff Capt, Chief Clerk(L/Sgt), and one civilian clerk, additional staff is awaited.

TOURS.

Staff Capt visited Southern Region 7-11th(Incl) and obtained useful information of a general nature.

AQMG visited FLORENCE 14th-24th in connection with formation and administration of new truck Coys now forming. Also arranged details for move of two platoons 1000 G.T. Coy to POLLENZA Area.

WEATHER.

All roads over which it is required to operate are open and no difficulties in this connection have been experienced during the month.

ORGANISATION.

To bring about a better control over the operation of M.T. and to co-ordinate movement so as to bring about an economy in the use of Transport a Liaison Officer was appointed with an office in ANCONA. Results so far are encouraging and as a result of this officer's activities a considerable increase in tonnage lifted is expected in future.

CIVILIAN HAULAGE.

Arrangements have been made for vehicles organised under ENAC to take over, at an early date, the commitments of 1002 G.T. Coy in the TERAMO-ASCOLI Area. This will release this company for other work. It is hoped in the near future to make similar arrangements elsewhere.

BUS ROUTES.

Applications are continually received for an increase in civilian bus services. During the month two deputations visited this office with petitions from civilians in the Province of ROME. The question of increased travel facilities is under active review. Unless facilities are increased, rehabilitation will be impeded.

SICILY.

Vehicles are still operating under the auspices of IMT and the question of the Italian Govt taking over these vehicles is the subject of study. Reports indicate that transportation as carried out at present is satisfactory under the difficulties of shortage of tyres

useful information of a general nature.

AQMG visited FLORENCE 14th-24th in connection with formation and administration of new truck Coys now forming. Also arranged details for move of two platoons 1000 G.T. Coy to POLLENZA Area.

WEATHER.

All roads over which it is required to operate are open and no difficulties in this connection have been experienced during the month.

ORGANISATION.

To bring about a better control over the operation of M.T. and to co-ordinate movement so as to bring about an economy in the use of Transport a Liaison Officer was appointed with an office in ANCONA. Results so far are encouraging and as a result of this officer's activities a considerable increase in tonnage lifted is expected in future.

CIVILIAN HAULAGE.

Arrangements have been made for vehicles organised under ENAC to take over, at an early date, the commitments of 1002 G.T. Coy in the TERAMO-ASCOLI Area. This will release this company for other work. It is hoped in the near future to make similar arrangements elsewhere.

BUS ROUTES.

Applications are continually received for an increase in civilian bus services. During the month two deputations visited this office with petitions from civilians in the Province of ROME. The question of increased travel facilities is under active review. Unless facilities are increased, rehabilitation will be impeded.

SICILY.

Vehicles are still operating under the auspices of INT and the question of the Italian Govt taking over these vehicles is the subject of study. Reports indicate that transportation as carried out at present is satisfactory under the difficulties of shortage of tyres and insufficient petrol. INT appears to be working on a business like basis and co-operation is good between all concerned. It is proposed to visit SICILY during March.

SARDINIA.

All transport is organised under the Consorzi Provinciali Obligatorii Autotrasporti. This organisation operates on the same lines as those laid down by ENAC and the system is working satisfactorily. ENAC will probably take over control in March. A shortage of tyres for civilian vehicles as well as limited petrol supplies prevents full use being made of transport available. 100 Military vehicles were allocated to the Island by AFHQ. Of these it was possible to put into first class condition 60 vehicles. The balance will be used to

(3)

maintaining these in operation. It is expected that by this means the 60 vehicles will be kept running for at least one year.

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

O. SWAIT-GARDNER.
Major,
Movements Division.
Roads Branch.

6899

BEST COPY POSSIBLE

11/6/94
INQUIRY DIVISION MEMO

T. Roberts
J. L. Leland

SUBJECT: Reports on four of samples and Bari. 1 April 45

TO: Transportation Sub-Commissioner. 4

MEMO:

1. LYRES The 40 x 3 ton bed trucks, hauling between docks and railway at Bari, which go mostly off the road through look of tyres, comprise one and a half truck pool. Licenses for tyres were submitted by Lieut. Clark of Lyres and thirty became available on Monday 20 March 45. A signal was dispatched to Bari on Saturday 24 March 45. This effect but this signal had not been received when we arrived in Bari. It was stated that thirty more tyres would be available in approximately ten days time.

2. Heavy Control. Capt. Lee has contacted in Lyres re movement of heavy by road transport. There were no complaints from him and now that the peak period has passed, Lee is able to meet his demands quite satisfactorily. He stated that when a truck took over in Lyres there was a marked improvement in the transportation of this commodity. A tentative reply was given to his suggestion that the truck pool vehicles should be assigned to his department.

3. Warehousing. Major Martin, LYO 8, remounts No. 576 and 580, was approached after we had reported the lack of warehousing. He stated that they were good and transport was handled by waiting to be loaded, a sure sign that our visit had had some effect. In the past Major Martin has never been able to rely on vehicles turning up from time to time and trucks were readily forthcoming from 1.00.00. He is not troubled with them very much. He explained that when a truck is very often turned up there to about four or five and when a case of affairs could not be tolerated when it came to loading ships. However, his chief trouble was the fact that his labours were invariably to blame when loading was going slowly but this could not be connected with him.

4. WAC. A full report on our inspection of WAC in the Lyres Valley and Bari areas appears at Appendix No. 1. A copy of inquiry has been held by order of the Minister of Transportation to inquire into the management of WAC and organization in Lyres and a copy of the findings will be forwarded to the Civil Commission as soon as possible. It is probable that most of the WAC points have been taken up by the members of the staff.

- (a) Mr. Pavesi, Commercial Director, is totally inexperienced and has had no experience of transportation whatsoever. He is weak when dealing with men, has no organizing ability and should never have been given this responsible job.

1. LYRIC The 40 x 3 ton bed 2 trucks, hauling between docks and railway at Earl; which are mostly off the road through 1 or 2 years, comprise the last truck pool. Licenses for trucks were submitted by Lieut. Clark of the 1st and 3rd, becoming available on Monday 20 March 45. A signal was dispatched to Earl on Saturday 24 March to this effect but this signal had not been received when W. arrived in Earl. It was stated that thirty more trucks would be available in approximately ten days time.

2. TRUCK CONTROL On 21, W. was contacted by the 1st and 3rd, re movement of trucks by road transport. There were no complaints from him and now that the peak period had passed, W. is able to meet his demand quite satisfactorily. He stated that when Army first took over in April there was a marked improvement in the transportation of this commodity. A negative reply was given to his suggestion that the truck pool vehicles should be assigned to his department.

3. RECOMMENDATIONS Major Martin, 1st 3rd, resources was, 070 and 080, and 090, reached after he had spent the day with W. W. stated that the trucks were good and transport was standing by waiting to be loaded, a sure sign that our visit had been a success. It was stated that Major Martin had never seen a truck before and that he was very impressed with them very much. He concluded that the trucks were very good and that he was going to four more into the 1st 3rd. A copy of the findings will be forwarded to the 1st 3rd points and a copy of the findings will be forwarded to the 1st 3rd points. It is probable that most of the 1st 3rd points have been taken up by the members of the staff.

4. W. W. A full report on our inspection of W. W. in the supplies available and Earl areas appears at Earl 070. A report of inquiry has been held by Earl of the Minister of Transportation to inquire into the management of the organization in April and a copy of the findings will be forwarded to the 1st 3rd points and a copy of the findings will be forwarded to the 1st 3rd points. It is probable that most of the 1st 3rd points have been taken up by the members of the staff.

(a) W. W. General, Commercial Director, is twenty six years old and has had no experience of transportation whatsoever.

(b) He is weak when dealing with men, has no organizing ability and should never have been given this responsible job.

(c) General Office of W. W. is not concerned with the operation of its smaller offices. This may be due to the fact that W. W. has only recently taken over, but a complete re-organization seems to be the only answer.

(d) Bills of lading or Trip Tickets must be signed by the interested parties, otherwise sooner or later W. W. will become involved in a law suit through failure to deliver goods which have been in fact delivered.

(e) There is considerable delay in handing in trip tickets after a job has been completed. The trip tickets are not

5695

being checked with the carbon copy held in the office and some rather surprising results came to light when we looked into a few. In one case even the ~~register~~ number (license) of the vehicle had been altered on the ticket.

(2) Many vehicles are being given trip tickets but no coupons for petrol, thus encouraging the use of the black market. It can be stated that petrol is so plentiful in the Naples black market that the cost is less than if obtained through official sources.

(3) Many petrol distributors are refusing to sell petrol to truckers, in spite of their having the necessary coupons and all papers in order, unless they are well "tippled".

(4) There is no control over rates. Truckers bargain with consignees and often charge three and four times more than the permissible amount.

(5) Cost of spare parts and tyres is not in keeping with the ^{and/or production} tariff rates.

(6) Records of all vehicles and availability state must be kept up to date. Of approximately 300 vehicles registered with one office in Naples, no more than 80 - 70 are used. The whereabouts of the remainder are unknown and no check up is made.

(7) Vehicles failing to report for work in the morning must be checked immediately. This will cut down the black market racket by a great deal.

(8) Vehicles from truck pools should be controlled at check posts just the same as civilian trucks. At present it is known that such trucks are carrying "contraband" and there are no means of stopping them.

(9) Army controlled clubs should be discouraged from using land transport. As soon as they are needed trucks for the purpose of hauling vino from Reggio Calabria; the Army supply the necessary F.O.L.

(See Liaison Officer)

5. Docks Clearance. Lieut. O'Leary, stated that loading and unloading ships by land transport was very satisfactory and was working well. Only on one occasion had he been let down slightly and that was in unloading the transport when civilian transport should have cleared 2000 tons but in fact cleared only 1400 tons. This was the fifth ship that they had unloaded and they had worked exceptionally hard. Lieut. O'Leary has nothing but praise for the operators of these trucks. When a ship was due to dock he would put in a request for thirty to forty vehicles to report for duty until the ship was cleared and he could always rely on his command being met. The question of tyres for heavy vehicles (10 ton ~~trucks~~) was raised and it is obvious that in the very near future a supply of

ORIGINAL SOURCE.

- (f) Many petrol distributors are refusing to sell petrol to truckers, in spite of their having the necessary coupons and all papers in order, unless they are well "tippled".
- (g) There is no control over rates. Truckers bargain with consignees and often charge three and four times more than the permissible amount.
- (h) Cost of spare parts and tyres is not in keeping with the ^{and/or reduction} market rates.
- (i) Records of all vehicles and availability state must be kept up to date. Of approximately 200 vehicles registered with one office in Naples, no more than 60 - 70 are used. The whereabouts of the remainder are unknown and no check up is made.
- (j) Vehicles failing to report for work in the morning must be checked immediately. This will cut down the black market sector by a great deal.
- (k) Vehicles from truck pools should be controlled at check posts just the same as civilian trucks. At present it is known that such trucks are carrying "contraband" and there are no means of stopping them.
- (l) Army controlled clubs should be discouraged from using land transport. As for the use of trucks for the purpose of hauling wine from Reggio Calabria; the army supply the necessary P.O.D.

(As Liaison Officer)

5. Loose Clearances. Lieut. O'Leary, stated that loading and unloading ships by land transport was very satisfactory and was working well. Only on one occasion had he been let down slightly and that was in unloading the barrels when civilian transport should have cleared 2000 tons out in fact cleared only 1400 tons. This was the fifth ship that they had unloaded and they had worked exceptionally hard. Lieut. O'Leary has nothing but praise for the operators of these trucks. When a ship was due to dock he would put in a request for thirty to forty vehicles to report for duty until the ship was cleared and he would always rely on his demand being met. The question of tyres for heavy vehicles (10 tons ~~and over~~) was raised and it is obvious that in the very near future a supply of these large tyres will be vitally necessary. The period of three weeks mentioned in his letter was rather an exaggeration but it can be stated definitely that unless these tyres are produced the majority of the heavy vehicles in the Province of Bari will be off the road within six months. A.B. vehicles clear from docks to a limited area only (approximately 15 miles). A certain amount of grain and flour is cleared by narrow gauge railway to Matera, and the remainder is cleared by road and the rest vehicles. At present such trucks are clearing 2000 tons per ship, but about 1000 tons more to cut to 1500 tons now that the fine weather has set in and open roads trucks can be utilized for carrying grain and flour.

3695

6. Sud Est Truck Pool. Lieut. Friedman is having a lot of trouble through lack of tyres for the vehicles of this pool and seemed over-joyed when informed that there were 50 tyres awaiting collection at Naples and 30 more promised in the next few days. These trucks are used primarily for dock clearance (especially for night work) and transportation of food supplies. They are dispatched by LMC but this is the only connection that LMC has with them.

7. L.M.C. Eight Bedford 3 tonners and one Allman Utility are supposed to have been handed over to Allied Commission by MOVIEI last October. Confirmation that this had in fact taken place was requested from Allied Commission on 2 Feb 45 but no answer has yet been received by Major Jeffrey, A.C. Th. Sub-commission, Bari. These vehicles are badly in need of repair but no-body seems to know whose the responsibility is. Copies of letters attached at appendix "A".

W. L. Ainsworth *Capt. RN*

W. L. AINSWORTH,
Capt. R.N.

APPENDIX 'A'

Subject - Military vehicles
in possession of ISR
BARI.

Transportation Sub Comm (Rail
Allied Commission
Ref : AC/Tn/DP/G/S/
Date : 2 Feb.45.

To: Tn. Sub Comm (Rail Section)
c/o Tn. Increment - C.F.

1. Reference AC/239/Tn dated 17 Jan.45.
2. Details of above vehicles as follows -

NAME	W.D.No.	CHASSIS No.	CONTRACT No.	Place where normally garaged.
3 Ton. BEDFORD	L.517811	30756.		FOGGIA ISR.
"	L.518221	43656.	V.3960.	BARI ISR.
"	L.525777	54500.	V.4155.	BARI ISR.
"	L.528150		V.4820.	"
"	L.4879052	65229.	V.5004.	"
"	L.4279073	65297.	V.5004.	"
"	L.4879338	66474.	V.5004	"
"	L.4881571	68933.		FOGGIA ISR.
HILLMAN.	M.4776691	1443691.	V.5014.	BARI LOCO;

- 3: Reference DTN letter Tn I/16/3 dated 29 Dec.44
(copy attached) say it be confirmed please that
the above vehicles are on AC charge and that
maintenance is the responsibility of this Comm
as no instructions has been received to this effect.

(signed) E. W. B. GIFFREY

Major R.E.
AC Tn Sub Comm.

Copy to: AC Southern Region
" BARI Zone.

1. Reference AC/239/TN dated 17 Jan. 44.
2. Details of above vehicles as follows -

NAME	W.D.No./	CHASSIS No.	CONTRACT No.	Place where normally garaged.
3 Ton. BEDFORD	L.517811	30756.		FOGGIA ISR.
"	L.518221	43656.	V.5960.	BARI ISR.
"	L.525777	54500.	V.4155.	BARI ISR.
"	L.528150		V.4820.	"
"	L.4879052	65229.	V.5004.	"
"	L.4879073	65297.	V.5004.	"
"	L.4879838	66474.	V.5004	"
"	L.4881571	68233.		FOGGIA ISR.
HILLMAN.	M.4776691	1443691.	V.5014.	BARI LOGO;

3. Reference DTN letter Tn I/16/3 dated 29 Dec. 44 (copy attached) may it be confirmed please that the above vehicles are on AC charge and that maintenance is the responsibility of this Comm as no instructions has been received to this effect.

(signed) E. B. B. GIFFREY

Major R.E.
AC Tn Sub Comm.

Copy to: AC Southern Region
" BARI Zone.

5699

C O P Y

ALLIED FORCE HEADQUARTERS
TRANSPORTATION (BRITISH) SECTION.

Tn I/I6/3.

To : D. Tn.
Transportation Increment.

Subject: D Vehicle used by I.E.E.

Your Tn.A.I/205 of 24 Dec.

Reply was received by 3 Dist Signal OG 3317

of 14 Nov as follows:-

" OG 3317. RESTRICTED. REF YOUR TMI/16/3 OF 23 OCT. UNDERSTOOD VEHs HANDED OVER BY MOVIEIT TO AC TR NSPORTATION OFFR BARI AND TAKEN ON CHARGE BY AC IN OCT. ASSUME THIS IS SATISFACTORY "

We notified them of agreement on 28 NOV, after confirming the details given.

It is regretted that you were not informed earlier. However the handover to AC clears any Tn responsibility for future maintenance.

(sgd) D.A.F. GURKETT. Major R.E.
 D.A.D. Tn.
 for Brig.

Director of Transportation (Br).

APP: "A"

To : D. Tn.
Tr nsportation increment.

Subject: 1 D Vehicle used by I.S.R.

Your Tn. I. I/205 of 24 Dec.

Reply was received by 3 Dist Signal OG 3317

of 14 Nov as follows:-

" OG 3317. RESTRICTED. REF YOUR TMI/I6/3 OF 23 OCT. UNDERSTOOD VHS HANDWD OUTH BY ROUTE TO AC TRANSPORTATION OFFER BARI AND TAKEN ON CHARGE BY AC IN OCT. ASSUME THIS IS SATISFACTORY "

We notified them of agreement on 28 NOV, after confirming the details given.

It is regretted that you were not informed earlier.

However the handover to AC clears any Tn responsibility for future maintenance.

(sgd) D.A.P. CUMKETT. Major R.E.
 D.A.D. Tn.
 for Brig.

Director of Transportation (Br).

DATC/MB.

5692

0951