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AC/305/TNS

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OPERATIONAL AND
JAN-DEC. 1945 ORGANISATIONAL DATA

C O P YDRAFT

HEADQUARTERS ALLIED COMMISSION

APO 394

TRANSPORTATION AND SHIPPING SUB-COMMISSION

AC/

6 DEC 1945

SUBJECT : Function of Economic Commissioner for Northern Italy as regards Transportation and Shipping Sub-Commission .

TO : Economic Commissioner, Northern Italy .

1.- The following functions which have hitherto been carried out by the Advanced Echelon Transportation Sub-Commission, under the supervision of the Representative of the Chief Commissioner in Milan, will in future be carried out under the supervision of the Economic Commissioner for Northern Italy by the Transportation Staff attached to your Office .

- (a) Coordination of movement and transportation work in the Regions of PIEMONTE, LIGURIA, LOMBARDIA and VENETIA, and such other areas as may be considered as Northern Italy from time to time .
- (b) Coordination of movement and transportation work in Northern Italy with the military authorities concerned .
- (c) Advise to Italian Govt. Officials concerned as to the most effective general distribution and use of all transportation facilities.
- (d) Supervision of rail movement programmes to ensure that they are carried out in accordance with established priorities, particularly programmes affecting more than one Region .
- (e) Supervision of the use of Ports and Warehouses and assistance to the Italian Port Officials in the obtaining of equipment for Ports .
- (f) Informing the Economic Section HQ AC of all matters

CNGT/lr/gbl

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6 DEC 1945

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- (b) Coordination of movement and transportation work in Northern Italy with the military authorities concerned .
- (c) Advise to Italian Govt. Officials concerned as to the most effective general distribution and use of all transportation facilities.
- (d) Supervision of rail movement programmes to ensure that they are carried out in accordance with established priorities, particularly programmes affecting more than one Region .
- (e) Supervision of the use of Ports and warehouses and assistance to the Italian Port Officials in the obtaining of equipment for Ports .
- (f) Informing the Economic Section HQ AG of all matters affecting the transportation and shipping position from time to time as necessary to ensure that HQ is always in possession of all relevant informations.

-2-

2.- There will be a direct channel of communication on technical and routine matters, including technical policy matters between the Transportation and Shipping Sub-Commission at this HQ and the Transportation Staff attached to your Office. Such matters will include :

- (a) All routine matters affecting the matters mentioned in para 1 generally .
- (b) All technical policy matters affecting the same.
- (c) Routine enquiries as to personnel not affecting postings or promotions .

3.- There will also be a channel of direct communication between the Transportation and Shipping Sub-Commission and Tn. Officers and Port Officers at GENOA, SAVONA and VENICE . This will be used for routine technical matters only and not matters of policy . Such matters will include those which by their nature are urgent such as reports of ship arrivals, ship diversions, cargo, dispositions, rail wagon supply, special trains for refugees etc. and also routine progress reports .

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HEADQUARTERS ALLIED COMMISSION
AFC 394
TRANSPORTATION SUB-COMMISSION

WGP/ls

Ref: AC/305/11/TN.5

17 Oct. 1945

SUBJECT: Distribution of Civilian Supplies.

TO : Mr. Lynch, Tn S/C.

Reference ES/132 of 5 October, 1945.

1. The following comments are reference vehicles and associated supplies (excluding tires and tubes). Paras and sub-paras correspond to those of reference communication.

2. (a). The Italian Ministry of Transport

(b) Shipments are received at port of entry by I.C.E. Vehicles are taken by Ministry of Transport Maintenance Group units for conditioning prior to release to ultimate users as decided by agreement between said Ministry and Tn S/C. Spare parts (associated motor supplies) are received by I.C.E. and transferred to Depots of Maintenance Group for redistribution according to requirements.

(c) Vehicles by consignment from the Italian Ministry of Transport. Spare parts by issue from depots and sub-depots of the Maintenance Group.

(d) Responsibility for vehicle allocation and spare parts distribution rests with the Ministry of Transport and its estimates of necessity.

(e) 1. The Ministry of Transport is the logical agency for the control of these products and is relatively efficient though the activities of maintenance shops, ports depots and vehicle rebuilding operations need smoothing out and supervising.

2. Unloading- Responsibility of port operations.
Warehousing at port- Port clogging is possible so far as vehicles are concerned if arrangements for

clearance are not closely coordinated with ship discharges. Port facilities are generally inadequate for storing and guarding vehicles for any extended period. Clearance and conditioning plans should be completed prior to arrival of vehicles. Parts shipments can generally be warehoused until disposal and transport arrangements can be made.

Inland Transport- Normal utilization of rail or road carrier agencies. Vehicles should be conditioned near port for "drive away" delivery, miscellaneous supplies are handled as circumstances dictate.

Storage on Provincial levels- Vehicles go from conditioning units to user and require no provincial storage. Parts go into inventory of Maintenance organization and are stocked in their depots.

Distribution- At discretion of Ministry of Transport.

Difficulties can be ameliorated by proper supervision and coordination and insistence upon standard commercial type of operation.

3. Only those inherent in any situation where demand is greatly in excess of ~~supply~~ *supply*.

4. Black market possibly exists in spare parts though as yet to no great extent. Possible sources are losses at port of entry, en route to depots and unapproved disposal from said depots. There are no official prices, as yet, for parts that have been imported since they are all being utilized directly by transport units of the Ministry of Transport and bills have not been received from the U.S. All vehicles are being handed to the Ministry of Transport and we attempt no post sale control.

WARNER G. PETERSON
Capt. C.A.C.
Roads Division.

HEADQUARTERS ALLIED COMMISSION

AFC 394

Economic Section

REF: ES/132

5 October 1945

SUBJECT: Distribution of Civilian Supplies
Information to Dr. Weik

TO : All S/CS, Economic Section
Requisition Branch
Info. to W.H.A., FEUSEC

1. It is the desire of the Acting Vice President that Dr. Weik, UNRRA, be assisted by all of the addressees of the Economic Section in an analysis of the distribution of imported civilian supplies to Italy.

2. After the disestablishment of A.C., UNRRA will be confronted with the task of furnishing to Italy the bulk of imported civilian supplies and of seeing to it that the distribution of such supplies is effectively carried out. Although distribution as such will be the responsibility of the Italian Government, it will be UNRRA's responsibility to see to it that the distribution of the supplies which it furnished takes place as effectively as possible, and without any discrimination. To be able to do this, UNRRA must know for each major imported commodity or group of commodities:-

- a. How and by what agency of the Italian Government are requirements, programs, and general plans for distribution to consumers prepared.
- b. When shipments arrive, how and where are they turned over by A.C., to the Italian Government, and to what agency of that Government?
- c. Through what channels does the receiving Italian agency distribute the commodity on a regional, provincial and local level?

TO : All S/Cs, Economic Section
Requisition Branch
Info. to W.S.A., PWTSC

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- b. When shipments arrive, how and where are they turned over by A.C., to the Italian Government, and to what agency of that Government?
- c. Through what channels does the receiving Italian agency distribute the commodity on a regional, provincial and local level?
- d. What are the main outlines of the rationing procedure through which the ultimate consumer is obtaining his share of the imported commodity? Who devises and administers the rationing system?
- e. What are the defects and pitfalls of the distribution process, i.e.:-
 - (1) What defects, if any, are there in the present method of planning for the distribution of the commodity by the responsible Government agency? Do the general criteria of distribution adopted

ALL S/CS

October 1945

be equitable and efficient?

- (2) What difficulties are encountered in the process of getting the commodity from shipside to consumer? In other words, what difficulties should be anticipated in:-

Unloading
Warehousing at the Port
Inland transport
Storage on a provincial level
Distribution to local merchants or consumers

What can be done to correct such difficulties?

- (3) What weaknesses are there in the present rationing system for the commodity?

- (4) Is there a black market in the commodity, and if so - How does the commodity get into the black market? - What should be done to prevent its getting and staying there? - What are the present official and black market prices of the commodity in question?

- f. What other phases of the distribution process are significant, and what comments thereon seem pertinent?

3. It is requested that each sub-commission and the Requisition Branch of the Economic Section submit a report which will answer the questions and furnish the information outlined in para 2 above in so far as it pertains to those commodities and activities with which the respective sub-commissions and Requisition Branch are concerned.

4. UNRRA has expressed its appreciation and gratitude to this Headquarters for the material assistance which has recently been rendered by the sub-commissions and branches of the Economic Section in the preparation of data and information necessary to the future planning of the UNRRA program.

Unloading
warehousing at the Port
Inland transport
Storage on a provincial level
Distribution to local merchants or consumers

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4. UNRRA has expressed its appreciation and gratitude to this Headquarters for the material assistance which has recently been rendered by the sub-commissions and branches of the Economic Section in the preparation of data and information necessary to the future planning of the UNRRA program.

CHARLES W. WALTON
Colonel
Chief, Supply Division

HEADQUARTERS ALLIED COMMISSION
APO 304
Economic Section

27 September 1945

Ref. 15.10/23

SUBJECT : Allocation of Motor Vehicles and Tires and Tubes of Italian Manufacture
TO : Ministry of Industry and Commerce
Ministry of Transport

1. The Italian Government will henceforth assume the responsibility for the allocation of newly produced tires and tubes and motor vehicles of Italian manufacture.

2. Reference AC/5014/2/211/Commerce of 22 September, copy attached. It is understood that Minister Gronchi has agreed that the Comitato Industriale per la Come will act as the agent of the Italian Government in North Italy for the production and distribution of tires of Italian make.

3. Reference M11167 of 20 September 1945 from the Ministry of Transport, copy attached. It is confirmed that the Inspector General of Motorization will assume responsibility for allocation of newly produced motor vehicles of Italian manufacture.

4. All Regional Commissioners have been advised through the above mentioned letter and by letter reference 5.10/23, dated 14 September 1945, copy attached.

(Sgd) E. B. M.

E. B. MCKINLEY
Brigadier General, USA
Acting Vice President

3 Enclosures:

M11167, 20 September
AC/5014/2/211/Commerce, 22 September
5.10/23, 14 September

cc:

Presidency of the Council of Ministers
Commerce S/C
Transportation S/C

file
INTER OFFICE MEMORANDUM*WJ*
file
GSF/lrv

Ref. AC/305/9/Tn 5

15 September 1945

Subject: Functions Performed by Roads Division
To : Mr. Frank Upman, Jr., Director,
Transportation Sub-Commission

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1. Reference my conversation with Colonel Buchanan on the 14th September, the following table shows the duties which are performed by the Roads Division, Transportation Sub-Commission. It also indicates which of these duties may be turned over to either UNRRA, an Economic Mission, or be allowed to lapse as of the 1st of January, 1946.

Gordon S. Franklin
GORDON S. FRANKLIN
Acting Chief
Roads Division

1 Attachment
Table

OPERATIONS BRANCH - FUNCTIONS

	<u>UNITA</u>	<u>Economic Mission</u>	<u>Lapse</u>
1. Transfer of A.C. vehicles to Italian Government			X
2. Inquiries re purchase of new Italian vehicles			X
3. Allocation of A.C. vehicles to individuals and concerns			X
4. Priority road haulage			X
5. Illegal haulage			X
6. Transport bids			X
7. Statistics - Truck status return ex Truck pools (Civil and ex M.D. vehicles) . . .			X
8. P.O.L. liaison with Petrol Sec. for provision of			X
9. Preparation of road rates and tariffs (advisory)			X

SUPPLY BRANCH - FUNCTIONS

	<u>UNITA</u>	<u>Economic Mission</u>	<u>Lapse</u>
1. Preparation, justification and expedition of requisitions for vehicles, spare parts, maintenance equipment and miscellaneous motor supplies for the Italian Gov't. . .		X	
2. Control of reception and distribution of the above		X	
3. Supply planning and organization for present and future operations re motor transport requirements of Italian Economy		X	X
4. Control of use of military tires by civilians		X	
5. Maintenance of record files to cover above. a. Files covering paras. 1, 2, 3. b. Files covering para. 4		X	X

MAINTENANCE BRANCH - FUNCTIONS

	<u>UNITA</u>	<u>Economic Mission</u>	<u>Lapse</u>
1. Responsible for maintenance policy of all vehicles in A.C.	X		
2. Responsible for inspection of all vehicles in A.C.	X		
3. Inspection of lt. GP. shops until handed			X

UMTRA
Economic
Lapse

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UNIVERSITY OF
ECONOMIC
MANAGEMENT
LAPSE

- ~~X~~ X X X X X

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

Feb 15
UP
GP/ls

Ref: AC/305/9/TN.5

15 Sept. 45

SUBJECT: Supply Branch duties.

TO : Chief, Roads Division.

Turn Econ. Lapse
UNRRA MISS.

- | | | |
|--|---|---|
| 1. Preparation, justification and expedition of requisitions for vehicles, spare parts, maintenance equipment and miscellaneous motor supplies for the Italian Government. | X | |
| 2. Control of reception and distribution of the above. | X | |
| 3. Supply planning and organization for present and future operations re motor transport requirements of Italian Economy. | X | |
| 4. Control of use of military tires by civilians. | | X |
| 5. Maintenance of record files to cover the above . | | |
| a. Files covering paras 1, 2, 3. | X | |
| b. Files covering para 4. | | X |

WARNER G. PETERSON
Capt. C.A.C.
Roads Division.

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Y

HEADQUARTERS ALLIED COMMISSION
APO 394
Economic Section

WP
305

Ref. S.10/ES

14 September 1945

SUBJECT : Distribution of New Motor Vehicles, Tires, and Tubes of Italian Manufacture.

TO : Regional Commissioners:

3/6

Liguria Region
Piemonte Region
Venezia Region
Lombardia Region

1. The allocation of new motor vehicles and tires and tubes of Italian manufacture has been turned over to the Italian Government. It is desired that you release, for allocation by the Italian Government, any stocks of these items as may now be under your control.

2. The Inspector General, Motorization, of the Ministry of Transport will assume the responsibility for allocation of new motor vehicles, and the Ministry of Industry and Commerce will make allocation of new Italian tires and tube production.

BY COMMAND OF REAR ADMIRAL STONE:

(s) E. B. McKinley

E. B. MCKINLEY
Brigadier General, USA
Acting Vice President

cc: Industry S/C
Transportation S/C
Commerce S/C
Ministry of Transport
Ministry of Industry and Commerce

HEADQUARTERS ALLIED COMMISSION
Transportation Sub-Commission
APO 394

GF/hgd

AC/29/17/Tn.5

21 August 1945

SUBJECT : Organization for Repair and Provision of
Spare Parts for Trucks in Civilian Truck Pools.

TO : See Distribution.

1. Attached hereto are copies of the Standing Operating Procedure, both in English and Italian, issued by the Maintenance Group A.C. The S.O.P. gives full details of the system of repair set up and the stockage, requisitioning and supply of spare parts for all trucks handed over to the Italian Govt. One copy should be given to the Director of each Truck Pool and a copy to the Area Inspector representing the Ministry of Transport.
2. At Appendix is a list of civilian firms with whom contracts for the repair of vehicles have been made. A copy of such contracts will be forwarded shortly. At each of these a Sub Depot for the stockage and distribution of spare parts is being established. Allied personnel have been assigned to each Sub Depot (See paras. 3B(2) and C(c)(2) of the S.O.P.) and the stockage of spare parts will shortly commence.

It is intended to establish additional repair shops and Sub Depots at NAPLES, BARI, LEGHORN AND UDINE in the near future. Locations will be notified in due course.

3. Regional Transportation Officers and Senior Transportation Officers at ACONA and BOLOGNA should contact Allied Maintenance Officers at repair shops to arrange opening date for commencement of repairs. Directors of AQUILA and CHIETI Pools should contact the Allied Officers at the Ciccheti Works, CIVITANOVA.

4. All types of trucks may be sent into the contract workshops for repair. The system of stockage and supply of parts given in the S.O.P., however, applies only to vehicles provided from U.S. Sources at present. This category comprises the following types: All $1\frac{1}{2}$ ton trucks and $2\frac{1}{2}$ ton G.M.C. and jeeps in use at repair shops.

5. A 60 days ceiling of parts will eventually be supplied to the Maintenance Group for all trucks provided from British sources. Until this is received indents will be submitted to the Area Inspector of the Ministry of Transport for screening, authorization and signature, and then forwarded to G-4 (British) H.Q. Allied Commission for supply. Receipt of the 60 days scale by the Maintenance Group and commencement of supply from that source will be notified.

This procedure applies to the following types of 3 ton trucks: Dodge, Bedford, Ford, Chevrolet, Austin, Albion, Morris and Thornycroft.

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6. Allied Commission will not supply spare parts for captured enemy trucks and other miscellaneous non-British or U.S. types such as Fiat and Bianchi. It is the responsibility of the Ministry of Transport to obtain parts for such vehicles through commercial and industrial channels.

7. Regional Transportation Officers and Senior Transportation Officers are requested to give the Italian Area Inspectors and Directors of Truck Pools

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advice and assistance in carrying out the instructions contained in this letter and in the S.O.P.

By Command of Rear Admiral STONE:

G. FERNYHUGH

G. FERNYHUGH
Lt. Colonel, R....

DISTRIBUTION:

Regional Commissioners
ANG LIGURIA Region
" PIEDMONT Region
" LOUBARDL.
" VENEZI.
(All Reg. Tptn. Officers)
Senior Tptn. Officers
A.C. BOLOGNA
" ANCONA
" LEGHORN
" FLORENCE
" NAPLES
" BARI
Lt. Clarke, A.C. Tptn. Officer
MACERATA
Directors of Truck Pools
ASCOLI-PICENO
CHIETI
AQUILA
CAMPORASSO
FOGGIA
SIENA
POTENZA

Copy to:

Economic Section
Tnp. S/C, Tnl and Tn3
G-4 (B)
G-4 (A)
Truck Maintenance Group
Lt. Col. Harris, Tptn. Sec.
A.C. MILAN
General Inspectorate of Civil Motorization,
Ministry of Transport.

LIST OF CIVILIAN CONTRACT REPAIR SHOPS

<u>NAME of FIRM</u>	<u>STREET ADDRESS</u>	<u>LOCATION</u>
1. Società Anonima Còstruzioni Meccaniche Adriano Cecchetti		CIVITA' NUOVA
2. Benvenuti & Cortese	Viale Daniele Manin 7	VERONA
3. Carrozzerie Manarini	Via Berti Pichat 10	BOLOGNA
4. Soc. FIAT per Az.	Corso Dante 103	TORINO (Br)
5. Soc. An. Aereoplani Caproni P.A.		MILANO
6. Soc. per Az. FIAT	Corso del Popolo 5	PADOVA (Br)
7. Azienda delle Trarvie & Autobus Comune (A.T.A.C.)		ROMA
8. Soc. per Az. FIAT	Via Mantova 10	BRESCIA (Br)
9. O.M.A.R.		GENOVA

LIST OF CIVILIAN CONTRACT REPAIR SHOPS

/Imr

APPENDIX " A "

<u>FIRM</u>	<u>STREET ADDRESS</u>	<u>LOCATION</u>
ma Còstruzioni Adriano Cecchetti ortese	Viale Daniele Manin 7	CIVITANOVA (Marche) VERONA
anarini	Via Berti Pichat 10	BOLOGNA
Az.	Corso Dante 103	TORINO (Branch)
oplani Caproni P.A.		MILANO
FIAT	Corso del Popolo 5	PADOVA (Branch)
Tramvie & Autobus A.C.)		ROMA
FIAT	Via Mantova 10	BRESCIA (Branch) GENOVA

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WGP/ls

Ref: AG/305/3/TN.5

21 August 1945

SUBJECT: Procurement of Spare Parts for Italian
Truck Pools.

TO : Major V.M. Bowers, Senior Transportation
Officer, Naples.

Reference your 26/Road/ 276 of 18 August 1945.

1. Complete S.O.P. in re procurement of M.T. spares
and repair operations will be forwarded to you and the director
of Naples Pool.

2. 1st and 2nd echelon parts will be made available
to pools on an exchange basis. Higher echelon maintenance work
will be performed by sub-depots of the Maintenance Group which
will have a unit operating in Naples.

For the Chief Commissioner:

WARNER G. PETERSON
Capt. C.A.C.
Roads Division.

CONFIDENTIALPX 33940
AUG 092040BP/3331
AUG 101130
ROUTINE

MTCUSA SIGNED CONCERNED CITE MAGDS

5TH ARMY PBS AAF/MTO ROME AREA MTCUSA WFOCO ABC UTC HQAF
NRSI ABC DELEGATE HARTES VSA INFO PENSOUTH ALLIED COMMISSION**CONFIDENTIAL.**

Extremely tight situation on vehicle and tire production in si as well as critical POL situation has been brought to attention of this Theater by WAR DEPARTMENT cable.

In order to conserve these items, it is directed that the following action be taken by all commands:

1. Check to see that instructions published in AR 850-15 relative to vehicle pooling are strictly complied with.
2. Carefully supervise the employment of vehicles at all times to insure that unnecessary trips are avoided and improper use by personnel in all Categories is eliminated as much as possible.
3. Effect strict rationing of vehicles allowing units to retain only those vehicles necessary to accomplish their current operational missions.
4. Insure that all vehicles not specifically required for current activities, including GCM and requisitioned vehicles, be turned in to appropriate ordnance depots without delay.
5. Devise and put into effect such methods and programs as will promote the conservation of these items.

INFO-ACTION
INFO

DIST
EST SEC
CHIEF COMMISSIONER
ECON SEC
IN SC 2
G4 A
2675 REG
TR 1 BR 341
FIG 2
ELOCAT

CONFIDENTIAL

480

FX 26038
JULY 211237B

SECRET

Tu
Wf
305
P/721
JULY 221000
PRIORITY

SIGNED ALEXANDER CITE FNGEG
ALL MAT ADDRESSES INFO ALCOM ROME



SECRET.

This is MAT 830. Refer TAM 629.

Termination of military responsibility for relief supplies in
ITALY.

Agreed military responsibility for civil supplies for ITALY should terminate. Propose to phase out in accordance with program WX 11336, 03 June (which states US military commitments for procurement terminates with August loadings (September arrivals). Consider 1 September is appropriate date towards which plans here have been working pending establishment of CCS policy. This assumes that August loadings will arrive prior to end of September. Present supply accounts would be closed as soon as August loadings have been cleared thru them.

It must be repeated that the Italian economy is, and must remain for a considerable period largely dependent on imports of basic food and items essential for rehabilitation. The extent of the aid thought here to be necessary is known to you through our requisition of food supplies and the industrial program (Category A and B) recently submitted.

Since it is assumed that FEA in US and some agency in UK will procure supplies for ITALY for September through December loadings, recommend that procedure here be that ALLIED COMMISSION submit all requirements direct to CLAC in COM/MOC series. New accounts would be opened for these supplies by AC.

SECRET

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CONTINUATION PAGE 2

In order to insure smooth transmittional period of supply for arrivals period 1 October to end of year, it must be assured that;

A. There will be an uninterrupted flow of food, essential raw materials and coal.

B. The theater be advised of all items to be shipped from the ZI after August loadings.

C. Theater surpluses are applied against existent approved requisitions and future programs submitted by ALLIED COMMISSION. Recommend this be done in ZI by screening the program against declared surpluses.

DIST

INFO+ACTION - ECON SEC 2
INFO - CHIEF COMMISSIONER
EXEC COMMISSIONER 2
REQ DIV
FINANCE SC
FOOD SC 2
TM SC 2
COAL DIV
COMMERCE SC
FILE 2
FLOAT

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SECRET

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

SUBJECT: Truck Operating and Maintenance
Group.

FILE No. AC/305/7/TM.5

TO : Establishment Section, HQ.AC.

20 July 1945

1. We have received a copy of comment from the Maintenance Group in re your G-4/101/28/1 of 6 July 1945.

2. Since the original communication apparently deals with the organization of a unit which is the direct concern of the Transportation Sub-Commission, may we be furnished a copy for consideration and comment.


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

HEADQUARTERS
MAINTENANCE GROUP
ALLIED COMMISSION (I.A.F.)
APO 394

Tel. 886324
Ext. 8

SWAP/SG.

Ref. AD/33/202/7

10 July 1945

SUBJECT : Discontinuance of Truck Operating Group.

TO : Establishment Section, H.Q., A.C.
(Attn.: Col. Parkin)

1. Reference to your 64/101/28/1 dated the 6th July 1945.
2. This Headquarters is in agreement with the draft of the proposed establishment memorandum referred to in para 1 of your letter.
3. Reference to para 2 of your letter:-
 - 1/ Responsibility for vehicles until transferred to Italian:-
Transportation Sub-Commission.
 - 2/ Responsibility for maintenance and supply of spare parts:-
 - (a) 1st and 2nd Echelon maintenance - Transportation Sub-Commission.
 - (b) High Echelon Maintenance and supply of spare parts - Maintenance Group A.C.
 - 3/ Screening demands for spare parts:-
 - (a) before vehicles are handed over to Italian Government - Transportation Sub-Commission.
 - (b) after vehicles are handed over - Italian Ministry of Transport and Transportation Sub-Commission.
 - 4/ Records and casualties affecting vehicles:-
 - (a) Before vehicles are handed over - Transportation Sub-Commission.
 - (b) After vehicles are handed over - Italian Government.
 - 5/ Accident and write-off procedure:-
 - (a) Before vehicles are handed over - Transportation Sub-Commission.
 - (b) After vehicles are handed over - Italian Government.

4. It is desired to point out that the responsibilities outlined above, in so far as the Transportation Sub-Commission is concerned, will only become effective as such when trucks are handed over by this Headquarters to Regional Truck pools. Until that time this Headquarters accepts the above responsibility.

Copy to:-

Economic Section, H.Q., A.C.
Director Transportation S/C, H.Q., A.C.

477 *Chibber, May*
JAMES J. CARRIS,
Colonel, Infantry,
Commanding,
MAINTENANCE GROUP.

ALLIED [REDACTED] COMMISSION
INTER-OFFICE MEMORANDUM

SUBJECT: Spare Parts-British

FILE No. AC/305/6/TN.1

TO : Hq. Maintenance Group, AC.
(Attn; Capt. Hay)

18 July 1945

1. Attached are copies of our letter to A.F.H.C. and reply from G-5 Section.

2. These should clarify situation in re spare parts for British vehicles, both AC/ANG and the 550 to be transferred to the Italian Government.

WARNER G. PETERSON
Capt. C.A.C.
Roads Division

29
CONFIDENTIAL5422
IN 3/c 242
w/ 305
ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-2

15 July 1945

SUBJECT: Spare parts for BRITISH vehicles held by A.C. and
ITALIAN GovernmentTO : Headquarters, Allied Commission, APO 394
(Attn: Transportation Sub-Commission)

Reference your AC/305/5 T.M. dated 12 July 45.

1. Your para 1 A. Yes.
2. Your para 1 B. BRITISH military responsibility for these vehicles will cease with the supply of the spare parts in para 1. Any additional supplies for them after that must be provided by the ITALIAN Government.
3. Your para 1 C. It is presumed that this refers to BRITISH vehicles on the W.E. of AC/AMG ITALY (as there should be no other BRITISH vehicles in the possession of AC after sale of the 550 vehicles). These vehicles, belonging as they do to a military unit, will continue to be supplied with spare parts against itemized indents as at present. It is NOT proposed to provide a bulk release of maintenance parts for these vehicles or to authorize G-4(B) AC to draw a six months scaling for them.

4. Your para 1 D. Does NOT arise in view of reply in para 3.

For the Assistant Chief of Staff, G-5:

*H. P. Croom-Johnson*H. P. CROOM-JOHNSON
Lt. Colonel
Economics & Supply DivisionCopy to: Q(AE) (with copy of AC letter under reference.
Telephone conversation CROOM-JOHNSON -
WEBBER 15 July refers).Ord(Br)
AC (G-4(B))

476

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WGP/lm

Ref: AC/305/5/TH.5

12 July 45

SUBJECT: Spare Parts for British Vehicles held by
AC and Italian Government.

TO : G-5 Section, Allied Force Headquarters,
APO 512 (Attn: Lt. Col. Crook-Johnson)

1. May we have firm replies in re the following ?

A. Is British Ordnance supplying a 120 day scaling
of parts for the 550 trucks being sold to the Italian Govern-
ment ?

B. What will be the drill for obtaining additional
supplies for the above ?

C. Does British Ordnance plan to provide a bulk re-
lease of operational and maintenance supplies for British AC
vehicles or to continue supplying against itemized indents as
at present ? If the former, will AFHQ authorize G-4 (B)AC to
draw a six months scaling for issue to the Maintenance Group AC ?

D. If bulk release of parts is made for British AC
vehicles what will be the drill for meeting additional demands ?

2. This information is urgently needed in order that the
Maintenance Group may take necessary action to meet the overall
maintenance responsibility assigned it, effective as of 15 July
1945.

475

GEORGE G. GROSS, Jr.
Chief,
Roads Division

470-394

NOTES TO CONTRIBUTORS

File Section

Tel: 48001 Ext. 518

Ref: 40/5095/Commerce

Date... 30 June... 1945

TO: Transportation Sub-Commission, Roads Division,
(attn. Capt. Peterson) HQ A.C.

Invoice for tires and ~~xx~~ tubes supplied for citation
~~xxxxxxxxxxxx~~ during the month of June 1945
~~xxxxxxxxxxxx~~ June 1945
~~xxxxxxxxxxxx~~ June 1945

military cases 3423

A.C. Releases Orders	Date of issues	QUANTITY		SIZE	TYPE	PRICE	TOTAL \$
		Tires	Tubes				
TT-116	11 June	10		600x16	New	26.00	260.00
" 117	11 "		10	600x16	New	8.00	80.00
		<u>10</u>	<u>10</u>				<u>340.00</u>

1. Payment for the above mentioned tires and tubes will be received at:

11. Il pagamento per i sopra menzionati copertoni e camere d'aria sarà fatto a:

HEADQUARTERS A.C., Via Veneto, Rome
Purchases & Contracts
Maj. SEWELL
Basement floor, room 3
(pianterreno, stanza No.3)

W. L. EVANS
Colonel
Director
Commerce Sub

Copies to:
Finance Sub-Commission (attn. Capt. Holt).

0 6 8 5

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⑤

INTER OFFICE MEMO

AC/27/52/TN.5

25 June 1945

SUBJECT : Organization of Truck Transport and Maintenance Group A.C.

TO : Director Transportation Sub-Commission.

1. In accordance with your instructions I attended a meeting at AFHQ on 23 June with Capt. M.G. Peterson to argue our case as set out in Brig. Gen. McKinley's letter 544/13/Int dated 22 June, '45.

The following branches of AFHQ were represented:- G-1(D), G-1(A), G-3(ORG), G-4(A), G-5, Q(AE) and Q(Maint).

2. The letter was well received. The following decisions were taken:-

(a) Disbandment

All present approved the proposals. Para 2(c) will be referred to 15 Army Group to determine whether Q.M. and I.T. Coys in Army Areas can be disbanded.

(b) Personnel

(i) G-3 ORG, G-4(A) and Q(AE) will support demand for additional 24 Officers and 70 SM/OR's for Truck Maintenance Group. G-1(A) and G-1(B) were reluctant to say that Allied supervisory personnel released by disbandment could be transferred to the Truck Maintenance Group due to trades involved and re-deployment requirements. Both agreed that A.F.H.Q. were under an obligation to provide additional personnel and would consider how the demand could be met.

(ii) G-1(A) suggested that we should approach M.M.I.A. to allot Italian soldiers, trained in store-keeping work, now being released to M.M.I.A. by A.F.H.Q. for demobilization. These men would be well qualified for employment in the Truck Maintenance Group and training to take over duties of Allied personnel.

(c) Spare Parts

(i) G-4(A) stated that parts for the first 1700 trucks were

1. In accordance with your instructions I attended a meeting at AFHQ on 23 June with Capt. A. G. Peterson to argue our case as set out in Brig. Gen. McKinley's letter 544/13/Pnl dated 22 June, '45.

The following branches of AFHQ were represented:-

G-1(B), G-1(A), G-3(ORG), G-4(A), G-5, Q(AE) and Q(Maint).

2. The letter was well received. The following decisions were taken:-

(a) Disbandment

All present approved the proposals. Para 2(c) will be referred to 15 Army Group to determine whether Q.M. and I.T. Coys in Army Areas can be disbanded.

(b) Personnel

(i) G-3 ORG, G-4(A) and Q(AE) will support demand for additional 24 Officers and 70 EM/OR's for Truck Maintenance Group. G-1(A) and G-1(B) were reluctant to say that Allied supervisory personnel released by disbandment could be transferred to the Truck Maintenance Group due to trades involved and re-deployment requirements. Both agreed that A.M.H.Q. were under an obligation to provide additional personnel and would consider how the demand could be met.

(ii) G-1(A) suggested that we should approach M.M.I.A. to allot Italian soldiers, trained in store-keeping work, now being released to M.M.I.A. by A.M.H.Q. for demobilization. These men would be well qualified for employment in the Truck Maintenance Group and training to take over duties of Allied personnel.

(c) Spare Parts

(i) G-4(A) stated that parts for the first 1700 trucks were due in Italy by the end of July. No dates were available for the remainder.

(ii) Spares for 550 G.M.C.'s are limited to 60 days supply released in M.O.S. 293 (Ord).
Indents for additional needs to be put into G-4(A).

(iii) Parts for 550(Br) trucks will be supplied on 120 day scale by Q(AE) when sale to Italian Govt occurs. Meanwhile Truck Maintenance Group will indent on B Ord (Br) as now done by G-4(B) A.C.

IV G-4(B) and G-4(A) are responsible for the supply of parts for WE & FE vehicles

(d) Tools

(i) G-4(A) and Q(AE) agreed to turn over to A.C. all 1 and 2 Ech maintenance equipment now on loan to 1, 2 and 3 Truck Battalions and I.F. Coys. I.A.D. equipment not yet supplied to 224 & 226 I.F. Coys will be made available to the Truck Maintenance Group in bulk and Q(AE) will notify when and where collection may be arrange. This equipment is to be used in the new Truck Pools and later sold to Italian Government.

(ii) G-4(A) were unable to say when the 3, 4 and 5 Echelon repair equipment requisitioned for the 3700 trucks would arrive in Italy. Meanwhile civilian contracts should be let in installations strategically located to deal with Truck Pools, and civilian equipment employed.

(e) Maintenance Responsibility

G-4(A) stated that Ord(A) intended to discontinue maintenance and repair of all AC/AMG vehicles and those of other relief organizations except A.R.C. with effect from 15 July. R.I.E. will probably act similarly on the Dr. side. The Truck Maintenance Group is expected to assume responsibility from that date. The arrangement of civilian contracts on a widespread scale is a matter of urgency.

3. G-5 agreed to produce a staff study embodying A.C.'s requests for presentation and decision at high level. The meeting was informed that A.C. required decisions at the earliest possible moment in view of the imminent disbandment of Coys and assumption of maintenance responsibility by the Truck Maintenance Group. All present agreed to act with maximum speed.

G. FERNYHOUGH,
Lt. Colonel, R.A.

Maintenance Group in bulk and (A) will not be used in collection may be arranged. This equipment is to be used in the new Truck Pools and later sold to Italian Government.

(ii) G-4(A) were unable to say when the 3, 4 and 5 Echelon repair equipment requisitioned for the 3700 trucks would arrive in Italy. Meanwhile civilian contracts should be let in installations strategically located to deal with Truck Pools, and civilian equipment employed.

(e) Maintenance Responsibility

G-4(A) stated that Ord(A) intended to discontinue maintenance and repair of all AC/ABC vehicles and those of other relief organizations except A.R.O. with effect from 15 July. NMS will probably act similarly on the Br. side. The Truck Maintenance Group is expected to assume responsibility from that date. The arrangement of civilian contracts on a widespread scale is a matter of urgency.

3. G-5 agreed to produce a staff study embodying A.O.'s requests for presentation and decision at high level. The meeting was informed that A.O. required decisions at the earliest possible moment in view of the imminent disbandment of Coys and assumption of maintenance responsibility by the Truck Maintenance Group. All present agreed to act with maximum speed.

G. FLANNYHOUGH,
Lt. Colonel, V.A.

INTER OFFICE MEMO

10/27/52/TH.5

25 June 1945

SUBJECT: Organization of Truck Transport and Maintenance Group A.C.

TO: Director Transportation Sub-Commission.

1. In accordance with your instructions I attended a meeting at AFHQ on 23 June with Capt. C.G. Peterson to argue our case as set out in Brig. Gen. McKinley's letter 344/11/Tnl dated 22 June, '45.

The following branches of AFHQ were represented: G-1(H), G-1(A), G-3(ORG), G-4(A), G-5, G-6(A) and G-6(Maint).

2. The letter was well received. The following decisions were taken:-

(a) Disbandment

All present approved the proposals. Para 2(c) will be referred to 15 Army Group to determine whether G.M. and L.T. Coys in Army Areas can be disbanded.

(b) Personnel

(i) G-1 Org, G-4(A) and G-6(A) will support demand for additional 24 Officers and 70 EN/CH's for Truck Maintenance Group. G-1(A) and G-1(B) were reluctant to say that Allied supervisory personnel released by disbandment could be transferred to the Truck Maintenance Group due to trades involved and re-deployment requirements. Both agreed that A.F.M.C. were under an obligation to provide additional personnel and would consider how the demand could be met.

(ii) G-1(A) suggested that we should approach M.A.I.A. to pilot Italian soldiers, trained in store-keeping work, non-combat released to M.A.I.A. by A.F.M.C. for demobilization. These men would be well qualified for employment in the Truck Maintenance Group and training to take over duties of Allied personnel.

(c) Spare Parts

(i) G-4(A) stated that parts for the first 1700 trucks were

To : Director Transportation Sub-Commission.

1. In accordance with your instructions I attended a meeting at AFHQ on 13 June with Capt. H.C. Peterson to argue our case as set out in Brig. Gen. McKinley's letter 344/13/Tal dated 22 June, '45.

The following branches of AFHQ were represented:-
G-1(S), G-1(A), G-3(Ord), G-4(A), G-5, G(AE) and G(Aint).

2. The letter was well received. The following decisions were taken:-

(a) Disbandment

All present approved the proposals. Para 2(c) will be referred to 15 Army Group to determine whether G.M. and I.T. Coye in Army Areas can be disbanded.

(b) Personnel

(i) G-3 Org, G-4(A) and G(AE) will support demand for additional 24 Officers and 70 S.M.C.'s for Truck Maintenance Group. G-1(A) and G-1(S) were reluctant to say that Allied supervisory personnel released by disbandment could be transferred to the Truck Maintenance Group due to traces involved and re-deployment requirements. Both agreed that A.F.M.C. were under an obligation to provide additional personnel and would consider how the demand could be met.

(ii) G-1(A) suggested that we should approach A.M.I.A. to allot Italian soldiers, trained in store-keeping work, now being released to A.M.I.A. by A.F.M.C. for demobilization. These men would be well qualified for employment in the Truck Maintenance Group and training to take over duties of Allied personnel.

(c) Spares Parts

(i) G-1(A) stated that parts for the first 1700 trucks were due in Italy by the end of July. No dates were available for the remainder.

(ii) Spares for 550 G.M.C.'s are limited to 60 days supply released in A.O.S. 293 (Ord).

Indents for additional needs to be put into G-4(A).

(iii) Parts for 550(Br) trucks will be supplied on 120 day scale by Q(15) when sale to Italian Govt occurs. Meanwhile Truck Maintenance Group will indent on B Ord (Br) as now done by G-4(B) A.C.

(iv) G-4(A) responsible for supplies to NE/TH Vehicles.

(d) Tools

(i) G-4(A) and Q(15) agreed to turn over to A.O. all 11 and 2 Ech maintenance equipment now on loan to 1, 2 and 3 Truck Battalions and I.T. Coys. I.A.B. equipment not yet supplied to 281 & 286 I.T. Coys will be made available to the Truck Maintenance Group in bulk and Q(15) will notify when and where collection may be arranged. This equipment is to be used in the new Truck Pools and later sold to Italian Government.

(ii) G-4(A) were unable to say when the 3, 4 and 5 Echelon repair equipment requisitioned for the 3700 trucks would arrive in Italy. Meanwhile civilian contractors should be let in installations strategically located to deal with Truck Pools, and civilian equipment employed.

(e) Maintenance Responsibility

G-4(A) stated that Ord(A) intended to discontinue maintenance and repair of all AO/AMG vehicles and those of other relief organizations except A.O. with effect from 13 July. RAME will probably act similarly on the Br. side. The Truck Maintenance Group is expected to assume responsibility from that date. The arrangement of civilian contractors on a widespread scale is a matter of urgency.

3. G-5 agreed to produce a staff study embodying A.O.'s requests for presentation and decision at high level. The meeting was informed that A.O. required decisions at the earliest possible moment in view of the imminent disbandment of Coys and assumption of maintenance responsibility by the Truck Maintenance Group. All present agreed to act with maximum speed.



C. FENNYNOUGH,
Lt. Colonel, M.A.

to 221 • 226 I.T. Coys will be made available to the Truck Maintenance Group in bulk and C(AM) will notify when and where collection may be arranged. This equipment is to be used in the new Truck Pools and later sold to Italian Government.

(ii) G-4(A) were unable to say when the 3, 4 and 5 Echelon repair equipment requisitioned for the 3700 trucks would arrive in Italy. Meanwhile civilian contractors should be let in installations strategically located to deal with Truck Pools, and civilian equipment employed.

(e) Maintenance Responsibility

G-4(A) stated that Ord(A) intended to discontinue maintenance and repair of all AC/AMG vehicles and those of other relief organizations except A.R.C. with effect from 15 July. RAME will probably act similarly on the Br. side. The Truck Maintenance Group is expected to assume responsibility from that date. The arrangement of civilian contractors on a widespread scale is a matter of urgency.

3. G-5 agreed to produce a staff study embodying A.C.'s requests for presentation and decision at high level. The meeting was informed that A.C. required decisions at the earliest possible moment in view of the imminent disbandment of Coys and assumption of maintenance responsibility by the Truck Maintenance Group. All present agreed to act with maximum speed.



G. PERRYHOUGH,
Lt. Colonel, A.A.

Capt Peterson

HEADQUARTERS
MAINTENANCE GROUP
APO 394

WP
305

20 June 1945

SUBJECT: Civilian Drivers of Headquarters Motor Pool.

TO : All Officers Concerned.

1. In compliance with Establishment Memorandum Number 11, Headquarters Allied Commission, dated 1 June 1945, and in order to cut down on the operating cost of the Headquarters Motor Pool the following policy in regard to civilian drivers will go into effect on June 25th. This policy in no way changes the existing regulations of the operation of the motor pool.

2. The maximum number of hours a civilian driver will be paid by this headquarters is nine and one-half (9½) hours per day and six (6) days per week, total of fifty seven (57) hours per week.

3. Any officer desiring to use his car for recreational purposes and in excess of this time will make satisfactory arrangements with his driver either by giving him additional time off or paying him for the extra hours he works. Each officer is limited to the use of a vehicle for recreational purpose twice a week.

4. On out of town trips on official business the driver will be paid for the number of hours he works each day. The officer in charge will turn in to Captain Fields a certificate, including the No. of hours worked and whether or not the individual was furnished rations and quarters each day, when he returns.

BY ORDER OF COLONEL CARNES:

Frank M Williams
FRANK M WILLIAMS
Lt Col CAC
Hq Comdt

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
Inter Office Memo

WGP/ls

12 May 1945.

Ref: AC/324/4/IN.5

SUBJECT: Control of vehicles received by
Transportation Sub-Commission

TO : Lt. Col. Quartier,
Requisition Branch, E/S.

1. Advance shipment is received through normal channels.

2. Port and Warehousing Division transmits firm arrival information to Roads Division and receives disposition instructions. (The latter depends upon status of vehicles arriving. If cased they go to assembly plant by rail, if on wheels arrangements are made to have vehicles conditioned by some unit near the port of entry so they may be driven away.)

3. Assignments of vehicles arriving are made by the TN S/C Roads Division and notification is sent to units involved. To date all consignments of trucks have been made to the Motor Transport Group which receives and is accountable and responsible for all vehicles so consigned. Control vehicles are similarly disposed. Receiving parties receipt for vehicles released to them and file vehicular data with this Division.

4. Roads Division records arrivals against requisitions and consignments against arrivals.

5. It is understood, and the ICB representative was so instructed verbally, that the disposition and control of all materiel (imported trucks, spares etc.) requisitioned for the Roads Division were retained by the TN S/C.

6. All materials indicated above are A category, were requisitioned for overall employment according to necessity (primarily AMG territory) and have not and cannot be placed at the disposition of the Italian Govt. if we are expected to operate with any degree of efficiency.

7. Full control and accountability for all said vehicles rests with the TN S/C and/or its operating units and nothing has been transferred to the Italian Govt.

8. It is urgently recommended that similar instructions be given ICE in respect to associated materials such as tires, tubes, batteries etc. on A category requisitions. The bulk of these items yet to arrive were specifically requested for NW and NE Italy operations and as such must remain at the disposition of AC under the complete control of Commerce S/C. Commerce S/C informs us that ICE has already made a move to grab 44 tons of tires and tubes recently arrived. This type of activity must be curbed if we are to be able to fulfill the NW and NE commitments for which the materials were earmarked.

WARNER G. PETERSON
Capt. C.A.C.
Roads Division.

SECRET

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

SECRET

MJS/al

Ref: 183/3/TN 1

28 April 1945

MINUTES OF MEETING RE SUPPLY & DISTRIBUTION OF TIRES AND TUBES1. Present:Colonel M.J. Sieff
Lt. Col. J.W. Baker
Major G. Stait-Gardner
Capt. W.G. Peterson ✓
Mr. G.G. Gross
Major L.G. Wood
Lt. G.F. Divine
Capt. HoltChairman
Tn. S/C, Mov. Rail
" " , Mov. Road
" " , Road Div.
" " , Road Div.
Commerce Sub-Commission
Commerce Sub-Commission
Finance Sub-Commission

2. Colonel Sieff stated that the following points re the tire-tube position in Liberated Italy needed clarification:

- a) the placing of original demands.
- b) the placing of requisitions.
- c) the distribution and issue.

3. Discussion centered first on tire problems in AMG territory. The following points were clarified and agreed:

- a) In AMG territory, the Regional Transportation Officer demands for all load-carrying vehicles.
- b) In AMG territory, the Regional Transportation Officer demands for all normal passenger carrying vehicles.
- c) Public Works & Utilities Sub-Commission submit demands for Public Works & Utilities vehicles.
- d) Demands for Public Health & Public Safety vehicles should be submitted to the Regional Transportation Officer.

4. The question was raised regarding the difference in submitting demands for Public Works & Utilities from those for Public Health and Public Safety. It was pointed out that PW & U have occasion to requisition tires for loan to contractors, who, upon completion of their jobs, turn the tires back to PW & U.

5. Colonel Sieff suggested that the Commerce Sub-Commission Directive of March 10th be amplified to show that in AMG territory, for load-carrying vehicles, for normal passenger carrying vehicles, all vehicles for Public Health & Public Safety, demands are submitted directly to the Regional Transportation Officer, with the following four exceptions: Public Works & Utilities, Italian State Railways, Hq. Commandant, and C.I.P.

- 2 -

6. Colonel Sieff asked whether demands are immediately transferred to Italian Government account, once territory is turned back to the Italian Government. He suggested that a clear system as to what happens to tires (stocks on hand and outstanding requisitions) in Italian Government territory and what happens when AIG territory is turned back to the Italian Government be worked out by a committee in order to clarify these points.

7. Colonel Sieff suggested a scheme be worked out with the Italian Government on three points:

- a) showing how the Italian Government is going to submit their demands for tires
- b) how they will bid
- c) how they will distribute and issue the tires

8. When the question was raised regarding the responsibility for stimulating local production of tires, Commerce Sub-Commission stated they were not in a position to do this because of insufficient personnel.

9. Mr. Gross agreed to draft a clear document regarding the repair of tires to be sent to the Acting Vice President, Economic Section.

10. A committee, to be composed of members of Road Division, Commerce Sub-Commission, and with Lt. Col. Baker as Chairman, is to meet to clarify the various points brought up at the meeting and to work out suggested plans for the tire program.

M. J. Sieff
M. J. SIEFF, Colonel,
Chief, Movements Division

Distribution:

Colonel Sieff
Lt. Col. Baker
Major Stait-Gardner
Major Wood, Commerce Sub-Commission
Lt. Divine, Commerce Sub-Commission
Mr. Gross, Road Division, Tn. S/C
Capt. Peterson, Road Div., Tn. S/C
Capt. Holt, Finance Sub-Commission
Mr. Ryan, Planning Staff

Component of Impaired R.R. Tracks

10 3 4

Whole Impaired

1st Reproduction	-	1700	for NW. Water	9
2nd	-	2000		
3rd	-	1000	NE.	
		<u>4700</u>		

Last two samples supplied from the other stocks.

2. Review & Assembly

Forward shipping program	=	3174.
Assembled in stock	=	1544.
Assembled Nucleus	=	240.5 1/4

Rem. 310

Total assembled.

Returned to Diet for TRN1	=	120.
Total collected by Diet	=	<u>120.</u>
		<u>240.</u>

1000
4700

That was transfer submitted from the other stocks.

2. Revised statement

Handed ship and program - 3174.

Handed in stock - 1544.

Assembled in stock - 240-6 11/4

Assembled in stock.

Row. ~~310~~ 310

"
Total assembled.

= 120.

Returned to Diet for TRANNI

= 120.

Total collected by Diet

240.

Returned from A.T. N.G. Rome
for P.M. Camp.

3. Exp. Disbursement
 Allocation 8 hrs GT Camp 1056.
 2 " TRB (16 hrs) 832
1888
 1584
 416
 524
 416
 116
 1584
 2832
 1584
 416
 1320
 1272
2592
 416
 320
 416
 396
 1248
2832
 Total
 2700
 2832
 416
 2000
 716
2716
 5416
 3000
 1700
4700
 5416
 4700
 716

in 12-4 quib = 12-4

11

= 320

416

1320

1272

2592

✓ No Re-ship 3 reshipping Co's Exp. = 396.

	1248
	<u>2832</u>
Totals	= 2700

Balance for other employment	= 2000.
Transferred in	= <u>716</u>
Total	<u>2716.</u>

$$\begin{array}{r} 3000 \\ 1700 \\ \hline 4700 \end{array}$$
$$\begin{array}{r} 5416 \\ 4908 \\ \hline 716 \end{array}$$

File - WP

SUPPLY BRANCH

19 April 1945

AC/324/3/TN.5

1. Preparation, justification and expedition of requisitions placed to fulfill supply requirements of Roads Division.
2. Control and disposition of said materials.
3. Channelling of requests and expedition of procurement of requirements of Motor Transport Group.
4. Issue of proper permits and control of authorization for use of military tires by civilians. (In conjunction with Military Authorities, Italian Ministry of Interior and R.A.C.I.)
5. Supply planning and organization for present and future operations.
6. Maintenance of control record files to cover the above.

W
O
file - up
IN 81 -
324
pc/325
HEADQUARTERS
MOTOR TRANSPORT GROUP
ALLIED COMMISSION (I.A.P.)
APO 394
7

OPERATION MEMORANDUM

13 April 1945

NUMBER 3

TYRE CONSERVATION

The following procedure regarding the conservation of tyres, will be adopted forthwith.

1. In order to protect spare wheel tires from the sun during the summer months, all spare wheels carried externally on vehicles will be covered not later than 15 April 1945.
2. Special issues of material will not be made for this purpose and units will devise some form of suitable cover from their own resources.

DISTRIBUTION "A"

JAMES J. CARNES, JR.
Colonel, Infantry,
Commanding,
MOTOR TRANSPORT GROUP

462

R E S T R I C T E DALLIED FORCE HEADQUARTERS
APO 512

DCK/wfb

File - W2
324. 5/4

CIRCULAR)

NUMBER 5)

11 April 1945.

Road Traffic Control Code. I
Title to Italian Army Vehicles III - ROAD TRAFFIC CONTROL CODE

The maximum speeds shown in paragraph 4 b, Section I, AFHQ Circular Number 28, 1944, are changed as follows:

For British Vehicles

5. Lorries (over 1 ton and up to and including 6 ton) including troop carriers and semi-trailers - 30 mph.

6. Lorries (exceeding 6 ton load capacity) including semi-trailers - 20 mph.

For US Vehicles

6. Trucks 4 ton all models - 30 mph
Trucks 6 ton all models - 30 mph.

II - TITLE TO ITALIAN ARMY VEHICLES

The title to vehicles of the Italian Armed Forces falls into two categories as follows:

1. Vehicles captured by the Allied Armies prior to the Armistice with Italy - These vehicles have become spoils of war and remain the property of the Allied Military Authorities who have discretion to allot them as they see fit in accordance with existing instructions covering captured enemy material.

2. All other vehicles of the Italian Armed Forces

a. These remain the property of the Italian Government as outlined in AFHQ Circulars Number 13, and Number 29, 1944.

b. This transport should be used to the maximum benefit of the Italian nation as a whole, bearing in mind the calls made by Headquarters AC on the resources of the Allied Armies to meet essential civilian requirements.

c. The allocation of this transport in accordance with paragraph b above will be made as follows:

Italian Army vehicles by the Land Forces Sub Commission AC
(MMEA) Italian Air Force vehicles by the Air Force Sub
Commission AC Italian Navy vehicles by the Navy Sub Com-
mission AC. Transport surplus to the minimum needs of the

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R E S T R I C T E D

R E S T R I C T E D

AFHQ Circular # 5 (cont'd)

Italian Armed Forces which is desired for civilian use by Headquarters AC will be allotted to civilian use by the appropriate Sub Commission, AC, title thereto and operation thereof being by the Italian Armed Forces under the control of the appropriate Sub Commission, AC.

4. The Italian Armed Forces will exert every effort to locate and acquire vehicles still undisclosed. Allied Authorities will give every assistance possible to the Italian Authorities and to the respective Sub Commissions, AC. Any vehicles coming into the possession of the Allied Authorities will be reported to the appropriate Sub Commission, AC for disposal.

BY COMMAND OF FIELD MARSHAL ALEXANDER:

OFFICIAL:

W. D. MORGAN
Lieutenant General
Chief of Staff

C. W. Christenberry
C. W. CHRISTENBERRY
Colonel, AGD
Adjutant General

DISTRIBUTION:
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File - WP

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

WOP/1s

Ref: AC/324/2/TW.5

14 April 1945

SUBJECT: Minutes of Transportation S/C conference held 12 April 1945.

1. The vehicular ceiling of the Motor Transport Group was fixed at 3000. This is in excess of the T/C in order to permit a maximum operational strength at all times.
2. All imported vehicles will be assigned to the MTG up to the terminal point for inclusion in the organization. All trucks above that figure will be consigned on a replacement basis and the vehicles released will be taken over by the TH S/C for truck pool operations.
3. All spare parts for the imported vehicles will be turned over to the MTG for warehousing and control. If and when imported vehicles are released for truckpool operation, spares will be supplied in proportion to vehicle strength from this stock.
4. The MT Group is completely accountable and responsible for all materials consigned to it and all records pertinent to said materials will be forwarded to the Group.
5. Full supply responsibility and accountability for truck pool equipment rests with the TH S/C.
6. All indents will be channeled through the TH S/C to the proper supply sources.
7. TH S/C will receive the notifications of shipment calls forward and shipment arrivals, and issue the disposition instructions. Full details of all shipments, which concern the MTG, will be forwarded immediately to the Group.
8. 1st, 2nd and 3rd echelon tools as indented for by MGS-280-ORD will be allocated according to vehicle strength.
9. 4th and 5th echelon shops, as included in MGS-280-ORD, will serve both the MTG and truck pool vehicles contingent upon a stabilized situation which will allow centrally located and permanent type installations.
10. A consolidated requisition will be placed by TH S/C on Commerce S/C for tires and tubes to be specifically allocated to the vehicles controlled by the MTG and TH S/C.

WARNER G. PETERSON
Capt. C.A.C.
Roads Division

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HEADQUARTERS
2675TH REGIMENT
ALLIED COMMISSION (OVERHEAD)
APO 394

CLP/rsl

File : 340

4 April 1945

SUBJECT: Recruitment of U.S. Army Officers of the Allied Commission for Employment with the Foreign Economic Administration and State Department.

TO : U.S. Army Officers assigned to 2675th Regiment, Allied Commission, (Overhead).

1. There is in the process of development a procedure which will enable U.S. Army officers who have evidenced their desire to do so, and who are found to be qualified, to be relieved from active duty from the Army of the United States and immediately re-employed in this headquarters for a position with the appropriate U.S. Government civilian agency.

2. The purpose of this letter is to advise you that there will be a limited number of civilian employment opportunities open and to afford you a chance to be considered for one of them in the event your qualifications are related to one of the positions to be filled.

3. The U.S. Government employees who will fill these assignments will be recruited from either or both of the two following sources:

- a. Present Army officer (U.S.) personnel of the Allied Commission.
- b. Civilians recruited in the United States.

The former source will be given initial preference.

4. The employing agencies will be the Foreign Economic Administration and the Auxiliary Foreign Service of the State Department. The Foreign Economic Administration is a war agency created by the President to bring together in one organization all United States foreign economic functions. Included in the work of this Administration are responsibility for administering the Lend-

/gs

Capt Peterson
File 324
W.D.

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The former source will be given initial preference.

4. The employing agencies will be the Foreign Economic Administration and the Auxiliary Foreign Service of the State Department. The Foreign Economic Administration is a war agency created by the President to bring together in one organization all United States foreign economic functions. Included in the work of this Administration are responsibility for administering the Lend-Lease program and the conducting of the United States economic warfare activities. Employment with the FEA in this theater will be of indefinite duration but will continue for as long after the termination of European hostilities as a need exists for independent agency representation in Italy. When the FEA Italian assignment has been completed, personnel will be eligible to be considered for other foreign assignments or work in Washington, D.C. " The State Department will employ suitably qualified officers in the Auxiliary Foreign Service of the United States. Officers accepted in this service will continue to serve in the Allied Commission in Italy as long as they are needed and will then be subject to appointment at a diplomatic or consular post where their services may be needed."

CONFIDENTIAL

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HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

24 January 1945

SUBJECT : Proposed plan for incorporation of A.T.A.C. facilities into the maintenance and spare parts operations of the Transportation Sub-Commission.

1. Establish a centralized parts section adjacent to the main repair plant of Azienda Tramvie a Autobus Comune. This section would include American G-4, British G-4 and Civil Stores, each independently operational but under a supervising officer responsible for correlating their activities. Combining the operations of these interrelated services would eliminate the cross and duplicate requisitioning now prevalent and complete information would be available at any time in re the status of parts required for transportation operations.

2. Work out contracts with A.T.A.C. on a straight commercial cost-plus basis whereby their plant facilities and personnel are employed by the Transportation Sub-Commission for higher echelon maintenance. (A.T.A.C. has been surveyed with this in view. Complete machine shops and repair equipment are on hand as well as trained personnel. Upon demand the company can become almost immediately operational on a scale compatible with our requirements).

3. Contract with A.T.A.C., as above, for the cannibalizing, disassembling and reassembling and salvaging of any excess material that may be released. When large quantities of such material become available it is advisable to establish a separate workshop for these operations since maintenance and salvage production lines cannot be efficiently combined. All parts and assemblies produced by salvage operations will go directly to the centralized parts section for release.

4. It is necessary that

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3. Contract with A.T.A.C., as above, for the cannibalizing, disassembling and reassembling and salvaging of any excess material that may be released. When large quantities of such material become available it is advisable to establish a separate workshop for these operations since maintenance and salvage production lines cannot be efficiently combined. All parts and assemblies produced by salvage operations will go directly to the centralized parts section for release.

4. It is necessary that spare parts, maintenance and salvage, as indicated above, be considered and operated as integral parts of the general maintenance policy with the centralized spare parts section meeting the requirements of the maintenance line and the salvage operations supplementing the parts supply.

5. Originally Regional Transportation Officers will submit inclusive reports of the higher echelon maintenance work desired and follow up at weekly or bi-monthly intervals with additional requirements. Data and form for these reports be specified by the Roads Division: Maintenance Officers to whom the requirements will first be submitted.

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6. The Roads Division with the above reports in hand will call in vehicles through the Regional Transport Officers, with respect to urgency, shop capacities, regional transport operations, etc.

7. Major D.T. Bruce, an officer experienced in parts and workshop operations, will be made available by Transportation Sub-Commission to supervise the installation and organize the maintenance activities. He will survey the workshop facilities and higher echelon repair requirements in cooperation with the Roads Division maintenance officers, and place indents with British and American G-4s to obtain the 3rd and 4th line spare parts necessary for continuous operation.

8. Work should begin immediately on the accommodations for the centralized parts section. Sufficient space is available but bins, offices etc. must be constructed and organized before the spare parts section can be coordinated with the maintenance shops which are now operational.

9. This program is presented not as a future possibility but as a practical and immediate utilization of existing facilities and personnel to meet the pressing demands for vehicle conditioning. A.T.A.C. has hundreds of trained machinists and mechanics, and machinery capable of producing many vitally necessary spare parts. The incorporation of this and similar organizations into our transport policies will serve both to facilitate our operations and to revive the industries concerned.

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WP/aa

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

Ref : AC

12 January 1945

SUBJECT : Recommendations for handling Tire and Tube requirements.

TO : Col. Carnes,
Tn/SC Roads Sections.

1. Requirements will come from Regional Transport Officers to Supply Section, Tn/SC

A. Requisitions will be presented separately for Civilian and Military needs and will be accompanied by justifications for the demands and the services to be rendered.

2. Supply Section Tn/SC will assemble Civilian requests for presentation to the Priorities Board. Such presentation could best be made at regular intervals, bi-monthly or monthly.

3. The Military requirements will be channeled to G - 4, British and American.

4. When a final decision is reached defining the extent of ENAC's authority, their requisitions should be filed ~~directly~~ *to the Div. of ENAC* and the regions concerned notified, to avoid duplication.

to the Div. of ENAC
Priorities Board agency

5. Reports of allocations made by Priorities Board should be filed with the Supply Section Tn/SC for posting against demands.

6. Recommendations of the Tn/SC should accompany requests to the Priorities Board since, through the Regional Transportation Officers it has the only direct contact with the consumer.

7. The only concern of the Tn/SC should be, the assembly and expedition of tire and tube requests, a proper function of the Supply Section of this ~~Sub-Commission~~ *Sub-Commission*.

8. The Tire Division should file up to date reports of available items with Tn/SC to facilitate planning etc.,

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6. Recommendations of the Tn/SC should accompany requests to the Priorities Board since, through the Regional Transportation Officers it has the only direct contact with the consumer.

7. The only concern of the Tn/SC should be, the assembly and expedition of tire and tube requests, a proper function of the Supply Section of this ~~Sub-Commission~~ *Board*.

8. The tire Division should file up to date reports of available items with Tn /SC to facilitate planning etc., and with Priorities Board to serve as a basis for allocations. These reports should be coordinated, as to time, so they will be available and current as of the dates tire and tube requests are submitted to the Priorities Board.

9. The authorizations for release and distribution of tires and tubes is not the responsibility of Tn/SC but it must receive copies of said releases and distributions to know at all times the status of requests.

10. Immediately necessary, are the transfer of *regional* requisition records now held by the Tire Division to the Tn/SC and instructions to Regional Transportation Officers to file requisitions with this office. In reference to the latter supplementary instructions should go to these officers clarifying the information they must file to meet demands of the Priorities Board.

11. It is emphasized that we should be concerned only with the requirements of our Transportation Officers and trucks BMs. All independent requests, i.e. Railways, inter province commerce of various types, C.I.P. etc. should come to the Priorities Board as the business and responsibility of the Tire Division and its controlling commission.

WARNER PETERSON
Capt. CAC
Supply Section
Roads Division Tn/SC

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