

ACC

AC/416/MAINT/TNS

10000/148

MAINT/TNS

10000/149/2.863

MAINTENANCE SECTION
JAN.-JUN. 1944 VEHICLES

COPY

FREEDOM 505

ALLIED FORCE HEADQUARTERS
REME

SUBJECT: Base Workshops Italy - Development and Planning

ME/D/2/3009

To : Dott. Ing. Gianni Caproni di Taliedo,
 Via Durini 24,
 MILAN.

15 June 45

1. As the result of the discussion I have had with you to-day, it is likely that I shall be able to provide you with a number of motor vehicles to be overhauled by you for return to the British Army.
2. In the first instance, it is my intention that about 200 or 300 vehicles shall be passed to you, which number will be sufficient to permit me to assess your capacity to undertake regular contracts.
3. In order that suitable portions of your premises and equipment in Milan may be selected and prepared for this work, it is necessary that your technical staff are made conversant with the nature of the task, and the manner in which I require it to be carried out.
4. I desire, therefore, that you arrange for 4 technically qualified engineers to visit my workshops in Naples in order that they may see for themselves the nature of the work which I shall require you to undertake. These representatives, who are required to carry out this investigation at the earliest opportunity, should jointly possess the following qualifications:
 - (a) Chief Engineer - General planning and organisation.
 - (b) Workshop Manager - For motor vehicle overhauls (exclusive of engine)
 - (c) Workshop Manager - For vehicle engine overhauls.
 - (d) Works Manager - For machine shop and production of associated items.

In the first instance, they should report to Col. H. O. Filed at this headquarters. Arrangements will then be made for their tour of inspection.

5. Subsequently, it would be necessary for me to send representatives of my own to survey your accommodation and equipment in Milan, and as the result of these mutual investigations, a firm basis for the establishment of a contract would be formed.

/s/ W. S. Tope

W. S. TOPE, Major-General,
 Director of Mechanical Engineering.

Copies to:- Q(AE), AFHQ
 G-5 (Brit) thru Q(AE)
 EOS, AFHQ
 DEFE HQ 2 District

2681

HEADQUARTERS ALLIED COMMISSION
APO 394
INDUSTRY SUB-COMMISSION

NUM/etl

Tel. 149001, Ext. 237

18 June 1945

AG/5615/108/IND.

SUBJECT : S. A. Fiat Workshop, Viale Regina Margherita 29,
Catania Sicily.

TO : Ministry of Industry, Commerce and Labour.

1. Your Ministry's 1642 of 27 March 1945 is subject.
2. As a result of recommendations made by this Headquarters, it is now possible to inform you that the Directorate of Mechanical Engineering concluded arrangements by which the work now being produced by the unit in occupation could be undertaken by the civilian management under the supervision of a small detachment of civilian personnel.
3. Instructions for de-requisitioning of the premises have been issued to take effect from the 30th of June 1945, a small detachment of the occupying unit remaining to supervise work carried out on behalf of the Directorate of Mechanical Engineering after this date.
4. It is recommended that the owners be instructed to agree to the inclusion in a formal agreement made by the Officer Commanding 793 Service Station, 793 (the unit in occupation) undertaking to ensure that work on Allied military vehicles be given priority at all times over that required for civilian vehicles.

Copy to:-

~~C-1 AMB (A)~~
~~C-1 AMB (B)~~
~~(AM) AMB~~

~~1st AMB District, AMB~~
TRANSPORTATION S/O A.S.V.

L.H.L.
R. N. L. Macdonald

for W. J. MANNING,
Lt. Colonel,
Acting Director,
Industry Sub-Commission.

Done

12th
DCM/ka

MEMO
Transportation Sub-Commission

4 June 1945

REFERENCE : AC/416/TM 5

SUBJECT : Payment of accounts

TO : Director, Finance Sub-Commission

1. The attached accounts totalling 115,678 Lire have been approved by this Division and are passed to you for payment please.
2. The Work performed by the firm of SANIM to which the accounts relate was in respect of British W.D. vehicles held on the W/E of AC.
3. At the time it was put in hand AC was considering the engagement of civilian repair firms to perform major repairs by contract to the Commission's W.D. vehicles and it was agreed between Col. H.G. Crawshaw - Major Moyle that the capabilities of the firm in question should be tested. Col. Crawshaw approved an expenditure of up to 1000 dollars per vehicle in respect of the three vehicles sent to the firm.

For the Chief


D.C. MOYLE Major R.A.
Roads Division

2679

SANIM**SOCIETA' ANONIMA NAPOLETANA INDUSTRIE MECCANICHE**

STABILIMENTO E DIREZIONE - NAPOLI - VIA POSILLIPO, 228 - TELEF. 14-187

DA CITARSI NELLA RISPOSTA	LETTERA N.	DATA:
		28/5/945

OGGETTO

Reference D.C.M./fm 12 May 1945
Subject: Repair of British W.D.
vehicles

Spett.
Head Quarters Allied Commission
A.P.O. 394
Transportation Sub-Commission
R O M A

- 1 The engine Ford 8 v and the jeep 4986606 could be completely repaired and we were gratulated from yourself for the good results of test. For the jeep 4769825 we had order the stop the repair and remount the engine only partially repaired.
- 2 The rates we used in our accounts are the same one of our contracts with Ministry of War Transport and Royal Navy transport. In any case we suggest you to leave inalterated the accounts of materials - because in this amount they have been payed by us. If you want to reduce the amounts of the hand-work, we suggest you to reduce them of the 30%.

It is:

account	Ford 8 v	total	50.005,-
"	Jeep 4986606	"	57.323,-
"	Jeep 4767825	"	8.350,-

- 3 We hope you will be agreeable to our suggested emendments and pass the accounts to the Finance Sub Commission for payment.

S. A. N. I. M.
L'Amministratore Delegato

Francesco Corvino

2678

CONFIDENTIAL

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

*Copy Sec 756
SUM 1592
106
15.21*

Ref. T-10

28 May 1945

SUBJECT: Maintenance of AMG Vehicles

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

NO COPY E/S

Reference your AC/416/Tn5 dated 20 April 1945.

1. The question of the maintenance of these vehicles has been the subject of much correspondence and investigation between this and the concerned Staff Sections of this HQ, and the following extract from the final communication, is passed to you for information.

"Definite information has been received that the vehicles referred to in the basic letter are Chevroleta which were shipped to this Theatre from the Turkish stockpile in the Middle East. U.S. Depots do not hold parts to fit these vehicles. Further, all spare parts for these vehicles have been turned over to the Transportation Sub-Commission, A.C.

"It has been the normal practice for A.C. units to receive maintenance from units under the Commander having Area responsibility. It is suggested, therefore, that the Transportation Sub-Commission arrange for maintenance with District 1, and supply such spare parts as are available."

2. It is suggested, therefore, that this matter now be taken up with 1 District. British Services, this HQ, have been contacted and state that in the event of 1 District referring the matter to them, they will take it up with REME.

For the Assistant Chief of Staff, G-5:

F. G. Jeffery

F. G. JEFFERY
Captain, R.E.
Economics & Supply Division

CONFIDENTIAL

FATTURA N. 650

SANIM

SOCIETA' ANONIMA NAPOLETANA INDUSTRIE MECCANICHE

STABILIMENTO E DIREZIONE - NAPOLI - VIA POSILLIPO, 228 - TELEF. 14-187

Napoli, 5 Maggio 1945

Spett.

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE TRASPORTI

NAPOLI

Vostro dare per:

ORDINE		IMPORTO	
Ordine Sig. Major Moyle - Jeep n° 4986606			
Smontaggio motore dalla macchina, smontaggio integrale di esso, smerigliatura valvole previo loro rettificatura, smerigliatura cilindri con pistoni da noi forniti, controllo e addebiataggio bielle, nuovo metallo alle bronzine di banco e di biella, rettifica albero a gomito, smerigliatura bronzine di banco, serraggio, montaggio e rodaggio, montaggio motore alla macchina, previo controllo e pulizia di tutti gli organi accessori come spinterogene, carburatore, pompa benzina ecc.			37.700 -
Mano d'opera:			15.000 -
Sostituzione giunto cardanico, di boccola al braccio comando sterzo, di 2 boccole e 2 perni alla balestra anteriore, nuovo liquido ai freni e loro registrazione.			11.750 -
Mano d'opera:			5.000 -
<u>Materie:</u>			
1 serie di pistoni e fasce	11.500 -	-	-
1 Giunto	2.500 -	-	-
Bronzo per boccole kg. 2 a L. 250	500 -	-	-
Liquido per freni kg. 0,500 a L. 1.400	700 -	-	-
N° 4 Candele a L. 170	680 -	-	-
N° 2 Candele fornite al vs/ incaricato autocarro Bedford a L. 170	340 -	-	-
Ermetico	200 -	-	-
Stagno per bronzine kg. 0,600 a L. 1.700	1.020 -	-	-
Metallo antifrizione kg. 1,800 a L. 1.800	3.240 -	-	-
Guarnizione per testata fornita da Voi.			
" " sottocoppa	250 -	-	-
" " aspirazione	250 -	-	-
" " scarico	250 -	-	-
" " distribuzione	350 -	-	-
a riportare:	21.750 -	-	49.450 -
			10.000 -

SANIBSeguito Fatt. N. 550

Jeep N° 4986606 -			
	Riporto:	21.780 --	49.450 --
N° 26 Coppiglie a £. 5		230 --	
N° 6 perni da 1/4" a £. 15		90 --	
N° 6 perni da 3/16 a £. 18		108 --	
Olio per motore kg. 6 a £. 80		480 --	
Guarnizione di amiantite per collettore acqua		120 --	
totale materiali:			22.708 -- 209
			72.158 --
			=====
			20.000
			22.708
			22.708
PER QUIETANZA			
		Total	57.323

2675

FATTURA N. 549**SANIM****SOCIETA' ANONIMA NAPOLETANA INDUSTRIE MECCANICHE**

STABILIMENTO E DIREZIONE - NAPOLI - VIA POSILLIPO, 22B - TELEF. 14-187

Napoli, 5 Maggio 1945Spett. COMMISSIONE ALLEATA - SOTTOCOMMISSIONE TRASPORTI

Vostro dare per:

R O M A

REPARTO: RIPARAZIONE AUTOMEZZI E RICAMBI AUTO

Ordine Sig. Major Moyle - Ford 8 V		I M P O R T O	
Smontaggio integrale del motore Ford 8V 3 ton., barenatura ed incamiciatura di 8 cilindri portandoli a misura dei pistoni forniti da Voi.			
Rettifica e smerigliatura valvole con sostituzione di 4 valvole, rettifica albero a gomito, nuovo metallo alle bronzine di banco e di biella, barenatura bronzine banco, aggiustaggio, montaggio, e sodaggio sul banco prova. Sostituzione di tutte le guarnizioni, meno quelle delle testate che sono state fornite da Voi.			
Mano d'opera:			53.900 -
Materiali:			26.500
1° 4 Valvole a L. 650 cad.		2.600 -	
Stagno per bronzine kg. 0,600 a L. 1.700		1.020 -	
Metallo antifrizione kg. 1,800 a L. 1.800		3.240 -	
Ermetico		250 -	
Acciaio per le 8 camicie kg. 50 a L. 70		3.500 -	
Guarnizione per testata fornita da Voi.			
" sottocoppa		300 -	
" aspirazione e panterie		500 -	
" scarico		250 -	
31 coppiglie a L. 5		155 -	
12 rondelle a L. 5		60 -	
Olio kg. 5 a L. 80		400 -	
Materiali:		2674	12.275 -
			66.175 -
PER QUIETANZA			38.775
		Total	50,25

FATTURA N. 548**SANIM****SOCIETA' ANONIMA NAPOLETANA INDUSTRIE MECCANICHE**

STABILIMENTO E DIREZIONE - NAPOLI - VIA POSILLIPO, 228 - TELEF. 14-187

Napoli, 5 Maggio 1945

Spett.

COMMISSIONE ALLEATA - SOTTOCOMMISSIONE TRASPORTI

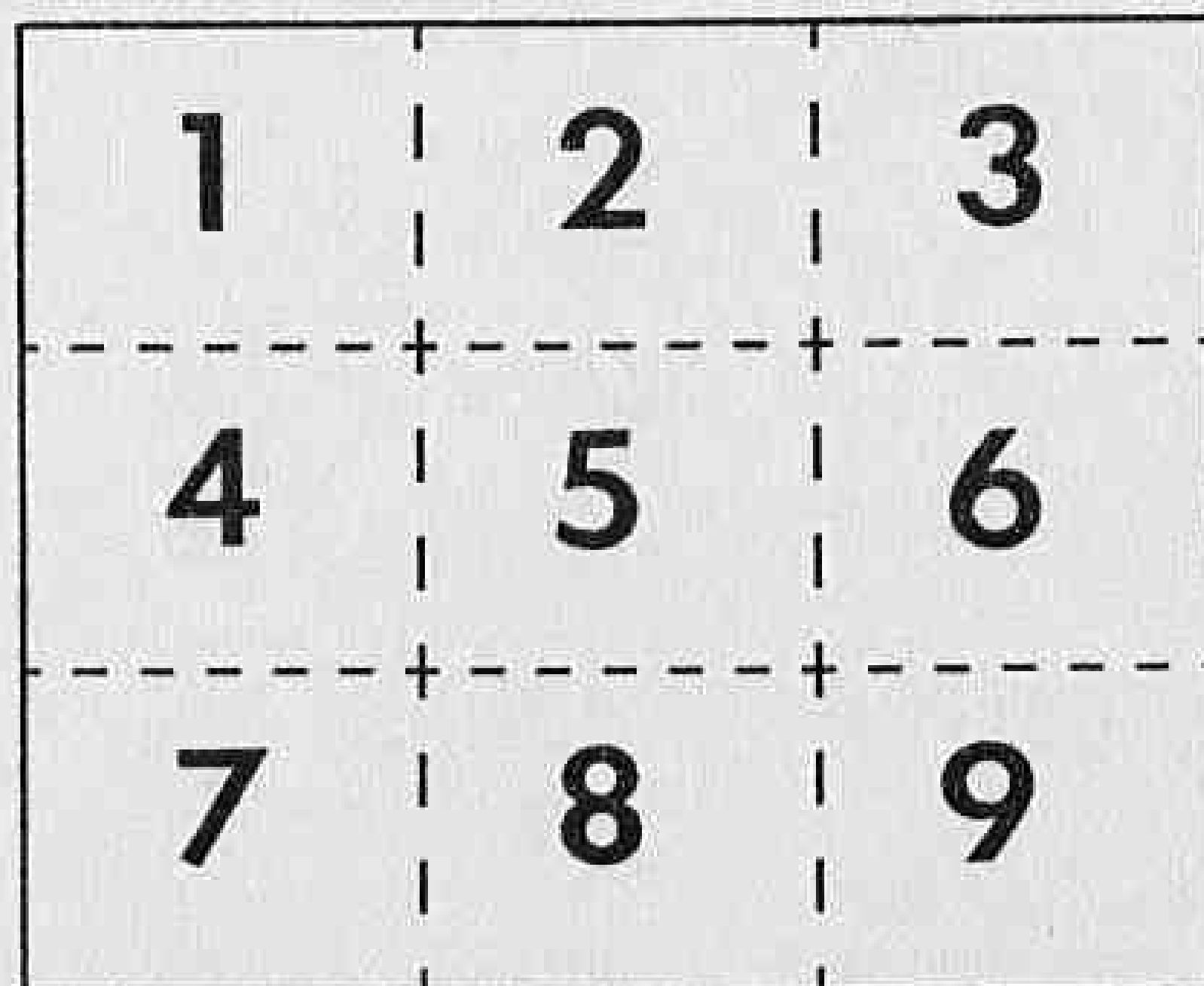
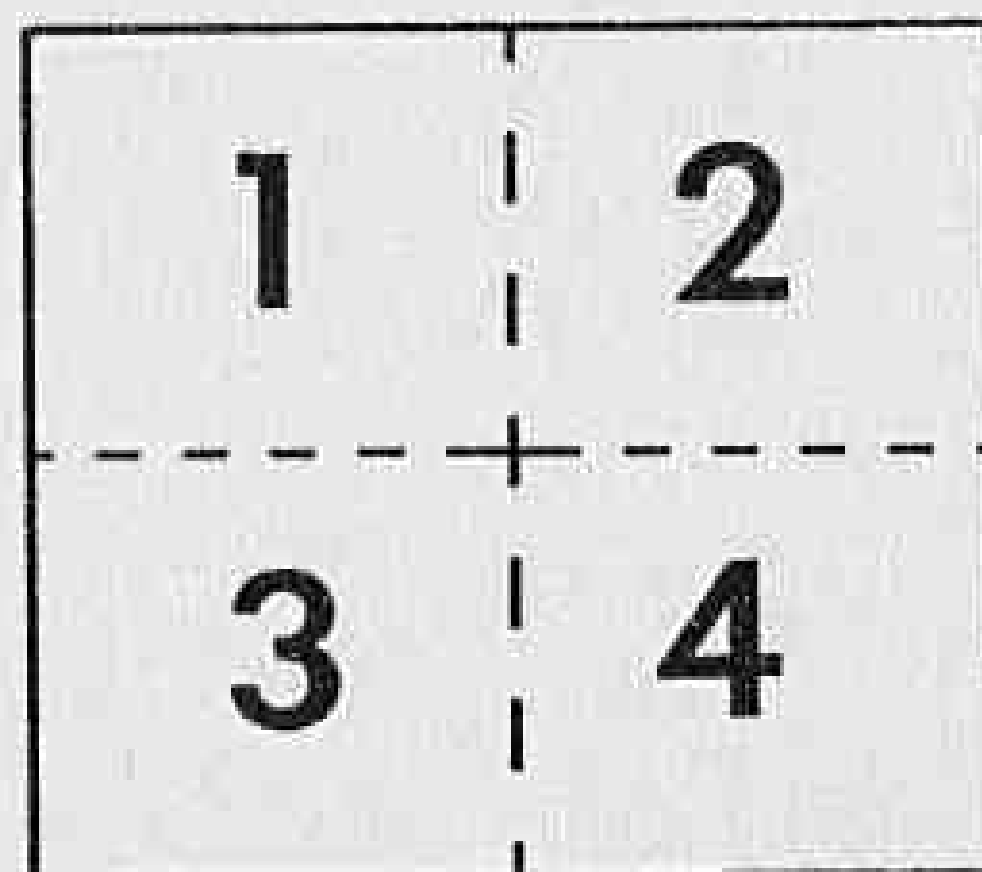
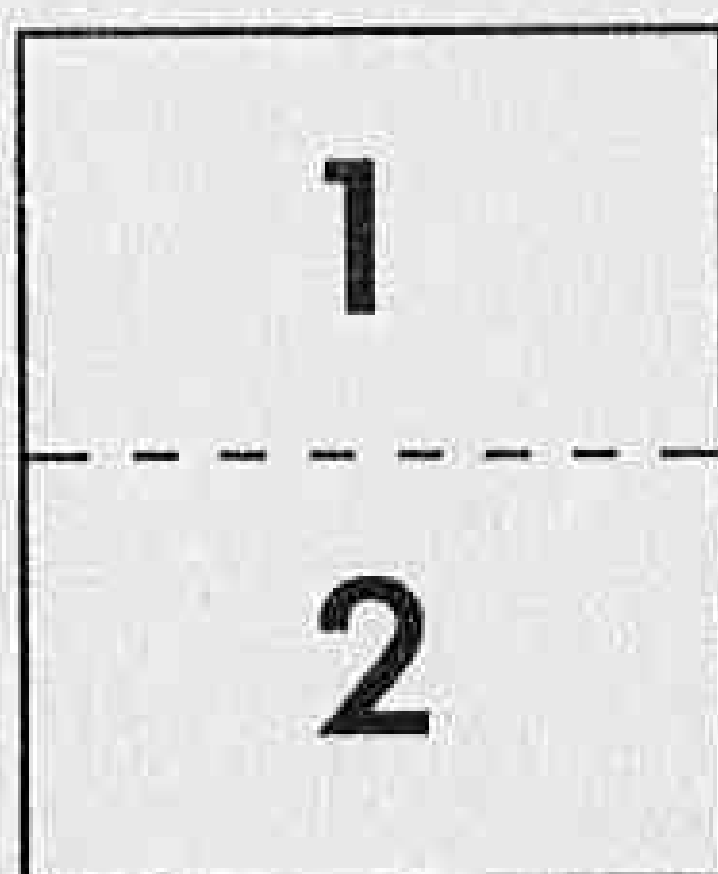
N A P O L I

Vostro dare per:

Ordine Sig. Major Moyle - Jeep N° 4769825		I M P O R T O	
Smontaggio motore dalla macchina, smontaggio integrale di esso, smerigliatura valvole, sostituzione della frizione fornita da Voi, serraggio delle bronzine di banco e di biella, rimontaggio e prova con controllo e pulizia di tutti gli organi accessori come spinterogeno, carburatore, pompetta benzina ecc. Mano d'opera:			9.500 -
<u>Materiali:</u>			7.500
Ermetico		200 -	
Guarnizione scarico		250 -	
" aspirazione		250 -	
" sottocoppa		250 -	
" punterie		350 -	
Olio kg. 5 a E. 80		400 -	
Totale materiali:			1.700 -
			11.200 -
			9.200
PER QUITTANZA			
		Totale 267.8350	

MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.



(i) SERIAL	(ii) UNIT OR ORGANISATION	(iii) AC WE/TE VEHS	(iv) WD UNITSON LOAN TO AC	(v) AC WD TRUCK POOLS (Give details)	(vi) AC MOTOR TRANSP. GP.	(vii) ENH
1.	No. of Vehicles:- (a) BRITISH (b) AMERICAN (c) ITALIAN (d) TOTAL.	518 674 831 2023	Included in AC Motor Transport Group	352 234 55 631	572 421 1700 2693	NO NO 589 589
2.	Intended area of operation	AC Territory	ANG Area	All liberated Italy South of Rimini Pisa Line	North of Pisa- Rimini Line	Italian Theater
3.	Status of drivers:- (a) BRITISH ARMY (b) US ARMY (c) ITALIAN ARMY (incl. Br. Ities & U.S. Ities) (d) ITALIAN CIVILIAN	Unable to furnish this information at this time		NONE NONE NONE All	92 168 5250 NONE	NO NO NO All
4.	Where are following echelons of maint. & repair to be carried out:- (a) 1st echelon (b) 2nd echelon (c) 3rd echelon (d) 4th echelon	By Drivers By Companies By Regional Hq Garages & Civ Shops		By Drivers By Truck Pool Garages By Truck Pool Garages & Civ Shops	COMPANIES COMPANIES MED. MAINT. COS. " " " & CIV. SHOPS	All Echelons Maint. & Repair of trucks and will be done in Garage
5.	What tools and eqpt have already been issued to AC to enable echelons of maint. & repair at Ser. 4 to be carried out? (Quote staff or release authority & date). (a) 1st echelon (b) 2nd echelon (c) 3rd echelon (d) 4th echelon	1st Echelon Same as Col V 2nd Echelon See Attached Correspondence 3rd Echelon None.		Most vehicles have been received either minus or with only partly complete sets of vehicle tools None None None	Complete for Cos. Complete for Cos. NONE NONE	NO
6.	What additional tools & eqpt do you need to enable your maint. & repair plan in Serial 4 to be carried out? (a) 1st echelon (b) 2nd echelon (c) 3rd echelon (d) 4th echelon	I T E A M S ON LAC AIRGRAM # 112, 20 MAR. 1945 (REF # MGS-240-ORD)				NO
7.	What AC vehicles will, according to your plan at Serial 4, still have to be maintained & repaired by Army? (a) 1st echelon (b) 2nd echelon (c) 3rd echelon (d) 4th echelon	None	None	None	None	N

	(iii)	(iv)	(v)	(vi)	(vii)	(viii)	(ix)	(x)
ORGANISATION	AC WE/TE VEHS	WD UNITSON LOAN TO AC	AC WD TRUCK POOLS (Give details)	AC MOTOR TRANSP. GP.	ENAC	AC Trucks for NW ITALY	AC Trucks for NE ITALY	REMARKS
	518 674 831 2023	Included in AC Motor Transport Group	352 234 55 631	542 421 1700 2693	NONE NONE 5891 5891	2000 Note: Type Unknown { 300 of these to Motor Transport Group }	1000	
	AC Territory	ACG Area	All liberated Italy South of Rimini-Pisa Line	North of Pisa- Rimini Line	Italian North Apennines	NW & NE ITALY		
(incl. Ities) N	Unable to furnish this information at this time		NONE NONE NONE All	92 168 5250 NONE	NONE NONE NONE All	Italian Civilian under { AC Truck Pools }		
echelons e carried on	By Drivers By Companies By Regional Hq. Garages + Civ. Shops 1st Echelon Same as Col V		By Drivers By Truck Pool Garages By Truck Pool Garages + Civ. Shops	COMPANIES COMPANIES MED. MAINT. COS. " " " + Civ. Shops	All Final Maint. is the Responsibility of Truck Pools and will be done in Italian Garages	By Drivers By Truck Pool Garages By Truck Pool Garages + Civilian Shops		
e already nable at Ser. ote staff te).	2nd Echelon See Attached Cards 3rd Echelon None.		Most vehicles have been received either in good or with only partly complete sets of Vehicle Tools None None None	Complete for Cos. Complete for Cos. NONE NONE	NONE	NONE NONE NONE		
eqpt do our Serial 4	I T E M S ON LAC AIRGRAM # 112, 20 MAR. 1945 (REF. # MCS-280-ORD)				NONE	Items on LAC Airgram # 112 20 Mar, 1945-2673 MCS-280-ORD		
According I still ed &	None	None	None	None	None	NONE NONE NONE		

to your plan at Serial 4, still
have to be maintained &
repaired by Army?

- (a) 1st echelon
(b) 2nd echelon
(c) 3rd echelon
(d) 4th echelon

None

None

None

None

None

8. What other tools & eqpt.
do you need for
miscellaneous purposes?

None

None

None

12 MT Stone formers

12 Tech. formers

12 Break down formers

Tool & Equipment for 2

None

9. Remarks.

Notes:

1. Column (iv). Give designation of units.
2. Column (v). Enter details of AC WD truck pools held to supplement
3. Column (viii) & (ix). Enter details of any other categories of AC Tra
for NW or NE Italy)
Not covered by columns (iii), (iv), (v), (vi).
4. Serial 4. Show whether repaired by Army Units, Army worksh
garages & workshops or civilian garages.
5. Serial 5. Give sufficient details to enable issues & release
at AFHQ. Add detailed lists where necessary.
6. Serial 6. Attach detailed lists as annexures.
7. Serial 8. This includes e.g. equipment for Motor Gr
(demanded in AC/T 6/103/1, dated 15 Ma
8. Serial 9 and column (x). Add explanatory remarks

AC PROPOSED M.T. REPAIR ORGANISATION

Appendix "A" to

4/51
311

NONE	NONE	NONE	NONE	NONE	NONE	NONE
NONE	NONE	NONE	12 MT Stone forges 12 Tech. forges 12 Break down forges Tools & Equipment for Maint. School (AC/TG/103/1)	NONE	NONE	NONE

tion of units.
 Is of AC WD truck pools held to supplement civilian lift.
 details of any other categories of AC Transport (e.g. trucks
 or NE Italy)
 covered by columns (III), (IV), (V), (VI).
 ever repaired by Army Units, Army workshops, Ac-operated
 workshops or civilian garages,
 rent details to enable issues & releases to be identified
 Add detailed lists where necessary,
 tailed lists as annexures.
 udes e.g. equipment for Motor Group Maint. School
 ed in AC/TG/103/1, dated 15 Mar 45).
 in (x): Add explanatory remarks here. —

POSED M.T. REPAIR ORGANISATION AS AT —

STATEMENT OF STOCK MOVEMENTS IN QUANTITIES OF COMMON STOCK

PROVINCE OF _____

REGION OF

TRANSACTIONS						
Stock at beginning of Month						
<u>RECEIVED:</u>						
Imports						
From American Army						
From British Army						
From Other Warehouses and Provinces within Region						
From Other Regions						
<u>STOCK OVERAGES:</u>						
In Reporting Warehouse or Province						
In Transit to Reporting Warehouse or Province						
TOTAL						
Sold for Cash:						
<u>OTHER ISSUES:</u>						
To American Army						
To British Army						
To Italian Refugees						
To Refugee Camps for Allied Nationals . .						
To Other Warehouses and Provinces within Region						
To Other Regions						
<u>STOCK LOSSES:</u>						

F/F 14

ITIES OF GOODS IMPORTED OR DRAWN FROM ARMIES

MONTH OF

[illegible]

✓ IN S/K
CONFIDENTIAL

3125

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

Ref. T-8

19 March 1945

SUBJECT: Repair of AC Transport

TO : Headquarters, Allied Commission, APO 394

Reference AFHQ T-8 dated 29 Jan 45.
AC/R/16/Tn.5 dated 29 Jan 45.
AC/R/16/Tn.5 dated 30 Jan 45.
AC/R/16/Tn.5 dated 1 Mar 45.
AC/TG/103/1 dated 15 Mar 45.



1. Your letter AC/R/16/Tn.5 dated 29 Jan 45 stated at paras 3 and 4 that AC were making arrangements to relieve the Army of a limited amount of higher echelon repair by utilizing civilian garages and labour, under the technical supervision of AC officers. Two officers were attached from AFHQ to AC to advise AC on their requirements of tools and equipment for this purpose, and on their advice AC submitted indents to AFHQ for tools and equipment necessary to supplement AC's existing civilian resources. It is not clear, however, whether those indents were intended to make AC completely self-sufficient for repair of MT (British, American and Italian) or whether they covered only the limited amount of higher echelon repair mentioned in your AC/R/16/Tn.5 dated 29 Jan 45. *full per req. MG 5-2802*

2. While your demands in para 1 were being examined at this HQ,

a. A second request was put up to the Combined Chiefs of Staff that sale of old WD vehicles to the Italian Government should be permitted.

b. The formation of an AC Motor Transport Group (Italian) was authorized and is now being implemented.

3. If sale of WD vehicles to the Italian Government is eventually permitted, and they become responsible for its repair,

a. The tools and equipment in para 1 may still be needed for the purpose for which they were originally intended (i.e. repair of these vehs). **2671**

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b. On the other hand AC/R/16/Tn.5 dated 1 Mar seems to propose these tools shall be handed over for only the Motor Transport Group, for which they were not intended and for which they are not scaled. *Note letter -*

c. In the event of the tools being handed over to the Motor Transport Group, it is not clear what arrangements AC are making for higher echelon repairs of AC WE/TE vehicles. ?

4. Meanwhile AC/TG/103/1 dated 15 March forwards a further demand for tools and equipment for the Motor Transport Group Maintenance School, which does not appear to be covered by the previous demand under para 1. *Not copy*

5. To enable AC to take over from the Army as big a proportion as possible of its own vehicle repair, it is essential for AFHQ to have:

a. A clear picture of AC's proposed repair organisation, covering all echelons of repair for all vehs working for or on order for AC. This was asked for in AFHQ T-8 dated 29 Jan 45 and has not so far been supplied.

b. A statement of all tools and equipment so far received by AC for its repair organisation. ?

c. A comprehensive statement of all the tools and equipment which AC still needs (in addition to (b) and existing civilian resources) for its organisation at (a). *Does incl Reg. file this*

6. Will you therefore please supply the information asked for in para 5 as soon as possible. Your answer should follow the pro-forma at Appendix A and be submitted in quadruplicate.

7. On receipt of your reply this HQ will examine how far your requests can be met, and how far continued repair assistance by the Army to AC is necessary and available. Meanwhile the indents at para 1 are being forwarded to the CCS.

8. In your reply please inform this HQ whether, in the event of WD vehicles at present in civilian truck pools being sold to the Italian Government, you are satisfied the Italian Government's maintenance and repair arrangements will be adequate to keep this transport on the roads to the extent of the present lift, and what those arrangements are. *Must give answer to*

For the Assistant Chief of Staff, G-5:

Answered 26 April 1945 - WP

H. P. Croom Johnson

2670

Copy to:

H. P. CROOM-JOHNSON, Lt. Col.,
Economics & Supply Division.

CONFIDENTIAL

G-4(A)
Q(AE) (your AFHQ/8070/10/Q(AE) dated 15 Mar refers)

HEADQUARTERS ALLIED COMMISSION
APO 304
TRANSPORTATION SUB-COMMISSION

RGP/ta

Ref: AC/416/TB.5

18 April 1945

SUBJECT: Repair of AC Transport.

TO : G-6 Section A.F.H.O., APO 512.
(Attn: Lt. Col. Green-Johnson)

1. Reference T-3 of 19 March 1945, subject as above. Contents herein will be in respect to paras and subparas of your original communication.

1. Indents placed on recommendations of AFHQ officers' survey were intended to make AC self-sufficient for repair of British, American and Italian vehicles under its control.

2a. The original indent covered those and if the vehicles are transferred the necessary tools will accompany them. Practically speaking, the areas affected by the proposed transfer are reasonably well equipped for all-echelon maintenance.

3b. There is no intention of handing over all of the consolidated indent to the Motor Transport Group. Distribution is to be in proportion to the vehicle holdings.

3c. 1st, 2nd and 3rd echelon equipment will be distributed as stated in 3b. -- 3rd echelon shops will be sited and established for AC vehicles, other than those under the H.I. Group, where they can best service the truck pools concerned. Probable distribution of 3rd echelon equipment as carried on LAC airmail 112 is two shops for the H.I. Group and two for AC pool work. 4th and 5th echelon shops will be centrally sited and will serve both the H.I. Group and AC pool vehicles. Both HIG and AC personnel will staff these with the H.I. Group in operational control.

4. AC/16/103/1 dated 15 March covers equipment requested for H.I. Group Maintenance School and is not covered under previous demands.

B. Plan for employment of AC vehicles, numbering approximately 5500, is as follows.

1. A vehicular calling for the Motor Transport Group has been set at 5000. This is in excess of the T/E for the organization and will allow the group to be held responsible for full operational strength at all times.

2669

(2)

2. The remainder of the vehicles will be assigned to ASG Regional Commissioners for establishment of truck pools according to their requirements.

3. Upon approval of this disposition all Regional Commissioners and Transportation Officers will be informed as to the approximate number of vehicles to be made available to them, probable arrival dates, and issued instructions as to organization to be established for their receipt and control. This will include laying on a driver complement, requisitioning property accommodations and preparation of administrative directives. Contingent upon early approval of this proposal by your headquarters advance notice will be given the Regions in sufficient time to avoid the confusion that has existed in the past.

For the Chief Commissioner.

W.D. THOMAS, Colonel
Deputy Director

2668

COMPANY #10 HAS THE FOLLOWING MAINTENANCE SETS: (EXCESS 1/6)

By Authority of Sir, DTICUSA, AG 400/ASA D-0

SUBJECT: Issue of Equipment 45075 Regiment, AGC, (Ovhd), 1 Oct.44

Cabinet, spare parts, type 1, 1940	6
Tool Set, Motor Vehicle Mechanics	20
Tool Set, body mechanics	11

By authority of Str. AG. 456/308 0-0

SUBJECT: Tools & Equipment for Add. Civil Truck Co., 19 Feb. 45

Tool Set, Unit, equipment, 2nd Echelon	NO.1	48
	NO.2	12
	NO.5	24
	NO.7	6
Tool Set, welders		16
Rope tow, 20' x 1"		40

By Authority of T/E - WFOUSA - dtd 5 Nov. 1945

REGIMENTAL T/E Performance Goals

Tool Set, Matt Equipment, and Echelon #9.3

Key	→ 4	1	→ 7
C	→ 7	H	→ 1
D	→ 2	R	→ 1
W	→ 1	S	→ 2

Tool Set, Unit Equipment, 2nd Edition, 80.2

Fig. 2

Tool Set, Motor vehicle mechanics

Hg	→	1
C	→	4
O	→	2
H	→	1
O	→	1

2667

2nd Enclosure

Tools and Equipment required for Allied Communications and Repair Organization.

A. - Items as LAC Airgram No. 117, 20 March 1945 (REQ. NO. 953-283-000)

B. - Tools and Equipment for Inter Transport Group Maintenance School. (Indented for as Req. NO. AC/78/103/1)

C. - 1. 12 RT Store Lorries)
2. 12 Tech. Lorries) For operation of Six (6) G.I. Companies.
3. 12 Breakdown Lorries)

2666

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

CF/rb

AC/R/16/Tn.5

1 March 1945

SUBJECT: Maintenance of Vehicles.

TO : AFHQ, G-5 Section.

1. Your letter T-8, dated 29th January 1945, is subject.
2. A.C. is at present seeking your authority for the establishment of a Motor Transport Brigade, details of which were submitted in a separate letter, reference 540/20/Tn.1, dated 17th February, 1945. It is proposed that this Motor Transport Brigade should be responsible for the operation and all echelons of maintenance of all vehicles assigned to it. Since it will operate in advanced areas of Italy, it is not practicable for the Brigade to undertake the higher echelon maintenance of AC WE/TE vehicles not assigned to it. The numbers and allocations of such vehicles are at Appendix A.
3. It is proposed to transfer, as soon as possible, W.D. vehicles, which are at present in civilian truck pools, to the Italian Government, which will then be responsible for their maintenance.
4. It is requested, therefore, that Armies should continue the higher echelon maintenance of A.C. WE/TE vehicles, and also, temporarily, of AC W.D. vehicles in civilian truck pools.
5. Referring to para 4 of your letter, survey was made, by the two officers from AFHQ attached to A.C. for that purpose, of various garages and their facilities, with a view to undertaking the higher echelons of maintenance. Requests were also submitted to AFHQ for the tools and equipment considered necessary by these two officers. If authority is given for the formation of the projected A.C. Motor Transport Brigade, it is proposed that such tools and equipment should be used in the Maintenance Section of this Brigade.
6. With regard to para 6, instructions have been issued

2665

- 2 -

to all Regions that Vehicles Maintenance Instruction No.1 is to be put into operation immediately. It has not yet been possible to ascertain, by personal visit, whether these instructions are being adhered to in every instance. Steps are, however, being taken to check progress and to ensure compliance.

7. Reference para 8, your assistance is requested in expediting the authorization of the Motor Transport Brigade.

For the Chief Commissioner:

MERRITT H. TAYLOR,
Director,
Transportation Sub-Commission.

2664

APPENDIX "A"NUMBER AND ALLOCATION OF A.C. WE/TE VEHICLES.

Allotted to	Number British	American	Total
Sicilia Region	6	10	16
Sardinia Region	7	3	10
Southern Region	50	34	84
Lazio-Umbria Region	7	45	52
Abruzzi-Marche Region	42	42	84
Toscana Region	38	62	100
Emilia Region	49	47	96
Piedmonte Region	1	47	48
Lombardia Region	5	55	60
Liguria Region	-	34	34
Venezia Region	31	3	34
5 Army (AMG)	1	116	117
8 Army (AMG)	97	-	97
D.P.R. S.C.	59	20	79
HQ. AC.	104	123	227
G-4 Pool and Re-fit	30	8	38
Miscellaneous - Malaria and Typhus Control etc.	-	24	24
TOTALS	527	673	1200

The above totals include 106 British and 46 American Motor Cycles.

HEADQUARTERS ALLIED COMMISSION
 Transportation Sub-Commission
 Vehicle Maintenance Section

DCS/fe

23 Feb 1945

SUBJECT : MILITARY VEHICLES IN POSSESSION OF ISR, PUBLIC WORKS
 AND UTILITIES, GERMAN etc.

TO : MAJOR PEPPER

1. Ref. attached. These vehicles were handed over to ISR by 8th Army in the early days of the Campaign to help maintain the railways which presumably at that time were moving only military freight.
2. They were originally maintained by R.E. Transport Units stationed in the area. Since these units have pulled out ISR have managed by themselves by scrounging parts etc. or getting them through the Rail Division representative in the area. In effect they have been "nebožák baby", and have lived on charity as have the organizations which operate the fleet of Public Works and Utilities vehicles, Signal (Circolo) vehicles, etc.
3. No instructions, so far as I can ascertain, have ever been given by AFHQ to AC to maintain these vehicles, though I believe AFHQ Inspection Team when they visited Bari said they were considered by AFHQ to be an AC responsibility.
4. I consider that the various organizations which operate these legacies from 8th Army have "fed on the crumbs which fall from the rich man's table" for long enough, and that the present moment, when the question of future policy with regard to truck operation in Southern Italy is under consideration, is favourable for obtaining a definite answer from AFHQ to the problem of all these vehicles.
5. I do ^{not} consider it practical for AC to maintain these vehicles, particularly under present circumstances, as we have no personnel available for control.

2883
 The alternatives are as follows:

- 0 2 8 3
- Declassified E.O. 12356 Section 3.3/NND No. 785021
1. Ref. attached. These vehicles were handed over to ISR by 8th Army in the early days of the Campaign to help maintain the railways which presumably at that time were moving only military freight.
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 4. I consider that the various organizations which operate these legacies from 8th Army have "fed on the crumbs which fall from the rich man's table" for long enough, and that the present moment, when the question of future policy with regard to truck operation in Southern Italy is under consideration, is favourable for obtaining a definite answer from AFHQ to the problem of all these vehicles.
 5. I do consider it practical for AC to maintain these vehicles, particularly under present circumstances, as we have no personnel available for control.
The alternatives as I see it are:
 - a) the withdrawal by the Army of these U.D. vehicles and their replacement with civilian type vehicles,
 - b) the sale of the vehicles to the organizations with an adequate supply of spares for, say, 6 months.
 6. At the present time ROL for these vehicles presents a problem: they have been draining from Army sources until now and CIP have refused to supply although they are engaged on civilian haulage.
 7. In view of Brig. O' Dwyer's instructions, AC cannot be held responsible for what has happened in the past, but it seems to me to be the Commission's responsibility to clear up the matter once and for all for the future.

O'Dwyer's way.

R/16
SLB/lc

TRANSPORTATION SUB-COMMISSION, AC.
(RAIL DIVISION)
C/o Transportation Increment
C.M.F.

Tel. 843403

Our Ref. 43/235/TN 4

10 February 1945

TO : Chief of Road Division - Tn Sub-Commission.

SUBJECT : Military Vehicles in possession of ISR - Bari.
in Road Div. Ref.

1. Reference letter AGC RD 1/70 dated 27 Sept 44 and subsequent correspondence (papers with you).

2. Details of the vehicles which it is desired should be officially handed over to the Italian State Railways to be operated in railway service under supervision of Road Division Tn Sub-Comm. are as under:

MAKE	W.D. No	CLASSIS No	CONTRACT No.	Place where normally garaged
3 TOR. BEDFORD	L 517811	30756		FOGGIA ISR
"	L 518221	43656	V. 3960	BARI ISR
"	L 525777	54500	V. 4155	BARI ISR
"	L 528150		V. 4320	"
"	L 4879052	65223	V. 5004	"
"	L 4879073	65297	V. 5004	"
"	L 487930	66474	V. 5004	"
"	L 4881571	68933		FOGGIA ISR
HILLMAN	M 4776591	1443591	V. 5014	BARI LOCO ISR

S.L. Baister Major
S.L. BAISTER Major
for Chief of Rail Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

R/16

Tel: 220

MHT/h1

540/14/TN 1

5 Feb. '45

SUBJECT: Maintenance of Vehicles.

1. Reference is made to G-5, AFHQ letter, Ref. T-8 of 29 January '45.
2. A very complex situation exists in regard to maintenance and supply responsibilities between the 2675th Regiment, the various regions, and Transportation Sub-Commission. An added complication is introduced by the proposed truck brigade, which now proposes to assume all supply and maintenance functions, not only for its own organization, but for HQ, AC, as well as the various regions. The vehicles involved are as follows:
 - a) T.E. Vehicles (W.D.)
 - b) Requisitioned Vehicles
 - c) W.D. Vehicles in Truck Pools, Civ.
 - d) W.D. Vehicles in Q & GT Companies.
 - e) Civilian Trucks imported from U.S. to be formed into Q & GT Cos.

In addition, there is the responsibility of assisting the Italian Government in organizing purely civilian maintenance and in the procurement of parts, tires, etc. for these vehicles.
3. The present responsibilities for maintenance are set out in AC establishment Memorandum No. 34, dated 19 December, 1944. This needs considerable clarification.
4. Under these circumstances, a revision of responsibilities will have to be arrived at as between the 2675th Regiment, the Regional Commissioners, the Road Division, Transportation Sub-Commission, and the new Truck Brigade, AC.
5. The procurement of maintenance facilities is being studied, altho no contracts have as yet been signed.
6. All maintenance tools required are not available.
7. Number of vehicles which can be maintained per month is indeterminate, because facilities are not yet available.
8. Personnel has not been obtained.

2669

Maintenance

- 2 -

5 February 1945.

9. All regions were instructed 6 October 1944, to follow VMI, No. 1. Inspections will be carried on to see that it is complied with.

10. It does not seem practical to center all military and civilian maintenance responsibilities in one officer.

11. The assistance of a competent officer from AFHQ, in the setting up of the various parts, maintenance, and Truck Brigade responsibilities is urgently requested.

12. The following recommendations are made:

- a) That the Truck Brigade be set up along normal military organizations lines.
- b) That all parts and supply be the responsibility of AC, G-4 (A) and (B), for the various types of vehicles innumarated in para. 2.
- c) That regional maintenance be the responsibility of the Regional Commissioners and that HQ maintenance be the responsibility of the Establishment Section, AC, and that all maintenance, parts, and tools be drawn only thru G-4.
- d) That Road Division, Transportation Sub-Commission, be responsible for giving of technical maintenance advice and making of inspections and specific recommendations as required.
- e) That Higher Echelon of maintenance be the responsibility either of the Establishment Section, AC HQ, or the Regional Commissioner, thru his Transportation Officer, for the particular region in which the shop is located, in the same manner as he is responsible thru his staff for various other industries in his region.

2659

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

C O P Y

Ref. T-8

29 January 1945

SUBJECT: Maintenance of Vehicles

TO : Headquarters, Allied Commission, APO 394

1. The Allied Commission has a two-fold maintenance task to perform (1) on TE/WE vehicles and (2) on W.D. and other vehicles provided for the distribution of civil supplies.

2. While the control of these two classes of vehicles may come under different units of the AC, the maintenance of the vehicles presents a common problem.

3. The Army has indicated that it can no longer maintain the ever increasing AC fleet. It is anxious that AC undertake maintenance in toto and wants a firm date at which it may be relieved of the responsibility.

4. It is understood that AC has been setting up the necessary organization to accomplish this. So that the understanding may become factual knowledge, this headquarters would like to have:

- a Organization Chart showing comprehensive plan for maintenance, by echelons, in all Regions.
- b Data showing contracts placed, or other arrangements, for garages, maintenance stations, grease stations, central parts warehouse with branches.
- c Are all maintenance tool requirements available or on order to meet this commitment?
- d Data on number of vehicles per month that can be maintained at each establishment.

5. Also advise whether personnel has been obtained or organized. **2658**

6. Is VMI No. 1 in effect in all Regions? If not what is being done about it?

7. It is recommended that the responsibility for all maintenance be centered in one officer.

8. Have you any problems in the solution of which this headquarters can assist?

For the Acting Assistant Chief of Staff, G-5:

J. E. BUTTERWORTH
Colonel, G.S.C.
Chief, Economics & Supply Division

HEADQUARTERS ALLIED COMMISSION
APO 394
TRANSPORTATION SUB-COMMISSION

DOM/hgd

Ref: AC/R/16/IN.5

1 Feb. 1945

SUBJECT: Vehicle Repair.

TO : Cooperativa Italiana Partigiani Assistenza
Ricostruzione Trasporti.
Via del Tritone 53.

1. Reference your memorandum dated 29 January '45.

2. It would appear that your Society is under a misapprehension as to the position with regard to the factory in Naples, the work the Allied Commission is prepared to assign to it and the alleged suggestions of Major Moyle. In the interest of all it is desired to make the following observation:

- a) No guarantee that work would be passed to your factory in Naples has in the past or can be given in the future by this Commission.
- b) Major Moyle agreed with your representatives that the factory in Naples was unsuitable for large scale motor repair work and that the machines could be more usefully employed in more suitable accommodation, and
- c) That if your Society were able to find more suitable accommodation where, once established, a factory could be of assistance to this Commission, the Commission would do what it could to obtain releases of materials etc. for rehabilitation, also
- d) That consideration would be given to the handing over to your Society one or two vehicles in need of repair immediately, with a view to testing the capabilities of the machine tools, equipment and labor of the existing factory, and of deciding whether in fact your Society could be of as much assistance to the Commission as claimed by you.

Cooperative Italiana Partigiani Assistenza
Ricostruzioni Trasporti.
Via del Tritone 53.

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d) That consideration would be given to the handing over to your Society one or two vehicles in need of repair immediately, with a view to testing the capabilities of the machine tools, equipment and labor of the existing factory, and of deciding whether in fact your Society could be of as much assistance to the Commission as claimed by you.

e) Accordingly two small vehicles and one vehicle engine were dispatched to you for reconditioning with the unstated factory results of which you are aware.

f) This Commission appreciates your difficulties in this respect and is now aware of the fact that your organization is more suitable for the manufacture of repetition parts rather than the general overhaul of vehicles.

3. In view of the above and the fact that the factory in its present form appears to be working at full pressure, the Commission is not prepared to hand over further vehicles for repair, but will give consideration in the future to the allotment of work to your factory which it is considered it may most suitably undertake.

*Copy sent to Major Moyle.
with all relevant correspondence.*

1/2/45

Und.

MERRITT H. TAYLOR
Director

2657

CONFIDENTIAL

HEADQUARTERS ALLIED COMMISSION

APO 394

Economic Section

CMAP/hgd

AC/R/16/TN.5

29 Jan. 1945

SUBJECT: Maintenance - Higher Echelons.

TO : A.F.H.Q., G-5 (Att:Col. Butterworth).

1. Your attention is invited to P.B.S. publication "SOP for maintenance of American vehicles turned over to ACC/AMG" dated the 14 of March 1944 and A.F.H.Q. Adv. Adm. Echels. CWP letter "Policy for maintenance of British vehicles handed over to ACC" reference 36/21/Q3 dated the 24 of February 1944.

2. These two policies lay down that, in the case of American vehicles, AC shall be responsible for 1st and 2nd Echelon Maintenance, and PBG for 3rd, 4th and 5th echelon maintenance, while, in the case of British vehicles, AC shall be responsible for 1st and 2nd echelon maintenance, and R.E.M.E. for 3rd and 4th echelon maintenance.

3. Attention is also invited to your letter, reference T-9 dated 28 Sept. 1944 subject "Attached officers Ord. (A), Ord. (S), R.E.M.E., indicating your intention to send two British and two American Ordnance and Technical Officers to be attached to A.C. for the purpose of investigating the provision of Hand and Power Tools and Spare Parts. These officers have now completed their survey and, as a result, plans have been formulated, which will enable A.C. to undertake a limited amount of Higher Echelon Maintenance.

4. Permission to take this step is now requested and, if granted, will relieve the Armed Forces of work which, in view of the small percentage of A.C. vehicles now being repaired in Military shops and returned to A.C., it would appear they are unable to undertake owing to Military Operational Priority.

2656

1. Your attention is invited to P.B.S. publication "SOP for maintenance of American vehicles turned over to ACC/AMC" dated the 14 of March 1944 and A.F.H.Q. Adv. Adm. Echrs. COM letter "Policy for maintenance of British vehicles handed over to AC9" reference 36/21/Q3 dated the 24 of February 1944.

2. These two policies lay down that, in the case of American vehicles, AC shall be responsible for 1st and 2nd Echelon Maintenance, and PBS for 3rd, 4th and 5th echelon maintenance, while, in the case of British vehicles, AC shall be responsible for 1st and 2nd echelon maintenance, and R.E.M.B. for 3rd and 4th echelon maintenance.

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4. Permission to take this step is now requested and, if granted, will relieve the Armed Forces of work which, in view of the small percentage of A.C. vehicles now being repaired in Military shops and returned to A.C., it would appear they are unable to undertake owing to Military Operational Priority.

5. This plan consists of utilizing a number of civilian garages, not at present operated by the Armed Forces, together with civilian labour under the technical supervision of officers of the Allied Commission.

6. Indents for Hand and Power Tools and Spare Parts necessary to enable A.C. to undertake all echelons of maintenance have been prepared. In the meantime, however, A.C.

now at its disposal a limited supply of the above and is in a position to start this work on a small scale immediately. It is emphasized that, if permission is granted, such procedure should not involve the Armed Forces completely from responsibility. For example, it is proposed that, in forward areas, where such facilities for A.D. as outlined above do not exist, the services should continue their present assistance.

For the Chief Commissioner:

L.H.P.

L. L. DUNBAR,
Colonel, F.A.F.
Acting Deputy Chief of Staff,
Economic Section.

Copy to:

3-4 (1)
B-4 (2)

Approved:

James J. Carnes
James J. Carnes
Colonel, Inf.
Director Roads Section.

2655

WGP/14

HEADQUARTERS ALLIED COMMISSION

APO 394

Transportation Sub-Commission

24 January 1949

TO : Col. J.J. Carnes,
Roads Division

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

1. Establish a centralized parts section adjacent to the main repair plant of Azienda Tramvie e 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).

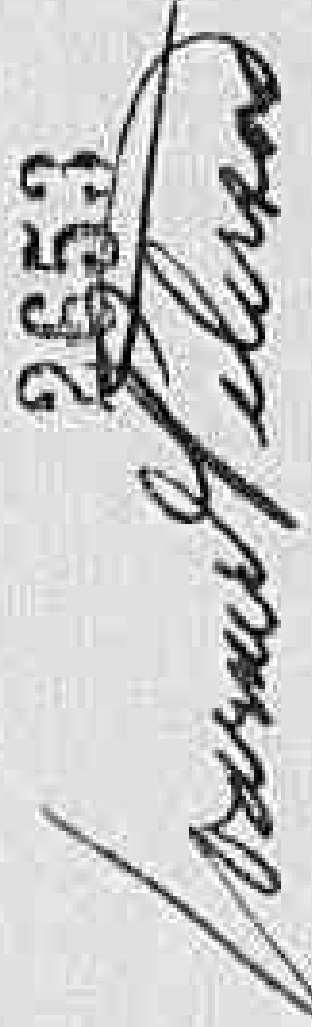
3. Contract with A.T.A.C., as above, for the cannibalizing, disassembling and reassembling and salvaging of any excess material that may be released. When large quantities of such material become available it is advisable to establish a separate workshop for these operations since maintenance and salvage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

File
wd

1. Establish a centralized parts section adjacent to the main repair plant of Azienda Tramvie e Autobus Comane. This section would include American 3-4, British 3-4 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.
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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 ²⁶⁵⁴ 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 will be specified by the Roads Division maintenance officers to whom the requirements will first be submitted.
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 the 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 organization into our transport policies will serve both to facilitate our operations and to revive the industries concerned.

2653



WARNER G. PETERSEN
Captain, C.A.C.,
Supply Section.

PROGRESS REPORT--L.A.D. EQUIPMENT.

HEADQUARTERS ALLIED COMMISSION.

APO 394.

OFFICE OF G-4 (B)

Tel: 489081
Ext: 522.

G-4/102/24.

14 December 1945.

SUBJECT: L.A.D. Equipment.

TO : Transportation Sub Commission (Roads)

The following is a list of L.A.D. Equipment received, items still outstanding etc, indented for by this branch on the dates shown, under the authority of A.F.H.Q., Q(AE) letter S.E.L.No. 94/1 dated June 1944.

The majority of these items are held in the G-4, M.T. Store, some have been issued to the British Motor pool (Super Garage) and Displaced Persons Motor pool on temporary loan until such times as instructions are received from your office as to their disposal etc.

INDENT NO.	DATES.	DESIGNATION.	NUMBER INDENTED-RECEIVED FOR.	ITEMS STILL OUTSTANDING.
1.	26/7/44.	Braces, Ratchet, 10 inch.	4.	-
	..	.. Post, 16 ..	4.	-
	.. -23/10/44.	Brushes, plate 4 Row.	4.	4.
	..	Callipers. 4 inch, Inside, pairs.	4.	-
	..	 Outside, ..	4.	-
	..	.. 8 inch Inside, ..	4.	-
	..	 Outside, ..	4.	-
	..	Chests, Tool, filled, Electricians, 4.	4.	-
	..	 Pitters, 16.	16.	16.
	..	Chisels Cold 1/2 Inch.	4.	4.
	..	 1/2 Inch	4.	4.
	..	Firmers, Cold 1/2 Inch	4.	-
	..	 1 Inch.	4.	-
	..	Clamps Screw, Engineers "C"	4.	-
	..	.. Type 2 1/2 Inch	8.	8.
	..	.. Engineers "C"	8.	8.
	..	Compasses Wing 10 Inch, pairs	4.	-
	..	Dividers Spring, 6 Inch	4.	-
	..	Drifts Brass 1/2 Inch	4.	-
	..	 1 Inch	12.	-
	..	Drills Twist No. 2 Sq Taper	12.	-
	..	.. Shank 3/8 Inch	4.	-
	..	.. 7/16 Inch	4.	-
	..	.. 1/2	4.	-
	..	.. 9/16	4.	-
	..	.. 5/8	4.	-
	..	.. 11/16	4.	-
	..	.. 3/4	4.	-
	..	.. 7/8	4.	-
	..	.. 1	4.	-
	..	Parallel Shank 1/4 Inch	4.	-

2652

have been issued to the British Motor pool (Super Garage) and Displaced Persons Motor pool on temporary loan until such times as instructions are received from your office as to their disposal etc.

INDENT NO.	DATE	DESIGNATION	NUMBER INDENTED-RECEIVED FOR	ITEMS STILL OUTSTANDING
1.	26/7/44	Braces, Hatchet, 10 inch.	4	-
	..	.. Post, 16 ..	4	-
	..	Brushes, plate 4 Row.	4	4
	..	Callipers. 4 inch, Inside, pairs.	4	-
	..	 Outside, ..	4	-
	..	.. 8 inch Inside, ..	4	-
	..	 Outside, ..	4	-
	..	Chests, Tool, filled, Electricians, 4	4	4
	..	 Fitters, 16	16	16
	..	Chisels Cold 1/2 Inch.	4	4
	..	 1/2 Inch	4	4
	..	Files, Cold 1/2 Inch	4	4
	..	 1 Inch	4	-
	..	Clamps Screw, Engineers "C"	4	-
	..	.. Type 2 1/2 Inch	8	8
	..	.. Engineers "C"	8	8
	..	Compasses Wing 10 Inch, pairs	4	-
	..	Dividers Spring, 6 Inch	4	-
	..	Drifts Brass 1/2 Inch	4	-
	..	.. 1 Inch	12	-
	..	Drills Twist No. 2 Sq Taper	4	-
	..	Shank 3/8 Inch	4	-
	..	.. 7/16 Inch	4	-
	..	.. 1/2	4	-
	..	.. 9/16	4	-
	..	.. 5/8	4	-
	..	.. 11/16	4	-
	..	.. 3/4	4	-
	..	.. 7/8	4	-
	..	.. 1	4	-
	..	Parallel shank, 1/2 Inch,	4	-
	..	.. 5/16 ..	8	-
	..	.. 3/8	4	-
	..	Wire No. 12	8	8
	..	.. 30	12	12
	..	Hammers, copper 3 lbs	8	-
	..	.. sledge, straight, pane,	4	-
	..	.. 7 lbs.	4	-
	..	.. Watchmakers, Flat face	4	-
	..	Irons soldering straight 1 1/2 lbs	4	-
	..	Kits, hand tools, Driver Mechanics, 4	4	-
	..	 Acetylene Welders 2	2	-

2652

16.	23/10/44. Twine, packing, medium, sisal balls, 16-in.	4.	16.
	23/10/44. Rubber, vulc, insertion sheet, canvas, 1/16-in.	8.	-
	23/10/44. Seaming, medium, natural, skins.	4.	-
	23/10/44. Tape, insulating, 1/2-inch lbs.	8.	-
	23/10/44. Rubber pure tins.	4.	-
	23/10/44. Wire, electric, P. 13. Mk. 1. yds.	40.	-
17.	23/10/44. Testers, battery, discharge.	4.	-
18.	23/10/44. Hydrometers, Secy, cell, portable, Mk. 1.	4.	-
19.	23/10/44. Plants, welding & cutting, H.P.O/A	4.	-
	23/10/44. Carborundum Paste, fine, 2-oz tins.	2.	-
20.	23/10/44. Extinguishers, fire, tetrachloride, type.	24.	-
	23/10/44. Flux Aluminium, tins.	28.	-
	23/10/44. Bronze, sif.	8.	-
	23/10/44. Cast Iron	16.	-
	23/10/44. Gauges, pressure, tyre-10 - 50-lbs.	4.	-
	23/10/44. Pumps, tyre, foot, large, lorry type.	4.	-
21.	23/10/44. connections, adaptor, Dunlop to Schrader.	4.	-
	23/10/44. Solvent, rust tins.	4.	-
	23/10/44. Washers, copper & asbestos, asstd, boxes 36,	8.	-
22.	23/10/44. Nuts-Whitworth std, bright steel hexagon 1/4-inch	96.	-
	23/10/44. Slotted 1/2-inch.	96.	-
	23/10/44. Washers, spring, single coil, square section, 1/8-inch	96.	-
	23/10/44. 1/8-inch	120.	-
	23/10/44. 3/8-inch	120.	-
	23/10/44. 1/2-inch	120.	-
23.	23/10/44. Material tyre repair, fuel tablets, pkts.	32.	-
	23/10/44. Seatings, valve, H.F. plastine type pkts.	16.	-
	23/10/44. Solution, rubber, 2-oz, screwcap tins.	8.	-
	23/10/44. vulcanising, red tins	6.	-
	23/10/44. Stopping, tyre.	boxes. 8.	-
24.	23/10/44. Copper, tubing, seamless, 5/16-in, O.D. x 20 S.W.G. ft. 48.	48.	-
	23/10/44. 3/8-in, O.D. x 20 S.W.G. ft. 48.	48.	-
25.	23/10/44. Ropes, towing, medium, Mk. 2/L	8.	-
26.	23/10/44. Valves, tyre, schrader, asstd, car size.	4.	-
27.	23/10/44. Clutch assembling, tool	4.	-
28.	23/10/44. Welding metals, rods welding-	lbs. 4.	-
	23/10/44. Aluminium, pure, 1/4-inch dia.	lbs. 40.	-
	23/10/44. Bronze, SI, 3/16-inch dia	lbs. 40.	-
	23/10/44. Steel, mild, 3/8-inch dia.	4.	-
29.	23/10/44. Screws, bleeder, with tube.	4.	-
	23/10/44. Injectors, lub, tecalemit, gun,	4.	-
	23/10/44. complete, Type 26	16.	-
	23/10/44. Nipples, lub, tecalemit, system, 1/4-in gas	24.	-
	23/10/44. 3/8-in gas	24.	-

2650120

CONTINUED.

INVENT. NO.	DATES.	DESIGNATION.	NUMBER INDENTED-RECEI- FOR.	ITEMS STILL OUTSTANDING.
30.	26/7/44	23/10/44 Chests, tool, M. T. filled, Fitters.	8.	8.
	..	23/10/44 Lifters, valve, car size.	4.	-
	..	23/10/44 Pullers, wheel, 2-arm, medium	4.	4.
	..	23/10/44 Large.	4.	4.
	..	Spanners, double hexagon ring, American		
	..	23/10/44 national fine-3/16-in x 1/4-in, bolt size-	4.	-
	..	5/16-in x 3/8-in,	4.	-
	..	7/16-in x 1/2-in,	4.	-
	..	9/16-in x 5/8-in,	4.	-
	..	11/16-in x 3/4-in,	4.	-
	..	1 1/8-in x 1-in,	4.	-
	..	Socket, sets, American National fine, (SAE)	4.	4.
	..	1/4-in to 9/16-in, bolt size, sets,	4.	4.
	..	23/10/44 Special, octagonal, 3-in across flats.	4.	-
	..	Tools, screwcutting, Die Nuts, A.N.F. Thread,		
	..	1/2-in x 20 T.P.1.	4.	4.
	..	 B.S.F. Thread. 5/16-in	4.	-
	..	 7/16-in.	4.	-
	..	 9/16-in.	4.	-
	..	 Whitworth Thread. 5/16-in	4.	-
	..	 7/16-in.	4.	-
	..	Trammels, testing alignment of wheels.	4.	-
	..	23/10/44 Tyre spread with stand.	4.	-
	..	23/10/44 Vulcanizers, Stambois, No.2.	4.	-
	..	23/10/44 Pullers, inner race, magneto type.	4.	-
	..	Tools, screwcutting, sets of stocks, dies & taps		
	..	CEI, thread, (cycle), 3/16-in to 5/8-in x 1/16-in,	4.	4.
	..	& 9/16-in RH threads & 9/16-in LH threads, sets	4.	-
	..	Die Nuts, hexagon, ANF thread (SAE) -		
	..	5/16-in x 24 TPI.	4.	4.
	..	3/8-in x 24 TPI.	4.	4.
	..	7/16-in x 20 TPI.	4.	4.
	..	Cable, electric-		
	..	Armoured, close spiral, aluminium, single lead-		
	..	One 14/.012-inch, conductor.	24.	-
	..	One 37/.036-inch, Conductor.	48.	-
	..	One 61/.036-inch, conductor.	48.	-
	..	Metal braided, twin lead-		
	..	Two 23/.0076-inch, conductor.	96.	-
	..	Two 110/.0076-inch, conductor.	48.	-
	..	Plugs, sparking, metric thread, screwed-		
	..	18-mm, standard body, barrel standard reach -	24.	-
	..	Terminals-		
	..	Cable ends, brass serrated rings, with washers-		
	..	3/16-inch stud holes.	24.	-
	..	 1/4-inch x 3/16-inch.	72.	-
	..	Terminals, cable ends, brass sleeved, lug pattern		
	..	3/8-inch stud hole, 10-mm dia	72.	-
	..	Bolts-American nat, tensile steel, hexagon head,		

2349

CONTINUED ON SHEET 5.

CONTINUED.

INDENT NO.	DATES.	DESIGN ION.	NUMBER, INDENTED FOR.	RECEIVED.	ITEMS, STILL OUTSTANDING.
38.	26/7/44,	Nuts-American Nat fine, (SAE) bright steel hex-			
..	..	$\frac{1}{4}$ -inch.	24.	-	24.
..	23/10/44.	$\frac{5}{16}$ -inch.	24.	24.	-
..	23/10/44.	$\frac{3}{8}$ -inch.	24.	24.	-
..	23/10/44.	$\frac{7}{16}$ -inch.	24.	-	24.
..	23/10/44.	$\frac{1}{2}$ -inch.	24.	-	24.
..	23/10/44...	Slotted bolt size $\frac{1}{4}$ -inch	24.	24.	-
..	23/10/44.	$\frac{5}{16}$ -inch.	24.	24.	-
..	23/10/44.	$\frac{3}{8}$ -inch.	24.	12.	12.
..	23/10/44.	$\frac{7}{16}$ -inch.	24.	12.	12.
..	23/10/44.	$\frac{1}{2}$ -inch.	24.	-	24.
39.	23/10/44...	B.S.F. bright steel hexagon- $\frac{1}{4}$ -inch.	96.	-	96.
..	23/10/44.	$\frac{5}{16}$ -inch.	96.	-	96.
..	23/10/44.	$\frac{3}{8}$ -inch.	96.	-	96.

All such items received are in good condition, the dates shown under the date column are the items still outstanding and re-indented for, items still outstanding were re-indented for on the 13th January 1945.

S. W. Miller, Lt Col.
 S. W. MILLER.
 Lieut Colonel.
 C-4 (B).

Copy to:- G-4, M. T. Stores Section.

2648

File
HLD/ab: *wid.*

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
APO 384.

AG/42/MAINT. EN(5)

SUBJECT: VEHICLE MAINTENANCE

TO : Col. J. James Carnes.

19/Jan/45

- 1.) The following report on Vehicle Maintenance of Foggia and Bari zones of Southern Region is hereby respectfully submitted.
- 2.) Foggia zone.

Personnel:

Lt. Johnson (Hospital)
Capt. Walter (Acting C.O.)
1 sgt. and 1 pvt(A)
Strength.

108 Vehicles.

<u>Foggia</u>	
Dodge 3ton	12
Austin 3ton	1
Bedford 3ton	6
Chev. 3ton	1
Chev. 1 1/2ton	7
Fiat 10ton	8
Total	35

<u>Lucera</u>	
Dodge 3ton	6
Chev. 1 1/2ton	5
Total	11

<u>S. Severo.</u>	
Dodge 3ton	6
Chev. 1 1/2ton	4
Total	10

<u>Gerignola.</u>	
Dodge 3ton	5
Bedford 3ton	1
Chev. 1 1/2ton	3
Total	9

Personnel:

Lt. Johnson (Hospital)
 Capt. Walter (Acting C.O.)
 1 sgt. and 1 Pvt(A)
Strength.
 108 Vehicles.

Toggia
 Dodge 3ton 12
 Austin 3ton 4
 Bedford 3ton 6
 Chev. 3ton 1
 Chev. 1 1/2 ton 7
 Fiat 10ton 8
 Total 35

Lucera
 Dodge 3ton 6
 Chev. 1 1/2 ton 5
 Total 11

S. Severo.
 Dodge 3ton 6
 Chev. 1 1/2 ton 4
 Total 10

Cerignola.
 Dodge 3ton 5
 Bedford 3ton 1
 Chev. 1 1/2 ton 3
 Total 9

Manfredonia.
 Chev. 1 1/2 ton 5

Ascoli Satriano
 Chev. 1 1/2 ton 5

Transferred to Naples 11/11/44
 Chev. 3ton 1
 Austin 3ton 1
 2

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Vehicles B.L. Rd.

Thirty one (31) vehicles have been B.L. Rd. and all certificates were forwarded to this Headquarters during July and August 1944.

(2)

Tyres and Registration number of Vehicles are as follows.

Dodge 3ton.	5177213	4820181	5174874	5175427	5605865
5175059	4725362	5175015	5175061	5605977	5175815
Austin 3ton.	4575141	4575145	4575148		
Bedford 3ton	4883994	4876706	4844024	525388	4509881
214662	4876777	4873532			4876698
Ford 3ton	5175044	4817790			521594
4974962					
Chev. 3ton	1327709	4616080			

Standard of Preventive Maintenance:

The only record being maintained is a book recording the dates of inspections and lubrication. No other forms are being maintained.

Practically all vehicles need repainting and orders have been issued by Capt. Walker for the repainting of all vehicles.

Several vehicles have been obtained from Salvage for breaking down to obtain spare parts.

Three Dodge, were in the Truck Pools w/s having a top over haul performed.

There are no vehicles deadlined for tyres at present. This is due to the ingenuity shown by Maintenance Personnel in booting tyres with nuts and bolts thus keeping the vehicles on the road.

Generally speaking vehicles are receiving essential maintenance under difficult conditions. According to the Sgt. in charge of Maintenance U.M.I. recently inspected the vehicles and all vehicles passed inspection.

3.) Bari zone

Sud-Est Bari.

Strength: 55x3 tonners all Canadian Ford.

Personnel: Lt. Friedman and L/Cpl. Cole (part-time workers for obtaining Spares, etc.)

1. Vehicle State:-

BARI

R.E.M.S. w/s no tyres 4

Own w/s 1

Working 24

BRINDISI

Working 4

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the only record being maintained is a log recording the dates of inspections and lubrication. No other forms are being maintained.

Practically all vehicles need repainting and orders have been issued by Capt. Walker for the repainting of all vehicles.

Several vehicles have been obtained from Salvage for breaking down to obtain spare parts.

Three Dodges were in the Truck Tools w/s having a top over haul performed.

There are no vehicles leadlined for tyres at present. This is due to the ingenuity shown by Maintenance Personnel in booting tyres with nuts and bolts thus keeping the vehicles on the road.

Generally speaking vehicles are receiving essential maintenance under difficult conditions. According to the Sgt. in charge of Maintenance U.M.I. recently inspected the vehicles and all vehicles passed inspection.

3.) Bari zone

Sud-Est Bari.

Strength: 55x3 tonners all Canadian Ford.

Personnel: Lt. Friedman and L/Cpl. Cole (part-time workers for obtaining Spares, etc.)

1. Vehicle State:-

BARI

R.E.M.E. w/s no tyres 4
Own w/s 1

Working 24

BRINDISI

Working 4

V.O.R. no tyres 1

LECCE

Working 5

V.O.R. no tyres 1

TARANTO

Working 9

V.O.R. no tyres 6

2. Standard of Preventative Maintenance:-

VERY GOOD

One vehicle had just been repainted another was having the engine changed. The working vehicles were inclined to be dirty but all the vehicle lubrication was excellent.

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(3)

3.) Number of tyres required:-

For V.O.P. Vehicles 48

To include spare wheels for all vehicles 88

Only one vehicle carries a spare wheel and the other 39 are stored away without tyres for them.

4.) GENERAL:

This firm is most efficient and if the tyres can be supplied to them they can do all their own repairs. They possess three new engines which they are about to put in different vehicles and the old ones they intend to re-condition and hold in readiness for other vehicles. Any repairs requiring spares they have got to get them sent into P.L.M.B. who accept them without question. Therefore tyres are their only problem and everything else is taken care of co-operation with A.C. is 100 per cent.

S.I.T.A. - MATRA

STRENGTH:-

20x3 tonners

Bedford 3ton 4

Dodge 3ton 14

Ford 1ton 5

PERSONNEL:- L/Cpl. Hill and Dr. Andrews.Spares required:-

35 tyres 10:50x16 (9 vehicles off road for tyres)

5 Batteries.

4 total of 50 tyres 10:50x16 are required to allow each vehicle to have a spare tyre.

STANDARD OF PREVENTIVE MAINTENANCE.

No records were available to ascertain as to when the vehicles were inspected or lubricated. Fifteen (15) out of twenty were deadlined. Nine of these requiring tyres. All vehicles were in a filthy condition. Tyre pressures were incorrect.

Five civilians were working in the garage at the time this inspection was made. Four of the five were working on two civilian buses which belong to S.I.T.A.

GENERAL.

The whole organization of this Province seems to be based on making profit at the expense of manpower and vehicles. Vehicles are run into the ground and when they are dead-lined the drivers are laid off until the vehicle can be repaired.

All vehicles which are dead-lined and before they can be transferred elsewhere they should all have a complete overhaul.

S.I.T.A. BOTSWANA:-

SIGNATURE

2645

Summary:-

20x3 tonners
Bedford 3ton 4
Dodge 3ton 11
Ford 3ton 5

PERSONNEL:- L/Cpl. Hill and Dr. Andrews.
Spares required:-

36 tyres 10:50x16 (9 vehicles off road for tyres)
3 batteries.

A total of 50 tyres 10:0x16 are required to allow each vehicle to have a spare tyre.

STANDARD OF PREVENTIVE MAINTENANCE.

No records were available to ascertain as to when the vehicles were inspected or lubricated. Fifteen (15) out of twenty were deadlined. Nine of these requiring tyres. All vehicles were in a filthy condition. Tyre pressures were incorrect.

Five civilians were working in the garage at the time this inspection was made. Four of the five were working on two civilian buses which belong to S.I.T.A.

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All vehicles which are dead-lined and before they can be transferred elsewhere they should all have a complete overhaul.

S.I.T.A. POTENZA:-

STRENGTH

Dodge 3ton 30

PERSONNEL:- P.F.C. Mercier and Pvt. Kuntz.
SPARE REQUIRED.

42 tyres 10:50x16
1 Engine Assy complete.

Vehicle State

1 Stolen
15 Working
13 V.O.R. (no tyres)

STANDARD OF PREVENTIVE MAINTENANCE

Vehicles could not be inspected by this officer due to the fact that the Highway to Potenza from Bari was impassable at the time of inspection of Bari zone. All information was obtained from the zone Transport Officer, who also stated that S.I.T.A. at Potenza was in a much better state than S.I.T.A. at Matera.

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BARI ZONE - Street cleaning Vehicles.

Strength: 6 Bedford 3 tonners
1 Austin 3 tonners
Vehicle State.

6 Working

1 V.C.R. (Bedford 3 tonner)

Sgt. Brown is having the one V.C.R. put through R.E.M.E. STANDARD OF PREVENTIVE MAINTENANCE (P.M.I.)

All vehicle appear to be Class V vehicles are washed daily and lubrication is very good. Tyre pressures were incorrect and the management was not in possession of a standard gauge. He has an Italian gauge and correction was made. All vehicles are inspected once a month by Sgt. Brown. No. AP 406s or AB 412s are with the vehicles.

The manager is doing his best to maintain the Vehicles, and considering that they are Class V vehicles it speaks well for the management that six out of seven are working.

CIRCOLO and S.S.T. W.D. Vehicles.

The following is a report on vehicles now held by Circolo. It was impossible to inspect these vehicles as they are located all over the Southern Italy. This report is the December Report submitted by the zone Transportation Officer.

Circolo Vehicles

W.D. No.	Make	Type	Location	Condition	Remarks.
4802721	Bedford	15 Cwt.	Bari	Very poor	Requires compl. overhaul
4444455	"	"	Unknown	B.L.R.	Requires to locate B.L.R. certificate.
5258652	Austin	Utility	B.L.R.	B.L.R. certif. handed over to Med. 15 L of C.	
4776476	Austin	Utility	Unknown	Accident	Vehicle was stolen while awaiting recovery.
444506	Bedford	15 Cwt.	R.E.M.E.	Awaiting	B.L.R. certificate
29210	Bedford	30 Cwt.	Brindisi	Very bad	Requires compl. overhaul.
4893291	Dodge	15 Cwt.	Iccorotondo	Poor	"
4977644	"	"	Bari	"	"
4964130	Ford	30 Cwt.	Bari	"	Requires overhaul.

S.S.T. VEHICLES

W.D. No.	Make	Type	Location	Condition	Remarks.
4885841	Bedford	3 tonner	R.E.M.E.		Compl. Overhaul.
4445499	"	30 Cwt.	R.E.M.E.		"
4166751	"	30 Cwt.	Brindisi	Very poor	Requires compl. overhaul
4440269	"	30 Cwt.	"	Poor	Awaiting R.E.M.E. repair
177801	"	30 Cwt.	Taranto	Very poor	Requires compl. overhaul

2644

P.T.R. cert. handed over

HEADQUARTERS ALLIED COMMISSION
Transportation Sub Commission

Apc.394.

TO : Col. J. J. Carnes

20/Jan/45

1.) As a result of an inspection of transport in the Bari zone, it was found that at least 30 British W.D. Vehicles are at present dead-lined awaiting Higher Echelon repairs.

Some have remained in this condition for more than 3 months and appear likely to remain so unless action is taken by this H.Q.

2.) On the British side replacements for B.L.R.'s are almost impossible to obtain, particularly with regard to the Civilian Supply Vehicle and the position at the moment with regard to replacements is as follows:-

a) Civilian Supply Vehicles
Requests for approx. 100 Vehicles against B.L.R.'s have not yet been met.

b) Domestic Vehicles
Requests for 30/35 Vehicles against B.L.R.'s have not yet been met.

3.) Higher Echelon repairs are becoming more frequently necessary as many of our vehicles are now old, and if we continue on the present system of passing them to the Army for Higher Echelon repairs our number of B.L.R.'s will increase - so will the shortage of vehicles.

4.) The bulk of the equipment of four L.A.D. Sets (see attached G-4(E) letter), have been drawn by G-4(B) and this Branch is awaiting disposal instructions from us. This equipment being G-10 98 equipment cannot be passed to the Italians.

5.) There are civilian organizations, as an example, S.A.N.I.E. Naples, whose factory I have inspected and found well equipped and who are doing engine overhauls, rebore etc. on a small scale now as a result, but who can do much more with our help who can do the Machine Tool work for us.

6.) Finance presents no problem as I have made tentative and satisfactory arrangements with the Finance Sub-Commission.

7.) The moral seems to be to break with the Army.

8.) Suggest a solution to the immediate problem as

2643

7/16 file
Jed
Jed/ab:

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4.) The bulk of the equipment of four L.A.D. Sets (see attached G-4(E) letter), have been drawn by G-4(5) and this Branch is awaiting disposal instructions from us. This equipment being G-10 98 equipment cannot be passed to the Italians.

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6.) Finance presents no problem as I have made tentative and satisfactory arrangements with the Finance Sub-Commission.

7.) The moral seems to be to break with the Army.

8.) Suggest a solution to the immediate problem as follows.

a) Establish immediately a Higher Echelon Shop to take care of Southern Region - preferably in Naples, *Italy*

Use Make use of the L.A.D. equipment now on hand.

c) Obtain military personnel to supervise it.

Suggest:- 1 Officer, 1 S/Sgt. and 5 O.R.'s with civilian tradesmen.
d) Use the above-organization for stripping and reassembling vehicles and doing smaller items of repair and make use of organizations like S.A.M.I.B. for the reconditioning of the major assemblies.

e) Call in immediately to this shop all V.C.R. vehicles in Southern Region. After reconditioning, hand them to G-4 who will re-allocate them on instructions from this Sub-Commission.

Presumably Southern Region will not miss those

vehicles V.O.R. at the present time.

f) No further use to be made of R.E.M.E. in Southern Region and hence no further B.L.R.'s.

9.) The Army should be pleased if we work this scheme.

W. C. MONTGOMERY

Major D.C. MONTGOMERY R.A.

2642

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
FIFTH ARMY
APO 464

RVDJ/kr

8th January 1945.

REFERENCE: 54/5

SECRET

SUBJECT : Maintenance Facilities.

TO : G-4, Fifth Army, A.P.O. 464, U.S. Army.

1. There is at present 4 transport companies of 50 vehicles each of the 1st Truck Battalion, 2675th Regt, A.C. attached to Fifth Army AMG for operations. These vehicles are used for transport of essential food supplies to civilians within Fifth Army Area. The vehicles are Class B vehicles and need careful maintenance in order to continue in operation.
2. Company No. 2 and Company No. 4, 1st Truck Bn, 2675th Regt, A.C., APO 394 U.S. Army are located in Florence. Company No. 3 and Company No. 6, 1st Truck Bn, A.C. are located at Lucca.
3. It is requested that maintenance facilities of Fifth Army ordnance units be extended to these 4 transport companies and that this Headquarters be informed of the units which will perform the work.
4. The Transportation Subcommittee, Allied Commission, are initiating a request to MTOUSA for the allocation of spare parts to Fifth Army for the maintenance of these 4 transport companies.

For the Commanding General:

Russel V.D. Janz
RUSSEL V.D. JANZ ²⁶⁴¹ Col.
Acting Chief of Staff,
A.M.G. FIFTH ARMY.

Distribution:

Transportation Subcom, AC.
Economics & Supply Div.
1st Truck Bn, 2675th Regt.

BEST COPY POSSIBLE

HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

Tele: 108
Our Ref: AC/Tn/21/Maint.
5 January 1945

SUBJECT: Misuse of W.D. Petrol.

TO : The Director,
Highways Section, Tn. Sub-Commission.

1. In eight days (on four of which it was head-lined for repair) a small vehicle HQ. 388 daily assigned to this section, covered approx. 100 km. only and drew 24 gallons of petrol. The fact was reported to O.C. Super Garage and the services of the civilian driver terminated.
2. In accordance with para (2) of Establishment Memo No. 34 dated 19 December 1944, this Section has investigated the method of accounting for P.O.L. issued by this Headquarters.
3. With the exception of the British W.D. vehicles where the operational detail including P.O.L. drawn and miles covered is recorded daily on the vehicles HQ 3518 no system exists at Super Garage or Dispatch Office to check that petrol drawn by vehicles is genuinely used in them and the misappropriation of petrol from this vehicle would it can be assumed have continued indefinitely but for the efforts of this section in keeping its own check.
4. During the last five days a different vehicle has been daily assigned to this section each day, with the result that we, the users, have been unable to check that the petrol drawn for the vehicle has been genuinely used in it, nor so far as we can see can the Super Garage or the Dispatch Office.
5. At one time during the latter end of last month almost one third of the total number of Headquarters vehicles were head-lined for repair etc. according to information supplied by

1. In eight days (on four of which it was dead-lined for repair) a small vehicle No. 338 daily assigned to this section, covered approx. 100 km. only and drew 24 gallons of petrol. The fact was reported to O.C. Super Garage and the services of the civilian driver terminated.

2. In accordance with para (2) of Establishment Memo No. 34 dated 19 December 1944, this Section has investigated the method of accounting for P.O.L. issued by this Headquarters.

3. With the exception of the British W.D. vehicles where the operational detail including P.O.L. drawn and miles covered is recorded daily on the vehicles APO 3518 no system exists at Super Garage or Dispatch Office to check that petrol drawn by vehicles is genuinely used in them and the misappropriation of petrol from this vehicle would it can be assumed have continued indefinitely but for the efforts of this section in keeping its own check.

4. During the last five days a different vehicle has been daily assigned to this section each day, with the result that we, the users, have been unable to check that the petrol drawn for the vehicle has been genuinely used in it, nor so far as we can see can the Super Garage or the Dispatch Office.

5. At one time during the latter end of last month almost one third of the total number of Headquarters vehicles were deadlined for repair etc. according to information supplied by Dispatch Office.

6. Yet from figures supplied by petrol office, last month's issue of petrol (the first period of the new pooling system) exceeded those of the previous month by more than 3,000 gallons.

7. If conservation of the usage of transport has resulted from the pooling system, then it may well be that the additional issues of petrol have been misused.

Blayney May

D.C. MOYLE,
Major R.A.
Maintenance Sec.

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