

ACC

AC/42/MAINT/TNS

10000/148/28

AMT/T 135

10000/148/2867

VISITS - REPORTS ON
JUN. 1944 - MAY 1945

TRANSPORTATION

1 Day 1045

REPORT ON VISIT TO BARI ZONE

1. FOGGIA TRUCK POOL - Capt. Billingham had no queries. Inspected certain vehicles and found insufficient attention to batteries. Truck Pool well-organized. Approved indents for spares and passed them to G-4 (B).

2. FERRONE SUB-EST. a) Inspected vehicles - satisfactorily maintained. b) Acute shortage of tyres and spares - approved indents and passed them to G-4 (B). c) BLR'd approx. 60 tyres and some tubes. d) Arranged affiliation to 651 L of C workshops REHE for higher overhaul repair. d) Discussed a new and more practical hire contract. At present paying 2,02 lire per vehicle per kilometer run per month, for vehicle depreciation. This figure estimated by Sud-Est with no check by us. Suggested to directors a new contract providing for payment of 350 lire per day per vehicle whether running or not. This figure to include cost of spare parts and REHE service. Encourages them to keep vehicles on the road and dispenses with accounting for spare parts issued etc. They agreed. No payment made for spares issued or work done since October last year. Sud-Est claims set-off for services rendered to AG. No records held in Transport Office Bari of spares issued or work done by REHE in the past. Suggest a nominal payment to cover this of 200,000 lire and they agree to this. Present holdings 55 vehicles. Two awaiting REHE service. Received 40 tyres last month but no tubes.

3. BESTIONE PUBBLICI SERVIZI SOCIETY. Have 7x1 ton British vehicles for street cleaning purposes. Satisfactorily maintained. a) Ties were off the road for tyres and tubes. Got a release of 6 tyres and tubes from REHE Bari. All vehicles now serviceable. b) Contract provides for payment of depreciation at the rate of 200 lire per vehicle per running day. No check by AG on number of days run during month. Suggest a new contract with rate of 250 lire per day run or net and this to include provision of spares etc. They agree. Arranged affiliation to REHE. d) BLR'd 6 old tyres.

4. SAN GIUSEPPE, 54 AREA. No authority to do AG work. Never previously approached. Can give AG facilities with authority and is temporarily doing so. Have written G-5 Section AFHQ to day for authority.

5. SITA - MATERA. 16 vehicles held. Only 4 runners. Badly maintained and suffering from gradual process of cannibalisation. Acute shortage of tyres and tubes and batteries. a) BLR'd approx. 60 u/s tyres and approved indents for spares required. Passed these to G-4 (B). b) Through DADME 52, Area, Taranto, arranged for 9 vehicles beyond SITA capabilities to repair to be towed to REHE recovery Section.

for vehicle depreciation. This figure estimated by Sud-Est with no check by us. Suggested to directors a new contract providing for payment of 350 lire per day per vehicle whether running or not. This figure to include cost of spare parts and REVE service. Encourages them to keep vehicles on the road and dispenses with accounting for spare parts issued etc. They agreed. No payment made for spares issued or work done since October last year. Sud-Est claims set-off for services rendered to AC. No records held in Transport Office Bari of spares issued or work done by REVE in the past. Suggest a nominal payment to cover this of 200,000 lire and they agree to this. Present holdings 55 vehicles. Two awaiting REVE service. Received 40 tyres last month but no tubes.

3. GESTIONE PUBBLICI SERVIZI SOCIETY. Have 7x7 ton British vehicles for street cleaning purposes. Satisfactorily maintained. a) Two were off the road for tyres and tubes. Got a release of 6 tyres and tubes from REVE Bari. All vehicles now serviceable. b) Contract provides for payment of depreciation at the rate of 200 lire per vehicle per running day. No check by AC on number of days run during month. Suggest a new contract with rate of 250 lire per day run or net and this to include provision of spares etc. They agree. Arranged affiliation to REVE. d) BLVD sold tyres.

4. SAN DADUE 52 AREA. No authority to do AC work. Never previously approached. Can give AC facilities with authority and is temporarily doing so. Have written G-5 Section AFMO to day for authority.

5. SITA - PATENZA. 16 vehicles held. Only 4 runners. Badly maintained and suffering from gradual process of cannibalisation. Acute shortage of tyres and tubes and batteries. a) BLVD approx. 60 u/s tyres and approved indents for spares required. Passed these to G-4 (D). b) Through DADUE 52, Area, Patenza, arranged for 9 vehicles beyond SITA capabilities to repair to be towed to REVE recovery Section, Patenza.

6. SITA - POTENZA. 31 vehicles held, less 1 stolen. Only 5 runners. Badly maintained and suffering from cannibalisation, though some could run with tyres and tubes. a) BLVD approx. 27 1/2 u/s tyres and approved indents to G-4 (G). b) Contacted REVE Potenza. See para. 7, re 25 non-runners.

7. SAN DADUE 52, AREA. No authority for repair of AC vehicles. Agreed with him as follows: a) V's O.R. at Patenza to be towed to Potenza REVE. b) V's O.R. at Patenza to be taken over by REVE. c) REVE to

BLR all u/s vehicles. d) Repair all they can. e) Inform us how many tyres, tubes and batteries required for these they can make serviceable. To be supplied through G-4 (S) against BLR's for tyres etc. I have brought back. f) Vehicles not to be handed back to SITA but be collected by Bari Zone and held pending reallocation instructions from this H.Q.

I suggest Matera-Potenza area can manage without H.D. vehicles. They have had only about 10 runners for some months and haven't started. If they cannot in view of the impending harvest I suggest Sud-Est operate them.

8. SET AND CIRCOLO. Two civilian telephone concerns with 10 H.D. vehicles between them. Originally issued by 15 L of C signals and later controlled by AC communications officer. Used for maintaining both civil and military telephone lines. (on orders from 15 L of C signals). At present firms are paying for P.O.L. and drivers for these vehicles, and are agreeable to enter into contract to pay for depreciation and spares. Although unofficial responsibility for maintenance has been assumed by AC in the past, vehicles are not on our charge, they are not being properly maintained. After conference with C.O. 15 L of C signals, CSO 54 area, and directors of the firms I suggest there are two possibilities: a) Vehicles be taken on AC charge. Contract be prepared fixing depreciation and spares charge. Be maintained entirely by C.O. 15 L of C signals. All others are agreeable to these suggestions. or b) The matter is put to G-5 AFHQ for a decision as to whether or not 15 L of C are responsible. Meanwhile the vehicles are not being maintained.

9. DOMESTIC POOL. 8 vehicles. 4 Fiat 1100's American requisitioned cars require new engines and are unserviceable. 2 others are fit for short-journeys only. Lt. Col. Dawson made a special request for 3 or 4 really serviceable cars as the roads in this area - and I concur - are very bad.

William Leary, R.A.

D.C. NOYLE Major R.A.

Roads Division

HEADQUARTERS ALLIED COMMISSION

120 394

Transportation Sub-Commission

Tele: 308

Our Ref: AC/TH/21/Maint.

5 January 1945

SUBJECT: Misuse of U.D. Petrol.

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

1. In eight days (on four of which it was dead-lined for repair) a small vehicle HQ. 388 daily assigned to this section, covered approx. 100 hrs. only and drew 24 gallons of petrol. The fact was reported to C.O. Super Garage and the services of the civilian driver terminated.
2. In accordance with para (2) of Establishment Memo No. 14 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 S.J. vehicles where the operational detail including P.O.L. drawn and miles covered is recorded daily on the vehicles APO 3516 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 dead-lined 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

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. 14 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 E.D. vehicles where the operational detail including P.O.L. drawn and miles covered is recorded daily on the vehicles up to 30% 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 these 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 immobilised 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 or the usage of transport has resulted from the pooling system, then it may well be that the additional issues of petrol have been misused.

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W. J. Doyle

D.C. DOYLE,

Major R.A.

Maintenance Sec. Highways

D E F I.

File 5

10A

Report on visit to Transportation, Headquarters Region 5.

A brief visit was paid to this Regional Headquarters on return from Region 2 on 27th June 64 and contact was made with Lt. Houston (A) Transportation Officer.

A rough inspection of the M.I. organisation and standard of maintenance was made.

Motor Pool. Efficiently organised with responsible M.C.O. i/c each department. Sgt. Finkleston M.C.O. i/c British Transport and American Sgt. i/c American Transport. British drivers permanently assigned to British vehicles. Task system enforced and 406 inspection up to date. All were conversant with the British and American systems, and both were being carried out.

Workshops. Efficiently run and doing excellent work - even major assemblies. Four British v/mechanics trained in the unit, and some Italian labour. No permanent R.F.M.E. unit close at hand for affiliation for 2nd Echelon repairs but M.I.O. has used much initiative in arranging affiliation to R.F.M.E. units in transit and in this way manages to keep the vehicles on the road.

Queries raised by M.I.O.

1. Very short of fitters and vehicle tool kits. Informed that 35 sets of fitter's tools are on indent and some will shortly be available for them. Informed by Major Mitchell, District Senior Inspector, U.M.I., he is trying to arrange for skeleton sets of vehicle tools to be drawn from R.V.S.
2. Difficulties of obtaining spares. Put them in touch with 557 A.O.D. Ponticagn and Sgt. Finkleston making contact forthwith. Until now relied on R.F.M.E. and R.A.S.C. units in transit.
3. Would like to exchange one x 3/4 ton American vehicle, or if absolutely necessary, though they can ill afford it, 1 x 3 tonner for one x 2 1/2 tonner American with winding gear for conversion to a recovery vehicle. Strongly recommend this transfer.

Suggestions.

1. A civilian maintenance crew be formed to assist drivers comprising say one electrician, one greaser, one mechanic, one cleaner. A P.U. had just completed a 16 day trip and looked like it. The vehicle had to be on the road the next day and it was not possible for the driver alone to give the vehicle the maintenance it deserved in the available time.

Informed that this Region's vehicles were doing an average of 80-90 miles a day, and M.I.O. agrees that a maintenance team should be organised forthwith to assist the drivers.

2. Work on the ramp which was started but suspended on rumours of a move should be recommenced as

trained in the unit, and some Italian labour. No permanent R.E.M.E. unit close at hand for affiliation for 2nd Echelon repairs but U.I.O. has used much initiative in arranging affiliation to R.E.M.E. units in transit and in this way manages to keep the vehicles on the road.

Queries raised by U.I.O.

1. Very short of fitters and vehicle tool kits. Informed that 35 sets of fitter's tools are on indent and some will shortly be available for them. Informed by Major Mitchell, District Senior Inspector, U.S.I., he is trying to arrange for skeleton sets of vehicle tools to be drawn from R.V.S.
2. Difficulties of obtaining spares. Put them in touch with 557 A.D.D. Ponticorno and Sgt. Finkleston making contact forthwith. Until now relied on R.E.M.E. and R.A.S.C. units in transit.
3. Would like to exchange one x 3/4 ton American vehicle, at if absolutely necessary. Though they can still afford it, 1 x 3 tonner for one x 2 1/2 tonner American with winding gear for conversion to a recovery vehicle. Strongly recommend this transfer.

Suggestions.

1. A civilian maintenance crew be formed to assist drivers comprising say one electrician, one greaser, one mechanic, one cleaner. A P.O. had just completed a 16 day trip and looked like it. The vehicle had to be on the road the next day and it was not possible for the driver alone to give the vehicle the maintenance it deserved in the available time.

Informed that this Region's vehicles were doing an average of 80-90 miles a day, and U.I.O. agrees that a maintenance team should be organised forthwith to assist the drivers.

2. Work on the ramp which was started but suspended on rumours of a move should be recommenced as soon as possible to enable the maintenance team to work.

General. Much credit and every assistance should be given to Lt. Houston and his enthusiastic staff for the efforts they have made to put their transport on a sound basis. This unit is ^{being} replaced from the point of view of outside assistance and its vehicles are operating over difficult country. It provides an example of what can be done by proper supervision from the "top".

29 June 44.

D.C. Hoyle.

Capt: R.A.

Maintenance Officer G-4.

Report on visit to Transportation Section Region 4.

1. The responsibilities of maintenance of A.C.G. W/M vehicles have not yet been placed with the Regional Transportation Officer and in the interim have been taken over by O.G. Company "B", Captain Johnson.
2. He stated that records of vehicles and personnel held within the Region were not correct as it was known that Region "B" had taken some vehicles which did not belong to them but that returns by the Provinsos had been called for.
3. At Headquarters approximately 8 American W.D. vehicles are held, no British W.D. vehicles and approximately 100 requisitioned civilian cars. Many of these latter are off the road and in the Public Safety Garage.
4. Transport personnel at Headquarters consists of:
 - 1 British Infantry Sergeant (with no special aptitude or ability for M.T.)
 - 3 British drivers.
 - 1 American corporal and 6 American drivers.
5. Garage accommodation consists of the Porte Garage and the Public Safety Garage. The former capable of providing facilities for 1st Echelon maintenance only on about 30 vehicles supervised by a British Sergeant and two drivers, and the latter well equipped and suitable for carrying out maintenance up to 3rd Echelon on about 200 vehicles, supervised by an American corporal and two American drivers with the garage's normal staff.

6. An inspection was made of

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6. An inspection was made of
 - (a) the Fiat Garage which appears to be working to capacity with 71 civilian load carrying vehicles under the direction of Transportation Sub-Commission and
 - (b) The Lancia Garage which it is understood is being prepared as a warehouse for spare parts, tyres, vehicle equipment etc.
7. Contact was made also with Lieut. White of the Super Garage with whom the question of the affiliation for maintenance of Region A's requisitioned cars was discussed.

8. Finally contact was made with Lt. Col. Berhar-Carter, Executive Officer, Region 4, and problems of maintenance discussed with him.

Recommendations

1. That all Region 4 domestic transport be placed under the control of the Regional Transportation Officer with a competent transport Sgt. in charge who should be made responsible for setting up an M.P. Office to control, record, dispatch and provide for maintenance of the Region's vehicles.
2. That the vehicles be accommodated in and affiliated to the Super Garage H.Q., A.G.O. for maintenance. In this connection both Lieut. Moffat, Maintenance Officer 2675 Regt. and Lieut. White, Officer i/c Requisitioned Civilian Cars state that the facilities of the Super Garage can be made available to them without putting any undue strain upon the present set-up. It is believed that sufficient accommodation is available on the floor occupied by H.M.I.A.

The above mentioned scheme provides only the facilities for the maintenance of Region 4 vehicles and in ^{my} opinion is in no way a departure from Establishment Memorandum No 6 which holds the Regional Commissioner responsible for the maintenance of the vehicles on his charge.

3. That the Ports Garage and the Public Safety Garage be surrendered by Region 4, and the Army personnel thus released be employed in the Region M.P. Office.

4. That the requisitioned civilian cars in the Public Safety Garage and Ports Garage which are V.O.R. for want of spares be inspected fortnightly and

designated and provide for maintenance of the Region's vehicles.

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3. That the Porto Garage and the Public Safety Garage be surrendered by Region 1 and the Army personnel thus released be employed in the Region M.T. Office.

4. That the regdational civilian cars in the Public Safety Garage and Porto Garage which are V.C.R. for want of spares be inspected forthwith and

- a) either repaired.
- b) cannibalised for spare parts or
- c) de-regdationalised and handed back.

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5. That the spares, tyres, vehicle equipment and tools at present in the Public Safety Garage be inspected and such as could be useful to units in the field be removed and passed to Transportation Sub-Commission for distribution.

6. That the workshops at the Public Safety Garage be taken over by Transportation Sub-Commission and together with those at the Landia Garage be used for the manufacture of spare parts. In this connection Lieut. Boyle

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states that 50% of his British W.D. vehicles are de-stripped for most of spares which are obtainable from Ordnance and which could be made in either of these two garages.

SECRET In our opinion there is insufficient trained army H.Q. personnel in this Region to enable it to efficiently administer, control and despatch its vehicles and to supervise the two garages it requires for maintenance purposes at the moment and in view of the fact that

- a) Personnel can be only posted at the expense of the present H.Q. network,
- b) Facilities for the maintenance of its vehicles are available at the

H.Q. Super-Garage.

- and c) The Force and Public Safety Garages could be put to a more useful purpose.

In view of the opinion that this Region's transportation problems can best be solved by the adoption of the above-mentioned recommendations,

Walter Capaldi

D.O. Wyle, Capt. R.A.
Maintenance Officer,
Transportation Sub-Division.

25 August 1944.

Report on visit to Transportation Section

H.Q. Region 2. 15 August 44.

1. A.C.O. to H.Q. Transport.

1. Motor Pool. Established at No 1 Transit Camp (Refugees) - about four miles from the H.Q. and in my opinion too far away causing unnecessary running of vehicles and loss of efficiency.

2. Workshop consists of a building adjoining capable of holding two vehicles at a time. In my opinion inadequate though Bdr. Brown states that repairs to vehicles have not been held up on account of this.

3. Personnel. Civilian drivers have been engaged and are permanently assigned to each vehicle. Major Watkins states that he found Sgt. Blankley unsatisfactory as a transport N.C.O. and he was re-assigned to "Q" duties. Bdr. Brown being placed in charge of Pool and Workshops as at Matara. Cpl. Coulbeck did useful work towards re-organization until admitted to hospital a fortnight ago as a result of traffic accident.

4. Maintenance. Carried out on the lines proposed in my plan of 30 June 44. A U.M.I. inspection a week ago revealed a considerable improvement but indicated stricter supervision of the maintenance crews and drivers particularly with regard to the maintenance of tyres and Batteries and tightening of bolts. No repair or inspection pit has yet been constructed. Major Watkins stated he had been unable to find materials suitable for its construction and the R.E.s could not undertake the work. As a result the crews and drivers are working under difficult conditions and have been doing so for more than six weeks after I first pointed this out. This no doubt accounts for the loose bolts found on the vehicle by U.M.I. Until a ramp can be constructed I suggest a pit be dug with shored sides. It was reported that a satisfactory affiliation to the local R.E.M.E. has been found since the move to Bari in the matter of major repairs. One of the officers mentioned that this civilian vehicle had not yet been allotted a W.D. number and it would appear that the process of registration of requisitioned vehicles has not been completed in all cases.

II. Civilian Supply Vehicles.

A visit was paid to the Sud Est Garage responsible for the operation of 25 vehicles in Bari. Only two vehicles - both V.O.R. for want of tyres - were in, the remainder being out on detail. These were well maintained though the rear axle of one was overfilled with oil.

Suggestions. (a) That the domestic Motor Pool be moved nearer the H.Q.

(b) That the Sud Est garage be used as domestic Vehicle Workshop also.

In this way the maintenance of the civilian supply vehicles could be supervised by W/Shop personnel and full use made of the garage equipment.

General. All round improvement is shown in the matter of the maintenance and administration of this Region's transport, but I feel more should have

un satisfactory as a transport M.C.O. and he was re-assigned to "A" duties - B.C. Brown being placed in charge of Pool and Workshops as at Minter. Opl. Coulbeck did useful work towards re-organisation until admitted to hospital a fortnight ago as a result of traffic accident.

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(b) That the Sud Est garage be used as domestic Vehicle Workshop also. In this way the maintenance of the civilian supply vehicles could be supervised by W/Sup's personnel and full use made of the garage equipment.

General. All road improvement is shown in the matter of the maintenance and administration of this Region's transport, but I feel more should have been accomplished to raise the standard of maintenance to that required the six weeks that have passed since the plan for its re-organisation was prepared. The absence of a service ramp and incompleteness of requisition of civilian vehicles, as examples, are in my opinion inexcusable at this stage.

1st 1944.

D.C. MYLES,
Capt. R.A.,
Maintenance Officer, G-1

Subject : Region 2. Transport.

Lieut. Colonel Miller
G-4, Allied Control Commission.

Sir,

Herewith I submit my report upon the progress in the reorganisation of Region 2 transport.

I can now state with every confidence that the transport section here is running on sound lines, there has been a tremendous amount of work put in during the past few weeks, and the main evidence of this is in the vehicles themselves, particularly the W.D. vehicles, they are good.

The Civilian vehicles are much improved, but as I stated in my last report these will always be a source of trouble, it is necessary to do a great amount of "scrounging" for spare parts, this takes time and so vehicles are V.O.R. for considerable periods, being the most popular form of transport in this H.Q. it is obvious that there will always be a shortage of cars.

The Maintenance crews are doing fine work and I must say the idea works very well at the same time an effort is being made to instruct all drivers in the "Daily Task System", but as the drivers are now mainly Italian this will take time.

Vehicle documentation is going ahead, here again time is a big factor, because of the difficulty of dealing with Italians, (vehicles and drivers).

The Italian personnel has now been reduced to the requisite number of very useful workers and in conjunction with the British personnel make a fine team during the past few days there has been evidence of fine "teamwork" under the leadership of Sergt. Brown, with the extremely able assistance of Col. Tittensor.

The administration is now on "tip toes" and cannot be found wanting in any respect this is a most vital part, particularly in dealing with the Provincial H.Q. transport, incidentally the administration for "Road Haulage" is done from this office, consequently I respectfully suggest that every effort be made to retain the services of Col. Cross, who is I understand likely to be recalled to his unit.

In conclusion I am convinced that the standard of maintenance in this H.Q. will stand any inspection, providing the same efforts are continued in the future.

6 August 1944

G. Coulbeck, Col.

6 August 1944

Ref: Epn/11/12

Subject: Monthly Report - Regional Transport - War Department and Requisitioned Cars.

To: Regional Commissioner - Region 2

1. I beg to submit this my report on the Organisation and Maintenance of Regional Transport, War Department and Requisitioned Cars.

2. This re-organisation was put into effect on the completion of the removal of Regional Headquarters from Matera to Bari on 6 July 1944.

3. Garage accommodation was provided at No. 1 Transit Camp (Refugees) and facilities granted for setting up a small Workshops Section.

4. Instructions were issued through Transportation Office stating details of operation of Motor Pool and Workshops Section, the former being in charge of Sgt. Blankley. R.A.S.C., and the latter under Sgt. Brown. R.A., copies of these instructions are attached.

5. In conjunction with Regional Labour Officer arrangements were made for the employment of local Italian civilian drivers, and for Workshops personnel, Mechanics, Electricians, Cleaners etc. This proved satisfactory and certain applicants were employed and on their merits have been retained or dismissed. The following is the State of Civilian Employees by Trades as at 7 July 1944:-

Drivers	- 21	Mechanics	- 8
Veh. Cleaners	4	Electricians	- 1
<u>TOTAL</u>			<u>34</u>

6. Arrangements were made for the provisions of Maintenance Squads of five men each supervised by a British Soldier. These Squads were made responsible for preventative maintenance and thorough cleaning of all vehicles, W.D. and Requisitioned Cars and a chart was prepared stating dates on which vehicles would be "deadlined".

7. R.L.M.E. Workshops were contacted and Capt. Johnson, R.N.M.E., offered every assistance for prompt repair of any War Department vehicle requiring Workshop repair. This has proved satisfactory.

8. Arrangements for repairs on Civilian Cars, not able to be executed by Regional Workshops Section such as repair and charging of batteries, Welding, Machining, Drilling and Tapping, were made with Ferrovie Sud-Est who have been extremely helpful.

9. Application for authority for the expenditure of 22,000 lire on the construction of a Vehicle Inspection Ramp was made and has been approved. Work on this will, it is expected, be in progress shortly.

Regional Headquarters from the

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8. Arrangements for repairs on Civilian Cars, not able to be executed by Regional Workshops Section such as repair and charging of batteries, Welding, Machining, Drilling and Fitting, were made with Ferrovie Sud-Est who have been extremely helpful.

9. Application for authority for the expenditure of 22,000 lire on the construction of a Vehicle Inspection Ramp was made and has been approved. Work on this will, it is expected, be in progress shortly.

10. Arrangements have been made for obtaining a "lifting gear" for the ^{work} of engines from chassis which will greatly assist the Workshops personnel in this work. This will be available shortly.

11. Increased accommodation has recently been granted by the Commandant, Transit Camp, which has enlarged storage space for Stores and accommodation for documents.

MAINTENANCE. Owing to the organization of Maintenance Squads and "Deadlining" of vehicles, during the month under review all W.D. vehicles and Requisitioned Vehicles (not under repair) have had a complete and thorough check and the standard of maintenance has increased considerably, with the exception of two, all W.D. vehicles have been inspected, the reports being very satisfactory.

Civilian Cars still cause certain amount of trouble owing to their neglect in the past and the extreme difficulty in obtaining spares. There are sixteen requisitioned vehicles on charge and an average of nine have been kept on the road.

DOCUMENTATION. At the commencement of the period there were only a very few cases of A.B. 412 and A.B. 412 being completed, there being none for requisitioned cars. Reports have been made to compile for each vehicle, W.D. and Requisitioned, A.B. 412 and a record of inspections. These will be completed in the next few days.

Charts for "deadlining" and Workshops Inspections have been prepared and are in operation for the ensuing month. The "Daily Task System" is in force and each driver is required to initial the A.B. 412 on completion of the particular task. Drivers have been instructed in and given a copy of "Drivers Standing Orders" and where the driver is an Italian, his orders and daily task system has been issued in Italian.

ORGANISATION. During the period 7 July to the date of this report with few exceptions the plan has worked well. Owing to the proximity of Motor Pool and Workshops Section, some difficulties were experienced. The recent change of M.C.O. has considerably increased co-operation and "team spirit" with the resultant increase of efficiency. With the co-operation of all concerned the organization of Motor Pool and Workshops Section should prove efficient and satisfactory.

J. P. WATKINS.
Major. R.A.S.C.
Regional Transportation Officer.

Copy to : C-4. H.Q., A.C.C., APC 394

2X

ORGANIZED PLAN FOR THE M-REPAIRMENT OF A.C.C. & E.E. TRANSPORT

(EXHIBIT REPAIRMENT VEHICLES) E.E. REGION 2.

Number of vehicles held by Region

British 17
American 4
Requisitioned 55
M/Cyclon. 6

62

Army Personnel:-

British 19

American Not Known.

E.O. M.T.O. - Lieut. A or B.
M.G.O. i/c Region Transport - Sgt. Blankley.

M.T. M.C.O.'s
Vehicle Mechanics
M.T. Clerks.
M.T.'s
Drivers
2 4 2 2 12

M.T. April.

M.T. Office to be divided into four departments as follows:-

1. Administration Functions:- (a) Preparation of Standing Orders for M.T. Daily M.T. Detail, etc. (b) Vehicle Returns and Casualties. (c) Invents. (d) Administration Personnel - Civilian and Army. (e) M.T. Discipline. (f) Supplies. (g) Liaison for Allocation to R.M.M. Workshops. One M.T. Clerk required. Army Forms (B) required. A.E. G. 1023 (Issue and Receipt Voucher for transfer of vehicles), A.E. G. 1045 (Application for Workshop Repair), A.E. G. 934 (Requisition for Spare Parts).
2. P.O.L. Functions:- (a) Requisitions and Issues of P.O.L. (b) P.O.L. Accounting, as laid down in Admin. Instruction No 1 (G-4) dated 3 April 44. Personnel required: One driver. Army Forms required: A.E. G. 825 (P.O.L. Issue Voucher), A.E. G. 3512 (P.O.L. Receipts and Issues), A.E. G. 328 (P.O.L. Requisition Form).
3. Repairing Functions:- (a) Preparation and Issue of Vehicle Work Tickets (to be signed only by M.T.O. or Transport Sgt.), (b) Conservation of Vehicles by co-ordination of requests for transport. Personnel required: One driver. Army Forms required: A.E. G. 3516.
4. Maintenance Functions:- (a) Organization of vehicles into sections with M.T./M.M. i/c each Section. (b) Preparation of a Vehicle Deadlines Roster on the basis of the A.E. G. 340, Chapter and...

British 19

Americans Not From.

M.T.O. - Ident. A or B.
M.C.O. 1/c Region Transport - Sgt. Blankley.

M.T. Detail.

M.T. Office to be divided into four departments as follows:-

1. Administration Functions:- (a) Preparation of Standing Orders for M.T., Daily M.T. Detail, etc. (b) Vehicle Return and Consignment. (c) Indents. (d) Administration Personnel - Civilian and Army. (e) M.T. Miscellaneous. (f) Supplies. (g) Liaison for Affiliation to R.A.M.T. Workshops. One M.T. Clerk required. Army Forms (S) required:- A.P. G. 1023 (Issue and Receipt Voucher for transfer of vehicles), A.P. G. 1045 (Application for Workshop Repair), A.P. G. 994 (Regulation for Spare Parts).

2. P.O.L. Functions:- (a) Regulations and Issues of P.O.L. (b) P.O.L. Accounting, as laid down in Admin. Instruction No 1 (3-4) dated 3 April 44. Personnel required: One driver. Army Forms required: A.P. G. 325 (P.O.L. Issue Vouchers), A.P. G. 342 (P.O.L. Receipts and Issues), A.P. G. 323 (P.O.L. Regulation Book).

3. Despatch Functions:- (a) Preparation and Issue of Vehicle Work Tickets (to be signed only by M.T.O. or Transport Sgt.), (b) Conservation of Vehicles by co-ordination of requests for transport. Personnel required: One driver. Army Forms required: A.P. G. 353.

4. Maintenance Functions:- (a) Organisation of vehicles into sections with the basis of the A.P. G. 340, whereby each vehicle is assigned away seventh day for services by maintenance crew. (c) Compilation of A.P. G. 340 and effecting a 406 inspection on every vehicle at least once a month. (d) Preparation and maintenance of a Vehicle Defect Book. (e) 27049 and maintenance of vehicle documents, i.e. A.B. 412 and A.B. 406. Personnel required: One M.T. Clerk and one driver. Army Forms required: A.B. 412 (Vehicle Log Book), A.P. G. 340 (Daily State and Inspection Chart), A.B. 406 (Vehicle Inspection Report).

Maintenance - General.

1. In view of the shortage of Army personnel those that are available should be used in a supervisory capacity only, and the driver vacancies thus created filled by tested and approved civilian drivers. It has been proved possible by perseverance and careful selection to enlist the services of good conscientious Italian drivers and experience has proved that, if they are made fully conversant with what is expected from them from the start and a firm line is taken to get it, the results are satisfactory.

M.T. Detail
Vehicle Workshop
M.T. Clerks
M.T. Drivers
42

- 2 -

2. One permanent driver should be allotted to each vehicle. The vehicle being properly signed over with the tools checked and deficiencies noted and the vehicle documents A.B. 412 etc. brought up to date. One copy of the British Test System translated into Italian (Copies may be obtained from this H.Q.) should be included in the vehicle documents.
 3. Lists of vehicle tool deficiencies should be passed to the Admin. Clerk for indexing.
 4. The ideal system of maintenance is the Daily Test System, as outlined in the Pamphlet "Transportation, Maintenance and Care of Army Vehicles '1943", and this system should be enforced as quickly as possible. In the initial stages of the re-organization, however, in view of the fact that there is much too-way to make up and it is desirable that all vehicles be properly inspected and serviced with the minimum delay, full use should be made of maintenance crews (see para 6 below).
 5. Vehicles should be formed into Sections of say about 10 vehicles each, as far as possible of one type with an O.R./N.M. i/c each Section as follows:- e.g. British and American Vehicle Section, Fiat Civilian Car Section, etc.
 6. One civilian maintenance crew should be formed and allotted to each 2 Sections comprising one Electrician, one Mechanic for lubrication and tyres, one technician for component adjustments, checking nuts and bolts etc., and one cleaner. Once the standard of maintenance has been raised and the drivers made familiar with the Test System, it should be possible to dispense with the services of these crews either entirely or in part.
 7. Pumps, skeleton sets of tools, tyre pumps, distilled water, tyre pressure gauges, the correct lubricants and cleaning materials should be made available for these crews to work.
 8. (a) All vehicles should be properly requisitioned, registered and correctly marked.
(b) Markings to include Unit signs, speed limits, correct tyre pressures and red bars for hypoid axles.
 9. Provision of a Vehicle Defect Book wherein any defect reported by the driver of a vehicle or by the maintenance crew be recorded by the O.R. i/c Section, for action by Workshop.
- Workshop.
1. Establishment of Reg. n Workshop consisting of work room, stores store, and small office as at present in existence at Matera, but a larger work room should be obtained if possible, and with a pit to enable mechanics to work underneath the vehicles. It should be borne in mind that, although at the outset a workshop capable of dealing only with First Line Repairs is necessary owing to the facilities of R.M.M.S. Units being available, it may be necessary at any time to deal with Second and even Third Line repairs in the future, should these Units move.
 2. Skeleton sets of tools are an intent and will be issued from this H.Q. as soon

5. Vehicles should be formed into sections of say about 10 vehicles each, as far as possible of one type with an O.N./E.M. i/c each section as follows:- e.g. British and American Vehicle Section, Fiat Civilian Car Section, etc.
 6. One civilian maintenance crew should be formed and allotted to each 2 sections comprising one Electrician, one Mechanic for lubrication and tyres, one mechanic for component adjustments, checking nuts and bolts etc., and one cleaner. Once the standard of maintenance has been raised and the drivers more familiar with the task system, it should be possible to dispense with the services of these crews either entirely or in part.
 7. Bump, skeleton sets of tools, tyre pump, distilled water, tyre pressure gauges, the correct lubricants and cleaning materials should be made available for these crews to work.
 8. (a) All vehicles should be properly requisitioned, registered and correctly marked.
(b) Markings to include Unit sign, speed limits, correct tyre pressures and red bars for hypoid axes.
 9. Provision of a Vehicle Defect Book wherein any defect reported by the driver of a vehicle or by the maintenance crew be recorded by the O.N. i/c section, for action by workshop.
- Workshop.
1. Establishment of Region Workshop consisting of work room, spares store, and small office as at present in existence at Meters, but a larger work room should be obtained if possible, and with a pit to enable mechanics to work underneath the vehicles. It should be borne in mind that, although at the outset a workshop capable of dealing only with First Line Repairs is necessary owing to the facilities of E.M.E. Units being available, it may be necessary at any time to deal with Second and even Third Line repairs in the future, should these Units move.
 2. Meters obverts of tools are on indent and will be issued from this H.Q. as soon as available. (ONE SET IMMEDIATELY AVAILABLE)
 3. Acetylene Welding Plants should be requisitioned locally if possible with or without its owner.
 4. Battery Charging Plant likewise or arrangements made with a local Unit in possession of one for joint use or contact made with a local civilian firm. Most American Units have one and are usually helpful in this respect.
 5. Recommendations have been made to G-1 for the posting of a British Vehicle Mechanic as soon as one becomes available to assist Sgt. Brown.
 6. Full use should be made of civilian mechanics in view of the shortage of Army personnel.
 7. Application should be made to this H.Q. for any spares not available from local sources for M.D. vehicles.

B. Repairs effected by the Workshop should be recorded in A.B. 411 (Active Service Repair Book for M.V. Vehicles) and also in the vehicle A.B. 412, together with the spares used.

General.

It will be seen that the scheme suggested for the re-organisation of H.Q. Transport has absorbed 10 of the 19 British transport personnel on the Region's strength, leaving 9 O.R.'s to be employed at 6 Provincial H.Q.s where it is suggested that in principle a smaller but less elaborate organisation to that proposed for H.Q. should be put into effect.

No record of American transport personnel is available at this H.Q. but should there be H.Q.O's amongst those they should be employed in one of the key positions in H.Q. where the responsibility for the maintenance of the Regional transport as a whole rests.

30 June 44.

D.C. Mayle
Captain R.A.A.
Maintenance Officer C-4,
H.Q. Allied Control Commission

2702

SECRET

Report on Inspection of Organisation, Administration and Maintenance of

W.S. Transport, Headquarters Region 2.

Contact was made with Colonel Zellars (A), Lt. Col. McCleary (B) and

Major Watkins (C) - Motor Transport Officer.

1. Motor Pool. Complete lack of it. Sgt. Blackley (doing "g" duties) not yet taken over. So no N.C.O. properly in charge. I/Corporal doing dispatch, yet four requisitioned cars each containing one officer only left Katom for Bari within 1 hour on Saturday morning 24th June 44. Lt. Col. McCleary himself complained that he ordered a vehicle for Bari on Saturday morning and it didn't turn up. I/Col. doing P.O.I. No N.C.O. for maintenance supervision. No permanent driver assigned to each vehicle - in fact insufficient drivers to go round. No civilian maintenance crew formed and so no organised maintenance whatsoever. Policy seems to run the vehicle until it stops.

Vehicle records where in existence, incomplete. No one seemed quite sure how many requisitioned vehicles the unit had. Some were properly requisitioned and marked others were not.

Suggestions. 1. Separate Pool M.T. Office be opened under N.C.O. i/c Transport and divided into four departments, 1) Administration. 2) P.O.I. 3) Dispatch. 4) Maintenance. Preferably with N.C.O. i/c each department.

Functions.

(a) Administration. - 1) Preparation of M.T. Standing Orders and M.T. Daily Detail
2) Control, registration etc of vehicles. 3) Stores, indents etc. 4) Administration personnel - civilian and Army.

(b) P.O.I. 1) Requisitions and Issues P.O.I. 2) P.O.I. accounting as per

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Functions.

(a) Administration. - 1) Preparation of M.T. Standing Orders and M.T. Daily Detail
2) Control, registration etc of vehicles. 3) Spares, indents etc. 4) Administration personnel - civilian and Army.

(b) P.O.L. 1) Requisitions and Issues P.O.L. 2) P.O.L. accounting as per Admin. Instruction No. 1 (G-4) dated 5 April 44.

(c) Dispatch. 1) Preparation and issue of A.P's 3518 (Daily Work Ticket) **2701**

2) Conservation of Transport by co-ordination of transport requests.

(a) Maintenance. 1) Putting into effect and supervising an efficient system of maintenance for all types of vehicles on the following lines:-

- (a) Engagement of one permanent driver for each vehicle.
- (b) Formation of Civilian Maintenance Crews consisting of one electrician, two mechanics (one for tightening nuts and bolts and checking tyres and tyre pressures and the other for lubrication), one cleaner. Each man to be employed always in the same capacity so that he can become conversant with his job and work without supervision. To start with should be supervised by E.M./O.R.

...../2.

- 2 -

(c) Provision of a ramp, cleaning materials, grease guns, lubricants, distilled water, spanners etc. for each team.

(d) Dead lining of each vehicle every seventh day for maintenance by maintenance crew, or immediately on return from long trip.

2. Maintenance of vehicle records and documents e.g. recording of oil changes etc.

3. Carrying out of monthly 406 Inspections.

2. Workshops. At present using civilian garage at Matera, under efficient and conscientious Sgt. Brown, v/mech., assisted by one O.R. and picked civilian mechanics. Too much "on his plate" as a result of lack of preventative maintenance, but is doing good job under difficult conditions. Says, and I believe him, "spending too much time doing work the Pool transport N.C.O. should do". Has built up store of spares, tyres, etc. for W.D. vehicles and even engines for requisitioned cars.

General.

1. The suggestions above I made to Major Watkins who says that he has them in mind but is unable to do anything big until after the move of the Headquarters to Bari - expected to be complete by Wednesday, 28 June 44. He states he has been unable to requisition or take over a civilian garage in Bari, but has taken over some useful buildings with land adjoining near the Internees and Displaced Persons Transit Camp and intends to have Pool and v/s to ether, which should be advantageous.

2. American vehicles have not been affiliated to American Ordnance for 2 Echelon repairs and I suggested this be done forthwith as the local R.E.M.E. to whom the British vehicles are affiliated will soon refuse to play.

3. a) Doubt existed with regard to B.L.R. certificates. Region thought new vehicles were obtained locally for those B.L.R'd. As in their area new vehicles are scarce, R.E.M.E. were beseeched to patch them up and put them on the road at all

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b) Three motor cycles beyond local repair (one cannibalised) lay rusting in the garage. Told them to send them up here on the first available truck and that I could get rid of them. They understand they will not get replacements.
4. Strongly recommend one vehicle mechanic be posted to assist Sgt. Brown. I feel sure Headquarters Commandant can spare one now that his vehicles are in shape.
5. Very short of mechanic's tools. Informed them 35 sets are expected shortly and suggest this Region be given priority.
6. Vehicles were incorrectly marked and have put them in the picture.

...../3.

7. Some British requisitioned vehicles have not been allotted W.D. numbers although application has been made. Informed them drill was to cancel British requisition and effect American one forthwith.

8. It is evident that much energy and initiative must be used to put this Region's transport on a satisfactory basis. It's difficulties however appear no greater than those of other Regions, in fact so far as help from outside in the shape of R.E.M.E. and Ordnance assistance is concerned it is better off than some others - and in my opinion by making a "clean sweep" and re-organising it on the lines I have suggested, within one month, the standard of vehicle maintenance could be raised to compare favourably with that of other base units faced with the same problems.

28 June 44.



D.C. MOYLAN.
Capt. R.A.
Maintenance Officer C-4.

2699

0400