

ACC

AC/442/MAINT/TNS

10000/148/287

1 TN 5 10000/148/2877 VEHICLE MAINTENANCE
OCT. 1944 - AUG. 1945

442/71A
TRUCK POOL - FOGGIA
Italian government

Foggia, August 30th, 1945

SUBJECT : Monthly vehicles census
TO : HQ. Allied commission,
transportation sub commission,
APO 394 U.S. ARMY

We attach herewith "Monthly vehicles
Census" as of 15.8.45.

THE INSPECTOR
(CANNADALE ING. MARIO)

[Signature]

THE GENERAL MANAGER
(Salvato D. Tommaso)

[Signature]

Distribution:
Senior transportation officer,
Allied commission, Bari

Ministry of transport
ROME

AL 1 TRUCK POOL
FOGGIA 2887

MCI TRUCK FUEL

Policies

Italian Government

MONTHLY VEHICLE W.D.N. C.N.S.U.S DATE 15.9.45
 (Consignment mensile dei veicoli alla data 15.9.45)

MAKE VEHICLE	TYPE VEHICLE	W.D.N.	CHASSIS No	ENGINE No	LOCATION
DOZER	3 Tons	4974657	N.A.	TI10L 173B40	LUCERA
"	"	4974656	9I033451	TI10L 718320	LUCERA
"	"	5179155	9I041069	TI10L 282240	LUCERA
"	"	5605891	9I044754	TI10L 339130	LUCERA
"	"	5606890	9I045622	TI10L 356130	S. SEVERO
"	"	4974600	N.A.	TI10L 138290	CERIGNOLA
"	"	5506853	9I044423	T222 120240	S. SEVERO
"	"	5607385	9I087089	TI10L 847650	FOGGIA
"	"	5619788	9I087555	T212 41450	FOGGIA
"	"	5606765	9I082570	TI10L 601010	CERIGNOLA
"	"	5309552	9I056393	TI10L 403760	LUCERA
"	"	5177115	9I040667	T222 86280	FOGGIA
"	"	4974520	N.A.	T222 36570	CERIGNOLA
"	"	5605787	9I053916	TI10L 382550	FOGGIA
"	"	5607058	9I090462	TI10L 645160	S. SEVERO
"	"	5605974	9I053004	TI10L 344930	CERIGNOLA
"	"	5605950	9I053918	TI10L 38750	CERIGNOLA
"	"	5605972	9I053007	T222 122520	FOGGIA
"	"	5605976	9I053021	TI10L 297740	FOGGIA
"	"	5605956	9I057158	T222 71010	CERIGNOLA
"	"	5177253	9I084096	TI10L 594190	S. SEVERO
"	"	5175202	9I030524	T222 22690	FOGGIA
"	"	5175696	V.A. 3810	TI10L 154740	S. SEVERO
"	"	5607400	9I085164	TI10L 220010	CANDRIA
"	"	5619072	9I083175	TI10L 239300	FOGGIA
"	"	5619712	9I089355	TI10L 697530	MANFREDONIA
"	"	5605965	604200	TI10L 1017270	FOGGIA
"	"	5174633	9I035396	T212 39900	LUCERA
"	"	5375742	9I063001	TI10L 256980	FOGGIA
"	"			TI10L 385930	FOGGIA

DOZER	3	Tons	4974657	N.A.	TIOL	173040	LUCERA
"	"	"	4274656	91033451	TIOL	716320	LUCERA
"	"	"	5173555	91041069	TIOL	282240	LUCERA
"	"	"	5605391	91044734	TIOL	339130	LUCERA
"	"	"	5605650	91045622	TIOL	356130	S. SEVERO
"	"	"	4974600	N.A.	TIOL	168290	CERIGNOLA
"	"	"	5605853	91044423	222	120240	S. SEVERO
"	"	"	5607385	91067089	TIOL	847650	FOGGIA
"	"	"	5619738	91087655	212	41450	FOGGIA
"	"	"	5606765	91082570	TIOL	601010	CERIGNOLA
"	"	"	5309559	91058393	TIOL	403760	LUCERA
"	"	"	5177115	91040057	222	38260	FOGGIA
"	"	"	4574528	N.A.	222	36572	CERIGNOLA
"	"	"	5605737	91053916	TIOL	382550	FOGGIA
"	"	"	5607058	91090432	TIOL	845160	S. SEVERO
"	"	"	5605974	91053004	TIOL	544930	CERIGNOLA
"	"	"	5605958	91053918	TIOL	38750	CERIGNOLA
"	"	"	5605972	91053007	222	122520	FOGGIA
"	"	"	5605976	91053021	TIOL	257740	FOGGIA
"	"	"	5605956	91057158	222	71010	CERIGNOLA
"	"	"	5177253	91084096	TIOL	594190	S. SEVERO
"	"	"	5175202	91030524	222	22890	FOGGIA
"	"	"	5175686	V.M. 3810	TIOL	154740	S. SEVERO
"	"	"	5607400	91085184	TIOL	220010	CANDELA
"	"	"	5619072	91081176	TIOL	239300	FOGGIA
"	"	"	5619712	91089355	TIOL	697530	MANFREDONIA
"	"	"	5605965	604200	TIOL	1017270	FOGGIA
"	"	"	5174633	91035396	212	39900	LUCERA
"	"	"	5375742	91063001	TIOL	256980	FOGGIA
"	"	"	5605978	91053016	TIOL	385930	FOGGIA
"	"	"	5619058	9108304	TIOL	740610	CANDELA
"	"	"	5619087	91082514	TIOL	605570	CERIGNOLA
"	"	"	5603351	91081980	222	139420	MANFREDONIA
"	"	"	5619084	91089125	TIOL	694670	FOGGIA
"	"	"	5619063	91063620	TIOL	616790	S. SEVERO
"	"	"	5619065	91082677	TIOL	603990	FOGGIA
"	"	"	5316772	91044804	TIOL	413220	FOGGIA
"	"	"	525619	OYD 542666	OY	18204	CANDELA
"	"	"	4509685	OYD 42183	ISW	01996-040	LUCERA
"	"	"	513469	OYD 38548	OY	63979	MANFREDONIA
"	"	"	4655276	N.A.	OY	50479	FOGGIA
"	"	"	4655274	OY 0650	OT	19448	FOGGIA
"	"	"	214926	OY 031875	OY	56440	LUCERA
"	"	"	4883959	OY 672543	OY	16839	LUCERA

BLUWORD

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- 2 -

NAME OF VEHICLE	TYPE OF VEHICLE	W.D. No	CHASSIS No	ENGINE No	LOCATION
CHEVROL.	2 Ton	4824441	2MS 2I3013	BFC 463363	FOGGIA
"	"	4830377	2MS 2I2952	BFC 476566	FOGGIA
"	"	5I78294	2MS 2I2313	BFC 476393	FOGGIA
"	"	4830786	2MS 2I2736	SR 378863I	FOGGIA
"	"	5I78256	2MS 20I972	BFC 474204	S. SEVERO
"	"	4830868	2MS 2I2834	BFC 463514	S. SEVERO
"	"	4830814	2MS 2I2352	PR 379268I	FOGGIA
"	"	4830824	2MS 2I2920	AR 3778083	LUCERA
"	"	4830882	2MS 2I2978	BFC 463574	LUCERA
"	"	4830910	2MS 2I2994	BFC 463323	FOGGIA
"	"	5379206	2MS 2I3062	BFC 463566	S. SEVERO
"	"	4830778	2MS 2I2769	BFC 463523	S. SEVERO
"	"	4830660	2MS 2I287	BFC 463229	MANFREDDONIA
"	"	4830833	2MS 2I2882	AR 3797719	FOGGIA
"	"	5379204	2MS 3061	BFC 463587	CHADRIA
"	"	4830798	2MS 2I2774	BFC 463485	FOGGIA
B	"	4830780	2MS 2I2763	BFC 463474	CANDELA
"	"	4830891	2MS 2I2996	BFC 463368	FOGGIA
"	"	4830830	2MS 2I2733	C.M. 839253	MANFREDDONIA
"	"	4830808	2MS 2I2845	BFC 463580	S. SEVERO
"	"	4830859	2MS 2I2901	BFC 463631	S. SEVERO
"	"	4830900	2MS 2I2986	BFC 4I3314	S. SEVERO
"	"	5I78315	2MS 2I2347	BFC 476566	FOGGIA
"	"	5I78225	2MS 2I2892	BFC 476583	FOGGIA
"	"	4830840	2MS 2I2738	BFC 463197	FOGGIA
"	"	4830844	2MS 2I2773	PR 3841762	FOGGIA
"	"	4830794	2MS 20I412	BFC 472499	MANFREDDONIA
POKD	"	3492672	223001		S. SEVERO
"	"	3493125	2I2885		FOGGIA
"	"	3494374	202388		FOGGIA
"	"	3492403	2I8921		FOGGIA
"	"	3492713	2I8916		FOGGIA
"	"	3492421	222606		FOGGIA
"	"	3492652	2I8841		FOGGIA
"	"		2I8841		FOGGIA

[illegible]

- 3 -

NAME OF VEHICLE	TYPE OF VEHICLE	W.D. No	CHASSIS No	LOCATION
FORD	2 Tons	3492423	222016	FOGGIA
"	"	3492334	222856	FOGGIA
"	"	3492890	222628	FOGGIA
"	"	3492856	222741	FOGGIA
"	"	3492693	222951	FOGGIA
"	"	3492929	218825	FOGGIA
"	"	3427253	222451	FOGGIA
"	"	3492905	222708	FOGGIA
"	"	3492554	218800	FOGGIA
"	"	3493022	222747	FOGGIA
"	"	3492403	222342	FOGGIA
"	"	3492433	222913	FOGGIA
"	"	3427170	222754	FOGGIA
"	"	3427206	222776	FOGGIA
"	"	3492706	218843	FOGGIA
"	"	3492538	210859	FOGGIA
"	"	3493100	222938	FOGGIA
"	"	3426806	213277	FOGGIA
"	"	3493117	222982	FOGGIA
"	"	3492372	222923	FOGGIA
"	"	3492390	223026	FOGGIA
"	"	3492783	222027	FOGGIA
"	"	3492515	222733	FOGGIA
"	"	3492957	223109	FOGGIA
"	"	3492831	211081	FOGGIA
"	"	3493077	222968	FOGGIA
"	"	3493002	222966	FOGGIA
"	"	3492658	222635	FOGGIA
"	"			
FOGGIA CIVILIAN FIRE SERVICES				
BEDFORD	3 Tons	4882709	019 70518	FOGGIA
THE FOLLOWING VEHICLES ARE AWAITING D.L.R. CERTIFICATE AND WHITE ONI				
CHEVROLET	2 Tons	4830888	2MS 218950	FOGGIA
"	"	4830787		

3816

7

ECON SEC

70

ALLIED FORCE HEADQUARTERS
G-5 Section
APO 512

10 September 1945

Ref. T-4

SUBJECT: Loss of British WD Vehicle.

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

Reference your memo AC/442/Tn5 dated 6 June 45.

1. This matter has been referred to the Chief Accountant, AC, and it has been ascertained that the vehicles at this truck pool have been charged to the Italian Government and that insurance commitments etc are undertaken by that Government.

2. No write-off action is therefore necessary.

For the Assistant Chief of Staff, G-5:

F. G. Jeffery

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

Copy to:

Q(AE) File AFHQ/8400/901/Q(AE)

2883

TRANSLATION

BG/gss

S. I. T. A.

General Management in Florence

Branch Office of Matera.

Matera 22nd July 1945
Via XX Settembre 5

TO : Headquarters Allied Commission

APO 394

Transportation Sub-Commission

ROME

SUBJECT : Allied Trucks.

As soon as all the operations for the consignment of Allied Trucks to the "Soc delle Ferrovie del Sud-Est" of Bari have been accomplished, we take the liberty to send to the Commission the following memorandum with the only aim of printing out the working of the Company during the 14 months of the trucks' operation and that the few inconveniences which occurred must not be charged to the unskilfulness of the appointed personnel but rather to the lack of tires and spare parts supplies :

With a contract ES/49 of 12 April 1944, signed by Col. D.S. Adams of the Allied Commission and Cav. Emilio Della Penna, representative of the SITA, 55 Dodge trucks were allocated to our company for the hauling of food-stuffs.

Fifteen of these 55 trucks were allocated to the Sita Branch of Matera and withdrawn on 24 April 1944 by the Allied Truck Pool of Corato (Bari).

On 25 May 1944 owing to the great exigences of transport of the province of Matera, the Allied Commission ordered that 9 trucks upon the 40 allocated to the Sita Branch of Potenza should be transferred to the Sita of Matera. In fact on 25 May 1944 we received the first five trucks and on June the 7th 1944 the remaining four .

Therefore the Branch of Matera obtained the allocation of

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Therefore the Branch of Matera obtained the allocation of 24 Dodge.

On the 17/7/1944 according to instructions of the Allied Commission the 24 trucks were turned to the Provincial Agricultural Consorzio of Matera with the understanding that they would have been used during the grain campaign.

The Sita of Matera in order to comply with the instructions of the AC, took care of the vehicle maintenance at an workshop of Matera.

On 10 November 1944, when all transports to the "Granai del Popolo" were accomplished, the Agricultural Consorzio returned us the first 20 trucks and the remaining four on November the 20th .

In spite of the fact that during four months the vehicles have operating exclusively on country roads, because grain was hauled to the "Grouping depots", the trucks were in perfect conditions, that the Allied Officers of the Matera Allied Commission

praised us.

This could be obtained only with promptitude and complying with all the instructions concerning the maintenance operations, given by the Allied Transport Office of Bari.

When the trucks were returned to us we deemed to continue our work and as all the tyres of the trucks were worn out we submitted a request for tyres and spare parts.

But we have been deservied, because owing to instructions of the A.C. of Bari and exactly by order of the Lt. Irving FRIEDMAN, Chief of the Bari Transport Division, on 12 December 1944, we have been compelled to turn over to the U.I.C. of Naples, 5 trucks Dodge which were substituted with 5 Ford in so bad conditions, that it was impossible to operate them because it was necessary to substitute the motor. On 18 December 1944, always by order of the above mentioned officer, eight dodge, perfectly efficient, were sent to the truck Pool of Foggia, with the understanding that they should have been substituted with new trucks with new tyres.

Viceversa few days later we received only 4 Bedford out of order and two of which have been traileed to Matera.

We claimed at the Transportation Office of Bari for these inconveniences. The four Bedford were withdrawn with the promise that they would have been substituted with new trucks. But unfortunately this was only a promise.

In the same time trucks were stopped for lack of tyres and on the first of May on 16 trucks in our possession only 3 were running. We did many verbal and written requests, to obtain the allocation of tyres.

Only on May 29th 1945 we received 42 tyres and some spare parts. We were going to reoperate all the vehicles hoping at last to haul again merchandise, when the following events occurred.

On the afternoon of May the 30th, the Prefect of Matera informed us to keep in our garage all the trucks for the visit of Allied Officers. In fact on the next day as soon as the above mentioned officials arrived we were called at the prefettura and we were informed to deliver, within half an hour, all the trucks in our possession to the officials of the "Soc. Ferrovie del Sud-Est" of Bari who were arrived in Matera, together with Maj. Taylor Chief of the Transportation Office.

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Naturally we requested the reasons of this order and the Major answered that he had decided to allocate all the Allied Trucks to one Company in order to unify the operation of transports. **2831**

It was in this way undervalued all the glorious past operation of the SITA, which after all is the greatest motor-transport organization existing in Italy and it has been the only Company which had really collaborated with the Allies since September 1943.

We begged Major Taylor to postpone the period of delivery just the time sufficient to inform our main offices which made and signed the contract on 12 April 1944.

Only after many request the Major granted a delay of 5 days. The period of time elapsed at 24 hrs of 4 June 1945.

During this period of time the Sita Management contacted this office and on the 2nd of the Month contacted that office proposing that the Sita should have still kept all the trucks, owing to the good operation accomplished and in consideration of the fact that in Matera it had large premises really useful to the trucks as well as a well equipped workshop, while the "Società delle Ferrovie del Sud-Est" had no equipments. But it was answered us that the only organization which could take any decision on the matter was the Transportation office of Bari, which we contacted on the 4th of the month. The Chief of the office, Maj. Taylor, pointed out that all the instructions has been issued and it was not possible to modify them.

Therefore the delivery to the South-East started on the morning of the 5/5.

Now we want to bring the attention of the Superior Commission that the withdrawal of the trucks and their allocation to the Southern Eastern Railways, has provoked serious damages to our Company. In fact since 17 April 1944 when the trucks were allocated, up to 1st February 1945 the transport rates valid in the province of Matera were quite inadequate to the expenses of operation, because of the 20 lire per km. (agreed with the A.C.) total of 17.98 lire were for the company and the remaining 2.02 lire were given to the Allied Finance Agency, as quota for the use of the vehicles.

If we consider that with the 17.98 lire belonging to the Company it was necessary to pay the personnel, whose salaries were increased, and the general expenses and therefore it is clear that the income was not sufficient to balance the expenses of operation.

Then you must also consider that the greatest part of the drivers, were paid even when the trucks have been inoperative for along time owing to lack of tyres.

We hoped that with the new Enac tariff, re-distributive of the first, the Company would have balanced the economic losses supported in the previous operation.

Now the withdrawal of the trucks renders the position of the Company more difficult and therefore we deem necessary to point out to that Superior Commission our real situation in order to obtain the return of at least some of the trucks which had been taken away from us: this will diminish our

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If we can still operate a certain number of vehicles we will be very grateful to the Allied Commission for having taken to decisions correctly and rightly.

Best regards:

SIPA

BRANCH OF MATERA

The Manager

(sgd Mario Napoli)

SOCIETÀ PER AZIONI
SEDE IN TORINO**SITA**CAPITALE VERSATO
L. 30.000.000

DIREZIONE AZIENDALE IN FIRENZE

Concessionaria FIAT per le Province di POTENZA e MATERA

SEDE DI ESERCIZIO DI MATERA

MATERA 22 Luglio 1945
Via XX Settembre, 5SIGLA E NUMERO DA CITARE NELLA RISPOSTA 18/18RACCOMANDATA

TO

HEADQUARTERS ALLIED COMMISSION
A.P.O. 394
TRANSPORTATION SUB= COMMISSIONR O M AOGGETTO:- AUTOCARRI ALLEATI

Ultimate le operazioni di consegna degli autocarri Alleati alla Soc. delle Ferrovie del Sud. Est. di Bari, ci permettiamo inviare a code= sta On.le Commissione il seguente memoriale col solo scopo di mettere in evi= denza l'operato di questa Società durante i 14 mesi di gestione degli autocar= ri stessi, focalizzando nel contempo rilevare che qualche manchevolezza riscontra= ta non è da attribuirsi ad incapacità del personale addetti ma piuttosto alla deficienza dei rifornimenti di pneumatici e di ricambi:

Concessionaria FIAT per le Province di POTENZA • MATERA

SEDE DI ESERCIZIO DI MATERA

MATERA 22 Luglio 1945

Via XX Settembre, 5

SIGLA E NUMERO DA CITARE NELLA RISPOSTA 121/113

RACCOMANDATA

TO

HEADQUARTERS ALLIED COMMISSION

A.P.O. 394

TRANSPORTATION SUB-COMMISSION

R O M A

OGGETTO: - AUTOCARRI ALLEATI

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Con convenzione stipulata in data 12 Aprile 1944 ES/49 firmata dal Col. D.S. Adams della Commissione Alleata ed il Cav. Emilio Della Penna rappresentante della SITA vennero concessi alla SITA 55 autocarri Dodge da adibirsi al servizio trasporti generi alimentari.

Di questi 55 autocarri 15 vennero assegnati alla Sede Sita di Matera e ritirati dall'autoparco Alleato di Corato (Bari) il 24 Aprile 1944.

Il 25 Maggio 1944 a seguito delle forti esigenze di trasporto da effettuarsi nella provincia di Matera la Commissione Alleata dispose che dalla Sede Sita di Potenza, la quale aveva avuto assegnati 40 autocarri, 9 venissero passati in dotazione alla Sede di Matera. Infatti in data 25 maggio 1944 si ricevettero i primi 5 automezzi, i rimanenti 4 il 7 giugno 1944. Complessivamente la Sede di Matera ebbe così in gestione 24 Dodge.

Per disposizioni ancora della Commissione Alleata, in data 17/7/1944 i 24 autocarri furono passati in gestione al Consorzio Agrario Provinciale di Matera, con l'intesa di usarli soltanto per il periodo della campagna granaria.

Foglio 2

La Sita di Matera si impegnò, perché era nei ns. interessi e per mantenere fede agli impegni assunti con l'U.C. di praticare la manutenzione degli automezzi presso la ns. Officina di Matera.

In data 10 Novembre 1944, ultimati i trasporti" ai Granai del Popolo" il Consorzio Agrario ci restituì i primi 20 autocarri, i rimanenti 4 il 20 stesso mese.

Non ostante che in questi quattro mesi gli autocarri avessero percorso unicamente strade di campagna, perché il grano veniva trasportato dalle aie ai magazzini di ammasso, a fine campagna gli automezzi si presentavano in perfette condizioni meccaniche, tanto da suscitare meraviglie ai Sigg. Ufficiali alleati componenti della all'ora Commissione Alleata di Matera, ed elevati elogi.

Tanto si poté ottenere soltanto con la solergia ed abnegazione, attenendoci anche in tale periodo di intenso lavoro a tutte le istruzioni impartiteci dall'Ufficio Trasporti Alleati di Bari, relative alle operazioni di manutenzione.

Una volta riavuti in gestione gli autocarri ritenevamo di riprendere il ns. lavoro ordinato, come è nelle consuetudini di questa Società, ed avanzammo la prima richiesta di gomme, in quanto quelle montate agli autocarri presentavano tutte una forte usura, nonché la richiesta di alcuni particolari di ricambi.

Purtroppo fummo delusi perché, sempre per disposizione della A.C. di Bari e precisamente per ordine del Tenente Irving FRIEDMAN, Capo dell'Ufficio Trasporti di Bari in data 12 Dicembre 1944 fummo costretti passare all'U.T.C. di Napoli 5 autocarri Dodge ricevendo in sostituzione dal predetto ente 5 Ford. in pessime condizioni, tanto che non fu possibile impiegarli in servizio perché occorreva la sostituzione dei motori. Di tanto informammo l'Ufficio Trasporti di Bari con ns. lettera raccomandata. Il 18 Dicembre 1944, inoltre, sempre per ordine del summenzionato Ufficiale furono inviati al Truck Pool di Foggia altri 3 Dodge in perfette condizioni meccaniche con la promessa che dovevano essere sostituiti con altrettanti autocarri nuovi e con gomme nuove. Viceversa, dopo alcuni giorni ci furono consegnati soltanto 4 Bedford completamente fuori uso, tanto che due di

Non ostante che in questi quattro mesi gli autocarri hanno percorso unicamente strade di campagna, perché il grano veniva trasportato dalle aie ai magazzini di ammasso, a fine campagna gli autocarri si presentavano in perfette condizioni meccaniche, tanto da suscitare meraviglie ai Sigg. Ufficiali Alleati componenti della all'ora Commissione Militare di Matera, ed elevati elogi.

Tanto si poté ottenere soltanto con la solerzia ed abnegazione, attenendosi anche in tale periodo di intenso lavoro a tutte le istruzioni impartiteci dall'Ufficio Trasporti Alleati di Bari, relative alle operazioni di manutenzione.

Una volta riavuti in gestione gli autocarri ritenevamo di riprendere il ns. lavoro ordinato, come è nelle consuetudini di questa Società, ed avremmo la prima richiesta di gomme, in quanto quelle montate agli autocarri presentavano tutta una forte usura, nonché la richiesta di alcuni particolari di ricambi.

Purtroppo fummo delusi perché, sempre per disposizione della A.C. di Bari e precisamente per ordine del Tenente Irving FRIEDMAN, Capo dell'Ufficio Trasporti di Bari in data 13 Dicembre 1944 fummo costretti passare all'U.T.C. di Napoli 5 autocarri Dodge ricevendo in sostituzione dal predetto Ute 5 Ford, in pessime condizioni, tanto che non fu possibile impiegarli in servizio perché occorreva la sostituzione dei motori. Di tanto informammo l'Ufficio Trasporti di Bari con ns. lettera raccomandata. Il 18 Dicembre 1944, inoltre, sempre per ordine del summenzionato Ufficiale furono inviati al Truck Pool di Poggia altri 3 Dodge in perfette condizioni meccaniche con la promessa che dovevano essere sostituiti con altrettanti autocarri nuovi e con gomme nuove. Viceversa, dopo alcuni giorni ci furono consegnati soltanto 4 Bedford completamente fuori uso, tanto che due di essi raggiunsero Matera a rimorchio.

Presso l'Ufficio Trasporti di Bari, prima verbalmente e poi con lettera protestammo per tale trattamento usati. Vennero ritirati i 4 Bedford con la promessa di assegnarci autocarri nuovi. Purtroppo rimase soltanto una promessa.

Intanto man mano gli autocarri venivano fermati per mancanza di gomme tanto da arrivare ai primi di maggio c.d. ad avere su 16 autocarri, rimasti in ns. possesso, soltanto 3 in circolazione. Molteplici sono state le richieste verbali ed anche scritte, e che a richiesta n. 2878 esibire, per ottenere una assegnazione di gomme.

- 3 -

Soltanto in data 23 maggio 1943 ricevammo 42 corriere ed alcuni pezzi di ricambio. Ci accingevamo mettere in efficienza tutti i veicoli fermi nella speranza, finalmente, di poter riprendere la piena attività dei trasporti aerei, quando ci fu inferto il colpo mortale che qui di seguito ci permettiamo riassumere per sommi capi:

Nel pomeriggio del giorno 30 maggio il Prefetto di Matera ci comunicava di tenere fermi nella nostra autorimesse tutti gli autocarri per la visita di alcuni ufficiali Alleati. Infatti il giorno successivo, giunti i predetti ufficiali furono chiamati in Prefettura e ci venne comunicato di consegnare, tempo mezz'ora, tutti gli autocarri in nostro possesso ai funzionari della Soc. Ferrovie del Sud-Est. di Bari, convenuti anch'essi a Matera in compagnia del Signor Maggiore Taylor capo dell'Ufficio Trasporti.

Naturalmente chiedemmo il motivo di tale drastico provvedimento ed il predetto Maggiore rispose che aveva deciso di assegnare tutti gli autocarri Alleati ad una sola Società per uniformità di indirizzo nei trasporti.

Si veniva così ad oscurare tutto il brillante passato della Società, che in definitiva ~~aveva~~ è la più grande organizzazione nel ramo trasporti, esistente in Italia, ed è stata l'unica Società che ha fattivamente collaborato con gli Alleati fin dal settembre 1943.

Pregammo il signor Maggiore Taylor di accordarci una proroga del termine di consegna, al solo scopo di avere la possibilità di informare i nostri organi centrali, con i quali venne stipulata e firmata la convenzione del 13 aprile 1944.

Soltanto dopo nostre vive preghiere il Sig. Maggiore accordò una proroga di 5 giorni. Esattamente i termini scadevano alle ore 24 del 4 Giugno 1945.

In tale breve lasso di tempo i ns. Dirigenti Sita si onorarono di visitare codesto On.le Ufficio e precisamente il 3 corr. per prospettare la possibilità di far detenere ancora alla Sita gli autocarri, sia per il notevole servizio svolto e sia perché in Matera disponeva di ampi locali per il ricovero degli automezzi e con un'Officina attrezzata capace di effettuare qualsiasi riparazione, mentre la Società della Ferrovie del Sud-Est non disponeva di alcuna attrezzatura. La ci fu risposto che l'unico Ente che poteva disporre diversamente le cose era sempre l'Ufficio Trasporti di Bari, al quale ci recammo il 4 corr. Il Capo del detto Ufficio Maggiore Taylor, pur rammaricandosi fece presente che ormai ogni cosa era

unificato di consegnare, tempo mezz'ora, tutti gli autocarri in nostro possesso ai funzionari della Soc. Ferrovie del Sud. Est. di Bari, convenuti anch'essi a Matera in compagnia del signor Maggiore Taylor capo dell'Uf. ficio trasporti.

Naturalmente chiedemmo il motivo di tale dragoniano provvedimento e se il predetto Maggiore rispose che aveva deciso di assegnare tutti gli autocarri Alletti ad una sola Società per uniformità di indirizzo nei trasporti.

Si veniva così ad oscurare tutto il brillante passato della Sitta, che in definitive ~~esisteva~~ è la più grande organizzazione nel ramo trasporti, esistente in Italia, ed è stata l'unica Società che ha fattivamente collaborato con gli Alletti fin dal settembre 1945.

Pregammo il signor Maggiore Taylor di accordarci una proroga del termine di consegna, al solo scopo di avere la possibilità di informare i nostri organi centrali, con i quali venne stipulata e firmata la convenzione del 16 aprile 1944.

Soltanto dopo nostre vive preghiere il sig. Maggiore accordò una proroga di 5 giorni. Esattamente i termini scadevano alle ore 24 del 4 giugno 1945.

In tale breve lasso di tempo i ns. Dirigenti Sitta si onorano di visitare codesto On.le Ufficio e precisamente il 3 corr. per prospettare la possibilità di far detenere ancora alla Sitta gli autocarri, sia per il lodovole servizio svolto e sia perché in Matera disponeva di ampi locali per il ricovero degli automezzi e con un'officina attrezzata capace di effettuare qualsiasi riparazione, mentre la Società della Ferrovie del Sud. Est. non disponeva di alcuna attrezzatura. Ma ci fu risposto che l'unico ante che poteva disporre diversamente la cosa era sempre l'Ufficio Trasporti di Bari, al quale ci recammo il 4 corr. Il Capo del detto Ufficio Maggiore Taylor, pur rammaricandosi fece presente che ormai ogni cosa era stata stabilita e non era più possibile modificarla.

Così le consegne alla Sud. Est. ebbero inizio la mattina del 5 corrente.

Precedo quanto sopra ci sia ora consentito di fare doverosamente rilevare a codesta Superiore Commissione che il ritiro ~~dei~~ autocarri con la successiva consegna alle Ferrovie del Sud. Est. ha ~~avuto~~ ^{causato} gravissimo nocumento alla ns. Patta. Sta di fatto che dal 17 Aprile 1944, epoca in cui si ebbero in concessione gli autocarri, al 1° primo febbraio 1945 le tariffe in vigore nella provincia di Matera mal coprivano le sole spese di gestione, in quanto delle lire 20 a Km. (concordate con l'A.C.) lire 17,98 restavano alla Società e L. 5,02 venivano versate all'Agenzia Finanziaria

ria Alleata, quale quota di deperimento degli automezzi.

Se si tiene presente che con le L. 17, 28 di pertinenza della Società si doveva far fronte alle spese di personale, i cui salari subirono in diversi periodi forti aumenti, unitamente ad altre spese generali, si vedrà come essa non destarono in detto periodo a pareggiare la gestione. A ciò si aggiunge che gran parte del personale autista, pur pagato, rimase per lungo tempo inoperoso per l'inefficienza degli autocarri, mancanti di gomme.

Si sperava che con la nuova tariffa VMO, più redditizia della prima la Società potesse al fine rifarsi delle perdite subite in tale anteriori periodo di gestione.

Ora invece il provvedimento di ritiro degli autocarri pone questa Società nella dura condizione di aver subito dei forti danni senza possibilità di recupero e pertanto sentiamo la necessità di prospettare a questa Superiore Commissione la situazione reale, al fine di ottenere la restituzione di una parte degli autocarri toltici; ciò potrebbe servire ad attenuare il danno economico praticato nei ns. confronti senza alcun giustificato e provato motivo, ad assicurare del lavoro ai ns. operai dipendenti, nonché ad ottenere un'azione calmieratrice degli alti costi dei trasporti; mentre invece affidarli ad una sola Ditta, per le esigenze della creazione di una nuova locale organizzazione occorreranno spese altissime che indefinita si risolveranno in gravosi costi dei trasporti stessi.

Continuando la gestione di un certo numero di automezzi potremo certamente avere un senso di gratitudine verso la Commissione Alleata per il suo atteggiamento, informato a criteri di equità e di benevolenza. Con osservanza.

AVIA
Sede di esercizio di VIA
L. BUSTICOLA
(MAREMMA)

copy

SOCIETA PER AZIONI
SEDE IN TORINO

SITA

CAPITALE VERSATO
L. 30.000.000

DIREZIONE AZIENDALE IN FIRENZE

Concessionaria FIAT per le Province di POTENZA e MATERA

SEDE DI ESERCIZIO DI MATERA

MATERA

22 Luglio 1945

Via XX Settembre, 5

SOGGETTO E NUMERO DA CITARE NELLA RISPOSTA

NN/mg

Subject: Truck-Pool.

To: Headquarters Allied Commission
Transportation Sub.-Commission
R O M A .

As we have completed the delivery to Società delle Ferrovie del Sud-Est, Bari, of the Allied Trucks, we take the liberty of submitting you the following memorial for the sole purpose to point out the work accomplished by us during the last 14 months of our operating the said trucks and to state in the same time, that if something was wrong in this period, it is not to be ascribed to the lack of capacity on the part of our personnel but more properly to the lack of supply of tyres and spare parts.

By the contract signed on 12th April 1944 ES/49 by Col. D.S. Adams, of Allied Commission and cav. Emilio della Penna representative of SITA, 55 trucks make Dodge have been assigned to SITA for transportation of food supplies.

Out of these 55 lorries, 15 were assigned to SITA, Matera office, which have been handed over to us by Corato, Bari, Truck-Pool, on 24 April 44.

On 25th May, on account of increased need of transportation in Matera Province, Allied Commission instructed our Potenza Office, which had received 40 lorries, to turn over to our Matera Office 9 trucks more. So that Matera Office got an assignment of a total of 24 vehicles Dodge.

By order of Allied Commission these 24 lorries have been turned over on 17th July 44 to Consorzio Agrario Provinciale, Matera, with the understanding to use the vehicles during the grain-campaign. We were charged to care for the repair of the vehicles in our garage at Matera, and so we did, not only in our interest but also in view of our previous engagement which we wanted to comply with.

On 10th November 1944 as the grain drive was over, the Consorzio Agrario gave us back the first 20 trucks, and on the 20th same month 4 vehicles more.

SOCIETÀ PER AZIONI
SEDE IN TORINO

SITA

CAPITALE VERSATO
L. 10.000.000

DIREZIONE AZIENDALE IN FIRENZE

Concessionaria FIAT per le Province di POTENZA e MATERA

SEDE DI ESERCIZIO DI MATERA

MATERA

222 Luglio 1945

Via XX Settembre, 5

SIOLA E NUMERO DA CITARE NELLA RISPOSTA

= 2 =

LT/mg

Notwithstanding that in these four months the vehicles have been run on side-roads only, because the grain was hauled from the barns to the store-houses of the "ammasso", on the end of the grain campaign the vehicles were in such a perfect state of repair, that they raised astonishment among the A.C.C. Officers of Matera, and yielded us high praise.

This success has been achieved by our zeal and our loyalty, because also in this period of very hard work, we succeeded in carrying out duly the instructions issued by Allied Transportation Office, Bari, in relation to the repair of the vehicles.

When we eventually got back the operation of the vehicles, we trusted to resume our regular work according to the tradition of our company, and we submitted our first application in order to obtain tyres, because those in use on the vehicles were in extremely bad conditions and we asked also for some spare-parts.

Unfortunately we had no success and by order of A.C. Bari, and precisely of LT. Irving Friedman, Chief of the Transportation Office, Bari, on 12th December 44 we have been instructed to turn over to U.T.C. Naples, 5 vehicles Dodge against 5 Ford in a very bad state of repair, so that they could not be used, because the motors needed to be changed. We reported these circumstances to Bari Transportation Office by a registered letter. On 18th December 44 by order of the above named Officer, we sent to Foggia Truck-Pool 8 Dodge more in perfect state of repair, as far as mechanic parts were concerned, and we were promised to get 8 new vehicles with new tyres. But after a couple of days, we received only 4 deadlined Bedford, out of which 2 have arrived at Matera on the tow-rope.

We entered a protest on account of this treatment with Bari, Transportation Office, first verbally and later by letter. So the 4 Bedford have been taken back, and we were promised to get new vehicles. Unfortunately it was only a promise.

SOCIETÀ PER AZIONI
SEDE IN TORINO

SITA

CAPITALE VERSATO
L. 30.000.000

DIREZIONE AZIENDALE IN FIRENZE

Concessionaria FIAT per le Province di POTENZA • MATERA

SEDE DI ESERCIZIO DI MATERA

MATERA

22 Luglio 1945

Via XX Settembre, 5

SIGLA E NUMERO DA CITARE NELLA RISPOSTA

MI/mg

= 3 =

In the meantime the vehicles were stopped by lack of tyres, so that in the early days of May 45, out of 16 lorries still in our possession, we could operate only 3. We made a number of application for tyres, verbally and in writing, which we may submit to you for your inspection, if wanted.

Only on 29th May 45 we have got 42 Tyres and a few spare-parts. And while we were on the point to put in operation all the vehicles out of use, and trusted to resume our job, we have been knocked down under circumstances of which we want to give you a summary:

In the afternoon of the 30th May we have been instructed by the Prefect of Matera to stop all vehicles in our garage in view of an inspection of Allied Officers. Indeed, the next day, as the Allied Officers have arrived, we were sent for by the Prefect and there we have been ordered, to turn over-within half an hour- all vehicles in our possession to the representatives of the Società Ferrovie Sud-Est, Bari, presently at Matera, accompanied by Major Taylor, Chief of the Transportation Office.

Of course we asked for the reasons of such a draconic procedure, and Major Taylor answered, that he wanted to concentrate all Allied Vehicles in one Company's hand only, in order to obtain uniformity in dealing with transportation.

This measure put aside entirely the splendid past of SITA, which is, -no doubt- the most important organization in the transportation branch in Italy and the only Company which gave its real collaboration to the Allies since September 1943.

We asked Major Taylor for a delay in turning over the lorries, so to have an opportunity to report to our Headquarters which stipulated and signed the covenant, dated 12th April 1944.

As a consequence of our insistant request, Major Taylor granted us a 5 days' delay, which expired at 24 hrs of the 4th June 1945.

SOCIETÀ PER AZIONI
SEDE IN TORINO

SITA

CAPITALE VERSATO
L. 30.000.000

DIREZIONE AZIENDALE IN FIRENZE

Concessionaria FIAT per le Province di POTENZA e MATERA

SEDE DI ESERCIZIO DI MATERA

MATERA 22 Luglio 1945
Via XX Settembre, 5

SIGLA E NUMERO DA CITARE NELLA RISPOSTA LN/EG

= 4 =

During these few days, our Director had the honour to call upon your Office on the 2nd June 45 and to ask you to let the trucks with SITA, not only on account of their praiseworthy operation, but also because in Matera they have large premises to shelter the vehicles, with an attached garage capable to carry out any kind of repair. While the Società Ferrovie Sud-Est showed a complete lack of outfit. But the answer was, that only Bari Transportation Office could alter things, and so we called upon this Office on 4th June 45. The Chief of the said Office, Major Taylor, was sorry, but pointed out that the time being everything was settled, and no change could therefore take place.

So, in the morning of 5th June 45 we began to turn over the vehicles to the Sud-Est.

But now please permit us, to refer to the heavy losses caused to our Company in consequence of the handing over the vehicles to the Sud-Est.

We want to draw your attention to the fact, that from 17th April 44, when we received the trucks, until 1st February 1945, the tariff operative in Matera Province scarcely covered the costs of operation, because from the amount of Lire 20. (stipulated with A.C.) per Kilometer, only Lire 17.98 were left to the Company and Lire 2.02 were paid over to A.F.A. as a compensation for wear and tear.

Now, please consider that out of Lire 17.98 belonging to our Company, we have got to cover the personnel-expenses, with salaries in continuous and considerable increase, further to meet all other general expenditures and you will easily see, that the mentioned amount was insufficient to meet the costs of operation. We must also mention, that many of our drivers, though inoperative on account of lack of tyres, have been regularly paid by us.

We trusted, that the new tariff, introduced by "ENAO", would give us a chance to make good the losses encountered during the previous operation.

SOCIETÀ PER AZIONI
SEDE IN TORINO

SITA

CAPITALE VERSATO
L. 30.000.000

DIREZIONE AZIENDALE IN FIRENZE

Concessionario FIAT per le Province di POTENZA • MATERA

SEDE DI ESERCIZIO DI MATERA

MATERA 22 luglio 1945

Via XX Settembre, 5

SIGLA E NUMERO DA CITARE NELLA RISPOSTA LN/mg

= 5 =

The decision to withdraw the vehicles from our Company, placed us in the hard position to face the heavy losses without any hope of recovering part of them. For this reason we ask you to give us back a certain number of the trucks withdrawn from us. In this way the damage, caused to us without any fault on our part, could be moderated, our labourers could retake their job and besides the measure would not fail to produce a mitigating effect on transportation costs. = Turning over the whole lot of vehicles to one firm only, the high cost of setting up a new local organization, would definitely provoke a further increase in transportation costs.

Under these circumstances, we would feel very much obliged to you, if you could enable us to continue the operation of a certain number of Allied vehicles.

Società per Azioni
SEDE DI ESERCIZIO DI MATERA
IL DIRETTORE
(MARIO NAPOLI)

M.N.

29
N21 TRU POOL

Foggia

Subject: Burnt out Fiat N°5388317 Ref: TEL/I
To : HQ. Allied Commission, July 5th, 1945
Transportation Sub Commission,
APO 324 U.S. ARMY

1. Reference telephone conversation
(Major Moyle-Capt. Billinghamurst) of 4 July 45.

2. Herewith copy of insurance policy
covering this vehicle.

3. It is understood that the insurance
Company have agreed to pay Lire 400,000 subject
to their Rome engineers inspection. The engineer
is still awaited.


J. S. BILLINGHURST, Capt. R.A.S.C.
Transportation (Truck Pool) Officer
Foggia

2279

AN/PA.

N. 1 TRUK POOL A. C. ○

FOGGIA E PROVINCIA

Foggia, 8/7/1945
Via Domenico Cirillo, 100

Prot. N. 997

TO: MAJOR D.C. MOYLE R.A. ROADS DIVISION

TRANSPORTATION SUB COMMISSION

HQ. ALLIED COMMISSION

A.P.O. 394 U.S. ARMY

Reference your AC/442/TN 5 dated 4 July 45.

On 23 March '45, an insurance contract was stipulated to cover all the Fiat trucks of this truck pool, No 29215. of *Poly* vehicle No 5388314 was destroyed by fire on 13 May 45 at Ascoli Satriano (prov. Foggia). A report of the accident was sent to the "Societa' Adriatica di Sicurte'" immediately after, and it is hoped that same information will be received from the e/m insurance Company soon.

On 5 July 45 a copy of the insurance policy, containing full particulars, was handed over to Capt. BILLINGHURST; who will be in Rome by 9 July 45.

IL DIRETTORE GENERALE
SALUTO CON FORTRESS

2569

Subject: - Loss of S.D. Vehicle PLAT No. 5338514, by Fire.

FINANCIAL ADVISER (JR),
ARMED FORCE HEADQUARTERS,
O.M.F.

Ref: D/16/12.

23 JUNE 15

Hq. A.C., AFO 32,
Transportation Sub-Commission.

With reference to your memo No. AE/42/TH 5 dated
5 June 45 addressed to G-5, AMHQ, it is not understood how the
"Assicuratrice Italiana" is concerned in this loss.

As the W.D. normally carries its own insurance, will
you please furnish full particulars of the insurance effective
with the firm in question.

R. H. Burnett

R.H. BURNETT Lt. Col. 2568
for Brigadier.
Financial Adviser (Ir).

W 10
ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(ROADS)
Bari

56A

Ref : AC/TNR/2/5 7 JUNE 1945

SUBJECT : Road Haulage in the
Provinces of BARI, BRINDISI
TARANTO, LECCE and MATERA.

TO : HQ. Allied Commission
Transportation Sub-Commission

Reference an Agreement numbered ES/49 dated 27 APRIL 1944 made between Col.D. S. Adams of Transportation Sub-Commission, Allied Commission (then Allied Control Commission) and by Ing. Fernando Callegari, Director of the Sud Est Railway Co. now also of the Branch of the said Company called "SERVIZIO AUTONOMO AUTOTRASPORTI MERCI (SAAM)" whereby it was agreed that certain vehicles made available to the Company (and the same are now operated in the Provinces of BARI, TARANTO, LECCE, BRINDISI) should be operated in accordance with the terms and conditions set out therein)

IT IS HEREBY AGREED THAT

1. On the Allied Commission making available to the Company further vehicles the Company will operate vehicles in the Province of MATERA in addition to the Provinces of BARI, LECCE, TARANTO, BRINDISI.
2. All vehicles which are made available to the Company on or after the date hereof shall be subject in every respect to the terms and conditions of the said Agreement dated 27 APRIL 1944.
3. Nothing contained herein shall in any way vary the said Agreement dated 27 April 1944.
4. The Agreement may be terminated or varied by the Allied Commission at any time without prior notice to the Company.

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2267

C.W.G. Taylor
 (C.W.G. Taylor) Major RA.
 Senior Tptn. Officer
 Allied Commission, BARI

Fernando Callegari
 (Ing. Fernando Callegari)
 Direttore
 SERVIZIO AUTOTRASPORTEI MERCI
 DELL'E FERROVIE DEL SUD EST

COMMISSIONE ALLEATA
SOTTO-COMMISSIONE TRASPORTI
(STRADALI)
BARI

Rif : AC/TnR/2/5

7 JUNE 1945

SUGGETTO : Trasporti stradali nelle
Province di BARI, BRINDISI
TARANTO, LECCE e MATERA.

AL : Quartiere Generale, Commissione Alleata
Sotto Commissione Trasporti.

In riferimento alla " Convenzione " numero ES/49 datata 27 APRILE 1944 conclusa fra il Col. D.S. Adams della Sotto Commissione Trasporti Commissione Alleata (allora Sotto Commissione Alleata di Controllo) e l'Ingegnere Fernando Galligari, Direttore della Società Ferrovie del SUD EST, ed ora anche della Branca della detta Compagnia chiamata " SERVIZI AUTONOMI AUTOTRASPORTI MERCI " (SAAM) con la quale si prendevano accordi affinché un certo numero di veicoli messo a disposizione della Società dalla Commissione Alleata avrebbe dovuto essere impiegato dalla Compagnia (il piano ora funziona nelle Province di BARI, TARANTO, LECCE, BRINDISI) in accordo con i termini e le condizioni in essa fissate.

CI SI ACCORDA QUI DI SEGUITO CHE

1. Qualora la Commissione Alleata metta a disposizione della Società ulteriori veicoli, la Società userà i veicoli nella Provincia di MATERA oltre che nelle Province di TARANTO, LECCE, BRINDISI e BARI.
2. Tutti i veicoli che saranno messi a disposizione della Compagnia nella o dopo la data dichiarata, saranno soggetti sotto ogni punto di vista ai termini e alle condizioni della " Convenzione " datata 27 APRILE 1944.
3. Niente di quanto sopra contenuto dovrà in alcun modo

In riferimento alla " Convenzione " numero ES/49 datate 27 APRILE 1944 conclusa fra il Col. D.S. Adams della Sotto Commissione Trasporti Commissione Alleata(allora Bobb Commissione Alleata di Controllo) e l'Ingegnere Fernando Galligari, Direttore della Società Ferrovie del SUD EST, ed ora anche della Branca della detta Compagnia chiamata " SERVIZI AUTONOMA AUTOTRASPORTI MERCI " (SAAM) con la quale si prendevano accordi affinché un certo numero di veicoli messo a disposizione della Società dalla Commissione Alleata avrebbe dovuto essere impiegato dalla Compagnia(il piano ora funziona nelle Province di BARI, TARANTO, LECCE, BRINDISI) in accordo con i termini e le condizioni in essa fissate.

CI SI ACCORDA QUI DI SEGUITO CHE

I. Qualora la Commissione Alleata metta a disposizione della Società ulteriori veicoli, la Società userà i veicoli nella Provincia di MATERA oltre che nelle Province di TARANTO LECCE, BRINDISI e BARI.

2. Tutti i veicoli che saranno messi a disposizione della Compagnia nella o dopo la data dichiarata, saranno soggetti sotto ogni punto di vista ai termini e alle condizioni della " Convenzione " datata 27 APRILE 1944.

3. Niente di quanto sopra contenuto dovrà in alcun modo variare la detta " Convenzione " datata 27 APRILE 1944.

4. Questa " Convenzione " potrà terminare o cambiare ad opera della Commissione Alleata in ogni momento senza che ciò sia notificato in precedenza alla Società.

(Firmato)

Maggiore RA.

(C.W.G. Taylor)

Ufficiale Anziano Trasporti
Commissione Alleata , BARI.

(Firmato)

(Ing. Fernando Callegari)

(Ferrovie del Sud Est, SAAM, BARI.)

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(ROADS)
BARI

Ref: AC/Tnr/2/6

7 June 1945

SUBJECT: - Road Haulage in the Province of Matera

TO : - HQ. Allied Commission
Transportation Sub-Commission

Reference to the Agreement AC/Tnr/2/4 dated June 1945
I Fernando Gallegari on behalf of the SUD-EST Railway
Company S.A.A.M. hereby acknowledge receipt of the 16 vehicles
described on the attached list and agree that the said vehicles
shall be subject to the above quoted Agreement and an Agreement
numbered ES/49 and dated 27 April 1944 and made between Col. D.S.
Adams of Transportation Sub-Commission Allied Commission (then
Allied Control Commission) and Ing. Fernando Gallegari, Director
of the Sud-Est Railway Company.

Dis. More.

(Ing. Fernando Gallegari)
~~Ferrovie del Sud-Est, BARI~~ *S.A.M.*
(*Serv. auton. Autoboteg. More.*)
delle Ferrovie Sud-Est.

TRADUZIONE (Il Testo Inglese fa fede)

OGGETTO: - Trasporti Stradali nella Provincia di MATERA. 2865

In riferimento all'Accordo AC/Tnr/2/4 datato Giugno 1945
Io Fernando Gallegari delegato dalla Società delle
Ferrovie del Sud-Est (S.A.A.M.) accuso qui di seguito ricevuta
di 16 veicoli descritti nella lista attaccata, e sono di accordo

described on the attached list and agree that the said vehicles shall be subject to the above quoted Agreement and an Agreement numbered ES/49 and dated 27 April 1944 and made between Col. D.S. Adams of Transportation Sub-Commission Allied Commission (then Allied Control Commission) and Ing. Fernando Callegari, Director of the Sud-Est Railway Company.

Die Here.

(Ing. Fernando Callegari)
~~Ferrovie del Sud-Est, BARI~~ *L.A.M.*
(Serv. auton. Autobus. Mater.)
della Ferrovie del Sud-Est.

TRADUZIONE (Il Testo Inglese fa fede)

OGGETTO: - Trasporti Stradali nella Provincia di MATERA. 2865

In riferimento all'Accordo AC/TnR/2/4 datato Giugno 1945 Io Ferrovie del Sud-Est (S.A.A.M.) accuso qui di seguito ricevuta di 16 veicoli descritti nella lista attaccata, e sono di accordo che i detti veicoli debbano essere soggetti alle norme del sopracitato Accordo e all'accordo numero ES/49 datato 27 Aprile 1944 concluso fra il Col. D.S. Adams della Sotto Commissione Trasporti Commissione Alleata (allora Commissione Alleata di Controllo) e ~~all'~~ Ing. Fernando Callegari Direttore della Società Ferrovie del Sud-Est.

...



MATERA PROVINCE

W.D. No.	MAKE	MODEL No.	CHASSIS No.	MOTOR No.	REMARKS
5619056	DODGE	D-60420-C.GSI	91083382	61534-C	
X 5619073	DODGE	D-60420-C.GSI	91082740	60716-C	
5619034	DODGE	D-60420-C.GSI	91082482	60197-0	
X 5619076	DODGE	D-60420-C.O5I	91082647	60166-C	
5619057	DODGE	D-60420-C.GSI	9108244	61501-C	
X 5619046	DODGE	D-60420-C.GSI	91083462	61563-C	
X 5619077	DODGE	D-60420-C.GSI	9109189	69970-C	
X 5619050	DODGE	D-60420-C.GSI	91082532	51879-C	
X 5619081	DODGE	D-60420-C.GSI	91083469	61338-C	
X 5603360	DODGE	D-60420-C.GSI	91082566	60103-C	
X 5603285	DODGE	D-60420-C.GSI	91083450	60956-C	
5605016	FORDS	F-60428-M.GSI	152821	H/G-1045	
5604191	FORDS	F-60428-M.GSI	146036	H/G-3498	
X 5604023	FORDS	F-60428-M.GSI	145623	H/G-2894	
X 5604063	FORDS	F-60428-M.GSI	145602	H/G-2895	
X 5604154	FORDS	F-60428-M.GSI	145641	H/G-2895	

= MATERA - 16 - =

2864

ALLIED COMMISSION
TRANSPORTATION SUB-COMMISSION
(ROADS)
Bari

Ref : AC/TnR/2/R

9 JUNE 1945

SUBJECT : W.D. Vehicles

TO : HQ. Allied Commission
Transportation Sub-Commission
(Roads for attn : Major MOYLE)

1. S.A.A.M. Branch of the SUD EST RAILWAY Company has now taken over the 16 WD vehicles formerly operated by S.I.T.A. at MATERA.

2. Attached is copy of Agreement and Form of Receipt signed by the SUD EST Company together with copy of letter to-day sent to S.I.T.A. Matera.

3. The SUD EST Company now holds 71 WD vehicles which are operated in the Provinces of BARI, BRINDISI, LECCE & MATERA and TARANTO and 6 vehicles when the same have been repaired by R.E.M.E. POTENZA, will be taken from S.I.T.A. and handed to the SUD-EST, making 77 in all.

CWGT/CB


Major RA.
(C.W.G. Taylor)
Senior Tptn. Officer
Allied Commission, BARI.

2863

COMMISSIONE ALLEATA
SOTTO-COMMISSIONE TRASPORTI
(STRADALI)
Bari

Rif : AC/TNR/2/4 GIUGNO 1945

OGETTO : Veicoli Militari Alleati

ALLA : S.I.T.A.

In riferimento alla " Convenzione " ES/49 datata 12 APRILE 1944 conclusa fra il Col.D.S. Adams della Sotto - Commissione Trasporti, Commissione Alleata (allora Commissione Alleata di Controllo) ed il Signor Della Penna per conto della Società Italiana Trasporti Automobilistici (qui di seguito chiamata SITA)

1. La Commissione Alleata accusa qui di seguito ricevuta dei camions militari alleati descritti nella lista attaccata da parte della SITA di Matera.

2. Il ritorno di detti veicoli dalla SITA alla Commissione Alleata non dovrà per nessuna motivo influire sul detto " Patto " a riguardo dei veicoli militari alleati rimasti in possesso della SITA ne dovrà in nessun caso influire sui diritti della Commissione Alleata e riguardo della citata " Convenzione " o d'altra parte su quelli sorti a riguardo del funzionamento e sull'uso da parte della SITA dei detti veicoli descritti nella lista attaccata.

(Firmato) C.W.G. Taylor, Maggiore RA.
Ufficiale Anziano Trasporti
Commissione Alleata, BARI.

In riferimento alla " Convenzione " ES/49 datata
12 APRILE 1944 conclusa fra il Col.D.S. Adams della Sotto -
Commissione Trasporti, Commissione Alleata (allora Commissione
Alleata di Controllo) ed il Signor Della Penna per conto
della Società Italiana Trasporti Automobilistici (qui di
seguito chiamata SITA)

1. La Commissione Alleata accusa qui di seguito
ricevuta dei camions militari alleati descritti nella lista
attaccata da parte della SITA di Matera.

2. Il ritorno di detti veicoli dalla SITA alla
Commissione Alleata non dovrà per nessun motivo influire sul
detto " Patto " a riguardo dei veicoli militari alleati
rimasti in possesso della SITA ne dovrà in nessun caso influire
sul diritti della Commissione Alleata a riguardo della citata
" Convenzione " o d'altra parte su quelli sorti a riguardo
del funzionamento e sull'uso da parte della SITA dei detti
veicoli descritti nella lista attaccata.

(Firmato) C.W.G. Taylor , Maggiore RA.
Ufficiale Anziano Trasporti
Commissione Alleata, BARI.

(Firmato) Signor Mario Napoli
S.I.T.A. Matera.

2662

(IL TESTO INGLESE FA' FEDE)

S.I.P.A. RUTENZA

<u>MAKE OF VEHICLE</u>	<u>TYPE OF VEHICLE</u>	<u>WD. NO.</u>	<u>CHASSIS NO.</u>	<u>MOTOR NO.</u>
DODGE	D.604200	L.5619012	91082683	60680 C.
"	"	L.5619266	91083160	57563 C.
"	"	L.5619089	91083448	60964 C.
"	"	L.5609055	91082584	6012 C.
"	"	L.5605379	91082297	60037 C.
"	"	L.5603381	91083496	61336 C.
"	"	L.5619013	91083451	60760 C.
"	"	L.5609007	91082867	60959 C.
"	"	L.5619273	91082634	60207 C.
"	"	L.5619083	91083643	61889 C.
"	"	L.5619067	91082375	59960 C.
"	"	L.5619038	91083453	60779 C.
"	"	L.5619251	91082522	60552 C.
"	"	L.5619074	91083670	61948 C.
"	"	L.5603359	91082414	60495 C.
"	"	L.5619045	91083323	61431 C.
"	"	L.5619047	91082693	60679 C.
"	"	L.5605203	91086633	66063 C.
"	"	L.5619009	91083108	60124 C.
"	"	L.5619064	91082699	60668 C.
"	"	L.5605312	91082243	59897 C.
"	"	L.5604430	91090394	64213 C.
"	"	L.5619020	91083136	57568 C.

L. 3603379	91082297	60037 C.
L. 5603381	91083496	61338 C.
L. 5619012	91083451	60760 C.
L. 5609007	91082567	60959 C.
L. 5619275	91082634	60207 C.
L. 5619085	91083645	61889 C.
L. 5619067	91082375	59966 C.
L. 5619038	91083453	60779 C.
L. 5619251	91082322	60352 C.
L. 5619074	91083670	61945 C.
L. 5603359	91082414	60495 C.
L. 5619045	91083323	61431 C.
L. 5619047	91082593	60679 C.
L. 5605203	91083633	66063 C.
L. 5619009	91083108	60124 C.
L. 5619064	91082699	60638 C.
L. 5605512	91082243	59897 C.
L. 5604430	91090394	64213 C.
L. 5619020	91083138	57558 C.
L. 5619040	91082649	60316 C.
L. 5619025	91083839	69511 C.
L. 5619095	91082960	59546 C.
L. 5613027	91074248	55297 C.
L. 5619039	91088603	69106 C.
L. 5619006	91082723	60267 C.
L. 5603399	91082645	60169 C.
L. 5603398	91083226	61438 C.

SUD-EST BARI

MAKE	TYPE	W.D. No.	CHASSIS No.	ENGINE No.	SUD-EST No.
FORD	8 W	5604009	None	46-3125-F	1
"	"	5604014	145807	4G-3163-F	2
"	"	5604019	None	46-2747-F	3
"	"	5604039	None	None	4
"	"	5604058	None	18 F-702165	5
"	"	5604059	144587	4G-1435-F	6
"	"	5604064	None	None	7
"	"	5604110	145800	None	8
"	"	5614132	None	None	9
"	"	5604121	143339	4G-58-F	10
"	"	5604042	145777	None	11
"	"	5604070	145831	None	12
"	"	5604088	145620	None	13
"	"	5604162	None	4G-2225-F	14
"	"	5604167	None	4G-2669-F	15
"	"	5604187	146336	4G-3871-F	16
"	"	5604199	146065	None	17
"	"	5605005	143190	3G-99985-F	18
"	"	5605057	141976	3G-99368-F	20
"	"	5604003	None	None	23
"	"	5604046	145231	4G-2335-F	24
"	"	5604112	143102	18F-702323	25
"	"	5604159	142951	3G-99868-F	26
"	"	5605011	145813	4G-3162-F	31
"	"	5604025			

"	5604064	None	None	7
"	5604110	145800	None	8
"	5614132	None	None	9
"	5604121	143339	4G-58-F	10
"	5604042	145777	None	11
"	5604070	145831	None	12
"	5604088	145620	None	13
"	5604162	None	4G-2225-F	14
"	5604167	None	4G-2669-F	15
"	5604187	146338	4G-3871-F	16
"	5604199	146065	None	17
"	5605005	143190	3G-99985-F	18
"	5605057	141976	3G-99368-F	20
"	5604003	None	None	23
"	5604046	145231	4G-2335-F	24
"	5604112	143102	18F-702323	25
"	5604159	142951	3G-99868-F	26
"	5605011	145813	4G-3162-F	31
"	5604025	None	4G-2450-F	32
"	5604031	None	4G-8131-F	33
"	5604061	145893	R-2757-F-2	34
"	5604086	144623	4G-1571-F	37

SUD-EST BRINDISI & LECCE

MAKE	MODEL No.	W.D. No.	CHASSIS No.	ENGINE No.	LOCATION
Ford 3 Ton	F-60428-M-GSI	5605017	141889	3G-99380-F	LECCE
"	"	5604075	145739	4G-3043-F	"
"	"	5604078	145922	4G-3379-F	"
"	"	5604089	146191	4G-3667-F	"
"	"	5604210	199994	3G-87163-F	"
"	"	5605025	144072	4G-1088-F	"
Ford 3 Ton	F-60428-M-GSI	5176698	103624	3G-61328-F	BRINDISI
"	"	5603150	145567	4G-2761-F	"
"	"	5604229	124028	3G-810171-F	"
"	"	5605033	145341	4G-2477-F	"
"	"	5605044	144748	4G-1558-F	"
"	"	5604169	145695	4G-3016-F	"

LECCE - 6 -

BRINDISI - 6 -

2859

SUD-EST TARANTO

MAKE	MODEL No.	W.D. No.	CHASSIS No.	ENGINE No.	LOCATION
Ford 3 Ton	F-60428-M-GSI	5604011	142926	3G-99434-F	TARANTO
"	"	5604170	141585	3G-98886-F	"
"	"	5604095	NONE	4G-3562-F	"
"	"	5605013	142848	3G-99545-F	"
"	"	5604116	144596	4G-1603-F	"
"	"	5604074	145856	3G-95956-F	"
"	"	5604244	101147	3G-54662-F	"
"	"	5605042	145578	4G-2737-F	"
"	"	5604094	144528	4G-1391-F	"
"	"	5604145	143229	3G-99627-F	"
"	"	5605066	143172	3G-99978-F	"
"	"	5605059	143263	3G-99872-F	"
"	"	5605027	143491	4G-238-F	"
"	"	5604126	145818	4G-3194-F	"
"	"	5604189	149377	4G-6421-F	"

2028

Svd Est PROVINCE MATERA

W.D. No.	MAKE	MODEL No.	CHASSIS No.	MOTOR No.	REMARKS
5619056	DODGE	D-60420-C-GSI	91083382	61534- C	
5619073	"	"	91082740	60716- C	
5619034	"	"	91082482	60197- C	
5619076	"	"	91082647	60166- C	
5619057	"	"	9108244	61501- C	
5619046	"	"	91083462	61563- C	
5619077	"	"	9109189	69970- C	
5619050	"	"	91082532	51879- C	
5619081	"	"	91083469	61338- C	
5603360	"	"	91082566	60103- C	
5603285	"	"	91083450	60956- C	
5605016	FORDS	F-60428-M-GSI	152821	H/G- 1045	
5604191	"	"	146036	H/G - 34982	
5604023	"	"	145623	H/G - 2894	
5604063	"	"	145602	H/G - 2895	
5604154	"	"	145641	H/G - 2895	

5619076	"	"	"	61501- C
X5619057	"	"	9108244	61563- C
5619046	"	"	91083462	69970- C
5619077	"	"	9109189	51879- C
5619050	"	"	91082532	61338- C
5619081	"	"	91083469	60103- C
5603360	"	"	91082566	60956- C
5603285	"	"	91083450	H/G- 1045
56050X16	FORDS	E-60428-M-GSI	152821	H/G - 34982
5604191	"	"	146036	H/G - 2894
5604023	"	"	145623	H/G - 2895
5604063	"	"	145602	H/G - 2895
5604154	"	"	145641	H/G - 2895

MATERA = 16 -

55A
DCM/fm

HEADQUARTERS ALLIED COMMISSION

APD 394

Transportation Sub-Commission

6 June 1945

REFERENCE : AC/442/TH 5

SUBJECT : Loss of British W.D. Vehicle

TO : G-5 Section, AFHQ.

1. Attached correspondence relative to the loss by fire of British W.D. vehicle Fiat type 632 W.D. No. 5388314.
2. In view of the information contained in para. 6 of attached Foggia Truck Pool Officers letter reference TPI/1 dated 1st June 45, a ruling is requested as to whether a Court of Inquiry must be held or whether the vehicle may be automatically "written off".
3. In the event of the immediate "write off" of the vehicle to whom is the sum of Lire 400,000 to be paid?

For the Chief Commissioner



D.C. MOYLE Major R.A.
R

2856

54^B
DGT/32HEADQUARTERS ALLIED COMMISSION
APO 394
Transportation Sub-Commission

7 June 1945

AG/442/TH 5

Subject : Trucks of Societa Meridionale Elettrica

To : The Commissioner, HQ AMG, Naples Command

1. Reference your R/1947 dated 5 June 1945.
2. A number of trucks are to be transferred to the Italian Government shortly for allocation to essential services such as that mentioned in your letter. It is therefore suggested that immediate application to the Italian Ministry of Transport be made for vehicles to replace the U.S. unusable vehicles now held.
3. With regard to tyres and tubes, C-4 (B) are in a position to release immediately (release voucher attached hereto) (5) five 750 x 20 tyres and (8) eight 750 x 30 tubes.
4. Size 750 x 20 is not a British size and no further supplies from British Ordnance sources can be obtained. ²⁰⁵⁵ Steps have already been taken by this H.Q. to obtain a supply elsewhere.
5. Size 600 x 16 and 400 x 16 are civilian sizes and a copy of your letter has accordingly been passed to Industry Sub-Commission.

For the Director


D.C. BOYLE Major R.A.

Copy to : R.Q. 3 District C.M.P.
R.Q. Southern District, PSE
Transportation Division, AMG, Naples
Industry Sub-Commission

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
NAPLES COMMUNE
APO. 394

5 June, 1945.

R/1947.

SUBJECT : Trucks of Società Meridionale Elettricità.
TO : HQ. A. C.
(Attention Transportation Sub-Commission).✓

1. A critical situation has arisen with regard to the trucks used for the maintenance of power stations and in particular transmission lines, of the SME at Sila.
2. Naples area requires about 75,000 KW. for essential ~~sources~~ ^{Services}: Flour mills, pumping plants, electric light, etc.; of this about half is produced locally by the thermal station or by nearby hydroelectric stations, but the remainder can only come from Sila as the Pescara plant is out of action. An increased supply from the Naples thermal station will be available shortly but on the other hand the general demand is also ~~in-~~creasing, so it is essential for the good of the Allied Forces and the community to keep the Sila supply going and to keep the long transmission lines from the south functioning efficiently.
3. For essential maintenance the Sila plant has allotted to it only 4 trucks, two 3 tons. and two 30 Cwt. These are used for the power stations and for line maintenance which is exacting and essential and spread over a wide area. The S.M.E. Company hire these trucks for 200 Lire a day and also supply drivers and petrol which they pay for separately in addition to the hire charge. The Company does day to day maintenance on the trucks but cannot do heavy maintenance because they have neither spare parts nor tyres.
4. Overhauls and tyre ~~removals~~ ^{renewals} are now required and in consequence the 4 trucks, which came from the Catanzaro Truck Coy, are all being withdrawn, neither spare parts nor tyres being obtainable in Catanzaro nor Crotona. The trucks are not being replaced and so we have

6 JUN 1945

A. C.

the prospect of this important concern affecting so much of the life of the whole community, having its essential electrical maintenance seriously prejudiced because of the lack of 4 vehicles .

5. I have only dealt with Naples on the above note but the Sila plant has an output of 160,000 Kw. and apart from Naples, electric machinery, flour mills, light, etc. are affected all over South West Italy. It may be noted that before the war this Company regarded a failure of electrical supply lasting over one minute as a major break requiring a Director's enquiry.

6. I do not consider that such vital interests, can be allowed to suffer on account of the lack of 4 trucks and have countermanded the withdrawal of 3 out of the 4 trucks, temporarily.

Major overhauls cannot, however, be indefinitely postponed, may the following therefore, please, be made available urgently for the SME Sila plant.

Two trucks	3 Tons
Two trucks	30 Cwt.
Eight tyres	7.50 x 20
Ten tyres	6.00 x 16
Ten tyres	4.00 x 16

The trucks to have sufficient spare parts and be either sold or hired out to the S.M.E. The Company are prepared to buy provided they can be supplied with spares.



J. A. C. PENNYQUICK
Colonel
Commissioner.

Copy to : A. C. HQ. (Att.Lt.Col.Lapper) 2853
A. C. HQ. (Att.Public Works)
HQ. 3 District, C.M.F.
HQ. Southern District P.B.S.
Transportation Division, AMG Naples Commune.

3/ 51 B
 NET TRUCK POOL A.C.

FORNIA TONE

Subject: Destruction by fire of Fiat Type 634 No 5388314

To : Hq. Allied Commission,
 Transportation Sub Commission,

APC 304 U.S. Army

Ref : TPI/I

Date : 1st June 1945

I. Attached please find translations of reports on the above subject.

2. The vehicle was a W.D. vehicle and it is understood it originated from N.Africa where it was captured. It is held on the charge of Net Truck Pool, A.C. Foggia.

3. The vehicle is a complete wreck and the only parts salvageable are:

Motor - Injection pump
 Radiator - front axle
 Stub axles - half shafts
 Differential assembly.

These parts can be used, with the addition of parts for which authority for purchase has already been obtained. (vide my TPI/7A dated 31 May 1945), to put Fiat No 5388314 on the road.

4. My request for cannibalization of Fiat No 5388317 under reference TPI/I dated 6 May 45 is hereby withdrawn. 2852

5. Authority is requested for the write off of Fiat No 5388314.

6. The "Assicuratrice Italiana" have agreed to settle for Fiat No 5388314 at Lire 400,000.

I. Attached please find translations of reports on the above subject.

2. The vehicle was a M.D. vehicle and it is understood it originated from W. Africa where it was captured. It is held on the charge of 1st Truck Pool, A.C. Foggia.

3. The vehicle is a complete wreck and the only parts salvageable are:

Motor - Injection pump
 Radiator - front axle
 Stub axles - half shafts
 Differential assembly.

These parts can be used, with the addition of parts for which authority for purchase has already been obtained. (vide my TPI/7A dated 31 May 1945), to put Fiat No 5388314 on the road.

4. My request for cannibalization of Fiat No 5388317 under reference TPI/I dated 6 May 45 is hereby withdrawn. **2352**

5. Authority is requested for the write off of Fiat No 5388314.

6. The "Assicuratrice Italiana" have agreed to settle for Fiat No 5388314 at Lire 400,000.

A. C. Foggia
 J. S. BILLINGHURST, Capt. R.A.S.C.
 Transportation (Truck Pool) Officer
 A.C. Foggia

Copy to: Senior Transportation Officer,
 Allied Commission, Bari.

0713
Page a, 29 May 1945

TO : Truck Pool No.1

FOGGIA

The undersigned SCIARAPPA SAVINO, warehouse keeper of the Consorzio Agrario of Ascoli Satriano, and NEVATA POTITO, a member of the Carovena Fecchini (a loader) state the following:

On 13 May 1945, we were aboard a Fiat 634 of Truck Pool No.1 on the Provincial Road leading to Ascoli Satriano, when all of a sudden we discovered that the wooden floor board of the vehicle was on fire.

Immediately the drivers, PETRILLI Alfonso, and CAPONE Giuseppe, made all the people get off the vehicle and all of us tried to stop the fire; we began to use dirt and the extinguisher but, all at once, the distributor of diesel, which is situated in the cabin, blew up, and the cabin was at once covered with flames.

The wind was strong that day, and so the fire spread very rapidly to the body of the truck.

It seemed then that it would be impossible to stop the fire, so we began to save the grain. After many dangerous attempts we were able to unload about 42 of a total of 75 quintals of grain, that were on the truck.

In faith (the above is the truth),

Signed SCIARAPPA Savino

NEVATA potito

2851

5714
F gic, 24 May 1945

TO : Noi Truck Pool

ROGGIA

the undersigned drivers, Alfonso PETRILLI and Giuseppe CAPONE, state the following in regard to the fire of FIAT 634 on 13 May 45:

While we were on the provincial road leading to Ascoli Satriano, we suddenly saw that the wooden floor board and the electric installation were on fire, the cause being a short circuit. The cabin caught on fire, and this caused the explosion of the distributor of diesel, while the fire spread to the whole body of the truck.

The warehouse keeper of the Consorzio Agrario of Ascoli Satriano, the group of loaders and the representative of the local mill helped us, but, nevertheless, we were not able to put the fire out, and managed only to save 42 of the 75 quintals of grain that were loaded on the truck.

The grain remained in the open for two days, and was guarded by an employee of the Consorzio, and the two of us remained to guard the truck, which was a mass of reeked iron.

In faith (the above is the truth)

Signed PETRILLI Alfonso
CAPONE Giuseppe

285

SUBJECT:- Transport for Roads Organisation

HQ 82 CRE (WORKS)
C. M. F.

Chief Engineer,
No. 3 District

Ref: 3/9/E

1 May 1945

1. The following particulars in connection with transport facilities for the above organisation are submitted for your consideration.

2. The allocation to this CRE Area upon the take-over from A.C. was 26 No. vehicles as follows :-

- (a) 4 No. released under your signal No. QG 3854 dated 28 Mar 45. These vehs are at present in use in the POTENZA area.
- (b) 14 No. released under your CE 3219/12 dated 5 Apr 45. These have now been cancelled under 52 Area letter Q.433/5 dated 14 May 45.
- (c) 8 No. released under your CE 3 District letter 797.Q dated 29 Mar 45 and as referred to in your CE.3219/12 dated 5 Apr 45. Of these, 7 No. were delivered but were B.L.R. and have been evacuated.

3. It is now understood that there are 33 No. A.C. vehs in the POTENZA area (see copy DCW/fm attached) which, when serviced will be withdrawn by A.C. and presumably not therefore available for Roads Organisation in this CRE area.

4. In view of the 14 No. vehs under (b) 16 No. 30-cwt CL.III vehs have now been released under 52 Area letter Q.433/5 dated 14 May 45 and are available for collection and arrangements for such collection and subsequent distribution are in hand by this HQ.

5. The total present availability is therefore No. 20 vehs.

6. The remaining 6 No. to complete original allocation are still required and it is recommended that they be made available from the 33 No. referred to in para 3 above.

7. It has been ascertained that GENIO CIVILE Garage and Maintenance facilities exist for the full number of vehs RASC.

8. Your observations will be appreciated.

45. These vehs are at present in use in the POTENZA area.
- (b) 14 No. released under your OE 3219/12 dated 5 Apr 45. These have now been cancelled under 52 Area letter Q.433/5 dated 14 May 45.
- (c) 8 No. released under your OE 3 District letter 797.Q dated 29 Mar 45 and as referred to in your OE.3219/12 dated 5 Apr 45. Of these, 7 No. were delivered but were B.L.R. and have been evacuated.

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8. Your observations will be appreciated.

FTW/slw

L. L. L.

Lieut-Colonel, RE
82 CRE (WORKS)

Copy to: Transport Sub-Commission HQ A.C.

-HQ 52 Area

-CC T.C. Staff RASC, ST Branch, 3 District.

Encl:

N. 1 TRUK POOL A. C.

FOG A E PROVINCIA

PHONE 13174

Foggia, 24th March 1945
Via Domenico Cirillo, 100

Prot. N. TPI/6

SUBJECT : Monthly Report, No1 Truck Pool, Foggia Province
TO : Regional Transportation Officer, HQ, A.C. Allied Commission

1. List of vehicles :

a.b.c. Army numbers etc of vehicles advised on Monthly Census dated 15.3.45.
All except those shown below in para 1 d are running.

d) DEAD LINE Vehicles, reasons and parts required.

Pool NO	W.D. Number	Make	Reason	Parts required
2	4974656	Dodge 3ton	Engine repairs	Water pump pack.
5	4974600	Dodge 3ton	Engine repairs	Battery 6v. spark plugs
10	4974528	Dodge 3ton	Engine repairs	Battery. Water pump pack.
16	5605976	Dodge 3ton	Battery	Leak spark plugs.
23	4655278	Bedford 3t.	Engine repairs	Battery. Water pump pack. Spark plugs.
26	4655274	Bedford 3t.	Battery	Battery. Spark plugs.
29	5605978	Dodge 3ton	Engine repairs	Battery. Spark plugs.
31	525619	Bedford 3t.	Engine repairs	Battery. Spark plugs.
33	5883959	Bedford 3t.	Battery.	Battery. Spark plugs.
42	5619087	Dodge 3ton	Engine repairs	Battery. Spark plugs.
113	4830778	Chevrolet. 1½	Engine Repairs	Battery. Spark plugs.
117	4830786	Chevrolet. 1½	Battery	Battery. Spark plugs.
314	5388314	Fiat 10ton	Engine repairs	6. 10 x 42 <i>tyres</i>
317	5388317	Fiat 10ton	Engine repairs	Complete injection pump and white metal.
48	5316772	Dodge 3ton	Engine repairs	Battery. Spark plugs.

e) B.L.R. awaiting replacement : 31

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a. h. o. Army numbers etc of vehicles advised on Monthly Census dated 15.3.45.
All except those shown below in para 1 d are running.

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117	4830786	Chevrolet. 1½	Battery	Battery. Spark plugs.
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317	5388317	Fiat 10ton	Battery	and white metal.
46	5316772	Dodge 3ton	Engine repairs	Battery. Spark plugs.

e) B.L.R. awaiting replacement : 31

f) Average number of vehicles on the road, dead line and on maintenance per day:

Working	59
Dead line	14
Repairs	2
Maintenance	6
TOTAL	81

2. P.O.L. consumed:

Petrol	88.998	<i>litres</i>
Diesel	10.633	<i>litres</i>
Oil	1.724	<i>Kgs</i>
Grease	114	<i>Kgs</i>

Ref: TPI/6

- 2 -

24th March 1945

3. Tyres and Tubes received since last report:

8 Tyres	10.50 x 16
4 Tubes	10.50 x 16

4. Wages scales paid during the month:

Driver 3 ton lorry	Max Dly	Average Weekly
Driver Mechanics Diesel	115 }	844
Mechanics	155 }	776
	135 }	

5. Accidents during the month:

a) Fatal: NIL
b) Minor: 3

6. Details of Lifts :

Tons carried	4.502
Km's travelled	153.915
Hours worked	13.322
Truck days (8hrs)	36
Percentage of loads carried (approx)	
Grain	21.378
Flour and Pasta	8.685
Fruit, charcoal, wine, wood, oil.	15.557

7. Financial Statement :

	CASH	Credit	Debit	BANK	Credit	Debit
Balance 20 February			15.372			
Receipts			9.979.351			
Expenditures 21/2/45 to 20/3/45		9.954.716				5.189.032
Balance		40.007				6.800.658
		9.994.723			9.994.723	11.989.890
					9.417.989.890	

The sum of Lire 4.500.000 has been paid to A.F.A. from the above balances.

8. T5 Young and P.F.C. Tucker have been carrying out full time duty under my command with zeal and efficiency. P.F.C. Tucker has been replaced by P.F.C. Guenther. *recently.*
9. Internal administration: Control throughout shows considerable improvement due to new systems introduced. Copy of Daily Workshops State is attached for information. (Appendix K). A.B. 412 has not yet become general for all vehicles due to difficulty

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	Debit	Credit	Debit	Credit
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Expenditures 21/2/45 to 20/3/45				
Balance		9.954.716	3.299.125	5.189.032
			8.690.765	
				6.800.858
			9.994.723	11.989.890
				477.989.890

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9. Internal administration: Control throughout shows considerable improvement due to news systems introduced. Copy of Daily Workshops State is attached for information. (Appendix K). A.B. 412 has not yet become General for all vehicles due to difficulty in getting books printed in Italian. Italian A.B. 406 is now in General use for inspection the reverse being used as a job card.

An average fuel consumption has been worked out for each type of vehicle and drivers showing excessive consumption are required to pay for such.

Overtime has been still further reduced without impairing efficiency. Relative wages paid per month per person are:-

./.

Ref: TPI/6

15

24th March 1945

	<u>Period 21 Dec/20 Jan.</u>	<u>21 Jan/20 Feb.</u>	<u>Reduction % compared Dec- Jan</u>	<u>21 Feb/20 March</u>	<u>Reduction % compared Dec- Jan</u>
Employees (Office)	11,273	9,132	19 %	7,468	32.87 %
Drivers	9,250	8,290	10.58 %	8,305	10.22 %
Mechanics & Others	7,089	6,885	2.83 %	6,176	12.88 %

10. Repairs, Spares, etc. The following major repairs have been carried out during the month :-

- 4 lorries fitted with reconditioned engines made up from salvage parts.
- 2 lorries complete engine overhaul.
- 4 lorries fitted with reconditioned cylinder heads made up from salvage.
- 3 lorries front axles completely overhauled and fitted with salvage bearings, king pins and king pin bushes.
- 3 lorries extensive body work repairs.
- 4 lorries complete brake system overhaul
- 12 lorries complete electric system overhaul.

Again lack of new spares from G.4. has handicapped repairs, but with the aid of salvage, the above repairs have been carried out. The Pool is still in urgent need of spark plugs, batteries and tyres (see paragraph 1)

A concrete service ramp has been built and is proving a great asset.

11. Liaison with E.N.A.C. and Consorzio Agrario is still further improved.
12. Co-operative:- This has now started up and the employees are very appreciative.
13. Agencies:- -

Cerignola:

Manager : DI PIETRO Dario

No of trucks: 6

Lucera :

Manager : CASSIA Claudio

No of trucks : 8

No better premises have yet been found. It is hoped that an Army requisitioned building, which is most suitable, will shortly be released to the Pool.

San Severo:

Manager : LEOPOLD RAFFELE

3762

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- 4 lorries fitted with reconditioned engines made up from salvago parts.
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- 3 lorries front axles completely overhauled and fitted with salvago bearings, king pins and king pin bushes.
- 3 lorries extensive body work repairs.
- 4 lorries complete brake system overhaul
- 12 lorries complete electric system overhaul.

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13. Agencies:-

Cerignola:

Manager : DI PIETRO Dario

No of trucks: 6

2818

The improvements called for have been effected.

Lucera:

Manager : CASSIA Claudio

No of trucks : 8

No better premises have yet been found. It is hoped that an Army requisitioned building, which is most suitable, will shortly be released to the Pool.

San Severo:

Manager : LEMORE Raffaele

No of trucks : 16

The improvements called for have been effected.

Manfredonia and Candela : No change.

The Consorzio Agrario called for the establishment of an agency at Vico in the Gargano Peninsula, but in view of the shortage of trucks and the fact that this part of the country is already adequately serviced within the means at our disposal, the request was refused.

J. S. Billingham

Captain J.S. BILLINGHAM, R.A.S.C.,
Transportation Officer

No 1 Truck Pool, AC Foggia

W.D. No.	MAKE	MODEL No.	CHASSIS No.	MOTOR No.	REMARKS
5619056	DODGE	D-60420-C.GSI	91083382	61534-C.	
5619073	DODGE	D-60420-C.GSI	91082740	60716-C.	
5619034	DODGE	D-60420-C.GSI	91082482	60197-C.	
5619076	DODGE	D-60420-C.051	91082647	60166-C.	
5619057	DODGE	D-60420-C.GSI	91083244	61501-C.	
5619046	DODGE	D-60420-C.GSI	91083462	61563-C.	
5619077	DODGE	D-60420-C.GSI	91089899	69970-C.	
5619050	DODGE	D-60420-C.GSI	91082532	51879-C.	
5619081	DODGE	D-60420-C.GSI	91082469	61338-C.	
5603360	DODGE	D-60420-C.GSI	91082566	60103-C.	
5603285	DODGE	D-60420-C.GSI	91083450	60956-C.	
5605016	FORDS	F-60428-M.GSI	152821	H/G-1046	
5604191	FORDS	F-60428-M.GSI	145035	H/G-3498	
5604023	FORDS	F-60428-M.GSI	145623	H/G-2894	
5604063	FORDS	F-60428-M.GSI	145602	H/G-2895	
5604154	FORDS	F-60428-M.GSI	145641	H/G-2895	

MATERA = 16 =

2015

SUD-EST TARANTO

MAKE	MODEL No.	W.D. No.	CHASSIS No.	ENGINE No.	LOCATION	SUD-EST No.
Ford 3 Ton	P-60425-M-SB1	5604011	142926	3G-99434-F	TARANTO	41
"	"	5604170	141585	3G-98886-F	"	42
"	"	5604095	NONE	4G-3562-F	"	43
"	"	5605013	142848	3G-99545-F	"	44
"	"	5604116	144596	4G-1603-F	"	45
"	"	5604074	145856	3G-95956-F	"	46
"	"	5604244	101147	3G-54662-F	"	47
"	"	5605042	145578	4G-2737-F	"	48
"	"	5604094	144528	4G-1391-F	"	49
"	"	5604145	143229	3G-99627-F	"	50
"	"	5605066	143172	3G-99978-F	"	51
"	"	5605059	143263	3G-99872-F	"	52
"	"	5605027	143491	4G-238-F	"	53
"	"	5604126	145818	4G-3194-F	"	54
"	"	5604189	149377	4G-6421-F	"	55
2844						

TARANTO = 15 =

SUB-EST BRINDISI & LSCOE

MAKE	MODEL NO.	V.D. NO.	CHASSIS NO.	ENGINE NO.	LOCATION	SUB-EST No.
Ford 3 Ton	F-60428-M-GS1	5605017	141889	3G-99380-F	LSCOE	19
"	"	5604075	145739	4G-3043-F	"	35
"	"	5604078	145922	4G-3379-F	"	36
"	"	5604089	146191	4G-3567-F	"	38
"	"	5604210	199994	3G-87163-F	"	39
"	"	5605025	144072	4G-1088-F	"	40
Ford 3 Ton	F-60428-M-GS1	5176698	103624	3G-61328-F	(BRINDISI	21
"	"	5603150	145587	4G-2761-F	"	22
"	"	5604229	124028	3G-810171-F	"	28
"	"	5605033	145341	4G-2477-F	"	29
"	"	5605044	144748	4G-1558-F	"	27
"	"	5604169	145695	4G-3016-F	"	27

2823

"	"	"	"	"	5604075	145739	40-3043-P	"	35
"	"	"	"	"	5604078	145922	40-3379-P	"	36
"	"	"	"	"	5604083	146191	40-3667-P	"	38
"	"	"	"	"	5604210	199994	30-87163-P	"	39
"	"	"	"	"	5605025	144072	40-1088-P	"	40
Ford 3 Ton F-60428-W-051					5176598	103624	30-61328-P	(BRINDISI	21
"	"	"	"	"	5603150	145567	40-2751-P	"	22
"	"	"	"	"	5604229	124028	30-810171-P	"	28
"	"	"	"	"	5605033	145341	40-2477-P	"	29
"	"	"	"	"	5605044	144748	40-1558-P	"	27
"	"	"	"	"	5604169	145595	40-3016-P	"	27

2823

LECCE = 6 =
BRINDISI = 6 =
=====

Make of Vehicle	Type of Vehicle	W.D. No.	CHASSIS No.	MOTOR No.	LOCATION	REMARKS
Dodge	D 604200	L.5619014	91082683	60680 C	POTENZA	2010
"	"	L.5619026	91083160	57505 C	POTENZA	2011
"	"	L.5619089	91083448	60504 C	POTENZA	2012
"	"	L.5609059	91082584	6012 C	POTENZA	2013
"	"	L.5603373	91082297	60037 C	MELEFI	2014
"	"	L.5603381	91053496	61336 C	POTENZA	2015
"	"	L.5619013	91083451	60780 C	POTENZA	2016
"	"	L.5609007	91082867	60959 C	POTENZA	2017
"	"	L.5619279	91082634	60207 C	POTENZA	2018
"	"	L.5619085	91083643	61889 C	MELEFI	2019
"	"	L.5619067	91082375	59966 C	POTENZA	2020
"	"	L.5619038	91083452	60779 C	POTENZA	2021
"	"	L.5619257	91082522	60550 C	VERONA	2022
"	"	L.5619379	91083379	61548 C	POTENZA	2023
"	"	L.5603359	91082414	60495 C	POTENZA	2024
"	"	L.5619048	91083373	61431 C	LACONTEIRO	2025
"	"	L.5619047	91082693	60679 C	POTENZA	2026
"	"	L.5605203	91086633	66052 C	POTENZA	2027
"	"	L.5619008	91083108	60124 C	POTENZA	2028
"	"	L.5619064	91082699	60668 C	LAVELLO	2029
"	"	L.5605318	91082243	59897 C	LAVELLO	2030
"	"	L.5604430	91090394	64213 C	POTENZA	2031
"	"	L.5619020	91083138	57568 C	LAVELLO	2032
"	"	L.5619063	91082649	60316 C	POTENZA	2033
"	"	L.5619028	91088839	69511 C	POTENZA	2034
"	"	L.5619095	91082950	59546 C	POTENZA	2035
"	"	L.5313027	91074848	55297 C	POTENZA	2036
"	"	L.5619039	91088603	69104 C	MELEFI	2037

"	L.5609007	91082857	60959 0	POTENZA	2017
"	L.5619279	91082534	60407 0	POTENZA	2018
"	L.5619085	91083643	61889 0	POTENZA	2019
"	L.5619067	91082375	59960 0	POTENZA	2020
"	L.5619038	91083453	60779 0	POTENZA	2021
"	L.5619251	91082522	60552 0	POTENZA	2022
"	L.5619000	91083574	61345 0	POTENZA	2023
"	L.5603359	91082414	60455 0	POTENZA	2024
"	L.5619048	91083323	61431 0	POTENZA	2025
"	L.5619047	91082693	60679 0	POTENZA	2026
"	L.5605203	91082633	60653 0	POTENZA	2027
"	L.5619009	91083108	60124 0	POTENZA	2028
"	L.5619054	91082699	60608 0	POTENZA	2029
"	L.5605342	91082243	59837 0	POTENZA	2030
"	L.5604130	91090394	64413 0	POTENZA	2031
"	L.5619020	91083138	57568 0	POTENZA	2032
"	L.5619040	91082649	60315 0	POTENZA	2033
"	L.5619008	91082839	69511 0	POTENZA	2034
"	L.5619095	91082950	59546 0	POTENZA	2035
"	L.5613027	91074348	55237 0	POTENZA	2036
"	L.5619039	91082403	69106 0	POTENZA	2037
"	L.5619006	91082723	60267 0	POTENZA	2038
"	L.5603399	91082648	60169 0	POTENZA	2039
"	L.5603398	91083226	61436 0	POTENZA	2040

POTENZA = 31 =

30

HEADQUARTERS ALLIED COMMISSION
Transportation Sub Commission
APO. 394.

DECL/ab:

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.I.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.I.R.'s have not yet been met.

b)

Domestic Vehicles

Requests for 30/35 Vehicles against B.I.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.I.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(3) letter), have been drawn by G-4(9) 2841 this Branch is awaiting disposal instructions from us. This equipment being G-10 9d equipment cannot be passed to the Italians.

5.)

There are civilian organizations, as an example, S.A.M.I.B. 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

2.) On the British side replacements for B.I.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.I.R.'s have not yet been met.

b) Domestic Vehicles
Requests for 30/35 Vehicles against B.I.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.I.R.'s will increase - so will the shortage of vehicles.

4.) The bulk of the equipment of four I.A.D. Sets (see attached G-4(3) letter), have been drawn by I-4(8) 2841 this Branch is awaiting disposal instructions from us. This equipment being G-10 95 equipment cannot be passed to the Italians.

5.) There are civilian organizations, as an example, S.A.I.R. Naples, whose factory I have inspected and found well equipped and who are doing engine overhauls, reborens 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 follows.

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

b) Make use of the I.A.D. equipment now on hand.

c) Obtain military personnel to supervise it.

d) Use the above-organization for stripping and reassembling vehicles and doing small items of repair and make use of organizations like S.A.M.I.D. for the reconditioning of the major assemblies.

e) Call in immediately to this shop all V.O.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.B.M.B. in the Southern Region and hence no further B.L.R.'s.

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



Major D.C. MOYLE R.A.

2840

HEADQUARTERS ALLIED COMMISSION
TRANSPORTATION SUB COMMISSION
APO 394.

HMD/ab:

AC/42/MAINT. TN(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.Foggia

Dodge 3ton	12
Austin 3ton	1
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
-----------------	---

2839

Capt. Walter (Acting C.O.)

1 sgt. and 1 pvt(A)

Strength.

108 Vehicles.

Foggia

Dodge 3ton	12
Austin 3ton	1
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. Severe.

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

Cerignole.

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

Manfredonia.

Chev. 1 1/2 ton	5
Ascoli Satriano	5

Transferred to Naples 11/11/44

Chev. 3ton	1
Austin 3ton	1
	2

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.

2839

(2)

Tyres and Registration number of Vehicles are as follows.

Dodge 3ton.					
5175059	5177218	4820181	5174674	5175427	5606865
5605627	4726362	5175016	5175061	5605977	5175815
Austin 3ton.					
4675141	4675145	4675148			
Bedford 3ton					
4883394	4876706	4844024	525388	4509681	4876698
214662	4876777	4879632			521594
Ford 3ton					
4974982	5175044	4817790			
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 Dodges were in the Truck Pools w/s having a top over hauled 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.R.M.S.	W/s no tyres	4
Own W/s		1
Working		24

BRINDISI

Working		4
---------	--	---

V.O.R. no tyres

1

2858

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2858

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:-

<u>BARI</u>	
R.R.M.R. w/s no tyres	4
Cwn w/s	1
Working	24
<u>BRINDISI</u>	
Working	4
V.O.R. no tyres	1
<u>LECCE</u>	
Working	5
V.O.R. no tyres	1
<u>TARANTO</u>	
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.

(3)

3.) Number of tyres required:-

For V.O.R. 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 send into R.B.M.E. 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. - WATERA

STRENGTH:-

20x3 tonners

Bedford 3ton

Dodge 3ton

Ford 3ton

4

11

5

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

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

5 Batteries.

A 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 busses 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

transported elsewhere they should all have a complete overhaul.

2857

else is taken care of Co-operation with A.C. is 100 per cent.

S.I.T.A. - MATERA

STRENGTH:-

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

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

Spares required:-

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

5 Batteries.

A 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 busses which belong to S.I.T.A. 2847

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. POTENZA:-

STRENGTH

Dodge 3ton 30

PERSONNEL:- P.P.C. Mercier and Pvt. Kuntz.

SPARE REQUIRED.

42 tyres 10:50x16
1 Engine assy complete.

Vehicle State

1 Stolen

16 Working

13V.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.

BARI ZONE - STREET cleaning Vehicles.

Strength 6 Bedford 3 tonners
1 Austin 3 tonners

Vehicle State.

6 Working

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

Sgt. Brown is having the one V.O.R. put through R.E.M.E.

STANDARD OF PREVENTIVE MAINTENANCE (Fair)

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 guage and correction was made. All vehicles are inspected once a month by Sgt. Brown. NO, AB 4068 or AB 4128 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.E.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.
4803721	Bedford	15 Cwt.	Bari	Very poor	Requires compl. overhaul
4444485	"	"	Unknown	B.L.R.	Unable to locate B.L.R. certificate.
5288652	Austin	Utility	B.L.R.	B.L.R.	B.L.R. certif. handed over to Mod. 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.	Locorotondo	Poor	" " 2836
4977844	"	"	Bari	"	"
4964130	Ford	30 Cwt.	Bari	"	Requires overhaul.

S.E.T. VEHICLES

W.D. No.	Make	Type	Location	Condition	Remarks.
4885844	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
5288753	Austin	Utility	Unknown	B.L.R.	B.L.R. cert. handed over to R.E.M.E. by order of

DRAFT

COPY 2A

Report on Inspection on Organisation, Administration and Maintenance of M.F. TransportM.F. Transport, Headquarters Region 2.

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

Motor Transport Officer.

1. Motor Pool. Complete lack of it. Sgl. Blankley (doing "M" duties) not yet taken over. So no M.C.O. properly in charge. L/Corporal doing dispatch, yet four requisitioned cars each containing one one officer only left Matera for Bari within 1/2 hour on Saturday morning 14th June 44. Lt. Col. McCleary himself complained that he ordered a vehicle for Bari on Saturday morning and it didn't turn up. L/Cpl. doing P.O.L. He M.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 and others were not.

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

M.C.O. i/c each department.

2855

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-1) dated 3 April 44.

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

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

d) 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.

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(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 (0-4) dated 3 April 44.

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

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

d) 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 C.M/O.R.

(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 crews or immediately on return from long journey.

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

3. Carrying out Monthly 400 Inspections.

- 2 -

2. Workshops. At present using civilian garage at Matera, under efficient and conscientious Sgt. Brown, v/mech, assisted by one G.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 M.C.O. should do". Has built up useful store of spares, tyres etc. for M.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 28th 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 w/s together, which should be advantageous.
2. American vehicles have not yet been affiliated to American Ordnance for Echelon repairs and I suggested this be done forthwith as the local R.C.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 these B.L.R'd. As in their area new vehicles are scarce. R.C.M.E. were baseshed to patch them up and put them on the road at all costs. Explained the correct position. b) Three motor cycles B.L.R. (one cannibalised) lay rusting in the garage. Told them to send them up here on the first available truck and that I could rid of them. They understand they will not get replacements.
4. Strongly recommend one vehicle mechanic be posted to assist Sgt. Brown. I feel syre Headquarters Commandant can spare one now that his vehicles are in shape. 2824
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.
7. Some British requisitioned vehicles have not been allotted M.D. numbers although application has been made. Informed them drill was to cancel British requisition and to effect American 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.C.M.E. and Ordnance is concerned it is the

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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.F. and Ordnance 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. Doyle,

Capt. R.A.

Maintenance Officer G-4.

2824

SUGGESTED PLAN FOR THE REORGANISATION OF A.C.O. W.E. TRANSPORT

(INCLUDING REQUISITIONED VEHICLES) H.Q., REGION II.

Number of vehicles held by Regions:-

British	17
American	4
Requisitioned	55
M/Cycles	6
Total	82

Army Personnel:-

British	19	(	M.T. M.C.O.'s	2
		)	Vehicle Mechanics	1
		(	M.T. Clerks	2
		)	D.R.'s	2
		(	Drivers	12
		)		

American Not Known.

H.Q. M.T.O. - Lieut. A or B.

M.C.O. i/c Region Transport - Sgt. Blankley.

M.T. Pool.

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, Indents.
(c)
(d) Administration Personnel - Civilian and Army, (e) M.T. Discipline.
(f) Supplies. (g) Liaison for Affiliation to R.E.M.E. Workshop
One M.T. Clerk required. **2833**

Army Forms (B) required + A.F. G. 1033 (Issue and Receipt Voucher for transfer of vehicles), A.F. G. 1045 (Application for Workshop Repairs), A.F. G. 994 (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 (C-4) dated 3 April 44.
Personnel required: One driver.

American Not Known,

H.Q. M.T.O. - Lieut. A or P.
H.Q.O. i/c Region Transport - Sgt. Blankley.M.T. Pool.

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1. Administration. Functions:- (a) Preparation of Standing Orders for M.T.,
(c)

Daily M.T. Detail, etc. (b) Vehicle Returns and Casualties, Indents.

(a) Administration Personnel - Civilian and Army. (c) M.T. Discipline.

(c) Supplies. (c) Liaison for Affiliation to R.E.M.E. Workshops 2823

One M.T. Clerk required.

Army Forms (B) required: A.F. G. 4033 (Issue and Receipt Voucher for transfer of vehicles), A.F. G. 4045 (Application for Workshop Repairs), A.F. G. 994 (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 (C-4) dated 3 April 44.
Personnel required: One driver.3. Army Forms required: A.F. G. 625 (P.O.L. Issue Vouchers), A.F. G. 3512 (P.O.L. Receipts and Issues), A.F. G. 628 (P.O.L. Requisition Form).3. Despatch. Functions:- (a) Preparation and Issue of Vehicle Work Tickets (to be signed only by M.T.O. or Transport S.t.), (b) Conservation of Vehicles by co-ordination of requests for transport.

Personnel required: One driver.

Army Forms required: A.F. G. 3518.

4. Maintenance. Functions:- (a) Organisation of vehicles into Sections with O.P./E.N. i/c each Section. (b) Preparation of a Vehicle Deadline Roster on the basis of the A.F. G. 810, whereby each vehicle is deadline every

...../2

- 2 -

seventh day for service by maintenance crew. (c) Compilation of A.F. G.840 and affixing a 106 Inspection on every vehicle at least once a month. (d) Preparation and maintenance of a Vehicle Defect Book. (e) Engineering and maintenance of vehicle documents, i.e. A.B.412 and A.B.106.

Personnel required: One L.T. Clerk and one driver.

Army Forms required: A.B.412 (Vehicle Log Book), A.F. G.840 (Daily State and Inspection Chart), A.B.106 (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.
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 Task System translated into Italian (copy may be obtained from this ^{28.2}) should be included in the vehicle documents.
3. Lists of vehicle tool deficiencies should be passed to the Admin. Clerk for indenting.
4. The ideal system of maintenance is the Daily Task System, as outlined in the Pamphlet "Inspection, Maintenance and Care of Army Vehicles" 1943, and this system should be enforced as quickly as possible. In the initial stages of

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.

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.P. 212 etc. brought up to date. One copy of the British Task System translated into Italian (copy may be obtained from this HQ) should be included in the vehicle documents. 2812

3. Lists of vehicle tool deficiencies should be passed to the Admin. Clerk for indenting.

4. The ideal system of maintenance is the Daily Task System, as outlined in the Pamphlet "Inspection, Maintenance and Care of Army Vehicles" 1913, and this system should be enforced as quickly as possible. In the initial stages of the reorganisation, however, in view of the fact that there is much lee-way to make in 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.P./M.L. i/c/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 two Sections comprising one Electrician, one Mechanic for lubrications and tyres, one Mechanic for component adjustments, checking nuts and bolts etc., and one Cleaner.

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Once the standard of maintenance has been raised and the drivers made familiar with the Task System, it should be possible to dispense with the services of these crews either entirely or in part.

7. Ramps, 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 C.P. 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 in Materna, but a larger work room should be obtained if possible, and with a pit ^{or raised platform} 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.E.M.R. 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. Fitters chests of tools are on indent and will be issued from this H.Q. as soon as available. 28/1
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.

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 C.R. i/c Section, for action by Workshop.

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

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- 4 -

General.

It will be seen that the scheme suggested for the reorganization 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 the 6 Provincial H.Q.'s, where it is suggested that in principle a similar but less elaborate organization 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 N.C.O.'s amongst these, they should be employed in one of the key capacities in H.Q. where the responsibility for ^{the} maintenance of the Regional transport as a whole, rests.

2830

VEHICLES SHOWN BELOW ON LOAN TO GESTIOTE SERVIZI PUBBLICI SOCIETY

MAKE	TYPE	W.D. No.	CHASSIS No.	ENGINE No.
Bedford	3 tonner D.S.	525936 X	54078	none
"	"	512011 X	37062	"
"	"	526004 X	54076	"
"	"	525000 X	54054	"
"	"	210556 X	32118	"
"	"	4855245 X	55037	"
Austin	"	4100211 X	157394/26/7k	"

C O P YSOUTHERN REGION
ALLIED CONTROL COMMISSION
ZONE BARI

1 Oct. 1944

Ref: BZ/RH/2/4/5

SUBJECT: - Street Cleaning Vehicles in the City of BARI

MEMO TO: - Mr. TAMMA NICOLA
Director of GESTIONE SERVIZI PUBBLICI SOCIETY.

Pursuant to prior conversation, the Allied Control Commission will make available to your organization the motor vehicles listed in Exhibit A, attached hereto, upon the following terms and conditions.

1. A monthly depreciation charge for each vehicle in the amount of 200 lire per vehicle running day operated in the month by each vehicle shall be payable at the end of each month as may be directed by the Allied Control Commission, provided, however, that if this arrangement shall be discontinued or revised there shall be paid on the effective date of this action a sum equivalent to a depreciation charge for each vehicle of 200 Lire per vehicle running day operated by each vehicle subsequent to the date of the last payment or the effective date of receipt of the vehicles, if no payments have been made prior to that time.

2. Your organization unconditionally guarantees the return of each of said vehicles together with all tools, equipment and accessories to the Allied Control Commission upon the expiration or sooner termination of arrangement, as herein provided, in as good condition and repair as when received by your organization, ordinary wear and tear only excepted. In its failure or inability so to do, whatever the cause, your organization at the option of the Allied Control Commission shall either (1) forthwith pay the Allied Control Commission an amount equivalent to the value of each such vehicle not so returned, less the total of depreciation charges paid by your organization as to each such vehicle, and each such vehicle upon the payment of the aforesaid sum shall become the property of your organization or (2) return each such vehicle in its then condition to the Allied Control Commission and forthwith pay to the Allied Control Commission such sum as the officer in charge of Allied Control Commission Ordnance shall determine is necessary to place the vehicle in that condition and state of repair in which it should have been returned by your organization under the terms hereof.

3. The said vehicles shall be used exclusively for the purpose of street cleaning in the City of BARI, and such others as the Allied Control Commission may authorize, but only in such places and in such manner as shall be directed by the Zone Transportation Officer of the Allied Control Commission or such other officer as may be

- 2 -

designated by it, and charges for such use shall be made at the rate specified in Para. 1. above.

4. Your organization shall at its own expense maintain the said vehicles in good condition and repair, replacing all missing or damaged parts, tools, equipment and accessories. For the purpose of providing adequate time for maintenance and repairs as aforesaid, each vehicle shall be kept off the road for such periods of time as the Zone Transportation Officer (Roads) may determine. Spare parts, tools, equipment and accessories will be made available to your organization by the Allied Control Commission upon payment of the price established by the Allied Control Commission therefor, and the surrender of the item or items which such purchase or purchases are intended to replace, or a certificate in form satisfactory to the Allied Control Commission as to your organization's inability so to do.

5. The Allied Control Commission shall have the right at all times to inspect said vehicles, arranging schedules for that purpose when the drivers of the vehicles to be inspected shall be present.

6. Your organization will keep and maintain such records in connection with the use and maintenance of said vehicles as shall be directed by the Allied Control Commission.

7. Your organization will indemnify and save harmless the Allied Control Commission and the United Nations and each of them from all claims of every kind and description asserted against the Allied Control Commission arising or growing out of the use or operation of said motor vehicles.

8. You will take out such insurance policies and in the amounts, as shall be specified by the Zone Transportation Officer (Roads), insuring the vehicles against property damage, theft and fire and insuring the Allied Control Commission against liability for damage to persons or property, third party and employees risks.

9. This arrangement may be terminated by the Allied Control Commission as to any or all of said vehicles without prior notice.

Accepted and agreed to _____

Mr. TANMA NICOLA

J.P. WATKINS
Major, R.A.S.C.
Transportation Officer
Zone Bari

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