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VEHICLE
AUG. 1944

MAINTENANCE
REGION 4

Report on visit to Transportation Section Region 4.

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

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6. An inspection was made of

- (a) the Fiat Garage which appears to be working to capacity with civilian load carrying vehicles under the direction of Transportation Sub-Commander and
- (b) The Lancia Garage which it is understood is being prepared as a warehouse for spare parts, tyres, vehicle equipment etc.

7. Contact was made also with Ident. White of the Super Garage with whom the question of the affiliation for maintenance of Region A's requisitioned cars was discussed.

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

Recommendations.

1. That all Region 4 domestic transport be placed under the control of the Regional Transportation Officer with a competent transport Sgt. in charge who should be made responsible for setting up an M.T. Office to control, record, despatch and provide for maintenance of the Region's vehicles.

2. That the vehicles be accommodated in and affiliated to the Super Garage H.Q., A.C.C. for maintenance. In this connection both Lieut. McPhail, Maintenance Officer 2675 Regt. and Lieut. White, Officer i/c Requisitioned Civilian Cars state that the facilities of the Super Garage can be made available to them without putting any undue strain upon the present set-up. It is believed that sufficient accommodation is available on the floor occupied by M.M.I.A.

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

3. That the Ports Garage and the Public Safety Garage be surrendered by ²⁸⁸⁸Region 4 and the Army personnel thus released be employed in the Region M.T. Office.

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

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

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

a) either repaired.

b) cannibalised for spare parts or

c) de-requisitioned and handed back.

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

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

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states that 30% of his British V.D. vehicles are dead-lined for want of spares which are unobtainable from Ordnance and which could be made in either of these two garages.

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

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

H.Q. Super-Garage,

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

We are of the opinion that this Region's transportation problems can best be solved by the adoption of the above-suggested recommendations.

Walter Caputo

D.C. Kyle, Capt. R.A.
Maintenance Officer,
Transportation Sub-Commission.

23 August 1944

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