

Declassified E.O. 12356 Section 3.3/NND No.

785015

ACC

10000/101/478

Declassified E.O. 12356 Section 3.3/NND No.

785015

10000/101/478

TRANSPORTATION
JAN. - SEPT. 1944

LIST OF PAPERS

File under No. 500

"B" FILES

TRANSPORTATION

(14)

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
79) A/CC 500	Capt Stone	27 Sept	CG NAT/USA	Personnel/equipment needed for
80) A/CC 500	Capt Stone	27 "	Gen Spofford	formation of QM truck battalions
81) Tn/R/20	Capt Stone	27 "	MMIA	for ACC needs in army rear areas.
82) 14226/13416	Bononi	25 "	Capt Stone	Equipment needed by Ministry of
83) A/CC 500	Capt Stone	29 "	Bononi	Communications for repairs of post
84) A/CC 500	Capt Stone	29 "	Communications S/C	telegraph-telephone networks,
85) 1192/399	AMG 5 Army	30 "	ACC CC, Tn SC, Food	Transportation for civilian
				supplies.
86) A/CC 500	Capt Stone	30 "	Densmore, Econ Sec	Italian Shipping - Ltr from
				Gibson Graham, for comments.
87)	Dept of State	?		
88) F-29823	AFHQ C-5	24 "	ACC	Proposed establishment of a Euro-
89) F-30507	AFHQ C-5	26 "	ACC	pean Inland Transport Organization
90) - -	Col Densmore	27 "	Capt Stone	(EITO) and conference in London
91) 4126	Econ (for A/CC)	30 "	AFHQ C-5	therefor.
92) 13191/F	File S/C	30 "	A/CC	CO-PISSARIO FOR S. GEN. IMMOB.

Dec 1

LIST OF PAPERS

File under No. 500.

"B" FILES

HQ ACC, APO 394
Sec'y Gen.

(3)

TRANSPORTATION

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
53) 1/222	Venosta	13 Aug	Capt Stone	Review of transport situation in Liberated Italy
A/CC 500	Capt Stone	18 "	Economic Sec	
54) AACSL748	Kauch (?)	18 "	Air Forces S/C	Unnecessary signal advance authorization Ital flight aircraft
55) AFSC/4AIR	Biscarlet	19 "	A/CC	Suggest reminder to AFHQ on Ital Air Force Courier Service to Rome
56) 3103	Bonomi	16 "	Capt Stone	Traveling facilities for families of transferred Prefects
A/CC 500	Capt Stone	20 "	Economic Sec	
57) - -	Capt Stone	26 "	Economic Sec	Churchill promises support reasonable ACC requests for transport/imported supplies, etc. Documents in file 430-Food, Supplies (ff52-54)
Es/31	Gen O'Dwyer	27 "	A/CC	Proposed air line Rome-Spain-Portugal
58) - -	Myron Taylor	22 "	Capt Stone	
- -	Capt Stone	26 "	Economic Sec	
59) A/CC 500	Capt Stone	30 "	Adm & Econ Secs	Appt of Commissioner for Sud-Est Railroad System of Italy-
59a) 91/87/CA	RC & MC Sec	29 " (Ital)	Railways)	Proposed air line Rome-Spain-Portugal
60) AFSC/R/6/AIR	Biscarlet	5 Sept	Harold Tittman	
- -	Capt Stone	6 "	Biscarlet	
61) A/CC 500	Capt Stone	6 "	Myron Taylor	
62) AFSC/R/ /AIR	AVM Biscarlet	7 "	Capt Stone	
63) - -	Col Densmore	9 "	Exec O (A)	Vehicles assigned A/CC & SC, etc.
64) ACC/Tr/M/71	Mr Antolini	10 "	Capt Stone	Procurement of Airplane for exclusive use of ACC.
A/CC 500	Capt Stone	12 "	Air Forces S/C	
65) - -	Capt Stone	13 "	Brig Lush	U.S. Navy equipment and possibility of obtaining transport from them for ACC from ComNavNav.
66) S-331	Capt Stone	17 "	Cmdr 8 Fleet	Capt Ainsworth asgd to represent Tr S/C at ACC Adv Rch with Hq AAI.
67) - -	Capt Stone	17 "	Brig Lush	Ltr fr Minister Communications to Gen Gray on passenger/freight facilities for civilian traffic (Ry)
68) ACC/Tr/M	Mr Antolini	17 "	A/CC	Air passage to London for M. Adrien Nieuwenhuys, Belgian Ambassador.
69) - -	Col Spofford	16 "	Capt Stone	Transport & Personnel requirements ACC Rep. at Hq AAI. (Col Monfort)
A/CC 500	Capt Stone	19 "	Tpn S/C	Reinvestigation Report 2675 Regt. Introducing Col Carnes, Tpn S/C.
70) S-337	Maj Quayle	19 "	C5 AFHQ	Appt of Commissioner for Sud-Est Railroad System of Italy.
71) - -	Capt Stone	19 "	Exec. Comm.	Tires & Tubes for Italian Naval Transport. (See 20-22-23-24-25)
72) A/CC 500	Maj Quayle	21 "	Col Fiske	AFHQ Combined Inspection Team to supervise ACC Transportation.
73) - -	Capt Stone	22 "	Gen Hasbelen, DCAO	Possibility of getting USN tpt for ACC - reminder of 66.
74) A/CC 500	Capt Stone	23 "	Econ & Adm Sec's	Proposal by Venosta use motor-sail vessels to bring foodstuffs to Rome.
75) NSC/880	Commo Zirola	22 "	Hq AAI Adm Ech	
76) 451/105 CBG-O	AG AFHQ	22 "	DP ACC	
77) S-343	Major Quayle	24 "	Cmdr 8 Fleet	
78) A/CC 500	Capt Stone	26 "	Noel Charles	

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LIST OF PAPERS

File under No. 500.

"B" FILES

 101 ACC APO 394
 Sec'y Gen.

TRANSPORTATION

(2)

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
28) G4/41/A	Col Scoggins	25 May	Various	Registry of civilian cars for use by ACC
29)				Personal vehicles, Gen MacFarlane, Captain Stone and Mr. Grady
29a) M-221	Gen MacFarlane	1 June	AFHQ G5 USPA FROM	Bogomolov desirous of obtaining 3 ships for use Italy-Persian Gulf
30) CC/P/371	Gen MacFarlane	6 "	Gen Lemitzer	Transport required for trips to Rome on 8 June
31) A3-1/NSC	Naval S/C	7 "	DCC	Needed transport-Naval S/C
32) 103465/AV	Gen Infante	7 "	DCC	Fuel for Supreme Command - referred to Army Subcommittee for immediate action
DCC 400	Capt Stone	10 "	Gen Infante	
	Capt Stone	10 "	Army S/C	
33) Tn/251/1	Transportation S/C	10 "	RCs & SCAOs	Instructions for movement of ACC & civilian freight by schooner
34) 6924	U/Secy Council of Ministers	10 "	ACC	Further to 22&25. Tires/spare parts for Italian-made transport
35) 4669	Prunas	21 "	Capt Stone	Fuel for Ministry Foreign Affairs- & Ital Government generally
ACC 400	Capt Stone	22 "	Prunas	
36) DCC 500	Col Densmore	22 "	Naval S/C	Transport for Naval S/C unavailable
37) 8059.	U/Secy Council of Ministers	3 July	ACC	Request for Italian Squadron to be stationed at Littorio airfield
A/CC 500	Capt Stone	10 "	U/Secy Council	
38) AFSC/321/1	Air Forces S/C	18 "	A/CC	AF req'd vehicles in Rome should be returned to Air Forces (Italian)
39) 7/110/CA	Brig Lush	11 "	Gen Hume	Charges by Col Kirkwood anent requisitioning cars by AMC 5 Army
54/2	Gen Hume	20 "	RC & MG Sec	
40) 201/CA	Brig Lush	21 "	VP Economic Sec	Need of Schooners by RCs
41)	Capt Stone	22 "	CG RAAC	Request of Equadorean Charge d'Affrs to return to Quito-tpt needed
42)	Pennaltea	22 "	Capt Stone	Use of Littorio by Ital squadron
43)	Mr Reber	23 "	A/CC	Inter-Ministerial Committee study gas requirements for Government.
44) F74617	AFHQ G5 & G4	23 "	ACC for Adams	Vatican asked U.S. Govt to sell/ship them trucks, etc.
45) A/CC 500	Col Densmore	25 "	Middelburg	Sorry can't give you motorcycles.
46) 203/CA	Brig Lush	30 "	A/CC	Tires for Ital Civilian Requisitioned vehicles - Sicily
47)	Capt Stone	7 Aug	Col O'Dwyer	Proposal of assuming management of Merchant Ships of U.S. Govt by Itals
48) ACC/5146/Com	Economic Sec	7 "		POL Instruction No. 1-Civ.reps.
49) " "	" "	10 "		POL Instruction No. 2-Contractors employed on Military projects
50) FX80059	AFHQ G5	7 "	ACC	Re newspaper report on Rome-Lisbon mail/passenger air service
1654	Maj Doe	11 "	AFHQ	Italian Air Courier Services
51) A/CC 500	Capt Stone	10 "	HQ MAAF	"Transport - ACC" Review of entire transportation situation for ACC
52) (91/75/CA	Capt Stone	10 "	AFHQ G5	and civilian needs
(A/CC 500	" "	13 "	" "	

Dec.

LIST OF PAPERS

File under No. 500.

"B" FILES

HQ ACC, APO 394
Sec'y Gen.

TRANSPORTATION

(1)

SERIAL NUMBER	FROM—	DATE	TO—	SYNOPSIS
1) - -	Gen Alexander	30 Jan/44	Freedom	Re allotment of 1000 trucks to Gen MacFarlane
2) CS/14/1-50	Captain Stone	13 Feb	Comando Supremo	Re request for ship for Italy-Sardinia run
3) ES/46	Col Fiske	19 "	Reg I, II, III, IV, V	VI Schooner Traffic
4) CC/P/89	Gen MacFarlane	22 "	RC Sicily	Large number private cars Sicily roads due black market in gas.
5)	Capt Stone	23 "	Badoglio	Rehabilitation Naples plants depends on available transport supplies
6)	Capt Stone	23 "	Badoglio	Trucks will be available for distribution of critical supplies
7) RC/451.2	Col Hancock	29 "	Gen MacFarlane	Replies to (4)
8) 500	Maj Doe	6 March	OC 57 Sub-Area	List of cars used by Italian Intelligence service for which drawing of gas is authorized
9) S4 451	Capt Craig	7 "	Gen MacFarlane	Request info on jeep signed out to you on Memorandum Receipt
10) SG 500	Maj Doe	10 "	OC 57 Sub Area	Please indicate how Royal Family can get permission to use Autostrada.
11) Tr/21/5-20	Capt Stone	9 "	Gen Di Raimondo	Subject Privately owned railways-referred to Economic Sec action
DCC 500	Capt Stone	9 "	Mr. Grady	Tri-weekly Lecce-Bari-guado air service
12) DCC 580	Capt Stone	16 "	Messe	Freight train situation-More trains for King's Italy
13) 930	Badoglio	27 "	Gen MacFarlane	Adm Barone-difficult personality
14)	Ian Campbell	24 "	Commo Palmer	Get rid of Barone thru Minister
15) M-129	Gen MacFarlane	1 April	Adm Morgan	Further to 12.
16) DCC 580	Capt Stone	2 "	Messe	Re 14. More trains for King's Italy.
17) ES/44A	Col Adams	13 "	CC	Railroad cars fixed up for CC.
CC/P/199	Gen MacFarlane	16 "	Badoglio	Release of transportation for use of Simmons (MMIA) in Sardinia
18) ACC/Tr/115	Col Fitch	23 "	Col Monfort	Tires/tubes for Ital Naval transport.
19) DCC 451.2	Capt Stone	24 Feb	G-4 Sec, ACC	"I need 12 Jeeps"
DSG 500	Capt Slaughter	2 May	G-4 Sec ACC	Tires/tubes/spare parts needed for Italian-made transport
20) 7/52/CA	Gen MacFarlane	3 "	CAO, AAI	Tires and tubes for Italian Naval transport
21) No. 1337	Badoglio	4 "	Gen MacFarlane	Tires/spare parts for Italian-made transport (Answer to 22)
22) No. 4311	Badoglio	4 "	Gen MacFarlane	Goods transportation for civilians
23) 3332/Q(AE)	HQ AAI	7 "	ACC	Provide 12 Jeeps for Badoglio's use
7/54/CA	Col Fiske	9 "	Naval S/O	
24) 7/59/CA	Brig Lush	15 "	HQ AAI	
25) CC 500	Gen MacFarlane	23 "	Badoglio	
26) F/XII/40-2-	Cerabona	24 "	Gen MacFarlane	
27) 91/34/CA	Gen MacFarlane	25 "	Badoglio	
91/35/CA	Gen MacFarlane	25 "	HQ AAI	

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HEADQUARTERS
ALLIED CONTROL COMMISSION
FINANCE SUB-COMMISSION
APO 394

13191/R

30 September 1944

SUBJECT : Appointment of Commissario for Societa' Generale Immobiliare.

TO : Acting Chief Commissioner.

1. Reference your A/CC 500 of 23 September 1944.
2. The Finance Sub-Commission has no knowledge of any proposal to appoint a Commissario for the Societa Generale Immobiliare. You will be immediately notified if such a proposal comes to our attention.

Joint Director,
Finance Sub-Commission

Copies to : Col. Denmore, Ec. Sect.
Heads of all Sub-Sections (Finance s/c.)
Lieut. H.J. Tesca.

4320

FILES A(B)

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505

Declassified E.O. 12356 Section 3.3/NND No. 785015S E C R E T

AFHQ

ACC

4126

30 SEP 44

SECRET

PRIORITY

ECONOMIC SECTION

SECRET PD YOUR FOX THREE ZERO FIVE ZERO SEVEN OF TWO SIX SEPTEMBER IT IS FELT THAT ACC MUST BE REPRESENTED AT THE EASY ITEM TARE CROE CONFERENCE CMA BEING PARTICULARLY CONCERNED WITH TRANSPORTATION VITAL TO ECONOMIC ACTIVATION IN ITALY PD FAREN TO AFHQ FOR GEORGE DASH FIVE FOR SPOFFORD FROM ACC FROM STONE PERSONAL FAREN ACC IS CLOSELY CONNECTED WITH THE RAILWAY REHABILITATION PROGRAMS BEING DRAWN UP WITH THE ITALIAN GOVERNMENT SMCLN ENTE NAZIONALE AUTOTRASPORTI DI COSE CMA WHICH WILL CONTROL ALL ROAD TRANSPORTATION SMCLN RAILWAY TRAFFIC SCHEDULES BEING DEVELOPED FOR THE PERIOD FOLLOWING CESSATION OF HOSTILITIES WITH GERMANY AND FUTURE ITALIAN REQUIREMENTS OF ROAD AND RAILWAY EQUIPMENT PD ACC WILL BE THE ALLIED AGENCY CONCERNED WITH DETERMINATIONS MADE AT EASY ITEM TARE CROE CONFERENCE IN VIEW OF ITS RESPONSIBILITY FOR CIVILIAN INTERNAL TRANSPORTATION HERE PD IT IS ASSUMED THAT THE MILITARY ESTABLISHMENT OF AFHQ WILL TAKE A RAPIDLY DIMINISHING INTEREST IN THE PROBLEM AS SOON AS HOSTILITIES CEASE WITH GERMANY AND WILL ONLY BE CONCERNED WITH IMMEDIATE MILITARY TRANSPORTATION REQUIREMENTS PD YOUR RECONSIDERATION OF THE MATTER IS THEREFORE REQUESTED TO AUTHORIZE ACC TO SEND REPRESENTATION PD THE ITALIAN GOVERNMENT HAS BEEN

- 1 -

S E C R E T

4319

FILES A (C)

91

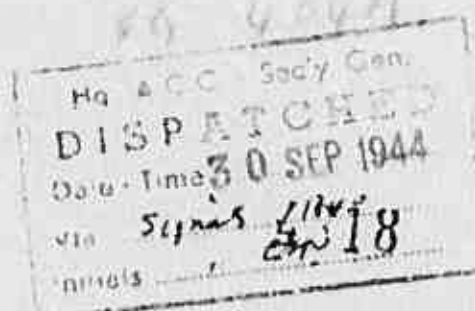
SECRETCable No. 4126, 30 Sep 44, to AFHQ (continued):

CONTACTED AND ARE PREPARED TO NOMINATE CMA IN ADVISORY CAPACITY CMA GENERAL
 GILVANTI DI RAISCHIO PD US IS AN ENGINEER OFFICER CMA WAS DIRECTOR GENERAL OF
 TRANSPORTATION OF ITALY FROM APRIL FOUR ZERO TO SEPTEMBER FOUR THREE CMA
 UNDER SECRETARY OF COMMUNICATIONS FOR ITALIAN GOVERNMENT IN LIBERATED ITALY
 FROM OCTOBER FOUR THREE TO JULY FOUR FOUR WITH THE FUNCTION OF DIRECTOR GENERAL
 OF STATE RAILROADS AND DIRECTOR OF THE INSPECTORATE OF CIVIL MOTORIZATION AND
 TRANSPORTATION SINCE JULY HE HAS BEEN DIRECTOR GENERAL OF STATE RAILROADS
 PD COLONEL ADAMS CMA DIRECTOR TRANSPORTATION SUBCOMMISSION CMA AND MR ABLE LOVE
 VILLA CMA ECONOMIC SECTION STAFF OFFICER CMA WOULD BE ACC REPRESENTATIVES PD
 ALL ARE READY TO PROCEED

AUTHENTICATED:

ELLERY W. STONE
 Captain, USNR
 Acting Chief Commissioner

cc: Transportation S/C
 Economic Section

SECRET

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HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ALV/hs

27 September 1944

SUBJECT: EITO Conference

TO : Acting Chief Commissioner

1. Reference Signal F30507 and Signal F29823, attached.
2. On the basis of the request in the attached cables this Section has unofficially contacted the Minister of Communications and asked him to be prepared to nominate an Italian expert on inland transportation to attend the EITO conference in London.
3. With reference to AFHQ's cable of the 26th, it is the considered opinion of this Section that the Italian internal transportation picture cannot be properly presented by a member of AFHQ. This Section feels that it is essential that representation from ACC be sent to the conference.
4. In view of the fact transportation along with food remain the key to the Italian economy and the fact that AFHQ are not thoroughly acquainted with the work which is now under way at the Italian Ministries with respect to rehabilitation of railways and with such organizations as the Ente Nazionale Autotrasporti di Cosa, which will control all road transportation, AFHQ cannot possibly give a clear picture of Italy's requirements and the efforts being made in the solution of her internal transport problems.
5. Furthermore, AFHQ is not in a position to be familiar with the trend towards the development of railway traffic, which has had a gradual growth and is now reaching the stage whereby detailed schedules for present operation and programs to be immediately made effective at the cessation of hostilities with Germany are being concluded.

/s/ L. D. Denamore
L. D. DENAMORE
Col. Sig. C., C.S.S.
Economic Section

4317

"I agree - Draft Map to AFHQ" (EWS)

SECRET

COPY

FILES A-B

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SECRET

HQ ACC

6216

AFHQ BICHD SACED

64/26

F 30507

PRIORITY

SEPT 261217

CITE MIGHT

SECRET. IT HAS NOW BEEN DECIDED THAT REPRESENTATION AT CONFERENCE WANTED SHALL BE FROM THIS HEADQUARTERS AND NOT FROM ACC (REF OUR F 29823 OF 24 SEPTEMBER) NECESSARY HOWEVER THAT ITALIAN EXPERT INLAND TRANSPORTATION BE NOMINATED AND HELD READY TO PROCEED IF FINALLY CONSIDERED DESIRABLE IN ADVISORY AND EXPERT CAPACITY TO ACCOMPANY OR JOIN THIS HQ REPRESENTATIVE. REQUEST YOU NOTIFY WERE URGENTLY NAME OF ITALIAN NOMINATED WITH SHORT PARTICULARS OF QUALIFICATIONS

ACC DIST

ACTION: TM SC (2)
INFO : A/CC
LCON SEC
FILE (2)
PLANT

See 90

SEPT 261715

4316

FILES A (B)

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SECRET

SECRET

ACC

22/27

AFTIQ FROM G5 SECTION SIGNED SACMED

SECRET

F 29823

PRIORITY

SEPT 24/1800

CITE: PHGEG

SECRET. CONFERENCE WILL OPEN LONDON ABOUT 3 OCTOBER IN ORDER TO DISCUSS PROPOSALS FOR ESTABLISHMENT OF A EUROPEAN INLAND TRANSPORT ORGANIZATION. GOVERNMENTS OF UK, US, AND USSR WILL TAKE PART TOGETHER WITH GOVERNMENTS OF EUROPEAN ALLIES AND FRENCH COMMITTEE NATIONAL. GOVERNMENTS OF UK AND US HAVE AGREED IT DESIRABLE TO EXTEND URGENT INVITATION TO ACC TO APPOINT DELEGATION TO ATTEND CONFERENCE. WHILE LEAVING CHOICE OF REPRESENTATIVES OPEN US AND UK GOVERNMENTS MAKE IT A STIPULATION THAT IF ANY ITALIANS WERE ATTACHED TO DELEGATION THIS WOULD HAVE TO BE IN PURELY ADVISORY OR EXPERT CAPACITY.

PARA. REQUEST YOU CONSIDER ABOVE URGENTLY AND CABLE YOUR VIEWS AND SUGGESTED REPRESENTATION

NOTE: this message was not relayed by electrical means and received thru RAAC

ACC DIST

ACTION : C.S.O. (2)
INFO : ECON SEC
TN SC
CA BR
ESTAB O
A/CC
FILE (2)
FLOAT

4315

SEPT 27/1055

SECRET

SECRET

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JSH/sem

17 September 1944

Synopsis of Telegram from Secretary of State

With reference to the establishment of a proposed European Inland Transportation Organization the Secretary of State has advised Shoenfeld, London, American Mission, Algiers and Mr. Veagh, Cairo that they will be expected to attend conference on subject soon.

U.S., U.S.S.R. and U.K. have agreed in principle on need for European Inland Transportation Organization to coordinate both the allocation of transport material and equipment and the control of traffic. The need exists during the War and in the post-war period. U.S. and U.K. have approved (1) drafting an agreement for discussion with continental Allied governments on establishment of E.I.T.O. (2) draft of directive for tri partite interim Commission which would operate until establishment of E.I.T.O.

If U.S.S.R. agrees, UK will issue invitations on or about Sep 5 to Allied Governments to attend conference in London about Sep 25 to discuss draft agreement as a basis for establishing E.I.T.O. If U.S.S.R. does not agree, other Allied Governments will meet anyway.

Second Section.

The draft agreement as presently approved contains following provisions: 4314

1. E.I.T.O. would provide fair allocation and distribution of transport material and equipment.
2. Would allocate equipment for essential traffic to areas of most urgent need.
3. Would direct movement of traffic of common concern.
4. E.I.T.O. would consist of a council including all member governments.
5. Would have an executive board three of whom nominated by U.S. U.K., and U.S.S.R.
6. Agreement would be valid for 2 years after German hostilities cease.
7. Subject to approval of Allied Commanders EITO would begin to function as soon as member government became effective transport authority.

Pending establishment of EITO a stop-gap organization (Interim Commission of representatives of US, UK and USSR would serve in consultative capacity with the military and familiarize themselves with job EITO will inherit. Allied Governments would probably be asked to assign liaison representatives to Interim Commission. 87

For their information advise American members of ACC (Schott, O'Dwyer et al) of proposed EITO. ACC will in due time be advised through proper channels of EITO. 1-1718

Declassified E.O. 12356 Section 3.3/NND No.

185015

COPY

PARAPHRASE

of

Telegram from Secstate, Washington.

16 Sep 44.

HOLD

COPY

First of Two Sections.

With reference to the establishment which has been proposed of a European inland transport organization the following telegraphic message has been sent to Schoenfeld in London, American Mission in Algiers, and McVeagh in Cairo for their information and to inform them that an invitation to attend and take part in a conference which will be held soon will be extended to the authority or to the governments to which they are accredited.

Between the U.S.S.R., United States, and United Kingdom there is an agreement in principle that it would be expedient for the carrying out of common United Nations military needs and in interest of economic and social progress in Europe after the liberation of occupied territories in Europe that a European inland transport organization be established to provide for coordination both in allocation of transport material and equipment and in control of traffic. Recently approval has been given by the United States and ~~the~~ United Kingdom Governments (1) to a draft agreement for a European inland transport organization (EITO) which, as a basis for discussion, is to be submitted to the continental Allied governments and (2) a draft directive for a tripartite interim commission which would operate until the establishment of that organization. Documents were drafted by United States and United Kingdom representatives and by an observer representing the U.S.S.R. Government.

Instructions have been given to the United Kingdom and United States Ambassadors in Moscow to approach the U.S.S.R. Government in concert for the purpose of obtaining on the aforementioned documents the concurrence of the Soviet Government. If this can be obtained forthwith it is proposed that acting on behalf of the United States, U.S.S.R. and United Kingdom, the British Government on or about September 13 issue invitations to a conference to discuss a draft agreement as a basis for the establishment of a European inland transport organization, which will be attended by represent-

representatives

13/12/44

- 2 -

atives of Allied Governments, which conference would be held in London about September 25th. Should the Soviet Government not be prepared at present to formally participate in the invitation the proposal is made to the continental Allied Governments on behalf of the United Kingdom and United States Governments, by the British Government, with a statement that at a conference to be held in London around the end of September the draft agreement would be used as a basis for discussion.

Second Section.

Notification will also be given to the Allied Governments that the Soviet Government has been advised fully of the action taken and that importance to the coordination and restoration of European Inland Transport after end of hostilities in Europe is attached to it by that Government. The draft agreement, it would also be pointed out, to a large extent was based on the work which Allied experts did on the technical advisory committee on Inland Transport of the inter-allied requirements Bureau.

The French Committee of National Liberation, accordingly, may receive an invitation shortly issued by the British Government on behalf of the U.S.S.R., the United Kingdom and the United States to take part in a conference where the organization of European Inland Transport along the lines of the draft agreement will be discussed. You are to make arrangement with your British colleague to be informed of the issuance of such an invitation and the text of the documents which are transmitted. If there are any new developments in this matter you are to keep the Department informed.

For your information: as presently approved, the draft agreement would give (EITO) the proposed organization the powers to provide for fair allocation and distribution of transport material and equipment in order that the movement of traffic of common concern in Europe may be facilitated. Power would also be given EITO to allocate equipment for essential traffic to areas where it was needed most urgently and power to direct the movement of traffic of common concern. It is also proposed in the draft agreement that EITO consist of a council including all member Governments. Besides,

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would
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- 3 -

would have an executive board of five members, three of whom would be nominated by the United Kingdom, U.S.S.R., and United States governments. The agreement would be valid for a period of two years, at least, after hostilities with Germany are generally suspended. As soon as a member government became the effective authority for transport in its territory, EITO would begin to exercise its functions, under the condition that the Allied Commanders in Chief are convinced that military necessities allow, and under whatever conditions they might place.

As, pending the establishment of EITO, a stop-gap organization will be necessary, there will be established an interim commission. This is to be composed of United Kingdom, USSR, and United States representatives; it is to act in an advisory and consultative capacity to the military and to study different pertinent matters with EITO. In order to maintain liaison with this interim commission the continental Allied Governments would probably be called upon to assign representatives.

For their information and that of other American members of ACC please inform Schott and O'Dwyer of the proposed EITO. It is our understanding that an informal communication on this subject is being addressed by the British Foreign Office to a civil member of the British staff in Italy. The ACC will, in due time, be formally advised through proper channels of EITO.

↑ regard to the operation and administration of the proposed

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Paraphrase of Telegram Received
from SECSTATE, Washington.

The following telegrams which are self-explanatory have been exchanged between the Department and the American Embassy, London, and have been repeated to this office for the unofficial information of the American members of the Allied Control Commission in Italy:

"From London, No. 7523, dated September 13:

"It has been suggested by the Foreign Office that the Allied Control Commission in Italy be invited to appoint a representative or representatives to attend the forthcoming EITO conference, in view of the important part which the Italian transportation system will play in problems affecting the inland transport in Europe. The Foreign Office has no objections if the Allied Control Commission wishes to bring along, in a subordinate capacity, an Italian technician.

"Request Department's views."

- - - -

Following is reply from Department:

"The Foreign Office's suggestion that the Allied Control Commission in Italy be invited to send representatives to the EITO conference the Department concurs in, and offers no objection if the ACC desires to include on the staff of ACC representative an Italian technician.

"It is assumed by the Department that the Foreign Office will transmit, under cover of the same letter as sent to Allied Government, a copy of the draft agreement to ACC. This communication should be on behalf of the Governments of the United States and Kingdom."

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A-7 (B)

87

Office of the Acting Chief Commissioner

Italian Shipping

A/CC 500

Col. Densmore, Economic Section

30 September 4

Please let me have your comments on the attached letter from
Gibson Graham.

E. W. S.

1 Incl: Ltr 28 Sept 44 fr Chairman,
Shipping Sub-Commission.

86 412

Hq	ACC	Secy Gen
DISPATCH 4309		
Date	Time	1 - 001 1944
Via	By	1570
Initials	E.S.	

FILES A-8 86

785015

SECRET

6532

HQ ACC CHIEF COMMISSIONER RPT HQ ACC FOR TN SC INFO HQ ACC FOR FOOD SC
 MAIN HQ AAI FOR ACC LIAISON OFFICER

270/29

AMG 5 ARMY

1192

PRIORITY

S 3291142A

SECRET. SUBJECT IS TRANSPORTATION FOR CIVILIAN SUPPLIES. UNDERSTAND FROM YOUR 3907 THAT ONLY 40 ADDITIONAL TRUCKS WILL BE AVAILABLE FOR AT LEAST 3 WEEKS AND PROBABLY LONGER. MUST AGAIN DRAW YOUR ATTENTION TO THE POSITION NAMELY THAT WITH PRESENT AVAILABLE TRANSPORT IT HAS BEEN FOUND POSSIBLE ONLY TO TAKE CARE OF FLORENCE CITY AND EXISTING ARMY AREA. FORWARD STOCK PILES HAVE NOT BEEN BUILT UP. CONSEQUENTLY AN EARLY ADVANCE WILL NECESSARILY RESULT IN BREAKDOWN OF CIVILIAN SUPPLIES IN BOLOGNA OR FLORENCE WITH POSSIBLY VERY SERIOUS CONSEQUENCES. STRONGLY URGE THAT EVERYTHING POSSIBLE BE DONE TO MAKE SUFFICIENT ADDITIONAL TRANSPORT AVAILABLE IN TIME. CITE OUR 399.

ACC DIST
 ACTION
 INFO-ECONOMIC SEC
 TN SC
 FOOD SC 2
 CA ER
 A/CC
 FILE 2
 FLOAT

NB. Pencil note.

Tony. Everything possible is being done
 In 3907 we told Hume what the plan is.
 The only thing we could do, if advisable,
 is to relay this to AFHQ in order to
 help Col. Carnes get allied supervision
 personnel and equipment.

/s/ Denmore.

(Attached note.)

Captain Stone. Col. Carnes is back from
 Caserta. Col. Denmore is conferring with
 him and will draft a signal to AMG 5th Army.

Q

4308

A7(B)

85

0 6 2 0

Declassified E.O. 12356 Section 3.3/NND No.

785015

Acting Chief Commissioner

Repairs and Maintenance of Italian
post-telegraph-telephone networks

A/CC 500

29 Sept 4

Communications Sub-Commission
(Attn: Colonel Henderson)

1. Letter on above subject from Prime Minister is attached. Will you please look into these proposals and take appropriate action, and in due course draft a reply to the Prime Minister for my signature.
2. I have acknowledged Sig. Bonomi's letter

1 Incl:

Ltr 14226/13416/13/11, 25
Sept fr PM Bonomi

*(no copies of lists retained
in Italy War office)*

ELLERY W. STONE

Captain, USNR

Acting Chief Commissioner

Hq ACC Sec'y Gen

DISPATCHED

Date-Time 30 SEP 1944

Via *any* 1000

Initials *Er*

1120

4307

84

0 6 2 1

Declassified E.O. 12356 Section 3.3/NND No.

785015

EWS/wmg

A/CC 500

29 September 1944

My dear Mr. Prime Minister:

Thank you for your letter No. 14226/13416/13/11
of 25 September regarding the repairs and the works of main-
tenance for the post-telegraph-telephone net of the country.
Your proposals are under consideration and I will write you
more fully in due course.

184

Yours very truly,

ELLERY F. STONE
Captain, USNR
Acting Chief Commissioner

500

His Excellency Ivanoe Bonomi
President of the Council of Ministers
Italian Government

A 401

Hq ACC	4306
DISPATCHED	
Date	1000
Via	
Initials	

83

0 6 2 21

Declassified E.O. 12356 Section 3.3/NND No. 785015

TRANSLATION

THE PRESIDENT OF THE
COUNCIL OF MINISTERS

n. 14226/13415/13/1

NO ACC. SPD 324
27/9/44
218

Rome, 25 September 1944.

Dear Captain,

The Ministry of Communications has informed me that it is necessary to start without delay the repairs and the works of maintenance for the post-telegraph-telephone net of the country, to avoid further damages and make possible the complete resuming of works.

The adequate offices must be granted adequate technical material and vehicles to do this work. The requirements are shown by the following lists which I enclose.

not copied

There is certainly no need for me, dear Captain, to draw your kind attention on this subject. The fundamental importance of an initiative bent on preserving and restoring what is doubtless one of the most important instruments of the life and administration of the country, is obvious. This Commission has already shown how deeply it is interested in this question.

I am certain that you will have the kindness of examining this request, and I thank you for all the dispositions you will take for seconding it.

Yours very truly,
/s/ I. Bonomi

Captain Ellery W. SPENCE
Chief Commissioner
Allied Control Commission

R O M E

Trans. E.C.

4305

FILES A 1

82

0 6 2 3

785015

ROME, 31 August 1944

MEMORANDUM ON MEANS OF TRANSPORT

Three lists have been made for the cars (1, 2, 3):

- a) The first list deals with the requirements of the construction enterprises and refers therefore to the trucks necessary for the rehabilitation of the telegraph and telephone (in the air) net of the State; trucks in various number and of different types have been allowed to every enterprise according to the state of rehabilitation of the line that the enterprise has to deal with.

As only light and heavy trucks are deemed necessary for the maintenance, we mean to send forth the diminished trucks as the repairs of the South and Central Italy lines are being completed.

- b) The second list deals with the requirements of the P.R. Provincial Directions, and refers therefore to the trucks for mail transportation in town or for urgent services.

It is thought that one of the trucks (light type or medium type) might be used for urgent repairs of the telegraph and telephone lines.

- c) The third list deals with the requirements of the granted Telephone Societies (S.E.T., S.E.T.I., I.T.S., T.E.V.A. STIRAL) and of the State Agency for the maintenance of the cable.

4304

82

0624

Declassified E.O. 12356 Section 3.3/NND No.

785015

EW3/drr

ACC/Tn/R/20
A/CC 091.711-1

27 September 1944

SUBJECT: Italian Personnel for Formation of Italian Truck Companies.

TO : NMIA (Army Sub-Commission). Attn: Colonel Kerr.

1. With reference to the recent conversation between Colonel Kerr and Colonel Adams, Director of the Transportation Sub-Commission, it is requested that 550 Italian Army personnel of all ranks be assigned as soon as possible to the Transportation Sub-Commission in order to complete the formation of 5 QM Truck Companies.

2. It is understood that this figure is available without increase to the present ACC ceiling.

HILLERY W. STONE
Captain, USNR
Acting Chief Commissioner

cc: Economic Section
Transportation S/C

cc: S-1
cc: S-2

FILES A-B

Hq ACC Secy Gen.	
DISPATCH	
Date-Time	28 SEP 1944
Via	31st 0910
Initials	AT

Rec'd by Col. Ken
at 1000, 28 Sep

81

Declassified E.O. 12356 Section 3.3/NND No. 785015

ENS/hd

A/CC 500

27 September 1944

Subject: Request for Supervising Personnel for Italian Truck Battalion

To: Brigadier General Charles M. Spofford, G.S.C.
Assistant Chief of Staff, G-5, Allied Force Headquarters

Dear Chuck:

Colonel Carnes of the Transportation Sub-Commission is reporting to your headquarters to straighten out a personnel matter involving the supervision of an Italian truck battalion which is being organized at the present time.

The original plan which was tentatively approved at AFHQ called for a total of 104 officers and men. It was agreed that this personnel was to be from AFHQ overhead and attached to the 2675th Regiment AOC.

This is the minimum number of supervising personnel required if the Italian companies are to operate efficiently and is less than the number used in a similar British organization. I have been informed that this number is to be reduced to 9 officers and 20 EM, which is entirely inadequate for the supervision of these organizations. I will appreciate it if you would look into this matter and do what is necessary to have our minimum requirements met.

You realize how very serious the transportation situation is. These companies will be used in the forward areas and are in lieu of transport which the Fifth Army requested from AFHQ. They (AFHQ) met the situation by authorizing the activation of additional transport companies (Italian) to be supervised by Allied personnel under AOC. We can do the job if we are given the proper backing. The job can not be done with the 29 officers and EM suggested.

Any additional help you can give Colonel Carnes in getting these organizations formed and in operation will be greatly appreciated by me.

Yours sincerely,

33 372
HQ ACC Secy Gen
DISPATCH
Date-Time 28 SEP 1944
Via HAND OF COL. CHARNES
Initials CH

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

4302

cc: Economic Section
Transportation S/C

7125 A () 80

Declassified E.O. 12356 Section 3.3/NND No. 785015

EWS/dfc

27 September 1944

A/CC 500

Subject: Equipment for ★ Truck Battalion for ACC

To: Commanding General, NATOUSA
(Thru: Supreme Allied Command, MTU)

1. In order to provide for the transport of essential civilian supplies in the area of the 5th and 8th Armies and in Northern Italy, 500 additional trucks are being provided; 250 x 2½ ton (US) and 250 x 3 ton (Br.). Prior to the provision of the above trucks, the U.S. Army has furnished 300 x 2½ ton trucks and 200 x 1½ ton trucks and 100 x 1 ton trailer to ACC; and the British Army has furnished 400 x 3 ton trucks for the haulage of essential civilian supplies throughout all of Italy. In addition the 1000 and 1001 G.T. Coys (Italian Personnel) have been provided to transport the essential civilian supplies for the 5th and 8th Armies respectively.

2. Although Italian civilian drivers and mechanics are utilized to a large extent, it is not feasible to use civilian employees (Italian) in army areas. At the present time, ACC is employing the two above mentioned G.T. Coys and the 1024/1025 M Truck Coys (Italian) to haul the essential civilian supplies in this area. As the armies advance, this amount of transport will be entirely inadequate and ACC, Transportation Sub-Commission has proposed the formation of one British Bn. composed of 4 G.T. Coys and one American Bn. composed of 8 M Coys (Italian) to meet these requirements. ACC recommends the 1000 - 1001 - 1007 and 1008 G.T. Coys (Italian) operating under AAI and attached to ACC, be utilized to fulfill the requirements in rear of the 8th Army; and the 1024/1025 M Coys (Italian) and 6 additional similar Coys, some of which are now in process of formation, to fulfill the requirements in rear of the 5th Army.

3. Realizing the need for additional Truck Coys, ACC has trained sufficient drivers in the 1024/1025 M Truck Coys to operate the vehicles of 3 "M" Coys. In addition ACC has trained sufficient Italian drivers to operate one additional M Truck Coy. ACC has the facilities and will train drivers for 4 additional "M" Coys as soon as the necessary Italian personnel is released by MMIA. It is understood the British Army are training M ITI troops (the 1007 - 1008 G.T. Coys) and it is recommended that these 2 Coys be attached to ACC as soon as they can be made available.

4301

4. In order to provide the maximum efficiency for operation and maintenance and to provide housekeeping equipment whereby the Truck Coys can maintain themselves under field conditions in forward areas during the forthcoming winter season, it is recommended that equipment as listed in Annex "A" be issued, on a loan basis, to the 2675th Regt. ACC. This list of equipment prepared in conjunction with AFHQ representatives is considered to be the minimum essential to provide for the 8 Truck Coys and a Bn. Hq. Detachment organized according to T/O-B 10-56 and 1057. The list includes no items for which substitutes are available from Italian Army stocks.

ELLENY W. STONE
Captain, USNR
Acting Chief Commissioner

1 Incl:
Annex "A", List of
Equipment

cc: Econ Sec
Transportation S/C

34-372

Hq ACC - Secy Gen.
DISPATCHED
Date-Time 28 SEP 1944
Via HAND OF 2nd MGRS.
Incls 6m

ANNEX "A"

(1)

LIST OF EQUIPMENTEng.

8 each Tool set, complete with Tools Carpenter No. 2.

Med.

8 each Kits, First Aid, Motor Vehicle.

Ord.

40 each Trucks, 1/4 ton 4X4
 9 " Trucks, 3/4 ton 4X4, O&R
 8 " Cabinets, Spare Parts Type 1 M 1940
 240 " Chains, Motor Vehicle Tow 16 Ft Long x 7/16 in diam
 40 " Rope, Tow, 20 foot long 1 in diam.
 8 " Tool sets, complete with Tools, Body Mechanics (SNL-19)
 56 " " " " " " , General Mechanics (")

Unit Equipment, Second Echelon

24 " Set No. 1 (SNL N-19)
 8 " Set No. 2 "
 8 " Set No. 5 "
 8 " Set No. 7 "
 8 " Welders "

QM.

16 Axe, hand Chopping, single bit, standard grade, 4lb.
 9 Bag, Canvas, water sterilizing, porous complete with cover and hanger.
 16 Buckets, Canvas, water, 18 qt.
 19 Buckets, General Purpose, galvanized, heavy weight, without lip, 14 qt.
 180 Cans, water, 5 gallon
 8 Can corrugated, nesting, galvanized with cover, 10 gal
 8 " " " " " " 16 gal
 8 " " " " " " 24 gal
 8 " " " " " " 32 gal
 18 Case, Canvas, dispatch
 8 Chest record fiber
 1 Desk field empty fiber Headquarters
 8 " " " " Company
 800 Drums, inflammable liquid, gasoline stool, with carrying handle, capacity 5 gallon.
 8 Kit barber
 32 " sewing
 24 Heaters, immersion type for cans corrugated
 32 Shovel, general purpose, D Handled, strapback round Point No. 2.
 9 Lanterns, Electric, Portable Hand
 2 Lantern gasoline, two mantle commercial
 32 Pick Mattock, intrenching M 1910 with handle
 8 each Range, Field, M 1937, 3 unit complete
 1 " Safe, Field, Combination lock
 8 " Screens, latrine complete with pins and poles
 8 " Tents, kitchen fly proof
 1 " Tents Command Post camp W/P Poles

4299

(2)

173 each Tents, squad M 1942 Camp W/P/P
9 " Tents, Wall, small camp W/P/P
243 Tubes, flexible nozzle
80 Whistles, Thunderer

250 Flashlight, TL - 122 Signal

4298

79

WFS/drr

A/CC 500

26 September 1944

Dear Sir Noel,

On 21 September you forwarded to me a Memorandum from Visconti Venosta wherein he proposes that motor-sailing vessels be employed to bring foodstuffs to Rome from the south and to remove refugees from the Rome area.

This is an old proposal which has hitherto been found impracticable, but which will now be reviewed.

Yours sincerely,

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

Sir Noel Charles, Bt., K.C.M.G.
British High Commissioner in Italy
British Embassy
84, Via Venti Settembre
Rome

4297

On 21 September you forwarded to me a Memorandum from Visconti Venosta wherein he proposes that motor-sailing vessels be employed to bring foodstuffs to Rome from the south and to remove refugees from the Rome area.

This is an old proposal which has hitherto been found impracticable, but which will now be reviewed.

Yours sincerely,

MILLY H. STONE
Captain, USNR
Acting Chief Commissioner

Sir Noel Charles, Bt., K.C.M.G.
British High Commissioner in Italy
British Embassy
24 Via Venti Settembre
Rome

4297

FILES A-B

59 363

DISPATCH
Date Time 27 SEP 1944
Via 454 100
Initials CH

78

COPY

No. 01525/1

ROUGH TRANSLATION

HQ ACC. APO 324
3/11 Sec. V/Gen.
Recd 22/9 - 1270
by DRR

Rome, 14th September 1944

Dear Ambassador,

I am enclosing herewith copy of a memorandum addressed to the Allied Control Commission concerning the initiative taken by the Holy See in its endeavours to alleviate the difficult food conditions in Rome and, at the same time, to expedite the return of the refugees and evacuees to their homes.

I should be particularly grateful if you would kindly warmly support the requests set out in the memorandum in question intended to obtain the authorisation for the coastal traffic of several motor-sailing vessels to be employed in the transportation of foodstuffs from the South to the Provinces of Campania, Latium, and Tuscany and for the return of the refugees to the provinces of Southern Italy.

Kindly accept, my dear Ambassador, the expression of my highest consideration.

/s/ G. VISCONTI VEROSTA

Sir Noel Charles, St., K.C.M.G.,
Rome

4296

78

COPY

MEMORANDUM FOR THE ALLIED CONTROL COMMISSION: POLITICAL SECTION

The Vatican Secretary of State has enquired whether in order to expedite the return of the refugees to the Southern Provinces and at the same time ensure the arrival in Rome of foodstuffs, it would be possible to obtain authorisation for the coastal traffic of several motor-sailing vessels plying between the South and the Provinces of Campania, Latium and Tuscany.

A similar request the Vatican Secretary of State has addressed directly to the Allied Governments through their respective Representatives to the Holy See.

The initiative of the Holy See is one of the many activities in which the Vatican is interested in order to bring relief to the Roman population in the present difficult food situation. At the same time it would make possible the return to their respective centres of the refugees who would thus be enabled to proceed as early as possible, to rebuild their homes and to take up again their customary work which they were obliged to abandon owing to war operations.

The Ministry of Foreign Affairs, with the intent of facilitating and aiding this initiative takes leave to ask the Allied Control Commission, Political Section, to interpose their good offices to this effect, confident that the Allied Authorities will raise no obstacles to an activity which, owing to its highly humanitarian character, is worthy of the greatest support.

Rome, 17th September 1944

4295

78

0 6 3 4

SECRET

COAIR EIGHT FLIGHT RPTD FOR INFO TO COM EIGHT FIVE

ACC

8-343

SECRET

PRIORITY

24 SEP

ACTING CHIEF COM

66

GRATEFUL FOR REPLY PARTIAL TO COAIR EIGHT FLIGHT RPTD FOR INFO TO COM EIGHT FIVE
ACC FROM STONE PERSONAL PARTIAL TO MY SQUAD THREE THREE ONE OF ONE SEVEN SEVENTEEN
REFERENCE REQUEST FOR TURN OVER OF COPE HANDED AND JOHN S. JENNINGS INCLUDING
TRANSPORTATION AND PROVISIONS

500

AMPLIFIED:

DISTRIBUTION:

- 1 - Brig Lush
- 1 - Col Denmore, Econ Sec

J. A. QUAYE
Major
Chief Staff Officer,
Office of the Acting Chief
Commissioner

1200

24 SEP

ATTN: CHIEF COM

66

GRATEFUL FOR REPLY PARCE TO COLOR EIGHT FIRST UNIT NEW THAT TO COM NIGHT WITH FIVE
ADG FROM STONE PRESCOTT PARKER TO MY SUEAR THREE UNDER ONE OF OUR SPAIN RETURNER
RESPONSE ENJOICE FOR TOWN OVER OF QUOTE BAKER END QUOTE MOUNTAIN INCLUDING
TRANSPORTATION AND MOVING

DISTRIBUTION:

- 1 - Brig Lush
- 1 - Col Denmore, Moon Sec

AUTHENTICATED:

500

J. A. QUAYLE
 Major
 Chief Staff Officer,
 Office of the Acting Chief
 Commissioner

4292

34-236

Mo	Sec	Secy Gen.
DISPATCHED		
Date	Time	4 SEP 1944
Via	Mg. 1700	
Initials	LH	

FILES A-D

SECRET

REGISTERED

JC/Th

ALLIED FORCE HEADQUARTERS
APO 512

AG 451/105 GPO-0

22 September 1944

SUBJECT : Allied Control Commission Transport - AFHQ Combined
Inspection Team.

TO : Deputy President, Allied Control Commission, APO 394.

1. In order to ensure that the transport (road) used by Allied Control Commission is efficiently operated and maintained, a COMBINED INSPECTION TEAM is being established by this Headquarters. The object of this inspection team is :

a. To report to this Headquarters on all problems relating to the operation and maintenance of all Allied Control Commission vehicles, both TA/WT, and transport used in the performance of essential civilian services.

b. To advise the Allied Control Commission on the best methods of obtaining the maximum efficiency from all vehicles operated by them.

2. The Allied Control Commission will extend every assistance to this inspection team in the execution of its duties, including the provision of interpreters when required.

3. Terms of reference covering this inspection team are attached at appendix "A".

By command of General Wilson :

JACK CARTER,
Captain AGD,
Asst Adjutant General.

1 Incl

Appendix "A"

DISTRIBUTION:

2 - Addressee
1 - CAC
1 - G-4 (A)
1 - G-5
4 - SOS NATO
1 - Inspector Gen-NATO
1 - Crd - (A)
1 - Crd - (B)
2 - PMS
3 - G-4 (E)

ACC DIST

C.S.O.
C.A. Br (for ex Comm)
Secn. Sec.
G-1 (B) for ex offr (HQ)
G-1 (A) for ex offr (A)
Vet Offr (Col Fiske)
Inf S/C
Food C/C
G-4 (A)
G-4 (E)
Hq Comdt
Adj

4293

a. To report to this Headquarters on all problems relating to the operation and maintenance of all Allied Control Commission vehicles, both TZ/WF, and transport used in the performance of essential civilian services.

b. To advise the Allied Control Commission on the best methods of obtaining the maximum efficiency from all vehicles operated by them.

2. The Allied Control Commission will extend every assistance to this inspection team in the execution of its duties, including the provision of interpreters when required.

3. Terms of reference covering this inspection team are attached at appendix "A".

By command of General Wilson :

JACK CARTER,
Captain AGD,
Asst Adjutant General.

1 Incl
Appendix "A"

DISTRIBUTION:

2 - Addressee	1 - G-3 Org
1 - CAO	1 - Director Supply Transport
1 - G-4 (A)	1 - Maintenance Inspectorate
1 - G-5	1 - CMD
4 - SOS NATO	10 - ACC
1 - Inspector Gen-NATO	2 - AG Records
1 - Ord - (A)	1 - G-5
1 - Ord - (B)	
2 - PRIME	
2 - Q "A"	
1 - G-3	

ACC DIST

C.S.O.
C.A. Br (for ex Comm)
Recn. Sec.
G-1 (B) for Ex Offr (E9)
G-1 (A) for Ex Offr (A)
Asst Offr (Col Fiske)
Inf S/C
Food S/C
G-4 (A)
G-4 (B)
Hq Comdt
Adj

4293

A + (B) 2003

76

COPY

RESTRICTEDAPPENDIX "A"

TERMS OF REFERENCE OF THE COMBINED INSPECTION
TEAM OPERATING WITH ALLIED CONTROL COMMISSION.

1. COMMAND

The Inspection Team will work under direct command of A.F.H.Q.

2. ORGANIZATION

The Inspection Team will consist of a Senior Inspector, Assistant Inspectors, and field and office staffs. The detailed composition will be decided later.

3. EQUIPMENT

A minimum amount of transportation and office equipment, as determined by G-4, A.F.H.Q. will be issued on Memorandum Receipt by the respective services, U.S. and British, on an equal basis, to the Inspection Team.

4. LOCATION

The headquarters of the Inspection Team will be with A.F.H.Q. The Senior Inspector will have power to move his inspectors wherever he may desire within the area of responsibility of A.C.C.

5. DUTIES

The duties of the Inspection Team are:

- (a) Operation of Vehicles: To insure that maximum operating efficiency is attained on all vehicles, both military and civilian, under control of A.C.C. Recommendations for improvement will be made whenever deemed appropriate.
- (b) Maintenance of Vehicles: To ensure that the highest possible standard of maintenance is attained by A.C.C. on all vehicles under its control to include both military and civilian transport. Recommendations for improvement will be made whenever deemed appropriate. As far as possible British type vehicles and American personnel of the Inspection Team will inspect U.S. type vehicles. Inspection of Italian vehicle will be divided between the British and U.S. inspectors by the Senior Inspector.
- (c) Vehicle Requirements: To insure that maximum use of all civilian resources of vehicles, equipment and parts is made prior to calling on Allied Military resources for additional requirements. The Senior Inspector will screen all requirements for vehicles, 4292

3. EQUIPMENT

A minimum amount of transportation and office equipment, as determined by G-4, A.F.H.Q. will be issued on Memorandum Receipt by the respective services, U.S. and British, on an equal basis, to the Inspection Team.

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- (a) Operation of Vehicles: To insure that maximum operating efficiency is attained on all vehicles, both military and civilian, under control of A.C.C. Recommendations for improvement will be made whenever deemed appropriate.
- (b) Maintenance of Vehicles: To ensure that the highest possible standard of maintenance is attained by A.C.C. on all vehicles under its control to include both military and civilian transport. Recommendations for improvement will be made whenever deemed appropriate. As far as possible British type vehicles and American personnel of the Inspection Team will inspect U.S. type vehicles. Inspection of Italian vehicle will be divided between the British and U.S. inspectors by the Senior Inspector.
- (c) Vehicle Requirements: To insure that maximum use of all civilian resources of vehicles, equipment and parts is made prior to calling on Allied Military resources for additional requirements. Senior Inspector will screen all requirements for vehicles, and parts made by A.C.C. on military sources.
- (d) Property Responsibility: To insure that all vehicles, tools, equipment and parts assigned to or on memorandum receipt to A.C.C. are properly accounted for in accordance with regulations of the respective armies, U.S. and British.

COPY.

RESTRICTED

Appendix "A"

6. REPORTS

The Senior Inspector will send in fortnightly consolidated reports giving results of inspections carried out, recommendations, and statements as to whether or not actions has been taken on previous recommendations. These reports will be sent to A.F.H.Q. with copies to HQ A.C.W.

Incl 1 to Ltr AFHQ, File AG 451/105 GEG-O, dated 22 Sep 44, subj: Allied Control Commission Transport - AFHQ Combined Inspection Team.

RESTRICTED

COPY

4291

Declassified E.O. 12356 Section 3.3/NND No. 785015

giving results of inspections carried out, recommendations, and statements as to whether or not actions has been taken on previous recommendations.

These reports will be sent to A.F.H.Q. with copies to HQ A.C.V.

Incl 1 to Ltr AFHQ, File AG 451/105 GEG-O,
dated 22 Sep 44, subj: Allied Control
Commission Transport - AFHQ Combined
Inspection Team.

- 2 -

RESTRICTED

C O P Y

4291

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
Navy Sub-Commission
APO 394

NSC/850

22 September 1944

From: Navy Sub-Commission, Hq. ACC.
To: Headquarters, AAI
C.M.F. Adm. Ech.

Subject: Tires and Tubes for Italian Naval Transport ⁽²⁾

Reference: (a) ACC (Chief Commissioner) ltr 7/52/CA of 3 May 1944,
to CAO. HQ. AAI.
(b) HQ. AAI CM.F. 3332/Q(AE) of 7 May 1944, to Allied
Control Commission. ⁽²⁾
(c) HQ. AAI 3332/2/Q(AE) of 24 May 1944.
(d) RC & MG Section ACC ltr 7/59/CA of 15 May 1944 to
HQ. AAI. ⁽²⁾

1. After urgent representations by the Navy Sub-Commission, the Chief Commissioner, Allied Control Commission in reference (a) requested the Chief Administrative Officer, Headquarters, AAI, to supply tires and tubes for Italian Navy Transport. This request was made as a special case due to the urgent need for tires and due to a failure to obtain them through other channels.

2. In reference (b), the CAO, Headquarters, AAI, indicated that some tires and tubes could be released provided that the numbers demanded be reduced. Subsequently 50 tires and 50 tubes were released by reference (c) after reference (d) informed CAO, Headquarters, AAI that the previously submitted requirements had been based on needs for the remainder of 1944. ⁵⁰

3. At the present time, the Navy Sub-Commission, is in possession of a number of large requests from various Italian Naval Commands for tires and tubes. It is intended to instruct the Italian Ministry of Marine to coordinate all requests for tires and tubes to revise all demands downwards in proportion to the limited available ³⁰

Tires and Tubes for Italian Naval Transport 20

Subject:

Reference:

- (a) ACC (Chief Commissioner) ltr 7/52/CA of 3 May 1944, to CAO, HQ, AAI.
- (b) HQ, AAI CM.F. 3332/Q(AE) of 7 May 1944, to Allied Control Commission. 22
- (c) HQ, AAI 3332/2/Q(AE) of 24 May 1944.
- (d) RC & MG Section ACC ltr 7/59/CA of 15 May 1944 to HQ, AAI. 24

1. After urgent representations by the Navy Sub-Commission, the Chief Commissioner, Allied Control Commission in reference (a) requested the Chief Administrative Officer, Headquarters, AAI, to supply tires and tubes for Italian Navy Transport. This request was made as a special case due to the urgent need for tires and due to a failure to obtain them through other channels.

2. In reference (b), the CAO, Headquarters, AAI, indicated that some tires and tubes could be released provided that the numbers demanded be reduced. Subsequently 50 tires and 50 tubes were released by reference (c) after reference (d) informed CAO, Headquarters, AAI that the previously submitted requirements had been based on needs for the remainder of 1944. 50

3. At the present time, the Navy Sub-Commission, is in possession of a number of large requests from various Italian Naval Commands for tires and tubes. It is intended to instruct the Italian Ministry of Marine to coordinate all requests for tires and tubes and to revise all demands downwards in proportion to the limited available supplies.

4. It is requested that an indication be given to this office regarding the approximate quantities and sizes of tires and tubes which may be released to the Italian Navy during the remainder of 1944. This request is made so that the request from this office may be made a reasonable one in view of existing supplies.

Copy to:
Secretary Gen'l, ACC. Econ. Sec.
FO:ALI

/s/ H.W. ZIROLI,
Commodore, U.S. Navy
for Chief, Navy Sub-Commission, ACC

FILES 20

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

WES/drr

A/CC 500

23 September 1944

Subject: Appointment of Commissario for SOCIETA GENERALE IMMOBILIARE

To : Vice Presidents - Economic Section
Administrative Section

(59)

1. I wish to call your attention to my memorandum A/CC 500 of 30 August 1944, in which I referred to a proposal to appoint a Commissario for the Sub-East Railroad System, pointed out our objections, and asked you to keep a look-out for any such appointment.

2. From the attached memorandum which I have received you will see that there is some possibility of a commissario being proposed for the SOCIETA GENERALE IMMOBILIARE. I would therefore be grateful if you would similarly inform me should such a proposal become concrete and come to your notice, so that appropriate action may be taken.

WALTER R. STONE
Captain, USAR
Acting Chief Commissioner

1 Incl: Memo dtd 15 Sept 44.

500

A 319

114	114
DISPATCH	DISPATCH
24 SEP 1944	24 SEP 1944
1410	1410
1410	1410

4289

1. I wish to call your attention to my memorandum A/CC 500 of 30 August 1944 in which I referred to a proposal to appoint a Commissario for the Sub-Est Railroad system, pointed out our objections, and asked you to keep a look-out for any such appointment.

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WILLIAM H. STONE
Captain, USNR
Acting Chief Commissioner

1 Incl: Memo dtd 15 Sept 44.

500

Ho ACC 500, 500
DISPATCH
Date 24 Sep 1944
Via. 17 Sept. 1944
Initials - CM

FILES A-D

4284

74

C O P YM E M O R A N D U M

1. The roman paper "La Voce Repubblicana" published on August the 18th, 1944, an article under the rubric "Epurazione" in which Signor Eng. Eugenio GUARDI, General Manager of the "Società Generale Immobiliare" (General Company for Real Estates) is imputed to have made this Company into a fascist organization founding this imputation on the sole fact that Signor Gualdi had in the management of the Company some contacts with people now classified as fascists.
2. The communist paper "L'Unità" of August 25th, 1944, has again taken up the subject classifying Signor Gualdi as a "feudatario" of the Company and considering the "Società Generale Immobiliare" as an instrument of fascism.
3. The socialist paper "L'Avanti" on September the 7th, has also attacked the "Società Generale Immobiliare" as a fascist institution to be put under control. However, the same paper, on September the 10th, was obliged to retract the above imputation and recognized that the Company has helped the "Comitato di Liberazione Nazionale (C.N.L.)" on a large scale; but the paper insists upon the necessity of the appointment of a commissary.

The Società Generale Immobiliare has been founded in the year 1852 and its share capital is actually distributed among nearly 1850 shareholders; the Company has always been a private institution working only with its own means and without political support of which it was always reluctant to avail itself during its long life and so much the less during the twenty years of fascism.

The Company, during the time of the "resistance" has substantially assisted the "Comitato Centrale della Liberazione Nazionale", the organization of the patriots and those officers and functionaries who had refused the oath of allegiance to the fascist republic.

The Company as since March 1944 willingly assumed an important task of alimentary relief of the City of Rome and still distributed daily near 100,000 soup rations;

It is known, the "Amministrazione speciale della Santa Sede" (Special Administration of the Holy See) Vatican City) has an important interest (40%) in the Società Generale Immobiliare and is represented on the Board of Directors by five of its members.

attacked the "Società Generale Immobiliare" as a fascist institution to be put under control. However, the same paper, on September the 10th, was obliged to retract the above imputation and recognized that the Company has helped the "Comitato di Liberazione Nazionale (C.N.L.)" on a large scale; but the paper insists upon the necessity of the appointment of a commissary.

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The Company as since March 1944 willingly assumed an important task of elementary relief of the City of Rome and still distributed daily near 100,000 soup rations;

It is known, the "Amministrazione speciale della Santa Sede" (Special Administration of the Holy See) Vatican City) has an important interest (40%) in the Società Generale Immobiliare and is represented on the Board of Directors by five of its members. An appointment of a commissary would be regarded by the Administration, besides a menace for its substantial interests, also as an attestation of undeserved suspicion, whilst the Company's activity deserves the highest consideration.

September 15th, 1944

0 6 4 8

Declassified E.O. 12356 Section 3.3/NND No.

785015

MS/hjp

22 September 1944

Colonel Carnes, of our Transportation Sub-Commission, is reporting to your Headquarters to discuss with you our plan for the relief of the critical transportation situation in Italy; particularly with respect to the transport of civilian supplies from railheads to stockpiles and from ports to interior warehouses in the northern areas.

Colonel Carnes has discussed this matter with AFHQ, who have given him every assistance requested, except in the case of Italian personnel, which must be provided by ASI. AFHQ has released 500 trucks to ACC and made arrangement for the supervising personnel. The entire plan is dependent upon receipt of the necessary Italian organizations from ASI. Any assistance you can give Col. Carnes will be greatly appreciated.

HENRY W. STONE
Captain, USMR
Acting Chief Commissioner

Brigadier General A. L. Hamblen, U.S.A.
DCAO, Hq AAI

500

File

FILES A (B)

4287

13

Declassified E.O. 12356 Section 3.3/NND No.

785015

CONFIDENTIAL

WTS/ajp

Office of the Acting Chief Commissioner

Reinvestigation Report 2675th Regt.

A/CC ^S 921

21 Sept

4

Colonel H. E. Fiske

Attached are NATOUSA's letter AG 333.5/612 A-0 of 27 July 44 and endorsements, together with reinvestigation report of 2675th Regt. which are passed to you for necessary action.

For the Acting Chief Commissioner:

J. A. QUAYLE
Major, R. A.
Chief Staff Officer

2 Incls:
as above.

A 298

Mr. ACC Secy Gen.
DISPATCHED
Date 21 SEP 1944
Via 1500
NOTES E1

5

FILES A-B

4286

CONFIDENTIAL

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

RSH/ld

19 September 1944

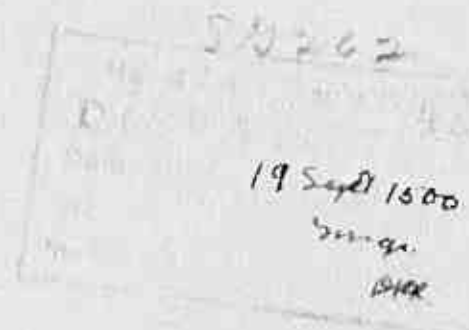
Subject: Transport and Personnel
To: Executive Commissioner (3)

1. An ACU representative and small staff will move forward to B. AAI at an early date.
2. Please assign 4 Jeeps and 3 drivers to this detachment immediately.
3. Lt. Col. J. B. Thompson will give you any further information available.

ELBERT W. SMITH
Captain, USMC
Acting Chief Commissioner

cc: Col Maxfort

4285



SECRET

AFHE

HQ ACC

8-337

19 Sept

SECRET

URGENT

A/Chief Commissioner

PERMISSION URGENTLY REQUIRED BY THIS HQ FOR AIR PASSAGE TO LONDON FOR MONSIEUR ARIEN
NIEUWENHUYSE FAREN TO GEORGE TIVE ARN FOR ASSISTANT CHIEF OF STAFF FROM HQ ACC FROM
STONE PERSONAL FAREN BRIGIAR AMBASSADOR TO THE HOLY SEE IS ORDER TO COOPER WITH HIS
GOVERNMENT PD FOREIGN OFFICE HAVE GIVEN APPROVAL

JAG

ELLENY W. STONE
Captain, USNR
Acting Chief Commissioner

cc: Liaison Section (Col Brown)

FILES A-B

SECRET

30 264
HQ ACC Secy 4284
DISPATCHED
19 Sept 1730
21g
OKR

C O P Y

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

Tel. 220

ACC/Tn/M
Date: 17 September 1944

SUBJECT:

Representative of Transportation Sub-Commission
at A. A. I.

TO :

Acting Chief Commissioner

Captain Ainsworth, W.L. (B) is designated to represent the
Transportation Sub-Commission at A.A.I. Advanced echelon A. C. C.

A. G. ANTOLINI
Acting Director
Economic Section

500

1283

SUBJECT: Representative of Transportation Sub-Commission
at A. A. I.

TO : Acting Chief Commissioner

Captain Ainsworth, W.L. (B) is designated to represent the
Transportation Sub-Commission at A.A.I. Advanced echelon A. C. C.

A. G. ANTOLINI
Acting Director
Economic Section

500

4283

(C)

785015

68

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

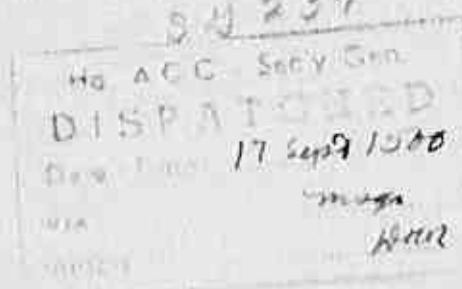
BWS/dfe

17 September 1944

Brigadier Lush:

Attached is copy of cable I sent to COMNAV EIGHT FLEET relative to turning over to ACC type "B" equipment, transportation and provisions. I obtained some additional information with respect to this matter and it appears that we have a very good chance of getting all of it. However as might be expected, there are some strings on it, and it appears that from the Navy's point of view I will have to assume accountability and responsibility for the property. I dislike the idea of the special accounting, but under the circumstances I think we are justified in agreeing to any form of drill in order to get particularly the transportation. It can be set up so that we can make use of the equipment even if I have to become the G-4 and have assignment and accounting for same under my own direction.

Stone.



SECRET

COPY

COMER EIGHT FLEET RPTD FOR INFO TO COM EIGHT PHIB

ACC

SECRET

S-231

PRIORITY

17 SEP

ACTING CHIEF COMM.

UNDERSTAND THERE IS CONSIDERABLE TITLE QUOTE BAKER END QUOTE EQUIPMENT INCLUDING
TRANSPORTATION AND PROVISIONS HELD BY COM EIGHT PHIB ADMIN AT SALERNO NAPLES
POZZUOLI AND MISIDA WHICH NAVY IS AUTHORIZED TO TURN OVER PD PAREN TO COMER
EIGHT FLEET RPTD FOR INFO TO COM EIGHT PHIB FROM ACC FROM STONE PERSONAL PAREN
REQUEST THAT ALL SUCH TITLE QUOTE BAKER END QUOTE EQUIPMENT CMA TRANSPORTATION
AND PROVISIONS BE TURNED OVER TO THE ALLIED CONTROL COMMISSION ITALY FOR USE
IN CARRYING OUT THE FUNCTIONS OF THE COMMISSION PD IT IS UNDERSTOOD THAT ALL
SUCH PROPERTY CMA TRANSPORTATION AND PROVISIONS TRANSFERRED TO THE COMMISSION
WILL BE ACCOUNTED FOR IN THE SAME MANNER AS OTHER UNITED STATES GOVERNMENT
PROPERTY NOW ISSUED TO THE COMMISSION PD REQUEST AUTHORITY AND INFORMATION
AS TO DETAILS OF TURN OVER

AUTHENTICATED;

L.D. DENSMORE
Col, Sig C, C.S.O.
Economic Section

See 77

Brig. Lush

4281

UNDERSTAND THERE IS CONSIDERABLE TITLE QUOTE BAKER END QUOTE EQUIPMENT INCLUDING
TRANSPORTATION AND PROVISIONS HELD BY COM EIGHT PHIB ADMIN AT SALERNO NAFILES
POZZUOLI AND MISIDA WHICH NAVY IS AUTHORIZED TO TURN OVER PD PAREN TO COMEER
EIGHT FLEET RPFD FOR INFO TO COM EIGHT PHIB FROM ACC FROM STONE PERSONAL PAREN
REQUEST THAT ALL SUCH TITLE QUOTE BAKER END QUOTE EQUIPMENT CMA TRANSPORTATION
AND PROVISIONS BE TURNED OVER TO THE ALLIED CONTROL COMMISSION ITALY FOR USE
IN CARRYING OUT THE FUNCTIONS OF THE COMMISSION PD IT IS UNDERSTOOD THAT ALL
SUCH PROPERTY CMA TRANSPORTATION AND PROVISIONS TRANSFERRED TO THE COMMISSION
WILL BE ACCOUNTED FOR IN THE SAME MANNER AS OTHER UNITED STATES GOVERNMENT
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AS TO DETAILS OF TURN OVER

AUTHENTICATED;

L.D. DENSMORE
Col, Sig C, C.S.O.
Economic Section

Brig. Lush

Colonel Denmore, Economic Section

SECRET

9 6 527

Declassified E.O. 12356 Section 3.3/NND No. _____

785015

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

BWS/hjp

13 September 1944

SUBJECT: Transport

TO : Brigadier Lush, Executive Commissioner

I understand the U. S. Navy will be withdrawing from the Mediterranean theatre in a matter of weeks and has large stocks of supplies, including transport, which they are authorized to transfer to other Allied units. I understand that they have 600 serviceable vehicles and another 600 which could be made useful. I have asked for an inventory and as soon as it is received, suggest that you get together with Transportation Sub-Commission and G-4, at AFHQ and make the necessary approaches now to ComNavNAV, with whom I will be glad to assist.

Stone

cc: Col. Densmore
Econ Sec

Sub 6-47

2 197
No ACC Secy Gen
DISPATCHED
Date: 14 SEP 1944
Via: mgr 1050
Initials: mso

FILED A-4

4280

65

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

JAQ/ajp

A/CC 500

12 September 1944

SUBJECT: Airplane for A.C.C.

TO : Air Force Sub-Commission, Hq. ACC.

1. In the attached letter the Economic Section puts forward the proposal that a plane should, if possible, be acquired for the use of members of this headquarters.

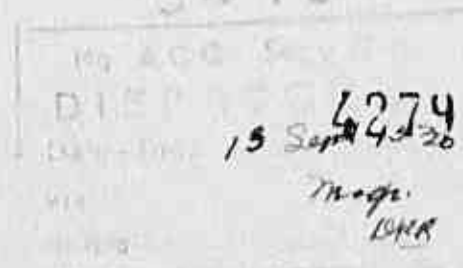
2. I consider this an excellent suggestion and one which would be of great use to other sections and sub-commissions as well as to the Transportation Sub-Commission.

3. Please investigate at your earliest convenience the possibility of obtaining an aircraft for the exclusive use of this headquarters.

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

1 Incl:

Ltr fr TSC dtd 10 Sept 44.



HEADQUARTERS
ALLIED CONTROL COMMISSION
Transportation Sub-Commission

DSA/aa

ACC/TN/M/71

Date: 10 Sept. '44

Tele: 220

SUBJECT: Airplane for A.C.C.

TO : Captain STONE (USNR), Act'g Chief Commissioner.

1. With A.A.I. now moved forward and A.F.H.Q. with headquarters in rear area in Italy the problem of attendance at conferences at the respective headquarters is serious.

2. (a) For example, the Transportation Sub-Commission must now have their 'Movements' representatives attend regular Rail 'bidding' meetings at A.A.I. every Monday at 1000 hours and at A.F.H.Q. every Wednesday at 1100 hours; in addition there are regular monthly meetings at both headquarters.

(b) Transportation Sub-Commission has regular meetings here on local Rail tonnage movement every Friday.

(c) Transportation Sub-Commission must also have representatives at Shipping Allotment meetings every ten days also attendance is required at Shipping "diversion" meetings at AFHQ every ten days. This is a different committee and a different day.

3. Transportation Sub-Commission officers must attend these meetings to present ACC movement requirements otherwise our food and other supplies would not move at the times and in the quantities required. For example, Rome would never have been granted the large daily tonnage now allocated.

4. The above are only the regular Transportation meetings, however there are other periodical meetings that involve Colonel Adams, Director of the Transportation Sub-Commission called by DQMG (M) at AFHQ and AAI.

5. In view of this situation it is recommended that an airplane be secured by ACC to be placed at the disposal of the Transportation Sub-Commission. 4278

6. It is obvious that too much valuable time is wasted travelling by car to all of these meetings as signals and loading pro-

at (a) for example, the representatives of the Rail 'bid-
ing' meetings at A.A.I. every Monday at 1000 hours and at A.F.H.Q.
every Wednesday at 1100 hours; in addition there are regular monthly
meetings at both headquarters.

(b) Transportation Sub-Commission has regular meetings
here on local Rail tonnage movement every Friday.

(c) Transportation Sub-Commission must also have repres-
entatives at Shipping Allotment meetings every ten days also attend-
ance is required at Shipping "diversion" meetings at AFHQ every ten
days. This is a different committee and a different day.

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meetings to present ACC movement requirements otherwise our food and
other supplies would not move at the times and in the quantities re-
quired. For example, Rome would never have been granted the large
daily tonnage now allocated.

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however there are other periodical meetings that involve Colonel
Adams, Director of the Transportation Sub-Commission called by DQMG
(M) at AFHQ and AAI.

5. In view of this situation it is recommended that an air-
plane be secured by ACC to be placed at the disposal of the Trans-
portation Sub-Commission. 278

6. It is obvious that too much valuable time is wasted tra-
velling by car to all of these meetings as signals and loading pro-
grams have to be dispatched by our representatives immediately on
their return.

(b) The Transportation Sub-Commission can not chance
priority difficulties on the air transport services as these are
frequently over-booked and at the last minute officers are displaced
by higher priority.

This has been our experience in the past to the detriment
of ACC tonnage. We have had an incident of this kind this morning
where airplane space to AAI meeting could not be secured. This is
the meeting that will decide the movement of food supplies for AMG, 5th
Army to take care of the present emergency with which you are familiar
and is so important as to engage your personal attention.

/s/ A. G. Antolini
/t/ A. G. ANTOLINI
Executive Director
Economic Section.

785015

1st Ind

LDD/ajp

Hq. Allied Control Commission, Office of the Acting Chief Commissioner,
APO 394, 9 September 1944.

To: Executive Officer, Hq. Allied Control Commission.

1. Following is information requested:

	<u>Hq. No.</u>	<u>Make & Type</u>	<u>License Number</u>
a.	294	Buick Sedan	R 56641
b.	38	Alfa Romeo	NA 28718
c.	344	Fiat 2800	NA 28159
d.	20	Fiat Sedan	LE 5219
e.	-	Plymouth Sedan	-
f.	-	Humber	M 4575716
g.	126	Jeep	USA 20391525

2. Assignment and use:

a.	# 294	Secretary General's Office	for VIP's
b.	38	Colonel Manfort	for Official use
c.	344	Major Quayle	for Official use
d.	20	Acting Chief Commissioner	for Official use
e.	-	Acting Chief Commissioner	for Official use
f.	-	Turned over to Executive Commissioner	
g.	126	Colonel Manfort	for Official use.

For the Acting Chief Commissioner:

L. D. DENSMORE
Colonel, Sig C
Chief Staff Officer

FILES A (5)
100

Hq ACC Secy C	4277
DISPATCH	
Date - Time	9 Sep 44 1030
VIA	hand
INDEXED	SPR

63

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394
(Executive Office)

Tele. 489081 - Ext. 280

1 September 1944.

MEMORANDUM:

TO : Acting Chief Commissioner.

An analysis of motor vehicle assignments indicates that the following listed vehicles are assigned and on charge to your office:

<u>No. No.</u>	<u>Make and type</u>	<u>License number</u>
294	Buick Sedan	R 56641
38	Alfa Romeo	NA 28718
304	Fiat 2800	NA 28159
20	Fiat Sedan	LE 5219
-	Plymouth Sedan (Staff car)	
-	Humber 6 Seater	M 4575716
126	Jeep	USA #20391525

In order that we may verify our records, it is requested that you indicate opposite the vehicle its assignment and the use to which it is being put.

R. L. CLOUGH
Colonel, A.C.D.,
Executive Officer.

4276

FROM : A FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION,
ROME.

TO : CAPTAIN ELLERY W. STONE,
ACTING CHIEF COMMISSIONER,
HEADQUARTERS,
ALLIED CONTROL COMMISSION,
ROME.

DATE : 7th September 1944.

REF : AFSC/R/_/AIR.

STRICTLY CONFIDENTIAL.

With reference to your minute of the 6th September, the two other Groups referred to are the Ala Littoria and the I.A.T.I. (Linee Aeree transatlantiche Italiane)

2. A full report on the individuals behind these two concerns will be forwarded to you as soon as possible, but it may take a few days to compile.

W.A.B. BOWEN - BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

FILES

4275

62

Declassified E.O. 12356 Section 3.3/NND No. 785015**SECRET**

EWS/hjp

A/CC 500

6 September 1944

Dear Mr. Taylor:

With reference to your letter to me of August 22nd, 1944, and its enclosures on the subject of the institution of a private Air Line between Rome, Spain and Portugal, I have handed the papers over to the Director of the Air Forces Sub-Commission who is already in communication with Mr. Tittmann on the same subject.

I would, however, point out that the Director of the Air Forces Sub-Commission has pointed out to me that the persons who are behind this enterprise are of an extremely doubtful character, and that a report is being made by him to Mr. Tittmann on this subject.

Yours very truly,

WILSON W. STONE
Captain, USNR
Acting Chief Commissioner

Mr. Myron C. Taylor
The Personal Representative of the
President of the United States of America
To His Holiness The Pope
2, Via Boncompagni
Rome

cc: Air Forces S/C
Economic Section

FILES

SECRET

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

EWS/hjp

6 September 1944

TO: Air Vice-Marshal Bowen-Buscarlet, Air Forces Sub-Com.

1. With reference to your minute of 5 September on the subject of a proposed airline between Rome and Lisbon, the report of your Intelligence Section, attached to your letter of 5 September to Mr. Tittmann, states "there are in existence three groups which are endeavoring to establish a civil air lines company". Your memorandum refers to one of the groups. Who comprises the other two groups and what information do you have as to the standing of the individuals concerned?

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

24103
Sec'y Gen.
DISPATCHED
6 Sept 15 20
m. g.
5274

FILES A (B)
f07

WC

C O P Y

LOOSE MINUTE.

TO: CAPTAIN ELLERY STONE,
ACTING CHIEF COMMISSIONER.

SECRET.

With reference to my conversation with you of yesterday I have today received a further communication from Mr. Tittmann stating that the Holy See would not be adverse to the establishment of an Air Line between Rome and Lisbon, if it were properly organised. It is further stated that the Vatican might be willing to lend financial assistance to some form if they can be persuaded beforehand that it would be a profitable enterprise.

2. You will remember that both you and I have been approached over this same matter, and that the letter addressed to you was handed on to me by Colonel Densmore.

3. I think it would be advisable for you to see my reply to Mr. Tittmann's letter, and I attach it herewith.

4. In view of the approach made to you, I think that it would be advisable for you to write to Mr. Myron Taylor saying that you have handed the papers over to me, and that I have replied direct to Mr. Tittmann. I attach a draft letter for your approval.

/s/ W. A. Bowen-Buscarlet.
/t/ W. A. B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Air Forces Sub-Commission,
Allied Control Commission,
Rome.

Date: 5th September 1944.
Ref: AFSC/R/6/AIR.

4273
606

C O P Y

AIR FORCES SUB-COMMISSION, ALLIED CONTROL COMMISSION,

ROME.

AFSC/R/6/AIR.

SECRET.

5th September 1944.

Dear Sir,

With reference to your letter dated September 4th 1944 concerning the project of the establishment of an Air Line between Rome and Lisbon, I have to point out that the persons immediately behind this enterprise are of an extremely doubtful character, and I am attaching herewith a report from my Intelligence Section dealing with them. I should be obliged if you would treat this matter as being highly confidential.

/s/ W A Bowen-Buscarlet
/t/ W.A.B. BOWEN-BUSCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

Mr. Harold H. Tittmann,
American Charge d'Affaires,
Embassy of the United States of America,
2, Via Boncompagni,
Rome.

4272

W.A.B.

C O P YSTRICTLY CONFIDENTIALCIVIL AIR LINES.

At the present moment there are in existence three groups which are endeavouring to establish a civil air lines company. One of these groups is comprised of:

- (1) Eng. PEZZANI.
- (2) MARIO SAVINO
- (3) LUIGI BISIGATO.

1. Pezzani was formerly employed by the Ala Littoria from which concern he was dismissed, the company preferring to pay him one year's salary rather than have him work out his notice. Passing to the L.A.I. he also left that concern under unfavourable circumstances. Whilst it is acknowledged that he is most efficient in his sphere of work, he is a man who has never succeeded in working in harmony with his colleagues and the positions he has held in the past were obtained largely through fascist protection. Particularly was he sponsored by the Fascists in authority at the Italian Air Ministry and it was chiefly because of their protection that he was sent to Berlin during the war as representative of the "Consorzio Esportazione Aeronautiche Italiano".

This individual is known to have always been pro-German and he continued his contacts with Italy's former Ally even after September 8th 1943; it is known that he was in communication with the Germans in connection with an invention of his during their occupation of Rome.

(2) Mario Savino was also formerly employed by the Ala Littoria and he, also, was dismissed from the company. It is said that he is a man who will further his own interests at any cost and whilst working in Spain for the Ala Littoria he gave more attention to his own personal business than to that of the company; this is one of the reasons for his later dismissal.

(3) Little is known of Luigi Bisigato. He has never worked for the Italian air lines.

630

Ref/91/87/CA.

TO : Distribution as below.

1. By the terms of General Order 60, 22 October 1943, the rehabilitation, technical development and operation of all Italian State and privately owned railways, except for those portions which may from time to time be returned to civilian operation under the supervision of the Transportation Sub-Commission of the Allied Control Commission, are vested in the organization of the Director General Military Railway Services.
2. As a result no railways or sections of railways either Italian State or privately owned, will be put into operation without the consent of Director General Military Railway Services which will be obtained through the Transportation Sub-Commission, H.Q. A.C.C.
3. Materials, however damaged, found on a railway must be carefully safeguarded and not disposed of to private persons, and all coal stocks must be frozen.
4. In the forward areas, where State Railway officials may be in some doubt as to their position, they will be instructed to report to the Rome headquarters of the Italian State Railways.

• NORMAN E. MISKE.
Colonel.
Deputy Executive
Commissioner.

4279

59a

Declassified E.O. 12356 Section 3.3/NND No.

785015

HEADQUARTERS ALLIED CONTROL COMMISSION
Office of the Acting Chief Commissioner
APO 394

EWS/aip

A/CC 500

30 August 1944

Subject: Appointment Commissioner for Sud-Est Railroad System
of Italy.

To : Vice Presidents

Economic Section
Administrative Section.

1. Although the Sud-Est Railroad system of Italy (La Societa Anonima Italiana per le Ferrovie del Sud-Est) is reported to be operating satisfactorily, there appear to be developing steps to appoint a Commissario for its operation, possibly as part of a general plan of the socialization of industry. The President of the Company is Prince Giulio Paselli, who is a nephew of the Pope. The line operates mostly in Apulia, its main office being in Via Ravenna, Rome.

2. I am informed that it is proposed to appoint a Commissario under the provisions of a decree which the Commission has approved in principle, but which it objects to on certain grounds. Our objections are set forth in a letter which I have sent to Prime Minister Bonomi this week, copy of which is attached.

3. The purpose of this memorandum is to ask the Economic Section (Transportation Sub-Commission) and the Administrative Section to be on the look-out for any such appointment in order that I may take such appropriate action as may be indicated.

See 74.

ALLEN R. STONE
Captain, USNR
Acting Chief Commissioner

FILES

60

4269

Hq ACC	Sec'y Gen
DISPATCHED	
Date	30 Aug 1944
Via	msg.
Initials	Can

51

C O P Y

A/CC 250

28 August 1944

My dear Mr. Prime Minister:

I refer to the proposed draft decrees which have been handed to me (i) empowering the President of the Council to appoint commissioners for the temporary management of editorial firms and (ii) empowering the President of the Council of Ministers to appoint a Commissioner of Administration of private enterprises in certain cases which are set out in Art I of the draft.

I am agreeable in principle to the first above mentioned decree, but I feel that the decree should make it plain that the Under Secretary for Press and Information (mentioned in Art 2) will not exercise any political pressure or political pre-publication censorship in the Commissioners' or their Editors' matters in relation to the books and papers published by the firms except of course to prevent the publication of fascist or nazi views.

With regard to the secondly above mentioned decree, I again agree in principle but I feel that the circumstances in which commissioners can be appointed (see Art I) are wider than can reasonably be required in this regard and also in respect of certain more detailed and technical matters with which I need not trouble you in this letter.

I suggest therefore that the persons responsible for the promotion of this decree should meet my representatives to discuss this draft in detail and if you will let me know their names, I will ask Brigadier Upjohn of the Administrative Section to arrange a meeting with them.

Yours very truly,

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

4268

His Excellency Ivanoe Bonomi,
The President of the Council of Ministers,
Italian Government,
Rome.

C O P Y

cc: Administrative Section

0 6 7 2

Declassified E.O. 12356 Section 3.3/NND No. 785015

Office of the Acting Chief Commissioner

Institution of private air line between
Rome-Spain-Portugal

1 September 4

Col. Eliot, Deputy Director,
Air Forces Sub-Commission, Hq ACC

Attached is correspondence concerning the establishment of a private
air line between Rome-Spain-Portugal, which you requested.

1 Incl:
Ltr from Myron C. Taylor,
22 Aug 44 (with 2 incls)

L. D. DENSMORE
Colonel, Sig C
Chief Staff Officer

005

5441

Hq ACC - Sec'y Gen.
DISPATCHED
Date 1 Sept 1944
Via
Mag.
1944

FILES

4267

58

Acting Chief Commissioner

Institution of a Private Air Line
between Rome-Spain-Portugal

Economic Section, Hq AOC

26 August

4

1. Reference attached letter from Myron C. Taylor together with memorandum on the above subject.
2. Mr. Taylor's letter has been acknowledged.
3. Referred to your Section for appropriate action.

ELLERY W. STONE
Captain, USNR
Acting Chief Commissioner

INCC

*Not kept per order of
Lt. Lawrence 27/8*

Hq AOC Secy Gen
DISPATCHED
Date 27 Aug 1915
Via <i>Engrs</i>
Time <i>ARR</i>

4266

58

Declassified E.O. 12356 Section 3.3/NND No.

785015

EWS/hjp

26 August 1944

Dear Mr. Taylor:

copy sent Dept. of War
to Mr. Stimson

Your letter of August 22nd and memorandum on the institution of a private air line between Rome-Spain-Portugal has been referred to the Economic Section of the Commission for consideration.

It is doubtful that anything can be done along this line at the present.

Yours very truly,

ELLERY W. STONE
 Captain, USNR
 Acting Chief Commissioner

Mr. Myron C. Taylor
 The Personal Representative of the
 President of the United States of America
 To His Holiness The Pope
 2, Via Boncompagni
 Rome

4265

File ACC Copy Com.
DISPATCHED
Date 17 Aug 1944
NY
OPR

Fed

38

C O P Y

The Personal Representative of the
President of the United States of America
To His Holiness the Pope
2, Via Boncompagni

Rome, August 22, 1944

Captain Ellery Stone,
Acting Chief Commissioner,
Allied Control Commission,
R o m e

Dear Captain Stone,

I am sending you a memorandum on the institution of a private air line between Rome-Spain-Portugal which has been brought to my attention by a lady by the name of Anna Luzzatto Loeb, Grand Hotel, Rome, with whom I have had no previous acquaintance.

I am also enclosing copy of my letter to Mrs. Loeb. I feel that you can direct this inquiry through Department channels and therefore take the liberty of forwarding it to you for appropriate action.

With kindest regards, I am

Sincerely yours

Myron C. Taylor

Enclosure:
 memorandum from Mrs. Loeb
 Copy my letter to Mrs. Loeb

orig. to Air Sub. Com.

FILES A

4264

100

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COPY FOR CPT STONE

2 Via Boncompagni

Rome, August 22, 1944

Mrs Anna Luzzatto Loeb
Grand Hotel
Rome

Madam,

Acknowledging your letter of August 22, with a memorandum which was received for me a fortnight ago, I would say that upon investigation that this project is one that would come within competence of the Bureau of Aviation which has been set up in the Department of State in Washington, and that the Department is already negotiating with the Allied Government with respect to Aviation Policy. It is not a matter which I can undertake at this point at the present time.

I would suggest, however that if you wish to pursue the subject you might address Captain Ellery Stone, Acting Chief Commissioner Allied Control Commission, Rome.

I have sent him the second copy of the memorandum which you enclosed with your letter.

Sincerely yours

Myron C. Taylor

4263

58

MEMORANDUM

With the liberation of North Italy in the near future, many serious and complex problems concerning the Italian industry, will be to be solved, both in view of the numerous necessities of the day and in the eventuality of probable collaboration with Allied industrial groups.

In order that the interested Allied concerns may profitably proceed with their delicate work in this new and difficult environment, it will be necessary that they have the valid cooperation of persons offering the utmost guarantees in capacity and reliability, who should be in a position to give the advice and information required,

Engineer Carlo Pozzani, who has covered important positions for over twenty years in the aeronautical field, (which recently comprised as many as 150/200.000 persons), and is thoroughly acquainted both with the surroundings and the persons, and who in the last years before of the war had many contacts with the most outstanding American and English aeronautical concerns, is the person best fitted to cover the position above referred to, and his collaboration is therefore proposed to the Allied offices concerned.

CURRICULUM VITAE OF ENGINEER CARLO POZZANI

Born at La Spezia on October 26 1899. Graduated as industrial engineer at the Politecnico of Milan in 1922.

ACTIVITY IN MILITARY CAREER:

In 1923 he won a place as engineer in the Air Ministry.

From 1923 to 1930 he covered important position among which that with the Experimental Center as Supervisor of the organization of flights and record raids and controller of apparatus.

From 1931 to 1933 acted as personal technical adviser to H.E. the Air Minister. He collaborated in the technical preparation of the first trans-Atlantic Air crossing.

(12 idro - Rome - Rio de Janeiro). Took charge of the preparation of the material (choice, modifications, construction and supervision of the motore areoplane and instruments) and for the second trans-Atlantic crossing (24 idro Rome - Chicago - New York - Rome). He also flew in both crossings.

After the substitution of Minister Balbo (1933) he was confirmed in his position as technical adviser also by his successor.

In 1935, in a period of serious difficulties, in consequence of the sanctions decide up by the League of Nations, he took charge of the organization, coordination and control of the production of important and urgent material for five important Airplane Construction Companies and two Motor Construction Companies.

He later covered the position of Technical Adviser with the Director General of the civil aviation.

He left the military service definitely some time ago, with the rank of Colonel.

ACTIVITY IN THE CIVIL AERONAUTIC INDUSTRY

In 1931 named Director of a Corporation for the exploit of the Handley-Page patents and other aeronautical inventions.

In 1936 he was named special Commissioner of the Firm Piaggio to collaborate in the re-organization of the company.

In 1937/38 he was employed as General Technical Adviser with the Ala Littoria.

In 1939/41 acted as technical Director and for some time also as General Director of the LATI.

In 1942 he was connected with the Consorzio Esportazioni Aeronautiche as Head of the Berlin Office for the Italian aeronautical material supplied to Germany. (over six milliard lire).

CONNECTION WITH ABROAD:

In 1931 for some time he was connected with the firm Handley-Page of London.

In 1936 - 38 - 39 he was connected with various missions in the United States of America for the Study of Civil Aviation. He had contacts with practically all the most important airplane industrial groups and with the

4261

58

principal airways companies. He prepared important agreements for the collaboration with the Boeing, the Consolidated, the American Export Airlines and other minor groups.

In 1942 he was recalled in the service with the Air Ministry and took part in the Italo-German committee for the re-organization of Italian aeronautical industry. In this period he had occasion to study directly on the place all the newest systems recently applied in Germany in the reorganization of the aeronautical production.

He has a thorough knowledge of the Italian aeronautical industry (organizations and persons) where he is favorably known. From several groups he has been entrusted with the study of eventual programs of collaboration with the industry of the Allied Nations. In the Royal Aviation he has many acquaintances and he has highly esteemed.

He joined the Fascio in December 1922 and after a few years severed his connection. In 1933, before the Rome - U.S.A. - Rome crossing, he was obliged, together with all the other members of the flight, to join the Fascist Party. Some years later (1938/1939) for the second time and definitely his name was cancelled from the Party.

During his work he has always taken a hostile and critical attitude towards the system in force under the Regime. This unfavorable attitude in the end caused him to resign from military service and to sever his connection with the Ala Littoria and Lati Airways Companies, both decided imbued with the spirit of the time, for his utter incompatibility and irreconcilability.

Declassified E.O. 12356 Section 3.3/NND No. 725015

FILE UNDER NO. 500. Transportation

**INDEX SHEET
SYNOPSIS**

Letter, Capt Stone, 26 August 1944 to Vice President Economic Section.
re British Prime Minister's support of reasonable ACC request for
additional transport and possibly additional imported supplies, for
maintenance of population on a ~~low~~ subsistence food ration.

*Also Answer to it by Economic Section
27 Aug*

DOCUMENT FILED UNDER NO. 430. FOOD, SUPPLY & FOOD RATIONING.

INSTRUCTIONS - Under "Synopsis" make brief entry showing date of communication and from whom received and synopsis sufficient to identify the papers. When these index sheets become numerous under a subject they will be entered on the consolidated index sheets and then destroyed.

4259

57

Declassified E.O. 12356 Section 3.3/NND No.

785015

Office of the Acting Chief Commissioner

Hq ACC Sec'y Gen.
DISPATCHED
Date-Time 21 Aug 1500
Via
Initials

Traveling Facilities for the Families
of Prefects who are Transferred.

20 Aug 4

Economic Section

A/CC 500

1. Reference is made to attached letter from H. E. Bonoui, file
No. 3103, dated 16 Aug 44, subject as above.

2. In coordination with Administrative Section, please take the
necessary action and prepare appropriate reply.

4258

Stone.

Incl-
as in para 1 above.

500

Files H. E. Bonoui

Declassified E.O. 12356 Section 3.3/NND No. 785015TRANSMISSIONMinistry of Interior
CabinetTo: Chief Commissioner
Allied Control Commission
R. a. a. a.

File No. 3103

Subject : Travels of families of prefects who are transferred

Because of the lacking of normal means of transportation and the very limited availability of motorvehicles and fuel, the Ministry of Interior is faced with serious difficulties in transferring prefects and their families.

Thank for, the Interior Sub-Commission of ACC has been extremely helpful in what concerns the travels of prefects, but no easy arrangement has been possibly found for the families' trip on military vehicles being, as you know, prohibited by military regulations.

On the other hand prefects are adverse to be transferred without their families, because of obvious economical as well as moral reasons.

Considering what above, I do heartily beg you to examine the possibility of allotting a proper motor-vehicle to the Ministry of Interior, together with the fuel needed, to be used for the above said service under the direction which will be agreed upon.

Thanking you in advance for the kind attention you will pay to my proposal, I wish to point out that such a solution aims to ensure a regular course of peripheral services.

Sgd.

The Minister
I. BUCCHETTI

4257

(C O P Y)

LOOSE MINUTE

TO : ACTING CHIEF COMMISSIONER
HEADQUARTERS, A.C.C. ROME.

Would you consider whether the time is not now ripe for a reminder to A.A.I.R.C. about the Italian Air Force Courier Services to Rome. Now that "Anvil" is launched I cannot see that there will be any objection to the use of Lido & Rome for float planes and perhaps one of the more outlying aerodromes in the Rome area for land planes. I have a feeling a forts to use Littorio and Ciampino, except for V.I.P.'s always will be resisted.

W.A.B. BOWEN - BUSCALET,
AIR VICE MARSHAL,
AIR OFFICER COMMANDING

Note in pencil:
Yes - Pls do.
S.

Air Forces Sub-Commission,
Allied Control Commission,
Rome.
Date: 19th August 1944.
Ref: AFSC/HAIR.

C O P Y

S E C R E T

AIR FORCE SUBCOMM ACC INFO CC MATS AIR BASE NUMBER 1, LITRORIO

N50/18

KAUCH

SECRET

AACS 4748

PRIORITY

AUG 180812Z

CITE/ 3278

With reference to my message cite 310 20 July 1944, no longer necessary to signal in advance authorization flights Italian aircraft provided no substantial increase such flights anticipated

ACC DIST

ACTION - Air Forces SC 2
INFO - A/CC
FILE 2
FLOAT

041711

4255

S E C R E T

AUG 181400

Mr. A.C.C. Sec'y Gen.
DISPATCHED
Date-Time 18 Aug 1945
Via Magt.
Initials DPK

Office of the Acting Chief Commissioner

Transportation in Liberated Italy

ACC 500

Economic Section.

18 August

4

1. Reference attached letter 1/222 from the Under Secretary of State for Foreign Affairs, dated 13 Aug 44, relative to the question of transportation in liberated Italy.

2. It is requested that appropriate action be taken in this matter and acknowledgment and reply made to the Under Secretary in the name of the Vice President, Economic Section.

Steno.

1 Incl-
as in para 1 above.

4254
files H-100
53

Declassified E.O. 12356 Section 3.3/NND No. 785015

THE UNDERSECRETARY OF STATE
FOR FOREIGN AFFAIRS

Rome, 13 Aug. 1944

1/222

Dear Admiral,

President Bonomi asks me to draw your attention on the question of transportation in all liberated Italy. As you know, the situation has, from every point of view, become very serious.

I summarize hereunder the most salient points:

1. - An almost total absence of petrol for the transportation of foodstuffs to Rome. Almost all the nearby provinces would be able to satisfy the requirements of the Roman population if there was a minimum of transportation, which is, instead, almost totally lacking. It would be, above all, urgent and necessary to allow transportation from the Abruzzi and Marche provinces.
2. - The grape harvest is imminent. It is already foreseen a ruinous price for grapes of 50 lire per quintal. Owing to this price, producers will, almost certainly, abandon the harvest. The state of unrest among the population throughout Apulia is serious, owing to the fact that many categories of people are interested in the outcome of the crop. In this instance also, lack of transportation is the only cause of the crisis.
3. Throughout the Provinces, naphtha is lacking for the harvesters, with consequent serious effects in the agricultural field and on the food situation. Obviously, military exigencies come before any other consideration. However, a minimum of provisions in favour of the civil populations is also necessary.

President Bonomi, therefore, appeals to your authority and understanding in order that the situation be faced as urgently as possible. As you are aware, the provisioning of the city of Rome is already extremely difficult. And there is no doubt that, without the adoption of adequate measures, the food situation of almost the whole of Italy will, by next autumn, extremely serious and a cause of grave concern.

I should be most grateful to you, dear Admiral, if you would kindly give me some assurance on this problem.

Yours sincerely

4253

Admiral Ellery W. Stone, USNR,
Acting Chief Commissioner,
Allied Control Commission,
R O M E.

G. VISCONTI VENOSA

File # H12400.3

Declassified E.O. 12356 Section 3.3/NND No. 785015Ref: 91/CA
A/CC, 50013th August 1944

SUBJECT: Transport - Allied Control Commission.

TO : Allied Force Headquarters,
G-5 Section.

1. I refer to my 91/75/CA, A/CC 500 of 10th August and to my 147/30/CA (copy attached). In order to make this adjustment of organisation effective and in order to carry out our duty in assisting the local Italian Governments to become efficient, it is imperative that 100 Allied Officers in Southern Region should be completely mobile and that the requisitioned cars now held by them should be handed to the Italian local governments for their sole use.

2. In order to effect this it will be necessary to provide 50 light vehicles (staff cars, command cars, etc) for the Southern Region.

3. Unless the additional transport asked for in my 64/101/6 of 11th June and the request which was repeated in my 91/75/CA, A/CC 500 of 10th August is provided, this cannot be done. It is impossible to expect this Commission or the Italian Government to carry out their duties without transport.

4. I therefore again urge that immediate consideration be given to the provision of further transport for the use of officers in this Commission.

Hq ACC Sec'y Gen.
DISPATCHED
Date Time 16 AUG 1944
Via <i>Amey</i> 0930
Initials <i>[signature]</i>

WILLIAM W. STONE
Captain, USAR
Acting Chief Commissioner **4252**

Copy to: Moon Sec (For Transportation Sub-Com)
G-4(B).

CA B. Lm

file H-100 5h

Declassified E.O. 12356 Section 3.3/NND No.

185015

Ref: 91/75/0A.
A/CO. 500

10th August 1944.

SUBJECT: Transport - Allied Control Commission.

TO : Allied Force Headquarters,
G-5 Section.

1. Success or failure of civil administration in occupied territory depends to a very large extent on the proper provision of transport to meet civilian needs. This fact has been proved abundantly in this territory.

2. Shortage of transport of every description has increased the difficulties of administration ten-fold, has caused us to call on AAF for help from units which might have been employed operationally, and may prove to be the pennyworth of tar which will spoil the programme of collection of grain.

3. The shortage also may make it impossible for the Italian Government efficiently to administer this country.

4. I will not now deal with the heavier type of vehicles required for food distribution, etc. I will confine myself to the domestic requirements of the Commission with regard to light vehicles. Of this type of vehicle which must be brought into commission if the Government is to function properly, there are probably enough bodies but there is a complete shortage of tyres. Both these facts have been brought to your notice from time to time during the last eight months. The matter has come to a head with regard to the collection of grain which depends on continual and rapid inspection by Italian agricultural and other officials. There are no cars at their disposal because there are no tyres.

5. The A.C.C. and military formations have been compelled to requisition cars for their own operational duties. This has added to the difficulty of providing vehicles for the Italian Government.

6. Application has been made to increase the W.D. establishment of vehicles. This has been rejected by your Headquarters.

4251

Hq A.C.C. - Sec'y Gen.
DISPATCHED
Date-Time 12 Aug 0910
NO
ARR.

Files A/C/402
52

-2-

7. We cannot expect the Italian Government to work without tools; you cannot expect the A.C.C. to function without vehicles; I cannot ask the Regional Commissioners to enforce the collection of grain without vehicles.

8. I would therefore ask you to review the application submitted in our CW/101/6 dated 11th June 1944, give immediate consideration to that application and provide with the least possible delay the vehicles asked for therein, in order that vehicles requisitioned by this Commission may be returned to the Italian Government to help them in a small way in their present impossible task.

MILVY W. STONE
Captain, USMC
Acting Chief Commissioner

Copy to: Economic Sec (For Transportation Sub-Com).
C-1(B). *W. Stone*

SWS/hjp

A/OM 300

10 August 1944

SUBJECT: Italian Air Courier Services

1. Headquarters, Mediterranean Allied Air Forces, C.A.F.

1. With the fall of Rome it is considered that the present system of Italian Air Courier services should be reviewed. At present the following regular air services are running:

- a. Lecce - Bari - Foggia - Naples, and return, tri-weekly service.
- b. Lecce - Catania - Palermo - Cagliari, daily service each way.
- c. Lecce - Crotone. Tri-weekly service.
- d. Lecce - Bari - Roma. Tri-weekly service.
- e. Lecce - Bari - Montecorvino and return. Tri-weekly service.

2. Of the above services so little use of para 1 g, Lecce - Crotone, is made that it is proposed to reduce it to once weekly each way, or even to use it on demand only. Now that the seat of the Government has been moved to Rome, the service 1 g, Lecce - Bari - Montecorvino, is no longer required and it is proposed to abolish it.

3. In the view of this Commission it is essential that the Italian Courier Service should be extended to include Rome. No real communication with Rome exists, and the transport situation makes road communication for members of the Italian Government and other Government officials virtually impossible. It is pointed out that it has been the expressed policy of the Allies to encourage the transfer of the seat of the Government to Rome, and for political and administrative reasons it is of the utmost importance that a speedy and reliable means of communications exists between Rome and the principal towns in freed Italy and with its islands. This link is an essential factor in the new birth of civil life in Rome, which the Allies have encouraged, and to leave Rome without this link would create a serious lowering in morale and make the conditions under which the Government work still more difficult than they are at the present.

4. Although permission was originally given by Hq MAFS for the IAF Courier Service to include Rome, this permission has now been with-

4250

Files Hq (B) 51

drawn. Moreover, General Piacentini, the Air Minister and Chief of Staff of the IAF, a position in which he was placed in accordance with Allied policy, and which necessitates his making constant journeys between Bari and Rome, has now got to get special permission before each of his flights.

5. It is understood that the reason given for the withdrawal of the permission for the Courier Service to include Rome and for General Piacentini to fly to and fro at will, is that of congestion at Littorio and Ciampino. If this is the case, and the withdrawal of permission is not a matter of policy, it is requested that approval may be given for the Italian Air Ministry to make the airport of Centocelle serviceable. Although this is in an extremely damaged condition, the works department of the Air Ministry consider that it could be made fit to fly from in about two weeks. As the expense of carrying this out would be considerable, the Italian Government naturally want an assurance that they will be allowed to use this airport for their courier services, and for the Government Flight, when they have put it in order.

6. Once the IAF airport at Centocelle has been established, it is proposed that the existing courier services should be modified as follows:

- a. Lecce - Bari - Naples - Rome, daily.
- b. Rome - Cagliari, daily.
- c. Rome - Naples - Catania - Palermo, daily.
- d. Lecce - Bari - Brindisi, tri-weekly.
- e. Lecce - Grotone. On demand.

7. With the improvement in the situation in the Mediterranean, increasingly less use is being made of the IAF seaplane base at Taranto. To keep the personnel active and to make use of idle material, it is suggested that a proportion of these aircraft might be used for courier services. Bases exist at Vigna di Valle (Lake Bracciano), Orbetello, Castiglione del Lago and Passignano (Lake Trasimeno), Ustica (Gardicchio), Leghorn, Ancona and Lido di Roma, and others. These are either equipped or can be easily equipped. If approval in principle can be given to this, detailed proposals of courier services will be submitted.

8. It is pointed out that all these services are available for use by Allied personnel, on application through the Italian Air Ministry.

23773

Hq ACC - Sec'y Gen.
DISPATCHED
Date-time 12 Aug 1945
Via 114
Initials RER

cc: Air Forces 5/0

4249

ALBERT W. STONE
Captain, USMC
Acting Chief Commissioner

Declassified E.O. 12356 Section 3.3/NND No.

785015

SECRET

2585

ACTION ACC

85/07

AFH, STATED SAGMED

SECRET

FX 80059

PRIORITY

AUG 7/2225

CITE: FIRM

UNDERSTAND FROM NEWSPAPER REPORT THAT DIRECT AIR SERVICE MAIL AND
PASSENGER NOW OPERATING BETWEEN ROME AND LISBON. REQUEST FULL INFORMATION
ON THE SERVICE.

Acc Dist

Action: Comms. Sec 2

Info: Secy Gen

Pol. Sec.

RA. BR.

A/O

File (2)

Flot

4247

SECRET

August 1980

Files [signature]

50

HEADQUARTERS
MILITARY CONTROL COMMISSION
ECONOMIC SECTION
APO 594

ASB/som

also A/cc

ACC/5146/Com

POL INSTRUCTION:

No. 2.....

10 August 1944

POL Supplies for Contractors Employed on Military Projects

1. Civilian contractors employed directly by the Army on Military projects are provided with petrol coupons and draw supplies from civilian stocks which are replenished automatically so that civilian allocations are unaffected.

2. It has now been decided to extend this system to Civilian Contractors employed by ACC/A.G. on Military projects.

3. Public Works and Utilities Sub-Commission will accordingly instruct their Regional Engineers to supply the local licensing authority with a certified schedule in duplicate of these Military projects showing the total monthly POL requirements for each contractor and will send copies directly to Public Works and Utilities Sub-Commission, ACC, HQ, and to Pet. Sec., HQ, AAI.

4. The local licensing authority will issue special coupons in bulk to the total requirements shown. Regional Engineers will be responsible for rationing these out to the contractors in accordance with actual daily needs of the vehicles and will only issue coupons for minimum necessary consumption.

5. Any coupons remaining unissued at the end of the month will be used to reduce the number claimed for the following month.

6. The same system will apply equally in Military Government and Italian Government territory, and ACC/A.G. Officers supervising the local rationing authority will see that the new scheme is properly understood. The Italian Government is being advised separately.

7. Steps are being taken to have the special coupons printed. When available, they will be used also for direct issue to contractors employed by the military. Meanwhile the standard coupons will be used.

8. The special coupons will be collected and used by CIP in claiming replacements and one copy of the Engineers Certificate will be sent by the licensing authority to the ACC/A.G. Supply Officer and used by him as a claim for replenishment of his civilian stocks. The copy sent direct to Pet. Sec. will serve as advance warning of the quantities likely to be required for the service of these military projects and as a check against claims for replenishment of stocks by Supply Officers and CIP.

Regional Engineers to supply the local licensing authority with a certified schedule in duplicate of these Military projects showing the total monthly POL requirements for each contractor and will send copies directly to Public Works and Utilities Sub-Commission, ACC, HQ, and to Pet. Sec., HQ, AAI.

4. The local licensing authority will issue special coupons in bulk to the total requirements shown. Regional Engineers will be responsible for rationing these out to the contractors in accordance with actual daily needs of the vehicles and will only issue coupons for minimum necessary consumption.
5. Any coupons remaining unissued at the end of the month will be used to reduce the number claimed for the following month.
6. The same system will apply equally in Military Government and Italian Government territory, and ACC/AIG Officers supervising the local rationing authority will see that the new scheme is properly understood. The Italian Government is being advised separately.
7. Steps are being taken to have the special coupons printed. When available, they will be used also for direct issue to contractors employed by the military. Meanwhile the standard coupons will be used.
8. The special coupons will be collected and used by CIP in claiming replacements and one copy of the Engineers Certificate will be sent by the licensing authority to the ACC/AIG Supply Officer and used by him as a claim for replenishment of his civilian stocks. The copy sent direct to Pet. Sec. will serve as advance warning of the quantities likely to be required for the service of these Military projects and as a check against claims for replenishment of stocks by Supply Officers and CIP.

By Order of Captain STONE (USMR)

4246

G. ANTOLINI
Executive Director
Economic Section

Distribution : See Reverse Side

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

ASB/eca

POL INSTRUCTION:

No. 1.....

7 August 1944

POL For Special Civilian Representatives

1. Requests are being received by Region IV for the issuance of Vehicle Circulation Permits and Petrol Rations for Industrialists and Agriculturists working for the Allied War Effort who are required by ASC to make special EMERGENCY journeys, sometimes involving considerable mileage and petrol allocation equal to many times the standard monthly allowance.
2. These requests are embarrassing to Region IV whose petrol supplies are dependent on Bids submitted to Petroleum Section before the fifteenth of the month previous and which are only accepted by Pet. Sec. if backed by full justification.
3. It follows that any allocations they make to ASC HQ for the above emergency journeys can only come out of supplies often already cut and earmarked for other purposes, and result in shortages which can only be replaced if full justification is supplied to Pet. Sec.
4. Sub-Commissions who may find themselves obliged to ask for emergency rations for such purposes as visualized in para. 1 above, will, therefore, send a letter in duplicate giving full justification for the journey, details of the car and mileage to be covered to Region IV (Transportation Division) with copies to Commerce Sub-Commission so that arrangements may be made for the necessary POL supplies. Failure to do so will result in the application being refused.
5. Supplies for contractors and others REGULARLY employed or working for Sub-Commissions should be bid for through the Provincial Supply Officer of the territory in which they reside subject to the proviso that companies with headquarters in Rome requiring supplies of Permits and Rations for their staff will submit details, covered by a letter of justification, to Region IV who will no longer consider individual applications from employees of such companies. Sub-Commissions specially interested in the activities of such firms should provide a duplicate letter of recommendation as in para 4 above.
6. POL for Italian Government Ministerial use is similarly dealt with by a bulk allocation to the Inter-Ministerial Petroleum Committee to whom all applications should be referred. No individual allocations can be made by this Headquarters and no individual requests will be received on behalf of particular Ministries or individuals.

5

2. These requests are embarrassing to Region IV whose petrol supplies are dependent on bids submitted to Petroleum Section before the fifteenth of the month previous and which are only accepted by Pet. Sec. if backed by full justification.

3. It follows that any allocations they make to AVC HQ for the above emergency journeys can only come out of supplies often already cut and earmarked for other purposes, and result in shortages which can only be replaced if full justification is supplies to Pet. Sec.

4. Sub-Commissions who may find themselves obliged to ask for emergency rations for such purposes as visualized in para. 1 above, will, therefore, send a letter in duplicate giving full justification for the journey, details of the car and mileage to be covered to Region IV (Transportation Division) with copies to Commerce Sub-Commission so that arrangements may be made for the necessary POE supplies. Failure to do so will result in the application being refused.

5. Supplies for contractors and others REGULARLY employed or working for Sub-Commissions should be bid for through the Provincial Supply Officer of the territory in which they reside subject to the proviso that companies with headquarters in Rome requiring numbers of Permits and Rations for their staff will submit details, covered by a letter of justification, to Region IV who will no longer consider individual applications from employees of such companies. Sub-Commissions specially interested in the activities of such firms should provide a duplicate letter of recommendation as in para. 4 above.

6. POE for Italian Government Ministerial use is similarly dealt with by a bulk allocation to the Inter-Ministerial Petroleum Committee to whom all applications should be referred. No individual allocations can be made by this Headquarters and no individual requests will be received on behalf of particular ministries or individuals.

For Captain STONE (USNR):

4245

A. C. ANTOLINI
Executive Director
Economic Section

Distribution: See Reverse side

2

No. of Copies

All Provinces in, and H.Q. Region I	10
" " " " " " " " " " " "	7
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Secretary General	1
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Declassified E.O. 12356 Section 3.3/NND No. 785015

EWS/hjp

Acting Chief Commissioner

Col. W. J. Dwyer, Economic Section, Hq ACC

7 August 4

The attached papers were brought to me recently by Mons. Carroll. I have told him that in my opinion there is little opportunity of setting aside liberty ships at this time as requested, in view of the pooling of all available merchant vessels in this theatre. However, I added that we would give it full consideration and would advise him later. Will you kindly look into this question and give me a reply.

ALBERT W. STONE
Captain, USNR
Acting Chief Commissioner

1 Incl:
Ltr, Dept. of State, Ital Govt.
to Mons. Montini (Vatican), 14 Jul 44
with enclosed "promemoria"

HQ ACC Sec'y Gen.
DISPATCHED
Date Time 2 Aug 1945
Via msgr.
Incls ORR

files *[Signature]*
4244
17

Declassified E.O. 12356 Section 3.3/NND No. 785015TRANSMISSION

HQ ACC, APO 394

424 Sec y Gen.

Rec'd 1 Aug 1944

By PRR

DEPARTMENT OF STATE

Rome, July 14th 1944

Very Reverend Excellency,

Your kindness in listening to me, and studying my request that you would promote the realization of the plan for italo-american collaboration has moved me very much, and I feel, very Reverend Excellency, that I must express my gratitude.

I assure you that the promoters of the plan and those who wish to adhere to it, are reliable persons, who from the practical point of view, will give to your very Reverend Excellency the concrete proof of their gratitude, working with the straightforwardness and laboriousness that all Italians ought to use as a basis for the huge work of reconstruction of the country.

Concerning what is said in the memorial, I want to add that, according to recent news and informations, America seeks for Italian collaboration in the sector of maritime transportation, and that therefore the initiative seems destined to succeed.

I will be most grateful to you, very Reverend Excellency, if you will let me know as soon as possible how the ambassador Taylor welcomed the idea, it being our intention, if you send the memorial to Washington, to put an American personality in charge of this business.

Very grateful for your valuable help, I remain, very Reverend Excellency,

Yours sincerely

/s/ illegible

To H.E.
Monsignor Giov. Battista Montini
Substitute of the Secretariat of State
of His Holiness

Vatican City

Trans./E.O.

Files HFB/4243
47

TRANSLATIONConfidentialMEMORIALPROPOSAL OF ASSUMING THE MANAGEMENT OF MERCHANT SHIPS OF THE AMERICAN GOVERNMENT

We know that the American Government manages directly numerous merchant ships recently built to face the needs of war (Liberty ships): such a management certainly employ a valuable activity which could be put to the service of the Allied war effort. We think therefore that, in prevision of an ulterior increase in naval operations with the development of war in the Pacific, and of greater needs in the European sector, Italian collaboration might be profitable in merchant traffic.

Therefore, we think that our proposal that a certain number of the said ships should be transferred to our management might prove useful; we should provide them and sail them with Italian means and an Italian crew, according to the instructions and the control of the competent American organ. The number of ships that we could manage is unlimited. We dispose of a good shipping organization, numerous and excellent captains and oficers, expert and disciplined crews. We can count on a well equipped naval industry. We have enough capitals to face easily the expenses of a big administration. We dispose of the biggest moral, material and financial guarantees, and we are ready to show the relative documents.

At first, anyway, unless the American Authorities should be of a different opinion, we would think it convenient to undertake the management of a limited number of ships only, so that we could resume gradually a work which has been practically interrupted during the last years, and above all, we could prove concretely to the American Authorities the efficiency and good functioning of our organization.

About the clauses relative to the administrative relations, it is well understood that these will be defined and specified according to the directives of the American Authorities. In our opinion, a satisfactory solution would be to agree monthly about a sum to be fixed for the management expenses, the ships being at the complete and permanent disposal of the American Authority, while our task would be limited to the maintaining the ships in good conditions, and provided with the necessary crew. In this case, the profit of the American Government would be the difference between the amount of the expenses it now pays for direct administration, and the amount of the contribution it would have to pay monthly.

Another solution would be to make over the ships to us, against payment on our part of a periodical lump-sum, - as hiring, - giving us then the same shipping which is being requested by the ship-owners of America and other countries, during the whole length of time that the ship would be used by the American Authorities. This solution would give to the American Government the advantage of cash of the hiring lump-sum paid by us for every ship.

control of the competent American organ. The number of ships that we could manage is unlimited. We dispose of a good shipping organization, numerous and excellent captains and oficers, expert and disciplined crews. We can count on a well equipped naval industry. We have enough capitals to face easily the expenses of a big administration. We dispose of the biggest moral, material and financial guarantees, and we are ready to show the relative documents.

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4242

If the American Authorities should prefer another solution, suggested by experience or by particular needs, we can guarantee that they will be studied by us in a spirit of true collaboration. In any case we can vouchsafe that the American Government will be certain of the following advantages.

- 1) - considerable economy of valuable crew
- 2) - simplification in the management
- 3) - economy in exercise
- 4) - decrease in the rush in the American dock-yards when it will be possible to make use of those which are free in Italy.

Many other particulars relative to the period during which it will not be possible to use the ships because of the re-classification, and of the duration and importance of the works of ordinary and extraordinary maintenance, of the natural deterioration of the ship, of the damages, etc., can be settled later on.

This scheme, which is of course summary, is only meant to illustrate the idea and to put in a clear light that, in the field of merchant traffic, there are great possibilities in Italy, and a strong will to collaborate with the Allies for the common victory.

Starting in your agreement, we wait to be asked to a meeting, where we could exchange our views and promote the practical realization of this plan.

Rome, 5th July 1944

/s/ Comandante Caligiuri
" Ciurlo
" Dr. Spatafora

Via Tangili, 15, Rome

Declassified E.O. 12356 Section 3.3/NND No.

785015

4241

Trans. / E.O.

Declassified E.O. 12356 Section 3.3/NND No. 78501530th July 1944Acting Chief Commissioner.

1. You will remember that Colonel Hancock made a great point at our meeting on 6th July of the supply of tyres for motor vehicles used in the collection of grain.
2. This problem of tyres has been before the Commission since last August. It was raised specifically on 11th April by the attached letter and comes up at every Regional Commissioners' meeting. The letter from Economic Section at Page 55 of the attached file sets out perfectly plainly the facts and possibilities. The situation is desperate.
3. I personally should like to see every civilian car not in the use of military authorities, including AGO, in ROME, and 50% of those requisitioned by military authorities in ONE, off the road and such tyres as were suitable for the Sicilian cars despatched to Sicily. I am convinced that there is wastage of motor vehicles of every description in this city.
4. May this matter be brought up at tomorrow's Vice Presidents' meeting.

/s/ W. S. L.

MSL/JG.

Pencil notes: "Please discuss with Economic Section and bring me draft of necessary letter to RAC and their formations, for we should not limit the drive to Rome. Also please draft letter to G-5, Att. Spofford for help on transport"

E.W.S.

4240

(References in file 203/CA)

(C O P Y)

File 44 (B)

Ref: 7/9/CA

11th April 1944.

SUBJECT: Tyres for Italian Civilian Requisitioned Vehicles.

TO : Vice President, Economic Section.

1. Regional Commissioners throughout the territory and especially those in Regions I, II and III are complaining about the almost complete absence of stocks of tyres for Italian vehicles of the civilian type which are used almost exclusively in Region I and for the most part in Regions II and III by their staffs.
2. In order to avoid the use of W.D. transport, civilian cars have been requisitioned. It is essential that we at HQs should see that the vehicles are rendered serviceable.
3. A study of File AME/5069. IC shows that since last August we have been trying to obtain cars from AFHQ without success. It is true that the Petroleum Section were able to procure a number from AFHQ for CIP; efforts to secure other stocks have been unavailing.
4. Unless tyres are made available Regional Staffs will be immobilized.
5. I would suggest that this be taken up on the highest level and that efforts be repeated in two directions:-
 - (i) That the Chief Commissioner should be asked to discuss with the Army Sub-Commission the release of Army stocks and, if necessary, to secure authority for that release at a high level at AFHQ;
 - (ii) that a strong telegram be sent to AFHQ asking that practical steps should be taken to maintain this commission on its wheels.
6. I propose to bring this up at tomorrow's Vice Presidents meeting.

(sgd) M. S. LUSH.

Brigadier,
Executive Commissioner

4239

Pencil notes: "How many types? Please draft"

(C O P Y)

(Reference in file 203/CA)

46

LDD/ajp

A/CC-500

25 July 1944

Dear Sir:

This is in reference to your letter of 11 July 44, requesting that two motor cycles be placed at the disposal of the Mission for the Welfare Officer for Netherlands merchant seamen in Naples and the Mission's despatch rider.

I am sorry that it is necessary for me to inform you that the Commission do not have sufficient motor transport available to make it possible to comply with your request.

L. D. DENSMORE
Colonel, Sig. C.
Chief Staff Officer

Mr. D. G. E. Middelburg,
Netherlands Consul-General,
18 Via Giuseppe Verdi,
Naples.

Files A (B)

4238

No.	300	Sec'y Gen.
DISPATCHED		
Date	Time	25 Jul 1944
Via	AG	M/C
Initials	DFE	

185015

ALLIED CONTROL COMMISSION

INCOMING MESSAGE

TO : ACC MAIN FOR ADAMS

SIGNAL MESSAGE CENTER 10:87/23

FROM: FIVE AND SIXTH

CLASSIFICATION: NOT GIVEN

REFERENCE No: F74617

PRECEDENCE: ROUTINE

DATE AND TIME OF ORIGIN : JUL 23 1615 S

OFFICE OF ORIGIN: CITE FROM MEMO

MEMORANDUM WX-66989-19 JULY ADVAR TO DEVERE STATES VATICAN HAS ASKED US GOVERNMENT TO SELL AND SHIP TO IT: 10 FIVE TON TRUCKS WITH 8 ADEQUATE TRAILERS, 10 THREE LITRE TRUCKS WITH 5 TRAILERS, 2 - FIVE TON OIL TANKERS WITH TRAILERS 10 - ONE A ONE HALF TON TRUCKS, 10 - FOUR PASSENGER BUSES, 2-30-SEAT AUTOBUSSES WITH SPARE PARTS, 300 BICYCLES.

AT REQUEST OF ADVAR ADVISE EARLIEST FOR WHAT PURPOSE THESE VEHICLES WILL BE USED GIVING COMPLETE JUSTIFICATION FOR REQUEST.

DIST:

(Act.)	Secn. sect.	3
(Info)	A/CC	1
	File	2
	Float	1

DATE AND TIME OF RECEIPT JUL 24 0900H

files H+13 4237
44

Declassified E.O. 12356 Section 3.3/NND No.

785015

COPY

HEADQUARTERS ALLIED CONTROL COMMISSION

July 23, 1944

MEMORANDUM TO: Acting Chief Commissioner, Allied Control Commission

The Foreign Office has been informed in regard to the attached note that an Inter-Ministerial Committee has been set up in order that the gas requirements of the different Government departments may be studied and allocations made. Requests for supplies should be addressed to this Italian Committee.

As regards the distribution of gas to the Diplomatic Corps accredited to the Holy See, is there any reason why the present procedure of allocation through the Vatican should be changed?

Samuel Reber

Original returned with
Note to Mr. Caccia:

We see no reason to change the present set-up
on gas for the Vatican. Will you please so
advise Visconti Venosta.

H EWS

4236

43

TRANSLATION

PRESIDENCY OF THE COUNCIL OF MINISTERS
The Undersecretary of State

Rome, 22 July 1944

Dear Admiral Stone,

I refer to your letter of July 10 last, A/CC 500, and to our conversations.

As you know, there is a squadron of three planes at the disposal of the Presidency of the Council, reserved for the service of the Lieutenant of the Kingdom and of the members of the Government. In the present state of communications and transports, these planes are the only means of which the Government disposes for quick contacts with the Provinces in cases of urgent necessity.

I must therefore beg you most earnestly to kindly insist so that the competent authorities will allow their airport of Littorio to be used for the above mentioned purposes.

Yours sincerely,

/s/ S. Fenecltea

Admiral Ellery W. Stone
Allied Control Commission
Rome

File 4235 (B)

HAC
EWS/hjp

22 July 1944

23 JUL 1944

MEMORANDUM TO: Major General Harry H. Johnson, Commanding General,
Rome Area Allied CommandSUBJECT: Request of the Ecuadorian Charge d'Affaires to the Holy See
to Return with his Wife and Child to Quito

1. Reference is made to your Memorandum of July 16, 1944, concerning the request of the Ecuadorian Charge d'Affaires for transportation to enable him to proceed to Ecuador in compliance with his Government's instructions.

2. Inasmuch as authority must be granted by Allied Force Headquarters for such transportation, a copy of Mr. Borrero's Memorandum has been forwarded to the United States Political Advisor at Allied Force Headquarters for appropriate action.

HARRY W. STONE
Captain, USAR
Acting Chief Commissioner

500

41

785015

Tel.: 343

Ref: 101/CA

21 July 44.

SUBJECT: SCHOONERS.

TO : Vice President, Economic Section.

1. Practically every Regional Commissioner has approached me on the subject of employment of schooners: reference is made to their urgent requirements for these craft in monthly reports. Region V require them for food and PCL, Region II for salt and wine, Region I for coast traffic to save road transport, Region VI for sulphur, Rome Region for food and salt.

2. There seems no doubt that by organised employment of schooners much saving of PCL and wear and tear of transport could be effected: they are a normal means of carrying merchandise and goods and their almost complete disappearance has disturbed local economics and has added to the difficulties of the administration.

3. I fully realise the difficulties with which the Shipping Sub-Commission is faced but I should be most grateful if the matter could be taken up with a view to meeting Regional Commissioners request.

Brigadier,
Executive Commissioner,

MEI/10.

Copy to: Acting Chief Commissioner.

4234

Files A - (B)

40

Dear Stone,

You asked me when I last saw you, to send you word of any further "gems" from a certain quarter. We have been singularly free of these of late but you can suppress some people only just so long. The letter and answer tell their own story. This is the sort of thing that makes ACC unpopular and drives the wedge be(twe)en the two countries.

Please do nothing about this: I merely send this for your personal (not official) information.

/s/ Hume

C O P Y

File A + (B)

4233

785015

HEADQUARTERS
ALLIED MILITARY GOVERNMENT
FIFTH ARMY
APO 664

20th July 1944.

54/2

SUBJECT: Charges by Col. Kirkwood about requisitioning of cars.

TO : Regional Control and Military Government Section,
ALLIED CONTROL COMMISSION.

1. Acknowledgement is made of receipt of letter 7/11a/CA of date 11 July 1944.
2. Existing orders of the Fifth Army prohibit requisitioning of civilian vehicles. This headquarters has carefully complied with such orders. It is understood, however, that during operations north of the Arigliano two civilian cars were acquired by the French Expeditionary Corps under authority of the Commanding General thereof. Formal requisition is being completed by Provincial Commissioners who are under A.C.C. and are not a part of the Fifth Army.
3. If Colonel Kirkwood knows of any other instances than these two I should be glad to know them, and suggest that if he would give this headquarters any such information direct it would both save time and not put the A.C.C. headquarters to additional trouble.
4. The statement that for me "to be looking back continually does not facilitate progress etc.," does not appear pertinent and is not understood. It is suggested that fuller possession of facts might have rendered unnecessary the letter first above mentioned.

/KS

EDGAR SPENCER HULL,
Brigadier General G.S.C.,
S.C.A.C. AND FIFTH ARMY.

4232

31

COM
HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

Regional Control and Military Government Section

Ref: 7/110/CA.

11th July 1944

My dear Name,

Colonel Kirkwood, Regional Commissioner, Region VIII,
complains that AMG 5 Army is leaving him no civilian cars available for
requisition.

To enable Region to maintain contact with Army, adequate
transport must be available, and for you to be looking back continually
does not facilitate your own progress. Will you please remember in the
requisition of transport it is in your own interest to have Region well
up with you and that can be done if they are allowed a fair share of avail-
able resources.

Yours sincerely,

/s/ Maurice Lush,

Brigadier-General R.E. Rumb,
Senior Civil Affairs Officer,
A.M.G. Army.

4231

31

Declassified E.O. 12356 Section 3.3/NND No. 785015

FROM: AIR FORCES SUB-COMMISSION,
ALLIED CONTROL COMMISSION, BARI.

TO : ACTING CHIEF COMMISSIONER,
ALLIED CONTROL COMMISSION, NAPLES.
COPY: H.Q. M.A.A.F.
COPY: H.Q. A.A.I.

DATE: 18th July 1943.

REF: AFSC/321/1/CRG.

Prior to the Allied occupation of Rome, the Italian Air Force owned a large number of motor vehicles in the Rome Area. During the latter months of the German occupation, the Republican Air Force sold these to private individuals, it is suspected for personal gain. It is the view of this Sub-Commission that these transactions were illegal, and that the vehicles should remain the property of the Italian Air Force.

2. This expressed to the Transport Sub-Commission during one of my recent visits to Rome, and the reply was that all vehicles in the area of Rome have to be devoted to civilian needs. I would point out that this is in direct contravention of H.Q.A.A.I. ruling 2030/12/Q2 of the 1st of July which states that: "In future no.....transportation belonging to the Italian Armed Forces will be occupied, requisitioned seized or made use of without prior reference to H.Q.A.A.I."

3. While I am fully aware of the paramount need for the feeding of Rome, I must also point out that it is my duty to see that the operational requirements of the Allied Forces are met, and must therefore press for the return of these vehicles at once.

W.A.B. BOWEN-BUCARLET,
AIR VICE-MARSHAL,
AIR OFFICER COMMANDING.

A true copy.
THOMAS J. SLAUGHTER,
Captain, A.G.D.

Forwarded to EST. A. B. for action.

25/7

4230

A7(B)

P75

38

A true copy of the original is in the file

Declassified E.O. 12356 Section 3.3/NND No. 785015✓
KWB/dfe

A/GC 500.

10 July 1944

MEMORANDUM TO: Undersecretary of State
Presidency of the Council of Ministers

11 JUL 1944

In reply to your letter 8059 Pres. Cons. of 3 July 1944, I regret to have to inform you that the Air Forces authorities find it quite impossible for the time being to provide for a squadron at Littorio Airfield or at any other airfield in the vicinity of Rome. The reason for this is that the Air Forces have such a heavy pressure of operational flights that they are insufficient to meet their own requirements.

ELLEBY W. STONE
Captain, USNR
Acting Chief Commissioner

59
4229
37 H

Declassified E.O. 12356 Section 3.3/NND No.

785015

AIR FORCES SUB-COMMIS. N

ALLIED CONTROL COMMISSION
ROME OFFICE

July 12th 1944.

To : Chief Staff Officer,
Allied Control Commission, ROME.

AFSC/R/4 Air.

1. With reference to your A/CC500 of July 7th 1944, and to the attached correspondence. The matter ~~has~~ already been taken up by me and the following reply has been received:-

* From Baker. Cite M24146. Due to crowded conditions at present at Littorio and Ciampino and fact that these conditions will exist for next two or three months regret that it is impossible to allow either normal transport courier service I.A.F. or the Italian Government Communications flight to use either of these airfields. Approval for flights of VIP repeat VIP of Italian Government to Rome area should be made to this Headquarters in each individual case*.

2. I am afraid that this disposes of this matter for the moment; but I intend to take the matter up very strongly with MAAF when I go there on Sunday next. General Piacentini must be free to move from Rome to Naples ~~vice versa~~ or we shall get no results at all from the Italian Air Force. From my own observation the conditions existing at any rate at Littorio do not justify such an uncompromising attitude.

W.A.B. BOWEN BUSCARLET
AIR VICE-MARSHAL
AIR OFFICER COMMANDING

4228

31

0720

Declassified E.O. 12356 Section 3.3/NND No. 785015

WMS/hjp

DSG 192
15 JUL 1944

WCC 500

7 July 1944

Dear Avv. Fenoultea:

This is to acknowledge receipt of your letter No. 8059 of 3 July, relative to use of Litterio Airport by Italian squadron which is assigned to the Council of Ministers. This matter has been referred to the Air Sub-Commission for appropriate action and a request has been made for them to inform me of the results, in order that I may in turn pass the information to you.

500

Yours very truly,

ELDERY W. STONE
Captain, USNR
Acting Chief Commissioner

His Excellency Avv. Sergio Fenoultea
Undersecretary of State for the
Presidency of Council of Ministers
Italian Government

4227 NF
37 204

AIR SUB COMMISSION CONTROL COMMISSION
14 1944
DM

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

REFERENCE SLIP

File: A/CC 500Date 7 July 1944

SUBJECT: Airport facilities near Rome for Italian aircraft used by the
Italian Government.

FROM: Acting Chief Commissioner

TO

Administrative Section	War Materials Disposal Sub-Comm.
Economic Section	Public Relations Branch
Political Section	Secretary General
Regional Control and Military Government Section	Chief Staff Officer
Air Sub-Commission (Naples Hq.)	
Army Sub-Commission	
Communications Sub-Commission	
Navy Sub-Commission	
FOR:	
Acknowledgement	Information and Retention
Appropriate Action	Dispatch
Investigation and Report	File
Remarks/Recommendation	
Information and Return	

REMARKS:

The Acting Chief Commissioner requests that Air Sub-Commission take appropriate action and inform him of the results so that appropriate reply can be made to attached letter No. 8059 from the Italian Govt.

Initials AO
Chief Staff Officer

TRANSLATION NO. 960 - PFC. BONANNI

PRESIDENCY OF THE COUNCIL OF MINISTERS

SALERNO, 3 July 1944

File No. 8059 Pres. Cons.

N O T E

FOR THE ALLIED CONTROL COMMISSION

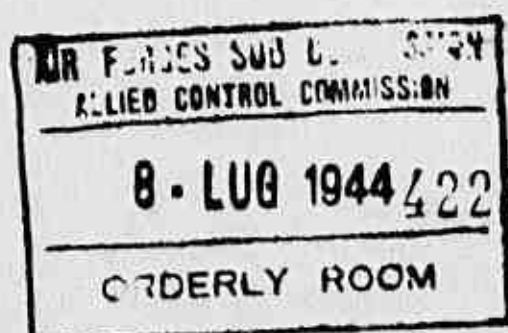
In view of the future return of the Government to Rome it is necessary to provide for a similar transfer, to another airport near the Capital, of the squadron (autonomous flight section) which is assigned to the Council of the Ministers.

We believe that the Littorio airport is the most appropriate because, being the nearest one to the city, offers the best communications, and at the same time entails the least consumption of fuel.

Will the Commission therefore examine the above and instruct us as to its decisions.

We shall appreciate if you will send us your approval.

The Under Secretary of State
/s/ Illigible



Declassified E.O. 12356 Section 3.3/NND No.

785015

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

LDD/hjp

22 June 1944

DCC 500

22 JUN 1944

SUBJECT: Transport - Request for, (Naval Sub-Commission)
TO : Chief, Naval Sub-Commission, ACC, Navy House, Taranto

1. Reference is made to your letter 7 June 1944, file A3-1/NSC, Serial: 16, above subject.
2. There are no military "enclosed" passenger cars available at this or the Naples headquarters for issue to the Naval Sub-Commission. There are some "not too good" repurposioned closed civilian cars at Salerno, one of which can be made available if your sub-commission can send for it.
3. With respect to a jeep or a command car, we have been unable to obtain one for you from Naples. This headquarters has a very limited number and at present, with officers going back and forth to Rome, none can be spared for assignment to sub-commissions.
4. At the time ACC headquarters are consolidated, it should be possible to provide your sub-commission with required transportation.

For the Acting Chief Commissioner:

L. D. DENSMORE
Colonel, Sig C
CSO

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Declassified E.O. 12356 Section 3.3/NND No. 785015

EWS/hjp

ASC 400

22 June 1944

23 JUN 1944

Dear Dr. Franas:

This is in reference to your letter S. 4669 of 21 June 1944 relative to gasoline requirements of your Ministry. Motor fuel for use of the Italian Government in the Salerno area is handled through applications made by the Industry and Commerce Sub-Commission to Petroleum Section, AFHQ.

An allotment of 27,000 liters was obtained for the month of June. The distribution of the fuel to the various departments of the Italian Government is handled by an officer of the Italian Ministry of Industry, Commerce and Labor. The allotment of 27,000 liters permits a daily average issue of 900 liters. On June 13th, it was pointed out to the Italian Governmental authorities by ASC representatives that an average of 1,100 liters per day had been issued for the first 13 days of June and that a continuance of such issue would soon exhaust the June allotment. It is understood that a new system of distribution was provided but without a great deal of success since a total of 21,459 liters has been issued up to 21 June, leaving 5541 liters for Italian Governmental use during balance of June.

It was anticipated, in view of the situation, that there would be demands for an increase in the allotment, therefore application was made to the Petroleum Section, AFHQ, for additional fuel for Italian Governmental use. The application was denied on the grounds that with both the 5th and 8th Armies on the move and with supply lines extended, additional fuel could not be made available.

It is our opinion that we will not be able to secure over 27,000 liters for the month of July.

The distribution of fuel allotted to the Italian Government is entirely in the hands of the Italian Ministry of Industry, Commerce and Labor. It would appear that steps must be taken by the Italian Government to ensure that these Ministries and Departments, whose requirements take precedence over ordinary use, must be taken care of. A copy of this letter is being sent to the Presidency of the Council of Ministers.

Yours truly,

EMERY W. STONE,
Captain, USNR

Acting Chief Commissioner

4223

His Excellency Dr. A. Franas
Ministry of Foreign Affairs
Italian Government

WVF

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C O P Y

R. MINISTERO
DEGLI
AFFARI ESTERI

NO. 4669

Salerno 21 June 1944

Dear Admiral Stone,

23 JUN 1944

Allow me to call your personal attention on the following pressing matter.

The Presidenza del Consiglio dei Ministri has informed us that, following recent arrangements, the Industry and Commerce Sub-Commission, ACC, has been entrusted with the task of allotting gasoline for the motor cars belonging to the Italian Government.

As for the Political Section, ACC, is also aware, this Ministry possesses four official cars requiring daily at least 80 litres of Gasoline. This is the minimum possible requirement without which our four cars could not ensure to this Ministry proper service. In fact, His Excellency the Under Secretary and three officials live at Baronissi, the Chief of Cabinet and two officials at Cava, whilst, as you know, myself with Casardi and Roberti live at Minori.

Moreover in view of the dearth of lodgings at Salerno proper, five or six officials are staying at Vietri. This arrangement entails a certain number of daily trips but, apart from what might be called routine trips, the Under Secretary, myself and the Chief of Cabinet have frequently to go to Naples on official business and in order to see Mr. Kirk, Sir Noel Charles and other members of the Advisory Committee.

Frankly speaking, at present the situation is such that by to-morrow we shall not have at our disposal one drop of fuel with all the practical consequences which you may well imagine.

I would therefore be extremely grateful if you would be so good as to instruct the Industry and Commerce Sub-Commission to take up the matter as urgently as possible, with a view to help us out of an otherwise insoluble situation.

I am practically sending you an S.O.S., but from past experience, I am sure that it will not go unheeded.

Thanking you in advance for what you will see fit to do in the matter.

4222

As for the Political Section, ACC, is also aware, this Ministry possesses four official cars requiring daily at least 80 litres of Gasoline. This is the minimum possible requirement without which our four cars could not ensure to this Ministry proper service. In fact, His Excellency the Under Secretary and three officials live at Baronissi, the Chief of Cabinet and two officials at Cava, whilst, as you know, myself with Casardi and Roberti live at Minori.

Moreover in view of the dearth of lodgings at Salerno proper, five or six officials are staying at Vietri. This arrangement entails a certain number of daily trips but, apart from what might be called routine trips, the Under Secretary, myself and the Chief of Cabinet have frequently to go to Naples on official business and in order to see Mr. Kirk, Sir Noel Charles and other members of the Advisory Committee.

Frankly speaking, at present the situation is such that by to-morrow we shall not have at our disposal one drop of fuel with all the practical consequences which you may well imagine.

I would therefore be extremely grateful if you would be so good as to instruct the Industry and Commerce Sub-Commission to take up the matter as urgently as possible, with a view to help us out of an otherwise insoluble situation.

I am practically sending you an S.O.S., but from past experience, I am sure that it will not go unheeded.

Thanking you in advance for what you will see fit to do in the matter.

/s/ Very cordially yours,

/s/ R. Prunas

Rear Admiral Ellery W. Stone, USAR
Deputy Chief Commissioner
Allied Control Commission
SALERNO

C O P Y

HEAD HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

WWH/hjp

22 June 1944

0513 1353
23 JUN 1944

SUBJECT: Petrol for Italian Government

TO : Acting Chief Commissioner, Hq ACC

1. Reference conversation Colonel L. D. Densmore and Lt. Walter W. Haase.
2. The procedure for distribution of petrol to the Italian ministerial vehicles was as follows:
 - a. An allocation of 27,000 liters for the month of June (daily average 900 liters) was made for this purpose by Petroleum Section, AFHQ.
 - b. A special form (Incl #1) was furnished to the Italian Motor Pool (Autodrapello Ministeriale). Our Motor Pool was given a list of authorized Italian ministerial vehicles. When this form was presented to our Motor Pool, it was compared with this list and countersigned.
 - c. The petrol was then furnished by C.I.P. (Consorzio Italiano Petrolifero). No limit per car was made as long as the Italian Motor Pool stayed within the daily liters.
 - d. Each evening these forms were checked by this Sub-Commission.
3. On June 13th it was found that the Italian Motor Pool had issued forms for a total of 14,304 liters (average 1,100 liters) and that at that rate, on the 24th they would find themselves without any petrol available. The system of distribution was changed at once and the procedure is now as follows:
 - a. A new form (Incl #2) was prepared by the Italian Government and filled in and countersigned by the Commissione Interministeriale per i Combustibili Liquidi, Carburanti & Lubrificanti, Ufficio Combustibili Liquidi. This Commission is part of the Italian Ministry of Industry, Commerce and Labor. The control of the issue of petrol is handled by Avvocato Rossetti, member of that Ministry.
 - b. The Ministry of Industry and Commerce established the present strength of the Italian Motor Pool, 10 liters per day per

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car could be allotted to the various ministries, i.e., approximately 700 liters per day (700 liters for the remaining 17 days of the month equals to 12,000 liters, leaving 700 liters as a reserve).

4. Realizing the fact that this might not satisfy the present need owing to the change of the Ministers, the enlarged Government, and the frequent trips between Salerno, Naples and Rome, this Sub-Commission asked Pet. Sec. AFHQ (Col. King) for a supplementary allotment. We were told, however, that no such extra allotment could be granted because of the enormous consumption of petrol by our armed forces in Italy in their present drive north and because of the need of petrol in the recently liberated provinces in Italy.

5. It is hoped that the July allotment for the Italian Government vehicles will be as much as the one for June and that the Italian Government will try to stay within their allocation by pooling their cars and reducing all unnecessary trips.

Walter W. Haase

WALTER W. HAASE

1st Lt., U.S.

L.O., Industry & Commerce

Sub-Commission

3 Incls:

- Incl 1 - Old form for petrol distribution
- Incl 2 - New form for petrol distribution
- Incl 3 - Daily consumption of petrol by Italian Govt vehicles

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REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

Date _____

Numero (in lettere) _____

Buono di distribuzione di litri (in lettere) _____

Numero di targa dell'autoveicolo: _____

In servizio per _____

Nome e Cognome del conduttore _____

Firma del conduttore _____

4219

Pfc Girolani, Anthony L.
(ACC Motor Pool)

1010

0 7 3 0

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Questa parte del buono
va spedito dal C.I.P.
al Ministero delle Finanze

COMMISSIONE INTERMINISTERIALE PER I COMBUSTIBILI
LIQUIDI - CARBURANTI E LUBRIFICANTI -
UFFICIO COMBUSTIBILI LIQUIDI

Data _____

B U O N O P E R S E R V I Z I S P E C I A L I D I S T A T O

Numero (in lettere) _____

Buono di distribuzione di litri (in lettere) _____

Numero di targa dell'autore _____

In servizio per _____

Nome e Cognome del conduttore _____

Firma del conduttore _____

Firma del Funzionario _____

4210

CONSUMPTION OF PETROL

By It. Govt. Vehicles

June 1 -	640
" 2 -	530
" 2 -	990
" 3 -	510
" 3 -	1325
" 5 -	1355
" 6 -	720
" 7 -	1495
" 9 -	220
" 9 -	2204
" 10 -	1095

June 11 -	690
" 12 -	905
" 13 -	1625
" 14 -	690
" 14 -	440
" 15 -	290
" 16 -	1500
" 17 -	640
" 19 -	1875
" 20 -	1360
" 21 -	360

Total - 21,459

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Declassified E.O. 12356 Section 3.3/NND No. 185015TRANSLATIONPRESIDENCY OF THE COUNCIL OF MINISTERS
CABINET

File No. 6924

Salerno, 10 June 1944

MEMORANDUM
FOR THE ALLIED CONTROL COMMISSION

His Excellency, the President of the Council, as a result of letter No. 4311, dated 4 May 1944, which letter was directed to the President of this Commission, explained the critical situation of the Italian automobile service. The letter emphasized the necessity for the Allies to deal with the situation by supplying tires and spare parts.

General Sir Noel Mason MacFarlane in his reply of May 23, 1944, No. 69 500, stated that for the moment the Allies had no possibility of supplying the requested material, and he proposed that in the meantime the most urgent needs could be taken care of by exploiting the reserve of spare parts which now remain in Africa and in Sicily.

The Ministry of the Navy has sent information to this Council to the effect that in Tripolitania there are vehicles in excess of the needs of that community. Most of automobiles operating in the community of Tripolitania are operated on behalf of the BMA. There are about 20 contractual firms which engage vehicles belonging to so called "padroncini". Some automobiles are authorized by R.T.C.O. to provide transportation for private interests (generally for not more than five days per month).

The autovehicles which provide transportation for the BMA are used limitedly, i.e., for a maximum of 7 or 8 days per month.

In addition, it seems that the autovehicles having an average loading capacity of forty to sixty quintals, which would be so useful in the more stricken areas of Italy, are seldom used by the R.T.C.O., which prefers to make use of vehicles of greater loading capacity, perhaps because of the rates in effect there.

Inasmuch as the material in question is to a great extent of national significance, it would be most advantageous to the Italian automobile service, if the excessive number of vehicles could be transported from Africa and Sicily to Italy to aid the local situation there.

Relative to the promised support of General Sir Noel Mason MacFarlane in his letter mentioned above, dealing with the greatest exploitation possible of the automobile material located in Sicily and in Africa, we beg of this Commission to kindly examine the matter and communicate its decision to us.

The Undersecretary of State

/s/ illegible

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ALLIED CONTROLS COMMISSION
Transportation Sub-Commission
APO 394

HQ ACC, APO 394

Sec'y Gen.
Rec'd 16 Jun 1944
By 278

Our Reference : ACC Tn/251/1

Date : 10 June '44

TO : All Regional Commissioners,
Regions 1 - 7.

All S.O.A.O's
All 5th Army
All 6th Army



SUBJECT : Instructions for the Movement of ACC and Civilian Freight by Schooners.

1. Attached is an Instruction for the control and operation of Italian Registered Schooners issued by the Chairman Mediterranean Shipping Board (Italy).
2. The Chairman has decided that all Schooners of 50 tons and under deadweight will be handed over to the Italian organization known as the Comitato Italiano Gestione Navi (CO-IG-N) to operate under the supervision of Transportation Sub-Commission - Shipping Section.
3. The method of obtaining the movement of ACC and civilian freight is explained in the attached memorandum - Appendix "A".
4. It is emphasized that whenever possible ACC and civilian freight should be carried by these schooners in preference to rail or road transport so by doing so all the more tonnage will be available to move by road and rail.
5. Representatives of CO-IG-N are established at every port and their addresses are given at Appendix "B".
6. These instructions may please be made known to all Supply and Transport Officers in your Region.
7. Any suggestions for ensuring that the schooners are utilized to the fullest and best advantage will be appreciated.

J. B. Vining
J. B. Vining,
Director, Transportation Sub-Commission, ACC.

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APPENDIX "A"

PLANNING
ALLIED CONTROL COMMISSION
Transportation Sub-Commission
LPO 3M

PROCEDURES FOR MOVEMENT BY WATER OF COASTERS & SCHOONERS

COASTERS UNDER NATIONAL FLAG No. 1.

On and from 10 June 1944 a new system will be introduced, as set out hereunder, for the movement of supplies by Coasters & Schooners.

-- Coasters (Powerfully propelled vessels as opposed to schooners).

(a) Bids for movement from mainland will be submitted to Transportation Sub-Commission, H. P. No. 1, who will advise in due course allocation of Coaster.

(b) Bids for movement between Sardinia and Sicily, and Sicily and the mainland will be made by H. P. No. 1, Region H. P. No. 1, District who will advise allocation. There is no schooner movement between Sardinia and Sicily and therefore only coasters can be used.

2. Schooners under National Flag.

(a) All schooners under 50 tons deadweight will be operated and controlled by the Comitato Italiano Gestione Navi (CO-GI-NA), under the supervision of Transportation Sub-Commission, ASC.

(b) CO-GI-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for other traffic.

(iii) When schooners leave for a given destination, a message will be sent by H. P. No. 1 representative from port of sailing to CO-GI-NA representative at destination port and the latter will contact ASC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(b) Bids for movement between Sardinia and Sicily, and Sicily and the mainland will be made by No. 1. Region H.C. to Gov. H.C. No. 1. District who will advise allocation. There is no schooner movement between Sardinia and Sicily and therefore only coasters can be used.

2. Schooners under 50 Ton Deadweight.

(a) All schooners under 50 ton deadweight will be operated and controlled by the Comitato Italiano Costiere Navi (CC-GE-NA), under the supervision of Transportation Sub-Commission, ASC.

(b) CC-GE-NA will operate as under :-

(i) A schedule of schooners will be drawn up to serve regularly, certain ports for which there is a steady traffic.

(ii) Schooners will be made available for other traffic.

(iii) When schooners leave for a given destination, a message will be sent by CC-GE-NA representative from port of sailing to CC-GE-NA representative at destination port and the latter will contact ASC Supply Officer with a view to ascertaining what traffic is offering for the return journey.

(iv) If no back load is available, the schooner will be utilised if required to take a load to any other port.

(v) CC-GE-NA representatives will daily contact ASC Supply Officers with regard to what cargo is offering at various ports.

(vi) There are representatives of CC-GE-NA in all ports in occupied Italy and Sicily and Sardinia, and details of their names and addresses are given in Appendix 'A'.

(vii) CC-GE-NA will collect all freight charges.

(c) Supply Officers will operate as under :-

(i) They will at all times endeavour to use schooners for movement in preference to rail or road.

(ii) They will maintain close liaison with CC-GE-NA representative to ensure that maximum use is made of schooners.

(iii) They will submit a fortnightly return of schooner-borne traffic to Transportation Sub-Commission, M.C. ASC.

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- 2 -

- (iv) Provincial Supply Officer will pass all approved requests for shipping space to the local CO-GE-M. representative who will meet requirements as far as possible with the above mentioned schoomers. If the tonnage of cargo offering is in excess of what these schoomers can cope with CO-GE-M will submit the bid to the Schoomer Board. The Schoomer Board will advise CO-GE-M in due course whether the bid is accepted or not. If the bid is accepted the Schoomer Board will advise CO-GE-M who will in turn inform the supply officer as to when the cargo bid for should be ready at the port for shipment. This particularly applies to ACC and other goods which by their nature or location or destination can only be carried by sea. Where necessary the Provincial Supply Officer will indicate priorities for goods to be carried.
- (v) In the case of newly captured Provinces where no CO-GE-M representative are appointed at the ports, bids for movement by sea should be submitted to the Transportation Sub-Commission.
- (vi) Provincial Supply Officer will specify which are ACC goods to enable CO-GE-M to collect freight charges.
- (vii) Voyage permits will be issued by the Divisional Sea Transport Officer, Italy, or his nominee. For this purpose will regard to schoomers under 50 tons deadweight, the CO-GE-M representative is the P.T.O. Italy's nominee.

L. E. VINCE
 L. E. VINCE,
 Lieut-Colonel,
 Director, Transportation Sub-Commission, S.C.

10 June 1944.

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- (v) In the case of newly captured provinces where no CO-GE-14 representatives are appointed at the port, bid for movement by sea should be submitted to the Transportation Sub-Commission.
- (vi) Provincial supply officer will notify which sea route to enable CO-GE-14 to collect freight charges.
- (vii) Voyage permits will be issued by the Divisional Sea Transport Officer, Italy, or his nominee. For this purpose with regard to echelons under 50 tons deadweight, the CO-GE-14 representative is the D.S.P.O. Italy's nominee.

Handwritten signature/initials

L.B. VIMERO,
 Lieut-Colonel,
 Director, Transportation Sub-Commission, ICS.

10 June 1944.

NOTE REGARDING SCHOONERS CONTROLLED BY CO-GE-12 UNDER SUPERVISION OF THE
TRANSPORTATION SUB-COMMISSION.

MEMORANDUM:

Meeting with Mr. Campbell, MEMSO, Wednesday 7 June '44 who approved of Directive.

Meeting with Lt-Commander Grimsby R.N.V.R. and held Thursday 8 June '44, who approved of Directive.

Lt-Commander Grimsby will bring into the pool the 15 schooners (50 tons and under) which have been operating between Baia and Costa just as soon as the 15 Schooner Div. AGC (who are at present operating these schooners) relinquishes them. The job of moving food stuff from Baia to Costa is almost completed. Lt-Commander Grimsby is of the opinion that there will be sufficient schooners made available to move all coastal traffic in Sicily and that under the new scheme a very appreciable fleet of schooners will be placed at the disposal of CO-GE-12 to move AGC and civilian traffic.

The big delay caused by bids for shipping on behalf of AGC which had to be put through Movements G-4., to MEMSO - P.M.T.O. (Shipping Board) has now been eliminated. Any bids which CO-GE-12 receive which is over and above the tonnage they can cope with by 50 ton and less schooners, will go direct to the Schooner Board.

Schooner board will also assist by making arrangements to move any exceptional or special tonnage by sea.

L. E. Vining

L. E. VINING,
Lieut-Colonel,
Director, Transportation Sub-Commission, AGC.

INSTRUCTIONS FOR THE CONTROL AND OPERATION OF

ITALIAN RECOGNIZED SCHOONERS.

1. All schooners must be registered and numbered in accordance with Commander in Chief, Mediterranean's C51024 January. Any craft found without registration after 1st June 1944 should be held and reported to the Senior Naval Authority of the port concerned.
2. All schooners irrespective of size on completion of registration will be placed in a pool and operated by the Mediterranean Shipping Board Italian Schooner Control.
3. Each schooner will be issued with a license valid for three months; all licenses issued will expire on the same date and will be of different colours for consecutive quarters. The first issue of licenses will be dated as from 1st April 1944, and be coloured blue. Licenses will be issued by C.M.C. Italy or his accredited representatives.
4. Individual voyage permits will be issued by C.M.C. Italy or by his nominees. Permits should be signed and stamped by the Authority concerned in the movement of the cargo involved. In other types of permit is acceptable and permits will only be issued to vessels holding valid license cards.
5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Naval authority there H.C.C.B. or U.S.R.C. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.
6. All Masters failing to report themselves inwards to the competent Naval Authority at ports of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards the vessel is liable to confiscation.
7. All schooners, excepting those used as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter Party will be carried by each Master and must be produced on demand.
8. Schooners and other vessels employed by the Italian Government for harbour use by Naval Officers in Charge, Naval Control Service Officer, etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.
The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied Authorities. The Comitato Italiano Gestione Navi will be responsible for collection of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of

nominees. Permits should be signed and attached to the authority concerned in the movement of the cargo involved. No other type of permit is acceptable and permits will only be issued to vessels holding valid license cards.

5. Routing orders will be issued by the Naval Control Service Officer/United States Routing Officer (or other competent Allied authority where N.C.S.O. or U.S.R.O. is not established) to the Master of the schooner only on production of a valid voyage permit. Should any doubt exist as to the authenticity of the permit, vessel should be held and confirmation secured from the originator of the permit.

6. All Masters failing to report themselves in time to the competent Naval authority at port of arrival within 24 hours of their arrival are liable to severe penalties. For failure of the Master to report for voyage permits to be stamped outwards to vessel is liable to confiscation.

7. All schooners, meeting these and as harbour craft by the Services, will be time chartered by the Royal Italian Government on the approved Charter Party at uniform rates. A copy of the Charter party will be carried by each Master and must be produced on demand.

8. Schooners under 50 tons need not be required for harbour use by Naval Officers in Charge, Naval Control Service Officer etc. will be taken up on bare boat charter. The remainder will be time chartered by the Royal Italian Government and allotted to the Comitato Italiano Gestione Navi for operation.

The Mediterranean Shipping Board Italian Schooner Control may take up any of these vessels at any time if they are required for the use of the Allied authorities. The Comitato Italiano Gestione Navi will be responsible for allocation of freight, payment of hire, issuance of voyage permits and all necessary orders to Masters of schooners allotted to them.

9. Schooners of 50 tons deadweight or over will be operated by 4212 Mediterranean Shipping Board Italian Schooner Control or their representatives who will issue all voyage permits: the following procedure is to be adopted:-

(a) Allied Control Commission will centralise all their demands, excluding movement around Sicilian and Sardinian coasts, through the Mediterranean Shipping Board Italian Schooner Control. In cases of coastal voyages in Sicilian waters, such demands will be centralised through the local Transportation Sub-Commission representative who will refer such demands to the representative of the Mediterranean Shipping Board Italian Schooner Control. In the case of coastal voyages around Sardinia A.S.C. civilian supply demands will be submitted through the office of the Regional Commissioner, who will refer such demands to the local Sea Transport Officer in charge or his representative.

(b) All demands by Italian civilians which cannot be met by tonnage allotted as in clause 8 will be forwarded to the Comitato Italiano Gestione Navi, who will forward the demands through the appropriate authority in (a) above. No order will be recognised unless stamped by the appropriate A.S.C. authority.

10. All charter hires will be settled with owners by the Comitato Italiano Gestione Navi or their representatives and no individual payments should be made to Masters.

11. It is requested that all available monthly Naval Control Service reports or other authorities concerning the movements of submarines should be reported to D.C.F.C. (Italy).

12. All Sea Transport Officers in charge to make a daily position report of all submarines within their area. A daily statement should also be forwarded by those leaving voyage parties, giving details of voyages authorized by them, stating whether Military, A.S.T. or civilian cargo was carried.

The above scheme comes into force forthwith. Any vessel found trading not having complied with the above instructions must be held and the matter referred to the Mediterranean Shipping Board Italian Schooner Control for action.

Lt. D. C. M. HILL
CHIEF

MEDITERRANEAN SHIPPING BOARD (ITALY)

1st. JUNE, 1944.

APPENDIX "B"

ELenco DELLE RAPPRESENTANZE AGENZIALI E DEI SUBAGENTI
DEL "COMITATO ITALIANO GESTIONE NAVI" (COGEMA)

Piazza Carità n° 32 - Napoli - telef. 53211

FUGLIA

Rappresentanza: "Adriatica" S.A. Navigazione - EARI
Vie Calafati Pelanno S. Ferdinando

Subagenti:

- MANTOVANA - A. Galli & Figlio per tutta la zona Garganica
(Visti, Reschici, Rodi) e Termoli - Telef. n. 8
- BARI - Antonio Scrota - Telef. n. 1014
- MOTTA - Reg. Felice Sciancolapure - Via Dante Alighieri
n. 93
- BISCEGLIE - Maria Modugno
- TRANI - Severio Celò Carucci - Via IV Aprile n. 22
- NOIA DI BARI - Reg. Vito Barbone - Via Cristoforo Colombo n. 6
- MONOPOLI - Gerolamo Santostasi & Figli - Piazza Garibaldi
n. 29 - Telef. n. 12
- BRINDISI - Agenzia Principale "Adriatica" S.A.N., anche per
Le scale di Otranto - Telefoni n. ri 1012 - 1063
- GALLIPOLI - Cav. Rocco De Luca fu Filippo - Telef. n. 8
- FARANTO - Carmelo Spagnuolo - Corso Vittorio Emanuele n. 17
Telef. 23 33

CALABRIA

Rappresentanza: Fratelli Latate - Reggio Calabria -

Subagenti:

- CROTONE - Giuseppe Barieri

- Antonio Scorsola - Telef. n. 1014
- Reg. Felice Sciancallegre - Via Dante Alighieri n. 93
- Maria Madugno
- Severio Calò Carducci - Via IV Aprile n. 22
- Reg. Vito Barbanente - Via Cristoforo Colombo n. 6
- Gerolamo Santostasi & Figli - Piazza Garibaldi n. 29 - Telef. n. 12
- Agenzia Principale "Adriatica" S.A.M., anche per lo scalo di Cetranto - Telefono n. 1013 - 1053
- Cav. Rocco De Luca fu Filippo - Telef. n. 8
- Carmelo Spagnuolo - Corso Vittorio Emanuele n. 17 - Telef. 23-33

CALABRIA

Rappresentanze: Fratelli Debate - Reggio Calabria ..

Subagenti:

- Giuseppe Nenderi
- Giuseppe Martelli
- Rocco Cariciti
- Cresce Ierattino
- PORIO S. VITO
- G. Er. Cantarino & Figli
- ENRICO CHIARITTA
- Gesualdo Scordamaglia

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SICILIARappresentanza:

- "Irrrenia" S.A.M. PALERMO - Via Roma, 377

Subagenti:MESSINA

- "VITALTA" S.A.M. - Ufficio Sociale - Via Garibaldi

CATANIA

- Ditta S. Nicotia Bertuccio - Via S. Tomaso, 5

SIRACUSA

- Ditta Conzetto Nidolo Bottaro - Via dei Mille, 26

AUGUSTA

- Russo & Co.

CASTELLARZGOLETO

- Francesco Pleja Galante - Piazza Marina, 40 telef. n. 2

LICATA

- Ditta Enrico Peritore - Via Principe di Napoli telef. n. 3

MARSAIA

- Giuseppe Aglioli e Giuseppe Casarolo

MARZAMITI

- Antonio Romeo fu Santoro

MASARA TAJLO

- Gaetano Vinci - Via Molo, 23 - telef. n. 12

MILAZZO

- Trifilietti & Co - Via Luigi Rizzo n. 1 tel. n. 4

PORTO EMPEDOCLE

- Ditta Vincenzo Prugio - Vicolo Marullo, 5 - tel. 3

RIPOSIO

- Giuseppe Leva fu Giovanni - Via Umberto I - tel. 84

SOIACCA

- Ludovico Marsala & F. Cares V. Emanuele, 63 tel. 59

TERMINI IMPRESS

- Rag. Alfonso Indovine Scialabba - Via Umberto e Margherita, n. 67

TRAPANI

- Ditta Pa lo Salvo Greco

SARDEGNARappresentanza:Sig. Goldstaub Giorgio e Tiziosi Giovanni
CAGLIARI - Viale Martello, n. 2Subagenti:OLBIA

- Sig. Goldstaub Giorgio e Tiziosi Giovanni

PORTO TORRES

- " " " "

LA CAVALIERA

- " " " "

CASSALE
 - Giuseppe Miglioli e Giuseppe Casabulo
 VAREZZA
 - Antonio Romeo Fa Santoro
 VAREZZA
 - Gaetano Vinci - Via Nola, 23 - telef. n. 12
 - Trifilatti & Co - Via Luigi Einaudi n. 1 tel. n. 4
 PORO ENFERMOCIE
 - Ditta Vincenzo Brugio - Vicolo Marullo, 5 - tel. 3
 RIPOSCO
 - Giuseppe Deva fu Giovanni - Via Umberto I - tel. 84
 SCIACCA
 - Ludovico Marsale & P. Corso V. Emanuele, 55 tel. 39
 TERMINI IMERSESE
 - Rag. Alfonso Indovina Scialabba - Via Umberto e
 Margherita, n. 67
 TRAPANI
 - Ditta Fausto Salvo Greco

SALERNO

Rappresentanza: Sig. Goldstaub Giorgio e Michele Giovanni
 CAGLIARI - Viale Merello, n. 1

Subagenti:

OLBIA	-	Sig. Goldstaub Giorgio e Michele Giovanni
PORTO TORRES	-	" " "
LA CAVALIERA	-	" " "
PALAU	-	" " "
GOITO ARACCI	-	" " "
ARMAGNY DI TORRELLI	-	Ditta Giulio ed Emilio De Pau
CARLOPORTE	-	Sig. Cerveasio Plaisant
SANT'ANTUCCO	-	Iosio Bigato
ALGHERO	-	Sig. Carlo Pignoni

Declassified E.O. 12356 Section 3.3/NND No. 785015

10 June 1944

To: Army Sub-Commission, Rear Hq ACC

1. Reference attached:

a. Letter, Supreme Command, Prot. No. 103465/AV, 7 June 1944, subject: "Fuel for the Supreme Command".

b. Letter of acknowledgment, DCC 400, Deputy Chief Commissioner, 10 June 1944.

2. The DCC requests that necessary appropriate action be taken in this matter and directs attention to the fact that reference letter states: "This amount is absolutely insufficient even for just ordinary minimum needs, and it is foreseen that it will be completely exhausted within ten days".

3. May this have your immediate attention.

For the Deputy Chief Commissioner:

L. D. DENBROCK
Colonel, Sig C
PA to DCC

2 Incls:
As per para 1 above

NF

4210

785015

ERS/hjp

DCC 400

10 June 1944

OSN 343
10 JUN 1944

Dear General Infante:

This is to acknowledge receipt on 9 June of your letter Prot No. 103465/AV of 7 June relative to "Fuel for the Supreme Command". This matter has been referred to the Army Sub-Commission for appropriate action with a request that it be expedited.

Yours very truly,

ELMER W. STONE
Captain, USNR
Deputy Chief Commissioner

General Adolfo Infante
Deputy Chief of General Staff
Comando Supremo

4209

32

Declassified E.O. 12356 Section 3.3/NND No. 185015TRANSLATION

SUPREME COMMAND

Section I
Office of Miscellaneous Affairs

Prot. No. 103465/AV

P.M. 135, 7 June 1944

MEMORANDUM FOR: Captain Ellery W. Stone, USNR
Deputy Chief Commissioner, Allied Control Commission

SUBJECT: Fuel for the Supreme Command.

Dear Captain Stone,

OSM 1092
10 Jun 1944

In connection with the sensible reduction (of 53%) initiated by the Allied Authorities in the distribution of fuel for the Italian armed forces, the Ministry of War, charged with issuing this fuel, has reduced from 10 to 5 tonnellate the amount of gasoline allotted to the Comando Supremo (Press Office excluded) for the month of June.

This amount is absolutely insufficient even for just ordinary minimum needs, and it is foreseen that it will be completely exhausted within ten days.

It might be added that with the likelihood of having to make several trips to Rome on official business (advance billeting parties, couriers, etc.) it is necessary to take into account a considerable increase in the consumption of fuel for the current month.

In order to be able to provide both for everyday needs and for additional demands such as these, I should be very grateful to you, dear Captain, if you would be kind enough to take an interest in this matter, with a view to having allotted to the Comando Supremo, as an emergency measure, about fifteen tonnellate of gasoline, an amount that would permit us to surmount the crisis caused by the reduced allowance of fuel.

Cordially yours,

/s/ A. Infante
ADOLFO INFANTE 4208
Major General, FGS

Trans - Sgt Shenfield/lws

* 1 tonnellata (Italian) equals 2204.6 pounds (avoirdupois).

COPY

ALLIED CONTROL COMMISSION
NAVAL SUB-COMMISSION
Navy House, Taranto,
Italy

NF

File No. A3-1/NSC

7 June 1944

Serial: 16

From: Chief, Naval Sub-Commission, Allied Control Commission.
To : Deputy Chief Commissioner, A. C. C.

Subject: Transport - Request for.

1. At the present time no motor transport whatsoever is assigned to the Naval Sub-Commission. In as much as the principle offices of the Sub-Commission are located at Taranto with a Naval Representative at Salerno, it is necessary to make frequent trips by motor transport. This situation will be aggravated when the main headquarters of the Allied Control Commission are transferred to Rome.

2. For the reasons stated above, it is urgently requested that one enclosed passenger car and one command car or jeep be allocated to the Naval Sub-Commission.

H. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Naval Sub-Commission, A.C.C.

Copy to:

NAV REP-NSC Salerno.

D.C.C.

I am OK here. I have a command car now allotted.
I understand F.O.T.A.L.I. has one from 52 Area. I believe
Q(AE) at HQ deal with this.

/s/ Palmer

4207

(Noted DCC 13 June LDD)

31

Declassified E.O. 12356 Section 3.3/NND No.

785015

COPIALLIED CONTROL COMMISSION
Naval Sub-Commission
Navy House, Taranto, Italy

NF

File

File No.
A3-1/REC

Serial: 16

7 June 1944.

From: Chief, Naval Sub-Commission, Allied Control Commission.
To : Deputy Chief Commissioner, A.C.C.
Subject: Transport - Request for.

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2. For the reasons stated above, it is urgently requested that one enclosed passenger car and one command car or jeep be allocated to the Naval Sub-Commission.

Copy to:
NAV REP-REC Salerno.

/s/ R. W. Zirolli
/c/ R. W. ZIROLI,
Commodore, U. S. Navy,
for Chief, Naval Sub-Commission, A.C.C.

DOC 500

1st Ind.

D3H 337
13 JUN 1944

LAD/hjp

REAR HEADQUARTERS, Office of the Deputy Chief Commissioner, Allied Control Commission, 13 June 1944.

To: A.C. & M.G. Section, Main Hq, A.C.C. (Attention: 3-4)

1. Rear Hq ACC has 10 jeeps. It is suggested that one can be spared for the Naval Sub-Commission.
2. With respect to an enclosed passenger car, the only thing available from Hq ACC is a "not to good" requisitioned civilian car.
3. No further action will be taken at Rear Hq with respect to this request unless and until instructions are received.

For the Deputy Chief Commissioner:

4206

L. S. DUNMORE
Colonel, Sig C
PA to ACC

31

TOP SECRET

TOP SECRET & URGENT

FNM/hd

CC/P/371

6 June 1944

MEMORANDUM:

TO: A.A.I. Personal for General Lemnitzer.

ference telephone conversation this afternoon, the following is the program for the trips to Rome on Wednesday 8 June,

1. Badoglio's party. This will consist of the following: Croce; Rodino; Cerbona; Togliatti; together with representatives of Socialist and Action parties, not yet nominated; Sforza will probably be in the party; Badoglio's ADC, Col. Valenzano; myself and two of my staff. Total 12.

We will be at Capodichino aerodrome ready to embark at 0800 hours. The party will drive direct to Rome on arrival at Rome or other airport.

On arrival in Rome, party will drive to rendezvous where Rome political leaders will have been assembled by Reber and Caccia.

The Italian politicians will spend the day in political discussions, and the Marshal's party will leave Rome to return to Naples by air in time to reach Naples by 2000 hours.

2. Crown Prince's party. The party will consist of the Crown Prince and two of his staff, with one Allied liaison officer.

The party will leave Capodichino at 1230 hours in Crown Prince's aircraft.

On arrival at Rome or other airport, the party will be driven straight to the Quirinal, where the Crown Prince will remain throughout his stay in Rome. He will leave the Quirinal once only, probably in the late afternoon, to visit the Pope.

The Crown Prince's party will stay the night in the Quirinal and will return to Naples by air early a.m. on 9 June.

110 100 Sec'y Gen
DISPATCHED

Date: 6 June 1945

Via: D.R. (Special)

By: [Signature]

TOP SECRET

30

TOP SECRET

CC/P/371, 6 June 44.

Notes. It is requested that the following arrangements be made:

1. Aircraft for Badoglio's party to be ready for embarkation at Capodichino by 0800 hours on 8th.
2. Crown Prince's aircraft to be flown to Capodichino on the 7th so as to be ready for him on the 8th.
3. Transportation for both Badoglio's and Crown Prince's parties to be at arrival aerodrome at MTA.

Transportation should, if possible, be at disposal of the parties during their stay in Rome.

I have made no arrangements with 5th Army or Rome Area as I presume you will have done this.

I have asked Deber and Caccia to collect Rome politicians at a rendezvous for the political discussions.

Rome Area should be asked to inform Quirano of intended arrival and stay of Crown Prince but information should be kept as secret as possible.

NOEL MASON MACFARLANE
Lieutenant-General
Chief Commissioner

4204

TOP SECRET

30

Declassified E.O. 12356 Section 3.3/NND No.

785015

TOP SECRET

1221

ACC MAIN (GEN MACFARLANE & COMUS)

1st. June, 1944.

TOP SECRET

v16

PRIORITY

GEN MACFARLANE

A.F.H.Q.

BOGOMOLOV ASKED TO SEE ME THIS AFTERNOON PD PARSED TO ASK FOR US COMA BULTEIN RECLIMET
MINISTER AND AMERICAN POLITICAL ADVISER FROM ACC MAIN FROM MACFARLANE PERSONAL LAREN
 HE RAISED THREE QUESTIONS PD ONE PD HE SAID THE SOVIET AUTHORITIES HAD BEEN MUCH
 IMPRESSED BY THE WAY IN WHICH THE ALLIES HAD DEALT WITH THE RAPID REPAIR OF ROAD AND
 RAIL BRIDGES DURING THEIR ADVANCE PD HE ASKED IF I COULD LET HIM HAVE STATISTICS AS TO
 THE WORK ACCOMPLISHED AND ANY TECHNICAL INFORMATION WHICH MIGHT BE OF VALUE TO SOVIET
 ENGINEERS PD I TOLD HIM THAT I WOULD GIVE HIM SOME INTERESTING STATISTICS AND THAT I
 WOULD REFER THE QUESTION REGARDING THE PRODUCTION OF THE TECHNICAL INFORMATION HE
 REQUESTED PD TWO PD BOGOMOLOV ASKED HOW HE COULD GET ABOUT PROGRESSING THESE SMALL SHIPS
 OF ABOUT A THOUSAND TONS WHICH HE WISHED TO EMPLOY BETWEEN ITALY AND THE PERSIAN GULF PD
 I TOLD HIM THAT HE WOULD HAVE TO REFER THIS REQUEST TO THE CINC MED PD THREE PD
 BOGOMOLOV RAISED AGAIN A QUESTION OF OBTAINING REINFORCEMENTS FOR EXTRA ARMY FROM
 YUGOSLAV PERSONNEL IN THE ITALIAN SERVICES PD I TOLD HIM THAT I HAD UNDERSTOOD FROM
 SOLODOVNIK THAT IT HAD BEEN INTENDED TO DROP THIS QUESTION PD BOGOMOLOV SAID THAT THIS
 HAD REPRESENTED ONLY SOLODOVNIK'S PERSONAL VIEW AND THAT HIS GOVERNMENT'S ATTITUDE
 REMAINED UNCHANGED PD I EXPLAINED THAT IT WAS MOST UNLIKELY THAT THE ITALIAN GOVERNMENT

TOP SECRET

29a

U 7 3 3

Declassified E.O. 12356 Section 3.3/NND No.

785015

TOP SECRET

TOP SECRET

1221 - 2

WOULD AGREE TO GIVING UP SLAV ITALIAN SERVICE PERSONNEL UNLESS HEAVY PRESSURE WAS BROUGHT TO BEAR UPON THEM BY THE ALLIED GOVERNMENTS IN CONCERN. PD I INFERRED THAT IF HE WANTED TO RESOLVE THE QUESTION IT HAD BETTER BE DONE ON GOVERNMENTAL LEVEL. PD BOGOMOLOV MENTIONED INCIDENTALLY THAT IT WAS THE INTENTION OF THE RUSSIAN GOVERNMENT TO REPLACE BOLODOVNIK IN THE ACC BUT THAT HE DID NOT YET KNOW WHO THE SUCCESSOR WOULD BE.

Copy to:
SF (2 June 44)

4202

NOEL MARION MACFARLANE
Lieutenant-General,
Chief Commissioner.

TOP SECRET
TOP SECRET

296

Declassified E.O. 12356 Section 3.3/NND No.

785015

SECRET

OUTSIDE

21 APR 1964

EWS/hjp

5/21

2654
APR

SECRET

PRIORITY

PATINA

FREEDOM

43301
 LAM SIX THREE THREE ZERO ONE DATED MARCH ELEVEN CITY NAMED HANNO PAREN TO FREEDOM
FROM PATINA FROM MAYFARLANE PAREN FORD SEDAN ASSIGNED TO CAPTAIN STINE CMA USMC
 CMA VICE PRESIDENT AND DEPUTY CHIEF COMMISSIONER ALLIED CONTROL COMMISSION CMA
 AFTER REPAIRS BY PERHASE COMPLETELY UNSERVICEABLE DUE TO BROKEN DOWN CLOWCH WHICH
 CAN NOT BE REPAIRED FOR LACK OF SPARE PARTS PD ^{NEW} SEDANS AVAILABLE IN PERHASE POOL
 PD AFTER CONSULTATION WITH PERHASE ADMINISTRATIVE OFFICER IT IS URGENTLY REQUESTED
 THAT COMBOS ^{AFHQ} ISSUE INSTRUCTIONS TO CHARGE PERHASE TO AUTOMATIC REPLACEMENT WITH
 NEW SEDAN

AUTHENTICATED:

HILARY A. STONE
 Captain, USMC
 Deputy Chief Commissioner

DISTRIBUTION:

- 2 - AG Files
- 1 - Dep Chief Comm
- 2 - Dep Sec Gen

SECRET

4201

29

Declassified E.O. 12356 Section 3.3/NND No. 785015

ALLIED COMMISSION SECRET INCOMING MESSAGE

SECRET
ROUTINE
FREEDOM
FATIMA



5104
12 MAR 1127
D.F.E.
M/C NO 11/12
REF NO 63301
FILED 111945A
REC'D 0402

ACTION AS FOLLOWS WILL BE TAKEN ON SEDANS ASSIGNED TO ACC AND REFERRED TO IN FATIMA 1546 OF 2 MARCH, OUR 59631 OF 3 MARCH AND YOUR 13612 OF 7 MARCH. ACTION POS NATOUSA INFO PENBASE, FATIMA FROM NAGDS SIGNED CG NATOUSA CITE NAORD, NAGDS. ONE PERIOD BRITISH ORDANCE THIS HEADQUARTERS WILL MAKE ARRANGEMENTS FOR PROVIDING SEDAN FOR GENERAL MACFARLANE AND THE PACKARD MEDIUM SEDAN NOW IN HIS POSSESSION WILL BE PICKED UP BY PENBASE QMU REPAIRED AND HELD FOR YOUR DISPOSITION. THIS IS THE SEDAN INITIALLY ASSIGNED TO MAJOR GENERAL JOYCE. TWO PERIOD UNSERVICEABLE BUICK SEDAN ASSIGNED TO HENRY GRADY AND FORD SEDAN ASSIGNED TO CAPTAIN STONE USNR WILL BE REPAIRED BY PENBASE AND RETURNED TO PRESENT ASSIGNEES INSERVICABLE CONDITION. THREE PERIOD REQUEST PENBASE ARRANGE WITH AOC FOR NECESSARY MAINTENANCE OF VEHICLES ASSIGNED TO US PERSONNEL OF THIS COMMISSION TO AVOID NECESSITY OF REFERRING SUCH MATTERS TO THIS HEADQUARTERS.

ACC DIST
SECRET (INFO) Seay Gen ✓
" Dep C.E.
" Econ Sec
" C.A.B. 3200
9-4(B)
9-4(A) 29

Declassified E.O. 12356 Section 3.3/NND No.

785015

8 MAR 1944

EWS/hjp

RESTRICTED

OUTGOING

1/08
2446

MAR

RESTRICTED

ROUTINE

PATIMA

FREEDOM

080937A

FURTHER BY PATIMA ONE FIVE FOUR SIX DATED TWO MARCH RE: NO. 40 VEHICLES PD PAID TO
FREEDOM FOR ONE FIVE FIVE SIX FROM PATIMA FROM MACFARLANE PERSONAL FARE GRATISFUL
 IF YOU WOULD ALSO INSTRUCT FBI DELIVER REPLACEMENT FOR FORD SEDAN MOTOR NUMBER
 ONE GEORGE ABLE ONE ZERO THREE SIX THREE TWO ORIGINALLY ASSIGNED TO BE NOW ASSIGNED
 TO MY DEPUTY CAPTAIN STONE U S NAVY PD CLUTCH WORN OUT AND OTHER REPAIRS NEEDED
 WHICH IMPOSSIBLE DUE TO LACK OF PARTS

AUTHENTICATED:

HENRY W. STONE
 Captain, USNR
 Deputy Chief Commissioner

DISTRIBUTION:

- 2 - AG Files
- 2 - Dep Sec Gen
- 1 - Gen MacFarlane
- 1 - Capt Stone

4199

RESTRICTED

29

RESTRICTED

FATIMA 1717

NF
TF

FATIMA (Office of Sec'y Gen)

6 MARCH 1944

Vapor 174 - DOR

RESTRICTED

ROUTINE

URGENT

PLEASE REPLY TO OUR CABLE DOR FIVE FOUR SIX OF TWO MARCH PAREN TO AFH FOR AGS
FOR MATOUSA FROM FATIMA SIGNED MACFARLANE PAREN REFERENCE CARD FOR GENERAL
MACFARLANE AND HENRY GRADY

L. T. MONTANT, JR
2nd Lt 1943
Adjutant

29

RESTRICTED

785015

RESTRICTED

FATIMA 1546

TF

FATIMA (GEN MACFARLANE C COM)

2nd. March, 1944

RESTRICTED

10050 MAC FARLANE

ROUTINE

URGENT

SUBJECT IS WD VEHICLES PD FAITH TO APPEL FOR NOS FOR NATONIA FROM FATIMA FROM
MACFARLANE PERSONAL FAITH. PACKARD CLIPPER NUMBER ONE TWO THREE THREE FIVE BEING
ASSIGNED TO ME OFF ROAD PD IMPOSSIBLE REPAIR HERE DUE LACK OF PARTS PD BUICK SEDAN
MOTOR NUMBER FOUR THREE NINE FOUR EIGHT TWO FOUR SEVEN ASSIGNED HERBY GRANT COMPLETELY
WORN OUT ABOUT TO FALL APART PD PLEASE INSTRUCT PRO DELIVER WD VEHICLES IN
REPLACEMENT

L.T. BENTON
2 Lt. AGD
Actg. Adjutant.

4197

29

Ref. CC/G/113

TF
FNM/rj

28th. February, 1944.

MEMORANDUM:

TO: British Transportation Officer,
Allied Control Commission.

It is requested that I be supplied with a six seater Humber Snipe car for my personal use.

2. The Packard car which was assigned to me has broken down and spares for its repair are not available.

3. It is imperative that I should have this car as soon as possible as I have a very large amount of territory under my jurisdiction.

*I would prefer an
open Tourer.*

NOEL MASON MACFARLANE,
Lieutenant-General,
Chief Commissioner.

HEADQUARTERS
ALLIED CONTROL COMMISSION
OFFICE OF G-4
APO 394

GL/41/A

25 MAY 1944

SUBJECT: Registration and Use of Civilian Type Motor Vehicles for ACC Purposes.

TO: See Distribution.

1. It has come to the attention of this headquarters that many Requisitioned Civilian Vehicles in use by Regions and Sub-Commissions of ACC still do not bear the proper ACC identification marks, nor do they display approved Certificates of Registration.

2. Attention is invited to Establishment Memorandum Number 12, this headquarters, dated 21 April 1944.

3. The following paragraphs are quoted for information and guidance of all concerned,

* * * * *

"3. RC & MG Section will furnish Regional Commissioners and SCAG's with the approved Certificates of Registration which will be serially numbered, and will be affixed to the windshield of the vehicle in such a way as to be plainly visible to a person standing in front of the vehicle. All certificates will be accounted for.

"4. The identification marks referred to in Paragraph 1(d) will consist of the green and white rectangle of ACC on both sides and on the rear of each vehicle, with the Registration number immediately below it. The registration number will be that shown on the Certificate of Registration. Size of rectangle to be 6" x 9", with letters and numerals within the rectangle to be 2" high. Numerals of registration numbers to be 3" high. All redundant marks will be obliterated except official W.D. numbers. All markings will be so placed as to be plainly visible.

* * * * *

"7. Petroleum products, tires, services of any kind, will not be furnished in respect of a civilian type vehicle which does not bear ACC identification marks and a current Certificate of Registration.

4795

G4/41/A

25 May 1944 - contd

* * * * *

"11. No markings other than those described above and official W.D. numbers, will appear on the vehicle. Under no circumstances will the letters ACC or AME appear, other than the ACC within the green and white rectangle."

* * * * *

4. Military Police have been notified of proper markings and display of permits on ACC vehicles. They will impound all civilian type vehicles not bearing authorized ACC markings or authorized permits for operation.

Walter P. Scoggins
WALTER P. SCOGGINS
Lt. Colonel, QMC
G-4

DISTRIBUTION:

"A" less 68, 69, 74, 79, 80

Declassified E.O. 12356 Section 3.3/NND No. 785015

Ref: 91/34/CA.

NF
also SF

25th May 1941

I have referred the request made in your letter No. 4337 of 4th May to the appropriate authorities asking for the provision of 12 Jeeps.

I wish to make the suggestion, however, that there are sufficient private cars being used by Italians in this territory to provide for the needs of the Italian Government. It has been brought to my notice that there are far too many Italian cars being used for private purposes and I am informed that the Prefects of the Provinces are reluctant to requisition them. I would suggest that definite orders are given to Prefects to requisition every car which is not used for Government or other essential purposes. If this was done I believe that you would have at your disposal sufficient cars in running order for the use of the Government.

There are, of course, a number of private cars rendered unserviceable for lack of spare parts and tyres. If the number to be requisitioned as suggested above is not sufficient, I suggest that these should be requisitioned and that you should then make a specific demand for tyres for such unserviceable cars.

I do appreciate the importance of Ministers and other officials being mobile and I will do my utmost to see that you are provided with the vehicles as requested. But I would ask you at the same time to make certain that the resources of your country have been fully exploited.

NOEL MARSH MACFARLANE,
Lieutenant General,
Chief Commissioner.

4194

S. E. Marshal Pietro Badoglio,
Presidente del Consiglio dei Ministri.

Approved by Exec. Comm.

27

Declassified E.O. 12356 Section 3.3/NND No.

185015

NE
also SF

Ref: 91/35/CA.

25th May 1944

SUBJECT: Transport for Italian Government Officials.

TO : Headquarters,
Allied Armies in Italy,
Admin Echelon,
C. M. A.

1. The Italian Government are desperately short of motor transport for their official use. Cars have been requisitioned by military authorities and the Allied Control Commission and even if these were handed back to the Italian authorities the maintenance and provision of spare parts is so nebulous that the Government could not depend upon them for permanent use.

2. Marshal Badoglio has written an earnest appeal for the provision of 12 jeeps for his Ministries. I realise that the provision of these jeeps would be difficult and irregular but I would urge that special consideration be given to this request in order that the Italian Government may realise that materially we are trying to put them on their legs as fast as possible. If these jeeps can be provided arrangements can be made for their maintenance at Allied workshops and I will arrange that general supervision is given to them.

HON. BRISON MACFARLANE,
Lieutenant General,
Chief Commissioner.

4193

Prepared by Exec. Comm.

27

785015

MINISTERO DELLA COMUNICAZIONE
CABINETTO

N. 3/XII/40/2-129

OGGETTO: Goods transportation for civilians.

TO : General Sir Noel Mason MacFarlane,
KCB, DSO, MC.
Allied Control Commission,
NAPLES

During the recent interview between you and our Minister in Naples, the writer submitted to you the poor State railway service for civil goods transportation presently.

On the contrary, in view of the following reasons, the transportation of goods through the State railway should be increased for the time being:

- 1) the forthcoming wheat crop;
- 2) the wine crop which requires the performance of a previous work aiming at the emptying of the necessary recipients still filled up with the old produce;
- 3) the accrued necessity determined by the reconstructive phase and other exigencies arisen from the population's requirements.

Therefore, the possibility to proceed to revise the present railway transportation of goods on behalf of the State and civilians should be considered on the part of the Allied authorities.

In occasione del recent colloquio, si ebbe a far presente che il trasporto merci per bisogni civili che si esegue con la Ferrovie dello Stato è assai scarso.

Invece occorre sempre più un incremento di detti trasporti per i seguenti motivi principali:

- 1) l'incalzare della campagna granaria;
- 2) la futura campagna vinicola che richiede lo svolgimento di tutto un programma preventivo per predisporre i recipienti occorrenti, ancora pieni della produzione di scorsa;
- 3) la necessità sempre maggiori determinate dalla fase ricostruttiva di quanto distrutto e da tutte le altre esigenze della vita della popolazione.

Pertanto si chiede che venga esaminata la possibilità di procedere, da parte delle Autorità Alleate ad una revisione dell'attuale procedura dei trasporti ferroviari delle merci per conto dello Stato ed ai privati.

(FRANCESCO CERABONA)
(THE MINISTER)

(Sgd) CERABONA

ERV

4192

.....
:: HQ ACC, APC 394 ::
:: Sec'y Gen ::
:: Rec'd 23 May 1944 ::
:: By D.F.E. ::
.....

Salerno, 24 May 1944

0 7 6 7

Declassified E.O. 12356 Section 3.3/NND No.

785015

/afe

cc 500.

23 May 1944

1. In answer to your letter 4311 dated 4 May 44 calling attention to the lack of tires and spare parts for your Military Automobile Service, arrangements are at present being made to procure the necessary raw materials to put into operation a retreading plant for tires at Bari, and another at Naples. These plants, when ready, will be in a position to handle part of your requirements.
2. The matter of retreading tires has been discussed with your Minister of Communications, and the plants will be operated by your Government under our control.
3. There are at present 600 Italian Army and Navy tires in a warehouse at Bari which will receive servicing when the necessary raw materials are available for the operation of the retreading plant in that area.
4. The provision of spare parts at the present moment is a matter of great difficulty. The only source is such spare parts as may remain in Africa and Sicily, and it will be exploited as much as possible.
5. You also mention the need of transport for the supply of the population. Civilian needs are at present being provided for by 720 A.C.C. vehicles.

NOEL MASCH MACDONALD
Lieutenant General
Chief Commissioner

S. E. Marshal Pietro Badoglio
President of the Council of Ministers

4191

25

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

JBT/sem

HO ACC, APO 394

Sec'y GEN

Rec'd 22 May 1944

By *AF*

21 May 44

ES/59

SUBJECT: Request from Marshal Badoglio

TO : Chief Commissioner

In answer to your request herewith draft reply to Marshal Badoglio on
subject of transport requirements.

D. S. Adams

D. S. ADAMS
Colonel, C. E.
Executive Officer
Economic Section

4190 *✓*

0769

Declassified E.O. 12356 Section 3.3/NND No.

785015

Sir.

May 19

As Brigadier Lush is
away for a few days,
I thought you might
like to answer other
letters with only Colonel
Adams' comments.

✓ P.A.
Economic
Draft Section
reply please

Wm¹⁹ af
✓ - ✓

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

HQ ACC, APO 394
19 May PM
By *DFH* *of tacc*
ALV/ml *Ind. sec.*

ES/59

17 May 1944

MEMORANDUM TO : Chief Commissioner

REFERENCE : Your Request for Comments on Letter Dated May 4th 1944,
No. 4311 PRES.CON.S. from Marshal Badoglio. - (attached)

1. Reference Para (1), the word liaison is an erroneous translation, as it is not mentioned in the original text.
2. The letter of the Marshal's deals with a request for 1,000 vehicles for the Italian Army and tires and spare parts for same. Para (4), indicates that part of the 1,000 trucks requested by the Marshall will evidently serve to supply the needs of the stricken population.
3. This Section is presently providing for the civilian needs mentioned, through the allocation of the 720 vehicles that have been turned over to ACC from British and American sources. Therefore, it is concluded that the Marshal's request is made entirely with a view to reestablishing certain units of the Italian Army. Requisitioning for such vehicles, if required, would probably best be done through the Army Sub-Commission. New tires would probably be best handled in the same manner and likewise, arrangements for the restitution of such spare parts as may remain in Africa and Sicily.
4. In as far as retreading or tire repair is concerned, this Section is presently attempting to procure the necessary raw materials to put into operation a retreading plant at Bari and one at Naples, which would be in a position to handle part of the Italian Army requirements. The matter of retreading has been discussed with the Italian Minister of Communications and the Italian Government will operate the plants under our control. At present there are 600 Italian Army and Navy tires in a warehouse in Bari, which will receive servicing when raw materials are available for operation of the retreading plant in that area.

Incl: as above.

D. S. Adams
D. S. ADAMS
Colonel, C.E. 4189
Executive Officer
Economic Section

VS

9th May 1944.

Subject: Tyres & Spare Parts for Italian
Army and Navy Vehicles.

To : Colonel D. S. Adams,
A/Vice President,
Economic Section.

This appears to be a matter for reference
to General Browning and confirmation by him of the
necessity of these vehicles and parts before the
matter is taken any further.

MSL/JC.

MSL
Brigadier,
Executive Commissioner.

9 May
45

See 75

4188

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS
ALLIED CONTROL COMMISSION
R.O. & M.O. Section
APO 394

16 May 1944

Ref/7/59/OA.

15 May 1944.

SUBJECT: Tyres and Tubes for Italian Naval Transport.

TO : Hq. Allied Armies in Italy.

1. Reference your 3352/AB of 7 May 1944.

2. I am advised by POTALI that the following numbers and sizes are most urgently required for immediate use :

No. of Tyres and Tubes	Sizes
50	10.50 x 20
50	7.50 x 20
50	6.00 x 16

3. The list of requirements enclosed with our 7/52/OA of 3 May 1944 covered requirements for the whole of 1944 and POTALI has need for approximately one third of the numbers stated on that list between now and July 1, 1944.

4. Your reconsideration of this question as promised in para. 4 of the letter under reference will now be much appreciated, and I hope you will be able to supply us with the required equipment.

Executive Commissioner

Brigadier,
Executive Commissioner,
For Chief Commissioner.

BR/RAG.

Copy to: Navy Sub-Commission.
Secretary General.
Economic Section.
POTALI

4187

See 75

24

0 7 7 3

Declassified E.O. 12356 Section 3.3/NND No.

785015

HEADQUARTERS
ALLIED CONTROLE COMMISSION
R.C. & M.C. Section
APO 394

10 May 1122
OFE

Ref/7/54/CA.

9 May 1944.

SUBJECT: Tyres and Tubes for Italian Naval Transport.

TO : Naval Sub-Commission.

1. The attached copy of letter from C.A.O., HQ. A.A.I., reference 3332/Q (AR) of 7 May 1944 is forwarded for your action.

2. I am directed to request you to advise this HQ as early as possible as to the minimum number of tyres and tubes required so that advantage can be taken of para. 4 of C.A.O.'s letter.

[Signature]
NORMAN E. FISKE,
Colonel,
Deputy Executive
Commissioner.

Copy to: AGO Liaison Officer, HQ.A.A.I.
Sec'y General.
Economic Section.

See 24

4186

23a

SND-

Declassified E.O. 12356 Section 3.3/NND No.

785015

Subject: Tyres and tubes for Italian
Naval transport.

Headquarters,
Allied Armies in Italy,
C.M.F.

3332/Q (AE).

7 May 1944.

Allied Control Commission.

Reference your 7/52/CA dated 3 May on the above subject.

1. While the difficulties of the Italian Naval transport service are appreciated, the demand made through the Navy Sub Commission is quite beyond our resources.
2. As you may know we have no authority to meet demands of this nature but we are always prepared to assist you where possible out of our limited resources in cases of extreme necessity. In this particular instance we cannot assist unless the demand is brought to within reasonable limits.
3. I suggest therefore that POTAB and POWIT be approached and requested to certify the minimum number of tyres which they consider are necessary.
4. On receipt of this information, I am prepared to reconsider the proposal on a new basis and see to what extent it can be met.

Major General,
Chief Administrative Officer.

4185

23

OFFICE OF THE CHIEF OF THE GOVERNMENT

No. 4311 Pres. Cons.

Salerno, 4 May 1944

My dear General Macfarlane:

The Minister of War has had occasion to point out only recently to General Browning, Chief of the Army Control Sub Commission, the critical situation of the glasseen Military Automobile service due principally to the lack of tires and spare parts.

On our part every effort is being made to remedy in some way the above-mentioned deficiencies; but because they are due to the lack of essential raw materials and of an industrial plant which cannot be improved, the measures which we are obliged to adopt are more in the way of an expedient and do not permit to overcome a crisis which from day to day is becoming more serious, foreshadowing within a short period complete paralysis of the service.

It is for this that I believe it my duty to call again, dear General, your personal attention to this problem, certain that also upon this occasion you will make yourself the spokesman to the appropriate Allied Authorities of the inescapable necessity to furnish a reasonable assistance to the Italian Government to place it in condition to overcome the present crisis.

To this end would be necessary:

-1000 trucks, indispensable to meet the present deficiencies and to face the most urgent exigencies of operation of the military services as well as for those eventualities relative to the supply needs of severely stricken populations (with indirect help for maintenance of public order);

-tires to put back into circulation the vehicles for some time inactive. I attach table of indispensable minimum requirements to insure the service for a period of six months (Inclosure No. 1);

-spare parts, authorization restitution of those possibly still available formerly transferred to the units of the services listed in Inclosure No. 2;

-patching and cement for tire repair in adequate quantities to assure the above-mentioned service for the stated period of six months (see inc. No. 1);

I thank you in advance, my dear General, and extend to you my cordial greetings.

/s/ FADOLLO

TO:
General Sir Noel Mason MACFARLANE
President of the Allied Control Commission
Salerno

① Execution Committee 4184
and ② Economic Section. (V)

Comment please 4424

TRANSLATION

DE/SS.-

Inclosure No. 1.

MINISTRY OF WAR
General Transport Section
2nd Div., 2nd Sect.

Table Indicating Requirements of tires for Restoring to Operation of
Vehicles, and Forecast of Needs for six months.

SIZES	To restore vehicles to operation		Forecast of needs for six months		REMARKS
	Tires	Inner Tubes	Tires	Inner Tubes	
14 x 40	70	50	50	50	
15 x 45	50	50	40	40	
30 x 5	50	50	100	100	
34 x 7	150	150	250	250	
36 x 7	100	100	100	100	
36 x 8	100	100	100	100	
130 x 40	100	100	50	50	
140 x 40	200	150	150	150	
145 x 40	100	100	50	50	
150 x 40	150	150	100	100	
155 x 40	50	50	30	30	
160 x 40	100	100	100	100	
165 x 40	120	150	100	100	
210 x 20	600	700	300	350	
270 x 20	100	100	100	100	
750 x 20	200	250	150	150	
300)					
325) x 19	600	800	700	800	
350)					
400 x 15	200	200	100	100	
400)					
425) x 17	150	150	200	200	
450)					
500 x 15	800	900	300	400	
550 x 15	500	600	250	300	
500 x 16	50	100	50	100	
600 x 16	400	500	200	250	
600 x 18	100	100	50	50	
650 x 16	50	50	50	50	
32 x 6	200	300	100	150	

Patching in various sizes 50,000
 Rubber cement and linings Kilos 500
 Solution for repair of inner tubes Kilos 100

4183

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MINISTRY OF WAR
General Transport Section

Incl No. 2

TABLE INDICATING WAREHOUSES OF SPARE PARTS AND TIRES
PRESENTLY IN EXISTENCE IN WESTERN-NORTHERN AFRICA
AND SICILY

1. Western and Northern Africa

Plant for construction and repair of motor transport R.E.	ASMAR
2nd Automobile park	BADA LITTORIA
5th Automobile park	TODRUK
20th Automobile park	TRIPOLI
21st Automobile park	BENASI

2. Sicily

Army warehouses for spare parts and tires	ROCCAPALMERA (Palermo)
" " " " " "	PALERMO
" " " " " "	CALTANISSETTA
" " " " " "	CALTAGIRORE
" " " " " "	VIZZINI
Shop and warehouses for spare parts and tires	MESSINA



IL CAPO DEL GOVERNO

N.4311 Pres. Cons.

Salerno, 4 maggio 1944

HQ AGC, APO 394

6 May 1944 fr →

JTB

Caro Generale Mac Farlane,

il Ministro della Guerra ha avuto occasione di segnalare anche recentemente al Generale Browning, Capo della Sotto commissione di Controllo per l'Esercito, la critica situazione del servizio automobilistico militare italiano conseguente essenzialmente alla mancanza di pneumatici e di parti di ricambio.

Da parte nostra si fa ogni sforzo per rimediare in qualche modo alle deficienze predette; ma poichè esse sono dovute alla mancanza delle materie prime indispensabili e di una attrezzatura industriale, che non può essere improvvisata, i provvedimenti ai quali si è costretti a ricorrere hanno più che altro carattere di ripiego e non consentono di superare una crisi, che si fa di giorno in giorno più grave, lasciando prevedere a breve scadenza la completa paralizzazione del servizio.

E' per ciò che ritengo doveroso richiamare, caro Generale, la Sua personale attenzione su tale problema, sicuro che anche in questa occasione Ella vorrà farsi cortese interpretare l'entità allentata della necessità im-

Translation please

Caro Generale Mac Farlane,

il Ministro della Guerra ha avuto occasione di segnalare anche recentemente al Generale Drowning, Capo della Sotto commissione di Controllo per l'Esercito, la critica situazione del servizio automobilistico militare italiano conseguente essenzialmente alla mancanza di pneumatici e di parti di ricambio.

Da parte nostra si fa ogni sforzo per rimediare in qualche modo alle deficienze predette: ma poichè esse sono dovute alla mancanza delle materie prime indispensabili e di una attrezzatura industriale, che non può essere improvvisata, i provvedimenti ai quali si è costretti a ricorrere hanno più che altro carattere di ripiego e non consentono di superare una crisi, che si fa di giorno in giorno più grave, lasciando prevedere a breve scadenza la completa paralizzazione del servizio.

E' per ciò che ritengo doveroso richiamare, caro Generale, la Sua personale attenzione su tale problema, sicuro che anche in questa occasione Ella vorrà farsi cortese interpretare presso le competenti Autorità Alleate della necessità improrogabile di fornire un congruo aiuto al Governo Italiano per metterlo in condizione di superare la presente crisi.

A tal fine occorrerebbero:

- 1000 autocarri, indispensabili per colmare le attuali deficienze e per fronteggiare le più urgenti esigenze di

4181

(14)



IL CAPO DEL GOVERNO

funzionamento dei servizi militari nonché quelle eventuali relative al vettovagliamento di popolazioni più provate (con corso indiretto al mantenimento dell'ordine pubblico);

- pneumatici per rimettere in circolazione gli automezzi da tempo fermi in rimessa. - Allego lo specchio del fabbisogno minimo indispensabile per assicurare il servizio per un periodo di sei mesi (Allegato 1):

- parti di ricambio, autorizzando la restituzione di quelle eventualmente ancora esistenti già in dotazione alle unità dei servizi elencate nell'allegato n.2;

- rappezzi e soluzione di para per riparazione pneumatici in quantitativo adeguato ad assicurare il servizio previsto per il citato periodo di sei mesi (Vedi citato allegato n.1).

Fin da ora La ringrazio, caro Generale, e Le porgo i miei cordiali saluti.

L. Auloghi

funzionamento dei servizi militari nonché quelle eventuali relative al vettovagliamento di popolazioni più provate (con corso indiretto al mantenimento dell'ordine pubblico);

- pneumatici per rimettere in circolazione gli automezzi da tempo fermi in rimessa. - Allego lo specchio del fabbisogno minimo indispensabile per assicurare il servizio per un periodo di sei mesi (Allegato 1);

- parti di ricambio, autorizzando la restituzione di quelle eventualmente ancora esistenti già in dotazione alle unità dei servizi elencate nell'allegato n.2;

- rappezzi e soluzione di para per riparazione pneumatici in quantitativo adeguato ad assicurare il servizio predetto per il citato periodo di sei mesi (Vedi citato allegato n.1).

Fin da ora La ringrazio, caro Generale, e Le porgo i miei cordiali saluti.

Salvo

4180

Al Generale

Sir Noel Mason MAC FARLANE

Presidente delle Commissioni
Allesti di Controllo

S A L E R N O

(22)

DE/58.-

Allegato n°1

MINISTERO DELLA GUERRA
Direzione Generale della Motorizzazione
- 2^a Div. - 2^a Sez. -

SPECCHIO INDICANTE IL FABBISOGNO GOMME PER LA RIMESSA IN EFFICIENZA

DI AUTOVEICOLI E PREVISIONE CONSUMO DI SEI MESI

M I S U R E	Per rimessa in effi- cienza automezzi		Previsione consumo per sei mesi		N O T E
	Coperture	Camere d'aria	Coperture	Camere d'aria	
14 x 40	70	50	50	50	
15 x 45	50	50	40	40	
30 x 5	50	50	100	100	
34 x 7	150	150	250	250	
36 x 7	100	100	100	100	
36 x 8	100	100	100	100	
130 x 40	100	100	50	50	
140 x 40	200	150	150	150	
145 x 40	100	100	50	50	
150 x 40	150	150	100	100	
155 x 40	50	50	30	30	
160 x 40	100	100	100	100	
165 x 40	120	150	100	100	
210 x 20	600	700	300	350	
270 x 20	100	100	100	100	
750 x 20	200	250	150	150	
300 } x 19	600	800	700	800	
325 } x 15	200	200	100	100	
350 } x 17	150	150	200	200	
400 x 15	800	900	300	400	
400 } x 17	500	600	250	300	
425 } x 15	50	100	50	100	
450 } x 16	400	500	200	250	
500 x 15	100	100	50	50	
550 x 15	50	50	50	50	
500 x 16	100	100	100	100	
600 x 16	100	100	100	100	
600 x 18	50	50	50	50	
650 x 16	200	300	100	150	
32 x 6					

	d'aria	d'aria	d'aria	d'aria
14 x 40	70	50	50	50
15 x 45	50	50	40	40
30 x 5	50	50	100	100
34 x 7	150	150	250	250
36 x 7	100	100	100	100
36 x 8	100	100	100	100
130 x 40	100	100	50	50
140 x 40	200	150	150	150
145 x 40	100	100	50	50
150 x 40	150	150	100	100
155 x 40	50	50	30	30
160 x 40	100	100	100	100
165 x 40	120	150	100	100
210 x 20	600	700	300	350
270 x 20	100	100	100	100
750 x 20	200	250	150	150
300 } x 19	600	600	700	800
325 }	200	200	100	100
350 }	150	150	200	200
400 x 15	800	900	300	400
400 }	500	600	250	300
425 } x 17	50	100	50	100
450 }	400	500	200	250
500 x 15	100	100	50	50
550 x 15	50	50	50	50
500 x 16	200	300	100	150
600 x 16	100	100	100	100
600 x 18	50	50	50	50
650 x 16	200	300	100	150
32 x 6				

4179

= Rappezzi delle varie misure. n° 50.000 =
 = Para e tessuti gommati Kg. 500 =
 = Soluzione per riparazione camere Kg. 100 =

21

SPECCHIO INDICANTE I NECESSARI PARTI DI RICAMBIO E GOMME

GIÀ ESISTENTI NELL'AFRICA ORIENTALE-SETTENTRIONALE

E SICILIA

1)- Africa orientale e settentrionale

Officine costruzioni riparazioni automobilistica R.E.	ASMARA
2° parco automobilistico	BEDA LITTORIA
5° parco automobilistico	TOBRUCK
20° parco automobilistico	TRIPOLI
21° parco automobilistico	BENGASI

2)- Sicilia

Necessari parti ricambio e gomme di Arusta	ROCCAFALUBA (Palermo)
"	PAIDIMO
"	CATANISSETTA
"	CALTACIRONE
"	VIZZINI
Officine e necessari parti ricambio gomme	MESSINA

1)- Africa orientale e settentrionale

Officina costruzioni riparazioni automobilistiche R.E. ASHARA
 2° parco automobilistico BEDA LITHORIA
 3° parco automobilistico TOBRUCH
 20° parco automobilistico TRIPOLI
 21° parco automobilistico BENGASI

2)- Sicilia

Magazzini parti ricambio e gomme di Armata ROCCAPALICHERA (Palermo)
 " " " " PALERMO
 " " " " CALTANISSETTA
 " " " " CATTAGIRONE
 " " " " VIZZINI
 Officina e magazzino parti ricambio Gomme MESSINA

4178

NO AUG 1964

MAY 1964

64

Declassified E.O. 12356 Section 3.3/NND No. 785015

HS AGE, APO-DEK
 5 May 1200
 JDFE

NE
 also SF

14 May 1944-

No. 1337

OFFICE OF THE CHIEF OF THE GOVERNMENT

TO: GENERAL NOEL MASON MACFARLANE
 Chief of the Allied Control Commission
Naples

My dear General:

I find myself in serious difficulties because of lack of reliable means of transportation and I have need of the following:

1. that the Ministry of the Interior as well as that for Agriculture be in position to move about for the Ammassi, for the refugees, and for quick visits to the Prefettura.
2. that the Minister of Public Education be in position to have the school inspectors travel about to assure themselves of the actual functioning of the schools.
3. that the Minister of Public Works be in position to have his agents travel about to inspect the operations.

But my automobiles after a week of such use would all be unserviceable.

Could you arrange that 12 jeeps be ceded to me against payment? This would help me greatly.

Very cordially Yours.

/s/ BADOGLIO

(3)



4177

Declassified E.O. 12356 Section 3.3/NND No. 185015

100-100-100-100

3 May 1944
JHDRef: 7/52/CA.3rd May 1944

SUBJECT: Tyres and Tubes for Italian Naval Transport.

TO : Chief Administrative Officer,
Headquarters,
Allied Armies in Italy,
(Admin Echelon).

1. The Navy Sub-Commission has made very urgent representations to me in regard to tyres and tubes for Italian Naval Shipping Transport. Normal liaison channels have been tried without success.
2. It is stated quite definitely that unless this equipment is provided in the near future all Italian Naval Transport in the dockyards will cease to run. This would have very serious results since the transport is used for drawing stores and supplies and for working parties for all requirements at the dockyards in connection with servicing ships of the Italian Navy, which has an important operational role under the command of Commander-in-Chief, Mediterranean.
3. It is appreciated that tyres and tubes are in short supply but, for the reasons given above, it is strongly urged that, as a special case, the necessary equipment should be supplied.
4. The types and number of tyres and tubes required are listed on the attached sheet.

4176

NOEL MASON MACFARLANE,
Lieutenant General,
Chief Commissioner.

Copy to: Economic Section.
Navy Sub-Commission.
ACC Liaison Officer, HQ. AAI.
See En (>)

List of Tyres and Tubes required for Italian Naval Shipping Transport.

<u>Size.</u>	<u>No. of Tyres.</u>	<u>No. of Inner Tubes</u>
3,00 x 19	50	50
3,25 x 19	120	120
4,00 x 15	250	250
5,00 x 15	150	150
5,25 x 17	50	50
5,50 x 15	200	200
5,50 x 16	50	50
6,00 x 16	200	200
6,00 x 18	40	40
30 x 15	60	60
32 x 6	60	60
7,50 x 20	160	160
10,50 x 20	160	160
34 x 7	180	180
42 x 9	100	100
8,25 x 20	30	30
140 x 40	30	30
155 x 400	50	50
165 x 400	50	50

4175
20

Declassified E.O. 12356 Section 3.3/NND No. 785015

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

3 MAY 1944
FJS/ajp

In reply refer to:
DSC-500

2 May 1944

SUBJECT: Release of Transportation MIA

TO: Headquarters Allied Control Commission, Office of G-4,
APO 394.

1. Reference your G-4/101/9, dated 28 April 1944, action should have been taken by your office as directed by the Deputy Chief Commissioner in his letter DCC 451.2, dated 24 February 1944, copy attached.

2. Paragraph 3 of the enclosed letter directs that your section advise MIA of action taken.

3. It is desired that the above be complied with and a copy of action taken be furnished the Army Sub-Commission, as requested in their Q8313 dated 24 April 1944.

For the Deputy Chief Commissioner:

FRANK J. SLAUGHTER
Captain, AGD
Deputy Secretary General

1 Incl:
As above.

NF
4174
19

Declassified E.O. 12356 Section 3.3/NND No.

785015

REAR HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

WMS/ajp

In reply refer to:
DCC 451.2

24 February 1944

SUBJECT: Release of Transportation MIA

TO : Regional Control and Military Government Section, Establishment
Branch, Attention G-4 (Q) Section, APO 394.

1. Reference is made to radio message O. D. 211 from M M I A requesting that further action be taken to secure the release of 4 1 1/4 ton 4 x 4 C and R cars for use of Simmons in Sardinia.

2. It is necessary that this transportation be furnished, and it appears that the vehicles will have to be released from those recently acquired from military sources.

3. Advise M M I A of action taken.

ELLERY W. STONE
Captain, USNR
Deputy Chief Commissioner

Copies to:

- 1 - Land Forces Sub-Com., Lecce
- 1 - Land Forces Sub-Com., Salerno

4173

(COPY)

19

Econ Sec
U-5154
Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ AAI (Hear Admech),
C.M.F.

Our reference: ACC Tn/115/6

Date : 23 Apr 44.

TO : HQ ACC.,
Economic Section.

SUBJECT: Train for use of Chief Commissioner.

1. On 6 Feb 44, Lt.Colonel Nelson Montford verbally requested me to explore, as and when opportunities arose, the possibilities of providing one or two special railway coaches for the use of the Chief Commissioner.

2. The matter was taken up with D.G.M.R.S., who undertook to do everything possible to meet the Chief Commissioner's requirements. The enclosed copy of letter ACC Tn/115/1 dated 1 Mar 44, is self-explanatory. The confirmation required by para 5 of that letter has been received from the D.G.M.R.S.

3. The work is progressing satisfactorily in accordance with MRS drawing N° B 10,158, but is not yet sufficiently advanced to make an inspection worth-while. You will be kept advised of the position. Technical supervision on behalf of this Sub-Commission is being performed by Major S.L. Baister.

4. The enclosed copy of drawing B 10,158 is for the Chief Commissioner. Will you please forward.

S.A. Fitch

S.A. FITCH,
Colonel,

Director, Transportation Sub-Commission, ACC.

Copy to: Lt.Colonel Nelson Montford, HQ ACC. *←*
Major S.L. Baister, Tn.S.C. rep., C/o HQ Region 3.

Internal Transportation Sub-Commission, ACC.,
C/o Mov & Tn.,
HQ ACMF (Adm. Echelon,
C.M.F.

Our reference : ACC Tn/115/1

Date : 1 Mar 44.

TO : D.G.M.R.S.,
Naples.

SUBJECT: Train for use of Lieut.-General Sir Frank N Mason
Mac Farlane, Chief Commissioner of Allied Control
Commission.

1. Reference conversations with Col. Tully.
2. General Mac Farlane has expressed great satisfaction with the proposed accommodation and arrangement shown on your Drawing No. B-10,158.
3. It will be much appreciated if the work can be put in hand as soon as possible as opportunity offers, and this Sub-Commission kept advised of progress.
4. It is fully understood that shortage of power and the extensive use of certain routes for operational and other vital movements, will preclude special running in most cases with Gen. Mac Farlane's cars. Also that you will require at least two days' notice of any trip which it may be required to make and that most of such trips will be arranged by attachment of the cars to Military or Civil Trains.
5. Will you please confirm that the two cars which you propose to convert will be suitable for running over the majority of standard gauge routes.

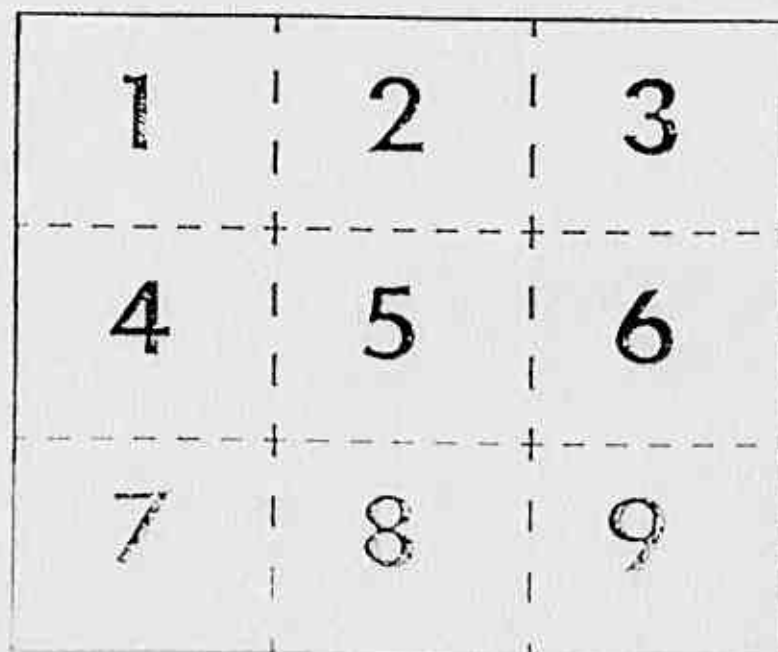
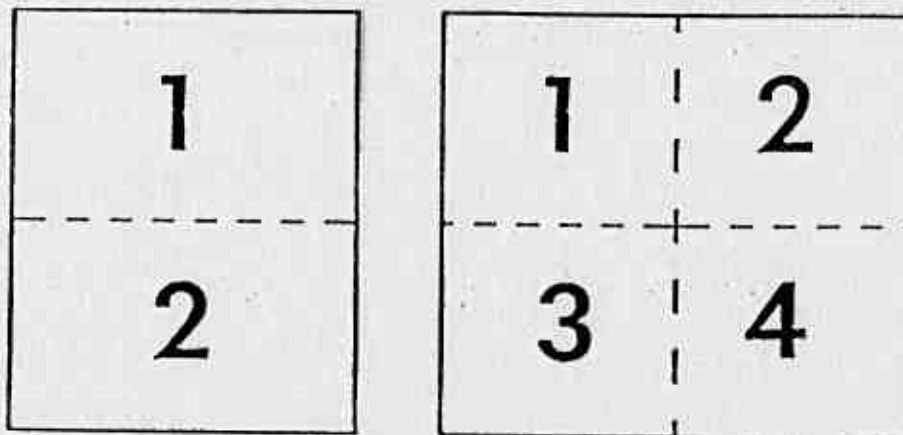
S.A. FITCH,
Colonel,
Director, Internal Transportation Sub-Commission, ACC.

Copy to: Lt.Col. Nelson Montford, Main HQ ACC.

4171

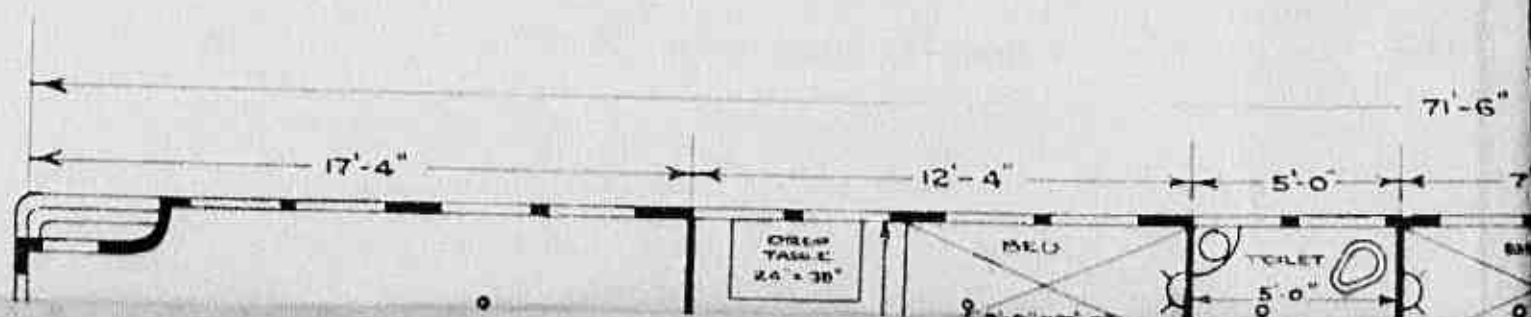
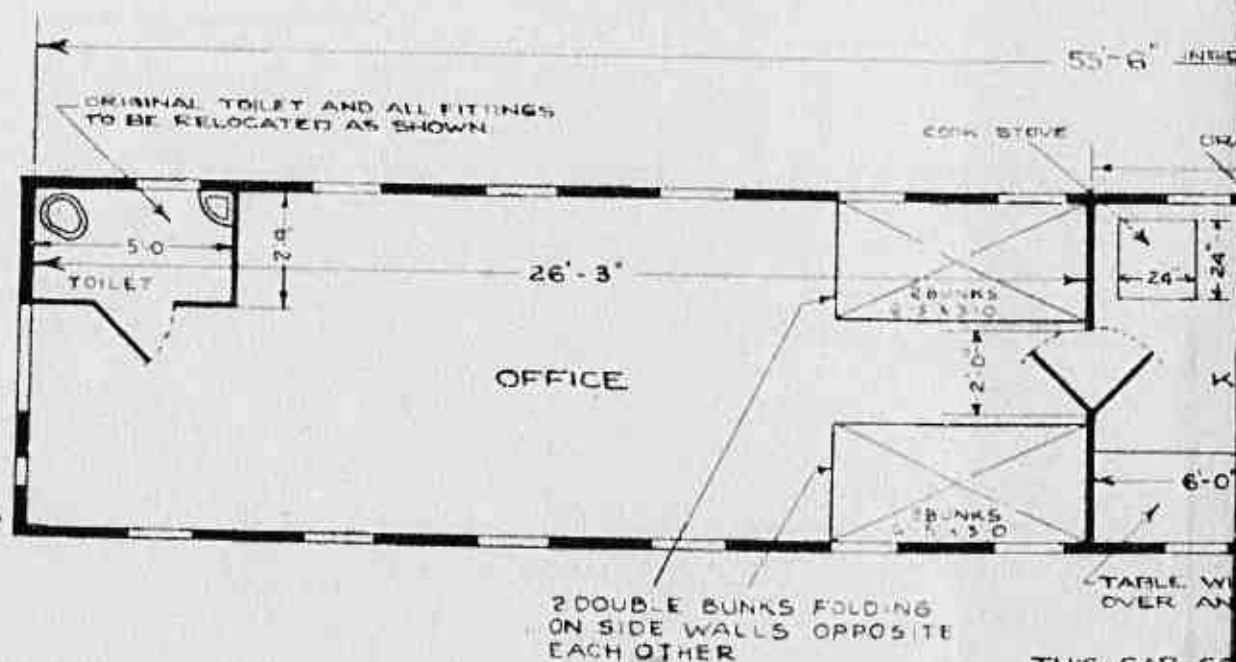
MAPS AND CHARTS TOO LARGE TO FILM
ON ONE EXPOSURE ARE FILMED CLOCKWISE
BEGINNING IN THE UPPER LEFT CORNER,
LEFT TO RIGHT, AND TOP TO BOTTOM.

SEE DIAGRAMS BELOW.

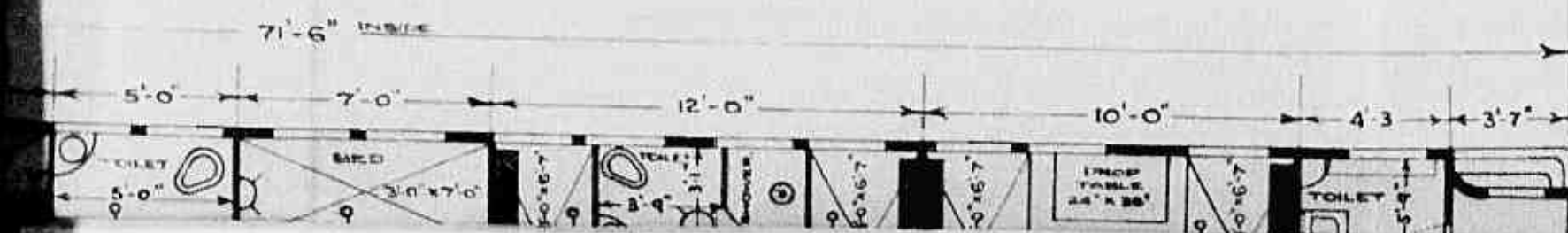


Declassified E.O. 12356 Section 3.3/NND No.

785015

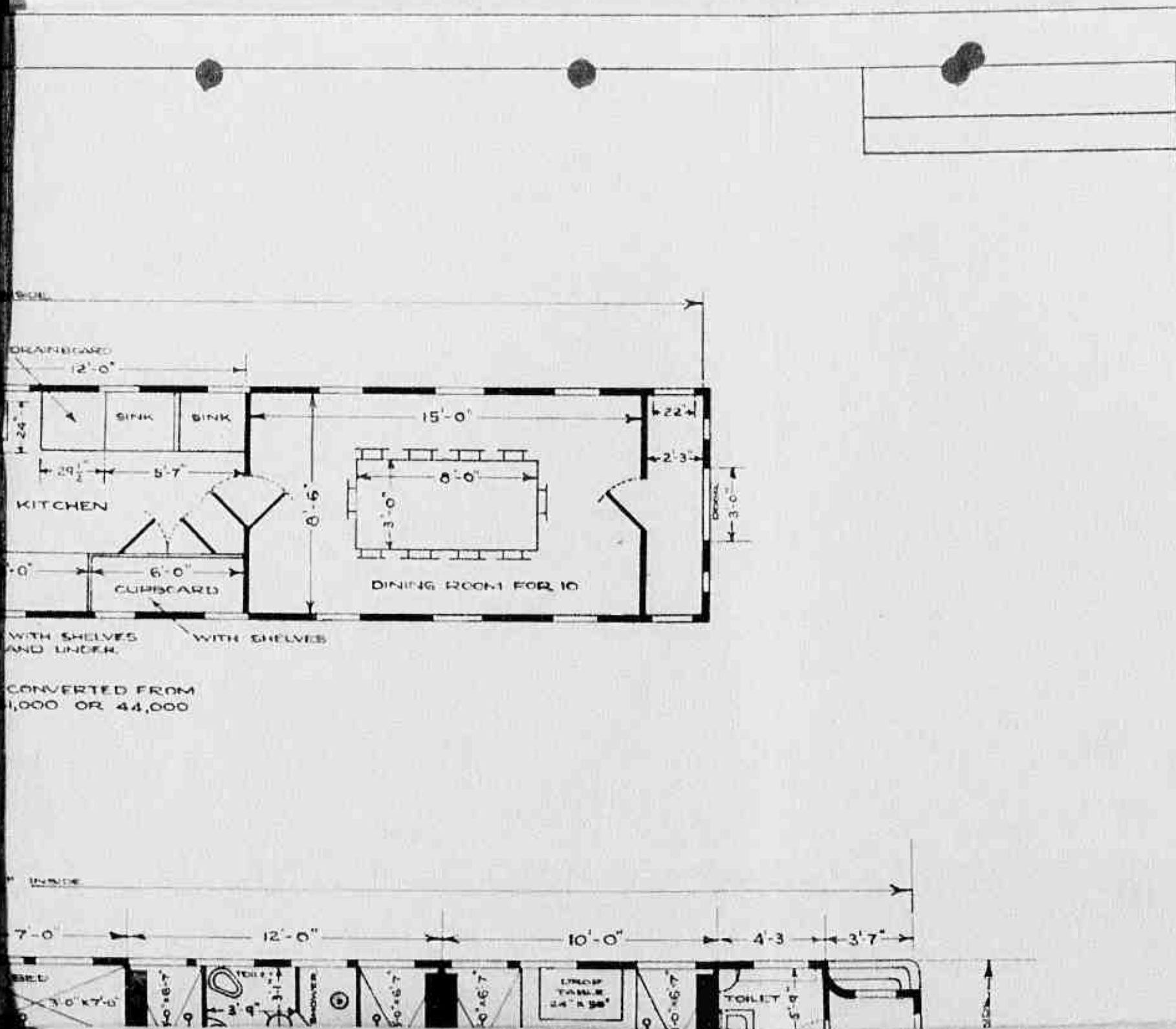


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Declassified E.O. 12356 Section 3.3/NND No.

185015



785015

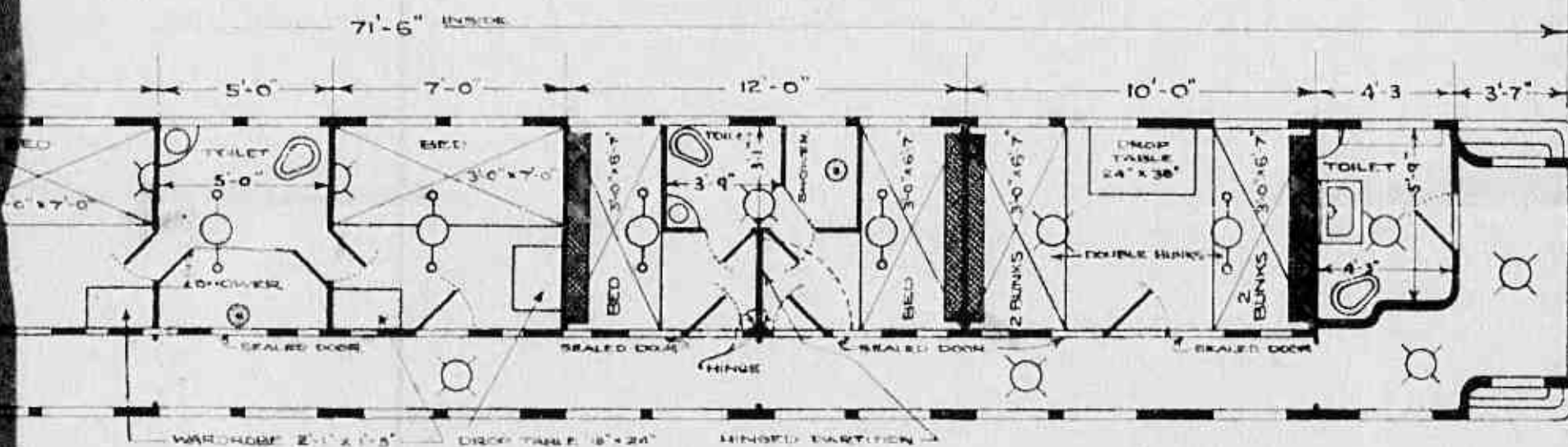


THIS CAR C
SERIES 52

DLFE 2-17-44
TLFE 2-18-44
CXHX 2-18-44

Declassified E.O. 12356 Section 3.3/NND No. 785015

CLS OPPOSITE

THIS CAR CONVERTED FROM
SERIES 41,000 OR 44,000THIS CAR CONVERTED FROM
SERIES 52,000HEADQUARTERS MILITARY RAIL
OFFICE OF DIRECTOR
EQUIPMENT DEPTCONVERSION OF PASSENGER
OFFICE CARCORRECT
MAJ TRANS CORPS
CHIEF MECH ENGR. *W.*

DRAWING NUMBER

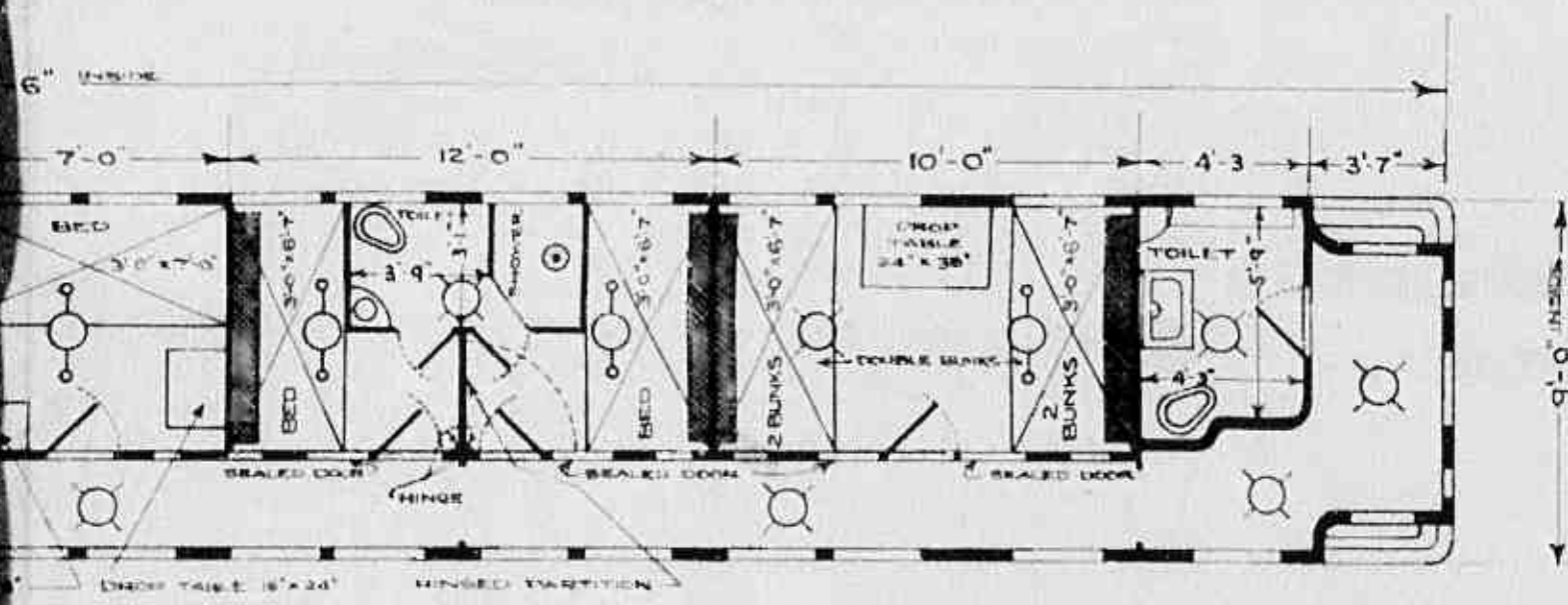
B-10,158

APPROVED
COL TRANS CORPS
ASST GEN MGR EQUIPT. *F.D.*APPROVED
BRIG GENERAL
DIR. GENERAL *Sanct.*

0799

Declassified E.O. 12356 Section 3.3/NND No. 785015

CONVERTED FROM
41,000 OR 44,000

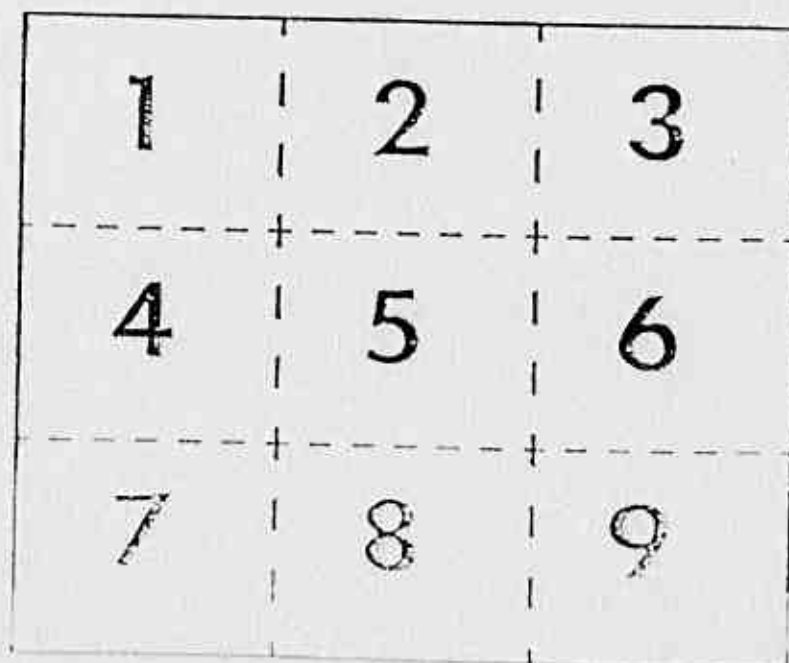
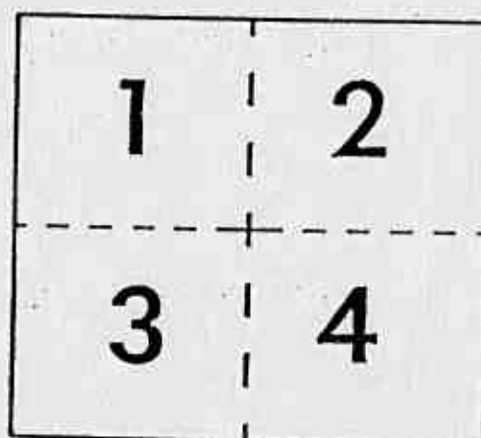
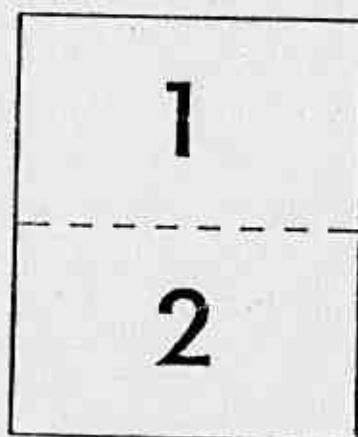


CONVERTED FROM
52,000

HEADQUARTERS MILITARY RAILWAY SERVICE OFFICE OF DIRECTOR GENERAL EQUIPMENT DEPARTMENT	
CONVERSION OF PASSENGER CARS TO OFFICE CARS	
CORRECT: MAJ TRANS CORPS CHIEF MECH ENGR. <i>W. J. Crable</i>	
DRAWING NUMBER.	APPROVED: COL TRANS CORPS ASST GEN MGR EQUIPT. <i>F. P. [Signature]</i>
B-10,158	APPROVED: BRIG GENERAL DIR GENERAL <i>Gen. [Signature]</i>

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

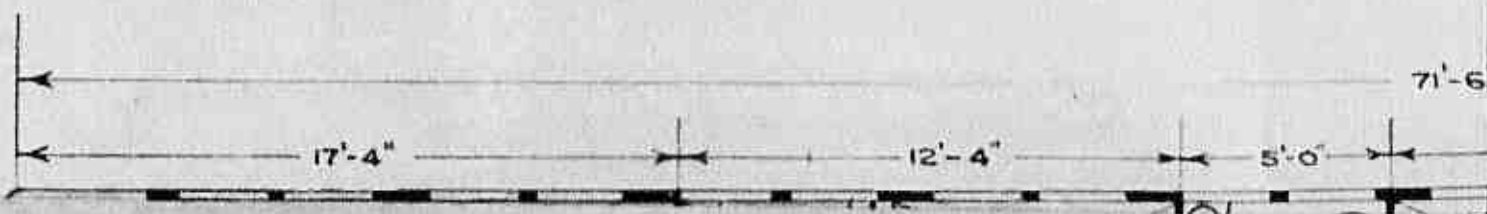
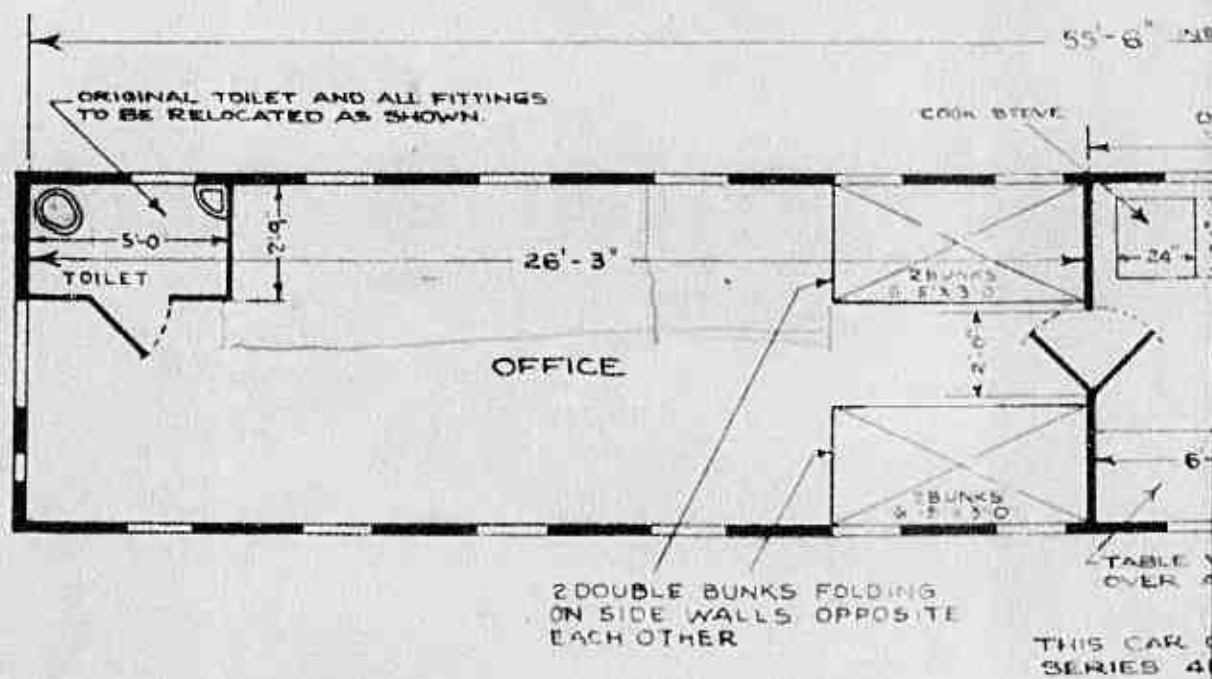
SEE DIAGRAMS BELOW.

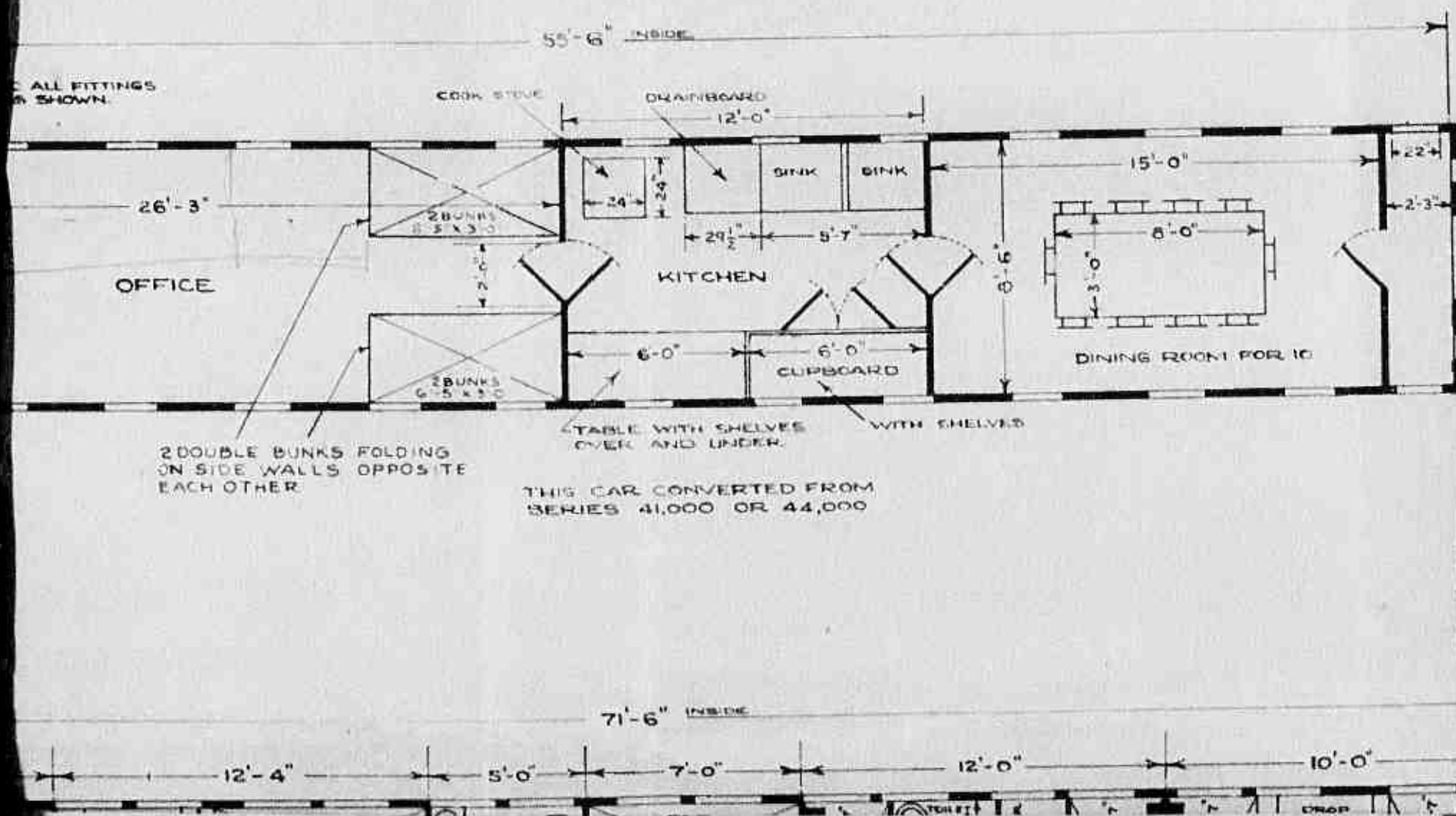


0801

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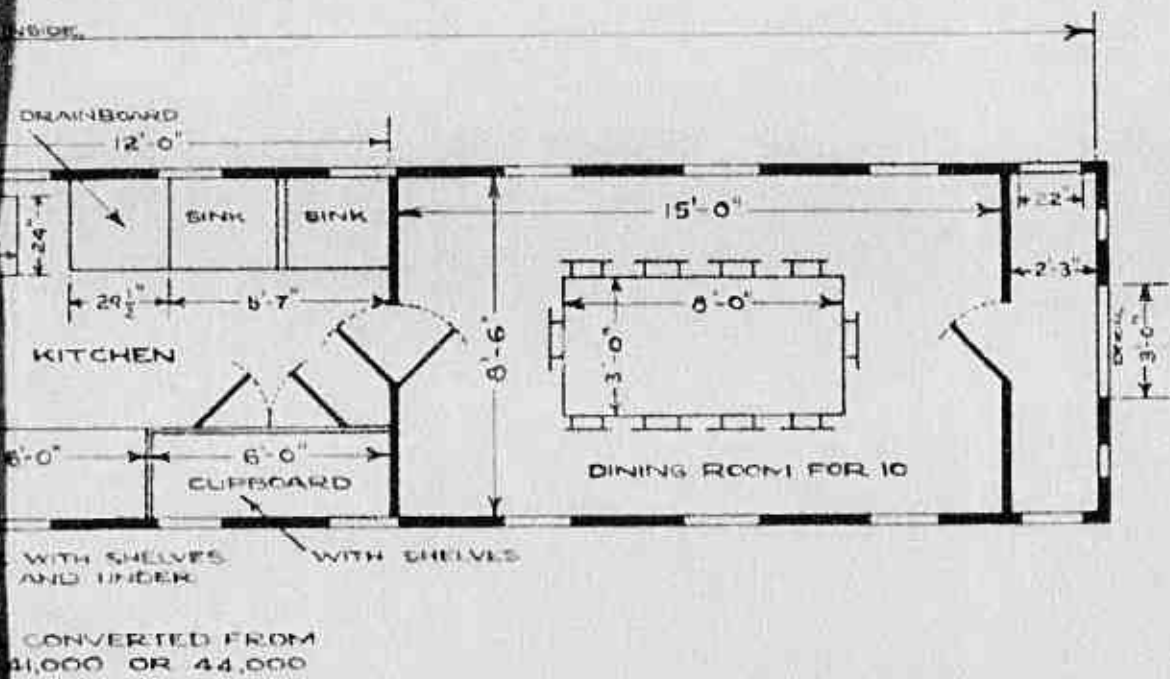
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Declassified E.O. 12356 Section 3.3/NND No. 785015

Declassified E.O. 12356 Section 3.3/NND No.

785015



" INSIDE



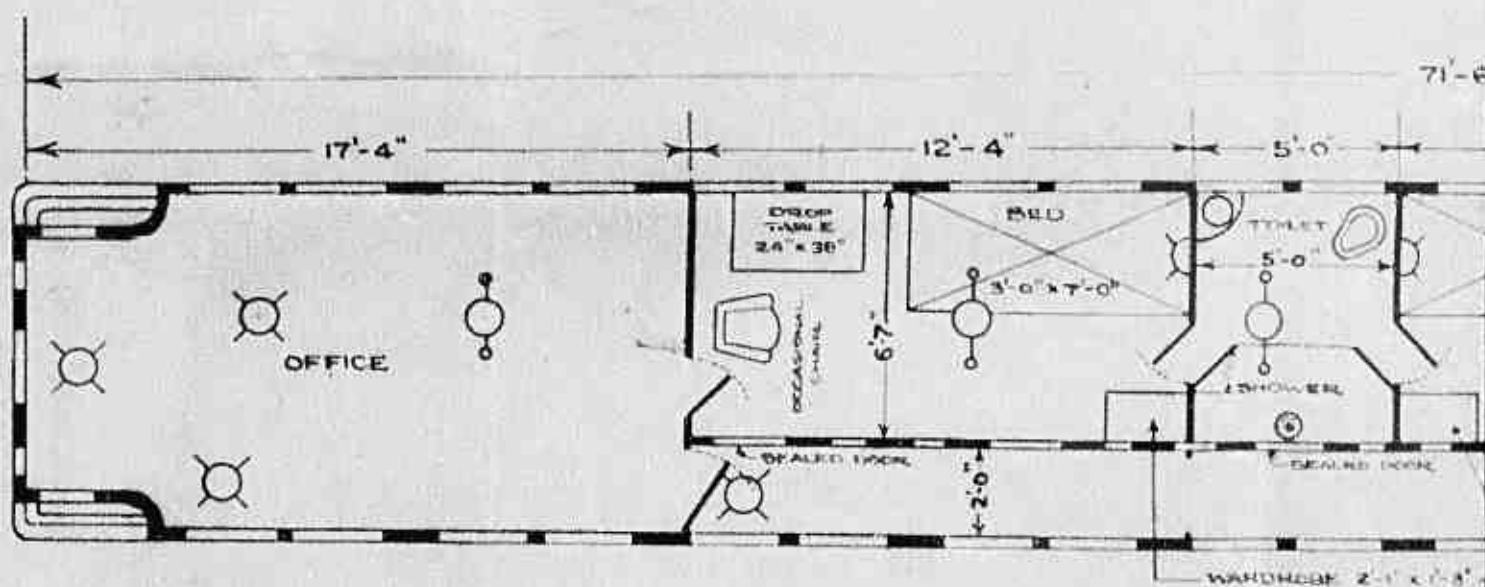
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Declassified E.O. 12356 Section 3.3/NND No.

785015

EDUCATE BUNKS FOLDING
ON SIDE WALLS OPPOSITE
EACH OTHER

THIS CAR C
SERIES 41



THIS CAR
SERIES 5

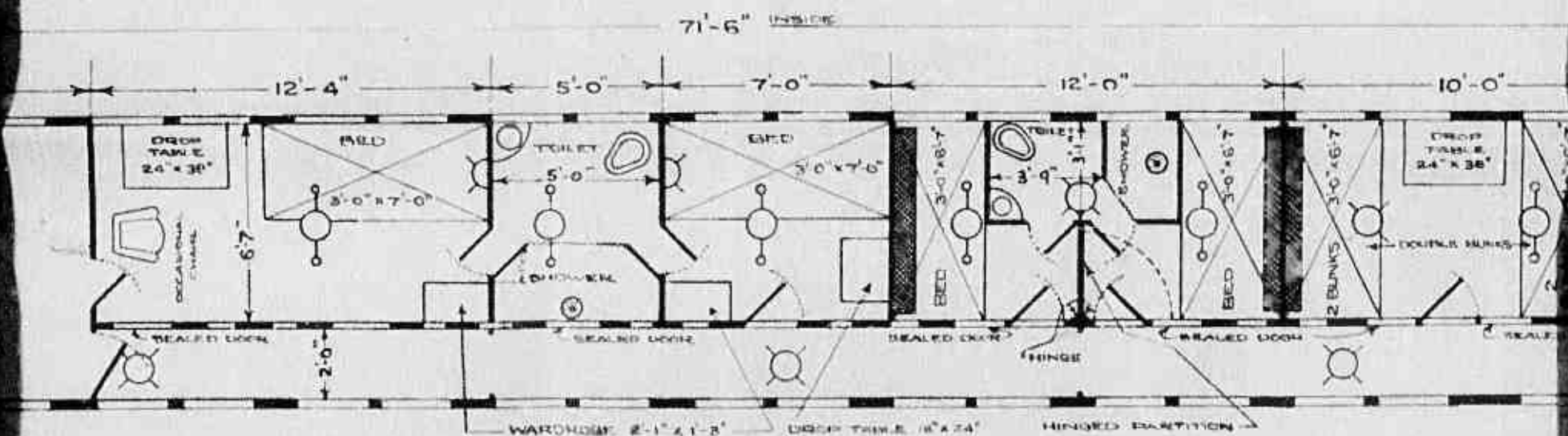
D: LFE. 2-17-44
T: LFE. 2-18-44
C: X1/H9. 2-18-44

Declassified E.O. 12356 Section 3.3/NND No.

785015

DOUBLE BUNKS FEETING
ON SIDE WALLS OPPOSITE
EACH OTHER

THIS CAR CONVERTED FROM
SERIES 41,000 OR 44,000



THIS CAR CONVERTED FROM
SERIES 52,000

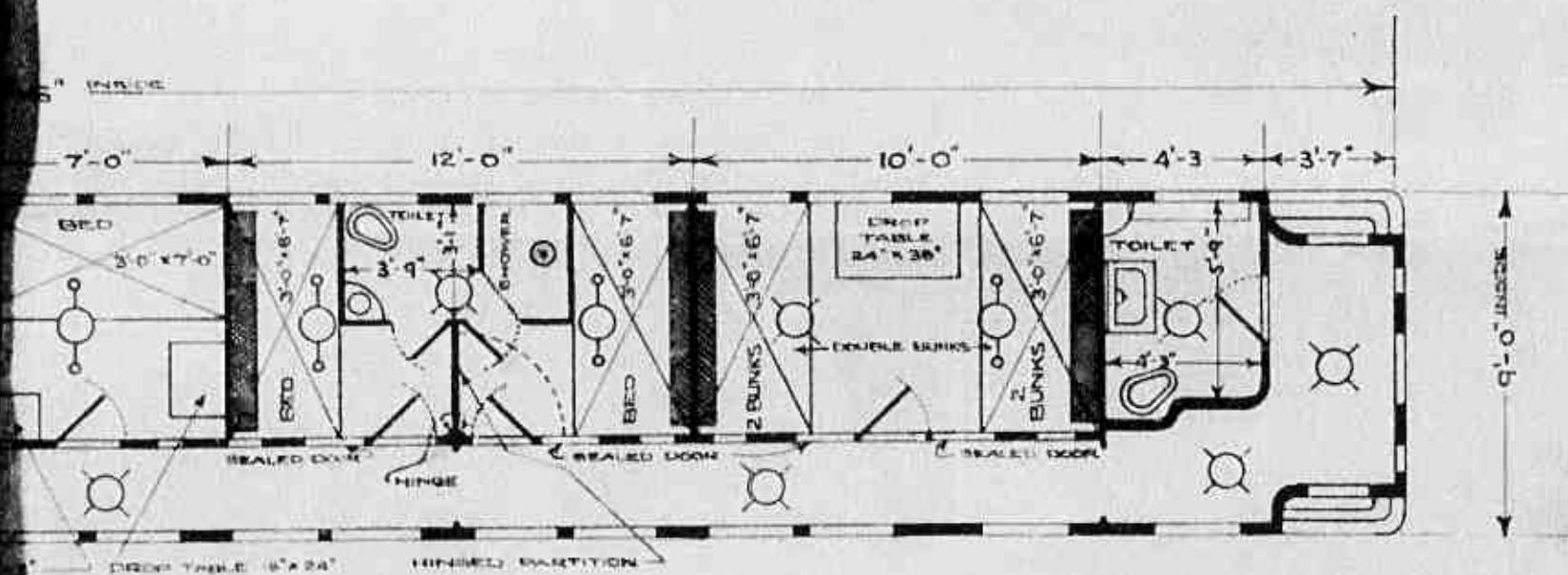
DRAWING NUMBER

B-10,158

HEADQUARTERS

CONVERSION

CORRECTION
MAJOR
CHIEFAPPROVED
COL T
ASST CAPPROVED
BRIG
DIR

Declassified E.O. 12356 Section 3.3/NND No. 785015CONVERTED FROM
41,000 OR 44,000CONVERTED FROM
52,000

HEADQUARTERS MILITARY RAILWAY SERVICE OFFICE OF DIRECTOR GENERAL EQUIPMENT DEPARTMENT	
CONVERSION OF PASSENGER CARS TO OFFICE CARS	
CORRECT! MAJ TRANS CORPS. CHIEF MECH ENGR. <i>W. J. Crable</i>	
APPROVED COL. TRANS CORPS ASST GEN MGR EQUIPT. <i>F. P. Haskins</i>	
DRAWING NUMBER.	APPROVED BRIG GENERAL DIR GENERAL <i>Gen. A. Gray</i>
B-10,158	

CC/P/197

NF

FNM/rj

16th. April, 1944.

13

Reference your letter No. 930 DI PROT of 27th. March.

2. I have had this question examined very carefully by my Transportation experts.
3. They fully sympathise with the requests of your Government and agree that present conditions are far from satisfactory. It is, however, unfortunately most unlikely that any increase in railway services will be possible in the meantime as there are very heavy priority requirements for the Allied forces in respect of coal, locomotives and rolling stock.
4. I am sorry that I have not been able to give you a more optimistic reply.

NOEL MASON MACFARLANE.
Lieutenant-General,
Chief Commissioner.

S.E. Marshal Pietro Badoglio,
Capo del Governo.

Copied SF
144

4168

17

Declassified E.O. 12356 Section 3.3/NND No. 785015

HEADQUARTERS
ALLIED CONTROL COMMISSION
ECONOMIC SECTION
APO 394

14 Apr. 1944

MH/adv

ES/44A

SUBJECT: Additional Trains for King's Italy.

TO : Chief Commissioner.

13 April 1944.

Action *as in para 9*
14/4 *13*

1. With reference to Marshall Badoglio's letter, 930 di prot. of 27 March 44, I have referred the points raised to Col FITCH, Transportation Sub-Commission and send you herewith comments as requested.
2. It must be admitted that the number of civilian trains now running are below the normal civil requirements of the country but, at the same time, operational demands on the railways are so heavy at present that only bare necessities, as regards transport and travel, can be provided for civilians.
3. The railways, with the additional trucks now running under the ACC Road Haulage Scheme, are transporting all essential food and civilian supplies as required; passenger trains are, however, both badly overcrowded and insufficient.
4. On 2 Feb 44, under reference 21/1/Q, Major General ROBERTSON D/C.A.O. AFHQ stated that traffic must be limited to that which is essential to avoid serious disturbance of the economic life of the country and that military considerations preclude the provision of facilities on any higher scale.
5. There was no intention of suspending any trains as suggested in para 2 of the Marshal's letter and intimations to this effect were made in order to stimulate the Ministry of Communications to take more active steps to improve the supervision of trains so as to minimise acute over-crowding and illegal travel. It is, however, possible that the operational requirements of the Army might make such a step essential.
6. Coal Section, HQ AAI (Adm. Ech.) state that no increases to the railway coal allocation can be considered before September.
7. As regards the suggestion that the Italian Government should be allowed to decide the number and running of passenger and freight trains, in view of the importance of lines of communication in King's Italy, the few ports available and the inadequacy of the railway lines from these ports to the forward area, I consider these lines should not be under any other control than military.

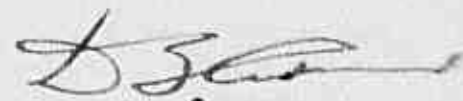
8. It is difficult to see how, using the same quantity of coal, the Under

4167

Cont'd fr pg 1, SUBJECT: Additional Trains for King's Italy, dtd 13 April 44.

Secretary for Communications can arrange an increase in railway carrying capacity. Suggestions from him regarding those expedients which his experience may suggest will always be given full consideration by the D.G.M.R.S. through Transportation Sub Commission and, if practicable, adopted.

9. While, therefore, I fully sympathise with the Italian Government's request and agree that present conditions are far from satisfactory, it is unlikely that any increase in railway services will be possible as coal, locomotive, and rolling stock are employed mainly on heavy priority requirements for Allied Forces.



D. S. ADAMS,
Colonel, C.E.,
Executive Officer,
Economic Section.

Copy to:

Col Fitch - Transportation SubCommission.

4166

(17)

Declassified E.O. 12356 Section 3.3/NND No.

785015

RECEIVED
2 APR 1944

LDB/hjp

In reply refer to:
DCC 580

2 April 1944

Dear Marshal Messe:

This is in reference to my letter DCC 580 of 16 March and in further reply to your letter 10134E/AV of 28 February, relative to proposed use of Montecorvino airport by aircraft allotted to the Comando Supremo.

I am sorry that our answer in this matter has been so long delayed. The military authorities have informed us they feel, due to the present congestion, that it is not advisable to make the change at this time.

If you feel that the situation warrants, we will be glad to present the request for reconsideration.

Yours very truly,

MILBURY W. STONE
Captain, USMC
Deputy Chief CommissionerHis Excellency Marshal Messe
Chief of the Supreme General Staff
Comando Supremo

NF

for files (12)
4165

(16)

785015

CONFIDENTIAL

FATIMA M129

~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

FATIMA (GEN MACFARLANE C COMB)

1st. April, 1944.

CONFIDENTIAL

PRIORITY

FATIMATO

REFERENCE CASE OF ADMIRAL BARONE REFERRED TO YOU BY COMODORE PALMER PD FAHIN TO
TOTALI PERSONAL FOR ADMIRAL MORGAN FROM MACFARLANE PERSONAL FAHIN IT WOULD BE BEST CMA
IF YOU AGREE CMA FOR YOU TO ARRANGE FOR BARONE TO BE RELIEVED DIRECT WITH THE MINISTER
OF MARINE PD GLAD IF YOU WOULD LET ME KNOW IF YOU HAVE ANY DIFFICULTY

NOEL MARION MACFARLANE,
Lieutenant-General,
Chief Commissioner.

4164

CONFIDENTIAL

512-1

SECRET

Letter from the Chairman Shipping Sub-Commission, A.C.C.
on the position of Admiral BARONE Italian Navy.

F.O.T.A.L.I.
(Through F.O.W.I.T.)

1 Apr after C.C.
took action

Forwarded. I met this Admiral on several occasions
during the early part of October last in Taranto.

He was the only difficult Officer to deal with.

Naval Sub-Commission.
Salerno, 27th March 1944.

A/94/44

W. J. J. J.
Commodore.

Went to Taranto
W. J. J. J.

500.

SECRET

COPI

To: Commodore X. M. Palmer,
Naval Sub-Commission.

From: Mr. Tom D. Campbell,
Shipping Sub-Commission.

Date: 24th March, 1944.

I have just returned from a short visit to Algiers where the whole question of Italian shipping formed part of the discussions which took place.

It has now been definitely established that all Italian ships over 300 G.R.T. (in other words those ships requisitioned by the Royal Italian Government) will be chartered by the Allied Commander in Chief on a charter form which has been agreed by both London and Washington. This charter, while setting out the terms, will not bear any rates of hire but merely stated "rate of freight to be agreed."

It is this question which prompts me to review the constitution of CO.GM.MA as it now stands, also the Under Secretaryship held by Admiral Barone. It has become more and more apparent to both Nicol and myself that the position held by Admiral Barone is purely political and that he directs CO.GM.MA from the political viewpoint rather than the practical.

As it is the intention of the Combined Shipping Adjustment Board to make the maximum use of Italian tonnage it is essential that some machinery is set up to attend to the normal husbandry of these ships. You will recall in the very early days we endeavored to constitute a body of shipowners to attend to this work but they were found, on our part not to be sufficiently experienced, and on the part of Admiral Barone to be of the wrong political color. CO.GM.MA has eventually been evolved, and while under the Chairmanship of Admiral Casardi, the members of the Committee named by Barone are all directors of Italian subsidized lines are represented on the Committee, and there being no member of the "free" ship - owning community which in fact constitutes the larger proportion of the Italian merchant fleet, I do not think it stretches the point too far when I say that the present committee members are not free agents but rather employees who doubtless receive substantial salaries but fail to give the impression of being fully in the war effort.

In view of the organization which has already been created to recognize that the Italian Government must be well represented on the Committee, and it must be accepted that the Chairman should be a senior Naval Officer, more especially since here in Southern Italy there is at the present time no shipowner

500.

*Copy after S.C.
1944
look action*

Government) will be chartered by the Allied Commander in Chief on a charter form which has been agreed by both London and Washington. This charter, while setting out the terms, will not bear any rules of hire but merely acted "into of freight to be agreed."

It is this question which prompts me to review the constitution of CO. 32. NA as it now stands, also the Under Secretaryship held by Admiral Barone. It has become more and more apparent to both Nigel and myself that the position held by Admiral Barone is purely political and that he directs CO. 32. NA from the political viewpoint rather than the practical.

As it is the intention of the Combined Shipping Adjustment Board to make the maximum use of Italian tonnage it is essential that some machinery is set up to attend to the normal husbandry of these ships. You will recall in the very early days we endeavored to constitute a body of shipowners to attend to this work but they were found; on our part not to be sufficiently experienced, and on the part of Admiral Barone to be of the wrong political colour. CO. 32. NA has eventually been evolved, and while under the Chairmanship of Admiral Casardi, the members of the Committee named by Barone are all directors of Italian subsidized lines are represented on the Committee, and there being no member of the "free" ship - owning community which in fact constitutes the larger proportion of the Italian merchant fleet, I do not think it stretches the point too far when I say that the present committee members are not free agents but rather employees who doubtless receive substantial salaries but fail to give the impression of being fully in the war effort.

In view of the organization which has already been created we recognize that the Italian Government must be well represented on the Committee, and it must be accepted that the Chairman should be a senior Naval Officer, more especially since here in Southern Italy there is at the present time no shipowner of the calibre competent to fulfil such a position. As a successor to Admiral Barone, who we think should be removed to rectify the present position, we feel that Admiral Casardi should be appointed. In submitting that Casardi should succeed Barone I must say that in our dealings with the Italian authorities to date he has been found respectable, ready to admit his lack of technical knowledge of merchant shipping, but willing to be misled by and accept the word of those who do have knowledge of the industry - an attitude which Admiral Barone has never taken.

Recently we have noted lack of co-operation amongst the Committee members themselves, insofar that they say that the Committee as such cannot take any action but must refer everything back through the Under Secretary, and while the members are perhaps not all that can be desired, I feel sure that if the man at the top were more respectable a lot of our troubles would disappear.

Having

SECRET

147

SECRET

Having had no previous experience of the correct method by which one removes a senior State official from office I do not know whether I should discuss the proposed change at A.C.C. ,H. However, in view of the directive which was issued on the 24th December, 1943, by A.F.H. . . M.G.S., which states that... "During such time as matters affecting Italian Merchant Shipping are handled by the Italian Minister of Marine, all such matters will be dealt with through the Flag Officer Taranto, Adriatic and Liaison Italy direct, or via the Naval Sub-Commission"...

I think I have made the correct approach in writing to you.

/s/ Ian D. Campbell

CHAIRMAN
SHIPPING SUB-COMMISSION.

Declassified E.O. 12356 Section 3.3/NND No.

785015

/s/ Ian D. Campbell

DIRECTOR
FEDERAL BUREAU OF INVESTIGATION

4161

SECRET

185015

TRANSLATION

File No. 930

OFFICE OF THE CHIEF OF GOVERNMENT

Salerno, 27 March 1944

To: General Noel Mason MacFarlane, Chief of Allied Control Commission, Naples

My dear General MacFarlane:

1) The low number of passenger and freight trains, in relation to the minimum living requirements of the civilian population, brings about that in spite of all the good will of the Italian authorities, passenger trains are always overcrowded, illegitimate passengers finding ways of travelling on freight trains, and these are always insufficient.

2) The Communications Section of the Control Commission and the General Direction M.R.S. have repeatedly made known that if the Italian authorities do not find a way of normalizing the service the few passenger and freight trains allowed would undoubtedly be suspended, but this provision instead of eliminating the disadvantages would aggravate them, with the only result of exasperating the already so hard hit population.

3) As we are not yet in position of attempting to alleviate the railroad traffic by means of road traffic through motor-vehicles or transport trucks, but even though recognizing that the necessities of war have priority, we are compelled to bear in mind that also for the people it is necessary to maintain a minimum of personal and commercial movement opportunity, because without this, life would come to a standstill.

4) While therefore I am issuing instructions to the Minister of the Interior to intensify surveillance of trains and at the same time request the people to travel only when absolutely necessary, simultaneously I am asking you to intercede so that further trains be gradually authorized; only in this way could we eliminate these disadvantages.

5) And inasmuch as your Communications Section states that it is not able to increase the number of trains because of the difficulty of assuring the coal supply, I permit myself to suggest a solution; that Section to set the quantity of coal which it can grant - as a minimum starting point the quantity now assigned, increased as much as possible - and then permit our Undersecretary for Communications, through our General Railroad Direction, to fix the number of passenger and freight trains, of course with due regard for Allied requirements, but where and when possible, having recourse to all those expedients which experience may suggest to him, to achieve that increase so necessary for the people.

6) I am sure that greater freedom of action for our Railroad organism cannot but give good results.

Very cordially yours,

Col. Adams

/s/ BADOGLIO

Economic Section

4160

Copies of 14/4

31 Mar

16

Please let me have
your comments.
See 17

13
Wm 21 2P

N° 930 di prot



IL CAPO DEL GOVERNO

Salerno 27 marzo 1944

MO ADD. AMM.

27 Mar 1944
LXXAL SIG. GENERALE NOEL MASON MACFARLANE
CAPO DELLA COMMISSIONE ALLEATA DI CONTROLLON A P O L I

Caro Generale MacFarlane,

lo scarso numero dei treni viaggiatori e merci, in relazione alle insopprimibili esigenze di vita delle popolazioni civili, fa sì che malgrado tutta la buona volontà delle autorità italiane i treni viaggiatori sono sempre sovraffollati, passeggeri abusivi trovano modo di usare dei treni merci, e questi sono sempre insufficienti.

La Sezione Comunicazioni della Commissione di Controllo e la Direzione Generale del M.R.S. hanno ripetutamente fatto presente che, se le autorità italiane non trovano il modo di normalizzare il servizio, i pochi treni viaggiatori e merci concessi verrebbero senz'altro soppressi, ma questo provvedimento anziché eliminare gli inconvenienti li aggraverebbe, con l'unico risultato di inasprire le già tanto provate popolazioni.

Purtroppo noi non siamo ora in condizione di tentare di alleggerire il traffico ferroviario sussidiandolo con traffico stradale a mezzo di autocorriere o camions per trasporto merci, ma pur riconoscendo che le necessità di guerra

4159

.../...
(17)



- 2 -

IL CAPO DEL GOVERNO

hanno la precedenza dobbiamo però doverosamente tener presente che anche per le popolazioni è necessario mantenere un minimo di possibilità di movimento personale e commerciale, perchè senza di esso se ne arresterebbe la vita.

Mentre quindi ho disposizioni al Ministro dell'Interno perchè faccia intensificare la sorveglianza sui treni e inviti nel contempo le popolazioni a viaggiare solo quando assolutamente necessario, interesse contemporaneamente Lei perchè voglia intervenire affinchè siano gradatamente autorizzati altri treni : solo così si potrà giungere all'eliminazione degli inconvenienti.

E siccome la Sua Sezione Comunicazioni asserisce di non potere aumentare i treni per difficoltà di approvvigionamento di carbone, mi permetto suggerire una soluzione : fissi detta Sezione la quantità di carbone che può concedere - minimo di partenza il quantitativo ora assegnato maggiorato del possibile - e permetta poi al nostro Sottosegretariato delle Comunicazioni, tramite nostra Direzione Generale delle Ferrovie, di fissare lui il numero dei treni viaggiatori e merci salvaguardando naturalmente le richieste All. 4158 ma ricorrendo dove e come possibile a tutti quegli ac-

.../...

(13)



IL CAPO DEL GOVERNO

- 3 -

corgimenti che l'esperienza potrà suggerirgli, per raggiungere quella intensificazione così necessaria per le popolazioni.

Sono sicuro che maggiore libertà d'azione al nostro organismo ferroviario non potrà che dare buoni risultati.

Molto cordialmente

Barbaschi

4157

(13)

Declassified E.O. 12356 Section 3.3/NND No.

785015

NF

17 MAR 1944

WBS/njp

In reply refer to:
DCC 580

16 March 1944

Subject: Tri-Weekly Lecce-Bari-Guado-Bari-Lecce Air Service

Dear Marshal Messe:

Receipt is acknowledged of your letter 101348/AV dated 28 February.

I have delayed in replying, thinking we could give you the final decision.

The request has been referred to the proper Allied authorities and information will be furnished you immediately upon receipt.

Yours very truly,

ELLERY W. STONE
Captain, USNR
Deputy Chief Commissioner

cc: Army Subcom.

His Excellency Marshal Messe
Chief of the Supreme General Staff
Comando Supremo

orig. request for use of air port

4156

(12)

Declassified E.O. 12356 Section 3.3/NND No. 185015

(N)

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LDD/hjp

128
9 MAR 1944

In reply refer to:
TN/21/5-20
DCC 500

9 March 1944

SUBJECT: Privately Owned Railways

TO : Mr. Henry Grady, Vice President, Economic Section, Main Hq ACC

1. Reference is made to letter 1065/2.0/3-Segr dated 7 March from Under Secretary of State for Railroads relative to above subject, same being folder 18 of attached file TN/21/5.

2. Since the Internal Transportation Sub-Commission is now under the jurisdiction of the Economic Section, it is felt that proper action should be had by your office.

3. Complete file of this office (TN/21-5 folders 1 to 20 incl.) is herewith transmitted.

ELMER W. STONE
Captain, USMR
Deputy Chief Commissioner

1 Incl:
As in Par. 3 above

4155

(11)

9 MAR Recd

LDD/hjp

9 March 1944

In reply refer to:
DCC 500

Dear General di Raimondo:

This is to acknowledge receipt of and thank you for your letter N. 1065/2.0/3/Sgr dated 7 March 44 relative to the control of privately owned railways, which was in reply to our letter of 12 February.

Since the Internal Transportation Sub-Commission has been placed under the jurisdiction of Director Henry Grady, I am sending your letters, together with the complete file on the matter, to Mr. Grady. Mr. Grady's office is in Naples and in conjunction with Col. Fitch will handle this matter.

I hope you have had an opportunity to get acquainted with Mr. Grady. At the moment he is in Washington but will return shortly.

Yours very truly,

ELERY W. STONE
Captain, USMR
Deputy Chief Commissioner

His Excellency General G. di Raimondo
The Under-Secretary of State for Railroads
Italian Government

4154

(11)

Declassified E.O. 12356 Section 3.3/NND No.

785015

NF

Redy are

SG 500

10 March 1944

Subject: Request for Authority to Travel on Highway.

To: Officer Commanding 57 Area.
Attention: Provost Marshal

1. Request has been made to this Headquarters for authority for members of the Italian Government and members of the Royal Household to use the auto strada in traveling between Salerno and Naples.

2. Request that you indicate what procedure is necessary to obtain authority for these officials to use this highway.

ROBERT E. DDE
Major, A.G.D.
Secretary General

-ans

4153

10

HEADQUARTERS
2675TH REGIMENT ACC
OFFICE OF S-4
FORWARD ECHELON
APO 394

7 May 11 30
JH

000/cap

SH 451.

7 March 1944

Subject: Vehicle on M/R

To : Chief Commissioner
Allied Control Commission
APO 394

1. Request information on the following vehicle:

Truck, 1/4 ton, 4x4, CAR USA No. 20332397

2. This vehicle was charged to Lieutenant General MACFARLANE on Memorandum Receipt and signed by Capt. T. Pennington on 19 September 1943 by the 21st QM Car Company, APO 512.

3. Now the 21st QM Car Company wants to ship this vehicle to 2675th Regiment, ACC to clear their records. If this vehicle is in the possession of ACC we will do this and it will be charged against the Regimental T/E. In the meantime we cannot draw a vehicle until this matter is cleared up and it means that ACC is short one vehicle.

4. If this car is in possession of some other unit we would like to advise the 21st QM Car Company to clear the Memorandum Receipt for Lieutenant General MACFARLANE.

For the Commanding Officer:

CLAYTON C. CRAIG
Capt., Infantry
Asst. S-4

4152

(9)

Declassified E.O. 12356 Section 3.3/NND No.

785015

NF

6 March 1944

500.

Subject: Authorization to Draw Petrol and Oil for Military Vehicles

To: O.C., 57 Area

1. We attach herewith a list of cars, designating type and serial number, which are at present under use by S.I.M. Italian Intelligence Services.

2. These cars are working in conjunction with the Allied Forces, and it would be much appreciated if you will kindly issue authorization for the drawing of petrol and oil for these vehicles mentioned in the attached list. Please note that these vehicles are duly authorized military vehicles working for service purposes.

For the Chief Commissioner:

ROBERT E. DOE
Major, A.G.D.
Secretary General

500-1

(8)

785015

RC 451.2
6 MAR 1945A
DFE

ALLIED CONTROL COMMISSION
SICILY REGION HEADQUARTERS
APO 394

FILE:RC/451.2

29 February 1944

NF

SUBJECT: Circulation of motor cars in Sicily

TO : Lieutenant-General Noel Mason MacFarlane
Chief Commissioner
Headquarters, Allied Control Commission

Wm 6/2/44 (4)

1. I have to thank you for your letter of 22nd February bringing to my notice the information you have received concerning the large number of motor cars on the roads in Sicily.

2. First of all I would like to assure you that this difficult question has been receiving my very close attention for some time because it has been felt that conditions were not altogether satisfactory in this Region. On the other hand I am sure you will appreciate that in war-time circumstances the subject of essential transport is a most contentious one, and allegations as to wastage of fuel are often readily made, but not always easy to refute.

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3. A point, too, which is generally overlooked by the casual observer of motor traffic in Sicily is, that, owing to shortage of coal or military priority, passenger train service has only been spasmodic, and bus services between communes or provinces very restricted, so that motor cars and trucks are the only remaining means left to the people for legitimate travel.

4. There is no question but that during military operations in Sicily, and immediately following that period, large quantities of military fuel did find its way into private hands, which has had the effect of creating a "black market" in petrol, but this source of supply will steadily decrease.

5. Our actions in this matter throughout have been guided by A.F.H.Q. Administrative Instruction no. 12 and the Schedules attached thereto. Regulations have been issued on the subjects of:-

- (a) Circulating Permits,
- (b) Fuel Rationing,
- (c) Payment of taxes through R.A.C.I.,
- (d) Drivers Licenses, and
- (e) Lights on Vehicles.

4151

So far as (a) and (b) are concerned, these Regulations provide for

Copy at Salerno H.R. 1/3

the issue of circulation permits to essential motor vehicles only (as defined in Schedule 'A' to the Instruction quoted above), in conjunction with fuel ration cards. These new permits have been issued by the Engineers of the Ispettorato Compartimentale della Motorizzazione Civile e dei Trasporti in Concessione, a department of the Ministry of Communications, under our supervision, and were fully operative in this Region as from 15th February. The fuel rationing system is being incorporated as from 1st March, and coupons are now being issued by the above engineers to car permit holders.

6. So far as the enforcement of these Regulations is concerned, I would point out that we are almost entirely in the hands of the Italian Agencies. Strict instructions have been given personally by the former R.C.A.O. and myself as to the stringent measures to be adopted in granting permits. The Ispettorato della Motorizzazione Civile have collaborated closely with the C.I.P. Organization in regard to fuel rationing, but in this connection one cannot be altogether unmindful of the fact that it is not in the interests of the Petroleum Companies to restrict very closely the supply of fuel, and that aspect is being watched.

7. In order to control freight transportation on the roads, the Istituto Nazionale Trasporti (INT), a subsidiary of the State Railways, has been authorized to operate trucks and conduct the conveyance of goods within Sicily with the assistance and advice of A.C.C. Priorities and tariffs have been established and civilian goods are not accepted for movement unless a return load has been assured. With this pooling of truck resources appreciable economies in transport and fuel consumption should be effected.

8. A programme for the control of vehicular traffic has been placed in the hands of the various Police Agencies. The regulations prescribe penalties in the way of confiscation of vehicles or revocation of permits for improper circulation, and orders have been issued to the Prefects to requisition for use by essential Services all transport operating without permits. One of our difficulties of enforcement has been that, with the abolition of the Road Militia, it has been necessary to educate and encourage existing police agents to deal with traffic on the roads. With the revival of the Roads Service Police, as part of the Carabinieri Reali, appreciable assistance should be rendered in dealing with this problem and the services of members of the Corps are being developed.

9. In conclusion, I would stress the fact that our plans for the control of road vehicles and fuel rationing will only become fully effective as from 1st March and everything possible is being done, by way of support and advice to the various Italian motoring and policing agencies, to prevent the circulation of non-essential vehicles and consequent wastage of petroleum products.

A. Hancock
A.M. HANCOCK
Lt. Colonel, Regional Commissioner

Declassified E.O. 12356 Section 3.3/NND No.

785015

23 FEB 1944

23 February 1944

To His Excellency Marshal Badoglio -

Dear Marshal Badoglio:-

This is with further reference to your letter of 20 January on the subject of motor transport.

General MacFarlane informed you orally on February 11th of some of the Commission's plans in this respect and I am glad to be able to inform you that these are being pushed ahead rapidly and comprehensively to the end that a large number of Allied trucks will be made available for the distribution of critical supplies, particularly food, being imported by the Allied authorities for the civilian population. The maintenance of such trucks will be largely the responsibility of the Allied military.

In this way, it is believed that the most efficient coordination can be secured of the present critical civilian and Allied military transport requirements in Italy.

Details of the plan will be furnished to the Under-Secretaries directly concerned.

ERNEST W. STONE
Captain, USMA
Deputy Chief Commissioner

4150

Declassified E.O. 12356 Section 3.3/NND No.

185015

23 FEB 1944

23 February 1944

To His Excellency Marshal Badoglio -

Dear Marshal Badoglio:

This is with further reference to your letter of 12 January to General Joyce on the subject of rehabilitation of certain plants in Naples.

As I have written you separately today, the question of motor transport supplies is being dealt with actively by this Commission on a broad basis and the specific question of individual plants, suitable for the manufacture of motor replacement parts, can best be handled, we believe, by direct and continuing relations between the Ministry of Industry and Commerce and the Industry and Commerce Sub-Commission of this Commission.

ELMER W. STONE
Captain, USNR
Deputy Chief Commissioner

4149

CONFIDENTIAL

CC/P/89

NF

FNM/rj

22nd. February, 1944.

I hear that compared with other parts of Italy there are a large number of private motor cars on the roads in Sicily. I gather that this fact is largely due to a flourishing black market in petrol.

2. Dealing with the black market, as such, is probably difficult and one way of competing with it is probably through strict control of licensing of cars. Presumably no civilian cars are allowed on the roads except for strictly official purposes and strict licensing and enforcement of carrying licences might produce beneficial results.

3. Forgive me for writing to you about something which you are probably already taking care of and equally for suggesting so obvious a remedy. But I have had the same story from several quarters and it is possible that all is not as well as it might be.

NOEL MASON MACFARLANE,
Lieutenant-General,
Chief Commissioner.

Lieut.Col. Hancock,
Regional Commissioner, A.C.C.,
PALERMO.

HEADQUARTERS
ALLIED CONTROL COMMISSION
APO 394

ES/AM/scm

ES/46

19 February 1944

SUBJECT: Schooner Traffic

TO : HQs. Regions I, II, III, IV, V, VI.

1. On the reverse is a copy of Mov. AFHQ Adv Working Instruction No. 28, Control of Schooners, of 31 Jan 44.

2. All bids for civil transport by rail or coastwise shipping (including Sicily and Sardinia) will be submitted direct to

Internal Transportation Sub-commission
c/o Movements and Transportation
AFHQ Advanced Administrative Echelon
GFM.

This includes all bids for schooner traffic under Instr. No. 28.

NORMAN E. FISKE
Colonel, Cavalry
Deputy Executive Commissioner

Copies to:-

Secretary General.
Deputy Chief Commissioner.
Executive Commissioner.
Shipping Sub-commission.
All Sub-commissions Economic Section.
Administrative Section.

4147

COPY

MOVEMENTS AFHQ ADV ADM ECHELON WORKING INSTRUCTION No 28

CONTROL OF SCHOONERS.

Nov 5/3/1
31 Jan 44

A Schooner Control Dept has been set up to allocate schooners against tonnage bids. The Dept will operate from PSTO Italy under MEDSO.

The following procedure has been agreed :-

- (a) All tonnage bids will be submitted to Movements Adv Adm Ech AFHQ who will advise all concerned of schooners allocated.
- (b) Schooners will be operated from a Pool and will not be allocated to individual Services or Depts unless exceptional circumstances prevail.
- (c) When necessary "Q" A.A.S., A.V.H.Q., will decide priority.
- (d) D.S.T.O. Italy has ruled that petrol will not be loaded in schooners, unless suitably fitted and passed as such by the local M.W.T.R. Surveyor.
- (e) Steps are being taken to bring all outstanding schooners into the Pool and Movements No 1 District are requested to advise names of any schooners operating from Sicily under services or Depts.
- (f) In order to get the utmost service from schooners and reduce unnecessary delay waiting for cargo it is requested that all concerned give full co-operation.

Agreed

/s/ R. A. Trevor
Capt. R.N.
D.S.T.O. Italy.

/s/ G. Ackerley, Lt.Col.
for Brigadier
D.Q.M.G. (Movements)

Distribution.
All concerned.

Declassified E.O. 12356 Section 3.3/NND No.

785015

LDD/hjp

D-20
14 FEB 1944

In reply
refer to: 560
CS/14/1-50

13 February 1944

SUBJECT: Communications with Sardinia

TO : Comando Supremo, Ufficio Affari Vari

1. This is in further reference to your letter 100203/AV dated 10 January 1944 requesting that a ship of small tonnage be placed at the disposal of a regularly instituted maritime service between Sardinia and the mainland.

2. The Commission is in receipt of a letter from Movements, FBQ Advanced Administrative Echelon, with respect to the above request. Information is required as to the ports between which it is desired that this ship should ply, and also the numbers of personnel and quantity of stores to be carried each monthly period.

3. Upon receipt of the above information from you, we will pursue this matter further.

For the Chief Commissioner:

HERBERT W. STONE
Captain, USNR
Deputy Chief Commissioner

560-7m spec

4146

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Declassified E.O. 12356 Section 3.3/NND No.

785015

20416

PAT DP

HEADQUARTERS PENINSULAR BASE SECTION

30 JANUARY 1944

RESTRICTED

RESTRICTED

OPERATIONAL PRIORITY

TO: (ACTION) : FREEDOM
 (INFORMATION) : CG PBS, FLAMEO, FIFTH ARMY, SOS NATOSIA
 FROM : ACMT FROM GENERAL ALEXANDER
 DATE TIME SIGNED : 301530A
 DATE TIME REC'D : 301720A
 REF. NO. : NONE
 CITE : NONE

HEADQUARTERS
 31 JAN 1944
 AMG

FIRST. UNDER YOUR ADM MEMO 92 PART 11 PARA 1 I WAS AUTHORIZED TO DIVERT MILITARY RESOURCES INCLUDING TRANSPORT TO FEED CIVILIAN POPULATION. DOES YOUR 44554 OF 29 JAN CANCEL OR RESTRICT THIS AUTHORITY. SECOND. GENERAL MACFARLANE HAS SATISFIED ME THAT HE REQUIRES APPROXIMATELY 1000 TRUCKS PERMANENTLY ALLOTTED TO HIM AND HANDED OVER IN INSTALLMENTS BETWEEN MID FEBRUARY AND MID MARCH. TO WHAT EXTENT DO YOUR PLANS MEET THIS REQUIREMENT.

4512 The 1st Truck

///

INFO - G-4
 TRANS O
 ORD O
 AMG HQ
 MGS ADVANCE
 SECY
 CG

Wm 2

Acc Dist:

(Info) Gen MacFarlane
 Col Stafford
 Comm Sec 12
 Gen Sec 12

RESTRICTED

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① Jm

0836

