

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

ACC

10000/110/291 71/XOA-

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

10000/110/291 71/XOA - COMPLAINTS OF A.C. TAXI DRIVERS  
APR. 45 - JULY 45

0962

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

HEADQUARTERS ALLIED COMMISSION  
APO 394  
Establishments Section  
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30 July 1945

HQC/lc/10

SUBJECT: Taxis requisitioned by A.C. (Ref your ltr ISC/203/403)

TO : Director, Labor sub-Commission.

1. The issue of AC requisitioned taxis and their owner-drivers has been one of considerable discussion and study by the G-4 (A) Section for many months.
2. These taxis were requisitioned on U.S. Army requisition forms and, therefore, became the property of the U.S. Government. Owners of these taxis were employed as drivers at the time of the requisition in an effort to assist them to earn a fair wage and to offer them suitable employment. The question of wages has been thoroughly dealt with and taxi-owner drivers received wages based on the authorized wage scale for drivers as laid down by higher authority.
3. Due to the provisions of existing Italian law, all vehicles requisitioned and no longer needed by A.C. are to be turned over to the Italian Government for disposition. Allied Force Headquarters has specifically directed that all such vehicles returned would be returned sans all W.D. equipment and parts.
4. Therefore, it is not deemed advisable to make any exceptions to the regulations for the sake of taxi owners since 1,500 other vehicle owners will receive their vehicles on the condition set forth by higher Headquarters policies.
5. This Headquarters will endeavor to have all taxis released direct to taxi owners instead of releasing them to the Italian Government, and all tires, tubes, batteries, etc. from other than W.D. sources will be returned with the vehicle.
6. No further consideration can be given at this time.

4492  
C. M. PARKIN,  
Colonel, Inf.,  
Ex Officer (US).



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Declassified E.O. 12356 Section 3.3/NND

No.

785015

Col. Parlin

HEADQUARTERS ALLIED COMMISSION  
APO 394

Date 26-7-45

Suspense

FROM	TO	FROM	TO
Staff Officer to CC		Transportation	
Executive Commissioner		Political Advisors	
Message Center		Establishment Section	
Liaison Division		Executive Officer (A)	
Civil Affairs Section		Executive Officer (B)	
Dis Pers & Repat		G-1 (A)	
Local Govt		G-1 (A) Civilian Emp.	
Patriots Branch		G-1 (B)	
Public Safety		G-4 (A)	
Security Division		G-4 (B)	
Public Health		2675th Regt	
Legal		Headquarters Commandant	
Education		Allied Civ Pers Director	
Monuments & Fine Arts		Adjutant, Allied Commission	
Economic Section		Navy	
Requisition Branch		Land Forces (MMIA)	
Agriculture		Air	
Commerce		Communications	
Coal Div		Civil Censorship Group	
Finance		W.M.D. & P.O.W.	
Property Control Div		Motor Transport Group	
Food		Public Relations Branch	
Industry		Information Div	
Mining Div		Archivist	
Labor		U.N.R.R.A.	
Public Works & Utilities		I.G.C.R.	
Shipping		(COL. PARKIN)	

Signature

Remarks &amp; Recommendations

Information

Approval/Disposal

Appropriate Action

Investigation &amp; Report

Dispatch

Remarks:

Trans Ex Com July 31 449

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HEADQUARTERS ALLIED COMMISSION

APO 394

LABOR SUB-COMMISSION

PP/sb

TEL : 433

26 July 1945

REF : LSG/203/403

SUBJECT: Future of Italian Taxi-Car Drivers now Employed  
by Allied Commission.

TO : Col. C. M. Parkin  
Executive Office

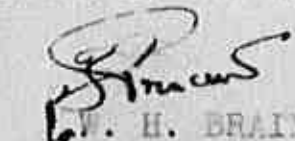
1. Reference your letter (Ref. M/5/XCA) of 6th July 1945 addressed to Marquis Cittadini Cesi and conversation of yesterday (Col. C. M. Parkin - Mr. F. Proctor).

2. The Confederazione Generale Italiana del Lavoro has made representation to this Sub-Commission in regard to the derequisitioning of taxi-cabs now being employed by the Allied Commission, and in particular to the suggestion that such tyres and batteries as may have been installed from military sources are to be removed prior to the cabs being handed over.

3. It is suggested that, when the taxi-cabs are eventually returned to the Italian Government at the expiration of the period of their requisitioning, the cabs should not be stripped of jeep tyres, batteries, etc., which may have been installed or fitted during their service with Allied Commission.

4. The question of the cost of any such fittings falls for consideration and it may be possible for arrangements to be made for the valuation of tyres, batteries, etc., to be charged to the Italian Government at the time of derequisitioning and also for some understanding or arrangement whereby cabs are held in trust by the Italian Government with a view to their eventual return to their original owners.

5. This Sub-Commission would be glad to be advised of any concessions on the lines indicated it has been possible to arrange.

  
W. H. BRAINE  
Director  
Labor Sub-Commission

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HEADQUARTERS ALLIED COMMISSION  
APO 394  
Establishments Section  
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30 July 1945

HQC/10/10

SUBJECT: Taxis requisitioned by A.C. (Ref your ltr LSC/203/403)

TO : Director, Labor sub-Commission.

1. The issue of AC requisitioned taxis and their owner-drivers has been one of considerable discussion and study by the G-4 (A) section for many months.

2. These taxis were requisitioned on U.S. Army requisition forms and, therefore, became the property of the U.S. Government. Owners of these taxis were employed as drivers at the time of the requisition in an effort to assist them to earn a fair wage and to offer them suitable employment. The question of wages has been thoroughly dealt with and taxi-owner drivers received wages based on the authorized wage scale for drivers as laid down by higher authority.

3. Due to the provisions of existing Italian law, all vehicles requisitioned and no longer needed by A.C. are to be turned over to the Italian Government for disposition. Allied Force Headquarters has specifically directed that all such vehicles returned would be returned sans all W.D. equipment and parts.

4. Therefore, it is not deemed advisable to make any exceptions to the regulations for the sake of taxi owners since 1,500 other vehicle owners will receive their vehicles on the condition set forth by higher Headquarters policies.

5. This Headquarters will endeavor to have all taxis released direct to taxi owners instead of releasing them to the Italian Government, and all tires, tubes, batteries, etc. from other than W.D. sources will be returned with the vehicle.

6. No further consideration can be given at this time.

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C. M. PARKIN,  
Colonel, Inf.,  
Ex Officer (US).



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HEADQUARTERS  
ALLIED COMMISSION  
EXECUTIVE OFFICE (US)  
APO 394

File: 71/5/XOA

5 July 1945.

SUBJECT: Complaints of AC Taxi-Drivers.

TO : Marchese G. Cittadini, Italian Representative to  
the Allied Commission.

1. Reference is made to your letter dated 29 June 1945.

2. When the AC took possession of these cabs, it was agreed that owners could be employed to drive them if they so desired, and in most cases this was done. Wages paid to the drivers were agreed to by the Headquarters Commandant Section that employed them.

3. Whether or not taxis should be derequisitioned and then rented is one for discussion. Many of these vehicles have been serviced with U.S. Government parts and in practically all cases they are wearing jeep (military tires). It is also necessary, in order to derequisition or rent any vehicles, that authority be obtained from ETOUSA. If authority is obtained to derequisition, these vehicles would have to be stripped of all Government property, i.e., tires, tubes, batteries, etc., and they would no longer be roadworthy.

4. The problem of payment of claims in connection with any requisitioned vehicles is not a matter for AC. In event of loss through accident or theft, these vehicles since they are considered War Department property, are written off in accordance with U.S. Army Regulations. If a requisitioned vehicle becomes "beyond economical repair", it is salvaged in accordance with same Army Regulations. Any and all claims and reimbursement to owners of requisitioned vehicles is a matter for the Italian Government under terms of the Armistice. When a requisitioned vehicle is salvaged, it is done only after a motor maintenance officer has certified that a vehicle is beyond economical repair. Italian Government is at present in the process of setting up machinery necessary to deal with requisitioned vehicles.

5. There is at present no system of control of AC or RAAC over free circulation of taxis. A bulk allocation is made by

reed that owners could be employed to drive them if they so desired, and in most cases this was done. Wages paid to the drivers were agreed to by the Headquarters Commandant Section that employed them.

3. Whether or not taxis should be derequisitioned and then rented is one for discussion. Many of these vehicles have been serviced with U.S. Government parts and in practically all cases they are wearing jeep (military tires). It is also necessary, in order to derequisition or rent any vehicles, that authority be obtained from WFOUSA. If authority is obtained to derequisition, these vehicles would have to be stripped of all Government property, ie., tires, tubes, batteries, etc., and they would no longer be roadworthy.

4. The problem of payment of claims in connection with any requisitioned vehicles is not a matter for AC. In event of loss through accident or theft, these vehicles since they are considered War Department property, are written off in accordance with U.S. Army Regulations. If a requisitioned vehicle becomes "beyond economical repair", it is salvaged in accordance with same Army Regulations. Any and all claims and reimbursement to owners of requisitioned vehicles is a matter for the Italian Government under terms of the Armistice. When a requisitioned vehicle is salvaged, it is done only after a motor maintenance officer has certified that a vehicle is beyond economical repair. Italian Government is at present in the process of setting up machinery necessary to deal with requisitioned vehicles.

5. There is at present no system of control of AC or RAAC over free circulation of taxis. A bulk allocation is made by POL Section to the Italian Government, and the Italian Government in turn issues the circulation authority and rations the fuel to the taxis.

6. FWB at present operates a rental contract agreement whereby a daily rental of two hundred (200) lire is paid to taxi owners for use of their cars. All claims and responsibility arising out of use of these taxis, rest with owners. Fuel for taxis is furnished on a ration basis from military sources and if owners of cabs drive themselves, they receive a salary plus rental fee.

C.M. PARKIN,  
Colonel, Infantry,  
Executive Officer (US).



CONFIDENTIAL  
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Rome, 29 June, 1945

To : The attention of Col. Parkin.

Subject : Taxis drivers.

During these last months, the drivers of the A.C. taxis have been complaining with me about their conditions.

Although this matter is certainly out of my province, I feel it my duty to inform you of such complaints.

- 1)- The drivers say that when the Allies arrived in Rome, it was stated that a rent would be paid by them for the use of cars, therefore, many taxi drivers, who had succeeded in hiding their cars from the Germans, brought them "sua sponte" to the Allies:
- 2)- It appears that P.W.B., went into an agreement with their drivers and pay them a sum of 200 lire daily for the use of the cars during the day and 200 for the use during the night. The wages of the drivers, come 205 lire a day, are paid separately.
- 3)- The A.C. drivers say they were never paid a rent but only wages of 202 lire a day and they complain about this, pointing out that the cars are wearing, while some of them have not yet been entirely paid for by their owners.
- 4)- They point out moreover that their colleagues who have succeeded in "escaping" requisitioning make, as public taxi drivers, very good earnings.

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- 5)- They also complain that some of their cars have been disassembled in order to use the spare parts although the same cars could have been easily repaired and they point out that the taxis are usually their only property and their means of earning their life (see attached letter of driver Corrieri Giuseppe whose car was disassembled).
- 6)- The requests that the A.C. drivers put forward are the following:
  - a) that a rent be paid to the drivers for the use of their cars;
  - b) that, having served with the A.C. for several months, they should be set free and their place taken by 60 other taxi drivers who are at present working for the public;
  - c) that orders be issued to the appropriate officers to the effect that cars are not going to be disassembled but, if no longer efficient, returned to their owners with an adequate indemnity;
  - d) that a commission formed by Giulio Midei, Gino Danielli and Dante Pontillo, all drivers, be received by you in order to expound their reasons.

I am aware that this is not the correct "channelled" approach, but I venture to bring it to your personal attention since I feel that of all Italians employed by the Allies, in Rome, those working for the Allied Commission H.Q. should be the most satisfied and contented.

*C. M. Midei*

Roma, 10 Marzo 1945

Mi permetto di far presente quanto segue:

Sono il proprietario di una macchina targata BR AC, immatricolata dall'8 Settembre, fu nascosta, nonostante le requisizioni tedesche e rimase nascosta fino all'arrivo degli Alleati. Il 21 Giugno mi presentai, di mia spontanea volontà, al Comando Alleato e fui messo a disposizione del Legg. Dollard.

Il 17 Febbraio alle 22,30 circa, fui invertito da un camion alleato. Stando io a letto gravemente malato, la mattina seguente mandai mio figlio al Supermercato per vedere la macchina, se fu demolita. Non volli indagare sui motivi che causarono la demolizione. Oltre a ciò la richiesta che venne fatta la mattina successiva all'incidente, da mio figlio e dall'interprete che l'accompagnava di ottenere lo sgancio, e sollecitarmi così io stesso, con non lievi sacrifici le spese di riparazione, anche questa normalissima richiesta non veniva accordata. Preferivo piuttosto, che mi fosse consegnata a pezzi e affrontare io stesso le spese.

Credo che sia cosa più che umana se questo che chiedo mi fosse esaudito, e credo di non aver successivamente pretese. Non è un famullone che deve aiutare un padre di famiglia, che con quella macchina manteneva la propria famiglia.

Ossequi

(CARRIERI Giuseppe)

Via Pinocchio Aprile, 3-RO



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No.

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HEADQUARTERS  
ALLIED COMMISSION  
OFFICE OF G-4

CCC/FJA/rel

G4/11/A

6 May 1945

SUBJECT: Report on Headquarters, Allied Commission, Taxis.

TO : Office of Chief Commissioner.

ATTENTION: Major L. W. Stearns.

Reference is made to your 208/135/EC of 3 May 1945, subject as above, and the following report is submitted: X

1. At the time that subject taxis were formally requisitioned by Allied Commission, they became under the provisions MTOUSA letter AG 451/764 D-O, of 14 April 1945, U. S. Government Property.

2. When A.C. took possession of these cabs, it was agreed that owners could be employed to drive them if they so desired, and in most cases this was done. Wages paid to drivers were agreed to by the Headquarters Commandant Section that employed them.

3. Whether or not taxis should be derequisitioned and then rented is one for discussion. Many of these vehicles have been serviced with U. S. Government parts and in practically all cases they are wearing jeep (military tires). It is also necessary, in order to derequisition or rent any vehicles, that authority be obtained from MTOUSA under provisions of MTOUSA letter AG/451/764 D-O of 14 April 1945, subject "Requisition, Derequisition or Rental of Civilian Motor Transport". If authority is obtained to derequisition, these vehicles would have to be stripped of all Government property, ie, tires, tubes, batteries, etc. and they would no longer be roadworthy.

4. The problem of payment of claims in connection with any requisitioned vehicles is not a matter for A.C. In event of loss through accident or theft, these vehicles since they are considered W.D. property are written off in accordance with U.S. Army Regulations. If a requisitioned vehicle becomes "beyond economical repair", it is salvaged in accordance with same Army Regulations. Any and all claims and reimbursement to owners of requisitioned vehicles is a matter for the Italian Government under terms of the Armistice. When a requisitioned vehicle is salvaged, it is done only after a motor maintenance officer has certified that a vehicle is beyond economical repair. Italian Government is at present in the process of setting up machinery necessary to deal with requisitioned vehicles.

5. There is at present no system of control by A.C. or R.A.A.C. over free circulation of taxis. A bulk allocation of fuel is made by P.O.L. Section to the Italian Government, and the Italian Government in turn issues the circulation authority and rations the fuel to taxis. 4487

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GL/41/A, 6 May 45, Contd

6. F.W.P. at present operates on a rental contract agreement whereby a daily rental of two hundred (200) lire is paid to taxi owners for use of their cars. All claims and responsibility arising out of use of these taxis, rest with owners. Fuel for taxis is furnished on a ration basis from military sources and if owners of cabs drive themselves, they receive a salary plus rental fee.

7. In view of the fact that it is felt taxi owners have been done a great injustice, it is recommended that a request be submitted to MTOUSA for authority to derequisition all taxis at present requisitioned by G-4. However, if such authority is obtained, these vehicles will be returned less U. S. Government parts, tires, tubes and any compensation due taxi owners will have to come from the Italian Government.

8. After taxis are derequisitioned, it will not be necessary to rent them back, since G-4 is at present in a position to place a sufficient number of other requisitioned cars on the road in place of taxis. All that is needed at present to place these vehicles on the road, are tires, tubes and batteries which will come off of taxis that are returned.

9. The vehicles G-4 have are vehicles which were earmarked for Northern Regions which are no longer being shipped. They can very well be utilized as taxis after taxis are derequisitioned.

CLAYTON C. CRAIG  
Major, Inf  
G-4 (A)

4482

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Declassified E.O. 12356 Section 3.3/NND No. 785015INFORMAL ROUTINGHEADQUARTERS  
ALLIED COMMISSION  
APO 394

File:

Date 21 April 1945

SUBJECT: Complaints of AC Taxi-drivers.

Fill in each column, initial action, and draw a line across the sheet just below initials. Number each memo consecutively in first column. Use entire width of sheet for long memos.

No.	From	To	Date
1.	Actg VP Etab Sec	HQ Commandant	
For remark relative to paragraph 6 of the attached correspondence. <i>(and 5)</i> G.M. PARKIN, Colonel, Infantry, Actg Vice President.			
3 Incls:			
1 -	Ltr dtd 18 Apr 45 from the Ministero degli Affari Esteri.		
2 -	Form (in Italian) fro PWB		
3 -	Ltr dtd 31-3145 from G. Carrieri.		

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# HEADQUARTERS ALLIED COMMISSION

## ESTABLISHMENT SECTION

File

Date *20 April*

FROM

TO

Deputy Ex. Commissioner

→ Staff Officer

Executive Officer (A)

Executive Officer (B)

G-1 (A)

G-1 (B)

G-4 (A) ←

G-4 (B)

Headquarters Commandant

Adjutant

FOR:

Comment

Draft of reply

Investigation and report ←

Answer

Signature

Approval/Disapproval

Your Information

Your File

Return, please

10 9 7 5

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


HEADQUARTERS ALLIED COMMISSION  
APO 394  
Office of the Executive Commissioner

20 April 45

MEMORANDUM:

TO : Establishment Section

Reference attached correspondence, investigation  
and report on this matter will be appreciated.

  
H. W. STEARNS  
Major, AGD

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1. Taxi are duly registered and property of US.
2. Can not be deregulated without approval of AFHQ.
- ~~3. The Cabs~~
- 3 Relative to Par 6
  - (a) - Rents are not paid for registered vehicles
  - (b) The Cabs that are free are not mechanical suitable for AC needs.
  - (c) This is our present policy.



10 9 7 7